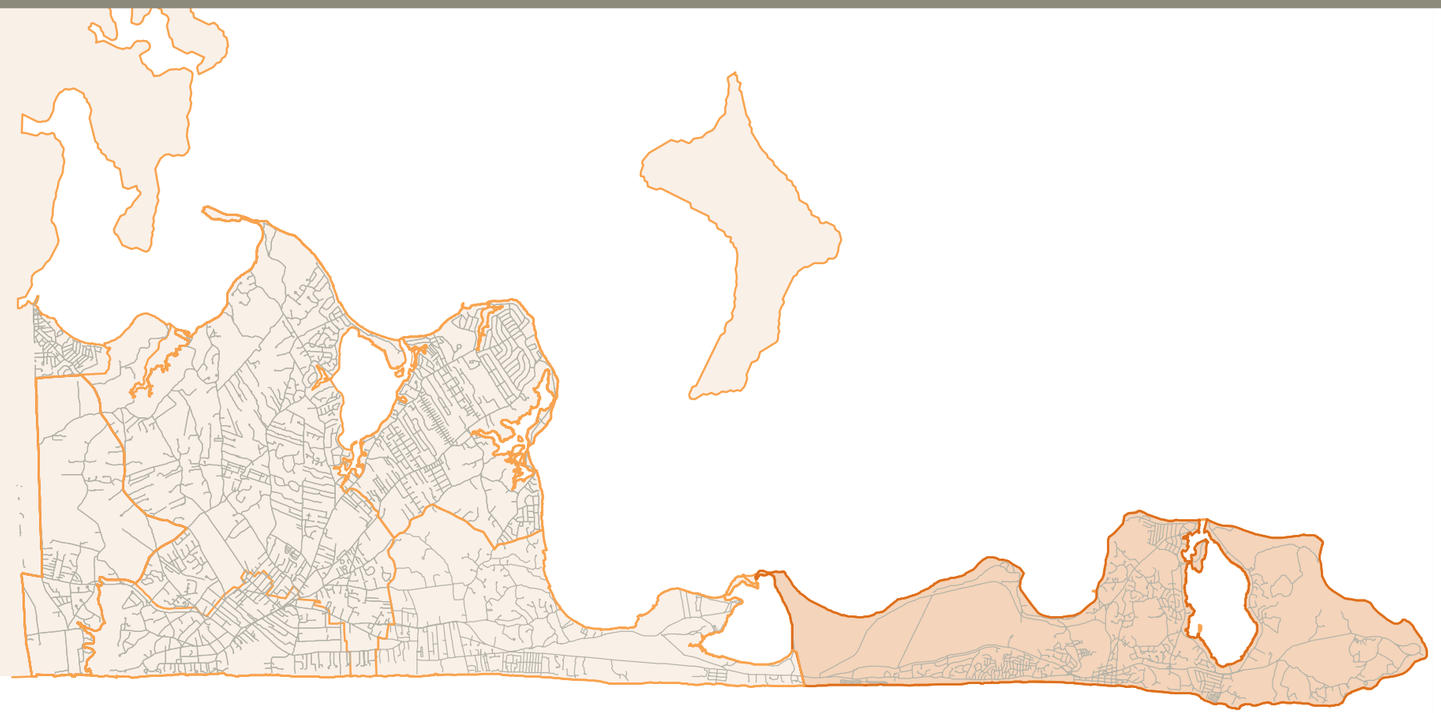
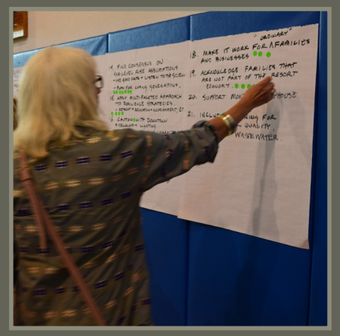


East Hampton
Hamlet Report

Montauk



Prepared by:
Dodson & Flinker, Landscape Architects and Planners
Fine Arts & Sciences
RKG Associates Inc.
L.K. McLean Associates

Prepared For:
The Town of East Hampton, New York

January 31, 2018

Table of Contents

Introduction

East Hampton is defined by the unique character of its hamlets, villages and countryside. With large expanses of pristine ocean beaches, scenic vistas, preserved farmland, historic landscapes, significant fish and wildlife habitats, and high quality drinking water resources, the unique natural and cultural features of the town are largely intact. This world-class landscape has become the centerpiece of a vibrant summer community, attracting tens of thousands of second homeowners and tourists, as well as the small army of workers and professional needed to serve their needs. As a result East Hampton, and Montauk in particular, faces ongoing challenges created by seasonal swings in population and activity, with related impacts on traffic, parking, housing, water supply, wastewater treatment, and a host of other factors.

The commercial centers within each hamlet form the stage on which this dynamic interaction of social, economic and environmental elements plays out over the course of the year. While future change in the town's conservation areas and residential neighborhoods will be relatively modest under current zoning, potential change within the commercial and industrial zones could be more significant – driven by the individual decisions of hundreds of local businesses, each reacting in real time to challenges as diverse as the explosion of on-line retail, labor shortages and rising sea levels.

These trends have been evolving for decades, and were reflected in The 2005 East Hampton Comprehensive Plan. One recommendation of that plan was the creation of detailed plans for the Town's commercial areas and an evaluation of the Town's ability and desire to meet future commercial needs. As a result, in 2016 the Town of East Hampton commissioned the preparation of this Master Plan for Montauk's main commercial business districts. At the same time, the Town commissioned the preparation of Master Plans for five additional hamlet centers, together with a Townwide business district analysis and an economic strategy to sustain the hamlet commercial districts in the future. The Town of East Hampton retained a consulting team led by Dodson & Flinker, Inc.,

The Montauk District Boundary is shown in orange.

Community Design and Rural Preservation Specialists, together with subcontractors LK McLean Associates P.C., Consulting Engineers, Fine Arts & Sciences LLC, Environmental and Community Planning Consultants and RKG Associates, Economic, Planning and Real Estate Consultants. The Economic and Business analysis, which informed this Plan for Montauk, is provided in a companion document.

Montauk's extraordinary scenic and natural resources have made it a desirable destination for tourists and place to live for year round and second home owners. Touched by many of the most significant events including both world wars, and influential people of their times, Montauk has a rich and colorful history. Montauk's development as a beach resort dates to the 1881 Frederick Law Olmsted subdivision improved with Shingle Style summer cottages designed by McKim, Meade and White- now recognized on the National Register of Historic Places. Another era which adds to the unique character of Montauk and not typically seen in a beach-oriented community is the Tudor Revival Style developed by Carl Fisher in the 1920s and 30s. Montauk Harbor is the number one commercial fishing port in New York State and also supports a robust recreational fishing industry. The rich cultural heritage, small town character, quaint fishing village setting, pristine beaches and natural environment all contribute to what makes the hamlet so special.

But Montauk is at risk of becoming a victim of its own success and its recent popularity as a "Hamptons Hotspot" is putting tremendous pressures on the peace and tranquility of the community. Travel + Leisure Magazine rated Montauk the most expensive beach town in the US for August 2017 and soaring real estate values have made it increasingly difficult for workers and families to live in Montauk. The Town has stepped up enforcement and enacted new legislation in response to local outrage over the behavior and traffic jams resulting from throngs of partiers. But improved infrastructure, pedestrian amenities, coordinated parking, coastal resiliency and more are needed to protect and preserve Montauk.

This master plan is designed to help the town understand how Montauk's commercial districts look and function today, and to explore ways that they could be improved to better serve the community in the future. The Methodology for the preparation of the Montauk Master Plan Study featured data gathering, detailed analysis and extensive public participation. As described in the following section, an inventory and analysis was conducted with regard to historic and cultural resources, demographics, natural resources and environment, environmental challenges, demographics, zoning, land use, business uses and hamlet economy, residential and commercial buildout and transportation and infrastructure. Public participation included an intensive four-day charrette process consisting of workshops, focus groups

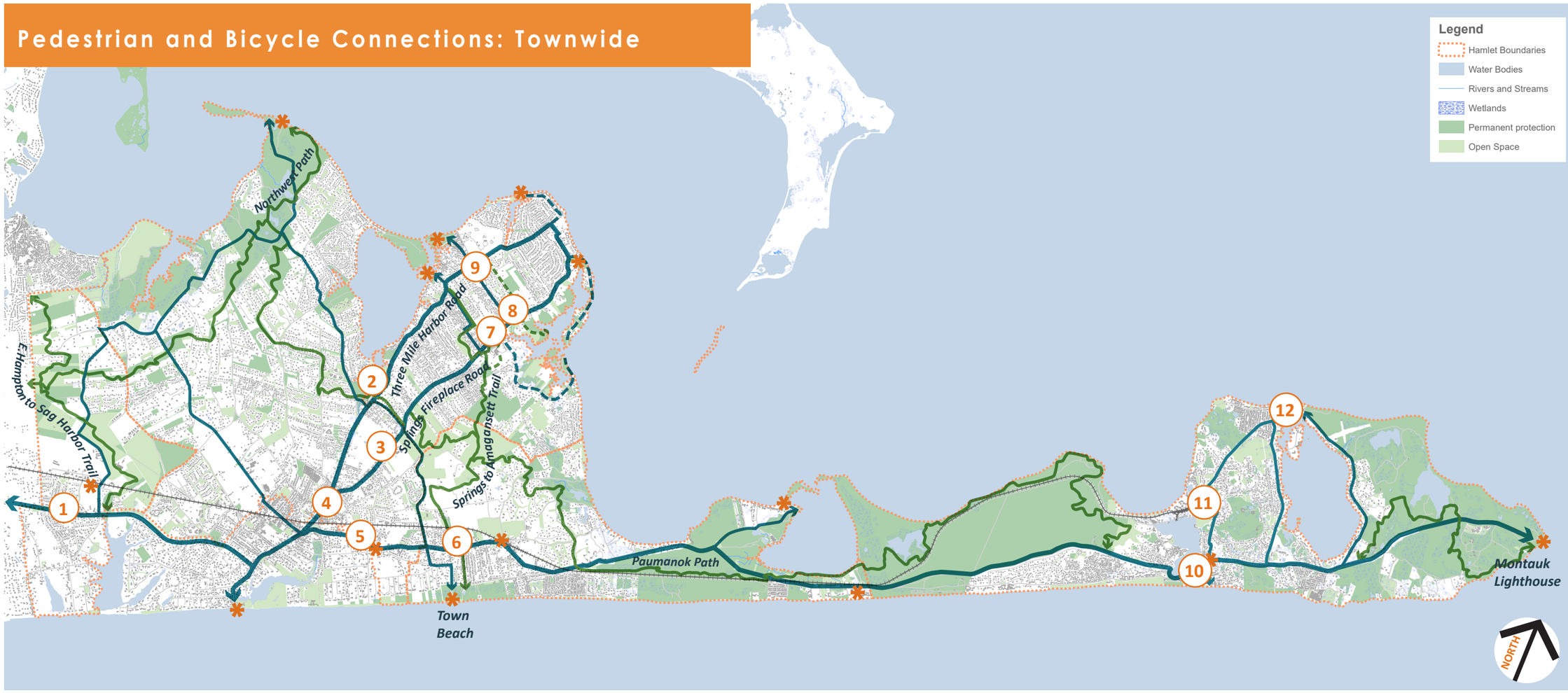

Montauk's history and culture are shaped by its coastal landscape.

and walking tours which were open and advertised to the general public, business owners, year round residents, second homeowners and other stakeholders. The charrettes provided detailed public input and the opportunity for citizens to work together with town staff and the consulting team to develop creative recommendations for the Hamlet.

Based on the results of the charrettes, the consulting team prepared illustrative master plans for Montauk's Downtown, Harbor Area and Station Area. The Plans are intended to capture the community's shared vision of more attractive, walkable, and economically vibrant commercial centers. The illustrative master plans show one potential way that the Montauk's main commercial areas could be redeveloped over coming decades, but they are not the only possible result of changes the Town might make in planning policy or regulations. The purpose of this exercise is not to require a particular use or arrangement of uses on a particular lot. Rather, it is meant to explore and illustrate the fundamental planning and design principles that can protect Montauk's main commercial centers into more attractive, cohesive, functional and economically-vibrant places.

The ultimate goal of this study is to provide the Town of East Hampton with an inspirational, achievable plan which will enhance Montauk's strengths while significantly improving the Hamlet's aesthetics, walkability, functionality and vitality. The 2005 Town Comprehensive Plan Vision and Goals, developed through a consensus building process, is the touchstone for the Montauk Master Plan. Specific objectives and recommendations for Montauk put forth in this report build on that long-term vision of what it is essential to East Hampton now and in the future.

Pedestrian and Bicycle Connections: Townwide



1. Wainscott Commercial Center, Wainscott
2. Three Mile Harbor, Springs
3. Future Sand Pit Mixed Use Center and Contractor Park and Ride, East Hampton
4. North Main Street District, East Hampton
5. Pantigo Road Neighborhood Business District, East Hampton
6. Amagansett Commercial Center, Amagansett
7. Springs Historic District
8. East Fort Pond Boulevard Neighborhood Business District, Springs
9. West Fort Pond Boulevard Neighborhood Business District, Springs
10. Downtown Montauk Commercial Center, Montauk
11. Montauk Train Station, Montauk
12. Montauk Harbor Commercial Center

Existing Conditions

Geography

In this report the boundaries of the Montauk Hamlet are defined by the 12,415.8 acre Montauk School District. Montauk is almost completely surrounded by water, with a narrow strip of land to the west between Napeague Harbor and the Atlantic Ocean providing the hamlet's only land connection to the other hamlets of East Hampton. Montauk is bounded by Napeague Harbor and Napeague Bay to the west. To the north is Fort Pond Bay and Block Island Sound. To the South is the Atlantic Ocean.

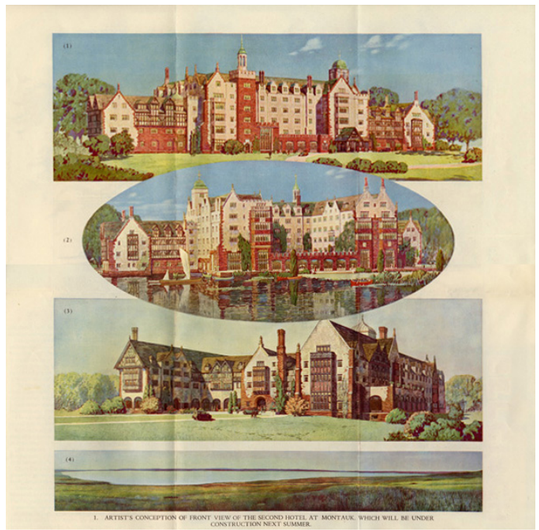
Montauk is a glacially-sculpted peninsula with a relatively flat southwestern coastal plain flanked by dunes and beaches that rises to dramatic coastal bluffs and high hills in the eastern half of the hamlet. Lake Montauk and Fort Pond—a water body that extends from ocean to sound bordered by narrow, low-lying land—further subdivide the land area of Montauk into three contiguous land areas.

Two major commercial centers exist in Montauk today. One is Montauk Downtown—an area of ocean-side hotels and retail that is the descendant of Carl Fisher's never-fully-realized 1920 resort plan for the area. The other commercial center is Montauk Dock, an area of restaurants, retail, and a working waterfront at the inlet and harbor that Fisher created at Lake Montauk. These commercial centers are among the most heavily visited areas of East Hampton in the summer. Montauk's commercial areas will likely also experience the largest impact in Town from rising seas and climate change.

Historic and Cultural Resources

Archaeological evidence suggests that Native Americans occupied the South Fork of Long Island as far back as the Archaic Age (ca 4500-1300 BC)[1]. The visual and cultural character of Montauk today bears the mark of the Montauk Tribe that occupied the hamlet as well as the strong influence of European settlers that supplanted them in the 17th century and 20th century resort development.

[1] East Hampton Comprehensive Plan: Geography and History



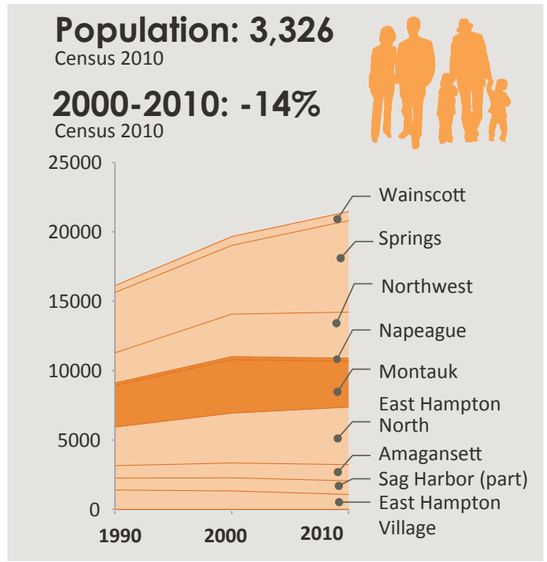
Major buildings designed and constructed as part of Carl Fisher's development plans in the 1920s have left a lasting mark on the character of Montauk's Downtown.

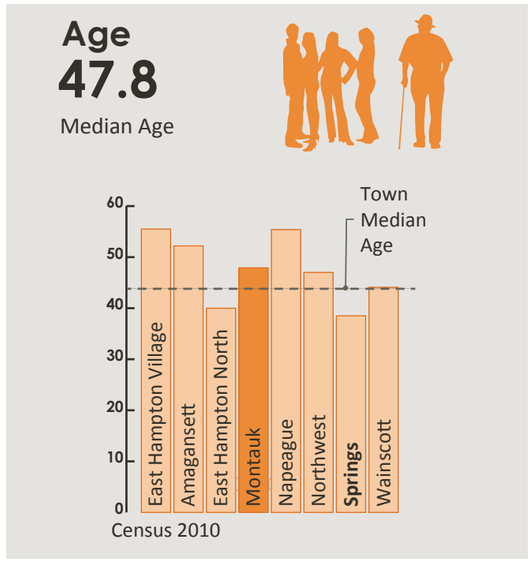
Montauk's sandy bluffs, dunes, water bodies and beaches are fundamental to the scenic beauty of area. Historic structures like the Montauk lighthouse (below) also are central to the iconic character of the landscape.

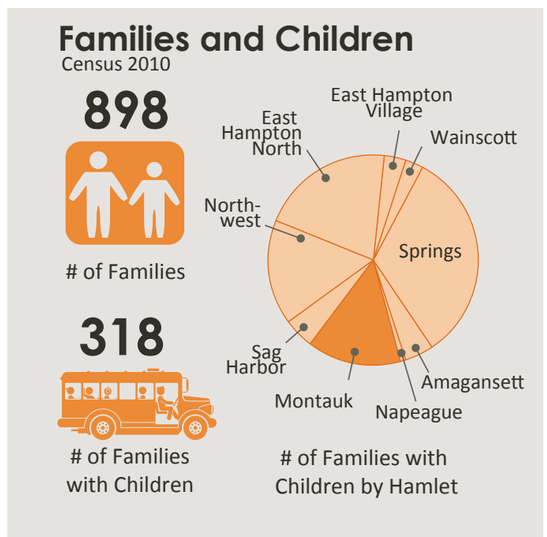
The earliest European land uses of the Montauk peninsula were agricultural. Early roads were connected from meadows at the major ponds, harbors and landings. Soon after the early settlement of East Hampton, different groups of East Hampton men acquired land on the Montauk peninsula from the Montaukett tribe. From the mid-17th century to the late 19th century, Montauk was used as common pasture for livestock.[2]

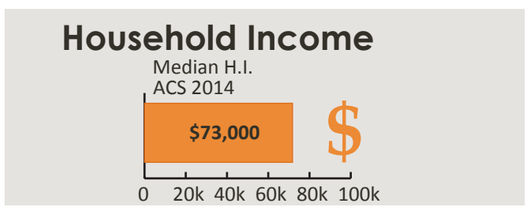
The Montauketts continued to live at Indian Field, east of Lake Montauk; the hamlet was the last area in East Hampton with reserve land for the Montauk tribe. Many known Native American burial grounds exist in the hamlet. European settlers in the region, like the native tribes that occupied this land previously, recognized the important opportunities for fishing and shell-fishing in the region. Among other pursuits the Montauketts, displaced by livestock companies, joined the burgeoning whaling industry out of Northwest Harbor and Sag Harbor in the 17th and 18th centuries.

[2]









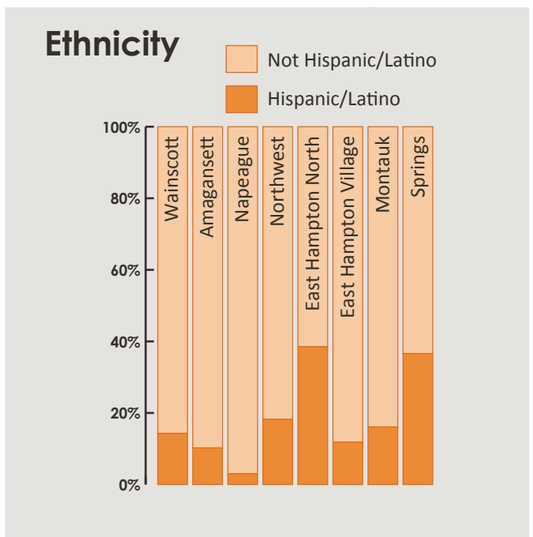
Data from the US Census Bureau as collected in the 2010 US Census and Community Housing Opportunity Fund Implementation Plan 2014

Following the extension of the Long Island Railroad to Bridgehampton in 1870, the Town of East Hampton began to develop its reputation as a summer resort and began to see an increase in population, especially in the summer months. In 1920, developer Carl Fisher purchased 9,000 acres at Montauk and began the process of creating what he hoped would become one of the most important resorts on the east coast. Fisher's plans for the area were never fully realized because of the 1929 stock market crash and subsequent depression. However, the road network, major buildings, and surrounding residential subdivisions constructed by Fisher contribute to the distinctive visual character of the hamlet today.

Historic Buildings and Structures:

- Montauk Point Lighthouse
- Historic Montauk Association: National Register
- Carl Fisher's Downtown Plan ("Miami of the North")

In addition to the rich history of human settlement of the Montauk Peninsula, the area also is unique for its protected, undeveloped land. Among other things, Montauk contains the largest block of maritime forest left on Long Island. The areas dunes and beaches are fundamental to the scenic beauty of the peninsula.



Demographics

Montauk has the third highest total population of East Hampton's hamlets, at 3,326[3], but also experienced the largest drop in population, -14%, between 2000 and 2010. The median age in Montauk is 47.8, which is the third highest median age in town and above the town-wide median age. The median household income in Montauk is $73,000.

In terms of race, 90.3% of Montauk residents identify as White, 2.8% as Black or African American, 0.2% as American Indian or Alaska Native, 0.9% as Asian, .1% as Native Hawaiian or Other Pacific Islander, and 4.4% as Some Other Race. In terms of ethnicity 16.1% of the population identify as Hispanic or Latino (of any race).

Montauk contains 898 families, and 318 families with children. School Taxes, which make up a large portion of property taxes within each school district, support the hamlet's public schools. However, the amount paid in school taxes by a family with children is often less than the amount of money required to support the children in schools, meaning that families with children represent a tax burden for residents. School taxes in Montauk are the second highest town-wide. For this reason, the Town has pursued a strategy of encouraging senior housing and single room apartments and concentrating new development in the East Hampton school district where the high school is located.

Natural Resources and Environment

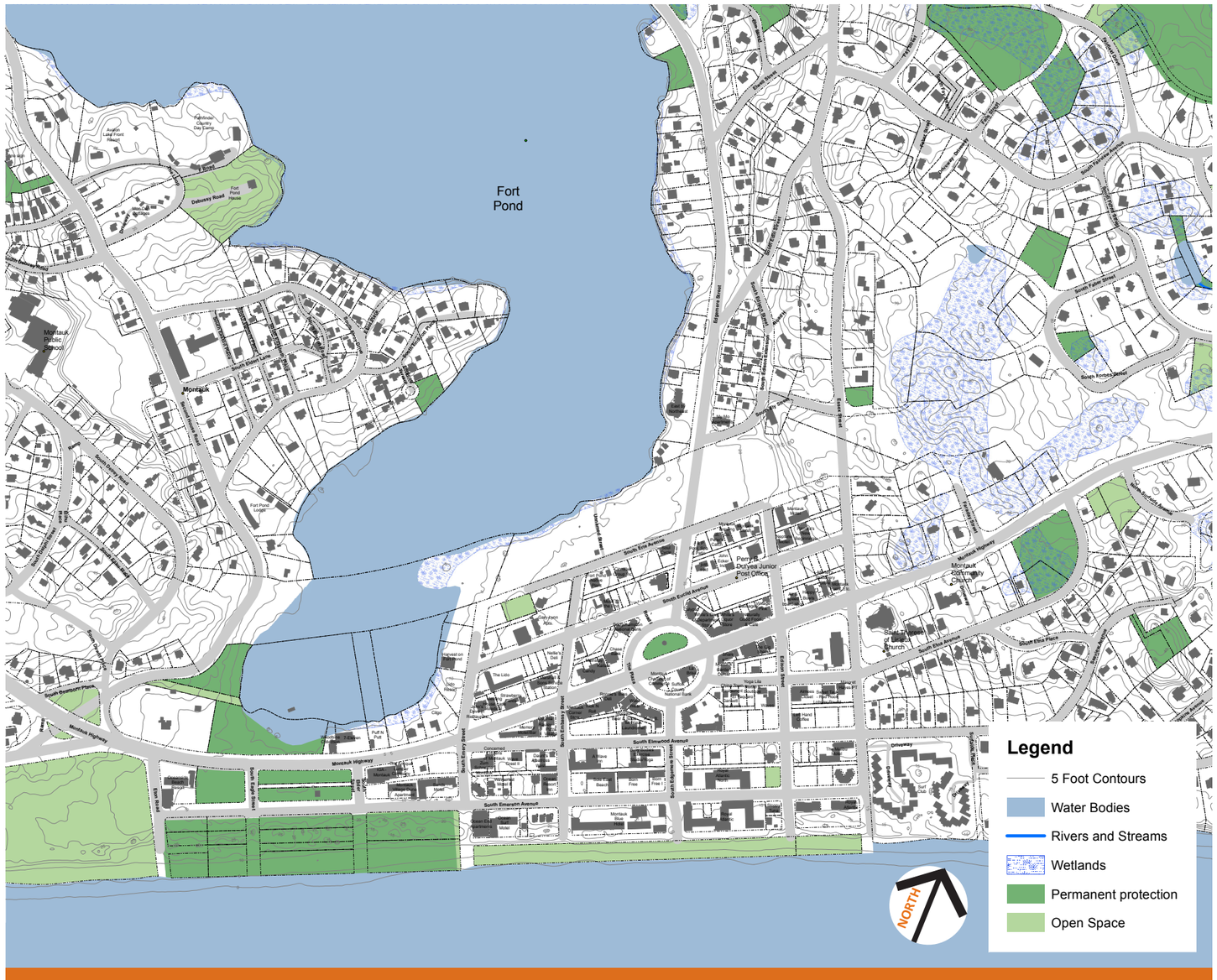
Surface Water: The largest surface water body in Montauk is Lake Montauk, a 1,072.2 Acre bay off of Block Island Sound. Lake Montauk is a NYS Local Significant Coastal Fish and Wildlife Habitat. Other surface water bodies include Fort Pond and Oyster Pond. Fort Pond is the second largest fresh water pond on Long Island and

[3] As of the 2010 U.S. Census

Montauk Downtown

Orthophotography

Montauk's downtown is centered on a central open space (facing page, top), with many one and two story mixed use buildings (above, bottom). Hotels (facing page, middle; above, top), many of which are located directly behind the beaches (facing page, bottom), are an important part of the summer economy.



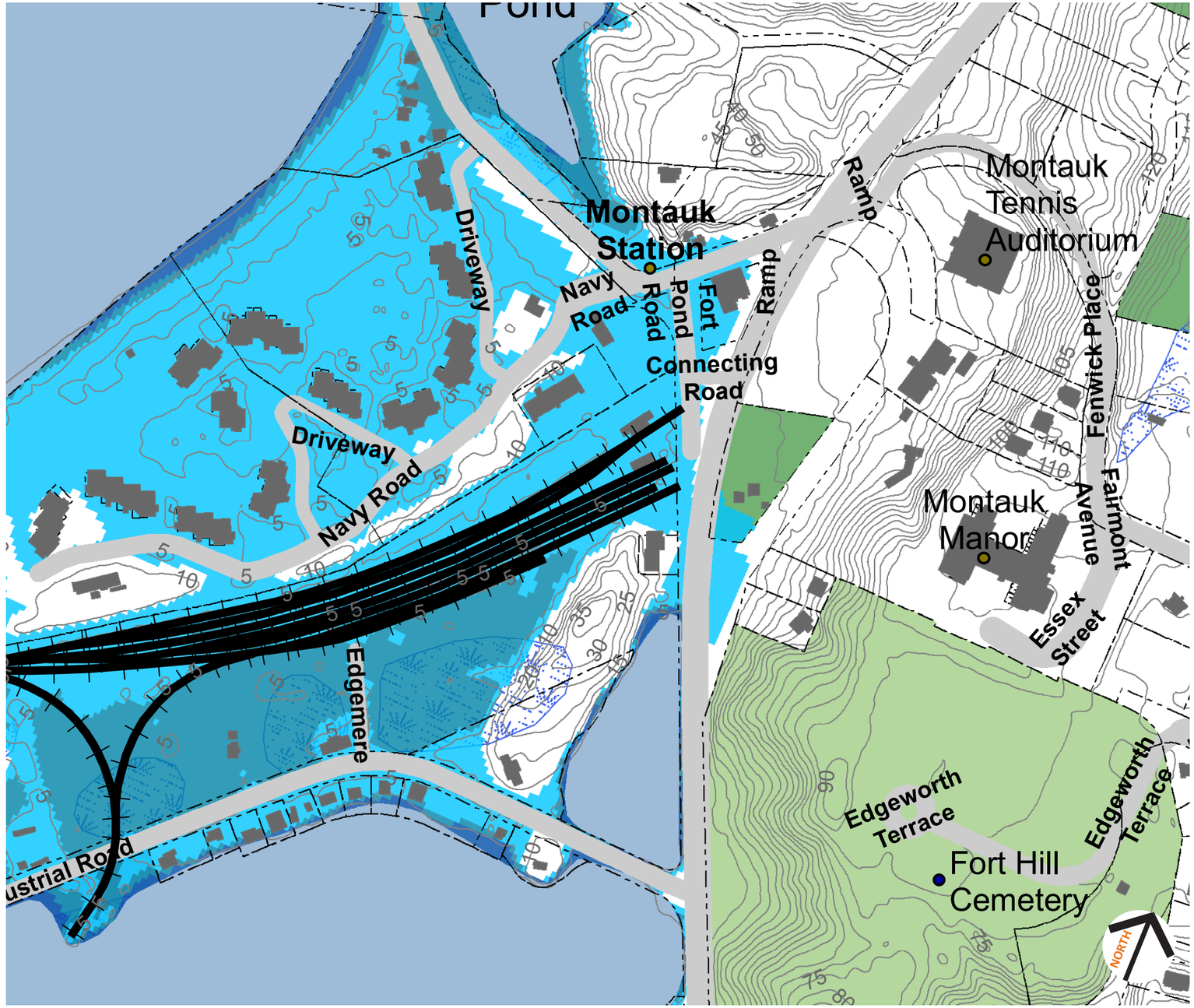
Montauk Downtown

Line Basemap

Montauk Train Station Area

Orthophotography

Montauk's train station area lies alongside Fort Pond Bay (facing page, top), and is overlooked by the historic Montauk Manor hotel (above, bottom). The train station (facing page, bottom; above, top) is the easternmost end of the LIRR line.



Montauk Harbor

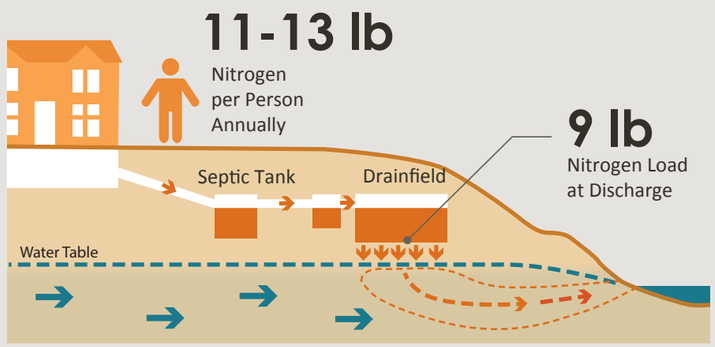
Linework Base Map with business names

Montauk Harbor's economy and character are shaped by its fishing industry (facing page, top) and coastal landscape (above, bottom). Its tourism economy is currently poised for significant redevelopment (facing page, middle and bottom) with Gosman's Dock up for sale.

Montauk Harbor

Linework Base Map with business names

Typical Nitrogen Loading to Septic Systems



From US EPA via Lombardo Associates 2014

is a Coastal Fish and Wildlife Habitat. This pond is separated from Block Island Sound and from the Atlantic Ocean by narrow, low-lying sandy land that is susceptible to overwash and even inlet formation in strong coastal storms.

Groundwater: Montauk, like the western portion of East Hampton, is underlain by a glacial freshwater aquifer. However, the freshwater aquifer in Montauk is much shallower and hydraulically separated from the larger aquifer to the west by saltwater. As such, fresh groundwater in Montauk is much more susceptible to saltwater intrusion than the other hamlets. This groundwater is also susceptible to human pollution. Pollution from septic systems, in particular, is an on-going challenge in the hamlet.

Environmentally Sensitive Areas:

Surrounded by water, Montauk is home to important beaches, dune habitat, bluffs, and wetlands. Hither Woods Preserve and Montauk Point State Park each contain continuous blocks of protected forest land that are home to rare and endangered plant and animal species. The ponds, bays and lakes and their surrounding sensitive wetlands are also home to a diverse collection of wildlife and important shellfish habitats.

Agriculture and Fisheries: Lake Montauk supports a major fishing industry based in the Montauk Dock area. Due to pollution, the southern portion of Lake Montauk and Coons Foot Cove have experienced shellfish closures in recent years. Oyster Pond has also experienced water pollution issues and shellfish closures.

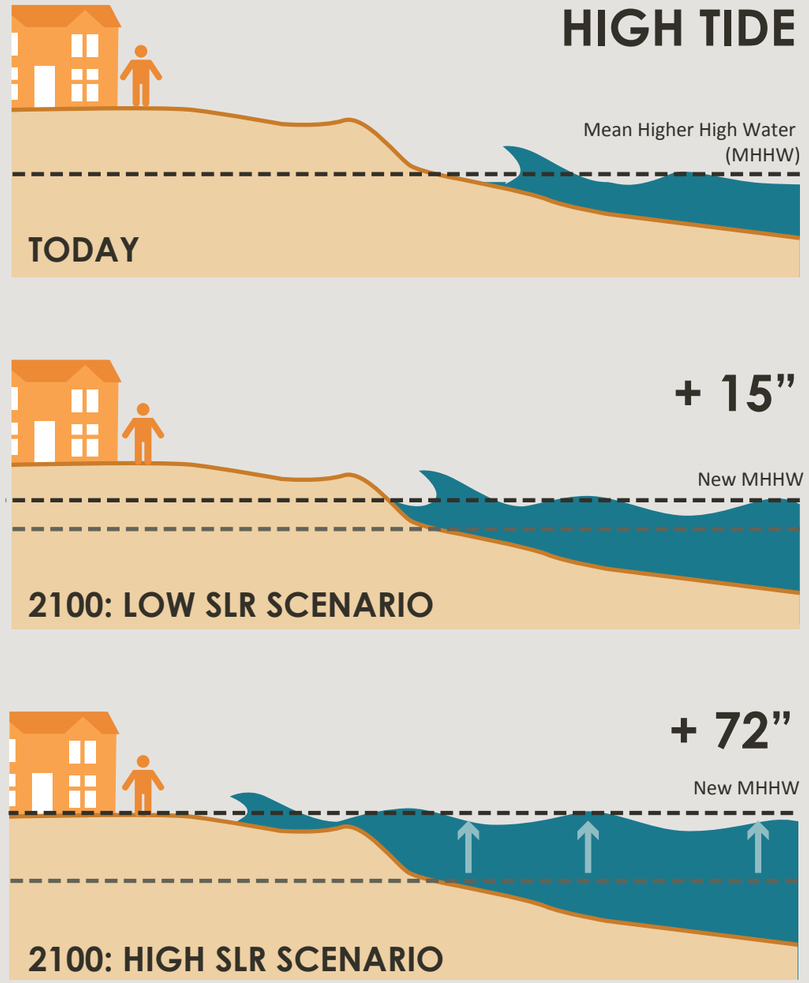
Environmental Challenges

Surface and Groundwater Pollution: One of the most notable environmental challenges in the hamlet is the impact of surface and groundwater pollution on aquifers and sensitive surface waters. Septic systems within the hamlet contribute nitrogen to groundwater that makes its way into surface waters, generating harmful algal blooms. Other potential contaminates include leachate from landfills, pesticides, herbicides, fertilizers, and pollution from fuel underground storage tanks[4].

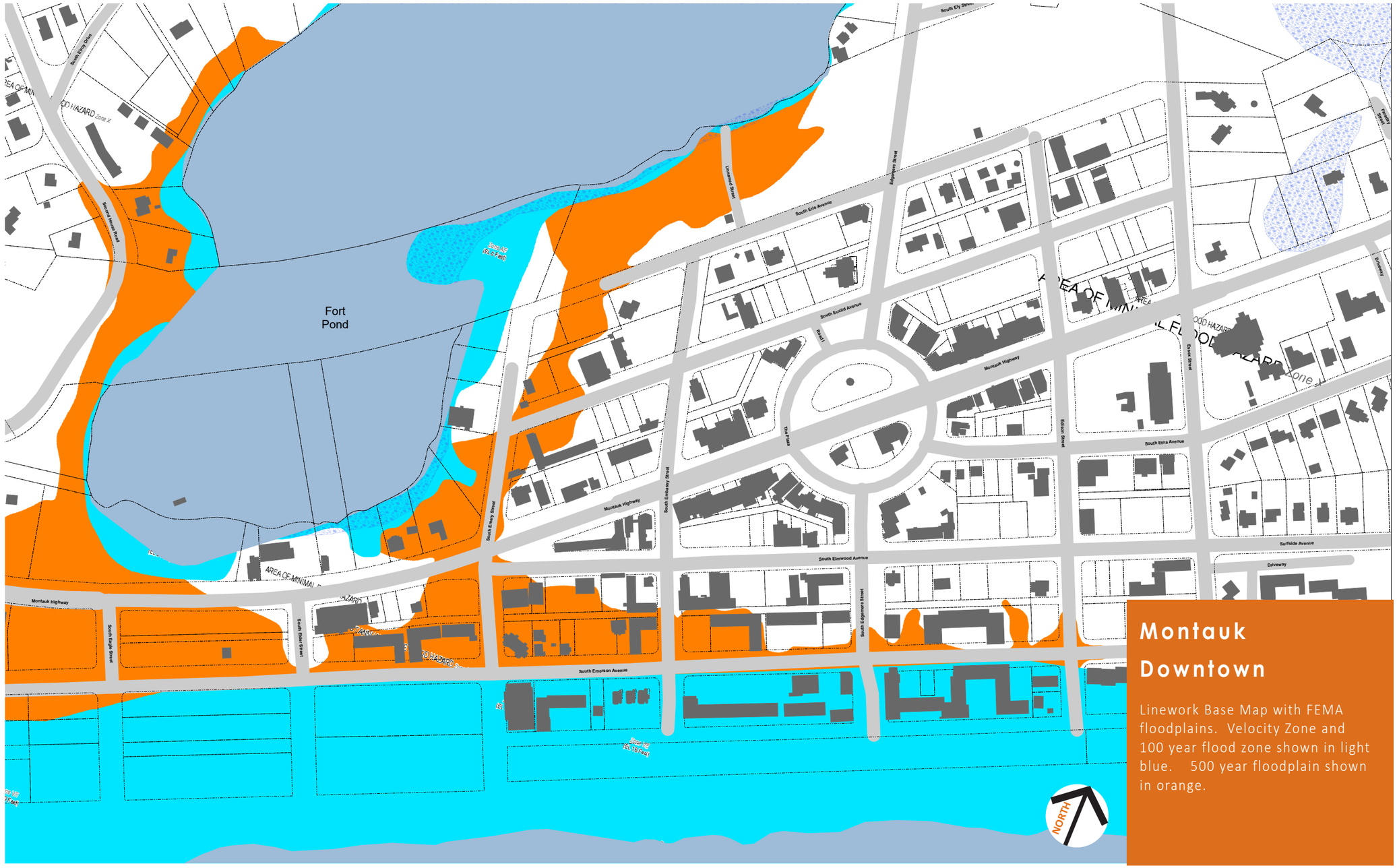
Habitat and Open Space Loss: Loss of sensitive habitat areas and open agricultural land to development is an on-going challenge in Montauk. About 3% (418 AC) of vacant land in the hamlet is developable.

[4] East Hampton Town Water Resources Management Plan Final Draft

Anticipated Sea Level Rise | Montauk

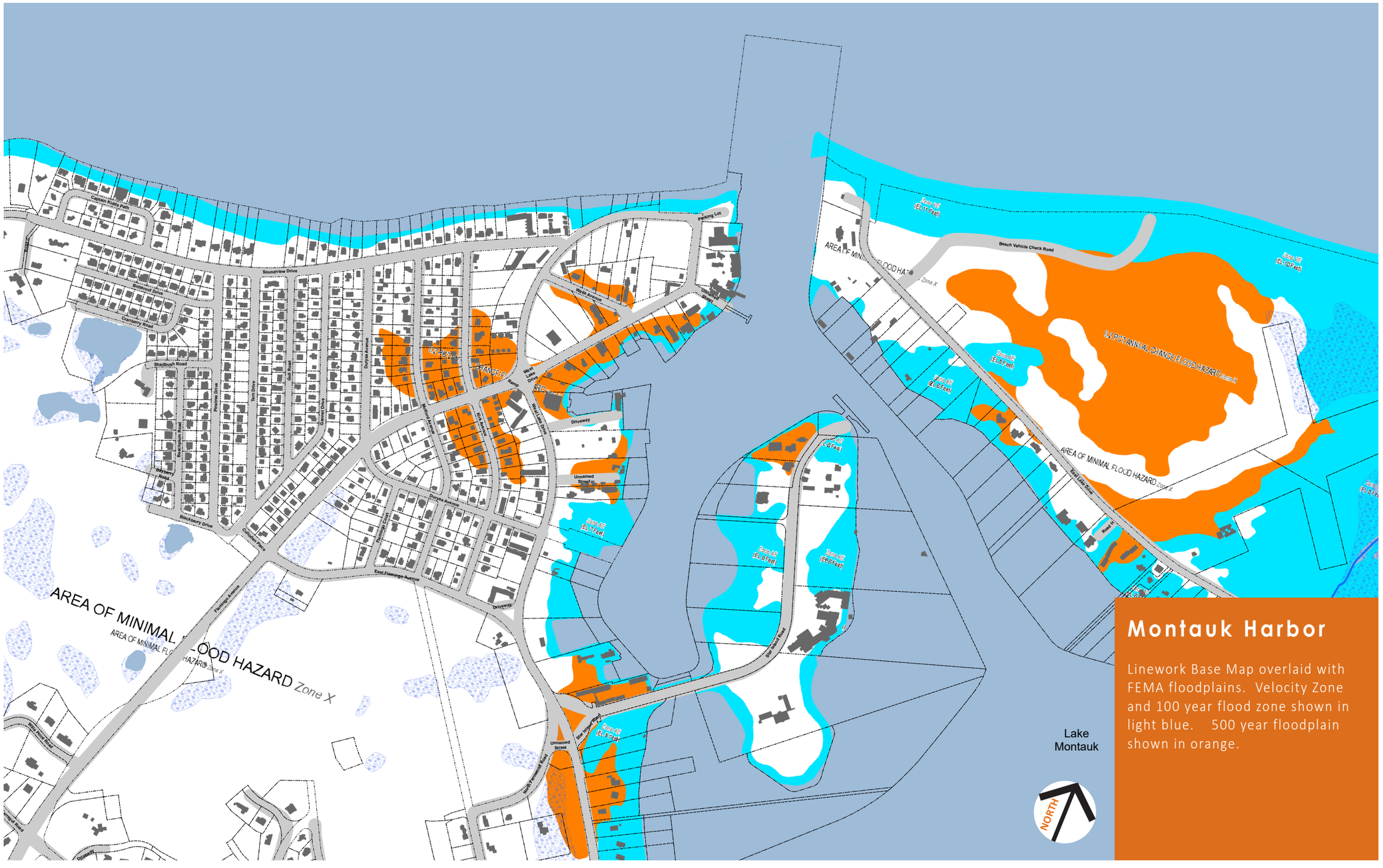


From ClimAID 2014 Supplemental



Montauk Downtown

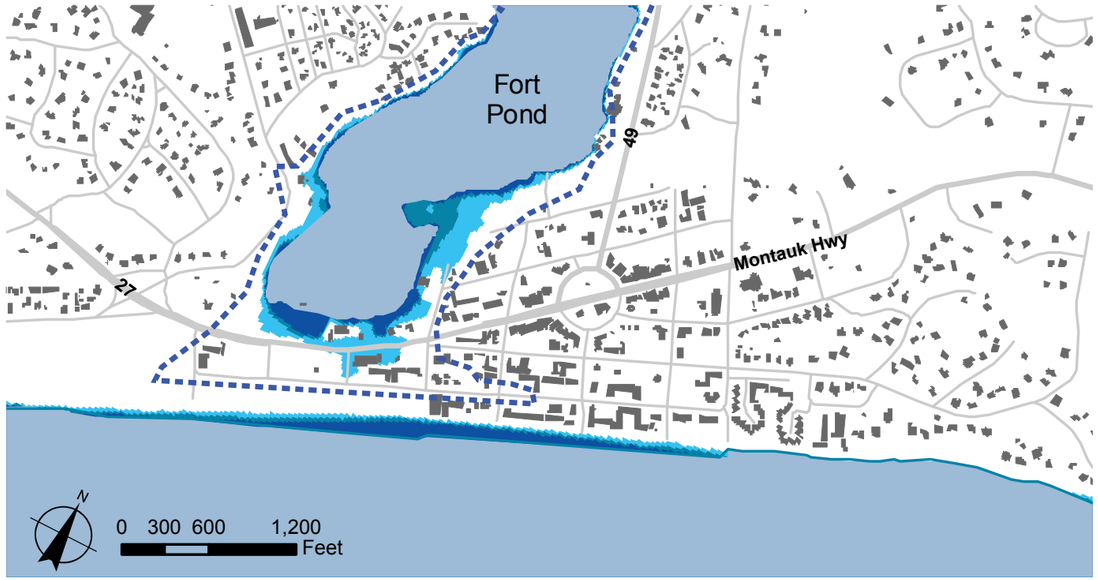
Linework Base Map with FEMA floodplains. Velocity Zone and 100 year flood zone shown in light blue. 500 year floodplain shown in orange.

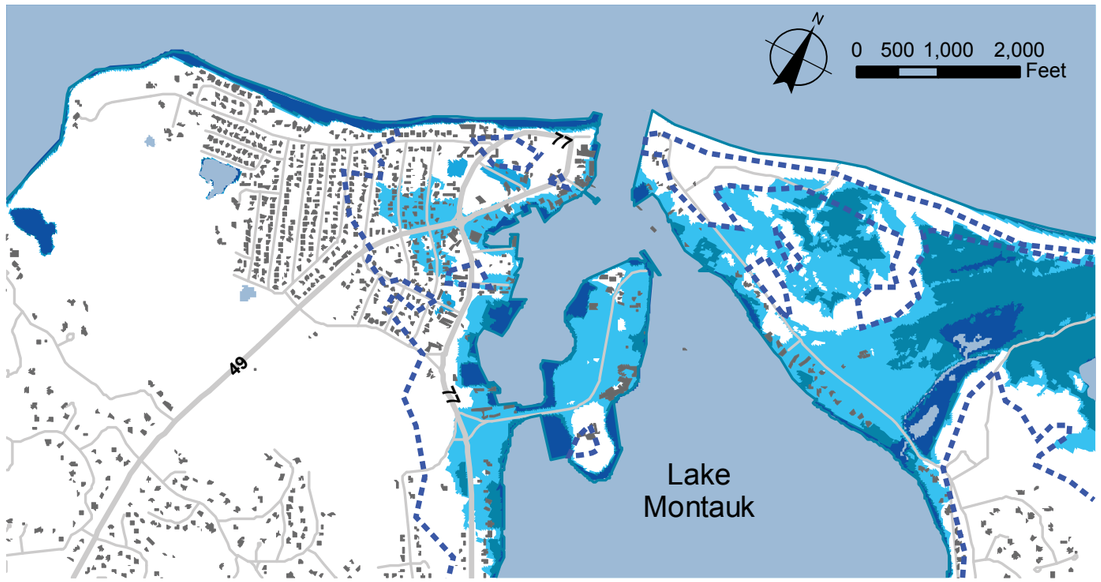


Montauk Harbor

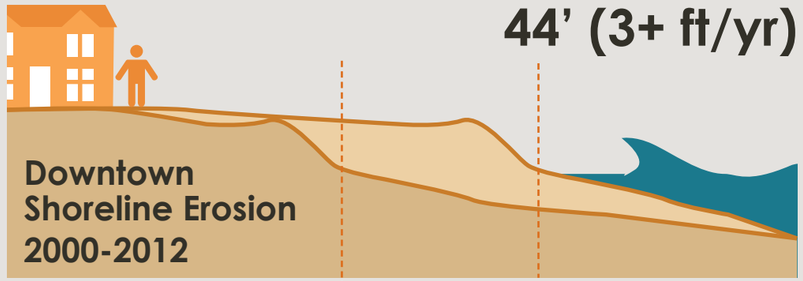
Linework Base Map overlaid with FEMA floodplains. Velocity Zone and 100 year flood zone shown in light blue. 500 year floodplain shown in orange.

Sea Level Rise + Storm Surge Impacts | Montauk





Shoreline Change | Montauk



From USACOE 2014 Downtown Montauk Stabilization Project FONSI

Deer Management: Increasing populations of white-tailed deer in the Town have reached an emergency level according to the East Hampton Deer Management Working Group[5]. Over-browsing by deer has begun to shift the species composition of existing forests, nearly eliminating herbaceous plants and saplings and damaging populations of other wildlife that rely on these plants.

Light Pollution: Unshielded lights in Montauk's commercial center and other areas create glare. Street lights, particularly older ones, also contribute light pollution. This light contributes to a gradual decline in the darkness of the night sky. The town's Dark Skies Initiative has resulted in laws that require lights on new construction with a building permit to be fully shielded. Current exempt lighting types include up-lighting for flags, tree up-lighting, and municipal street lighting.

Resilience, Climate Change and Sea Level Rise: Today, areas of Downtown Montauk and the Montauk Dock area are at risk from flooding in coastal storms.

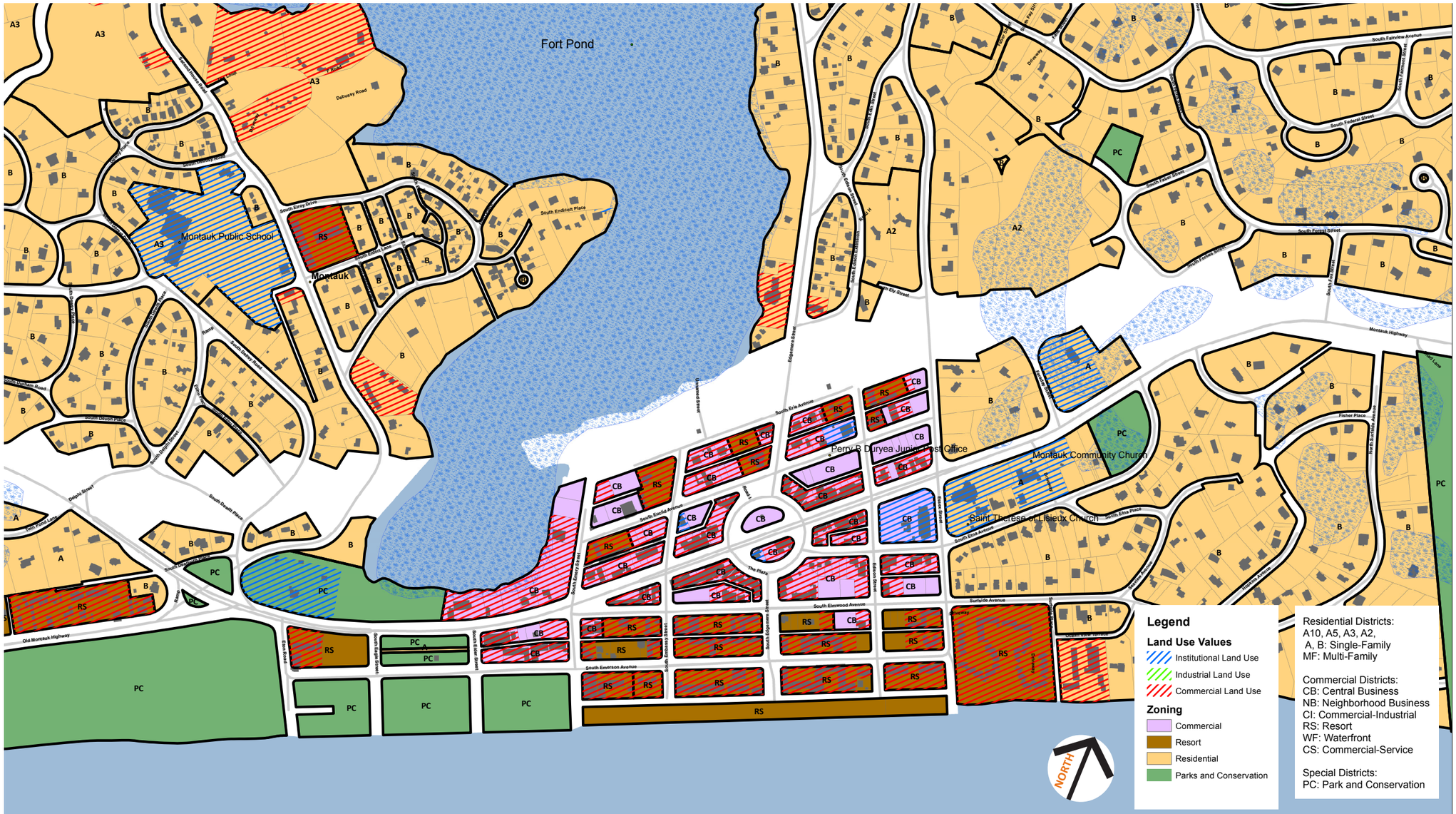
As climate changes, rising seas and more frequent and intense storms will increase the area impacted by coastal flooding. Although the timing and amount of sea level rise is uncertain, scientific models today provide a range of possible sea level rise scenarios. According to the New York State ClimAID 2014 report, Eastern Long Island can expect between 8" and 30" of sea level rise by 2050 and between 15" and 72" of sea level rise by 2100. This means that by 2050, for example, high tide will be between 8" and 30" above the current high tide[6].

Coastal erosion and storm surges will provide additional impacts in Montauk. As sea level rises, coastal erosion will likely continue to change the shape of beaches and coastal wetlands. An example of this on-going change is the shoreline in Downtown Montauk, which has moved

High Tide: 1' Sea Level Rise
High Tide: 3' Sea Level Rise
High Tide: 6' Sea Level Rise
Category 3 Storm Surge @ 2' SLR

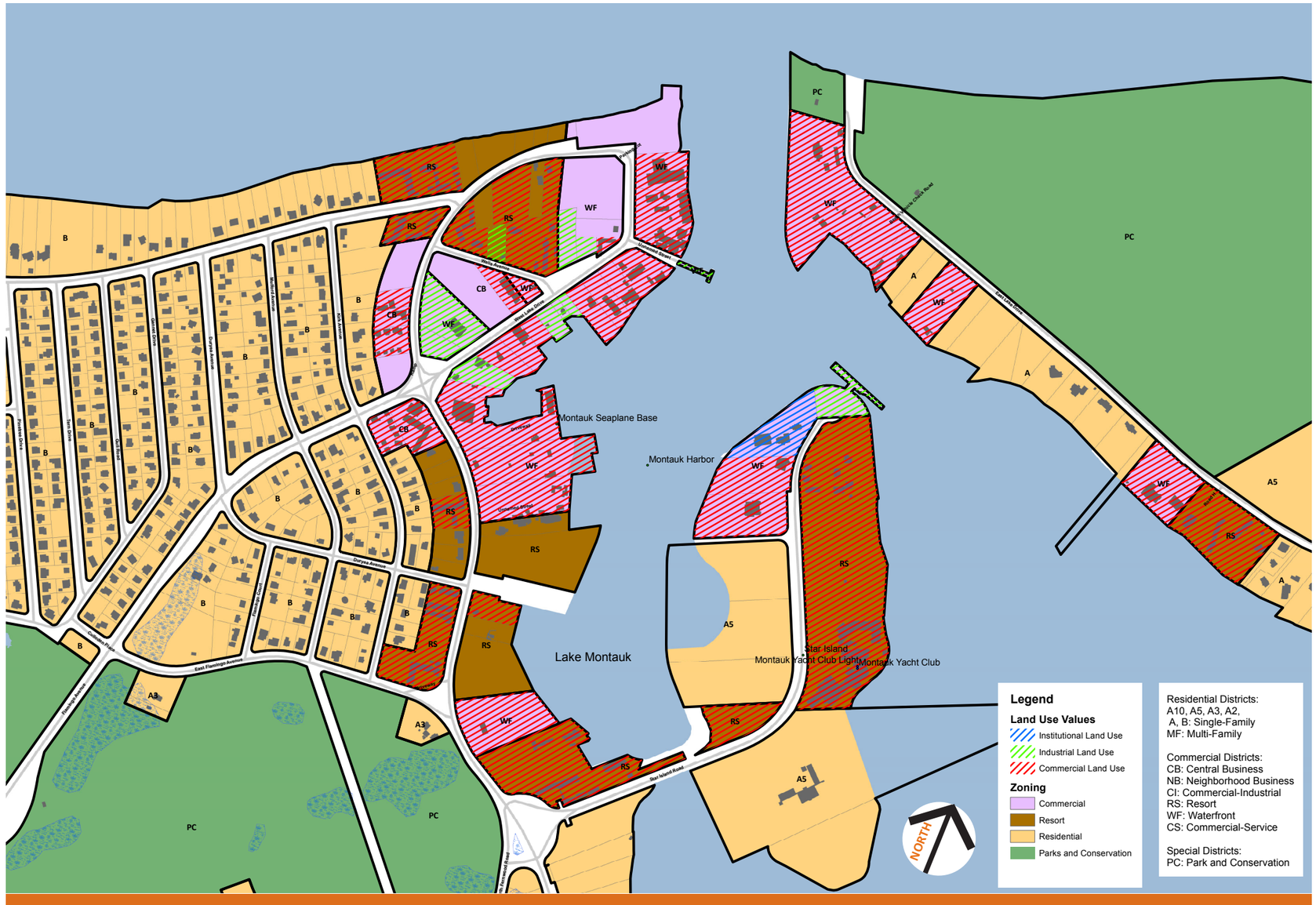
[5] Deer Management Plan 2013

[6] Sea Level Rise projections and information in this report were obtained from the NYS DEC's recommended 2011 ClimAID Report and 2014 ClimAID Supplemental. Storm surge impacts were estimated from the Nature Conservancy Coastal Resiliency Network Digital Modelling Tools.



Montauk Downtown Zoning and Land Use

Base zoning shown in solid colors, with land use as a transparent hatch. A limited business overlay allows some commercial use in residential zones.



Montauk Zoning and Land Use

Base zoning shown in solid colors, with land use as a transparent hatch. A limited business overlay allows some commercial use in residential zones.

44' inland from 2000 to 2012.[7] This equals a rate of nearly 3' per year, which if continued could create 300' of shoreline erosion by 2100. Storm surges from coastal storms and hurricanes, on top of these higher tide elevations, will create flood impacts that extend further inland than the same sized storms today.

Another issue for Downtown Montauk is the low narrow strip of sand that separates Fort Pond from the Atlantic Ocean, an area sometimes referred to by Montauk residents as the "breach point." With sea level rise, this area and a narrow strip of land on the sound side are likely to be inundated, potentially creating new inlets to Fort Pond and making the eastern end of Montauk functionally an island.

Land Use

Montauk land-use is notable for its large area of undeveloped land. More than 50% of the landscape is permanently protected open space, beaches, and park land. The area that is developed ranges in land use from low and medium density residential to relatively dense development in the two commercial centers, including several high rise buildings and Oceanside hotels in Montauk Downtown

Open Space and Recreation: Protected open space the hamlet makes up 62% of the land area—the largest amount of protected open space of any hamlet in the Town. These conservation lands are managed by a mix of public and private-not-for profit organizations. Montauk is also notable for having the largest protected block of maritime forest in all of Long Island. Important parks and recreational sites include Montauk Point State Park, Kirk Park, Camp Hero State Park, Shadmoor State Park, Montauk Downs State Park Golf Course, Hither Hills State Park and Hither Woods Preserve.

Private recreation sites and park lands and beaches in Montauk are home to a range of active and passive recreational opportunities and an extensive network of trails. Fort Pond and Lake Montauk provide recreational boating and fishing opportunities. These water-based

[7] USACOE Downtown Montauk Stabilization Project

recreational activities are particularly important for the commercial center at Montauk Dock.

Residential Uses, housing types: Montauk residential uses range from low to medium density. The hamlet contains the highest total number of housing units at 4,666. This includes 1422 households (only 30.5% of housing units are occupied). The average household size is 2.3.

East Hampton, like many ocean resort communities, has a large number of seasonally occupied homes. In Montauk, 63.1% of households are seasonally occupied while 624 are occupied year-round. Montauk is also notable for having the highest percentage of renter-occupied, year-round homes in the town (26.7% renter occupied and 73.3% owner occupied).

Commercial and Industrial uses: The major commercial centers include the Montauk Downtown and the Montauk Dock Area. Montauk Downtown is one of the highest-density commercial areas in the town, with high rise buildings and oceanfront motels alongside one story and two story beach-oriented retail stores and restaurants. Montauk Dock includes restaurants and shops along with a working waterfront.

Zoning

Density and Dimensional Requirements

- Minimum ten foot front yard setback requirements in CB zone facilitates building placement close to street, rear parking, reduced vehicular traffic speed and good walkability
- Same uses permitted in CB zone and NB zone; major difference are dimensional requirements with CB zoning allowing for more intense development on smaller lots than NB zone
- Apartments over stores are allowed by special permit in CB & NB zones, available for moderate income families

(CB) Central Business: Core of downtown with shops, delis, cafes, tourist services. Dimensional requirements:

- 3,000 sf min lot area
- 50% max building coverage on lot
- 2 stories max
- 30 ft max height (35 ft for gabled roof height)
- 10 ft front setback (corner lots have 2 fronts)
- 10 ft side setbacks
- 25 ft rear setback

Potential impact on town character and redevelopment: Zoning throughout downtown Montauk encourages development of low-rise (2 story) waterfront-oriented retail, dining, recreation, tourism and hospitality. Central Business and Resort zones do allow for residential apartments within commercial buildings (by special permit), which allows for the possibility of mixed use development. The waterfront south of South Emerson Ave between South Emery Street and Essex Street is zoned Resort and consists of beachfront hotels, while the adjacent land to the west is zoned Park and Conservation. This adjacent area consists of sand dunes and beach grasses, which serves as a natural buffer against storm surges for the development in downtown. The Army Corps of Engineers' recently installed a sandbag wall in an effort to fortify the hotels on South Emerson Ave against storm surges. However beach erosion has continued, and has brought public attention to the tenuous nature of older development that was allowed to occur so close to the dynamic and changing shoreline. Since this area is still zoned Resort, redevelopment along this shifting beachfront could still potentially occur.

In Montauk Harbor, Waterfront zoning is designed to help maintain a working waterfront which includes both fishing industries and recreation, while Resort zoning along the northern end recognizes an area of existing and potential hotels and motels. Waterfront zoning requires buildings to have a 40 foot setback from the street, and as a result, development within this zone does not create an architectural streetscape. Many of the waterfront facilities within this zone have large open parking lots or boat yards on the street, with buildings closer to the water's edge. Even Gosman's dock, a retail and dining development, has a wide green lawn within this 40 foot setback area. Gosman's, a commercial anchor of Montauk Harbor, is currently for sale along with fifteen other Montauk Harbor parcels under the same ownership, mostly located in the north end of Montauk Harbor. Eleven of these parcels fall within Resort zoning, three fall within Waterfront zoning, and two fall within Central Business zoning. The asking price of $52 million for these properties indicates that the real estate value of this area may risk outpacing the economic viability of the fishing industry which has traditionally inhabited Montauk Harbor and shaped this part of the hamlet's identity. While zoning limits the size of new buildings on individual lots, the number of adjacent lots being sold at once by the same owner all within the Resort zone enable a development of considerable size.

(RS) Resort Zone: Motels, Restaurants allowed as an auxiliary use. Dimensional requirements:

- 3,630 sf min lot area (for transient hotel)
- 15% max building coverage on lot
- 2 stories max
- 30 ft max height (35 ft for gabled roof height)
- 30 ft front setback (corner lots have 2 fronts)
- 15 ft side setbacks
- 15 ft rear setback

(NB) Neighborhood Business: Found infrequently in Montauk. Dimensional requirements:

- 10,000 sf min lot area
- 40% max building coverage on lot
- 2 stories max
- 30 ft max height (35 ft for gabled roof height)
- 25 ft front setback (corner lots have 2 fronts)
- 15 ft side setbacks
- 25 ft rear setback

Non-conforming uses: Land use conforms with zoning throughout most of downtown Montauk. The parcels on Montauk Highway are zoned Central Business, and they contain commercial and retail land uses. Toward the waterfront, the south end of downtown Montauk along South Emerson Avenue is zoned resort and consists largely of hotels. The only non-conforming uses in downtown Montauk are on the east end of the waterfront, where a motel on Oceanview Terrance exists on a parcel zoned as residential.

Montauk Harbor consists of a mix of zones. The working waterfront on West Lake Drive is zoned Waterfront (WF), and land uses there are consistent with zoning, including marina, boatyards, fish processing, ferry terminal, restaurants, and some retail. Inland, across West Lake Drive from the working waterfront, the zoning is Waterfront, with conforming uses such as boat yards, as well as one parcel that is zoned Central Business, where there is a retail land use. North of Wells Ave, on both sides of the West Lake Drive loop, the zoning is Resort, and the parcels which are developed have hotel and motel land uses. South of Flamingo Ave, West Lake Drive has waterfront and resort zoning along the waterfront, with conforming land uses. On the west side, at the intersection with Flamingo Ave is Central Business zoning with a

(WF) Waterfront Zone: Docks, Restaurants, Boat Yards. Dimensional requirements:

- 10,000 sf min lot area
- 40% max building coverage on lot
- 2 stories max
- 30 ft max height (35 ft for gabled roof height)
- 40 ft front setback (corner lots have 2 fronts)
- 10 ft side setbacks
- 25 ft rear setback

hotel land use, which is a non-conforming use since neither "transient motel" nor "resort" are permitted under Central Business zone. Continuing south along the west side of West Lake Drive, the parcels are zoned Resort, with conforming hotel land uses.

Business Uses and Hamlet Economy

A recent inventory by RKG Associates identified, in total 308 businesses in 31 industry categories, from resort hotels and services to retail and restaurants. The commercial activity in Montauk account for 43% of businesses in East Hampton Town's unincorporated areas and 48% of the total commercial building square footage. These businesses are concentrated in Montauk Downtown and Montauk Harbor. Other smaller businesses areas are located in the Fort Pond area along Second House, Shore and Industrial Roads.

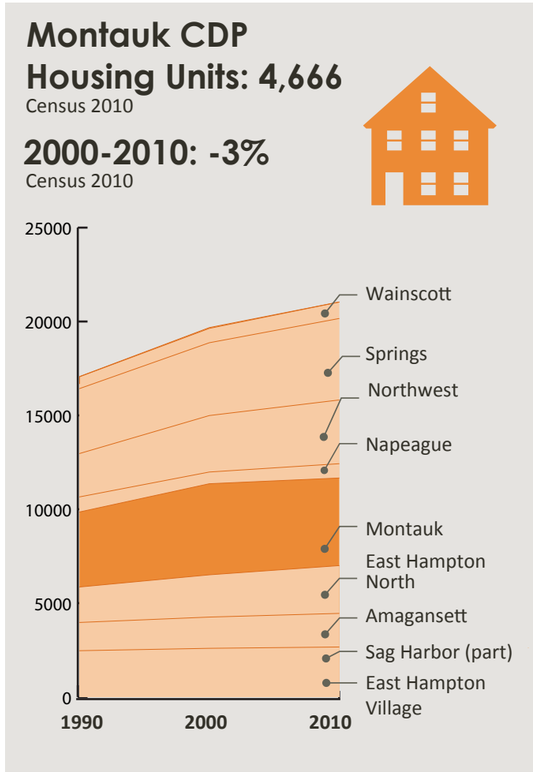
Businesses that serve tourists and second home owners account for 60% of the total number of businesses in the hamlet. This includes the accommodation industry category, which has the highest number of businesses (74) and occupies the most land area (56.1% of total building floor area), followed by Food Services & Drinking Places (53 businesses, 12.9% of total building floor area), and Food & Beverage Stores (31 businesses or 10.0% of total). Most of these businesses are concentrated in Downtown Montauk and Montauk Harbor. (See RKG's Hamlet Business District Plan for more detail).

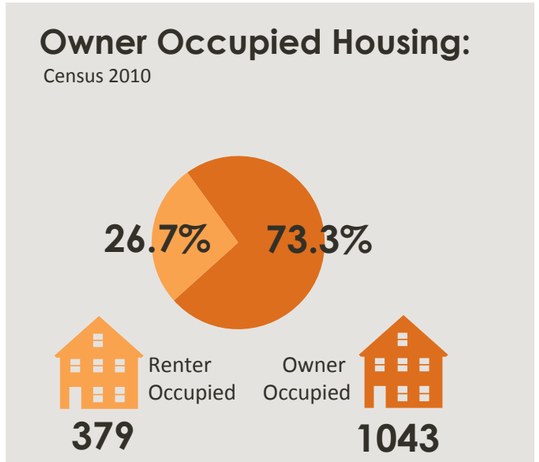
Economic Characteristics and Issues in the Focus Area:

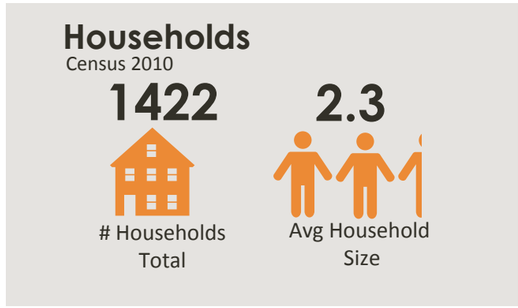
Montauk Harbor, also referred to as the Dock area, is home to the majority of support facilities for the Town's commercial fishing industry. Beyond the working waterfront businesses, the Harbor also includes many businesses associated with the Harbor as a tourist destination. This includes restaurants, shops, motels, and recreational fishing businesses. Many of the tourist-oriented businesses are located within the 14-acre property currently owned by the Gosman family, which is likely to be sold in the near future. Because this area is low-lying and relatively exposed, flooding and storm impacts are issues that also impact long-term viability of businesses in this area.

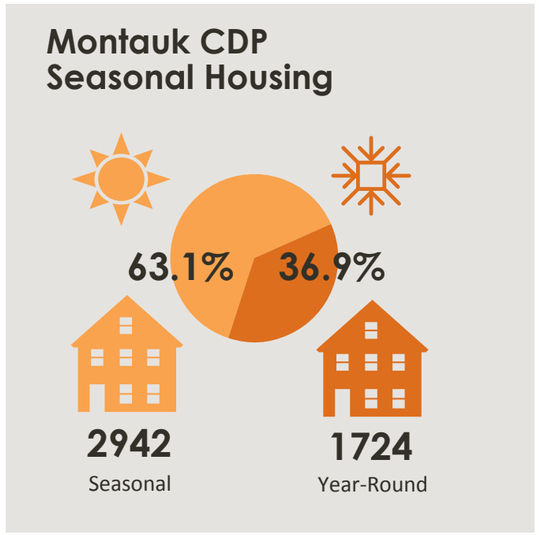
Downtown Montauk contains a variety of businesses typical of a traditional downtown, including supermarkets, banks, delis, restaurants, pharmacies, bars, gas, stations and laundromats. Additionally, Downtown Montauk includes many of the largest hotels and resorts in East Hampton. Downtown businesses alone account for 26% of businesses in East Hampton Town's unincorporated areas. The accommodations category, including hotels/resorts, account for 42 businesses or 22.3% of the total businesses in the hamlet and cover the largest amount of acreage (37.94 acres in the hamlet. The largest facilities include Surf Club, Royal Atlantic, Montauk Blue Hotel, and Atlantic Terrace. All of these businesses have ocean frontage are used by those visiting the beach and are therefore doubly susceptible to storms and beach erosion. Food Services & Drinking places are the second largest business category (31 businesses), followed by Miscellaneous Store Retailers (27 businesses). The fourth largest category is Food & Beverage Stores (24 businesses). One of the most pressing issues for Downtown Montauk is how to expand local affordable housing for workers in these service industries. Another key issue is how to minimize damage to Downtown businesses from rising seas and more frequent and severe storms.

Housing | Montauk









Data from the US Census Bureau as collected in the Community Housing Opportunity Fund Implementation Plan 2014

The Montauk Station, terminus of the Long Island Rail Road, played a key role in the history of the Hamlet, and provides extraordinary opportunities for a summer community that is more sustainable and less dependent on the automobile.

Market Orientation

- Primary destination for tourists looking for beach experience
- Largest concentration of accommodations
- Restaurant and entertainment establishments
- Seasonal businesses are challenged to find affordable housing for seasonal workforce
- Large and growing second home market
- Local businesses largely cater to seasonal population but important to year-round population as well

Crosswalks and generous sidewalks help make the downtown pedestrian-friendly, but lack of connectivity to the beach and other areas limits their usefulness.

The beachy informality of waterfront streets is prized by both residents and visitors, but in busier times conflicts between pedestrians and vehicles lead to dangerous conditions.

Buildout Analysis

Residential: According to a 2011 residential buildout performed by the Planning Department[8], the town as a whole could see a 13% increase in the total number of housing units. This assumes future development consistent with current zoning. In Montauk, this residential buildout is estimated to be 623 housing units. This is down from an estimate of 1,020 in 2005.

Transportation (hamlet overview with focus on commercial centers)

Roadways: Montauk is served from the east and west by Montauk Highway (NY Route 27). The primary route connecting the downtown area to the LIRR station and the harbor area is County Road 49 (Flamingo Avenue). East of the downtown area, County Road 77 (West Lake Drive) extends from Montauk Highway north to the harbor area, crossing County Road 49 adjacent to the harbor.

Montauk Highway through the Montauk downtown has one lane of travel in each direction, with a center median and left turn lanes at key intersections in certain areas. On-street parking occurs on the roadway shoulder in the business district, i.e. between South Elder and South Essex Streets. The posted speed limit is 30 MPH.

County Road 49 consists of one travel lane in each direction, with shoulders. Posted speed limits are 30 MPH from Carl Fisher Plaza to just north of Lion's Field and in the harbor area, and 40 MPH elsewhere.

County Road 77 also consists of one travel lane in each direction, with shoulders. Posted speed limits are 30 MPH in the harbor area, and 45 MPH elsewhere.

The estimated average daily traffic (ADT) volume on Montauk Highway west of downtown, in the segment paralleled by Old Montauk Highway was calculated to be 12,000 vehicles, based on the latest available NYSDOT count data taken in August of 2015. East of downtown, while a count taken in August of 2011 equated to an estimated ADT of 7,900 vehicles, the actual daily count recorded on a Saturday was 14,800 vehicles, or 87% higher

[8] 2014 Community Housing Opportunity Fund Implementation Plan

than on an "average" day. (The 2015 count west of downtown did not include a weekend.)

Data from two count locations on County Road 49, obtained in July 2014, indicates an estimated ADT of 9,400 at Edin Street, while the actual Saturday count was 15,800, more than double the estimated ADT. Similarly, north of the LIRR station area, the estimated ADT was 6,900; the actual Saturday count was 13,100, nearly double the estimated ADT.

On County Road 77, just north of Montauk Highway, the July 2015 estimated ADT and Saturday traffic volumes were 4,400, and 7,400 (a 70% increase over ADT), respectively.

Because the rural and scenic character of the area is highly valued, there is a reluctance in East Hampton for solving traffic problems by:

- Adding lanes on existing roads
- Constructing bypass roads to congested routes
- Installing traffic signals
- Encouraging the use of short cuts
- Widening and straightening roads

Pedestrians: Sidewalks exist in the downtown area along both sides of Montauk Highway. The 45-mile long Paumanok Path, which runs from the Southampton Town line to Montauk Point, follows the old Montauk Parkway Right of Way, except at Fort Pond, where it hugs the Pond's southern shore.

Bicyclists: Montauk Highway is a designated bike route (NY Bike Route 27). West of the downtown area the roadway's shoulders are designated as bike lanes.

Transit: Montauk is served by Suffolk County Transit's Route 10C, which connects the East Hampton LIRR Station with Montauk. Service consists of five eastbound and four westbound bus routes per weekday. In the summer, a connection is provided in Montauk to the S94 Shuttle to the Montauk Point Lighthouse. The LIRR's Montauk train station on the railroad's Montauk Branch is located north of downtown, approximately a mile north of Montauk Highway. Weekday off-season (October through May) service is currently 6 eastbound and 5 westbound trains, with one additional eastbound train on Friday evenings. In season, three additional eastbound trains are provided on Friday afternoon/evening, and one additional westbound train is provided on Monday mornings.

The LIRR recently proposed to add three additional trains in each direction year round, but one of the eastbound trains would be eliminated on Fridays due to conflicts with current enhanced Friday summer service. The LIRR continues to review the proposed schedule in an effort to better accommodate work hours, and will also investigate using the existing Bridgehampton siding to enhance service, by allowing trains to pass. Any enhanced services would start in late 2018, after the LIRR meets the Federal mandate for installing Positive Train Control system-wide. PTC affects the schedule because equipment that would be needed to provide the new commuter service is first needed to replace that removed from circulation during installation. When the LIRR's current signal and interlocking project is complete in Spring 2018, it will expand the existing westbound "single seat" service from Speonk eastward, to originate in Southampton.

The intersection of Flamingo Avenue and West Lake Drive is one of several in Montauk where a roundabout could help ease traffic flow and create safer conditions for vehicles and pedestrians.

Taxis: Taxi activity is particularly prevalent in the downtown area on summer weekends. Customers are dropped off and picked up throughout downtown on demand. Late night activity at bars and clubs results in pedestrians randomly hailing cabs and jaywalking across streets to board them. A similar disorganized pattern of passenger pick-ups occurs at the LIRR station, as numerous cabs pick up customers at scattered locations within the station parking lot.

Infrastructure and public facilities

Public water supply: [9] Fresh groundwater separated from the mainland aquifer of East Hampton by saltwater. Freshwater found in shallow upper glacial aquifer. Groundwater limited—four foot high groundwater contour rather than five to ten foot contour to the west. Groundwater is vulnerable to contamination from human land uses as well as salt water intrusion. Suffolk county Water Authority installed a water main and booster station to supply Montauk with water from mainland East Hampton

Wastewater: Wastewater in Montauk is managed through individual septic systems. The vast majority of these individual septic systems provide only secondary treatment of effluent: nitrogen and phosphorous are not removed and therefore enter the groundwater. [10] Old and ineffective septic systems combined with a less than 100' distance between wells and septic systems in many locations, creating on-going groundwater and surface water pollution concerns. The Lombardo Wastewater Report has recommended the following wastewater improvements in Montauk:

- Upgrades recommended for existing septic systems to achieve advanced tertiary treatment in problem areas
- Neighborhood wastewater system recommended for densely developed areas: Montauk Center, The Docks, Ditch Plains, Camp Hero

Schools and other public facilities:

East Hampton High School accepts students from Montauk on a tuition basis. School Taxes, which make up the majority of property taxes within each school district, support the Montauk public schools. School taxes in Montauk are the second highest in Town. Townwide, school taxes as a percentage of median real estate value is 1.1%, the lowest on Long Island except for Shelter Island. However, because of the large difference in tax rates between the school districts, the Town has pursued a strategy of encouraging senior housing and single room rental apartments as well as concentrating new development in the East Hampton hamlet where the high school is located.[11]

---

9 Comprehensive Plan – Montauk Report

10 East Hampton Town Wide Wastewater Management Plan 2015 - Lombardo Associates, Inc.

11 2014 Community Housing Opportunity Fund Implementation Plan

Charrette Process

Overview

The Montauk Hamlet Study public participation process centered on an intensive, four-day charrette. The purpose of the charrette was to facilitate a discussion of issues and concerns in each hamlet, to provide an opportunity for shared fact-finding and analysis, and to generate and present physical planning ideas specific to the hamlet and the two commercial centers—Montauk Downtown and Montauk Harbor. The four day charrette consisted of workshops, focus groups, and tours that were open and advertised to the general public, including businesses, year round residents, second home owners and other stakeholders. These events provided the opportunity for local citizens to work together with town staff and the consulting team to develop creative and detailed recommendations for each hamlet.

Charrette Process

The Montauk Charrette took place Wednesday, Thursday, Friday and Saturday September 14-17th, 2016. Public workshops were held in the Gymnasium of the Montauk Playhouse Community Center, 240 Edgemere Street. Public events included a pubic walking tour, a public listening workshop, two public visioning workshops, and a public forum presenting the results of the public visioning workshops.

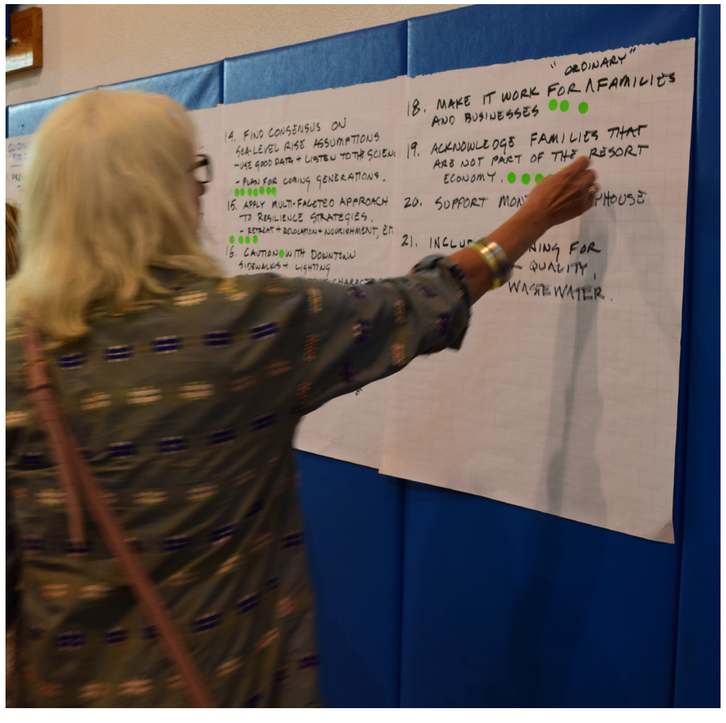
Public Walking Tour: The first charrette event was a public walking tour of Montauk Downtown and Montauk Harbor, which provided an opportunity for community members to introduce the consultant team to the important locations and issues in the hamlet. The walking tour took place Wednesday, September 14th at 10:30 a.m. beginning at the gazebo on the green in Montauk Downtown.

After an introductory discussion, the group began by walking northwest to South Eerie Street and the Lions Field Park. Here, the discussion focused on public infrastructure and the possibility of using this area for affordable housing. Next, the group walked down South Euclid Ave past the Harvest Restaurant and made its way south and west past the IGA to the Kirk Park Beach parking lot. In route, the group stopped briefly at the newly built commercial property for sale at 669 Montauk Highway. At the Kirk Park parking lot, conversation ranged from parking issues and public infrastructure and pedestrian crosswalks. The crosswalk on Montauk Highway at the IGA was mentioned by several members as being misplaced, causing traffic congestion. Walk participants felt it would be better located further to the east.

Walking tours of Downtown Montauk and Montauk Dock allowed stakeholders to point out key issues and opportunities to the consulting team.

Next, the group walked to the north and east along S. Emerson Ave, discussing the motel area and, in particular, opinions about the importance of these motel businesses for the tourist economy and their vulnerability to rising seas and a retreating coastline. The Downtown portion of the tour ended at the beach access off of S. Emerson and S. Edison, where the group discussed the U.S. Army Corps of Engineers Dune stabilization and re-nourishment project. Sand-filled geotextile tubes installed as part of this effort had been damaged by a coastal storm just prior to the charrette. Finally, the group returned to the Montauk Green by way of S. Edison. On the return walk, the group stopped at crosswalks on Montauk Highway at South Edison and South Essex Street, which several members of the groups wanted to point out as particularly unsafe and inefficient crosswalks. The South Edison Crosswalk , for example, is viewed as unsafe by pedestrians—the south ramp of the crosswalk is in a "blind spot" for oncoming traffic on Montauk Highway, with views often blocked by vegetation and nearby on-street parked vehicles. Another member of the tour pointed out the problem of frequent potholes and puddling along the roads north of the Montauk Green.

After completing the Downtown Portion of the walk, the group relocated by car to Montauk Harbor for the second half of the walking tour. The group gathered at the parking lot off of West Lake Drive at the Gosman's Property. After reviewing maps of the area prepared by the consultants, the group began



Participants circulated through stations to hear about and comment on issues such as sea level rise and coastal resilience (top), and voted on their priorities for future action (bottom).

by walking south through Gosman's to the Town Road Pier. Here, the group discussed the continuing value of Montauk Harbor as a working waterfront, and the relationship between this role and the tourist economy of the area. Next the group walked along the edge of the harbor, discussing potential pedestrian infrastructure improvements. Many walk participants felt that creating a continuous boardwalk along the harbor would add greatly to the sense of place and ability to use the harbor for passive recreation.

Next, the group continued to walk south along west lake drive toward the Westlake Marina. The group stopped to discuss the wide intersection at West Lake Drive and Flamingo Ave. While most group participants indicated that this intersection was not necessarily unsafe, there was a general feeling that the wide expanse of pavement here was inefficient and disappointing aesthetically as a gateway to Montauk Harbor. Finally, the group returned by way of the sound side of West Lake Drive. Here, the group discussed development possibilities for the large hill between Wells Ave and West Lake Drive. This area is the highest ground in the Montauk Harbor and is also relatively undeveloped, currently used as an informal scrapyard.

Public Listening Workshop: Wednesday, September 14th, 6:30 p.m.

The next charrette event, a public listening workshop, took place later that day, Wednesday September 14th, at 6:30 p.m. In this event, the consultant team presented an overview of existing conditions. Then, the assembled participants broke into small groups to run through a list of questions, facilitated by members of the consulting team. The facilitated discussion was intended to identify top issues and opportunities within the hamlet as a whole and within the two commercial centers. Questions were provided to facilitators to focus the group discussion on hamlet strengths and weaknesses more broadly and also within three specific topic areas: economy, recreation, connectivity. Strengths were circled on the maps with green markers. Weaknesses were noted on maps with red markers. Additional comments on economy, recreation, connectivity were noted on maps with markers and sticky notes.

At the end of the charrette, groups presented a summary of key issues and opportunities, followed by a larger group discussion.

Public Visioning Workshop-Montauk Downtown: Thursday, September 15th, 6:30 p.m.

The next charrette event, a public vision workshop for the Montauk Downtown area, took place the following day, Thursday, September 15th, 6:30 p.m. This workshop began with the consulting team presenting a brief overview of the issues and opportunities identified at the Wednesday workshop. Next, participants circulated through stations to review draft plans and work with consultants to explore additional alternatives within five focus areas: housing,

Simple three-dimensional models allowed participants to explore options for the future of the Gosman's properties and neighboring areas of Montauk Dock.

coastal resilience, hamlet economy, and transportation.

For each focus area, facilitators presented key concepts and maps and introduced exercises developed to gather public feedback. Facilitators presented this feedback and additional ideas generated in small groups. The workshop concluded with general discussion and conclusions.

Public Visioning Workshop-Montauk Dock: Friday, September 16th , 6:30 p.m.

Another public visioning workshop took place the following day, Friday, September 16th at 6:30 p.m.—this time focusing on the Montauk Dock area. For this workshop the consulting team first presented an overview of existing conditions, issues and opportunities. Next, participants broke into small groups for a physical modeling exercise exploring planning and design alternatives for Montauk Harbor. Each group was provided with a large map of the Montauk Harbor area with foam models of existing buildings affixed to the map. The groups were also provided with foam building blocks for new buildings.

Groups were encouraged to develop a vision for the Montauk Harbor area that included areas for new development, pedestrian and automobile infrastructure, new open space and conservation areas, and coastal resilience measures. At the end of the workshop, groups presented the results of their work. The

workshop concluded with a facilitated discussion to identify shared elements and common master-planning concepts to be explored in more detail.

Based on a suggestion from participants, a separate breakout group assembled at the same time to discuss issues related to the working waterfront and the harbor. This group identified several important concerns, among them:

- Water quality in the harbor is threatened by polluted runoff, septic systems and illegal dumping from some of the boats that visit the harbor each summer. Eel grass beds, shellfish and finfish are all affected.

- Montauk is the #1 fishing port in New York, landing $17 million worth of fish, but two docks where they currently unload are for sale. If these are lost the fishing boats will follow.

- The fishing industry supports year-round jobs and families that represent the lifeblood of Montauk - but may not be able to survive without a concerted effort to keep fishing viable and maintain housing and services that fishermen can afford.

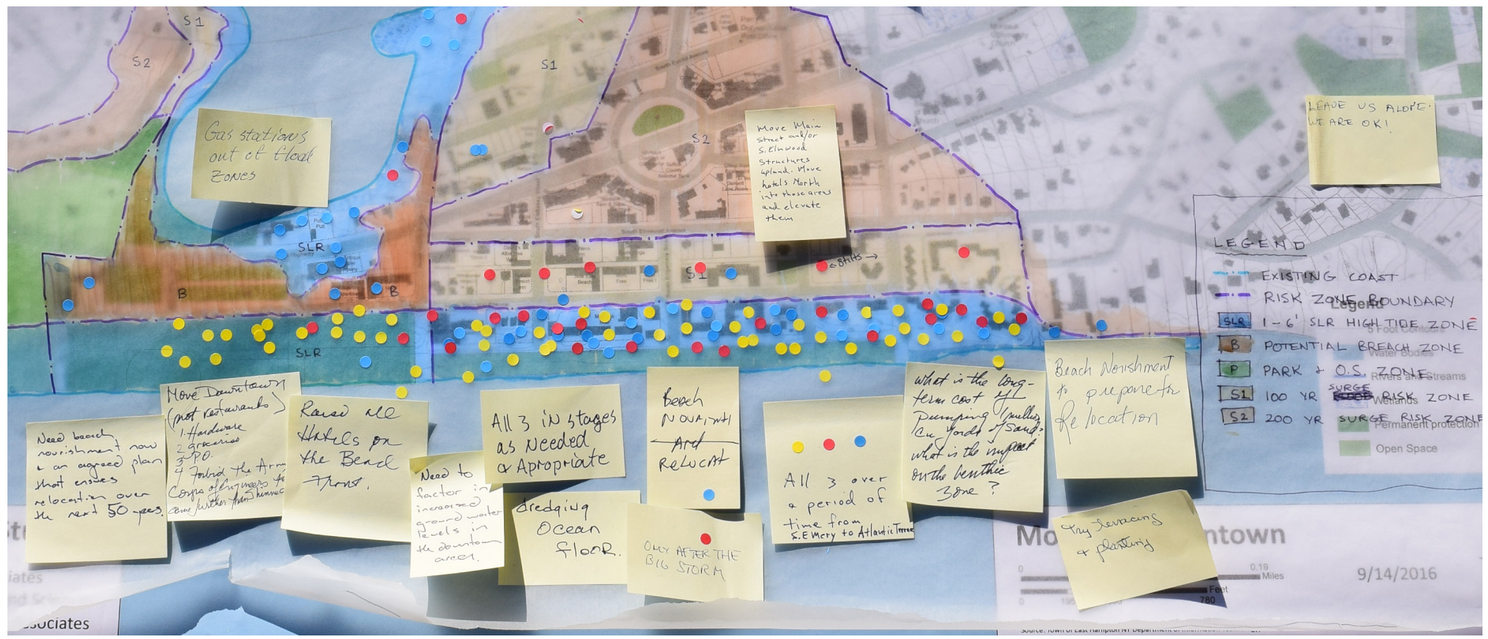
- The harbor can continue to serve multiple economic roles - commercial fishing, charters, marinas and tourism - but needs a master plan to explore opportunities such as a continuous waterfront walk, shared parking and beautification.

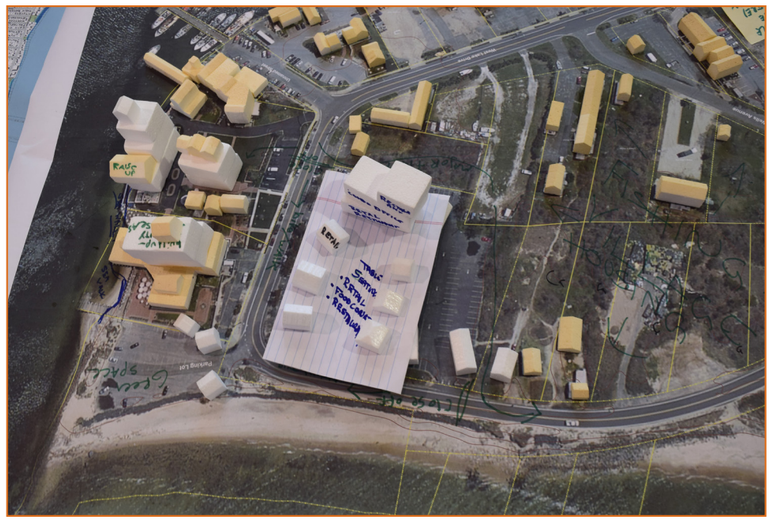
Open Gallery and Listening Workshop: Saturday, September 17th , 9:00 am

The final charrette event, which took place Saturday, September 17th at 9:00 a.m., was an open gallery and listening workshop. In this event, the consulting team presented an overview of the issues and opportunities and general recommendations and planning concepts for the overall hamlet, revised planning and design alternatives for downtown Montauk, and common elements among the model vision for Montauk Harbor.

Participants circulated among stations with various design alternatives, filled out comment sheets and "voted" for their favorite ideas. Facilitators presented the reactions to and preferences for various alternatives. The open gallery

Interactive mapping exercises allowed participants to show where they thought different responses to sea-level-rise would be most appropriate.





Visioning workshop physical model, Proposal A.
(White model buildings represent new structures.)

concluded with a general discussion and conclusions.

Charrette Results

Key Problems and Opportunities

Discussion in the Public Listening Workshop, Site tour, and Visioning Workshops generally revolved around some key themes: traffic and parking; the scope, scale and type of needed commercial development; architectural and aesthetic preferences for new development; pedestrian and bicycle infrastructure; watershed and coastal ecological health; climate change and coastal resilience. Input on transportation issues was received from a variety of sources, including Town Police Chief Sarlo, attendees of the charrette, post-charrette comments, and the Citizens Advisory Committee's Transportation subcommittee. Below is a summary of the key problems and opportunities raised during listening and visioning workshops for Montauk Downtown and Montauk Harbor. Problems and opportunities are also broken out for a third focus area that emerged during the charrette: the land adjacent to the LIRR train station.

Montauk Downtown

Traffic and Parking: Issues include seasonal traffic problems in Montauk Highway and lack of parking in the downtown core. Participants stressed opportunities for encouraging seasonal alternative transportation, while providing traffic infrastructure that works for the year-round residents. Alternative transportation ideas included creating a central bus service in Montauk, as well as supporting rail and marine transportation through the Hamptons. Efforts to improve automobile and alternative transportation infrastructure should maintain Montauk's rural character. Below are some of key suggestions from the public input process:

- The 5-legged intersection of Montauk Highway and South Elmwood Avenue/South Emery Street experiences traffic congestion and allows too many motorist turning movements, causing safety concerns. Consider making both streets one-way for one block each, in directions away from Montauk Highway.

- Remove parking spaces near those intersections where motorists' sight distance is obstructed by parked cars.

- The Montauk Highway/Old Montauk Highway/Second House Road intersection consists of multiple two-lane connecting roadways. Consider a roundabout to improve safety, and to "calm traffic" for eastbound motorists on Montauk Highway who are entering the developed downtown area.

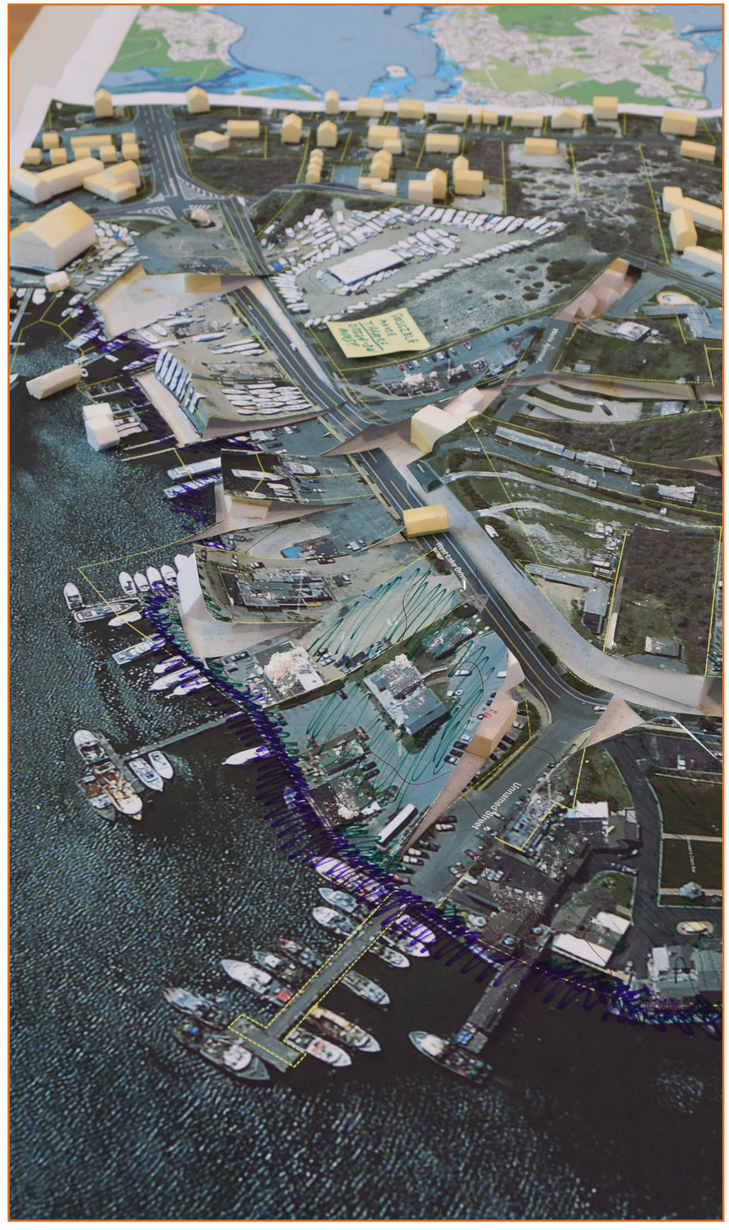
- Improve street lighting in areas of high pedestrian activity south of Montauk Highway.
- Improve one-way signing to prevent wrong-way movements on South Elder Street (adjacent to the IGA store).
- Institute one-way counter-clockwise traffic flow at the Carl Fisher Plaza traffic circle.
- Improve signage directing motorists to Town parking lots.
- Consider making South Elmwood Avenue one-way eastbound and South Emerson Avenue one-way westbound in the area between South Emery Street and South Essex Street.

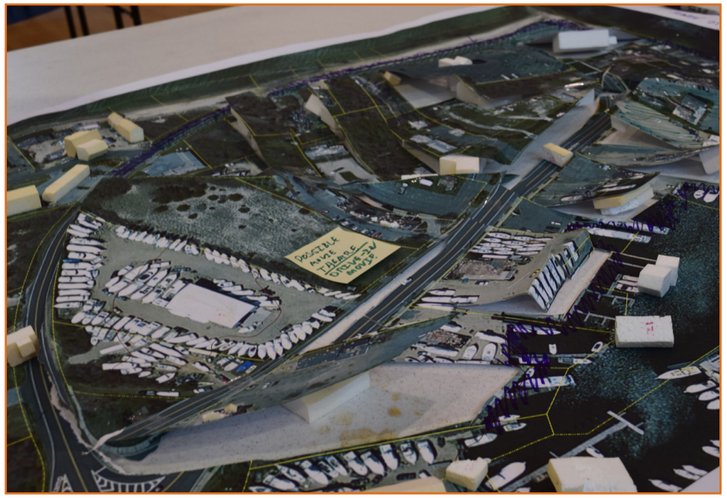
New Development: Many workshops participants supported the evolution of Montauk into a "green/eco resort" economy, building on tourism associated with conservation areas and resort infrastructure incorporating innovative resilience strategies. Toward this end, new development should generally be centered on higher ground. There was an interest in infill and second story mixed use in the downtown core—particularly second story worker housing and more affordable units. Concern was raised by participants about any new development in the first two ocean-side blocks because of sea level rise and flooding. Participants suggested that development greater than two stories should be located at higher elevations near the train station.

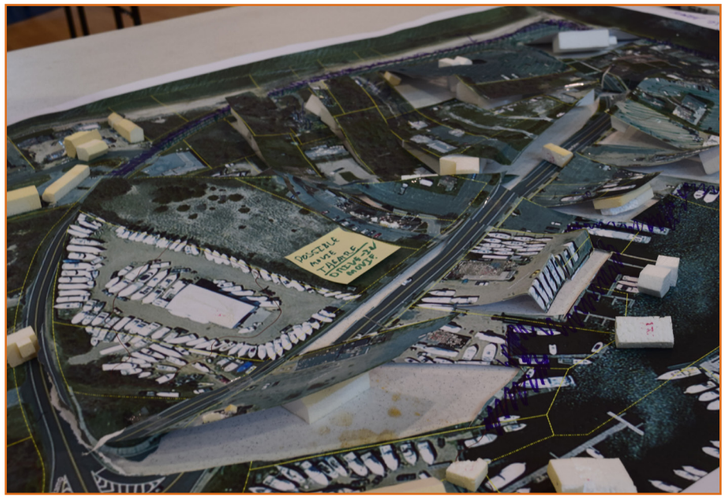
Affordable Housing: In addition to second story residential in the downtown core, there was an interest expressed in affordable housing at Camp Hero and near the Transfer Station. An interest exists for both affordable temporary, seasonal housing and permanent housing. Temporary housing could include ideas such as Tiny House development in low-lying future flood plain areas, which could easily be relocated as sea-level rise makes such areas untenable. These options should generally work toward improving the ability for "ordinary" families and businesses to exist in the hamlet. This includes acknowledging families that are not part of the resort economy.

Pedestrian and Recreational Infrastructure: In walking tours as well as visioning and listening workshops, the need for improved sidewalks, lighting and crosswalks downtown were raised. This includes improving and relocating crosswalks and street parking to prevent blind spots that endanger pedestrians. A broader opportunity exists to link together existing sidewalks and multiuse paths into a comprehensive greenway that links all of Montauk. Below are key suggestions from the public input process:

- Improve approaching motorists' visibility of pedestrians at existing crosswalk locations on Montauk Highway. Investigate the use of in-pavement







Visioning workshop physical model, Proposal B.
(White model buildings represent new structures.)

Visioning workshop physical model, Proposal C.
(White model buildings represent new structures.)

lights or other warning devices. Improve street lighting at those locations. Participants mentioned that existing street lighting has a tendency to "blind" drivers approaching crosswalks and therefore ultimately making it harder, rather than easier, to see pedestrians at night.

- Move the crosswalk at the Carl Fisher Plaza east intersection to the east side of the intersection, where more pedestrians are crossing.

- Where feasible, construct sidewalks south of Montauk Highway, in areas of significant pedestrian activity.

Bicyclists: Below are key suggestions:

- Add bike racks in convenient places.

- Create a separate, shared-use pedestrian/bike path along the general alignment of the existing Paumanok Trail, beginning at Second House Road and extending easterly through the downtown area, to the point where the trail meets Montauk Highway. From that point, bike lanes can be established on Montauk Highway.

Transit:

- Implement designated taxi-stands in the downtown area, to improve safety for motorists and pedestrians.

Ecological Health: Participants recognized the impacts of septic systems on groundwater and surface waters as an on-going issue for the hamlet. This includes improving the conditions contributing to shellfish closures in Lake Montauk and Oyster Pond. Opportunities described in the recent Lombardo wastewater plan were seen as beneficial to the town.

Climate Change and Coastal Resilience: Sea Level Rise and other impacts of Climate Change were recognized as one of the most important issues for the future of the hamlet. Participants expressed an interest in finding consensus on sea-level rise assumptions, using good data and finding issues where all could agree. Support existed for a multi-faceted approach to resilience strategies, including managed retreat and relocation of commercial and residential density as well as nourishment and strategies to protect critical infrastructure from rising seas.

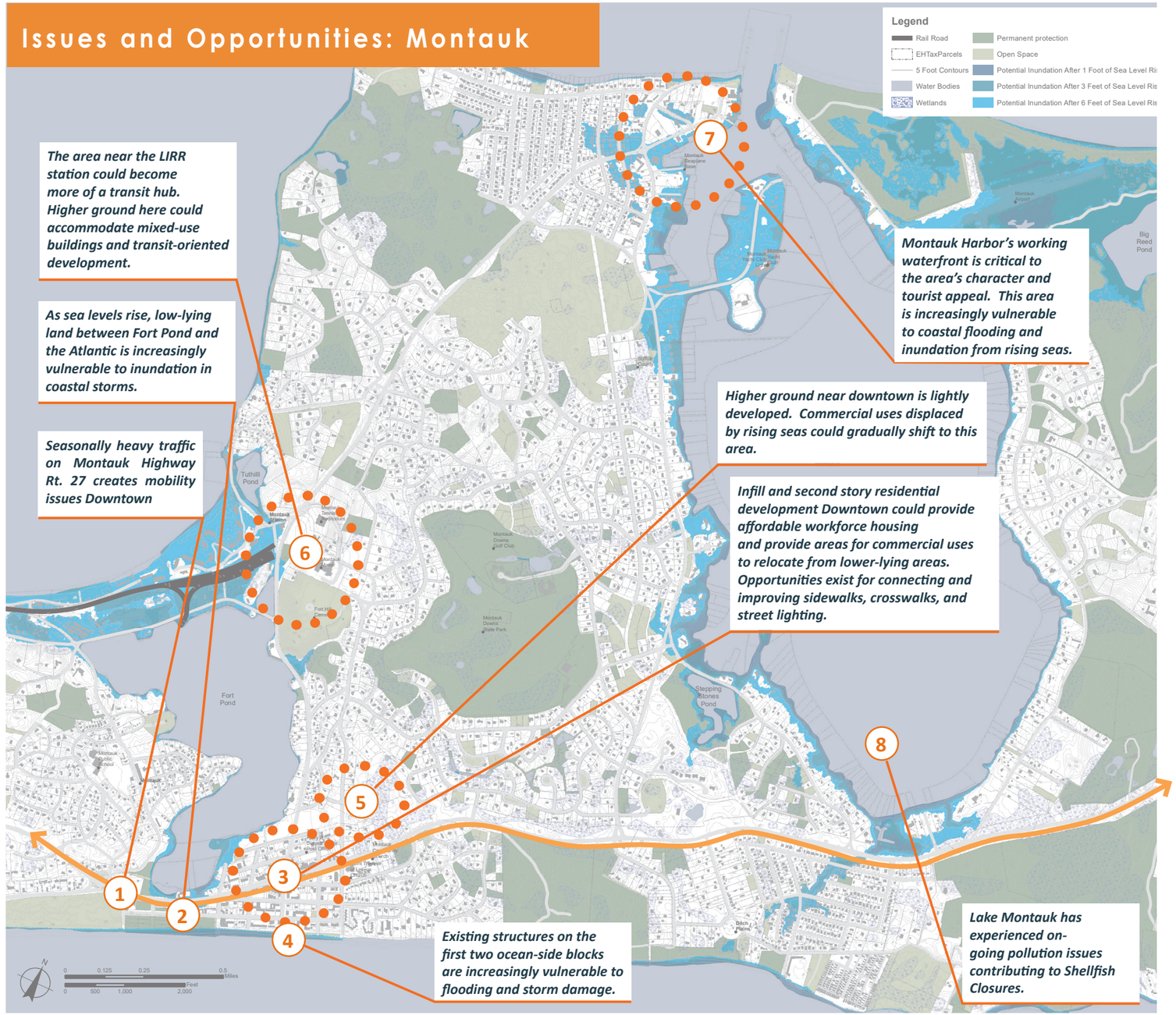
Montauk Harbor

Traffic and Parking: While traffic isn't as major of an issue for the Montauk Harbor area, the workshop participants suggested that the wide intersection at West Lake Drive and Flamingo Ave could be improved to provide a more rational turning pattern and more welcoming gateway, aesthetically, to the Montauk Harbor area. Participants proposed constructing a roundabout at this wide intersection of County Roads 49 and 77.

New Development: A central theme of the workshop was a desire to keep/enhance the area's working waterfront and fishing village character. Redevelopment should not drive out existing commercial fishing. This includes maintaining the pack out houses that are vital to commercial fishing. Beyond maintaining the working waterfront, participants pointed out opportunities for a supermarket, expanded retail, and the potential for affordable housing.

Affordable Housing: Affordable housing, particularly through mixed use approaches, was supported for the Montauk Harbor area.

Pedestrian and Recreational Infrastructure: Many participants suggested that the existing boardwalks through the waterfront areas could be better linked together to provide easier public access to the waterfront. This could include creating multi-use spaces that fishermen could use for work and tourists could also use. Other recreational opportunities mentioned include an interpretive program for visitors including ecology, history, and information about the fishing industry. Others suggested the area could benefit from a movie theater or pop-up drive in.



Bicyclists: Participants emphasized the need to add more bike racks in convenient places. Another suggestion was to create separate bike lanes on County Road 49, from the harbor area to the south.

Ecological Health: One of the key issues expressed in the workshops was maintaining a vital fishing fleet in the harbor. This necessitates maintaining the ecological health of fishing areas in the hamlet and providing infrastructure for the fishing fleet that can adapt to rising seas. Water quality in the harbor is threatened by polluted runoff, poorly-functioning septic systems, and illegal dumping of sewage from boats moored in the harbor.

Climate Change and Coastal Resilience: The low-lying Montauk Harbor area is one of the most susceptible areas in the hamlet to rising seas. Opportunities exist for raising buildings and pier infrastructure as part of redevelopment. New development could also take advantage of presently lightly used higher ground between Wells Ave and West Lake Drive.

Transit Center Area

General:

Improving the train station and creating a well-designed multi-modal transit hub at the terminus of the Long Island Railroad was another opportunity area highlighted in the charrette. Key suggestions included the following:

Transit:

- Improving LIRR service to Montauk, particularly in the summer season, to reduce traffic congestion on Montauk Highway and other downtown roadways.
- Create a multi-modal Transportation Hub to facilitate motorist, taxi, pedestrian, bike and bus access to the train station. Create a designated taxi stand at the train station.
- Institute a frequent, reliable circulator bus service, linking the station, downtown area including parking lots, the harbor area, and beaches.

Roadways:

- Reconfigure the intersections along County Road 49 in the vicinity of the station to optimize safe traffic and pedestrian circulation, including the possibility of one or two roundabouts.

Participants helped to list guiding principles and then voted for their priorities (top and right). A sketch developed by the consulting team illustrated a framework plan for future action: including accommodation, adaptation and evolution.

- Consider a new right turn lane for southbound County Road 49 motorists turning onto Industrial Road

Pedestrians:

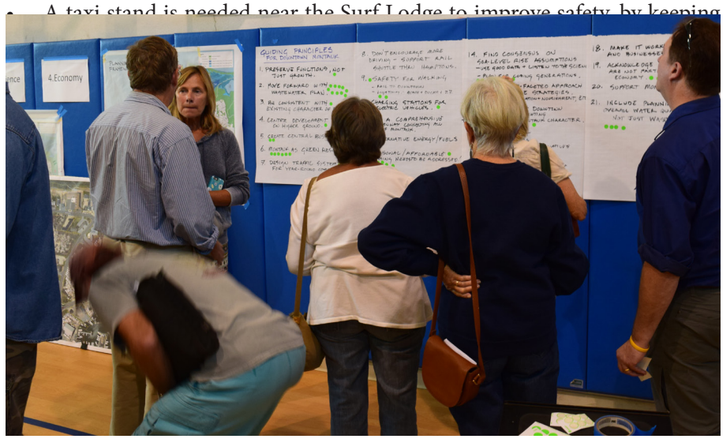
- Provide sidewalks along County Road 49 from the station to downtown.

Bicyclists:

- Add bike racks at the station.
- Create bike lanes along County Road 49 from the station to downtown.

Taxis:

- A taxi stand is needed near the Surf Lodge to improve safety by keeping taxi unloading and loading activities separate from through traffic flow on County Road 49.



Reaction and Take-Aways informing next steps

Issues and opportunities raised during the workshops were distilled by consultants into a list of guiding principles that were voted on as part of the open gallery. Below are the guiding principles that received ten or more votes:

Montauk Downtown Guiding Principles:

- Move forward with wastewater plan. Include planning for overall water quality not just wastewater
- Evolve toward a "green" resort economy
- Address Seasonal/affordable housing – provide opportunity for "ordinary" families and businesses
- Acknowledge families that are not part of the resort economy
- Find consensus on sea-level rise assumptions
- Use good data & listen to the science
- Plan for coming generations
- Apply a multi-faceted approach to resilience (managed retreat, relocation, nourishment, etc.)

Montauk Harbor Guiding Principles

- Keep/enhance fishing village character, creating an integrated community supporting everyone
- Don't let redevelopment drive out fishing
- Maintain pack houses (no commercial fishing without it)
- Support hamlet vision including: maintaining a vital fishing fleet; providing affordable housing and retail services to support the year-round population; maintaining and enhancing open space; and adopting new technologies in support of these goals.

Overall Goal of the East Hampton Hamlet Plan

The Town of East Hampton Comprehensive Plan is the foundation and the basis for the Montauk Hamlet Plan. Within the context of the Comprehensive Plan, the specific goal of this Plan is to provide the Town of East Hampton with inspired, achievable, cohesive plans which significantly improve the aesthetics, functionality and vitality of the business areas which provide goods and services for year round residents and support for a major town industry. The three Montauk Hamlet master plans—for the Downtown, Montauk Station, and Montauk Areas areas—depict an aspirational vision for the hamlet; they are not specific blueprints, but overall guides depicting how potential growth and change can be managed to compliment rather than detract from the rural and small town character of the Town.

General Objectives to Meet Issues of Concern

A series of general objectives have been developed to address the specific issues raised during the public workshops, charrettes and planning process. Each objective is followed by a brief discussion of the specific issue of concern.

Downtown Montauk

Objective 1: Maintain, improve and revitalize downtown Montauk's remarkable and charming business district, without harming its special character.

Situated directly on the Atlantic Ocean, downtown Montauk has a truly unique character. It is a seasonal resort and year round community where restaurants, retail stores, offices, community facilities, motels and ocean beaches are all contained within walking distance. A majority of East Hampton Town's hotels were built more than 50 years ago, a condition which could have a profound effect on the hamlet of Montauk where approximately 64% of East Hampton's hotels are located[1]. Several older hotels have been converted to employee housing in the downtown area and the need for continued investment and upgrades to businesses and resort facilities must be anticipated. Montauk's recent popularity as a "Hampton's Hotspot" is also changing its character and real estate values have soared. These conditions provide both opportunities and challenges to improve downtown Montauk and its unique character.

Objective 2: Enhance the business area's unique aesthetic qualities harmonious with its beach resort and "Fisher Tudor" character.

The aesthetic qualities and architectural style of downtown Montauk are unique and eclectic. The dense grid pattern of development was established in the 1920's and a few Tudor Revival Style buildings, pink sidewalks and additional Carl Fisher design features remain prominent. But the overall character today represents a variety of styles, including beach chic, with no one dominant architectural style. Redevelopment and new development could threaten this delicate mix of styles and unique character.

Objective 3: Reduce traffic congestion and improve vehicular circulation and parking

Seasonally heavy traffic on Montauk Highway Rte. 27 creates mobility problems in downtown Montauk. Managing seasonal traffic congestion and parking is especially challenging because downtown Montauk is an ocean beach destination as well as a business area. Devoting too much land to parking lots and road infrastructure would negatively impact Montauk's rural character and walkability. Traffic flow and parking solutions should encourage alternative transportation systems including the LIRR, the pilot summer bus shuttle bus service, shared ride and taxi services, the Suffolk County Bus Service, the Hampton Jitney, walking, biking and other modes of travel.

[1] RKG Associates, Inc. 2017 Hamlet Business District Plan Town of East Hampton

Objective 4: Enhance and improve walkability and pedestrian safety

The existing pattern of development, featuring a central plaza, small lots, wide roadways and service alleys, promotes a desirable, walkable downtown environment. But the downtown needs improved sidewalks, lighting and crosswalks to enhance safety and pedestrian mobility. Plans to coordinate pedestrian enhancements with vehicular circulation improvements, including some one-way street designations have been developed for the Town, but reaching a consensus has been difficult to develop. Improvements should be integrated with an overall streetscape plan.

Objective 5: Encourage mixed use development accommodating year round affordable workforce housing

The need for affordable and workforce housing has reached critical levels in the Town, and in Montauk, the shortages have caused young families to relocate to Springs and other areas. The extreme disparity between median house price and median income in East Hampton has caused emergency services volunteers, senior citizens, public employees and other year-round residents to be priced out of the market. There are a scattering of second story apartments in the downtown area, which contributes to a vibrant mixed use business area, but without some type of improved sanitary waste treatment, environmental conditions and small lot sizes prevent most new second story affordable housing developments. The critical demand for seasonal employee housing should not overshadow the need to provide year round affordable housing in the downtown and other areas of Montauk.

Objective 6: Provide opportunities to meet seasonal employee housing needs.

The shortage of employee housing has acute impacts on Montauk business owners, homeowners, tourists and employees themselves. Lack of affordable employee housing makes it difficult for business owners to hire qualified employees who are often forced to pay for expensive employee housing or hire fewer employees. Some seasonal employees live in unsafe conditions and work several jobs to pay for substandard housing. Private homes are used for employee housing affecting the residential neighborhoods. Increasing numbers of employees are commuting from up west, contributing to heavy traffic congestion.

Objective 7: Implement community wastewater and stormwater runoff improvements.

Wastewater management and stormwater runoff improvements in downtown Montauk are essential not only for the viability of the business district but for the fundamental health of the economy based on the relatively pristine condition of the environment. Shallow depth to groundwater conditions, flooding, small lot size and antiquated septic systems have caused wastewater contamination pollution of ground and surface waters. Septic systems and cesspools are considered inadequate if they need to be pumped more than a few times a year, and, it has been reported that some business owners pump their septic systems almost daily during the summer season. According to the Lombardo Associates Comprehensive Wastewater Plan prepared for the Town, the septic systems on up to 90 percent of the properties in the downtown area need improvement, but 73 percent of those sites lack the space for the installation of an upgraded system. Accordingly, the Lombardo Associates study recommended advanced, centralized wastewater treatment for downtown Montauk. Abatement of non-point source pollution, which has contributed to impaired surface water conditions, harmful algal blooms and shellfish closures, is also essential.

Objective 8: Increase resiliency and reduce risks from projected flooding, storms, sea level rise.

The risks from coastal flooding, erosion, and sea level rise are among the most important issues for downtown Montauk. As climate changes, rising seas and more frequent and intense storms will increase the area impacted by coastal flooding. The erosional forces are occurring in real time and will continue to change the shape of beaches and landforms. A multi-faceted approach for resilience strategies, based on sound science is essential for planning for the future.

Montauk Harbor

Objective 1-Support the needs of the commercial and recreational fishing industries

With $17 million of annual fish landings, Montauk Harbor is the number one fishing port in New York State. Declining fish stocks and increased regulations threaten the viability of the industry nationwide. While the Town has limited or no influence over these major issues, concerted efforts to support the industry at the local level are needed. Affordable housing for fishermen, packing and loading facilities, docks and other infrastructure are critical.

Objective 2: Reinforce and enhance the picturesque historic and maritime character of the area as a fishing village and tourist destination, without displacing the fishing industry.

More than any other location in East Hampton, the Harbor area is characterized as a working fishing village. The nautical character has also made the dock area an attractive tourist destination. Improvements are needed, but preserving the area as working waterfront, is essential. Preventing displacement of the water dependent uses is critical for the continuation of the fishing industry. The harbor can continue to serve multiple economic roles – commercial fishing, charters, marinas and tourism - but needs a master plan to maintain the emphasis on fishing and explore beautification opportunities appropriate to the Harbor, rather than a Disneyland idealized version.

Objective 3: Improve traffic circulation and parking

Traffic is not as major an issue as it is for downtown Montauk, but enhancements could help improve functionality and aesthetics while also reducing driver confusion and pavement. Existing parking lots also detract from visual quality of the area and ingress and egress causes vehicular backups at times. Reorganized and shared parking configurations are needed to improve efficiencies, aesthetics and functionality.

Objective 4: Improve pedestrian and bicycle connectivity

Inadequate bike and pedestrian paths discourage walking and bicycling to the area and through the area. Part of the attraction and "feel" of the area is derived from the ability to walk around within the working waterfront. For this reason, completing the missing segments of the existing shore side boardwalk has been a priority for several decades.

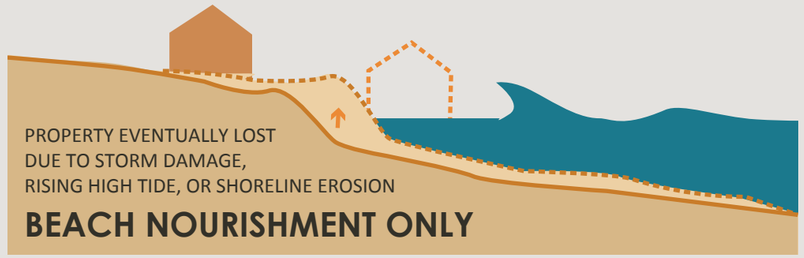
Objective 5: Develop seasonal worker and year round affordable housing in a fashion which enhances the maritime character

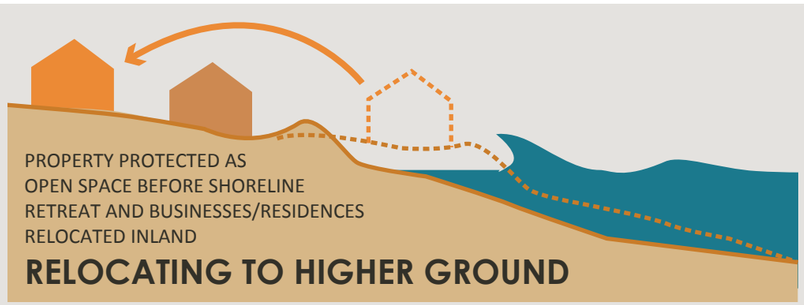
The shortage of affordable year round housing is a serious problem for fishermen and all the employees in the Harbor area. With housing prices outstripping incomes of employees, many workers are being forced to live elsewhere, reducing the connection these individuals to the community. Seasonal employee housing is also lacking, and seasonal workers often live in illegal and unhealthy conditions. A few motels in the area have been informally converted to housing, but the living conditions are generally overcrowded and unsafe. Permanent solutions are needed and affordable housing developments should reinforce and support the fishing village character of the area.

Objective 6: Implement community wastewater and stormwater runoff solutions to improve water quality and habitat

Wastewater management and stormwater runoff improvements are essential for the health of Montauk Har-

Resilience Strategy Alternatives | Montauk





bor, the fishing industry and the business district as a whole. Boat waste, stormwater runoff, onsite cesspools and septic systems have been identified as significant pollution sources to Lake Montauk, which has experienced shellfish closures, bathing beach closures, and other water quality impairments. A wastewater collection system for the dock properties with transmission to the proposed Montauk Fire Department wastewater treatment site, as recommended in the Lombardo Associates Comprehensive Wastewater Plan and the Water Quality Improvement Plan is needed. Similarly, implementation of multiple stormwater abatement projects identified in several Town studies is essential.

Objective 7: Increase resiliency and reduce risks from projected flooding, storms, sea level rise.

The Montauk dock area is highly susceptible to rising seas levels, coastal flooding, and storms. Due to its importance, the dock area has been identified as part of the Town's Critical Facilities. A long term strategic approach is needed to protect the infrastructure and buildings.

Montauk Station

Objective 1: Improve traffic circulation and parking

The Train Station area is traversed by a tangle of uncoordinated streets and improvements. Cars, buses and taxis crowd the train station lot at arrival and departure times and lack of a designated turnaround causes circulation problems.

Objective 2: Increase resiliency and reduce risks from projected flooding storms, sea level rise-

The Station area is highly susceptible to rising seas levels, coastal flooding, and storms. Due to its importance, the area has been identified as part of the Town's Critical Facilities. A long term strategic approach is needed to protect the infrastructure and buildings.

Objective 3: Improve bicycle and pedestrian connectivity

The Station is a car-dominated area, physically isolated from both the Downtown and Harbor areas. The Station could benefit from pedestrian and bicycle infrastructure connecting to the key business area destinations.

Objective 4: Improve area to serve as a multi-modal transportation hub

As the last stop on the Long Island Rail Road, across the street from the Montauk Fire Station and the Montauk Playhouse Community Center, the area has unique opportunities for improved organization as a Multimodal Transit Center for rail, bus, car, taxi, bike, pedestrian and community services. Opportunities may also be available to provide workforce housing and a small commercial area to support train visitors and the local neighborhood.

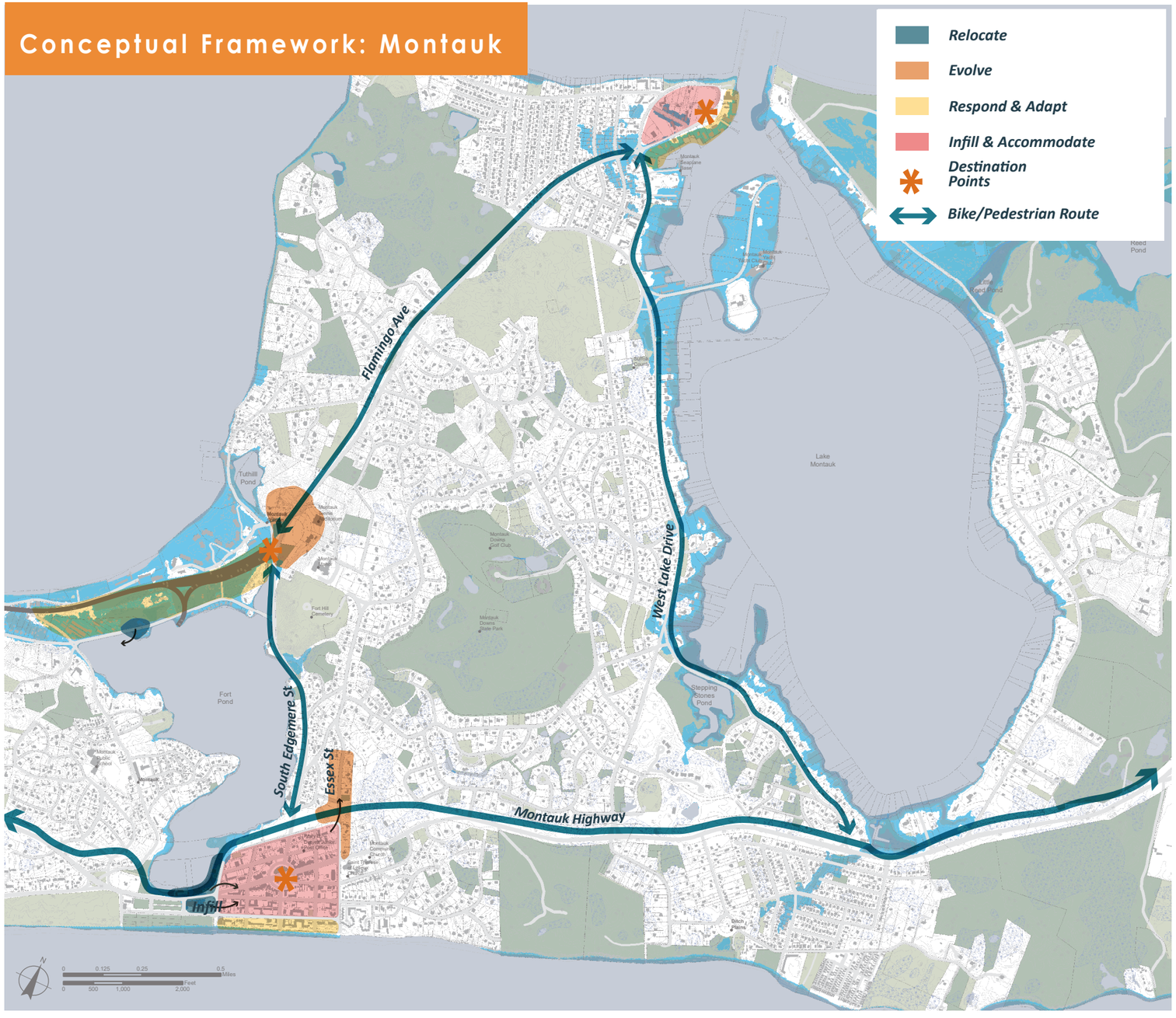
Objective 5: Improve the visual quality to reflect the historic character of the area

The historic Montauk Manor and Playhouse are visible from the Station, but otherwise the area lacks cohesive, welcoming, attractive features and improvements.

Objective 6: Improve the function of the transit area without competing with Montauk's main business areas

Downtown Montauk and Montauk Harbor are the two main business areas and should continue to provide for the needs of year round residents, second homeowners and tourists. But, improving the functioning of the Train Station will help support the economy and desirability of the existing business areas. Creating a well-organized transportation hub will improve access to Montauk and reduce undesirable traffic and congestion.

Conceptual Framework: Montauk



Overall Conceptual Framework

The diagrams on this and following pages illustrate a conceptual framework for Montauk Downtown, Montauk Harbor, and the Transit Center. They show how many of the hamlet's concerns can be addressed through a comprehensive approach to access, parking, roadway improvements, pedestrian networks, building location, and open space acquisition. This conceptual framework also includes a phased strategy to build community resilience to coastal flooding and changing shorelines. Over the coming decades, this phased strategy would move existing residential and commercial uses and infrastructure out of low/shorefront areas and replaces these uses with naturalized buffer areas to mitigate storm damage to property and provide space to accommodate a changing shoreline.

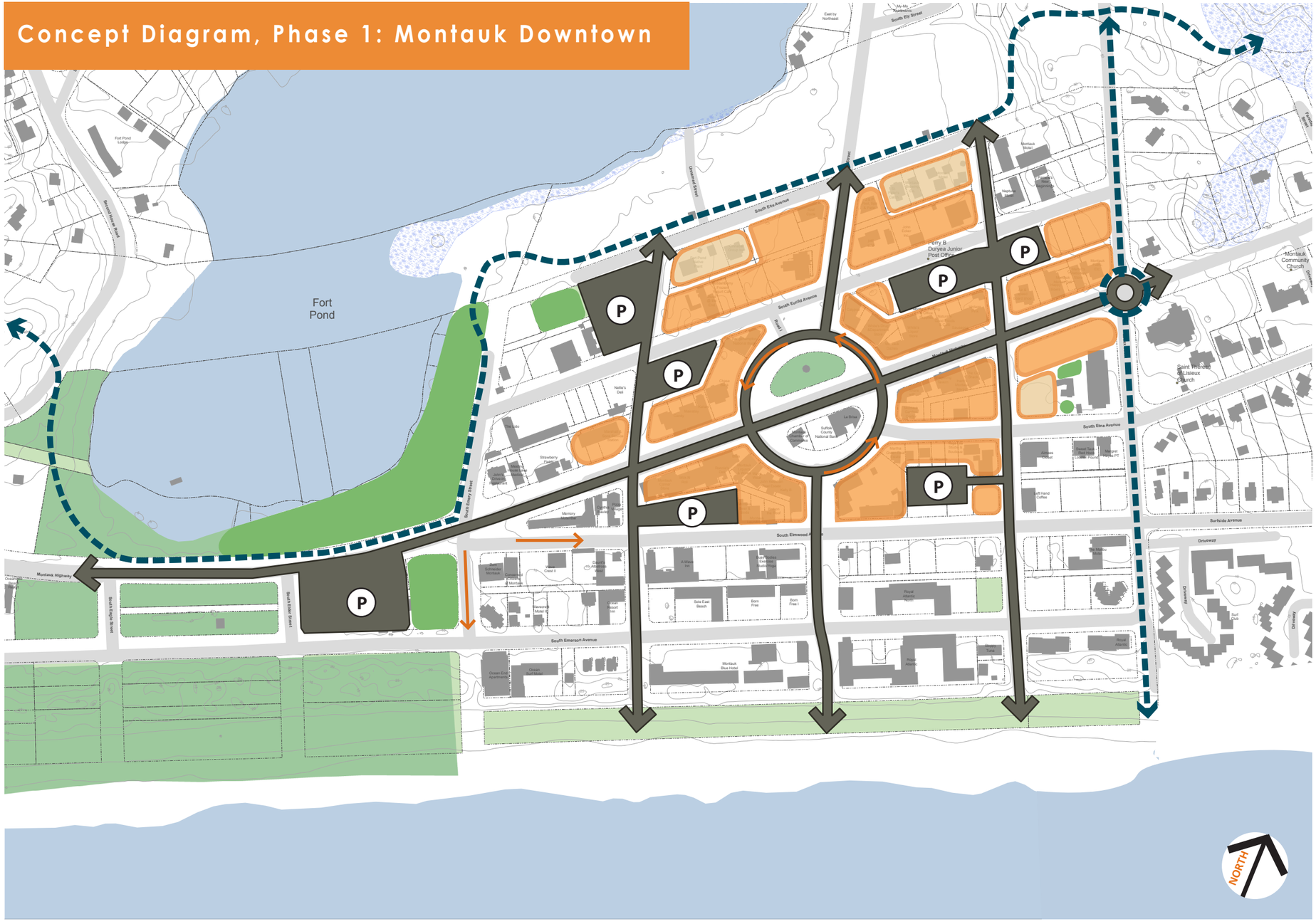
The diagram to the left illustrates a framework of improved bicycle and pedestrian routes that link Montauk Downtown, Harbor, and Transit Center and connect these destination points to other areas of East Hampton. The framework also groups strategies for Montauk Downtown, Harbor, and Transit center into four categories: relocate; evolve; respond & adapt; infill & accommodate. Below is a description of these categories:

Relocate: Teal areas in the diagram are those where this master plan recommends relocating infrastructure and businesses within the lowest and most vulnerable areas to higher ground. This include relocating a power substation off of Industrial Road to higher ground at the Montauk Transfer Station. It also includes relocating existing businesses and services from the low lying area between Fort Pond and the Ocean and using this area for additional surface parking and recreational open space. Such relocations would likely need to be implemented through acquisition of property by the Town as open space.

Respond & Adapt: Areas in yellow represent additional low-lying and shorefront areas at risk for flooding and storm damage. In these areas, we propose techniques that build resilience through changes to infrastructure like raising buildings and infrastructure, shoreline armoring, and market-based relocation strategies that incentivize existing property owners and developers to gradually shift vulnerable uses to higher ground.

Infill & Accommodate: Areas in pink are areas that could accommodate uses relocated from lower areas as these lands are acquired by the town or as open space is created through the sale and sustainable redevelopment of private property.

Concept Diagram, Phase 1: Montauk Downtown

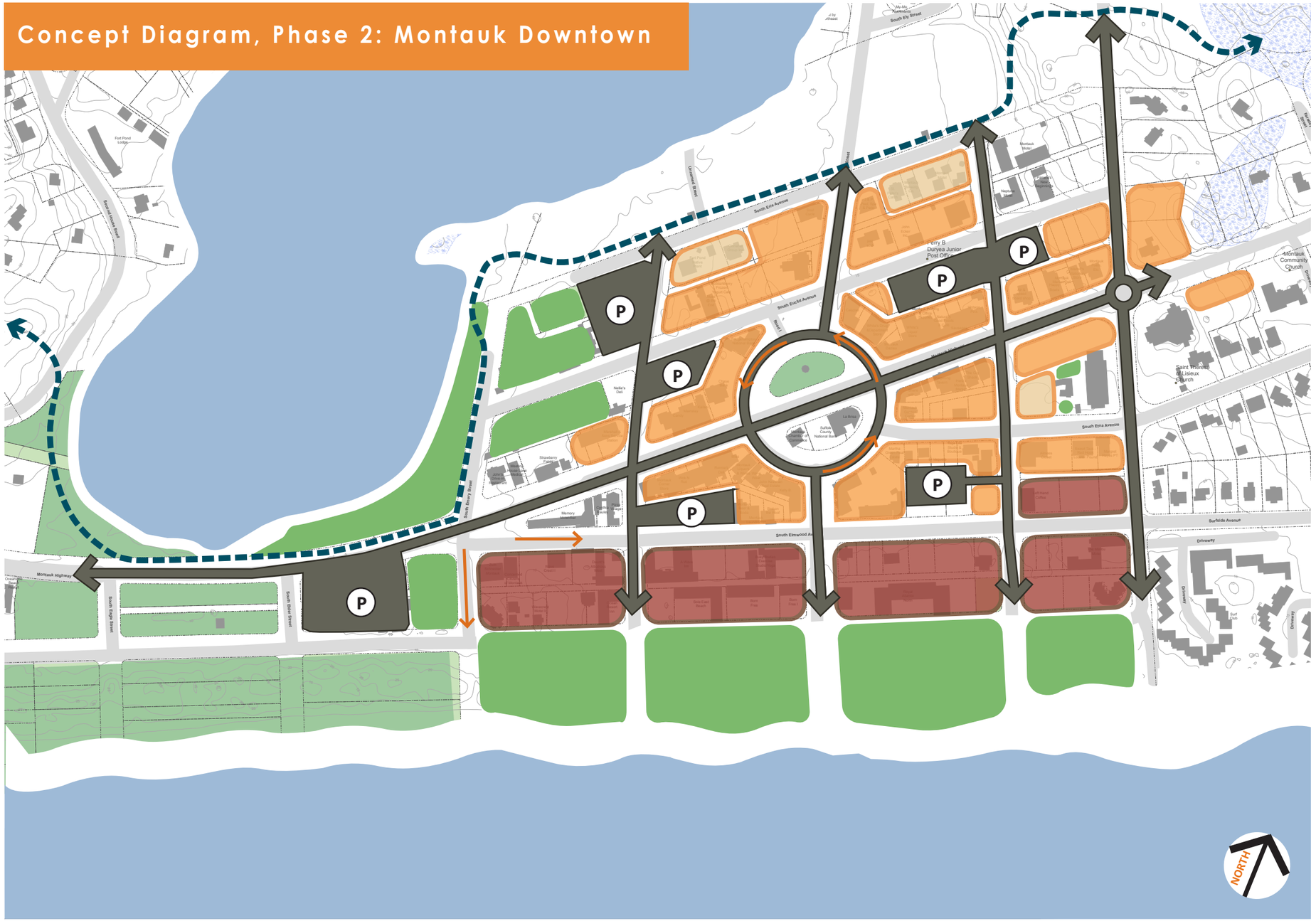


- Mixed Use Infill
- Relocated Resort Use
- Affordable Housing
- Bike Route
- Street Improvements
- Green Space
- Parking
- One-way Traffic

Downtown Master Plan: Phase 1

The first proposed improvements to downtown would relocate existing uses in the low, flood-prone area between Fort Pond and the Ocean. This land would be acquired by the town and protected as open space, or reconfigured for additional surface parking for visitors to downtown. Displaced uses would be absorbed as infill within the downtown core. Wastewater improvements would also allow for existing one-story buildings downtown to be reconfigured as two story buildings with second story apartments. This infill would be directed to areas around Carl Fisher circle currently used for surface parking and other low-density nursery uses. Parking would be expanded in lower-lying areas outside of this core within easy walking distance. This combined with improved crosswalks and sidewalks would make the center of downtown into a more pedestrian-oriented, walkable area.

Concept Diagram, Phase 2: Montauk Downtown



Mixed Use Infill

Relocated Resort Use

Affordable Housing

Bike Route

Street Improvements

Green Space

Parking

One-way Traffic

Downtown Master Plan: Phase 2

The second phase of Downtown improvements would incentivize the relocation of hotel and resort uses from the ocean-side inland and improve the resilience of these businesses to storms. Existing resort zoning is restrictive enough that little or no development has occurred on the ocean-front in recent decades. We propose allowing potential resort/hotel developers to purchase and transfer development rights (hotel or condo units) from ocean-side property owners to the second row of resort uses, shown in red on the diagram to the left. This Transfer of Development Rights would be contingent upon incorporating resilience strategies into new hotel designs, such as floodable first floor parking with breakaway walls. Ocean-front parcels and the adjacent right of way, in turn, would be protected from development and renaturalized through dune grass planting and sand fencing.

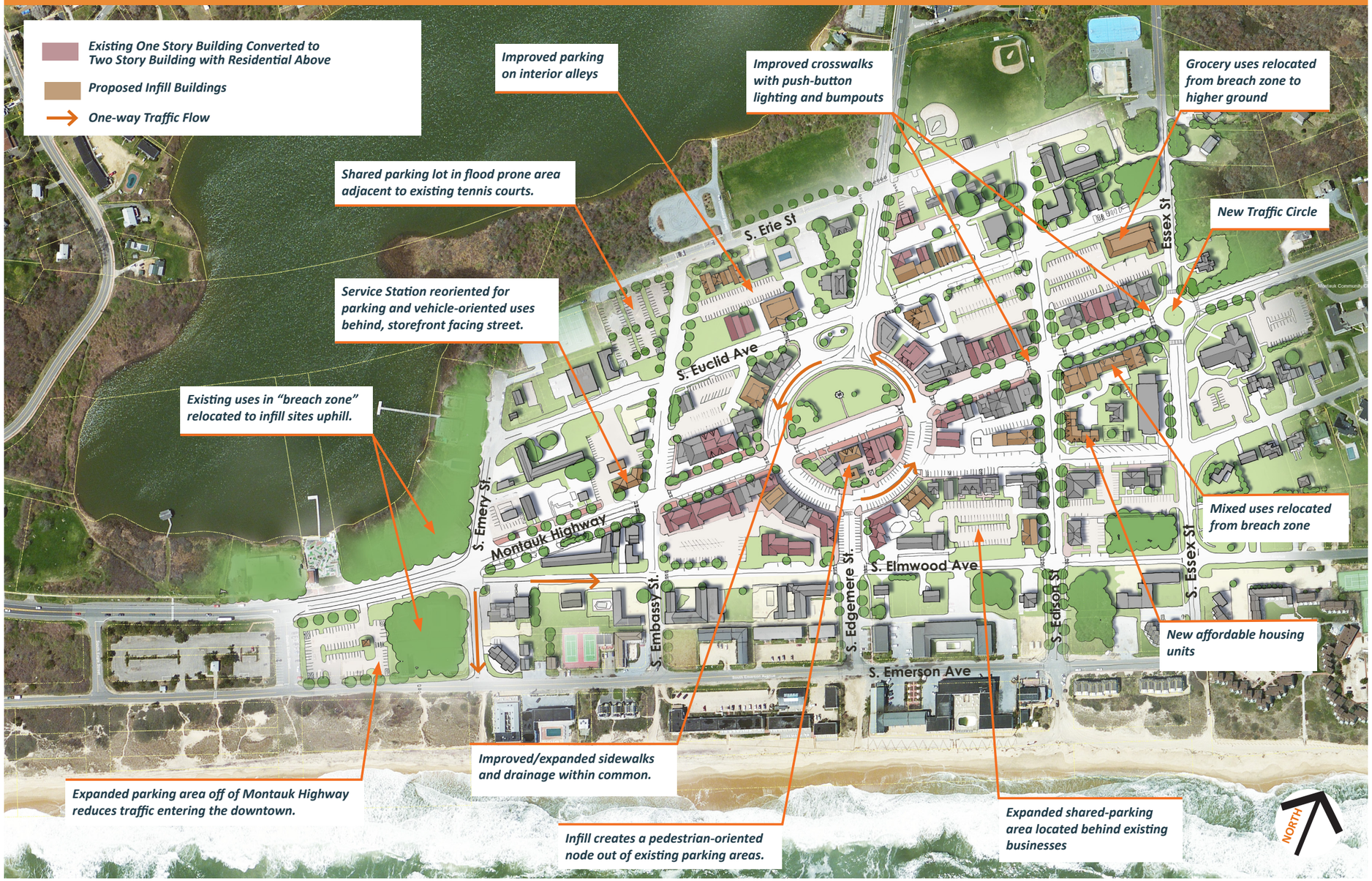
Concept Diagram, Phase 3: Montauk Downtown

- *Mixed Use Infill*
- *Relocated Resort Use*
- *Affordable Housing*
- *Bike Route*
- *Street Improvements*
- *Green Space*
- *Parking*
- *One-way Traffic*

Downtown Master Plan: Phase 3

As sea level continues to rise, additional resort and mixed uses would be relocated upland to form a new resort/mixed use corridor along Essex Street. The development of this new corridor would gradually shift the center of downtown toward the intersection of Essex and Montauk Highway--higher ground. This phase also includes elevating Montauk Highway in the low area between Fort Pond and the ocean. We also propose incorporating alternative beach nourishment practices. For example, a "Feeder Beach," where nourishment sand could be deposited on the "updrift" side of the main beaches for downtown and allowed to distribute using natural currents. This has the potential to allow for cost savings in construction hours and to minimize disturbance to the naturalized dune area as the town faces more frequent and costly beach nourishment.

Recommended Master Plan, Phase 1: Montauk Downtown



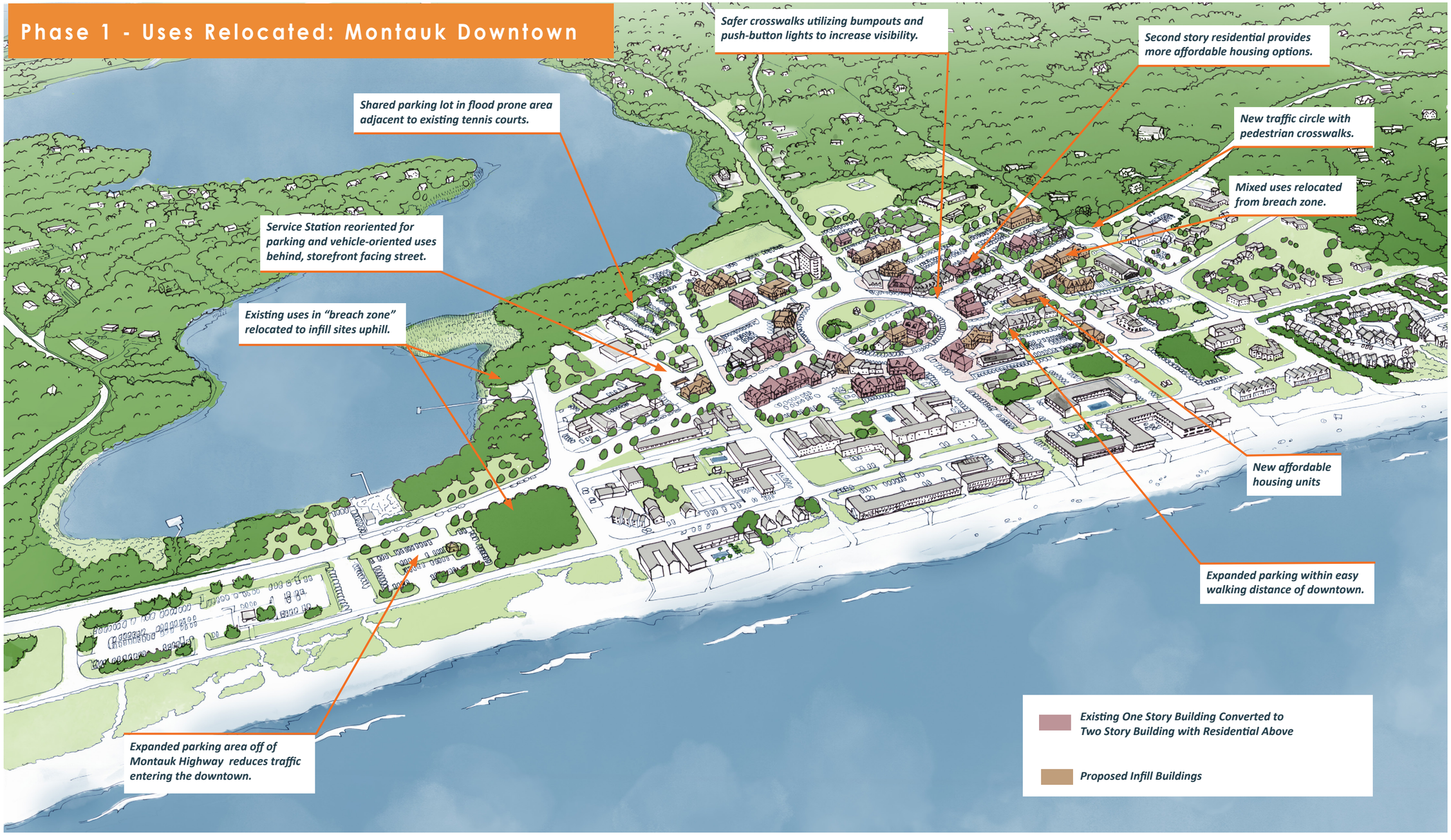
Downtown Master Plan: Phase 1 (Illustrative)

This illustrative master plan provides one vision of how Phase 1 improvements could shape the landscape of Downtown Montauk. The configuration of buildings and infrastructure would emerge, over time, as the combined result of individual development projects guided by the Town. If desirable, design guidelines or a form-based-code could provide additional control over the architectural character of individual buildings and landscapes.

This is not intended to be a growth plan, but rather a strategy for relocating existing density from more vulnerable areas of Downtown Montauk and allowing property owners to build to density already allowed under zoning in areas less-susceptible to storm damage. Infill and second-story additions do have the potential to increase the amount of more affordable housing downtown. This phase also proposes specific locations for affordable housing development: for example, the corner of South Etna and South Edison.

Existing Conditions: Montauk Downtown

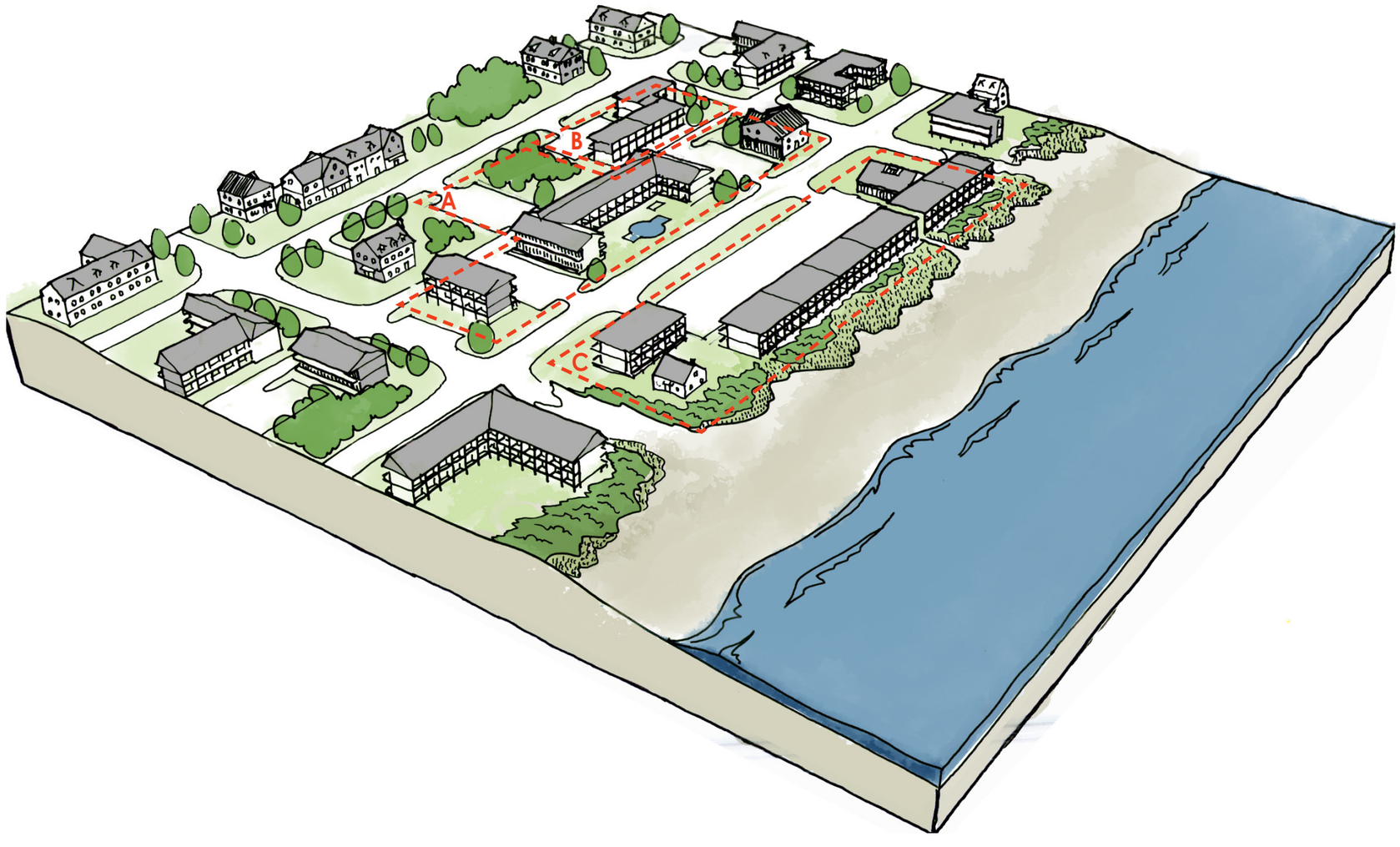
Phase 1 - Uses Relocated: Montauk Downtown

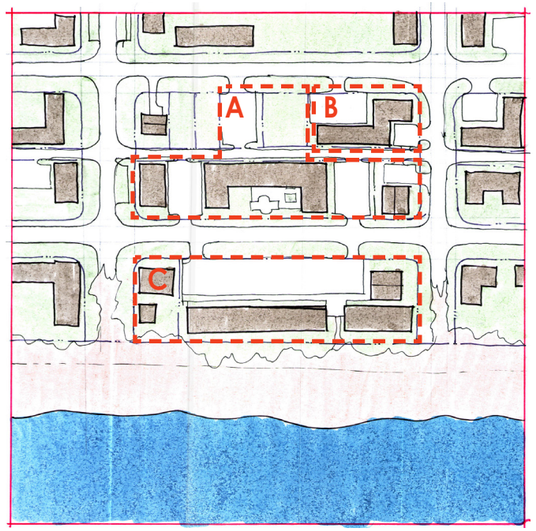


Phase 2 - Hotels Raised & Relocated: Montauk Downtown

Phase 3 - Resort Uses Shift to Essex: Montauk Downtown

Transfer of Development Rights - Typical Block - Existing Conditions





This diagram depicts an imaginary hotel block that is based on the typical lot dimensions and typical building sizes found along the Montauk oceanfront. In this imaginary block, as in reality, few if any existing developed properties meet the 15% building coverage maximum, the 84,000 square foot minimum lot size or the 6 or 12 units per acre maximum depending on unit type. This is because the hotels along the ocean were built at a time when different zoning requirements were in force. For example, building coverage in this imaginary block is as follows:

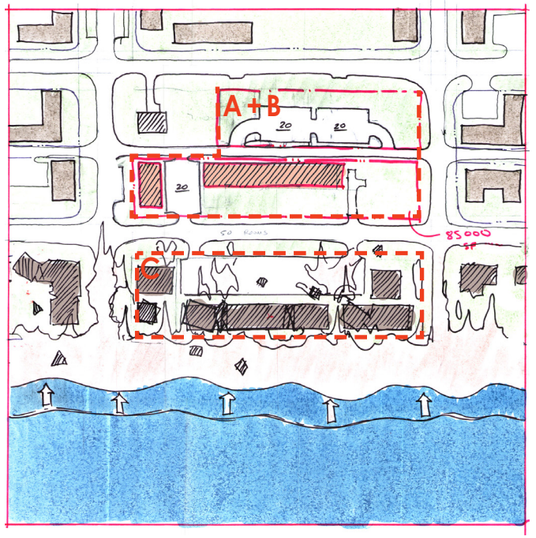
Owner A: These parcels under common ownership have a total area of 65,000 square feet. 28% of this total area is occupied by the building footprint.

Owner B: 28% of this 20,000 square foot lot is occupied by the building footprint.

Owner C: 28% of this 75,000 square foot lot is occupied by the building footprint.

Based on building coverage alone, none of these motels can expand. In this imaginary existing block, the hotels contain 40 units per acre, meaning a combined 165 units within parcels A, B, and C.

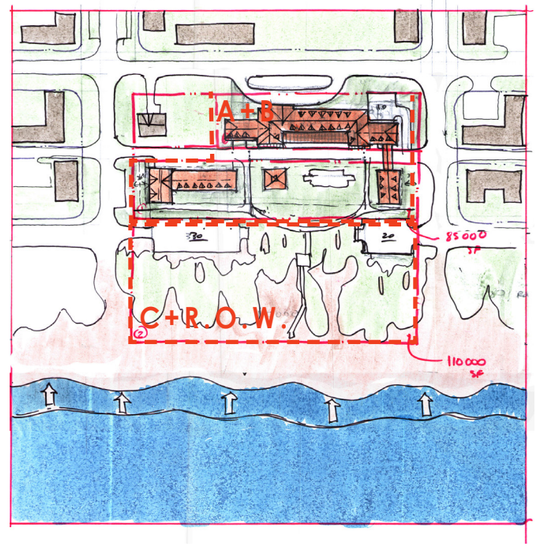
Transfer of Development Rights - Typical Block - Future, No Action



If Owners A and B were to combine their properties for redevelopment, the 15% maximum lot coverage would restrict the new seaside hotel to a footprint approximately 50% smaller than existing buildings. Given that there is a two floor maximum hotel height, this footprint could accommodate approximately 56 hotel rooms each having 450 square feet. Applying the current zoning maximum density requirements would further reduce the potential number of motel units to 23 units.

All these requirements have tended to prevent property from being redeveloped in the two blocks near the ocean and have protected this area from higher density development. However, the existing hotels in the most seaward row are currently susceptible to damage from coastal storms. They also take up the space that might otherwise be occupied by natural dunes, which would provide shelter for downtown. As sea levels continue to rise, the risk of damage to these buildings will likely increase. Beach nourishment costs by the town will also likely increase as the rate of coastal erosion increases.

Transfer of Development Rights -Typical Block - Future, Transfer of Development Rights

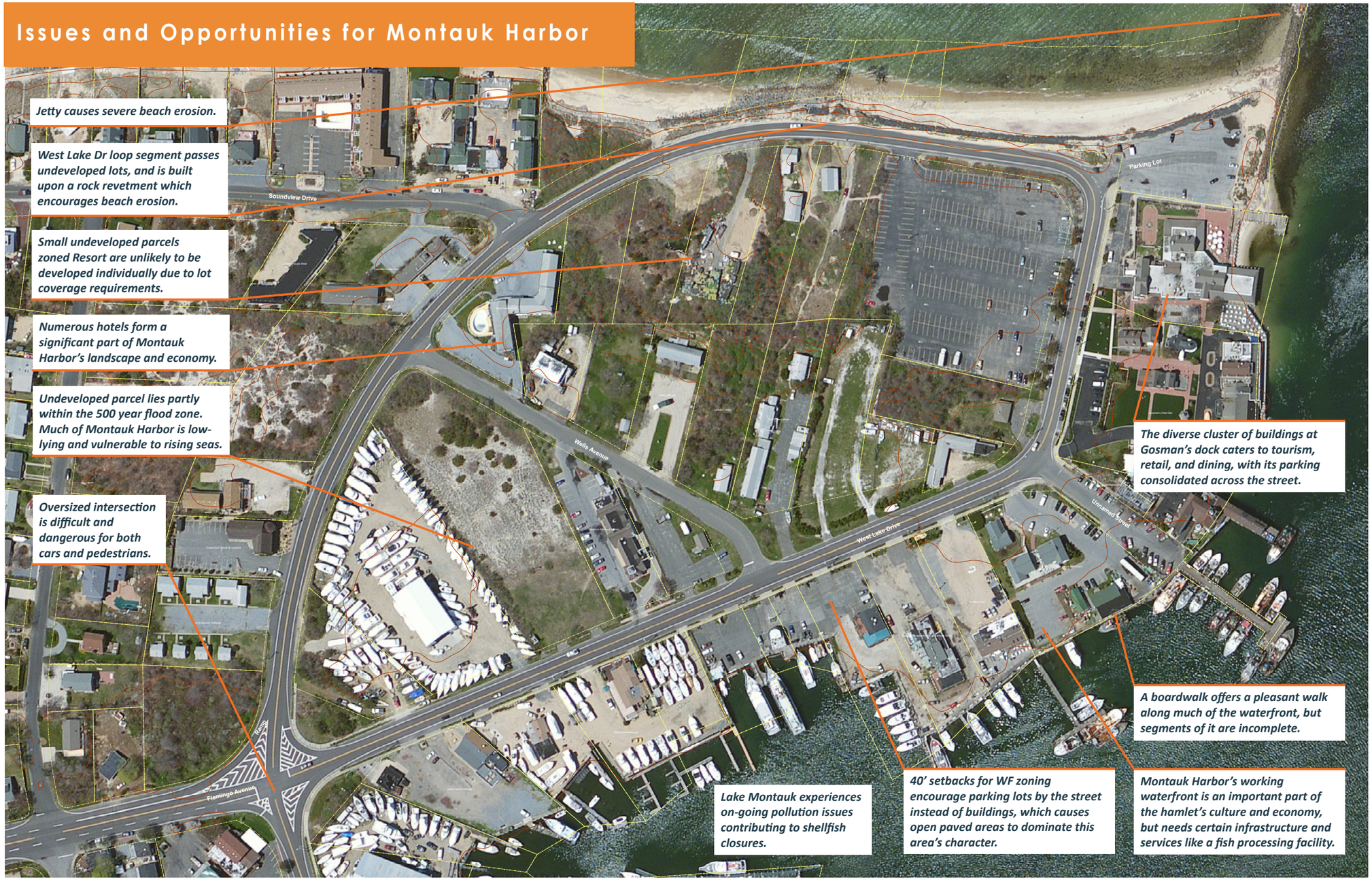


A Transfer of Development Rights approach could allow existing hotel owners to profitably redevelop their property, while also allowing the first row of hotels in Montauk to be returned to an area of natural dune-building. In this approach, a developer interested in building in the second row of hotels could increase the allowable density by purchasing property on the first row (for example, from Owner C). The developer could then count the area from parcel C as well as the abandoned right of way toward the lot size used to calculate the building potential and gain unimpeded seaside views and direct beach access over newly built dunes.

In exchange for this Transfer of Development Rights, the developer could be required to incorporate aesthetic and resilience strategies into their new hotel, such as tastefully designed, floodable first floor parking. Parking under new buildings could be tastefully masked from the street and garden spaces using a combination of existing site topography, porches, and architectural/vegetative screenings.

In this illustration, the new seaside motel could accommodate 75 motel rooms and complies with the maximum building lot coverage, unit size, parking, height and layout design zoning requirements through a TDR exchange. However, without advanced sewage treatment, Suffolk County Health Department standards would restrict new development on the combined acreage to 8 motel or 5 resort type units. Provided advanced sewage treatment were provided, current zoning would limit the hotel to 54 motel units. This is based on a lot area of 195,000 sf, including the abandoned right-of-way (lot area/3630).

Issues and Opportunities for Montauk Harbor



Buildout Diagram, Montauk Harbor

This buildout diagram shows the approximate extent of future development or redevelopment that is allowed under current zoning, as applied to selected parcels in the study area where change is likely in the future. Zoning provides for limits on lot coverage and building size in the different zoning districts that make up the study area, and also requires a minimum number of parking spaces per given area of buildings, according to the proposed use. In the Central Business zone, this means that the parking requirement actually limits the maximum size of the building, which otherwise could take up 50% of the lot. In the Resort district, building coverage is limited to 15%, leaving plenty of room for parking.

Legend:

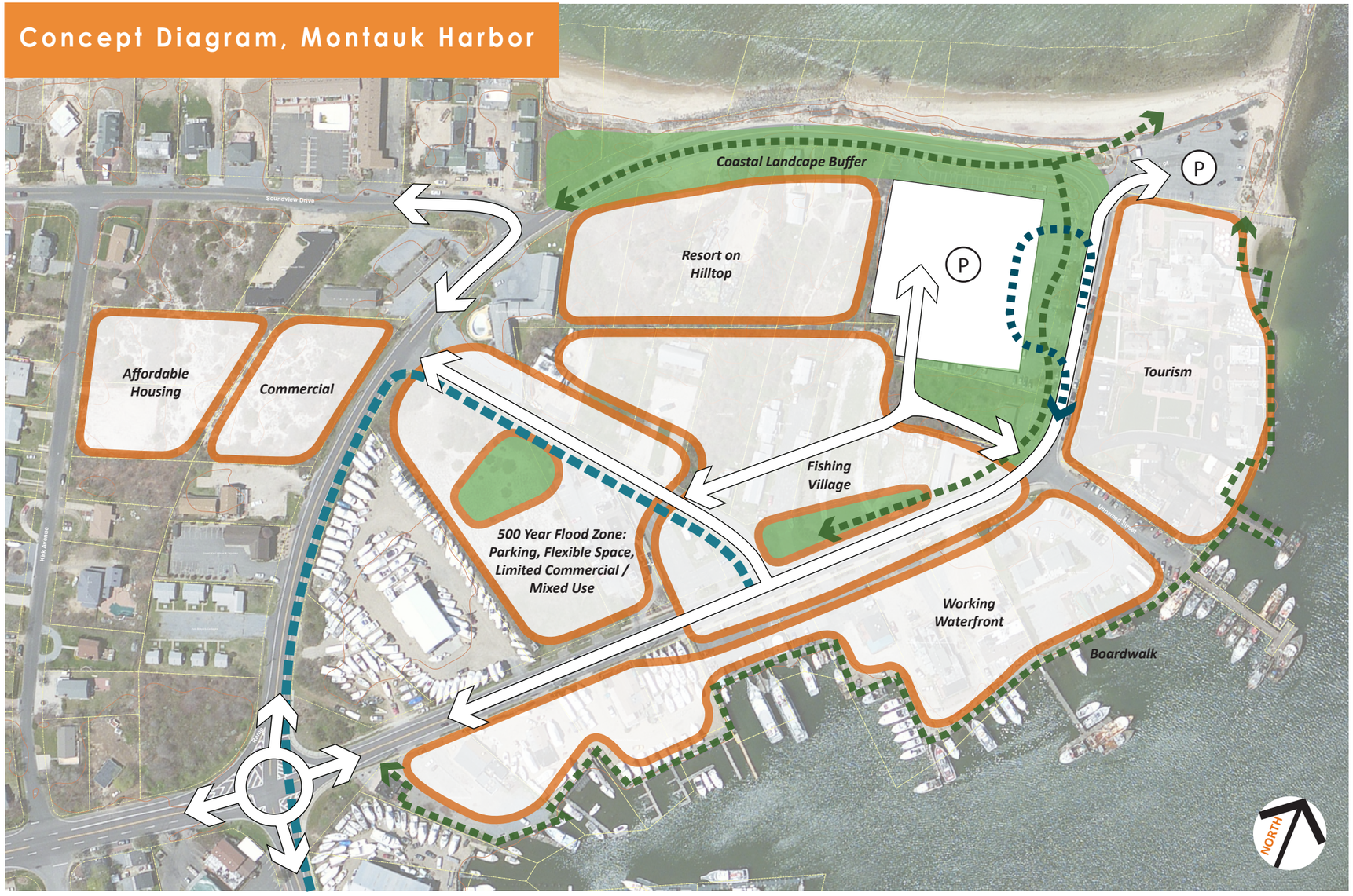
- # — *Maximum-size potential new building under current zoning*
- # — *Parking spaces required for maximum buildout*
- *Extent of each developers' ownership to achieve maximum buildout*
- *Waterfront zoning; commercial land uses*
- *Resort zoning & land use*
- *Central business zoning; office or retail land use*
- *Residential zoning; single-family land use*

Montauk Harbor Conceptual Framework

The illustrative master plan provides one vision of how potential redevelopment could shape Montauk Harbor. This is not intended to be a growth plan, but rather a strategy for reorganizing individual landowners' future developments in a way that organizes Montauk Harbor's simultaneous identities as fishing village, retail center, waterfront resort, and low-lying waterfront susceptible to rising seas. Current buildout under today's zoning is shown on the diagram to the left. The conceptual framework, shown on the following page, and illustrative plan which follow, reorganize this same square footage, as a tool to help guide future development decisions.

A mixed use fishing village along the central stretch of West Lake Drive would provide services for the working population of Montauk, as well as affordable housing in upstairs apartments. The plan for this village also includes housing in the interior of the block, as cottage style development. The area surrounding Wells

Concept Diagram, Montauk Harbor



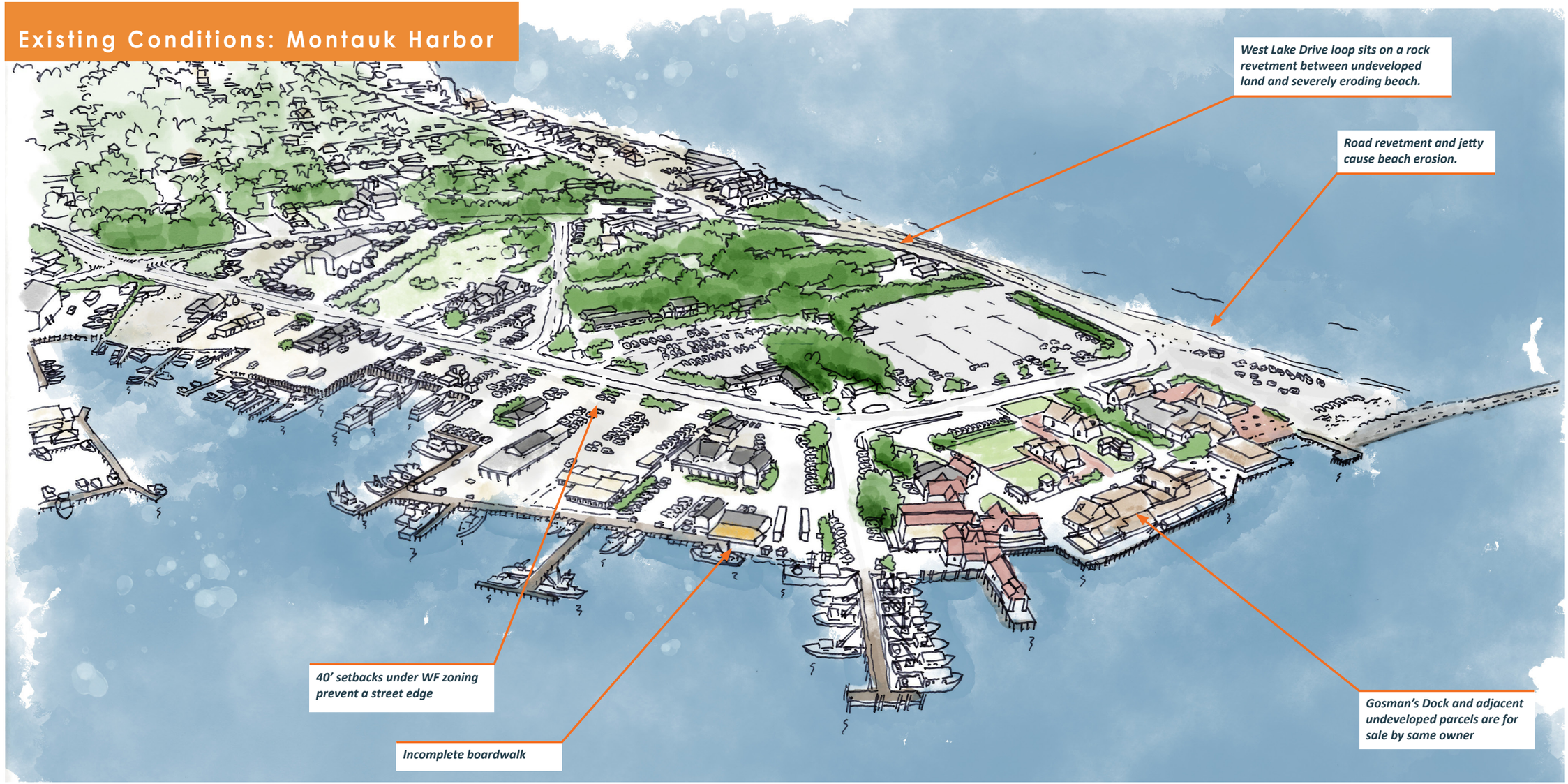
Legend:

- *Neighborhood Districts*
- *Pedestrian Routes and Gathering Spaces*
- *Street Improvements*
- *Bike Lanes*
- *Green Space*
- *Parking*
- *Truck Turnaround*

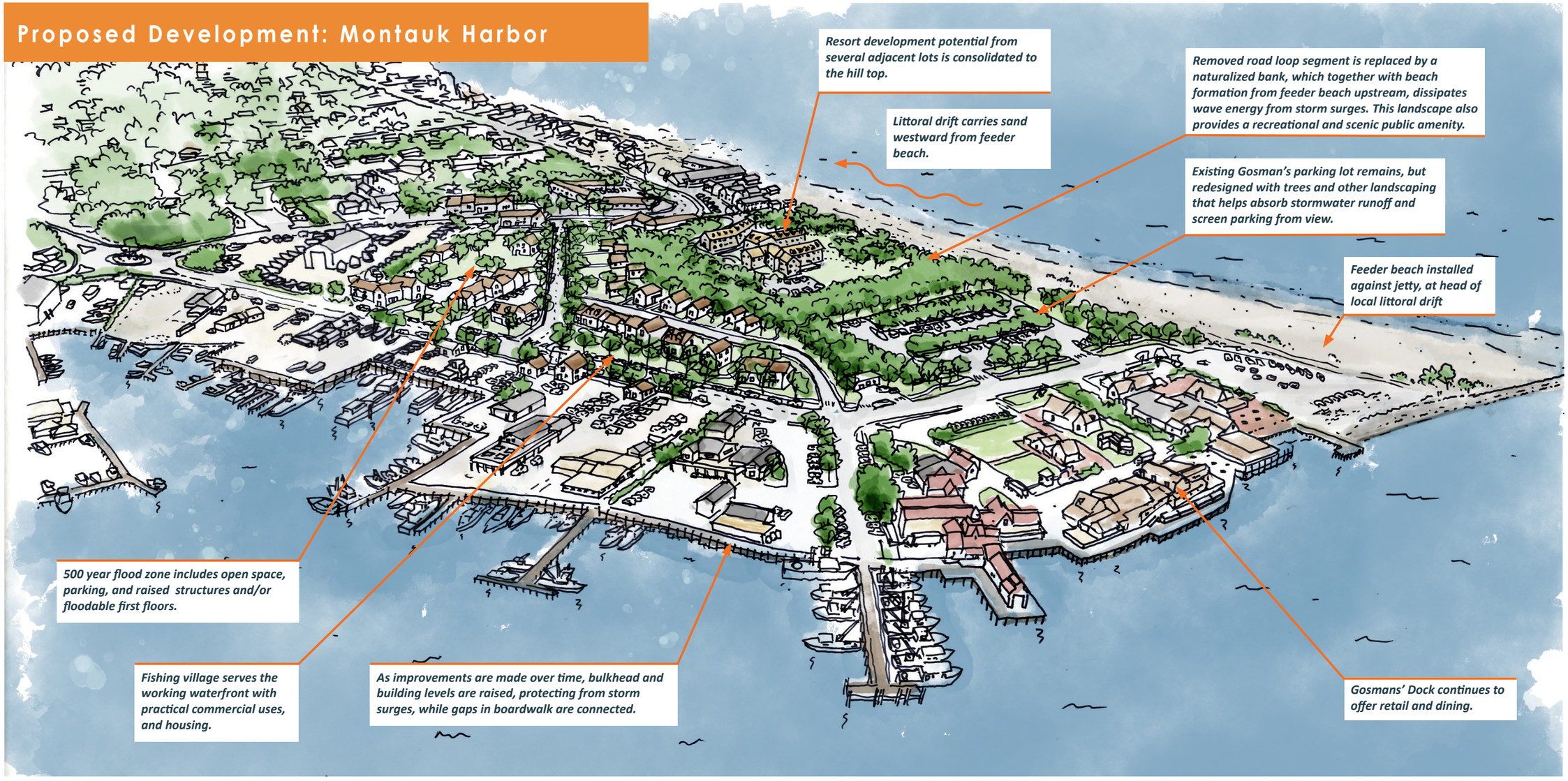
Avenue is low lying and falls within the 500 year flood zone, and is therefore more susceptible to rising seas. Appropriate development in this area would be “floodable uses” such as park space, parking, and buildings with either elevated or “floodable” first floors. The currently undeveloped waterfront lots along the northern segment of West Lake Drive are zoned Resort and sit on higher ground than the surrounding neighborhood. This high elevation could be utilized to minimize flood damage from future storm surges in high sea level rise scenarios. Consolidating the development potential of a group of these lots into one resort centered on the hilltop would be the best way for resort development to occur here.

As redevelopment or upgrades to infrastructure occur, the working waterfront along the docks could be gradually raised in-place, to fortify the neighborhood against rising seas, while filling in the missing links to the boardwalk. The link of West Lake Drive between Gosman’s Dock and Soundview Drive could be removed entirely, replaced by a naturalized bank and feeder beach. This would help make the hamlet center more resilient in the face of rising seas, by absorbing wave energy from storm surges. This would also provide a public scenic and recreational amenity.

Existing Conditions: Montauk Harbor



Proposed Development: Montauk Harbor



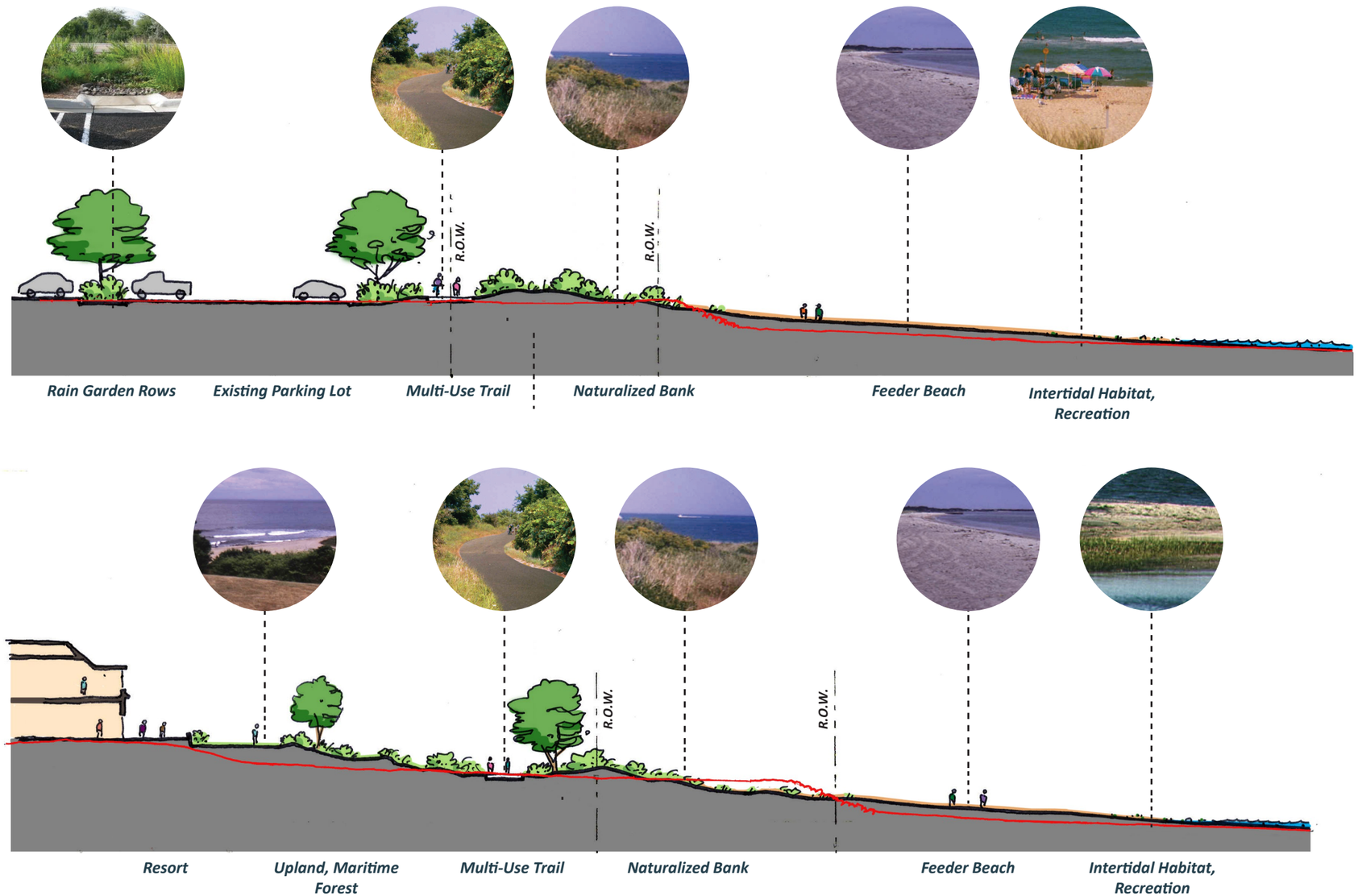
Naturalized Bank

The northern waterfront of Montauk Harbor, along West Lake Drive, suffers from severe beach erosion due to increased wave energy from the Lake Montauk channel's jetty and from the rock revetment upon which West Lake Drive sits. Because the road is arranged in a loop, this portion of West Lake drive is not entirely necessary beyond allowing trucks to turn around, which could be achieved through reorganizing the large parking lot across from Gosman's dock. Therefore, it would be possible to remove West Lake Drive between Gosman's Dock and Sound View Drive and replace the road and adjacent armored bank with a naturalized bank.

A gradual slope stabilized with native vegetation, giving way gradually to a wider and thicker beach, would more effectively sustain itself than the quickly eroding thin strip of beach currently at the toe of the rock revetment. A naturalized bank such as this would also more effectively dissipate wave energy during storm surges, helping to prevent damaging flood events in future sea level rise scenarios.

A key component of a naturalized bank in this area would be a feeder beach located at the eastern end of the waterfront, against the jetty, since this is where the most severe scouring currently occurs. The westward direction of the littoral drift in along this waterfront would allow sand from this feeder beach to nourish the beach to the west along the naturalized bank.

Recommended Design Elements: Naturalized Bank

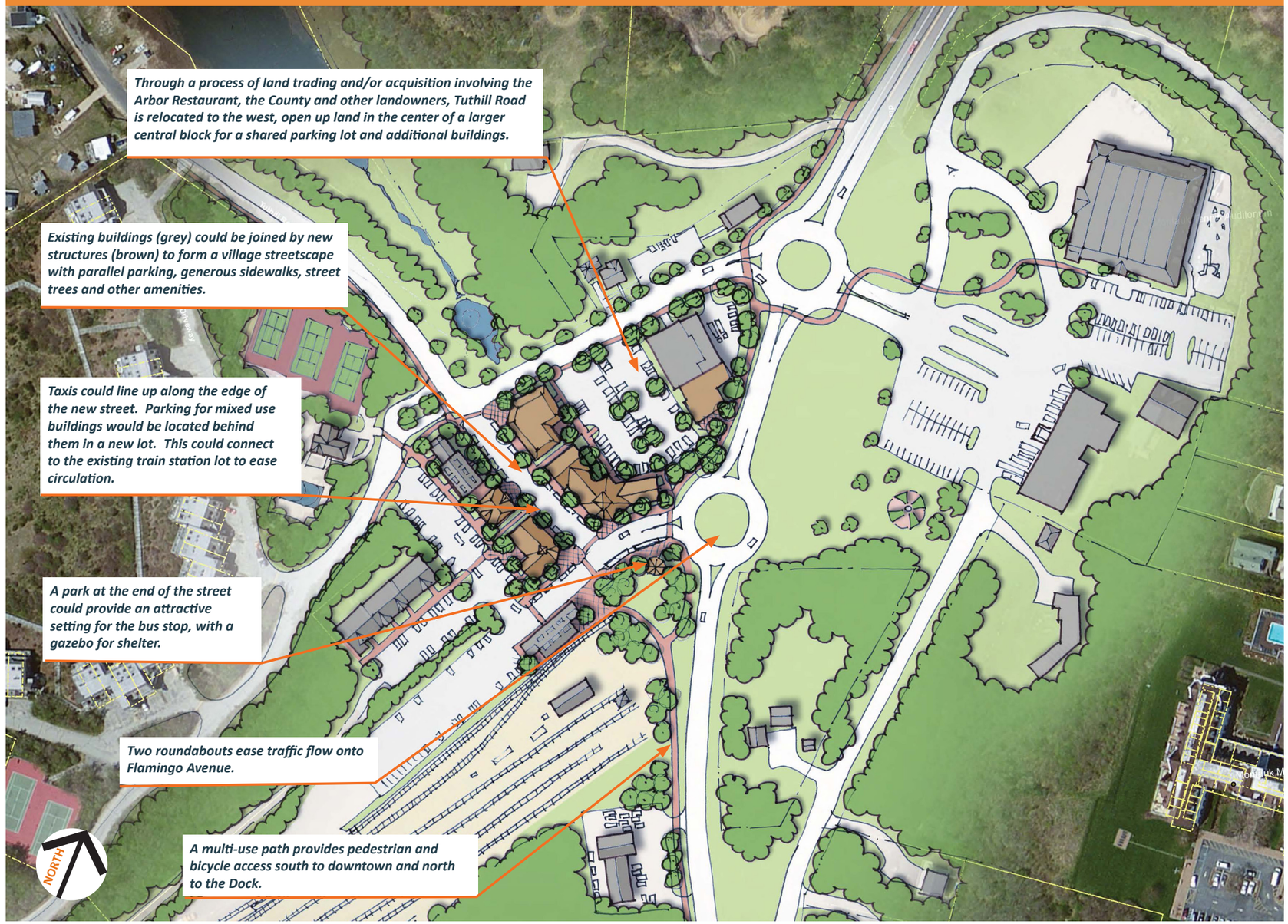


Issues and Opportunities: Montauk Station

Montauk Train Station Issues and Opportunities

The train station in Montauk is the last stop for the Long Island Rail Road, and serves as many people's first impression of Montauk. While the historic Montauk Manor serves as a grand visual landmark, the train station area is an otherwise indifferent welcome to the hamlet. This low-lying area has a small pocket of Neighborhood Business commercial zoning and a haphazard street layout, which could be reorganized to provide services for the neighborhood and train passengers, better taxi and bus circulation, an aesthetically appealing welcome to Montauk, and resilience against future sea level rise. This car-dominated area is removed from both downtown and Montauk Harbor, and could benefit from pedestrian and bicycle infrastructure connecting to those key destinations.

Recommended Master Plan, Option 1: Montauk Station



Montauk Station Illustrative Master Plan

Passengers disembarking from the train could be greeted by a small mixed use block, backdropped by the iconic view of Montauk Manor on the hill beyond. By realigning Tuthill Rd in coordination with a new block of mixed use buildings, the confusing traffic situation can be resolved while offering services to the neighborhood and train passengers. Parking would be located in the interior of the block, behind 1-1/2 - 2 story buildings.

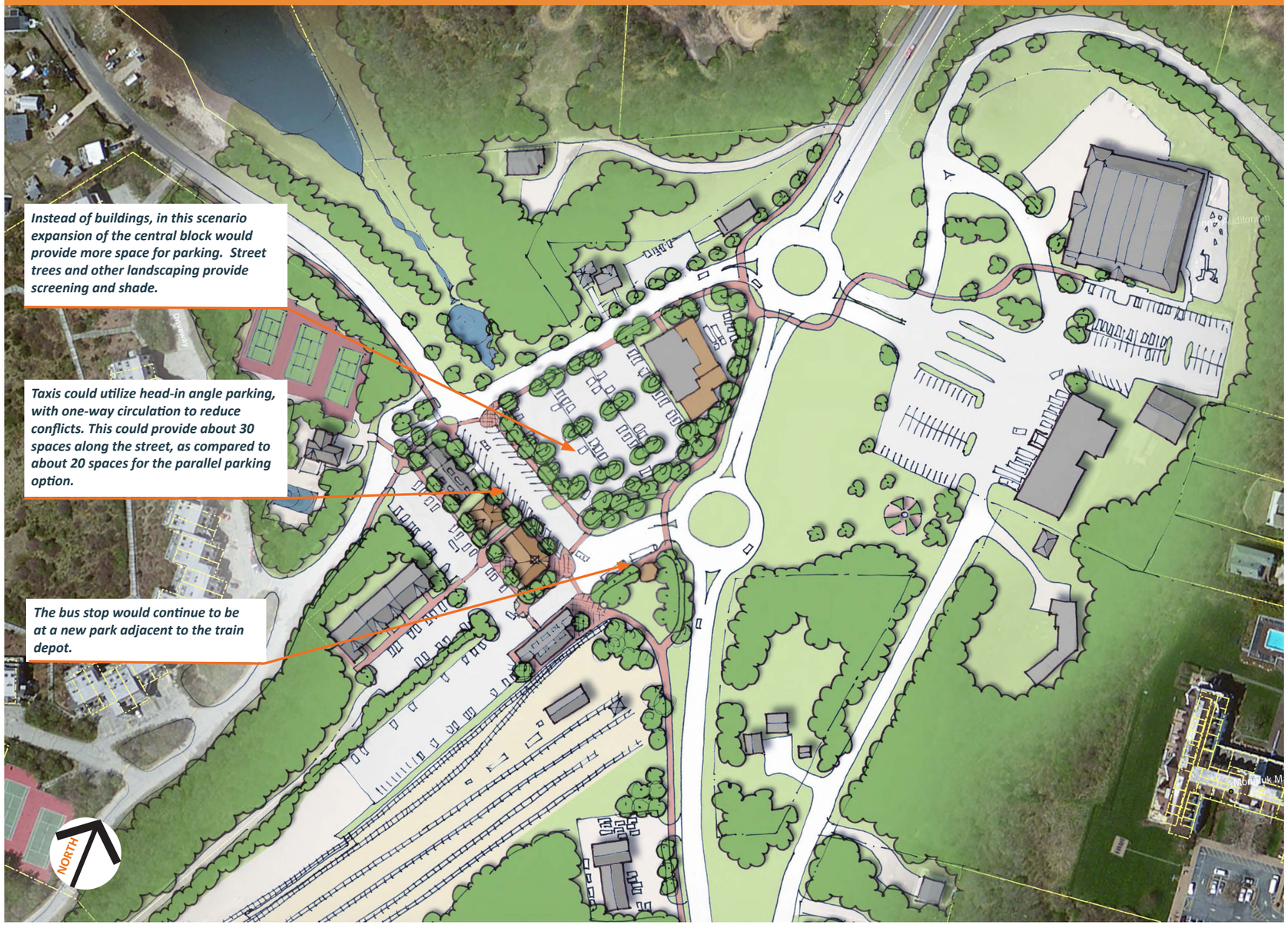
With a focus on multi-modal service, the site would accommodate many transit options to downtown and other areas, including cars, buses, taxis, sidewalks, pedestrians and bikes, with parking and drop off areas coordinated among them. All new development would be raised in coordination with improvements to the rail head, in order to make the area more resilient against future storm surges from rising seas.

The level of future redevelopment will be dependent on several factors - the real estate market, capacity for shared wastewater treatment, and the need for parking to serve the train station, etc. Option 2 (opposite page) therefore shows an alternative with just two new buildings, and more room devoted to parking and open space.

In both options, improvements to traffic circulation will be key to successfully resolving conflicts between the many different users of what could become a true multi-modal transit center. The major change would be to move Tuthill road to the West onto what is now private land, with a clear “T” intersection at Manor Road, and a similarly improve junction with the train station access road. The two intersections with Flamingo Avenue would be upgraded to roundabouts, smoothing traffic flow and reducing the severity of accidents.

In Option One, taxis would pick up and discharge passengers from parallel spaces along the new “Main Street” just north of the existing depot building. Buses would use a bus stop east of the depot in front of the park adjacent to the southern roundabout. In Option Two, the end of Tuthill Road/Main Street is shown as one-way southbound, with angle parking allowing for a larger amount of taxi. Buses would be in the same area along the proposed park.

Recommended Master Plan, Option 2: Montauk Station



Recommended Design Elements: Transportation

Downtown area

In the short term, the Town has advertised for proposals from bus companies to operate a circulator bus service, with the goal of having that begin in Summer 2017. Also in Summer 2017, under a State grant, construction will begin on enhanced motorist warning systems at two crosswalk locations on Montauk Highway

- At South Elder Street (7-11 on north side, IGA on south)
- On the west side of Carl Fisher Plaza (west intersection)

Other improvements, such as the elimination of on-street parking to enhance motorists' sight distance at intersections, the establishment of a taxi stand on the south portion of Carl Fisher plaza, the provision of bike racks, and institution of the two one-way, one block long segments of South Elmwood Avenue and South Emery Street, can be accomplished in the short term.

Other traffic circulation and safety improvements such as the construction of a roundabout at the Old Montauk Highway/Second House Road intersection (Figure 1), installation of sidewalks, and construction of a shared-use path would take considerably more time.

To complement the proposed roundabout on the west side of downtown, a roundabout at South Essex Street and Montauk Highway (illustrated in Figure 2), can calm traffic approaching from the east, and provide safer pedestrian crossings.

With respect to street lighting, upgrading of existing lighting at spot locations can be done in the short term. More widespread improvements, such as upgrading to LED, Dark Skies-compliant lighting in the downtown area would involve the creation of new Town specifications for this lighting and would take longer.

Some of the key recommendations for this area are shown in Figure 2, which was presented at the conclusion of the charrette.

Figure 1: Proposed roundabout at Second House Road.

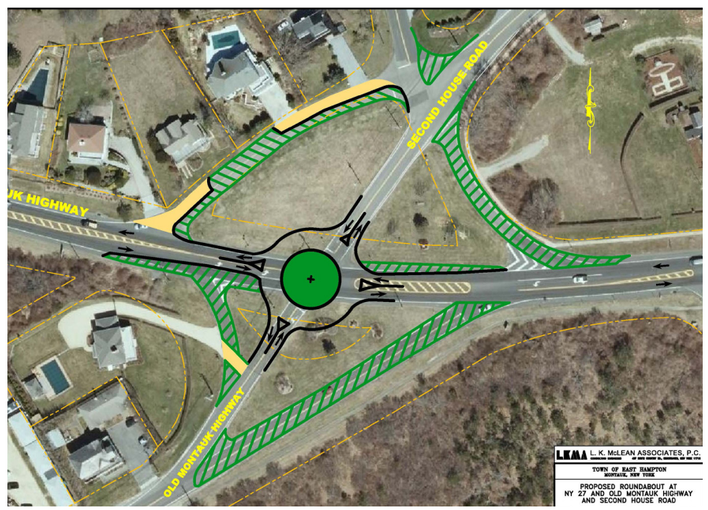


Figure 2: Roundabout at South Essex Street

Harbor Area

A sketch of the proposed roundabout at the intersection of County Roads 49 and 77 appears in Figure 3.

Figure 3: Roundabout at County Roads 49 and 77

Figure 4: Improved circulation at LIRR station

Train Station Area, and Connectivity to Downtown

A sketch plan showing how access and improved traffic circulation for cars, taxis, buses (circulator and Suffolk Transit), and pedestrians can be provided to a new Transportation Hub at the LIRR station is shown in Figure 4. Taxis and buses are separated from other train station traffic by establishing new taxi stand and bus stop locations on a realigned Tuthill Road. Manor Road and Tuthill road could be converted to one-way to ensure that taxis and buses arrive and park in an orderly fashion. Bike racks should be provided at the station. Connectivity to downtown for pedestrians and bicyclists can be enhanced by providing sidewalks and bike lanes along the County Road 49 corridor.

Implementation Tools and Techniques

Introduction to Recommendations and Implementation

As a premier resort community with some of the planet's most precious and sensitive resources, East Hampton encounters special challenges and opportunities when it comes to community planning. Preserving the natural resources is critical not only for the sake of the environment but for preserving the unique qualities that draw residents, second homeowners and tourists to East Hampton in the first place. For the economy to thrive, East Hampton requires a healthy and attractive environment.

Concerns over impacts to the natural environment, quality of life and traffic have given rise to stringent development controls in East Hampton and their effective application has prevented many poorly conceived development proposals. Now, new tools are needed not only to help prevent bad development from occurring but to help make the desired improvements.

The Hamlet Plans are designed to keep things the way they are, only better. But without a consensus, it could be tempting to say that nothing will be done to implement the Plans. Thus, continuing the community dialogue and consensus building process is key to implementation.

A. Comprehensive Plan

1. Maintain and reaffirm the 2005 Town of East Hampton Comprehensive Plan as the touchstone for future development and land use decisions for Montauk.

2. The 2005 adopted Town of East Hampton Comprehensive Plan including the Vision, Goals and Recommendations continues to remain in effect and has provided the foundation for the development of the Montauk Plan. The more detailed analysis and concepts provided in this Montauk Plan should be considered as an addendum not a replacement of the 2005 Comprehensive Plan.

3. Adopt the Montauk Hamlet Plan as an addendum to the Comprehensive Plan. This Master Plan has been developed to provide the Town of East Hampton with inspirational, achievable concept plans to help preserve and enhance the charm and vitality of Montauk's downtown, harbor and train station areas. The Montauk Plan is not designed to be a specific blueprint for development but a guide setting forth a direction and objectives for future Town actions. As an addendum to the 2005 Comprehensive Plan, the Plan will help inform private property owners as well as other levels of government, agencies and organizations, about the Town's preferences and priorities for projects and development in Montauk.

4. Continue to implement and coordinate with Environmental Plans and Amendments to Comprehensive Plan. Planning is a continuous process and the 2005 Comprehensive Plan has been amended and augmented over time. Together with the 2005 Plan, the following updates and studies should help guide future development in Amagansett:

- Town Community Housing Opportunity Fund Implementation Plan 2014
- Water Quality Improvement Plan, 2016
- East Hampton Townwide Wastewater Management Plan
- Local Waterfront Revitalization Plan
- Community Preservation Plan
- Scenic Areas of Statewide Significance
- Town Energy Policy
- Draft Climate Action Plan October 2015
- Lake Montauk Watershed Management Plan
- Lake Montauk Harbor Feasibility Plan
- NYSERDA Study- Dewberry (on-going)
- Coastal Assessment Resiliency Program (CARP) – GEI Consultants (ongoing)

B. Protect and Enhance the Natural Environment and Historic Character

1. Protection of the natural environment and the unique character of Montauk is the foundation of the Montauk Hamlet Plan. Forceful measures to protect and restore the environment, particularly ground and surface waters from existing, past and future development must be undertaken. Development should be sustainable, consistent with the character of the community and protective of the natural environment. Innovative techniques and best management practices to prevent and remediate impacts to the environment must be employed. East Hampton should continue to be a leader in planning for environmental protection, growth management, sustainability and energy.

2. Preserving the rural and natural features is essential not only for the environment, but also for the economic viability of the community. The second home industry and tourism, two of the largest businesses driving the economy, are dependent on the desirability of Montauk, which is in turn based on pristine beaches, scenic vistas, historic landscapes, clean drinking water, high quality bays and harbors, significant fish and wildlife habitats, and pristine woodlands. The environment and the economy are inextricably linked. Paramount environmental threats to the Montauk community are loss of open space and degradation of water quality.

3. Land Preservation: East Hampton Town has taken proactive and forceful measures to protect the environment through land preservation. Over 62% of the land in Montauk has been protected through acquisition, mandatory cluster subdivisions and other planning techniques. With some of the most far-reaching planning regulations in the country and approximately $25 million dollars per year available for open space and farmland protection from the Community Preservation Fund (CPF), East Hampton Town will continue to preserve additional lands.

But development pressures and skyrocketing land values will make continued land preservation efforts challenging. All of Montauk is part of a US Fish and Wildlife Services unique ecological complex and contains rare plants and habitat, such as the dwarf maritime forest. Adequate staffing and a strong commitment to preservation are required. Implementation of the Montauk Hamlet Plan is predicated on the Town's continued diligence in protecting critical ground and surface watershed lands, sensitive habitat, recreation and open space and scenic vistas.

4. Preservation of Vistas and Historic Resources: Montauk is widely recognized for its spectacular scenic vistas of ocean bluffs and beaches, dunes, rolling fields, wooded hills, ponds and harbors. Montauk Point, Lake Montauk and Hither Hills are three regions recognized as Scenic Areas of Statewide Significance. Protecting the exceptional scenic beauty is essential for maintaining desirability of the area as a tourist area and as a second home community. The relative lack of development has helped to maintain the landscapes, but vistas of even protected lands and waters are threatened by infrastructure and other alterations. Additional tools to preserve scenic views should be explored and implemented.

A number of historic properties have been recognized for their significance by the State and National Register of Historic Places including the Montauk Lighthouse, the Montauk Association Historic District, the H.M.S. Culloden, the Caleb Bragg Estate, the Montauk Manor and the Montauk Tennis Auditorium. But additional structures and properties associated with Montauk's rich culture and history are important to protect. Historic landmark legislation and supplemental tools to preserve Montauk's

Human activity within the Lake Montauk watershed has led to a decline in water quality.

cultural and historic landscapes and structures should be explored and implemented.

5. Amendment to the CPF Plan: With sea level rise, the narrow strip of land that separates Fort Pond from the Atlantic Ocean, sometimes referred to as the 'breach point", is likely to be inundated with flood waters. The Downtown Master Plan recommends that the Town acquire and protect this low lying, flood prone land as part of a voluntary buy-out program. Accordingly, the CPF Plan should be amended to include these properties for acquisition. Over time, additional vulnerable properties can be added to the CPF plan for a voluntary buyout program.

6. Water Quality Improvements: Water quality improvements are needed not only for protecting the health of the environment, but for protecting the health of the people and the economy of the hamlet. Montauk is the number one fishing port in New York State. Recreation, tourism and the second home industry are also dependent on high water quality. Human activities and development within Fort Pond and Lake Montauk watersheds have caused severe water quality degradation, leading to harmful algal blooms, shellfish closures and bathing beach closures. The largest sources of pollution are stormwater runoff, cesspools, conventional septic systems and boating activities. Cesspools and conventional septic systems discharge excessive nutrients into the groundwater, which in turn, permeates surface waters. Chemicals, nutrients, microbes, stormwater particles and other pollutants entering Fort Pond accumulate within the water body because the pond has no outflow streams or other means of flushing. And whereas pollution inputs from human activities have not severely impacted water quality in the central portion of Lake Montauk, the northwestern (Coonsfoot Cove) and the southern portions of the lake which are not exposed to substantial flushing, have experienced significant water quality problems.

By public referendum in 2016, authorized uses for the Community Preservation Fund, which has generated over $315 million dollars in revenues in East Hampton (through 2015), were expanded to allow up to 20% of the funds raised to be used for water quality improvements. To provide a systematic approach to using these funds strategically, the Town developed the East Hampton Water Quality Improvement Plan. Improvements identified in the Water Quality Improvement Plan for Lake Montauk and Fort Pond Bay: nitrogen reducing upgrades to cesspools and septic systems; wastewater collection to serve areas with malfunctioning or problematic septic systems at the docks, Ditch Plains and Camp Hero and downtown area; investigate the need for additional vessel pump out stations; implement non-point source pollution abatement recommendations and best management practices; reconstruct wetlands; investigate use of aeration systems for lower portions of Lake Montauk; expand shellfish seeding areas; develop signage and public outreach programs. (See Appendix B for Lake Montauk and Fort Pond Water Quality Improvement Recommendations). It is critical that the Montauk Hamlet Plan support the implementation of water quality improvements as outlined and require that all new development incorporate water quality improvement techniques.

C. Increase Coastal Resiliency and Reduce Risks from Flooding, Storms, and Sea Level Rise

The effects from flooding, erosion and sea level rise are having profound impacts on East Hampton Town and are particularly acute for the vitality and unique character of Montauk. The erosional forces are occurring in real time and are changing the shape of the beaches, coastal wetlands, dunes, and bluffs. Between the year 2000 and 2012, the shoreline of Downtown Montauk has moved 44 feet inland, a rate of 3 feet per year[1]. In the Harbor area, storm surges will top bulkheads and destroy docks, infrastructure and buildings. Buildings and infrastructure in the Train Station area are at extreme risk from flooding and erosion. In the downtown area, the narrow strip of land between the Fort Pond and the ocean is extremely vulnerable to flooding and breaching in storm conditions. As climate changes, rising seas and more frequent and intense storms will increase the areas impacted by coastal flooding and there is a high potential for the Fort Pond to breach through to the ocean. To reduce exposure and risks from storms and changing conditions, coastal resiliency principles provide the foundation for the Montauk Hamlet Plan.

Evaluate Long Range Resiliency Approaches: As part of the process of developing the East Hampton Town Coastal Resiliency Plan (EH CARP), the Town will evaluate sea level rise and storm surge models and alternative responses including the following Hamlet Plan scenarios.

For Downtown Montauk, the Hamlet Plan proposes a multi-phased strategic retreat, beach nourishment, and accommodation approach. The first phase, Strategic Retreat and Relocate, would target the low-lying flood prone lands between Fort Pond and the Atlantic Ocean. The second phase- Respond and Adapt- would address the ocean fronting development at risk from flooding and storm surge. The third phase- Infill and Accommodate- anticipates continued sea level rise and recommends the relocation of additional resort and mixed uses to form a new development corridor on higher ground along Essex Street. Nature based resilience measures, habitat improvement and water quality improvement and recreational area enhancements are integral to each of the three phases.

The Town has identified both the Montauk Commercial Docks and the Train Station as "Critical Facilities". Accordingly, the long range coastal approach is to protect and fortify the docks and transportation infrastructure from storm damage and sea level rise. For the properties within the harbor, the strategy includes raising the bulkheads and buildings and flood proofing the uses. Along the Block Island Sound frontage, a naturalized shoreline, incorporating West Lake Drive is proposed to create a coastal landscape buffer. Parkland, parking and other "floodable uses" are proposed in the low lying properties. New development is proposed to relocate to high ground out of the 100 year flood zone.

As mentioned, the transportation infrastructure surrounding the Train Station has been identified as a critical facility and is proposed for fortification and protection.

Downtown Montauk

Phase 1 Strategic Retreat and Relocate: The most effective strategy for eliminating risk from climate and shoreline changes is managed retreat through the use of voluntary buyout programs. In Phase 1 of the Downtown Montauk Plan, the Town would offer to buy the high risk flood prone properties between Fort Pond and the Atlantic Ocean. The Downtown Montauk concept plan depicts areas that could safely accommodate displaced businesses, including the IGA, within the core business area. Whereas acquisition is a relatively high priced coastal adaptation measure, it is a cost effective one-time investment that requires no further action beyond protecting

1 ACOE Downtown Montauk Stabilization Project

the natural landscape left behind and providing relocation assistance to participants.

There are federal and state voluntary buyout programs which have provided funding for property owners to relocate their home or business to safer locations if they no longer want to remain in high risk flood zones. In many cases, buyout programs are administered on the local level and funded largely through federal grant programs such as FEMA's Hazard Mitigation Grant Program (Hazard Mitigation Assistance/FEMA https://www.fema.gov/hazard-mitigation-assistance) and the USDA's Emergency watershed Protection Floodplain Easement Program (EWP-FPE). Typically, federal grants require a local funding match of 25%. As mentioned, the Community Preservation Fund has generated over $315 million dollars in revenues in East Hampton (through 2015). CPF funds have been used to purchase improved and vacant property in Napeague as part of a strategy to reduce vulnerability to flooding and could be used to meet a federal match or full acquisition costs.

Buyouts not only yield 100% risk reduction, but also provide open space and habitat benefits. Most programs, including the Town CPF fund, do not allow development on acquired land, but the buyout properties can be used to implement wetland reconstruction and other nature-based resilience measures. Some of the acquired properties could be incorporated into the adjoining town parkland. Alternatively, and depending on the funding mechanism provisions, the acquired properties could be used for surface parking to serve the central business district.

Phase 2 Respond and Adapt: In the second phase, the Town would provide ocean-fronting motel and resort owners with incentives to relocate inland and improve the resilience of these businesses as well as the entire downtown. The most seaward motels are currently highly susceptible to damage from coastal storms and as sea levels continue to rise, the risk of damage to these buildings will likely increase. These buildings also take up the space that might otherwise be occupied by natural dunes, which provide shelter and reduce flooding risks for downtown. Implementation is proposed through the development of a Transfer of Development Rights program to allow existing hotel owners to redevelop their property landward, while also allowing the ocean-front row of hotels to be returned to an area of natural dune-building. In exchange for this Transfer of Development Rights, the developer would be required to incorporate aesthetic and resilience strategies into their new hotel, such as tastefully designed, floodable first floor parking. Parking under new buildings could be attractively masked from the street and garden spaces using a combination of existing site topography, porches, and architectural/vegetative screenings. In addition, ocean-front parcels and the adjacent street right of way, would be protected from development and re-naturalized through dune restoration, planting and sand fencing.

This is not proposed to be a growth plan, but rather a strategy for relocating existing development from more the vulnerable areas of Downtown Montauk to areas less-susceptible to storm damage, while at the same time, improving natural resiliency of the entire hamlet center. But because most of the existing motel development is pre-existing non-conforming with respect to density, coverage, sewage flow and other bulk standards, establishing the appropriate TDR formula will require further evaluation. Without advanced sewage treatment, Suffolk County Health Department standards restrict new development to approximately 6 motel units per acre[2]. Current East Hampton Town zoning allows 12 motel or 6 resort units per acre[3]. And many of the motels in downtown Montauk were built at a density of 40 units per acre.

To explain how a potential TDR program would work,

[2] Suffolk County Department of Health Services wastewater loads figures stipulate 100 gallons per day for a motel unit up to 400 gross floor area without a kitchen. Downtown Montauk is located within GWMZ IV, which has a 300 gpd permitted flow per 20,000 sf. Therefore, SCDHS allows on-site sewage treatment for up to 6 motel units on a 40,000 sf parcel.

[3] According to the Town of East Hampton zoning code, a transient motel unit has no kitchen and is restricted to between 325 and 450 square feet of habitable floor area and a resort unit has between 450 and 1,200 square feet of habitable floor area. Density is restricted to 12 or 6 units per acre for motel and resort units respectively.

Features of a Transfer of Development Rights Ordinance

- Designate land between Atlantic Ocean and S. Emerson Ave. as Sending Zone (initially)
- Designate land between S. Emerson and S. Elmwood as Receiving Zone (initially)
- Devise a formula to allow property owners in Receiving Zone to purchase and transfer development from Sending Zone to redevelop/develop motels in the Receiving Zone.
- Balance the economic needs of motel owners with the issues associated with pre-existing density and community problems from over-development. The range of potential TDR formulas to be evaluated should include:
    - Allow all of existing density in Sending Zone to be transferred to Receiving Zone, regardless of pre-existing status.
    - Allow transfer of density to an amount no greater than existing and the amount which meets maximum coverage, setbacks, parking and all other zoning provisions except density. In the "imaginary motel block example" an overall density of 16 units per acre met all zoning requirements except density.
    - Allow density permitted to be transferred to the maximum yield under existing density- i.e. 6 resort or 12 transient motel units per acre
- New Motels in Receiving Zones gain unimpeded ocean view, improved coastal resiliency, enhanced aesthetic features, upgrades and modernization, improved drainage and environmental controls, updated technology, adequate parking and circulation
- Developer restores the land in the Sending Zone to a naturalized sand dune and dedicates the land to the town.
- Community benefits from improved coastal resiliency, flood protection, habitat enhancement and visual quality through the replacement of the seaward-most row of development with a restored, natural dune and beach.
- As sea level rises, expand Receiving Zone to include properties along S. Essex Street, north of S. Emerson Ave.

illustrations on pages 43-45 depict an imaginary hotel block based on the typical lot dimensions and building sizes found along the Montauk oceanfront. In the imaginary block, as in reality, few if any existing developed properties meet the 15% building coverage maximum, the 84,000 square foot minimum lot size, the 1.25 parking stalls per bedroom or the 6 resort or 12 motel unit per acre maximum density. In accordance with a potential TDR ordinance, a developer interested in building in the second row of hotels could purchase property on the first row (for example, from Owner C) and then cluster the potential density from parcel C as well as the abandoned right of way onto the parcel on the second row from the beach. The new motel on the second row from the beach would then have the density from the first row as well as unimpeded seaside views and direct beach access over newly built dunes. The new seaside motel would be required to comply with the maximum building lot coverage, unit size, parking, height and layout design zoning requirements. At the current maximum zoning density, a new hotel on the 195,000 square foot imaginary hotel block diagram would support 53 motel units or 26 resort units. Alternatively, the illustration shows how all the zoning requirements except density can be met on the site to accommodate 75 units or approximately 16 units per acre. As proposed, the TDR program would encourage motel owners to relocate away from the beach, modernize and improve resiliency of their business and return the first ocean block of land to a restored dune in order to reduce flood hazard for the entire business area. The TDR formula can help reduce non-conformities while balancing the economic needs of the motel owners and the community's need for storm protection.

Regulations and incentives to encourage property owners to improve flood proofing, coastal resiliency, and storm water runoff should be explored by the Town as part of the Coastal Assessment and Resiliency Plan development and on-going water quality programs.

Phase 3- Infill and Accommodate: In the third phase, additional resort and mixed uses would relocate to higher ground along Essex Street as sea level continues to rise. To reach higher ground, the development would gradually shift the center of downtown toward the intersection of Essex and Montauk Highway. Implementation would require zoning changes to allow the development to be shifted and concentrated on the higher ground to improve resiliency.

The need to elevate Montauk Highway in the low lying area between Fort Pond and the ocean is also anticipated. Potential funding sources for raising the roadway to reduce flood risk include the NYS Climate Smart Communities Grant Program as well as federal and state transportation grants.

Continual and alternative beach nourishment practices are proposed including the creation of a "Feeder Beach" where nourishment sand could be deposited on the "updrift" side of the main beaches for downtown and allowed to distribute using natural currents. This has the potential to allow for cost savings in construction hours and to minimize disturbance to the naturalized dune area as the town faces more frequent and costly beach nourishment. Approval will be required and funding may be available from the Army Corps of Engineers, the Fire Island to Montauk Point Reformulation Project (FIMP), New York State Department of State, New York State Department of Environmental Conservation, Suffolk County and Town of East Hampton. Private property owner funding of beach nourishment is also a feature of potential motel TDR redevelopment away from the beach and dune.

Montauk Harbor

1. Raise Bulkheads and Buildings along the Harbor: The Montauk Commercial Docks have been recognized as Critical Facilities and must be provided with a higher level of protection so that fishing operations and the working waterfront can withstand projected increased flooding and storm damage. As improvements are made over time, existing buildings and bulkheads along Lake Montauk should be raised by individual property owners to withstand sea level rise and increased storm intensity. At the same time, gaps in the boardwalks can be completed to support pedestrian access and tourist attractions. Building code amendments and incentives to help facilitate retrofits, flood proofing and raising structures are proposed to be explored as part of the EH CARP Study.

2. Block Island Coastline: Along the Block Island coastline, removing a segment of West Lake Drive is proposed to allow creation of a naturalized bank and a beach to be replenished from a feeder beach to be created at the west jetty. The bank and beach would help dissipate wave energy from storm surges making the hamlet more resilient in the face of rising seas. This would also create a public scenic and recreational amenity. To advance these design concepts, coordination and approval will be required between the Town, Suffolk County (for changes to West Lake Drive); US Army Corp of Engineers (for creating a feeder beach at the west jetty and a naturalized bank along Block Island Sound); NYS Department of State (for LWRP consistency review); NYSDEC for projects within the jurisdiction of regulated waterbodies. Funding should be sought from the US Army Corps of Engineers.

3. Gosman's Parking Lot: To the south of the proposed naturalized bank and beach along Block Island Sound, Gosman's parking lot is recommended to be redesigned with trees and other landscaping to help absorb stormwater runoff, improve resiliency and improve aesthetics. This can be implemented by the private property owner as part of upgrades and new development projects.

4. Cluster to High Ground: To help guide future development and provide a framework for decisions about Montauk Harbor, the Hamlet Plan determined potential build-out square footage under existing zoning and shifted the same development potential into a more resilient, more functional configuration. For example, the Plan consolidates potential resort development onto hilltops and higher properties while proposing open space, parking, raised structures and floodable first floors in the more flood prone areas. The development pattern also supports a "fishing village" environment with practical working businesses on first floors and workforce housing on second floors. As mentioned, the same overall amount of development as currently permitted is proposed, but to reconfigure the pattern, adjustments to existing zoning provisions will be required. In the Waterfront Zoning District, for example, the 40 foot minimum front yard setback prevents development of an attractive street edge and pushes development deeper into flood zones rather than onto higher ground. Implementation will require an evaluation of existing zoning and development of modified provisions to facilitate the preferred pattern of development.

Montauk Train Station

As a recognized Critical Facility located within a high risk flood area, the Montauk Train Station should be provided with a level of coastal protection to enable it to continue to function and provide services during and after a storm. Future protection and adaptation actions for this critical low lying area, whether as an enhanced multi-modal transit center or as it currently exists with a few scattered businesses will be developed as part of the EH CARP study.

D. Design

1. Develop and Adopt Business Overlay Districts for Downtown Montauk and Montauk Harbor or a Develop a Form Based Code

The Montauk Master Plan and objectives provide an approach to guide development of a safe, attractive, pedestrian-oriented Downtown Business District and a Harbor Business District, harmonious with their unique character. Currently, new development within business districts is required to meet zoning and site plan standards pertaining to physical compatibility, protection of residential areas, parking, access, lighting, water supply, fire protection, waste disposal, protection of agricultural lands, and maintaining a streetscape that maintains green spaces and "protects the established character of the district." (Sec. 255-6-60 East Hampton Zoning). In connection with site plan review, Architectural Review Board approval is also required for buildings, structures and signs with more specific guidance applicable to the Agricultural Overlay District and Historic Districts. But there are no specific standards to assure that the cohesive and coordinated approach set forth in the Montauk Master Plan is achieved. More specific regulations are required which speak to building design, mass, proportions, rhythm of spacing between buildings, integration with surrounding development, pedestrian and vehicular linkages, parking lots, landscaping, streetscape and other elements.

Downtown Montauk and Harbor Business Over-

lay Districts: One way to apply regulations tailored specifically to the Montauk business areas is to create Overlay Districts with clear and consistent standards fostering the desirable character of the community. As part of development review by the Planning Board, the regulations set forth in Downtown Montauk and Montauk Harbor Business Overlay Districts would be applied as additional standards. Codification of these additional standards would help clarify what the town would like to see and provide more certainty and predictability in the review process to property owners, developers and residents. The standards should apply to municipal improvements as well as private property development. Alternatively, developing a Form Based Code would provide the Town with the necessary tools to guide development.

The Downtown Montauk Business Overlay District should include all the properties within the Central Business (CB), Resort (RS) and Parks and Conservation (PC) Zoning Districts between South Eton Street on the west, Atlantic Ocean on the south, South Essex to Surfside Ave. to Surfside Place on the east and the Montauk Point State Blvd. ROW on the north. (Expansion of the boundaries should be considered in the future along with the potential north easterly shift of the Business area over time).

The Montauk Harbor Overlay District should include all properties within the Waterfront (WF), Resort (RS) and Central Business (CB) Zoning Districts in the Montauk Harbor entrance area.

Written standards in an overlay district should govern key areas of concern: Architectural Design and Siting of Buildings; Design of the Public Realm; Landscaping; Streetscape/Complete Streets; Vehicular Circulation and Access Management; Parking Lot Design; Energy Efficiency; and Resilience. The following preliminary outline and narrative is offered as a guide.

I. Architectural Design and Siting of Buildings:

A. Siting of Structures

B. Authenticity

C. Overall Building Shape, Massing and Proportions

D. Building Height and Scale

E. Roofs

F. Design and Orientation of Facades and Entrances

G. Design of Windows

H. Surface Appearance

I. Porches, Arcades, Canopies and Awnings

J. Secondary Elements: towers, cupolas and chimneys

K. Service Areas, Mechanical Systems, HVAC Equipment

Downtown Montauk: The architectural style of Downtown Montauk is unique and diverse. A few buildings constructed in the Tudor Revival Style by Carl Fisher in the 1920's remain, but overall, the buildings represent an eclectic mix of styles. Facades vary from stucco with brick and wood to corrugated metal siding. Roof pitches span a wide range between flat, hip and pitched. Given the fairly recent development and the mix of styles, Downtown Montauk is not a candidate for a Historic District designation. But, architectural guidelines could help reflect and enhance the unique character and seaside charm of Downtown Montauk. Buildings should reflect a human, pedestrian scale and should appear intimate rather than overbearing. Façade articulation and other architectural features should be used to break up the mass of larger buildings or long stretches of walls facing pedestrian pathways. The design should strengthen pedestrian orientation with details such as entranceways, street orientation and windows providing links to surrounding buildings, public spaces and amenities. Buildings should be sited to shape and reinforce an interesting walkable environment and enclose small parks and plazas. Development should help to eliminate unappealing gaps between buildings. The scale of development should reflect a relationship to the contiguous properties with a mixture of roof heights to avoid monotony. Special attention should be given to corner buildings which have significant influence on the visual character and pedestrian environment. Building setbacks should provide visual buffers and area for landscaping to protect pedestrians from the high traffic Montauk Highway. More detailed guidelines should be developed for the Architectural Review Board site plan standards.

Any future redevelopment should protect and enhance Montauk's historic architectural character.

Montauk Harbor: Preserving and enhancing the unique historic and maritime character of the harbor area can also be accomplished through design guidelines. Special attention should be given to developing guidelines that not only help to enhance the charming maritime character but do so without driving out commercial fishing operations. The working waterfront provides visual interest and attractions for tourists, but specific functional needs of the commercial industry must be protected. Provided it does not compromise commercial fishing operations, buildings should be sited to shape and reinforce an interesting walkable environment, with buildings rather than parking lots along the street frontages.

II. Design of the Public Realm

- Shaping Public and Civic Space
- Integrating the Project with the Surrounding Neighborhood
- Design of Parks and Public Spaces
- Pedestrian Connectivity

The Public Realm refers to streets, sidewalks, parks, squares and other shared spaces that are the focus of the shared public life of a city or town. A well-designed public realm facilitates planned and serendipitous interactions between friends and strangers; it offers a comfortable path for walking, as well as places to just sit, rest and enjoy the world around you. It is a forum for public debate, a place for commerce, a stage for music and performance, and a canvas for art.

Downtown Montauk: Downtown Montauk is truly a walkable community where the post office, police station, grocery store, library, churches, restaurants, retail stores, offices and ocean beaches are all contained within an area no greater than one mile in any direction. A well-connected network of improved crosswalks and sidewalks are proposed to enhance the pedestrian orientation of the downtown center. The proposed shift and concentration of development to areas around Carl Fisher circle, currently used for surface parking, will also help improve walkability.

Pink sidewalks were introduced by Carl Fisher and have continued to be a design element in the downtown area.

The continued use of pint tinted concrete or brick for sidewalks in the downtown area is recommended.

The Montauk Village Association has installed 83 teak benches along Montauk Highway, the Plaza, and Kirk Park, many bearing memorial plaques. The Town has installed traditional wood and metal trimmed trash receptacles on Montauk Highway that complement the benches and light fixtures[4]. These design characteristics should be reinforced.

Montauk Harbor: The diverse cluster of buildings at Gosman's dock are pedestrian oriented with parking consolidated across the street. A boardwalk offers a pleasant walk along much of the waterfront, and the incomplete segments can be filled in as properties redevelop over time. South of Gosman's properties, however, parking lots instead of buildings border the streets, creating a paved, auto oriented character to the area. To improve the visual quality and pedestrian environment, replacing the 40 foot minimum building setback requirement in the Waterfront (WF) Zoning District with a provision allowing buildings to have a minimal setback from roads, is recommended.

III. Design of the Landscape

- Parking lots and driveways
- Streetscape
- Highway Corridors
- Office/Commercial Planting Standards
- Multifamily Residential Planting Standards
- Buffer Planting, Screening and Framing
- Sustainability
- Spatial Definition

[4] Downtown Montauk Hamlet Study Draft Inventory, 2008, Town of East Hampton Planning Department

Landscape design and materials in the Downtown and Harbor Area should reflect the extraordinary natural and cultural landscapes found in Montauk. This includes the use of native species that are adapted to the harsh wind and salt air local conditions and ecosystems, as well as introduced species that reflect the town's rich heritage and has gardening traditions. For more than 5 decades, the Montauk Village Association (MVA) has installed planting beds and street trees in Downtown Montauk and continues to assess which tree species survive and thrive best in the Montauk conditions.

The following are important overall goals for Downtown Montauk and Montauk Harbor Landscape Designs:

- **Spatial definition:** Trees and other landscape plantings should be used to reinforce the pattern of private and public spaces, not just for decoration. The landscape should enhance the sense of place, creating a human-scale and pedestrian-oriented environment.
- **Screening and framing:** Plantings and site features should promote and enhance design compatibility between different land uses, while ensuring attractive views from streets and adjacent properties.
- **High quality materials:** To provide an attractive, inviting pedestrian experience and reinforce the sense of place, high quality material should be used.
- **Sustainability:** Over-reliance on one species is discouraged to reduce the risks and prevent the spread of blights and pests, although massed plantings of the same variety should be allowed for design purposes. Plans should emphasize native and/or drought-tolerant plants, and minimize the clearing and grading of existing vegetation.

IV. Streetscape Design/ Complete Streets

- Overall proportions of the cross section and degree of enclosure
- Building Orientation and Setbacks
- On-Street Parking
- Pedestrian Walkways
- Bicycle Accommodations
- Accessibility
- Site Elements and Street Furnishings
- Screening Elements: Walls, Fences and Hedges
- Signage
- Lighting
- Grading and Drainage
- Services, Utilities and Stormwater Management, buried power lines

For Downtown Montauk and Montauk Harbor, each new or renovated street should be designed as a streetscape: a functionally-integrated and visually-coherent system of building façades, pedestrian and vehicular circulation, paving, curbing, street furnishings, lighting, signage, landscaping and drainage. The focus should be on pedestrian comfort, livability for residents and workers, and encouragement of community life. The design of the public spaces should come first, with private uses subordinated to a larger system organized around public spaces.

Every street should be designed according to Complete Streets principles, where the street enables safe and convenient access for all users, including pedestrians, bicyclists, motorists, and public transit users, no matter their age, income or physical ability.

V. Vehicular Circulation and Access Management

- Access Management
- Hierarchy of streets
- Vehicular Connections Across Lot Lines
- Parking Location and connectivity
- Amount of Parking Required
- Pedestrian Connections
- Low-Impact Development Techniques

As one part of the solution to help reduce traffic jams and parking shortages that Montauk experiences during the busy summer months, the Town established a pilot free shuttle bus service operating as a continuous loop between Hither Hills State Park, the Downtown Area, the Train Station and the Dock Area.

Downtown Montauk: To further reduce traffic congestion in the Downtown, the Master Plan concept depicts a cohesive, shared parking lot configuration placing parking within easy walking distance to multiple businesses without the need to drive. New parking lots are proposed in the flood prone lands in the western end of the business district, conveniently located to reduce traffic entering the downtown. Implementation of a comprehensive shared parking plan will replace the unsafe parking conditions, particularly prevalent in the motel areas south of Montauk Highway, with controlled access, landscaped, attractive parking. The strategically located, improved configuration will promote walking, thereby reducing the need for parking and help provide the land area needed for the development of safe and attractive continuous sidewalks throughout the business district. Implementation of additional circulation improvements including new pedestrian crosswalks, elimination of on-street parking to enhance motorists' sight distance at certain intersections, the establishment of a taxi stand on the south portion of Carl Fisher plaza, the provision of bike racks, and institution of the two one-way, one block long segments of South Elmwood Avenue and South Emery Street, reconfiguring the Old Montauk Highway/Montauk Highway/Second House Rd. intersection as a roundabout, are discussed in the transportation section.

Montauk Harbor Area: The shuttle bus service, access management and shared parking techniques similar to those proposed for the Downtown area have been applied in the concept plan for Montauk Harbor. Parking

lots are interconnected, landscaped, and strategically located to serve more than one business thereby reducing the total amount of paving and improving the scenic quality of the area.

VI. Parking Lot Design

A. Dimensional Standards

B. Surfacing Materials

C. Low-Impact Design for Drainage

D. Signage

E. Lighting

F. Shared Parking

A key feature of the Plans for Downtown Montauk and Montauk Harbor is the efficient parking layout facilitating a park once and walk environment. The Master Plan design addresses parking shortages, vehicular congestion, aesthetics, storm water runoff, safety and the pedestrian-oriented environment. Parking areas are shared between multiple businesses and are strategically sited and sized to accommodate existing businesses and projected demand from new development. To minimize curb cuts, turning movements and congestion parking lots are interconnected and have controlled access onto supporting roadways and alleyways. Heavy landscaping within and surrounding the parking lots softens their appearance, provides shade and helps filter and recharge runoff.

VII. Environmental Performance/Sustainability

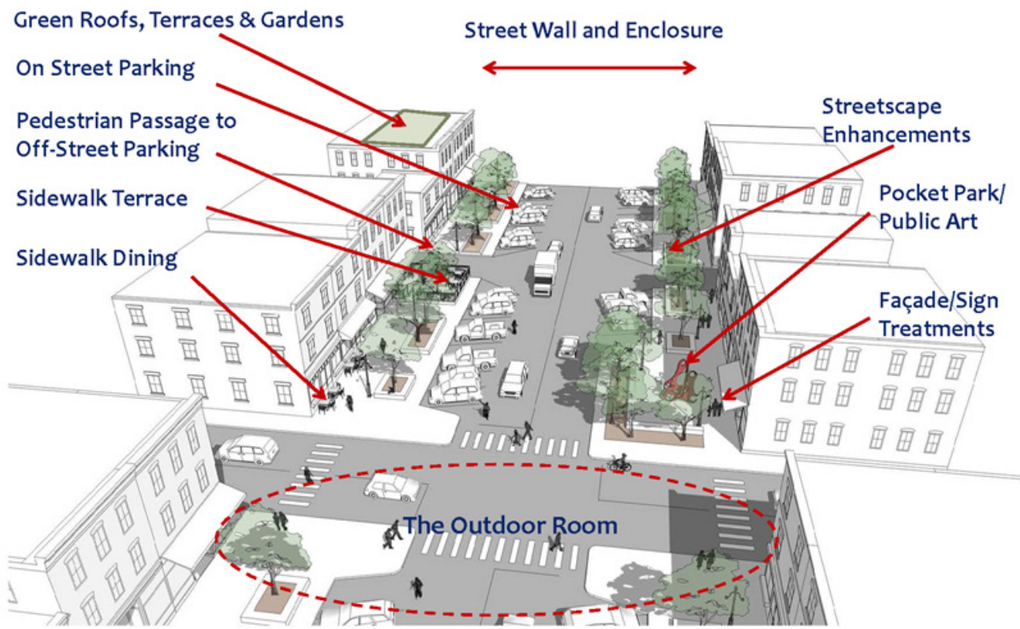
Certification through LEED or other environmental performance indicators should be encouraged for all projects. New development should support the Town's Energy Policy, which was adopted with the goal of meeting 100% of the Town's electrical needs with renewable energy sources by the next decade. The Energy Policies include recommendations for commercial areas and business development. Expedited permitting and other incentives could be built into any site plan standards to encourage implementation.

Building and site plan design should be encouraged to incorporate the following recommendations:

- Incorporate appropriately designed solar installations into buildings and parking areas.
- Incorporate materials and construction techniques that increase insulation R values for walls, roofs and windows.
- Take advantage of advanced heat pump technologies for heating and cooling structures.
- Install and integrate bike racks into the site layout
- Install vehicle charging stations
- Incorporate green or white roofs into building design
- Incorporate locally-sourced, natural materials.
- Use native plants and landscapes designed to minimize the need for irrigation
- Incorporate Dark Skies strategies to minimize light pollution
- Incorporate bioswales or raingardens into design to filter, cleanse and contain runoff

VIII. Design for Resilience

With climate change and its resulting effects becoming increasingly evident, the design of buildings, streets, public spaces and other elements should reflect the use of materials and design approaches that increase their capacity to bounce back after a disturbance or interruption. This includes designing buildings and other features to be more impervious to heavy rain, wind and flood, as well as to adapt to long-term changes such as more frequent heat waves, droughts and other climatic extremes. Many of the strategies designed above for environmental performance will also increase resilience.



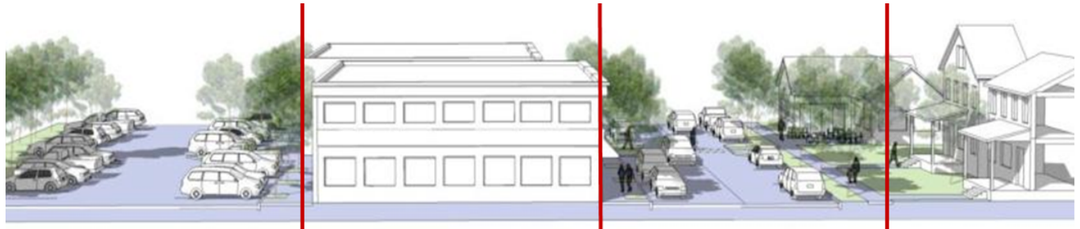
Form-based codes focus on the space between buildings as much as the buildings themselves. Form-based codes can include detailed standards for design of "the outdoor room," including sidewalks, street furnishings, plantings, cafes and other elements.

2. Form Based Code

An alternative technique to improve the physical character of Downtown Montauk and Montauk Harbor is to develop a Form Based Code. According to the Form-Based Codes Institute, "a form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than the separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town or county law" (formbasedcodes.org). Form-based codes typically are designed to implement a specific master plan, but they go beyond the two-dimensional plan to provide clear standards for the design of buildings, streets, sidewalks, parking lots, parks and other public spaces, and how all of these elements relate to each other. The intent typically is to recreate the kind of vibrant, mixed-use, pedestrian friendly places that used to be commonplace before the days of the dreary strip malls and subdivisions that often resulted from more conventional zoning approaches.

A form-based code typically includes five main elements

- **Regulating Plan.** A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being coded.
- **Public Space Standards.** Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).
- **Building Form Standards.** Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.
- **Administration.** A clearly defined application and



Site Standards
- Parking Placement
- Ped/Veh. Access
- Landscaping
- Lighting/Screening
- Utilities
- Signage
- LID/Sustainability Stds

Building Standards
- Bldg. Placement
- Building Types
- Building Uses
- Bldg. Frontage Types
- Building Components
- Bldg. Height/Stepbacks
- Building Design Stds

Street Standards
- Complete Street Hierarchy
- Streetscape Treatment
- Sidewalk Use/Activation
- On-Street Parking/Parklets
- Intermodal Facilities
- Utilities
- LID/Sustainability Stds

Open Space & Rec Types
- Parks, Playgrounds, Commons

Outdoor Amenity Spaces
- Yards
- Dining Terrace
- Green Roofs
- Courtyards
- Comm. Gardens
- Plazas
- Forecourts

PRIVATE REALM | PUBLIC REALM | POPS

Form-based codes combine standards for both buildings and site, as well as the public thoroughfare. They can include standards for "privately owned public space," or POPS, that are privately managed but generally open to the public, such as outdoor cafes and courtyards. Note: Examples shown here and on subsequent pages are for illustrative purposes only and do not represent recommended standards for Montauk.

project review process.

- **Definitions.** A glossary to ensure the precise use of technical terms.

Form-based codes also sometimes include:

- **Architectural Standards.** Regulations controlling external architectural materials and quality.
- **Landscaping Standards.** Regulations controlling landscape design and plant materials on private property as they impact public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, insuring unobstructed pedestrian movements, etc.).
- **Signage Standards.** Regulations controlling allowable signage sizes, materials, illumination, and placement.
- **Environmental Resource Standards.** Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.
- **Annotation.** Text and illustrations explaining the intentions of specific code provisions.

Implementing the master plan.

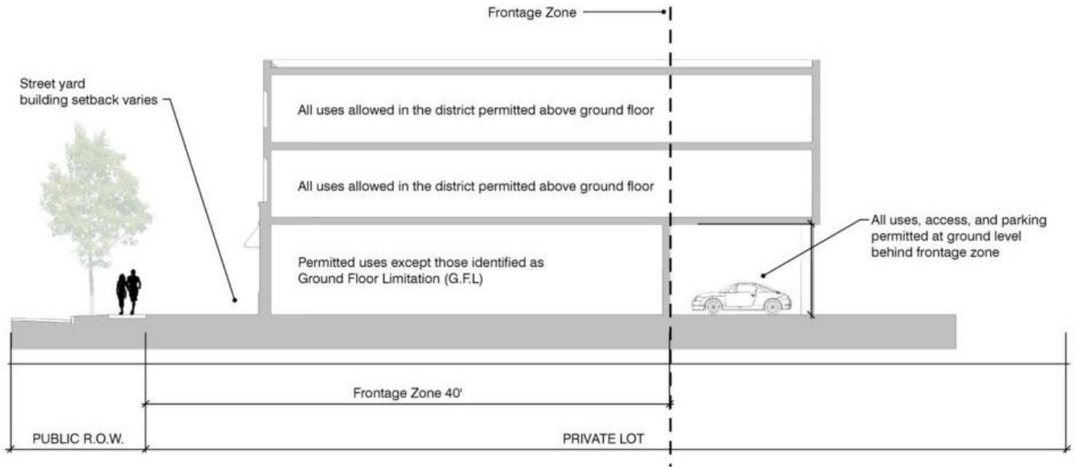
Most form-based codes are based on detailed master plans that include both the public right-of-way and the private lots within a corridor, neighborhood or village center. The code is designed to implement a unified plan that crosses lot lines and includes both public and private space, incorporating the public right of way, streets, sidewalks, etc., as well as the private building lots, structures, driveways and parking lots. To provide for the flexibility needed to adapt to changing market demand, form-based codes typically describe a range of acceptable densities, dimensions, and setbacks for new buildings, and may even include a range of acceptable building types, and allow landowners and developers the freedom to work from a menu of options.

Unlike traditional zoning, a form-based code focuses just as much on the space between buildings – the "outdoor room" – as it does on the buildings themselves. Rather than worrying so much about the uses within buildings, the code focuses on how buildings shape public spaces, and how uses, especially on the ground floor, interact with the spaces outdoors. Some elements of the outdoor room, such as a town-owned street right-of-way or public park, will continue to be the responsibility of the town, but landowners can be required to install some features, such as sidewalks, fencing, café spaces, landscaping etc., that cross from the private yard into the public space.

The Public Realm and the Private Realm

Form-based codes emerged from decades of research into what makes traditional villages and neighborhoods work so well at accommodating a mix of homes, businesses, and community uses. One important realization is that in successful communities the public realm of streets, parks and squares is part of a well-defined continuum that includes semi-public office and commercial spaces and connects to the increasingly private realm of neighborhood playgrounds and dwellings. The conventional commercial strip, shopping center or condominium development, on the other hand, is full of space that is neither public nor private, leading to confusion and conflict. In traditional village and town centers, however, the public and private realms are typically separated by fences and hedges, controlled with gates and signs, and supplemented by useful transitional features like porches and stoops. An important function of the form-based code, therefore, is to manage the organization and design of public and private space so that the area works equally well for residents, workers and visitors.

Regulating plan for a new Traditional Neighborhood Overlay district in Danvers, MA



Form-based codes can prescribe specific uses for those parts of a building facing active pedestrian zones, ensuring that those uses are a good fit for a lively public space or thoroughfare.

Form-based codes incorporate many of the elements of traditional design guidelines, illustrated with diagrams and photographs that emphasize how each element is designed and how it fits with everything around it. Traditional site planning and architectural standards typically applied to the private realm during site plan review are often supplemented by standards for the design of public streets, sidewalks and parks. This can also include standards for courtyards and plazas and other outdoor spaces that are privately owned but open to the public – Privately-Owned Public Space, or POPS. While there can be considerable flexibility in the allowed mix of uses, for the design as little as possible is left to chance.

The regulating plan is a useful diagram that captures those elements of the master plan that are critical to the success of the overall vision. It identifies the boundaries of the district and any sub-districts, and shows the locations of any new or reconfigured roads, pedestrian corridors or open space that is required by the plan. Within these areas, as shown in the example above, the regulating plan will often describe specific frontage zones to which unique standards apply. In the Downtown and Montauk Harbor commercial districts, the regulating plan could stipulate the location for parking areas, buildings and internal roadway connections, and also indicate frontages adjacent to important pedestrian corridors where active ground-floor uses and gathering spaces should be required.

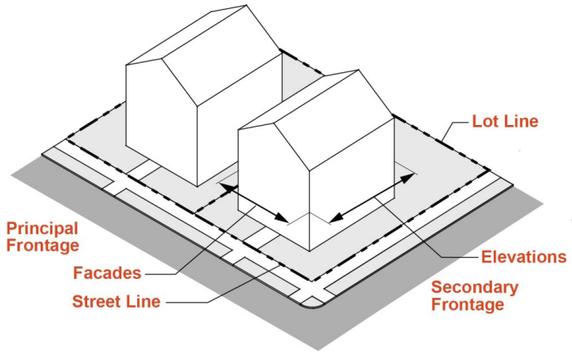
Building Form Standards describe (in more or less detail as appropriate) the size, shape, proportions, roofline and other features of the buildings, where they sit on the lot and how they should relate to the public space along the street. Where an important public frontage has been planned, cross sections show this relationship, and can also describe which uses are appropriate on the ground floor. Unlike conventional zoning, which typically stipulates a minimum setback, form-based codes often demarcate a maximum setback with a "build-to line" or "build-to zone." (Please note that the attached graphic examples do not represent recommendations for Montauk, per se, but are the type of graphics typically employed in a form-based approach.)

Architectural Standards: Form-based codes include many of the same architectural standards as traditional design guidelines, but make them clearer through the use of illustrations and diagrams. These describe architectural approaches that help new buildings fit into the historic character of the community. They also focus on standards for transparency, fenestration, doorway treatments, awnings and other elements that help to visually and physically link ground-floor uses to adjoining public spaces.

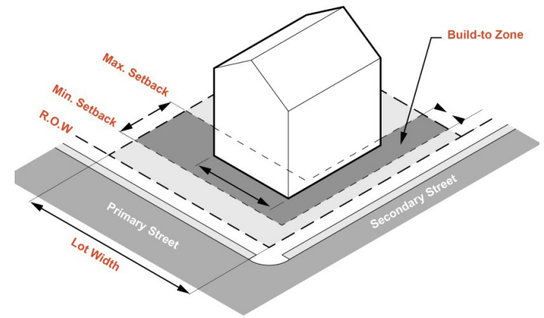
Building Types: Many form-based codes provide a detailed description and examples of building types that are acceptable in a particular district or sub-district. This takes a lot of the guess work out of the development design and review process. The following examples are from the Danvers, MA form-based code. Building types for the Montauk Downtown and Montauk Harbor commercial districts would be developed based on additional input from the town, residents and the business community.

3. Streetscape Improvements: To enhance and strengthen the unique character, the Town should develop a specific Downtown Montauk streetscape design and a specific streetscape design for Montauk Harbor, with consistent standards and guidelines. The streetscape should be designed to improve the visual qualities, pedestrian safety and desirability of the hamlet center. The streetscape design should consider the quantity, design, type, location, texture, color, materials and configuration of the following:

- Street trees
- Landscaping, planters and buffering of parking areas and incompatible uses
- Street Lighting
- Signage
- Plazas
- Street furniture
- Sidewalks, bike paths, alleyways, and pathways
- Crosswalks
- Trash receptacles
- Burial of overhead power lines
- Road widths



Lot Frontage and Building Orientation



Build-To-Zone and Building Placement

Visual standards for building heights and proportions establish clear rules for designing structures with a variety of forms, such as pitched roof vs. flat roof.

F. GENERAL COMMERCIAL BUILDING

1.1. DEFINITION AND PERMITTED USES

A variable floor plate building type that typically accommodates a variety of ground floor commercial uses and upper office uses at the scale that compliments the historic character of the neighborhood. Not intended for residential uses.

1.2. LOT STANDARDS

A.	Min. Lots Size (S.F.)	N/A
B.	Frontage (Min./Max.)	50 Min.
C.	Lot Depth (Min./Max.)	N/A
D.	Build-To-Zone (Min./Max.)	0 Ft./20 Ft.
E.	B-T-Z/Façade Build Out (Min.)	70%
F.	Side Setback (Min.)	0/10 Ft
G.	Rear Setback (Min.)	15 Ft
H.	% Outdoor Amenity (Min.)	10%
I.	Parking Setback (Min.)	20 Ft

1.3. DESIGN STANDARDS

A.	Building Height (Max.)	3 Stories/40 Ft
B.	Ground Floor Elevation (Min./Max.)	0 Ft./2 Ft.
C.	Ground Story Height (Min.)	12 Ft.
D.	Upper Story Height (Min.)	9 Ft.
E.	Roof Types	All
F.	Street Facing Wall Width without Offset (Max.)	60 Ft.
G.	Street Facing Wall Off-Set Depth and Length (Min.)	4 Ft/8 Ft
H.	Street Facing Transparency - Ground Floor/Upper Floor (Min.)	60% / 20%
I.	Building Length - Street Facing Facade (Max.)	100 Ft
J.	Street Facing Entrance	Required

1.4. ADDITIONAL STANDARDS

A.	One-Story buildings must have a minimum street facing façade height of 18 feet.
B.	Maximum Building Footprint is 10,000 SF
C.	Side Setback is not required when there is a common wall and 10 feet if there is not to accommodate pedestrian and/vehicle access to the side and rear of the property

Form-based codes often include detailed standards for each building type allowed within a particular zoning district or subdistrict. Dimensional standards describe each aspect of the building, and can be customized for different areas. Note: This example is provided for illustrative purposes only and does not represent a recommended standard for Montauk.

- Traffic speeds
- Curb bulges

E. Parking

Reorganizing and rethinking the approach to parking is an essential element of the Master Plans for Montauk. Parking has perhaps one of the largest negative impacts on the visual quality and pedestrian environment of Montauk. Rather than providing a series of smaller-sized parking lots divided by arbitrary lot lines with landscaped buffers, the Downtown and Harbor Master Plans depict interconnected, shared parking lots, strategically located to serve multiple businesses. The parking configuration reduces the amount of paved surfaces, helps to shift the focus from an auto dependent to a pedestrian friendly environment and improves access management. Tools recommended to improve the parking approach include shared parking, municipal parking/parking management districts and incorporating street parking regulations.

Existing Parking regulations

East Hampton's parking requirements are designed to prevent traffic congestion on adjoining roadways and promote other elements of sound community planning. Each business is treated as a stand-alone entity and is required to provide a minimum number of off-street parking stalls based on size of building or occupancy and type of use in accordance with the Schedule of off-street parking requirements (Section 255-11-45 East Hampton Town Code.) The parking regulations allow a commercial development's parking requirements to be met on an adjacent or neighboring property provided the total number of parking stalls equals the sum of the requirement for each individual use. Up to 30% of the parking requirements can be located on prepared grass areas under certain conditions. Within Central Business Districts, the Planning Board may require or permit fees in lieu of parking to meet all or some of the requirements and as of 2017, the dollar amount required was $15,000 per stall.

Shared Parking

Shared parking is the practice of utilizing parking areas jointly among different buildings and businesses. It works best in situations where businesses have different peak hours of use or in downtown settings where people park in one spot and then walk from one destination to another. Since multiple uses share the same parking spaces, the overall necessity for parking is generally reduced. Fewer parking stalls means smaller amount of paved land, which in turn creates opportunities for more pedestrian amenities, green spaces and other desirable uses. There are two main approaches to shared parking (1) contractual agreements between property owners (2) municipal parking management.

Private Property Approach: New development can be encouraged to incorporate shared parking designs through zoning incentives. As parking studies have demonstrated, businesses within central business districts often share customers, thereby reducing the overall need for parking. Encouraging property owners to develop shared parking arrangements, while maintaining the balance between providing sufficient parking and reducing the parking requirements, can be achieved through the development of a shared parking ordinance.

Incentives: Successful shared parking ordinances have provided zoning incentives for developers. As mentioned, shared parking within a central business area with compatible uses generally reduces the parking need for each individual land use. Therefore, a shared parking ordinance that allows an appropriate reduction in parking for each use can be implemented without creating parking shortages. Allowing an increase in floor area proportional to the reduction in area needed for parking enhances the incentive and helps consolidate businesses into a walkable configuration. Within the Town's Central Business zoning district, the parking requirements for retail and office uses reduces the effective building coverage to less than the 50% allowed by zoning. Thus, a modest increase in building coverage could be permitted without exceeding the maximum allowed by zoning in the Central Business Zoning District.

Reduced land costs and expenses to construct and maintain parking lots area additional incentives for creating shared parking configurations. At an estimated price of $15,000 per parking stall (current Town of East Hampton fees-in-lieu parking fee), savings from reduced parking

requirements can be significant. Reduced costs for developing and maintaining parking lots together with the opportunity to increase building coverage provides land owners with attractive incentives to develop shared parking arrangements with adjoining properties.

Shared Parking Ordinance: The specific types of uses and the likelihood of whether the parking will be shared between the uses should be used to determine applicability of shared parking reductions. The shared parking ordinance should specify the requirements and the appropriate settings for application. A suitable approach is to require developers, as part of the application review process, to prepare a study based on weekday and weekend parking demand ratios generated by well recognized organizations, such as the Urban Land Institute or the Institute of Traffic Engineers. Provided the study demonstrates that the businesses involved have different peak hours (or days) of parking demand or have reduced demand due to projected shared customers in a shopping area, a reduction in parking standards would be allowed. Maximum limits to the parking reductions must be specified. If two or more separate lots are to be served by a shared parking arrangement, a legal agreement between property owners guaranteeing access to, use of, and management of spaces should be required as part of the approval process (see Appendix D for sample model ordinance and contractual agreement).

Despite the heavy dependence on the automobile on Long Island, shared parking configurations and reductions in parking requirements are being successfully applied. The 2016 Suffolk County Parking Stall Demand and Reduction Study found that a 25% parking reduction and an increase in floor area in connection with shared parking is appropriate in certain applications. Without use of a shared parking ordinance, some LI municipalities allow for parking reductions in shopping malls, a setting similar to the mix of businesses in a downtown area. In Huntington Town, for example, retail parking requirements within regional shopping centers are 25% lower than for retail in other settings. Southampton Town zoning allows a reduction of up to 1/3 of the parking requirements provided a reduced demand can be demonstrated, all the required parking can be met on-site and the applicant agrees to install the remaining parking stalls in the future should the need arise.

Shared parking example

Here's an example of what a shared parking ordinance would allow for 2 hypothetical properties. The shared parking formula used in this example is 1 stall per 250 square feet of floor area instead of current requirements of 1 stall per 180 square feet of floor area.

Property A is 40,000 square feet. The Central Business Zone allows 50% building coverage and 80% total coverage, but to meet the parking requirements of 1 space per 180 square feet of retail space, development was limited to 9,600 square foot building with 56 parking stalls. Each space is assumed to take up 400 square feet, including stall, aisle and turnaround area.

(400 s.f. +180s.f.) x = 32,000 s.f.

x= 55.1 or 56 parking spaces required

56 x 400 = 22,400 parking area or 56 % lot area

32,000 – 22,400 = 9,600 sf bldg. size or 24% of total lot area

Property B is 15,000 square feet. The property was developed prior to the current parking standards.

In this example, the owner of Property B is interested in expanding their business but cannot meet the parking requirements. If Property A enters into a shared parking agreement with another parcel, Property A parking requirements could be reduced from 56 to 50 stalls.

(400 +250) x = 32,000

X = 49.2 or 50 parking spaces

Property A could sell all or some of their extra 6 parking stalls to Parcel B to facilitate their expansion.

Shared Parking Application in Montauk: By applying shared parking techniques, the Downtown Montauk and Montauk Harbor Master Plans Plan convert the existing disjointed development pattern into a cohesive pattern with businesses related to each other. Sharing parking across property lines provides the opportunity to create a more efficient design, reducing the amount of paving, improving vehicular circulation and freeing up land for pedestrian amenities. In addition to overall improvement in the functionality, shared parking provides incentives for individual business owners. Shared parking configurations provide opportunities for modest expansions, or creation of pedestrian plazas with outdoor dining. While encouraging private property owners to incorporate shared parking into their development plans will be helpful, creation of one or more municipal lots and development of a Parking Management District should also be considered.

Municipal Parking/Parking Management District

Management of existing and creating new municipal shared parking lots should be considered as part of an overall parking strategy. In Downtown Montauk, the low-lying property proposed to be acquired to improve coastal resiliency could be used for municipal parking. Privately owned parking lots can be acquired or managed by the Town as part of a cohesive parking management strategy. To facilitate a comprehensive approach, creating a Parking Management District (PMD) should be considered. The primary regulatory tool that PMDs offer is a parking ordinance that allows municipalities to allocate centralized parking or require that central parking be used. Like a public utility, a parking management district would be empowered to coordinate the location and allocation of parking. For example, the PMD could grant the Planning Board the authority to require that the central municipal parking lot be used to meet the parking requirements for a new development, thereby avoiding the necessity for a stand-alone disconnected lot. PMDs grant the Town the flexibility to assess the appropriate parking approach for new development on a case-by-case basis. The amount, size and appearance of on-site parking and the feasibility of incorporating on-street and off-site facilities can be evaluated. A PMD would also allow the Town to continue to monitor the overall parking needs of the district.

On-Street Parking

Maximizing on-street parking provides efficiencies and a reduction in the need for paved parking lots. Street parking also helps to reduce vehicular speed, important for creating a safe pedestrian environment. On-street parking complies with Complete Streets principles, where the street is designed to enable safe access for all users including pedestrians, bicyclists, motorists and public transit users.

To prevent parking shortages and traffic congestion, East Hampton parking regulations do not permit on-street parking to satisfy parking requirements. However, on-street parking may be an appropriate approach to meet parking requirements in certain settings. Either a Parking Management District or an amendment to the zoning code allowing the Planning Board to assess the best approach to meet the parking requirements, including use of on-street parking, could provide the flexibility needed to improve parking management and design. Similarly, use of the alleys in Downtown Montauk should be part of an overall parking strategy.

Funding

Financing for public parking generally occurs through grant programs or the issuance of municipal bonds. A variety of bonds exist including: general obligation bonds, special assessment bonds, revenue bonds, double-barreled obligations and tax increment finance bonds (TIF). The bonds can be paid back through tax revenues or parking related revenues such as fees-in-lieu.

F. Year Round Affordable Workforce Housing

The need for year round affordable workforce housing has reached critical levels in the Town. The extreme disparity between median house price and median income in East Hampton has caused emergency services volunteers, senior citizens, public employees and other year-round residents to be priced out of the market. The dramatic spike in real estate values in Montauk in the past few years have led young Montauk families to relocate to Springs and other more affordable areas further west. Montauk has a

Many of the buildings in downtown Montauk already have second story apartments. This is an approach which could be further utilized to create more affordable workforce housing, while maintaining the scale and character of the hamlet center.

massive influx of seasonal employees and some workshop participants opined that the need to provide seasonal employee housing competes with availability of affordable year round housing. A broad range of housing types are needed and this Hamlet Plan, together with the already adopted Town Comprehensive Community Housing Opportunity Fund Implementation Plan 2014, supports affordable housing programs for both year round residents and seasonal employees.

Second Story Apartments in commercial zones: There are a scattering of second story apartments in the downtown area and promoting additional affordable second story year round workforce apartment development would fit seamlessly and enhance the fabric of the existing community. Encouraging housing development in the core hamlet center promotes efficient use of land, helping to protect outlying rural and environmentally sensitive areas from development pressures. Development in the village center facilitates reduction in auto dependency and roadway congestion. Infill development with second story apartments is also consistent with the coastal resiliency strategy offered Downtown Montauk.

Private development of affordable second story apartments is permitted in the Central Business Zone provided special permit conditions can be met. However, development of second story apartments on most of the existing small lots within the business district cannot meet the minimum Suffolk County Health Department requirements for on-site septic systems. Further, even on standard sized lots, recent studies have shown that conventional on-site septic systems discharge unacceptably high levels of nutrients to the groundwater, which in turn contributes to the impaired water quality conditions in the Town's ponds, bays an ocean beaches.

Development of a decentralized community wastewater system to serve the Downtown and Harbor Business areas would help reduce unacceptable nutrient loading and pollution stemming from existing development and is essential for the development of second story affordable apartments. To facilitate the development of affordable apartments in commercial zones, parking waivers or shared parking credits should be permitted.

Affordable apartments in residential zones: In addition to commercial areas, East Hampton zoning allows the development of affordable accessory apartments within single family residences and recent zoning changes have expanded opportunities by allowing the development of an affordable apartment within a detached structure on a single family residential lot.

Another successful zoning tool used to facilitate the development of affordable housing in East Hampton is the Affordable Housing Overlay District (AHO). By allowing 8 units per acre tied to covenants requiring affordability in perpetuity, the AHO has made it feasible for private and public entities to develop year round affordable housing. There are two areas zoned for AHO in Montauk corresponding to the Town owned Montauk Playhouse Community Building and the church owned property in the eastern section of downtown Montauk, but there are no plans to develop affordable housing in either of these locations at this time.

Additional housing types: Notwithstanding the multiple Town programs and zoning opportunities, there is an urgent need for a broad range of additional affordable housing in Montauk. Some properties formerly providing affordable year round rentals in Montauk but not part of a permanent program, have been lost due to conversions to high end resort type development. The Concept Plan recommends the development of "fishing village style, small housing" for the Montauk Harbor area to provide affordable housing needed to support the fishing industry and year round community. Applying the AHO or another zoning techniques to facilitate the development of new housing types in additional locations new will be fairly straight forward solution, but providing the necessary sanitary waste treatment will require more elaborate planning, engineering and funding (see wastewater management section).

Support and Fund Peconic Bay Region Workforce Housing Opportunity Act

The Peconic Bay Region Workforce Housing Opportunity Act is a proposal by NYS Legislator Fred Thiele to permit the town to establish a dedicated housing opportunity fund to provide loans to first time homebuyers. Up to $200,000 in no interest loans would be made available to qualifying buyers. Money from the loans would come from a fee imposed on new construction or renovation of homes over a certain size. The program, which needs NYS legislative approval, has passed the NYS Assembly.

Chapter 160 of the East Hampton Town Code established a "Community Housing Opportunity Fund," which may be used for the provision of no-interest or low-interest loans to eligible residents of the Town for the purchase of a first home; the actual production of community housing for sale to eligible residents of the Town, which may be done in conjunction with a private or other public partnership; the actual production and maintenance of rental housing for rent to eligible residents of the Town; the rehabilitation of existing buildings and structures for use as community housing for sale or rental to eligible residents; and the provision of housing counseling services by not-for-profit corporations. Thus, the Town is ready to implement the Peconic Bay Region Workforce Housing Opportunity Act as soon as it becomes law.

G. Seasonal Workforce Housing

The shortage of employee housing has acute impacts on Montauk business owners, homeowners, tourists and employees themselves. Lack of affordable employee housing makes it difficult for business owners to hire qualified employees who are often forced to pay for expensive employee housing or hire fewer employees. Some seasonal employees live in unsafe conditions and work several jobs to pay for substandard housing. Private homes are used for employee housing affecting the residential neighborhoods. Increasing numbers of employees are commuting from up west, contributing to heavy traffic congestion.

Seasonal employee housing concepts which should be further evaluated for implementation in Montauk include the following:

1. Single family homes in commercial districts: The Town is commended for its continued enforcement against the illegal overcrowding and unsafe use of single family homes for employee housing in residential neighborhoods. However, as identified by the East Hampton Town Community Housing Opportunity Fund Committee, the scattering of single family residences located within commercial zoning districts provide a controlled opportunity for seasonal housing worth exploring.

Under current zoning provisions, no more than four

unrelated individuals are permitted to occupy a single family house. But under the proposal, provided a business owner buys or rents a house in a commercial zone, up to eight individuals, with no more than 2 per bedroom, would be allowed. Only the employees of the particular business who rent or own the house would be allowed to occupy the house, and the house would be required to be in the name of the business. These and other safeguards would be designed to prevent misuse of the program such as allowing multiple tourists or seasonal guests to rent the house rather than seasonal employees.

2. Temporary removable employee housing: A pilot program to allow the installation of modular, removable, dwelling units for seasonal workforce housing is under consideration by the Town Board for the half acre town owned property behind the West Lake Drive comfort station. The temporary units would provide full kitchens, dining areas, bathrooms, sleeping lofts and would be self-contained in terms of sanitary waste, electricity, heating and cooling. Attractive landscaping to screen the site and the installation of electrical lines would be required. One building prototype being evaluated has retractable wheels and contains five beds per unit with the potential to create a larger configuration. A maximum number of units and beds per site will be established to prevent overcrowding and other potential impacts. To prevent units from being rented tourists, only local businesses in need of worker housing would be permitted to lease beds on a seasonal basis. Other safeguards and requirements are under development. The potential to expand the Town Pilot Project to privately owned commercial properties will also be considered.

3. Seasonal Employee Housing Overlay District: In recent years, a few of the older motels in need of upgrades have been purchased by Montauk business owners to house their employees. But as the densities of these motels far exceed the current Suffolk County Department of Health Services and municipal zoning regulations, the property owners, who have requested to tear down the existing structures and build new seasonal housing at the same density, have not been permitted to make these essential improvements.

The 2005 Town of East Hampton Comprehensive Plan recommended creating a new Seasonal Housing Overlay zoning district covering a small area in the Downtown and Harbor area to facilitate these improvements, but initial response from the Montauk community was negative. Some business owners feared removal of affordable accommodations from the business areas would be harmful to the tourist economy, especially the recreational fishing component. Others expressed concern that the seasonal housing would have a negative impact on the charming character of the area.

Since 2005, additional motels have been purchased by Montauk business owners to house their employees and without the necessary upgrades, these facilities offer substandard living conditions. Facilitating their conversion to seasonal housing could help improve the visual quality of the business areas as well as provide the necessary seasonal housing accommodations. Property owners could apply to the Town for the Seasonal Housing Overlay District or the Town could designate limited areas on its own initiative. Properties within the Seasonal Housing Overlay District would not be required to convert to seasonal housing, the property owners would merely have the option.

Design requirements would help target the units for seasonal employee occupancy, in a dormitory-type setting. Draft requirements for conversion of a motel to seasonal housing at the pre-existing non-conforming density include:

- All new units must be used exclusively for seasonal housing.
- The seasonal units must be closed for a portion of each year (consider 3 to 6 months).
- The facilities must have common bathroom and cooking facilities.
- Filing of a covenant and restriction assuring units remain affordable and for seasonal employees in perpetuity.

H. Wastewater Management

As mentioned throughout this report, improved wastewater treatment is a critical issue for both the downtown and dock areas of Montauk. The East Hampton Townwide Wastewater Management Plan recommended community/neighborhood wastewater treatment systems to serve areas with malfunctioning septic systems in Downtown Montauk, the Dock area, Camp Hero and Ditch Plains areas with transmission to and treatment at a Montauk Manor/Fire Department site. In July 2017, the Town Board hired Lombardo Associates, who prepared the wastewater management plan, to prepare a more focused plan for advanced sewage treatment for the downtown and adjacent areas. The project will include meeting with property owners, preparing a boundary map of properties to be included, and research into available funding options.

Historically, one of the strongest objections to implementing an advanced wastewater treatment system, other than cost, has been the potential for undesirable growth. However, by specifically designing the size, location and boundaries of the wastewater treatment system to the agreed upon, desirable plan for Montauk, the infrastructure will not have the built-in capacity to cause a growth inducing impact. To assure community acceptance and to be consistent with East Hampton's Comprehensive Plan, the community wastewater system must be sized as "growth neutral". rather than a "growth inducing" plan. However, a "growth neutral" plan does not mean no new development or redevelopment. The Downtown Montauk Hamlet Plan depicts a phased approach to improve coastal resiliency and overall functionality including: strategic retreat, relocation, adaptation and infill development with second story affordable apartments and some seasonal employee housing.

Development of advanced wastewater treatment infrastructure is also critically needed for water quality improvements and implementation of the Montauk Harbor and the Train Station area plans. While these two areas are not part of the initial phase under development for Downtown Montauk, treatment capacity to handle the waste from these two areas should be included as part of the design.

I. Transportation and circulation

Implement circular shuttle bus service: Seasonally heavy traffic creates problems getting to Montauk and getting around Montauk. The LIRR service is limited and train station traffic jams at arrival and departure times have reached critical levels. Managing seasonal traffic congestion and parking is especially challenging because downtown Montauk is an ocean beach destination as well as a business area. Devoting too much land to parking lots and road infrastructure would negatively impact Montauk's rural character and walkability. The traffic flow and parking solutions proposed encourage walking and support use of alternative transportation systems.

As part of the solution to help reduce traffic jams and parking shortages during the busy summer months, the Town established a pilot free shuttle bus service operating as a continuous loop between Hither Hills State Park, the Downtown Area, the Train Station and the Dock Area in the summer of 2017. An evaluation of this shuttle service program should help inform the continuation and expansion of the shuttle service in future years. Federal and state funding should be explored for continued operation.

Downtown Montauk

1. Install Crosswalk warning systems: To improve pedestrian safety and circulation, the Town secured New York State grant funding to install enhanced motorist warning systems at three crosswalk locations on Montauk Highway:

- South Elder Street - 7-11 on north side, IGA on south side
- West side of Carl Fisher Plaza
- East side of Carlo Fisher Plaza

Construction was scheduled for summer 2017.

2. Improve vehicular circulation within the Downtown area: To improve traffic flow and safety within the Downtown area, the Concept Plan offers the

following suggestions for consideration. It is recommended that these concepts be reviewed, refined and adjusted by a working group comprised of members of the Police Department, Town Engineer, Planning Department, the Citizen Advisory Committee, business owners and property owners. Some of these ideas could be tried out on a temporary basis using traffic cones and signage before implementing a final plan. New York State Department of Transportation approval will be required for any changes to Montauk Highway..

- Make Carl Fisher Plaza one-way counter clockwise
- Remove on-street parking at certain intersections to improve motorists' sight distance. The corner of S. Eton and S. Emerson is a key example of where this recommendation would apply.
- Establish a taxi stand on the south portion of Carl Fisher plaza
- Make S. Elmwood one way eastbound for the one block between S. Emery St. and S. Embassy St.
- Make S. Emery St. one way south between Montauk Highway and S. Elmwood Ave.

Improve signage for optimal placement, visibility and key information. Installing beach parking and permit only parking signage west of the beaches will help reduce traffic entering downtown.

3. Construct roundabout at Old Montauk Highway/Montauk Highway/Second House Road intersection: During the summer season, the western entrance to downtown Montauk experiences heavy traffic congestion and backups. To help calm and improve traffic flow, constructing a roundabout is recommended for consideration at the Old Montauk Highway, Montauk, Second House Road intersection. The roundabout would also serve as a visual gateway to Montauk. Roundabouts are designed to keep traffic moving but at a lower speed than other types of intersections. An evaluation of traffic volumes and patterns would help inform the design, including the frequent turnoffs to S. Eton Street just east of the intersection. Pedestrians, bicyclists and vehicles all would need to adjust to a new traffic pattern, which might seem unsettling at first, but the design would include pedestrian crosswalks and designated areas for bicyclists. The existing Right-of-Way properties contain sufficient land area to accommodate the roundabout. Approval will be required from New York State Department of Transportation and as Montauk Highway is listed on the National Highway System, potential funding includes federal as well as state and town programs.

4. Construct roundabout at South Essex/Montauk Highway: To complement the proposed roundabout on the west side of downtown, a roundabout is recommended for consideration at the east side entrance. A roundabout at South Essex Street and Montauk Highway would be designed to calm traffic approaching from and coming down the hill from the easterly direction and provide safer pedestrian and bicycle crossings. In addition, constructing a roundabout in this location would help to accommodate the gradual shift of development away from the ocean proposed as part of the plan to improve coastal resiliency. As with the westerly roundabout, further study and evaluation is required. Approval will be needed from the New York State Department of Transportation and federal, state and town programs are potential funding sources.

5. Improve pedestrian safety: Improved sidewalks, lighting and crosswalks are needed to enhance pedestrian safety and mobility. Similar to the recommendation for improved vehicular safety, input from a working group comprised of members of the Police Department, Town Engineer, Planning Department, the Citizen Advisory Committee, business owners and property owners is recommended. The development of a pedestrian safety plan can be prepared as part of a cohesive downtown streetscape plan or form based code addressing overall design and layout features including street trees and other plantings, street parking, benches, bike racks, signage, utilities, drainage and grading. It is noted that while improved lighting and sidewalks are needed where there is heavy foot traffic, protecting the rural landscape and dark natural sky are key components of an acceptable plan. Planning funding is available from NYS Local Waterfront Revitalization grants.

6. Improve Bicycle Safety: Although all of Montauk Highway is a designated bike route, marked bicycle lanes do not extend through the hamlet center. Creating a shared use pedestrian bicycle path along the general alignment of the Paumonak Trail beginning at Second House Road and extending easterly to where the trail meets the Highway merits further evaluation although improving or surfacing the Paumonak Path itself is not recommended. East and west of the hamlet center bike lanes can be established on Montauk Highway. Alternatively, creating safe buffered bike lanes through the center may be possible on Montauk Highway and Carl Fisher Plaza, with the new one-way traffic flow proposed. Installing bike racks in convenient locations is also recommended. Improving bicycle safety can be part of an overall plan for improving the hamlet eligible for NYS Local Waterfront Revitalization grant funding.

Montauk Harbor

7. Construct roundabout at Flamingo Avenue and West Lake Drive intersection: To help improve safety for both pedestrians and vehicles at the overly large Flamingo Avenue and West Lake Drive intersection and to create a sense of arrival at the Harbor Area, constructing a roundabout is recommended. Both Flamingo Avenue and West Lake Drive are Suffolk County roadways and the project will require Suffolk County Department of Public Works approval. Suffolk County and Town funding would be required and private developers could contribute funding to this project as development occurs.

8. Remove segment of West Lake Drive Loop Road/ Develop Naturalized beach and multi-use path: The loop section of West Lake Drive, between Gosman's Dock and Soundview Drive, passes undeveloped lots and, except for allowing trucks to turn around, is not needed. The concept plan recommends removing this segment of West Lake Drive, armored with rocks along Block Island Sound, while at the same time accommodating truck turn around through a reorganization of the large parking lot across from Gosman's dock. The road removal will allow the formation of a naturalized bank and beach fed from an upstream feeder proposed at the west jetty. The naturalized bank and beach would work together to dissipate wave energy and down drift erosion. The project would also provide recreation and habitat enhancement opportunities including potential development of a multi-use path and a bathing beach.

The road removal will require Suffolk County Department of Public Works approval. Reorganizing the traffic circulation through the Gosman's parking lot will require approval and cooperation of the property owner. Creation of a naturalized bank and beach and a feeder beach will require approval and coordination from the Army Corps of Engineers, NYS Department of Environmental Conservation and NYS Department of State. US Army Corps of Engineers funding should be sought for creation of the feeder beach and creation of the naturalized bank and beach.

9. Connect and develop waterfront boardwalk path: The commercial docks have been identified as part of East Hampton's Critical Facilities and as bulkheads are raised to protect the area from storm surges, connecting the gaps in the waterfront boardwalk is recommended as part of the development process.

Montauk Train Station

10. Institute interim traffic circulation plan at the Train Station Parking Lot: Cars, taxis and buses crowd the train station lot and the lack of a turnaround causes circulation problems and added congestion. On an interim basis, the train station parking lot could be restriped or marked with cones to delineate a drop off, pick up and turnaround area. Coordination between the Town and LIRR will be needed but implementation of an interim solution would require minimal funding.

11. Improve vehicular and pedestrian safety on County Road 49: The close proximity of the Fire House to the train station and a popular nightspot underscores the critical need for traffic calming and control on County Road 39. Concept plans for constructing two roundabouts suggest a potential means to optimize traffic safety, emergency vehicle response times and fire truck maneuverability, The curvature and radii of the roundabouts would be designed to allow easy turning movements for fire trucks, special equipment and all vehicles. Wider entry and exit lanes to the roundabout for emer-

gency vehicles would provide unobstructed and optimal access. By eliminating unnecessary intersection stops and delays, roundabouts can actually improve emergency response times and safety. Studies show that most fatalities resulting from a crash involving a fire truck occur at or are related to an intersection. [5] Although roundabouts are considered safer intersections by safety and traffic engineers, it is natural for questions to be raised and community opposition has been registered due to concerns about obstructing access for fire trucks and emergency vehicles in this location. Addressing all concerns, partnering with the Fire Department, conducting "test drives" using cones and temporary devices, visiting similar configurations, conducting community education and driver outreach would help to determine whether roundabouts are suitable for this location and help inform alternative design solutions.

12. Install bike racks, sidewalks and bike lanes along Flamingo Avenue connecting the Dock, downtown and station areas: Bike and pedestrian access from the Train Station to the docks and to downtown along Flamingo Road is limited to the road shoulder and is unsafe. Suffolk County Department of Public Works funding for a multi-use path is recommended. The Town can install bike racks at the Station, Downtown and the Harbor areas.

13. Designate Train Station as a Multimodal Transportation Hub and develop a Multimodal Transportation Hub Alliance: As the last stop on the Long Island Rail Road, the area is uniquely suited to serve as a more welcoming gateway, a Multimodal Transit Center for rail, bus, car, taxi, bike and pedestrian services. Located across the street from the Montauk Fire Station and the Montauk Playhouse Community Center the Train Station area also provides essential community facilities. The historic Montauk Manor is visible from the station and there is a small area of Neighborhood Business Zoning containing a restaurant within walking distance. As part of a Multimodal Transit Center, the Station area could provide workforce housing with a small commercial area to support the Station activity and new housing. New development in the area would provide an opportunity to incorporate sea level rise resiliency measures through appropriate construction and site planning. The Montauk Station Illustrative Master Plan offers two options for redevelopment as a transit center, both with traffic circulation featured as key improvements. Option 2 provides more parking and open space and fewer new buildings than Option 1. The level of potential future redevelopment will be dependent on several factors - the real estate market, capacity for shared wastewater treatment, and the need for parking to serve the train station, etc.

The Station area encompasses multiple jurisdictions and property owners including: Long Island Rail Road, Suffolk County, Montauk Fire Department, Town of East Hampton, Rough Riders Landing Condominium and other private property owners. To bring these different organizations together and to develop partnerships essential for funding success, forming a Multimodal Transit Hub Alliance is recommended. The Alliance will be charged with investigating government programs and funding sources for a feasibility plan. As a train station, identified as a Critical Facility within a coastal high risk zone in East Hampton Town, there are multiple federal, state, and other grant sources available to fund a feasibility study and improvements including: LIRR funding, Climate Smart Communities Grant Funding, NYS Community Development Block Grant Program, Local Waterfront Revitalization, New York State Department of Environmental Conservation Water Quality Improvement Project Program (WQIP), Clean Water State Revolving Fund (CWSRF), Urban Renewal. (see description of funding programs in Appendix A)

[5] Cambell, K.L. Traffic Collisions Involving Fire Trucks in the United States, UM TRI 99-26 Ann Arbor, Mi University of Michigan Transportation Research Institute, Ann Arbor Mi, 1999

Action Plan Matrix

Recommendation	Type of Action	Responsible Entity	Time Frame	Potential Funding Source
Comprehensive Plan				
Continue to follow and implement 2005 Plan	Policy	TB, PB, ZBA, ARB	On-going	None required
Continue to implement amendments and coordinate with on-going plans and studies	Policy	All Town Departments	On-going	None required
Adopt Montauk Hamlet Plan as an addendum	Local Law	TB, PB, PD	Short term	16
Protect & Enhance Natural & Historic Character				
Require & enforce strict environmental, sustainability and energy standards for all new and existing development	Code enforcement, zoning & building code potential amendments, development application review	TB, PB, ZBA, PD, NR, BI, CE	On-going	16
Forcefully continue to preserve ground and surface watershed lands, open space and historic properties	Acquisition, Policy, Cluster Subdivisions, CPF updates	LAM, PB, PD, TB, CPF Committee, non-profit land trusts, private property owners	On-going	17, Private Land Trusts, Private property owners
Research methods to protect & enhance scenic vistas	In-house study	PD, TA, LAM	Short Term	16
Implement, fund, collaborate and educate community regarding Water Quality Improvements	Programs/Projects	TB, NR, private property owners, non-profit orgs, SCDPW, NYSDOT	Continuous	4,5,6,7,8, 12,17 Private Property owners , non-profit organizations
Increase Coastal Resiliency and Reduce Risks from Flooding, Storms, and Sea Level Rise				
Evaluate Long Range Resiliency Approaches	CARP Study/Program	Outside consultant, TB, NR, PD	On-going	Already funded: 4 with Town match
Downtown Montauk				
Phase 1 Strategic Retreat and Relocate	Develop Voluntary Buy-out Program	LAM, TB, PD, NR	Short Term	17, 18, 19, 20, 21
Phase 2 Respond and Adapt	Develop TDR Local Law	PD, NR, TB, TA (outside consultant)	Short Term	4, 9, 16
	Develop zoning & building code updates	CARP study, TB, TA, NR, PD	Short Term	Already funded study: 4 with Town match
	Beach & dune nourishment programs	CARP study, NYSDEC, NYSDOS, TB, TA, NR, PD, ACOE, private property owners	On-going	20, Suffolk County
Phase 3- Infill and Accommodate	Develop Zoning Amendments	outside consultant, TB, NR, PD, TA	Short Term	4, 9, 16
	Raise Montauk Hwy	NYSDOT	RD input	RD input
	Develop feeder beach	ACOE, TB, NR, PD	Medium term	20

Action Plan Implementation Matrix Legend

Responsible Entity Abbreviations Legend: ACOE =US Army Corps of Engineers; AHDO= EH Affordable Housing and Development Office; ARB=EH Town Architectural Review Board; BI = EH Building Inspector; CE= EH Code Enforcement Office; HW=EH Highway Department; LAM= EH Dept. of Land Acquisition and Management; LIRR= Long Island Rail Road; NR= EH Natural Resources Department; NYMTC= NY Metropolitan Transportation Council; NYSDEC = New York State Department of Environmental Conservation; NYSDOT= New York State Department of Transportation; PB= EH Planning Board; PD=EH Planning Department; SCDPW=Suffolk County Department of Public Works; TA= EH Town Attorney's Office; TB=EH Town Board; TE=EH Town Engineer; TT= EH Trustees; ZBA= EH Zoning Board of Appeals;

Potential New York State Funding Sources Legend: (1) NYS Community Block Grant Program; (2) New York Main Street; (3) Empire State Development Strategic Planning and Feasibility Studies Program; (4)Local Waterfront Revitalization; (5) New York State DEC/EFC Wastewater Infrastructure Engineering Planning Grant Program; (6) New York State Department of Environmental Conservation Water Quality Improvement Project Program (WQIP); (7) Clean Water State Revolving Fund low interest loan program (CWSRF); (8) Environmental Facilities Green Innovation Grant (9) Sustainable Planning and Implementation Climate Smart Communities Grant; (10) NYS Urban Renewal; (11) NYS DOT; (11a) NYS Dormitory Authority

Potential Suffolk County Funding Sources Legend: (12) Water Quality Protection & Restoration Program (13) Suffolk County Department of Public Works

Potential Town of East Hampton Funding Legend: (14) Municipal Bonds: General Obligation, Special Assessment Bonds, Revenue Bonds, Double Barreled Obligations, Tax Increment Finance Bonds (15) Fees-in Lieu of Parking (16) Annual Budget (17) Community Preservation Fund

Potential Federal Funding Legend: (18) Congestion Mitigation and Air Quality Improvement Program; (19) Federal Emergency Hazard Mitigation Grant Program; (20) US Department of Agriculture Emergency Watershed Protection Floodplain Easement Program; (21) Fire Island to Montauk Point Reformulation Project (FIMP); (22) National Highway Performance Program; (23) Surface Transportation Block Grant Program; (24) US Army Corps of Engineers

Recommendation	Type of Action	Responsible Entity	Time Frame	Potential Funding Source
Montauk Harbor				
Raise Bulkheads and Buildings along the Harbor	Development/redevelopment	Private, public property owners	As properties redevelop	Private property owners
Block Island Coastline	Remove segment of West Lake Dr.	SCDPW	RD input	12
	Create a bank & beach	ACOE, TB, NR, PD		21
	Create a feeder beach at West Lake Jetty	ACOE, TB, NYSDEC, NR, PD		21
	Create a multi-use path	SCDPW, TB, TE		12, 13
Gosman's Parking Lot	Redesign to accommodate through traffic and improve, visual quality & stormwater runoff control	Private property owner, TB, PD, PB TE	Short Term	Private, 4, 6, 8, 9
Cluster to High Ground	Zoning Code Amendments/local law	TB, PD, PB, TA, outside consultant		4, 9, 10
Montauk Train Station				
Raise infrastructure	Project	LIRR	Medium Term	LIRR, 4, 9, 18, 19
Maritime and Historic Character & Design				
Alternative Implementation Techniques				
Develop and adopt Overlay District Standards	Local Law	PD, ARB, TA, TB	Short term	16
Develop and adopt a Form Based Code	Local Law	Outside consultant, PD, TA, ARB, TB	Short term	1, 2, 3, 4, 9, 10, 16
Streetscape Improvements				1, 2, 4, 14
Parking				
Develop & Adopt Shared Parking Regulations	Local Law	PD, TA, TB, PB	Short term	16
Acquire and improve land for new and expanded Municipal lots	Direct Gov't Action	TB	Short term	1, 4, 6, 6, 8, 9, 14
Develop/implement Parking Management Strategy for Municipal lot & on-street parking	Direct Gov't Action	TB	Short term	2,4, 8, 9,10 ,14,15,16
Evaluate/establish a Parking Management District	Research/direct gov't action	TB, PD, Private property owners	Short term	2, 4, 8, 9, 10, 14,15, 16
Year Round Affordable Workforce Housing-				
Second Story Apartments in commercial zones	Public outreach/promote existing program	TB, TA, PD, PB, AHDO, Chamber of Commerce	Short Term	16
Affordable apartments in residential zones	Public outreach/promote existing program	TB, TA, PD, PB, AHDO,Chamber of Commerce	Short Term	16
Additional housing types-	Research	AHDO, PD, PB, TA, TB	Short Term	16

Action Plan Implementation Matrix Legend

Responsible Entity Abbreviations Legend: ACOE =US Army Corps of Engineers; AHDO= EH Affordable Housing and Development Office; ARB=EH Town Architectural Review Board; BI = EH Building Inspector; CE= EH Code Enforcement Office; HW=EH Highway Department; LAM= EH Dept. of Land Acquisition and Management; LIRR= Long Island Rail Road; NR= EH Natural Resources Department; NYMTC= NY Metropolitan Transportation Council; NYSDEC = New York State Department of Environmental Conservation; NYSDOT= New York State Department of Transportation; PB= EH Planning Board; PD=EH Planning Department; SCDPW=Suffolk County Department of Public Works; TA= EH Town Attorney's Office; TB=EH Town Board; TE=EH Town Engineer; TT= EH Trustees; ZBA= EH Zoning Board of Appeals;

Potential New York State Funding Sources Legend: (1) NYS Community Block Grant Program; (2) New York Main Street; (3) Empire State Development Strategic Planning and Feasibility Studies Program; (4)Local Waterfront Revitalization; (5) New York State DEC/EFC Wastewater Infrastructure Engineering Planning Grant Program; (6) New York State Department of Environmental Conservation Water Quality Improvement Project Program (WQIP); (7) Clean Water State Revolving Fund low interest loan program (CWSRF); (8) Environmental Facilities Green Innovation Grant (9) Sustainable Planning and Implementation Climate Smart Communities Grant; (10) NYS Urban Renewal; (11) NYS DOT; (11a) NYS Dormitory Authority

Potential Suffolk County Funding Sources Legend: (12) Water Quality Protection & Restoration Program (13) Suffolk County Department of Public Works

Potential Town of East Hampton Funding Legend: (14) Municipal Bonds: General Obligation, Special Assessment Bonds, Revenue Bonds, Double Barreled Obligations, Tax Increment Finance Bonds (15) Fees-in Lieu of Parking (16) Annual Budget (17) Community Preservation Fund

Potential Federal Funding Legend: (18) Congestion Mitigation and Air Quality Improvement Program; (19) Federal Emergency Hazard Mitigation Grant Program; (20) US Department of Agriculture Emergency Watershed Protection Floodplain Easement Program; (21) Fire Island to Montauk Point Reformulation Project (FIMP); (22) National Highway Performance Program; (23) Surface Transportation Block Grant Program; (24) US Army Corps of Engineers

Recommendation	Type of Action	Responsible Entity	Time Frame	Potential Funding Source
Seasonal Workforce Housing-				
Single family homes in commercial districts-	Local Law	TB, TA, PB, PD, EHAHDO	Short Term	16
On-site employee housing-	Local Law	TB, TA, PB, PD, EHAHDO	Short Term	16
Temporary removable employee housing-	Local Law	TB, TA, PB, PD, AHDO	Short Term	16
Mandatory employee housing	Add'l research/Local Law	TB, TA, PB, PD, AHDO	Short Term	16
Seasonal Employee Housing Overlay District-	Local Law	TB, TA, PB, PD, AHDO	Short Term	16
Wastewater Management				
Implement advanced wastewater treatment system for downtown Montauk	Develop focused wastewater treatment plan; develop infrastructure	TB, NR, private property owners, Business Association and other stakeholders, outside consultant (Lombardo Associates)	Short term- plan; medium term- infrastructure	Study already funded by Town Board; Infrastructure: 1,3, 5, 6, 7, 10, 12, 14,16,17
Implement advanced wastewater treatment system for Montauk Harbor	Develop focused wastewater treatment plan	TB, NR, private property owners, Business Association and other stakeholders, outside consultant	Short- Medium term	1,3,5,6,7,UR, 11,13,16
Implement advanced wastewater treatment system for Train Station area	Develop focused wastewater treatment plan	TB, NR, private property owners, Business Association and other stakeholders, outside consultant	Short Term	1,3,5,6,7,10, 12,14,17
Mixed Use & 2nd Story Workforce Housing				
Publicize availability of Affordable Housing Credit Program	Public outreach	PD, EHAHDO	On-going	16
Wastewater Management Implementation as listed above				
Transportation and Circulation				
Implement circular shuttle bus service	Continue/expand existing program	TB,	On-going	RD input
Downtown Montauk				
Install Crosswalk warning systems	Project	TB, NYSDOT	Underway	Funded
Improve vehicular Downtown circulation	Capital Projects	TB, TE, HW	Short term	16
Construct Old Montauk Hwy/Montauk Hwy/Second House Rd roundabout	Capital Project	NYSDOT, TB, TE	Medium term	RD input
Construct South Essex/Montauk Hwy roundabout	Capital Project	NYSDOT, TB, TE	Medium term	RD input
Study/install sidewalks-	Study/capital project	TB, NYSDOT, PD, TE,HW	Short term	11, 14, 16,
Construct shared used path-	Study/capital project	TB, NYSDOT	Medium term	11

Action Plan Implementation Matrix Legend

Responsible Entity Abbreviations Legend: ACOE =US Army Corps of Engineers; AHDO= EH Affordable Housing and Development Office; ARB=EH Town Architectural Review Board; BI = EH Building Inspector; CE= EH Code Enforcement Office; HW=EH Highway Department; LAM= EH Dept. of Land Acquisition and Management; LIRR= Long Island Rail Road; NR= EH Natural Resources Department; NYMTC= NY Metropolitan Transportation Council; NYSDEC = New York State Department of Environmental Conservation; NYSDOT= New York State Department of Transportation; PB= EH Planning Board; PD=EH Planning Department; SCDPW=Suffolk County Department of Public Works; TA= EH Town Attorney's Office; TB=EH Town Board; TE=EH Town Engineer; TT= EH Trustees; ZBA= EH Zoning Board of Appeals;

Potential New York State Funding Sources Legend: (1) NYS Community Block Grant Program; (2) New York Main Street; (3) Empire State Development Strategic Planning and Feasibility Studies Program; (4)Local Waterfront Revitalization; (5) New York State DEC/EFC Wastewater Infrastructure Engineering Planning Grant Program; (6) New York State Department of Environmental Conservation Water Quality Improvement Project Program (WQIP); (7) Clean Water State Revolving Fund low interest loan program (CWSRF); (8) Environmental Facilities Green Innovation Grant (9) Sustainable Planning and Implementation Climate Smart Communities Grant; (10) NYS Urban Renewal; (11) NYS DOT; (11a) NYS Dormitory Authority

Potential Suffolk County Funding Sources Legend: (12) Water Quality Protection & Restoration Program (13) Suffolk County Department of Public Works

Potential Town of East Hampton Funding Legend: (14) Municipal Bonds: General Obligation, Special Assessment Bonds, Revenue Bonds, Double Barreled Obligations, Tax Increment Finance Bonds (15) Fees-in Lieu of Parking (16) Annual Budget (17) Community Preservation Fund

Potential Federal Funding Legend: (18) Congestion Mitigation and Air Quality Improvement Program; (19) Federal Emergency Hazard Mitigation Grant Program; (20) US Department of Agriculture Emergency Watershed Protection Floodplain Easement Program; (21) Fire Island to Montauk Point Reformulation Project (FIMP); (22) National Highway Performance Program; (23) Surface Transportation Block Grant Program; (24) US Army Corps of Engineers

Recommendation	Type of Action	Responsible Entity	Time Frame	Potential Funding Source
Montauk Harbor				
Construct Flamingo Ave & West Lake Dr roundabout	Capital Project	NYSDOT, TB, TE	Medium term	RD input, 13
Remove segment of West Lake Dr. / Develop Naturalized beach and multi-use path-	Study/capital project	TB, ACOE, PD, NR, NYSDEC, NYSDOS, outside consultant	Medium term	RD input, 13, 21,
Connect and develop waterfront boardwalk path	Capital Project	Public and private property owners	Short term- continual	Private property owners,
Montauk Train Station				
Institute interim traffic circulation plan-	Pavement Marking/signage	TB, LIRR,	Short Term	RD input 15, LIRR
Install bike racks, sidewalks and bike lanes along Flamingo Ave	Capital Project	TB, SCDPW, LIRR	Short Term	RD input, 13,
Designate and develop a Multimodal Transportation Hub Alliance	Develop Alliance	TB, LIRR, Montauk Fire Commissioners, Roguth Rigders Landing Codo Assoc., SCDPW,	Short Term	16
Develop and implement feasibility plan	Study/capital project	TB, LIRR, Montauk Fire Commissioners, Roguth Rigders Landing Codo Assoc., SCDPW,	Medium-long term	1, 3, 4, 6, 8, 9, 10, 14, 18, 19

Action Plan Implementation Matrix Legend

Responsible Entity Abbreviations Legend: ACOE =US Army Corps of Engineers; AHDO= EH Affordable Housing and Development Office; ARB=EH Town Architectural Review Board; BI = EH Building Inspector; CE= EH Code Enforcement Office; HW=EH Highway Department; LAM= EH Dept. of Land Acquisition and Management; LIRR= Long Island Rail Road; NR= EH Natural Resources Department; NYMTC= NY Metropolitan Transportation Council; NYSDEC = New York State Department of Environmental Conservation; NYSDOT= New York State Department of Transportation; PB= EH Planning Board; PD=EH Planning Department; SCDPW=Suffolk County Department of Public Works; TA= EH Town Attorney's Office; TB=EH Town Board; TE=EH Town Engineer; TT= EH Trustees; ZBA= EH Zoning Board of Appeals;

Potential New York State Funding Sources Legend: (1) NYS Community Block Grant Program; (2) New York Main Street; (3) Empire State Development Strategic Planning and Feasibility Studies Program; (4)Local Waterfront Revitalization; (5) New York State DEC/EFC Wastewater Infrastructure Engineering Planning Grant Program; (6) New York State Department of Environmental Conservation Water Quality Improvement Project Program (WQIP); (7) Clean Water State Revolving Fund low interest loan program (CWSRF); (8) Environmental Facilities Green Innovation Grant (9) Sustainable Planning and Implementation Climate Smart Communities Grant; (10) NYS Urban Renewal; (11) NYS DOT; (11a) NYS Dormitory Authority

Potential Suffolk County Funding Sources Legend: (12) Water Quality Protection & Restoration Program (13) Suffolk County Department of Public Works

Potential Town of East Hampton Funding Legend: (14) Municipal Bonds: General Obligation, Special Assessment Bonds, Revenue Bonds, Double Barreled Obligations, Tax Increment Finance Bonds (15) Fees-in Lieu of Parking (16) Annual Budget (17) Community Preservation Fund

Potential Federal Funding Legend: (18) Congestion Mitigation and Air Quality Improvement Program; (19) Federal Emergency Hazard Mitigation Grant Program; (20) US Department of Agriculture Emergency Watershed Protection Floodplain Easement Program; (21) Fire Island to Montauk Point Reformulation Project (FIMP); (22) National Highway Performance Program; (23) Surface Transportation Block Grant Program; (24) US Army Corps of Engineers

Appendix A: New York State Grants and Programs

1. NYS Community Development Block Grant Program:

NYS CDBG provides funds to small municipalities for public infrastructure and affordable housing. At least 70% of grant funds must be used to benefit low and moderate income people. Priority consideration is given to proposals which demonstrate they will advance downtown revitalization through transformative housing, economic development, transportation and community projects that will attract and retain residents, visitors and businesses – creating dynamic neighborhoods where tomorrow's workforce will want to live, work, and raise a family.

Fundable projects:

Public Infrastructure- Projects to repair, replace, expand or construct new public infrastructure for: drinking water, wastewater, flood control, stormwater drainage. Ancillary public works components, not to exceed 10% of total grant amount may include: sidewalks, streets, parking, open space, and publicly owned utilities. Funding availability for Towns: $750,000; Joint municipal applicants: $900,000. No match required.

Community Planning: Activities involving community needs assessments or preliminary engineering reports for drinking water, clean water and/or stormwater needs. Up to 95% of project cost can be funded with 5% cash match required. Funding availability for Towns: $50,000. 5% match required.

Annual grant application through New York State Consolidated Funding Application

Additional Resources:

Office of Community Renewal at New York State Homes and Community Renewal,

38-40 State St, Albany, New York 12207,

(518) 474-2057,

email HCR_CFA@nyshcr.org

http://www.nyshcr.org/AboutUs/Offices/CommunityRenewal/.

2. New York Main Street Program (NYMS)

NYMS provides funds municipalities or non-profit organizations for Main Street and downtown revitalization projects. A primary goal of the program is to stimulate reinvestment and leverage additional funds to establish and sustain downtown and neighborhood revitalization efforts. Projects must be located in eligible target areas defined by physical condition and resident income level.

Fundable Projects:

Building Renovation of mixed use buildings in target areas. Funding availability: matching grants up to $50,000 per building and up to $100,000 for renovation providing direct residential assistance.

Streetscape Enhancement including street trees, street furniture installation, and trash cans. Project must be ancillary to a Building Renovation Project. Funding availability: $15,000.

Downtown Anchor Projects funds to establish or expand cultural, residential or business anchors that are key to local downtown revitalization efforts. Funding availability: Projects between $100,000 and $500,000, not to exceed 75% of total project cost.

Downtown Stabilization for environmental remediation and other innovative approaches to stabilizing and developing downtown mixed use buildings. Funding availability: Between $50,000 and $500,000 not to exceed 75% of total project cost.

3. Empire State Development Strategic Planning and Feasibility Studies Program:

Program funding is available to municipalities for working capital grants of up to $100,000 each to support 1) strategic development plans for a city, county, or municipality or a significant part thereof and 2) feasibility studies for site(s) or facility(ies) assessment and planning. Projects should focus on economic development purposes, and preference shall be given to projects located in highly distressed communities. Any economic development purpose other than residential, though mixed-use facilities with a residential component is allowed.

4. Local Waterfront Revitalization

The Town of East Hampton has a successful track record for obtaining funding from the NYS Department of State Local Waterfront Division Program competitive grant program available to Towns and Villages having an approved Local Waterfront Revitalization Plan (LWRP).

Geographic areas eligible for funding include the entire hamlet of Montauk; Three Mile Harbor Accabonac Harbor, Georgica Pond, Wainscott Pond and a portion of their watersheds. Funding is available through the following grant categories:

- Preparing or Implementing a Local Waterfront Revitalization Program (LWRP)
- Updating an LWRP to Mitigate Future Physical Climate Risks
- Redeveloping Hamlets, Downtowns and Urban Waterfronts
- Planning or Constructing Land and Water-based Trails Preparing or Implementing a Lakewide or Watershed Management Plan
- Implementing a Community Resilience Strategy

Funding availability: $15.2 million total for State- no individual project cap; 25% matching funds required

5. Environmental Improvements

New York State DEC/EFC Wastewater Infrastructure Engineering Planning Grant Program

The NYS Department of Conservation in conjunction with the NYS Environmental Facilities Corporation offers grants to municipalities to help pay for the initial planning of eligible Clean Water State Revolving Fund water quality projects. Municipalities on Long Island with a population less than 50,000 and having a Mean Household Income of $85,000 or less are eligible for up to $30,000 to finance engineering and planning services for the production of an engineering report (East Hampton Town complies with MHI criteria). 20% local match is required.

Additional Resources

http://www.dec.ny.gov/pubs/81196.html or www.efc.ny.gov/epg

6. New York State Department of Environmental Conservation Water Quality Improvement Project Program (WQIP)

The Water Quality Improvement Project (WQIP) program is a competitive grant program open to local governments and not-for-profit corporations for implementation projects that directly address documented water quality impairments or protect a drinking water source.

The Department anticipates having up to $87 million available for WQIP projects, including up to

$1 million available for projects to abate nitrogen loading in Long Island.

The Department may potentially receive additional funding for qualifying projects (e.g., wastewater treatment, nonpoint source abatement and control, aquatic habitat restoration) located in Nassau and Suffolk counties. Should such funding become available, the Department reserves the right to award funding for scored and ranked projects, consistent with the method of award described in this grant opportunity. In addition, the Department may potentially receive additional funding for qualifying beach restoration projects. Should such funding become available, the Department reserves the right to award funding for scored and ranked projects, consistent with the method of award described in this grant opportunity.

Eligible Types of Projects

• Wastewater Treatment Improvement –

• Non-agricultural Nonpoint Source Abatement and Control

• Land Acquisition Projects for Source Water Protection

• Salt Storage

• Aquatic Habitat Restoration

• Municipal Separate Storm Sewer Systems (MS4s)

Wastewater Treatment Improvement – 15% local match required

Projects to construct systems to serve communities with inadequate on-site septic systems. Communities with Inadequate On-Site Septic Systems projects listed in the PWL as a source of impairment, having a completed sanitary survey conducted by the Department of Health, or listed in the Suffolk County Subwatersheds Wastewater Plan will be given highest

priority. Applicants will be required to submit an engineering report for the project with their application. Maximum grant available per system is $5 million.

Projects to purchase and install equipment necessary to meet Total Maximum Daily Load (TMDL) requirements, such as chemical addition and other techniques to remove phosphorous or nitrogen before the water is discharged from the plant. TMDL . Maximum grant available per facility is $1,000,000.

Contact

NYS Department of Environmental Conservation

Division of Water, Koon Tang, (518) 402-8238

Non-Agricultural Non-point Source Abatement and Control 25% local match

Non-Agricultural Nonpoint Source Priorities

• Decentralized Wastewater Treatment Facilities for Failing On-Site Treatment Systems-funding for construction

Contact

New York State Department of Environmental Conservation

Division of Water, Ken Kosinski, (518) 402-8086

• Green Infrastructure Practice/Stormwater Retrofits- Installation of stormwater retrofits designed to capture and remove the pollutant of concern (POC) causing a water quality impairment.

Contact

New York State Department of Environmental Conservation

Division of Water, Ryan Waldron, (518) 402-8244

• In-Waterbody Controls for Nutrients-projects that reduce internal loading of nutrients (mainly phosphorus) within waterbodies. For waterbodies experiencing internal nutrient cycling leading to excessive algae and plant growth, low water clarity, and other water quality impairments. Eligible

practices to address these issues include but are not limited to: hypolimnetic aeration, hypolimnetic withdrawal, and dredging.

Contact

New York State Department of Environmental Conservation

Division of Water, Lauren Townley, (518) 402-8283

• Beach Restoration

The Department may potentially receive additional funding for qualifying beach restoration projects. Projects may include, but are not limited to, porous pavement, bioinfiltration/bioretention, rain gardens, stormwater tree trenches, greenways, beach re-naturalization, beach sand enrichment/nourishment, beach sloping/grading, constructed wetlands, or trumpeter swan or coyote decoys.

Contact

New York State Department of Environmental Conservation

Division of Water, Karen Stainbrook, (518) 402-8095

• Other NPS Projects

All other nonpoint source projects that do not fall into the above best management

practices will be considered under this section.

Contact

New York State Department of Environmental Conservation

Division of Water, Jacqueline Lendrum, (518) 402-8086

Land Acquisition Projects for Source Water Protection- 25% match Protection of Groundwater Drinking Water Supplies – Applicants can apply for funding to purchase land or conservation easements adjacent to groundwater wellheads actively used for public drinking water.

Contact

New York State Department of Environmental Conservation

Division of Water, Jacqueline Lendrum, (518) 402-8086

Aquatic Habitat Restoration- 25% match

Connectivity Projects located in New York State:

Eligible applications must focus on work that improves aquatic habitat connectivity at road/stream crossings or dams, with the primary intent to improve the natural movement of organisms. There is a maximum grant amount for this category of $250,000.

Contacts

Statewide Connectivity Projects:

NYS Department of Environmental Conservation

Division of Fish and Wildlife, Josh Thiel, (518) 402-8978

Municipal Separate Storm Sewer Systems (MS4s)- 25% local match

Development of Retrofit plans for existing unmanaged and/or inadequately managed

stormwater runoff to MS4s discharging to impaired watersheds with approved TMDLs

(MS4 General Permit Part IX). There is no maximum grant amount for this category however typically grants range from $20,000 to $400,000

Contact

New York State Department of Environmental Conservation

Division of Water, Ethan Sullivan, (518) 402-1382

7. Clean Water State Revolving Fund (CWSRF)

CWSRF, jointly managed by Environmental Facilities Corporation and NYS DEC, provides low-interest rate financing to municipalities to construct water quality protection projects including wastewater treatment facilities and nonpoint source projects such as stormwater runoff management. The program distributes over $1 billion annually.

8. Environmental Facilities Corp. - Green Innovation Grant Program

Funding Available: $15 million

DESCRIPTION:

The Green Innovation Grant Program (GIGP) provides grants on a competitive basis to for projects that improve water quality and demonstrate green stormwater infrastructure in New York. GIGP is administered by the New York State Environmental Facilities Corporation (EFC).

Municipalities, private entities, state agencies are eligible for funding of between 40% and 90% of project costs. Projects selected for funding incorporate unique ideas for stormwater management, utilizing green infrastructure design and cutting edge technologies.

Green Infrastructure Practices eligible for funding:

Bioretention, Downspout disconnection, Establishment or Restoration of, Floodplains, Riparian buffers, Streams or Wetlands, Green Roofs, Green Walls, Permeable Pavements, Stormwater Harvesting and Reuse, e.g. Rain Barrel and Cistern Projects, Stormwater Street Trees / Urban Forestry Programs Designed to Manage Stormwater.

Contact

http://www.efc.ny.gov/gigp

9. Sustainability Planning and Implementation

Climate Smart Communities Grant Program

The Town of East Hampton is a Certified Climate Smart Community. The Climate Smart Communities grant program provides 50/50 matching grants to New York State municipalities for implementation projects related to flood risk reduction, extreme event preparation, and reduction of vehicle miles travelled (VMT), reduction of food waste, reduction of landfill methane leakage, and reduction of hydrofluorocarbons emissions from refrigeration and other air conditioning equipment.

Fundable projects related to flood risk reduction include:

Increasing or preserving natural resiliency: Based on assessment of projected future conditions, the construction of living shorelines and other nature-based landscape features for the purpose of decreasing vulnerability to the impacts of climate change, and/or to improve or facilitate conservation, management and/or restoration of natural floodplain areas and/or tidal marsh systems that will need to migrate as sea level rises.

• Relocation or retrofit of critical facilities or infrastructure: Based on assessment of projected future conditions, the strategic relocation of climate-vulnerable critical municipal facilities or infrastructure, and/or the retrofit of critical facilities or infrastructure, for the purpose of reducing future climate risks.

Contact:

Office of Climate Change,

New York State Department of Environmental Conservation,

Office of Climate Change,

625 Broadway, Albany, NY 12233, 518-402-8448,

climatechange@dec.ny.gov.

10. NYS Urban Renewal

The New York State Urban Renewal Law is a program designed to help municipalities eliminate or prevent substandard, unsanitary or unsafe areas within a Town. Using the authority granted by the law, East Hampton Town has developed a program providing for the redesign, rehabilitation, replanning, and improvement of areas characterized by insufficient or inadequate roads, parking drainage, sewage treatment, utilities, fire protection, drinking water and other public safety and environmental standards. The Town has designated 65 Old Filed Maps and the Three Mile Harbor Senior Citizens Trailer Park for Urban Renewal Treatment and the program could be expanded to include additional areas such as the Montauk Train Station

11. NYS Department of Transportation

Through funds made available from the federal Fixing America Surface Transportation Act (FAST), NYS DOT provides funds to municipalities or non-profit organizations for transportation projects and programs as well as projects which reduce congestion. To be eligible for funding, projects must be included in the State Transportation Improvement Plan (TIP) and the New York Metropolitan Transportation Council (NYMTC) Transportation Improvement Plan.

Programs with potential applicability to East Hampton include:

Congestion Mitigation and Air Quality Improvement (CMAQ) - funding is available to support bicycle, pedestrian, multi-use path, safe routes to schools, streetscape improvements, scenic trails, and projects which by reducing congestion, help to meet the Clean Air Act standards. All of Long Island is an non-attainment area with respect to ozone emissions, which renders East Hampton projects which can reduce vehicle emissions eligible for CMAQ funding. The program provides up to 80% of project costs with a 20% project sponsor match required.

National Highway Performance Program – provides funds to reconstruct, resurface, rehabilitate the National Highway System, which includes Montauk Highway.

Surface Transportation Block Grant Program- provides funds for the Transportation Alternatives Program, which supports bicycle and pedestrian improvement projects.

LAKE MONTAUK WATERSHED	
AHR	Continue to fund and expand the Town's shellfish hatchery and seeding program, including eel grass protection and restoration
	Facilitate the protection and restoration of the eelgrass population
	Expand shellfish seeding areas and install oyster reefs to protect and enhance the shellfish population in the watershed
	Initiation of a leasing program allowing growers to farm shellfish and other marine organisms (clams, scallops, kelp)
	Establish additional seagrass and seaweed grow out areas
	Utilize existing public information documents available through Long Island Invasive Species Management Area (LIISMA) group and Cornell Cooperative Extension to provide public information regarding the harmful effects of invasive species
	Provide wetland restoration and water quality improvements within the Lake by reconstructing the wetlands in Ditch Plains to engineered wetlands planted with native species to provide for vegetative pathogen removal of waters seeping from the Ditch Plains area
	Consider the use of aeration systems in the lower portion of the Lake to promote growth of aerobic bacteria and stunt/reduce growth of anaerobic bacteria (most pathogens are anaerobic).
PPP	Develop signage to inform the public regarding laws, public safety and human impacts to the bay
	Develop a public outreach program to educate the public on the resources and importance of the Lake, organize volunteer activities, and provide the public with "good housekeeping" tools
	Seek local partners to fund the development of public education materials

Project Type Legend

WWT= Wastewater Treatment Project; NPS= Non Point Source Abatement and Control Project; AHR=Aquatic Habitat Restoration Project; PPP= Pollution Prevention Project

LAKE MONTAUK WATERSHED (CONTINUED)	
WWT	Promote rebate incentive program for septic system upgrades in ecologically sensitive and flood prone areas
	Develop educational programs and work with environmental groups to educate the public on the importance of septic system maintenance
	Septic system upgrades to advanced nitrogen reducing systems
	Investigate the contribution of septic systems to pollution within the Lake.
	Centralized wastewater treatment facility to treat wastwater from Ditch Plains
	Centralized wastewater treatment facility to treat wastwater from the docks. Potential treatment sites include Flimingo Avenue Town owned property, the east airport, or transmission to the Montauk Manor-Fire Department proposed location
	Camp Hero wastewater treatment system repair or replacement
	Wastewater treatment effluent reuse at the Montauk Downs Golf Course
	Develop a program to promote inspection and regular maintenance (every three years) of septic systems.
	Consider a cost-shared pump-out and water conservation kit program to aid in cost reduction for sanitary system maintenance and/or replacement.
	Develop and implement programs and policies to aid in adherence of the Federal No Discharge Zone
NPS	Manage waterfowl populations
	Coordinate with the operators of the animal farm located on South Fenimore Drive to prepare an agricultural BMP program and create a vegetated buffer surrounding the on-site pond to reduce pathogen inputs to the Lake
	Create a shallow vegetated drainage depression at the landscape medians between the intersections of West Lake Drive, North Fernwood Drive and Star Island Road.
	Investigate the feasibility for drainage improvements on the north side of Montauk Highway, opposite Caswell Road
	Implement the proposed drainage improvement project prepared for the South Lake Beach parking lot
	Implement the proposed drainage improvement project prepared for the Star Island Town Dock
	Implement the proposed drainage improvement project prepared for the West Lake Drive Boat Ramp
	Create a bioretention area on the northwest corner of West Lake Drive and Flamingo Avenue.
	Provide pre-treatment where feasible for existing and proposed drainage infrastructure.
	Coordinate with NYS to establish a Goose Management Program on the Montauk Downs golf course.
	Develop a law and associated signage prohibiting the feeding of waterfowl as they contribute nutrients to surface water and stormwater runoff.
	Encourage and incentivize use of green infrastructure in site and drainage design.
	Amend Chapter 255, Article IV of Town Code to include minimum buffer width requirements
	Encourage and incentivize the use of vegetative buffers on properties that abut the Lake.
	Develop educational materials detailing the benefits of natural buffers along shorelines
	Encourage and incentivize the usage of vegetative buffers and filter strips adjacent to boardwalk areas in industrial and working waterfront areas that abut the Lake.
	Perform regular Early Detection/Rapid Response surveys for highly invasive species approaching the area to aid in prevention of these species becoming established within the watershed.
	Work with the County to revise and adopt an amendment to the Open Space Management Plan for Montauk County Park and consider prohibiting pets from being permitted in the park.
	Develop educational materials providing information on green infrastructure (e.g., rain gardens, rain barrels) and its benefits to homeowners

Project Type Legend

WWT= Wastewater Treatment Project; NPS= Non Point Source Abatement and Control Project; AHR=Aquatic Habitat Restoration Project; PPP= Pollution Prevention Project

FORT POND WATERSHED	
WWT	Promote rebate incentive program for septic system upgrades in ecologically sensitive and flood prone areas
	Develop educational programs and work with environmental groups to educate the public on the importance of septic system maintenance
	Centralized wastewater treatment system located at Montauk Manor treatment & disposal site
	Centralized wastewater treatment system located at the Fire Department property
	Centralized wastewater treatment system located at the SCWA Edgemere Street Well property
	Septic system upgrades with nutrient removal for commercial properties such as the surf lodge along the shoreline
	Montauk School wastewater system upgrades or transmission outside of the watershed
	Residential septic system upgrades
	Upgrades to the municipal facilities wastewater treatment system
NPS	Critical areas will be assessed for the appropriate management practices based on site conditions, physical constraints, and retrofit feasibility to limit stormwater intrusion
	Encourage and incentivize use of green infrastructure on-site and in drainage design
	Require the use of organic fertilizers in the watershed
	Require the control of fertilizer applications near waterbodies
	Incentivize vegetative buffers on properties that abut the lake
	Incentivize buffers and filter strips adjacent to boardwalk areas in industrial and working waterfront areas
AHR	Implement invasive vegetation control and promote the growth of native plants
PPP	Develop signage to inform the public regarding laws, public safety and human impacts to the lake
	Develop public outreach program to provide public “good housekeeping” tools

Project Type Legend

WWT= Wastewater Treatment Projects; NPS= Nonpoint Source Abatement and Control Projects; AHR= Aquatic Habitat Restoration Projects; PPP= Pollution Prevention Projects

Appendix C: Public Comments for Montauk

These comments were submitted during the public comment period in 2017, during which time the draft hamlet report was available for public review and comment.

	Date	Commenter	Subject/Summary	Comment	Consultant Comments
1	9/14/2017	Diane M. Hausman, Chairperson, Montauk CAC	CAC reports on Code Enforcement Final Correct.pdf; Coastal Erosion Final.docx; CAC Traffic Final.pdf.	Dear Hamlet Study Committee and Town Board Members, The Montauk Citizens Advisory Committee met on Monday, September 11 and is hereby submitting its final comments as they relate to your initial presentation. Our understanding is that public comments are being accepted until September 30. I have attached the reports that I have received from the subcommittees. If any further reports come in before September 30, I will forward them to you. We look forward to continued input during this process. If there are any further questions or clarifications, please do not hesitate to contact me.	
			Coastal Erosion	a. We endorse the general principles out lined in the study and await a final report and action plan. We commend the consultant team for organizing a thorough overview. Our support includes 2 comments: 1) We urge the inclusion of a comprehensive Implementation Action Plan including priorities and specific resources required, to include: a) implementation time line, and process description b) this must include a designated Town Coordinator (a dedicated Project Manager) to direct this effort, and communicate to the community	a. Priorities for implementation to be established by the Town Board. Coordination with the CARP Plan and Advanced Sewage Treatment Plan has been conducted and is essential for Montauk Hamlet Study implementation.
				b.The final report must further identify all key low lying ,vulnerable infrastructure sites to be protected or relocated as required (fuel supply, electrical utilities, communication centers, transportation facilities, roadways,etc.)	b. CARP Study is the lead on these issues.
			Traffic Subcommittee	a. We agree with the following “key suggestions” from the Draft Hamlet Study: • Make Carl Fisher Plaza one way counter-clockwise • Move pedestrian crossing at the Plaza eastward - NOTE: summer visitors will cross wherever they like • Create roundabout at entrance to Dock area • Add sidewalk from LIRR south on County Road 49 to ENE - NOTE: MCAC has already passed a resolution requesting this • Make S Elmwood one way EB for one block only between S Emery and S Embassy • Improve signage of all kinds - availability of beach parking at Kirk Park should be highlighted sooner; permit only parking signs must be visible and prominent (especially at S Eton) • Improve lighting both north and south of Highway where there is heavy foot traffic (e.g., S Euclid and S Emery) - but NOT close to the beach • Improve local public transportation - the Hopper was a great addition to the Season and we hope it will continue with an expanded schedule	a. Comment consistent with and supportive of Plan.

	Date	Commenter	Subject/Summary	Comment	Consultant Comments
				b. We disagree with the following: • Make S Elmwood and S Emerson one way between S Emery and S Essex • Create roundabouts on County Road 49 at LIRR that would obstruct emergency vehicle egress from MFD	b. Comments provide helpful feedback and will help inform further study and evaluations.
				c. We highlight suggestions and other concerns that require further study and explanation: • Create roundabout at entrance to Montauk (intersection of Old Highway, New Highway, Second House Road) - there are currently five streets that feed into or out of the New Highway and this needs to rationalized; during the Season the Highway traffic can be backed up all the way to Delphi and we are concerned that a roundabout will make this worse; there should be a second lane EB to permit people to turn off on S Eton to get to the IGA; what allowances will be made for bicycles entering any proposed roundabout? WE WOULD LIKE TO SEE SOME OUT OF THE BOX THINKING FOR A LONG TERM SOLUTION TO BYPASS DOWNTOWN MONTAUK - IS THERE ANY WAY OF USING TOWN PROPERTY NORTH OF THE NEW HIGHWAY? • LIRR congestion solution • Create roundabout at St Theresa intersection at S Essex • IGA/7/11 intersection - this area is very congested and dangerous with 7/11 traffic leaving and entering the Highway, vehicles going into IGA and complying with pedestrian crosswalk; there is no sightline for traffic exiting 7/11 either EB or WB; moving the pedestrian crosswalk will likely be ineffective since people will cross wherever they choose; we ask that the Town replace the ugly (but seemingly effective) barriers at the IGA with planters • Surf Lodge congestion and dangerous taxi and pedestrian activities/dangerous logjam exiting Industrial Road • S Eton traffic - this narrow road is very congested and dangerous with parking and beach traffic (both vehicle and pedestrian); parking on the east side should be reduced to improve sight lines of vehicles coming WB from S Emerson; If Hero Beach resort expands to add a restaurant and required parking, this situation will become much worse • Create taxi stands - where and how?	c. Further study is required.
				d. Remove parking that obstructs intersection sight lines - there are many places in the hamlet to which this would apply, for example, at the corner of S Eton and S Emerson where one parking space at Hero Beach must be removed (especially if this business is going to expand to include a restaurant/club)	d. Consistent with plan recommendations
				e. Improve street lighting in areas of high pedestrian traffic south of Montauk Highway -better lighting is also needed north of the Highway, for example, on Euclid and Emery during the Season due to the popularity of Buddhaberry and John's Drive In; we oppose lighting too close to the beach	e. Helpful site specific input for lighting implementation plan.
				f. Improve visibility of pedestrian crossings, including South Edison/Montauk Highway - agreed- State funding will highlight crossing at IGA and west entrance to Carl Fisher Plaza	f.Consistent with plan recommendations and Town implementation

	Date	Commenter	Subject/Summary	Comment	Consultant Comments
				g. Enhance one-way signage at the entrance of the IGA - moving the crosswalk at this intersection eastward (as suggested at the charrette) would ease congestion at this intersection - this is a very dangerous area and much is needed to improve it:	g. Helpful site specific input for traffic circulation plan
				h.Add signs pointing visitors to parking lots - AGREED - beach parking signs must be prominently displayed BEFORE entrance to South Eton as visitors are parking before they reach Kirk Park and the sign there - these signs can be removed after Columbus Day Weekend	h. Consistent with plan recommendations
				i. Create designated taxi stands - AGREED but we recognize that this may not be legal or enforceable; all tax issues will likely have to be addressed by creation of a Taxi Commission.	i. Consistent with plan recommendations
				j. Add stop signs at intersection of Flamingo and Industrial Road on Flamingo - rejected at 8/7 CAC Meeting - we would like to seek a temporary solution to traffic tie up here	j. Further study and alternative solutions will be required.
				k. Address dangerous situation at Surf Lodge taxi stand - much discussed at 8/7 CAC Meeting with no conclusion	k. Further study will be required
			Code Enforcement Subcommittee	2-page memo summarizing police calls for service, code enforcement activities, justice court revenues; noted difficulties in closing down illegal operations and need for more efforts to investigate and prosecute Code Offenders.	Code enforcement continues to be a priority for the Town.
2	8/24/2017	Terri Berger	Supports roundabouts; safety improvements needed for pedestrians and bicycles.		Comment consistent with and supportive of Plan.
3	9/29/2017	Paul Monte, President, Montauk Chamber of Commerce	General agreement with the direction of the recommendations with following caveats	a) The general economic research and data collection seems sorely lacking and in many cases blatantly incorrect. As examples of areas that need to be corrected we point to the labor counts, hotel occupancy and related data. We also feel that the Hotel tax collections should be requested from the Suffolk County Controller and broken out from the other tax collection data. Based on these observations, we feel any recommendations based on the submitted data are substantively flawed and should not be utilized as presented.	a. Hotel tax data has been requested, to no avail. Economic report reflects published data; RKG presented draft data in Sept 2016 to group including Chamber and requested all labor and other data the group could provide. Adjustments to the data have been made accordingly. The consultants can't make up data that doesn't exist. The scope of the study did not include a survey of every business in every industry. However, the data analysis demonstrates the prominence of Montauk's main industries. The fact that a single employment category does not appear to have enough employment over looks the fact that other employment related to that industry is being tracked and reported in other related industries. For example, hotel employees do not include restaurant or retail employees working on the same properties.
				b. While we are in full support of the mentioned beach re-nourishment initiative for downtown Montauk we feel that the idea of relocation of oceanfront properties needs much more in depth discussion and study before any final recommendations are made. This discussion must include the parties most affected by this action, namely the oceanfront property owners.	b. More detailed work is required. Input from oceanfront and all business owners is encouraged.

	Date	Commenter	Subject/Summary	Comment	Consultant Comments
				c. We suggest the following items in the study be listed as top priority and be the focus of the first round of implemented recommendations. 1) Wastewater treatment for the Downtown and Harbor 2) Beach replenishment 3) Affordable housing for both the year round and seasonal workforce 4) Preservation and protection of the Montauk Fishing and Maritime industries 5) Protection and rezoning of Pre-existing Non-conforming commercial uses** 6) Traffic flow, Transportation, Parking and Pedestrian Safety **This item is conspicuously absent in this preliminary draft of the study.	c. A plan for wastewater treatment for the Downtown area is underway and some progress is being made on the other categories of implementation.
4	10/23/2017	Celine Keating	Correction to land use description	The Beachcomber Motel and the Atlantic Bluffs (which is not a motel but a private co-op) do not have ocean frontage. They are on the north side of the Old Montauk Highway, fairly elevated, and a fair distance from the water across OMH and through dunes). In other words, these establishments are not in town among the other facilities you list, and the challenges from storms and erosion is likely very different, especially as there is extensive dune and vegetation on the other side of the highway from them, in the area of the Benson Reservation. Additionally, both of those establishments are outside of the maps you use throughout to describe “downtown.”	Thank you for the corrections; text corrected accordingly .

Appendix D: Shared Parking Agreements

1. Shared Parking: Definition

Shared parking may be applied when land uses have different parking demand patterns and are able to use the same parking spaces/areas throughout the day. Shared parking is most effective when these land uses have significantly different peak parking characteristics that vary by time of day, day of week, and/or season of the year. In these situations, shared parking strategies will result in fewer total parking spaces needed when compared to the total number of spaces needed for each land use or business separately. Land uses often used in specific shared parking arrangements include office, restaurants, retail, colleges, churches, cinemas, and special event situations. Shared parking is often inherent in mixed-use developments, which include one or more businesses that are complementary, ancillary, or support other activities. General parking lots and/or on-street parking that is available for patrons of nearby businesses/commercial districts is another form of shared parking.

2. Intent of Ordinance

This section explains the regulatory background of federal, state and regional initiatives for reducing parking. This ordinance is designed to help cities and counties meet these objectives.

The State's Transportation Planning Rule requires reducing vehicle miles of travel and parking spaces per capita throughout the metropolitan area. It is a means as a means of responding to transportation and land use impacts of growth and providing other alternatives to auto oriented trips. The Metro Growth Concept calls for more compact development to encourage more efficient use of land, promote non-auto trips, and protect air quality by reducing vehicle trips per capita and parking spaces. Title 2 of the Urban Growth Management Functional Plan, which is the mechanism for early implementation of the Growth Concept, mandates new minimum and maximum parking ratios region wide. In addition, the Department of Environmental Quality's federally mandated Ozone Maintenance Plan contains the Employee Commute Options rule requiring a 10% reduction in employee vehicle trips for all employers with fifty or more employees at a worksite

One of the strategies to achieve these objectives is to have more compact urban development. This requires that each use of land be carefully reviewed for more efficient and complementary forms of development. Dedicated parking areas for individual uses, especially when provided in new developments, can result in less efficient land usage, lower floor to site area ratios, and more environmental/water quality impacts.

Excessive parking also has implications for other transportation modes. In areas where transit is provided or other non-auto modes (i.e. walking and biking) are convenient, less space devoted to parking allows better accessibility and mobility for all modes. Shared parking is a strategy that can significantly reduce the amount of land devoted to parking while providing a sufficient number of spaces and encouraging compact land development.

3. Application of Shared Parking

This section defines when shared parking requirements would apply. Specific criteria are proposed, which appear in bold, and it is intended that each jurisdiction consider what values would be appropriate..

A. Applicants for new developments or **significant redevelopment*** of site(s) shall examine the feasibility of using shared parking arrangements . *(Significant redevelopment could be defined as increasing building size or land uses so that the site's trip generation and/or parking demand would increase by a certain percentage similar to (2) below.)*

B. Shared parking arrangements shall be considered when the number of parking spaces requested by the developer/applicantis more than **10*** percent higher or more than **10*** spaces higher than the **minimum** number of parking spaces required by Code for a site, whichever is more.

Overall, jurisdictions may wish to consider the following:

1) In Central City, Town Centers, Regional Centers, Station Communities, and Main Streets, particularly in areas designated Zone "A" in Metro's Urban Growth Management Functional Plan, the requirements for shared parking should be more **stringent***. The intent is to maximize efficient and complimentary land uses in these zones.
2) In some situations, new land uses or redevelopment of sites could provide less than the minimum code requirements of dedicated parking. This should be allowed with the director's approval if they occur in business districts with adequate parking supply and/or when the development is an ancillary use to an adjacent major use where the patrons or users will be the same.

Factors evaluated to establish shared parking arrangements should include operating hours, seasonal/daily peaks in parking demand, the site's orientation, location of access driveways, transit service, accessibility to other nearby parking areas, pedestrian connections, distance to parking area, availability of parking spaces, cooperation of adjacent owners).

**** Terms, values, and criteria that need to be defined by the jurisdiction are marked with an asterisk and are in bold text.***

4. Calculation of Parking Spaces Required with Shared Parking

This section presents a general description of determining the number of parking spaces required with shared parking as well as a detailed sample calculation. A jurisdiction may want to include the example in their ordinance or as a reference handout.

The minimum number of parking spaces for a mixed use development or where shared parking strategies are proposed shall be determined by a study prepared by the applicant following the procedures of the Urban Land Institute Shared Parking Report, ITE Shared Parking Guidelines, or other approved procedures. A formal parking study may be waived for small developments where there is established experience with the land use mix and its impact is expected to be minimal. The actual number of parking spaces required shall be based well-recognized sources of parking data such as the ULI or ITE reports. If standard rates are not available or limited, the applicant may collect data at similar sites to establish local parking demand rates. If the shared parking plan assumes use of an existing parking facility, then field surveys shall be conducted to determine actual parking accumulation. If possible, these surveys should consider the seasonal peak period for the combination of land uses involved.

The applicant shall determine the minimum number of parking spaces required for shared parking arrangements or mixed use developments by the following the following example procedures:

An example will follow each step based on a mixed-use development containing a 40,000 GSF Office Building and a 5,000 GSF Restaurant. For all base code requirements, Metro's adopted Minimum Parking Requirements, from Table 2 of the Growth Management Functional Plan are used. This example also relies on the hourly parking demand rates for these two uses published in the ULI Dimension of Parking Report.

Step 1. Determine the number of parking spaces that should be provided for each land use separately in parking codes by multiplying the park code requirements by the Gross Square Feet (GSF) of each individual use and then sum the results. That is, parking required = parking rate x GSF of development.

Example: Referring to Metro's rates, minimum parking requirement for offices is 2.7 spaces per 1,000 GSF, and for restaurants is 15.3 per 1,000 GSF.

Parking for offices = 2.7 x 40,000/1,000 = 108 spaces
Parking for restaurant = 15.3 x 5,000/1,000 = 77 spaces
Combined 108 + 77 = 185 spaces

Step 2. Based on the hourly variation in parking demand, determine the peak parking demand for the combined demand of all the uses in the development. Standardized data such as from the ULI Parking Report or the Study of Peak Parking Space Demand performed in the metro Portland area for the Oregon Department of Environmental Quality should be used to estimate hourly variations. Field studies can also be performed on similar land uses within the jurisdiction to establish the hourly variation patterns. This analysis may be needed for both weekdays and weekends, depending on the type of uses involved, and may need to consider seasonal peak periods.

Example: Table 1 shows the various hourly parking demand rates for offices and restaurants (columns 2 and 4) from ULI data. These rates were multiplied by GSF of each development to determine the number of parking spaces needed each hour during a typical weekday. The hourly parking demands for this example are shown in Figure 1. Below is the combined peak parking demands for several critical hours during the day:

Combined Demand for Office peak hour at 11AM:
Office= 3.0 spaces/1,000 GSF, Restaurant = 6.0/1,000 GSF
*Combined Demand= (3.0 x 40) + (6.0 x 5) = 120 + 30=**150 spaces***

Combined Demand for Restaurant peak hour at 7PM:
Office= 0.2 spaces/1,000 GSF, Restaurant = 20.0/1,000 GSF
*Combined Demand= (0.2 x 40) + (20.0 x 5) = 8+100=**108 spaces***

Peak Demand for Combined Uses at 1PM:
Office=2.7 spaces/1,000 GSF, Restaurant =14.0/1,000 GSF
*Combined Demand= (2.7x 40) + (14.0 x 5)= 108 + 70 = **178 spaces***

Peak Hour Parking Demand for Combination of Uses= 178 spaces

Table 1: Weekday Hourly Parking Demand Ratios for Office Buildings And Restaurants (Source: ULI, *Shared Parking* , 1983)

Hour of Day	Office Parking Demand per 1,000 GSF	*40,000 GSF Office*	Restaurant Parking Demand per 1,000 GSF	*5,000 GSF Restaurant*	*Total Spaces Needed to Meet Combined Demand*
(1)	(2)	(3)	(4)	(5)	(6)
10 AM	3.0	120	4.0	20	140
11AM	*3.0*	*120*	6.0	*30*	*150*
12 noon	2.7	108	10.0	50	158
1 PM	***2.7***	***108***	***14.0***	***70***	***178***
2 PM	2.9	116	12.0	60	176
3 PM	2.3	92	12.0	60	152
4 PM	2.3	92	10.0	50	142
5 PM	1.4	56	14.0	70	126
6 PM	0.7	28	18.0	90	118
7 PM	*0.2*	*8*	*20.0*	*100*	*108*
8 PM	*0.2*	*8*	*20.0*	100	108

Step 3. Compare the calculations of the two steps above, and the lesser of the two peak parking demands shall be used as the minimum number of parking spaces that need to be provided.

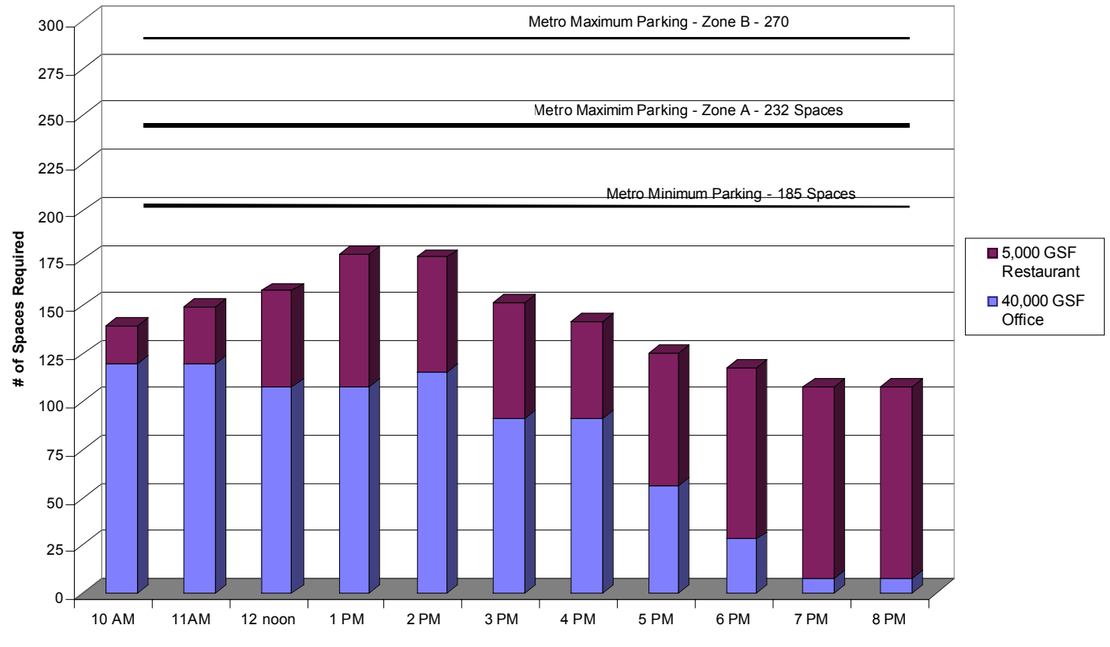
Example:
Minimum Parking Required by Metro Title 2 rates from Independent calculations for two uses *185 spaces*
Peak Hour Parking Needs with Shared Parking *178 spaces*
Net Savings 7 spaces

Table 2 shows the above comparison as well as comparing the number of spaces needed with shared parking with the number of spaces are allowed under Metro's Functional Plan's Maximum Parking ratios for Zone A and Zone B. This comparison reveals that a shared parking arrangement could save as many as 101 parking spaces. The effect of shared parking for this example is also shown in Figure 1.

Table 2 – Combined Parking Requirements from Metro, *Urban Growth Management Functional Plan* (11/96)

Metro Codes	Office Code Req.	*40,000 GSF Office*	Restaurant Code Req.	*5,000 GSF Restaurant*	*Total Required*	*Total Demand*	*Net Savings*
Minimum	2.7	*108*	15.3	*77*	***185***	*178*	***7***
Maximum - Zone A	3.4	*136*	19.1	*96*	***232***	*178*	***54***
Maximum - Zone B	4.1	*164*	23	*115*	***279***	*178*	***101***

Figure 1 - Parking Comparison – Shared Parking Demand versus Code Requirements



5. Distance to Parking Spaces and Pedestrian Connection Requirements

*This section describes the maximum distances between land uses and parking spaces that would make them eligible to be classified as shared parking spaces/areas.**

The closer shared spaces are to the land uses they serve, the more likely the arrangement will be a success. Shared spaces for residential units must be located within **300** feet of dwelling unit entrances they serve. Shared spaces at other uses must be located within **500** feet of the principal building entrances of all sharing uses. However, up to **20** percent of the spaces may be located greater than **500** feet but less than **1,000** feet from the principal entrances. Clear, safe pedestrian connections must be provided. Pedestrian should not be required to cross an arterial street except at a signalized intersection along the pedestrian pathway. Up to **50** percent of nonresidential spaces may be provided at greater distances if dedicated shuttle bus or van service is provided from a remote parking facility.

* While each jurisdiction is responsible for defining and establishing their own criteria, the following values in bold reflect the values in the majority of the ordinances that were reviewed during this project.

6. Captive Market Parking Requirements

This section sets criteria for the special situation where a use is ancillary to an immediately adjacent larger business and is likely to generate little, if any, vehicle trips or parking demand on its own during the peak periods.

For uses that are considered ancillary to a larger business, no additional parking may be required. Examples of this case include a coffee or snack shop within an office or hotel development, a copy/package store within a business park or redevelopment of small retail uses in a large business district. Parking requirements for similar ancillary uses may be reduced to account for the likely cross patronage among the adjacent uses located within a maximum walking distance of ***500**** feet. Parking requirements may be reduced up to ***90**** percent as appropriate.

7. Agreement Between Sharing Property Owners

For large shared parking arrangements, jurisdictions are encouraged to require formal shared parking agreements that are recorded with the jurisdiction.

If a privately owned parking facility is to serve two or more separate properties, a legal agreement between property owners guaranteeing access to, use of, and management of designated spaces is highly recommended. (See Model Shared Parking Agreement)

8. Shared Parking Plan

A jurisdiction may require that a shared parking plan be submitted. This could be included in the site plan and landscaping plan information most jurisdictions already require for parking areas or as a separate document. If so, this shared parking plan could include one or more of the following:

A. Site plan of parking spaces intended for shared parking and their proximity to land uses that they will serve.
B. A signage plan that directs drivers to the most convenient parking areas for each particular use or group of uses (if such distinctions can be made).
C. A pedestrian circulation plan that shows connections and walkways between parking areas and land uses. These paths should be as direct and short as possible.
D. A safety and security plan that addresses lighting and maintenance of the parking areas.

Appendix B: Model - Shared Use Agreement for Parking Facilities
Effective:_____

This Shared Use Agreement for Parking Facilities, entered into this ____ day of _____ , _____, between _____, hereinafter called lessor and _____, hereinafter called lessee.

In consideration of the covenants herein, lessor agrees to share with lessee certain parking facilities, as is situated in the City of _____, County of _____ and State of _____, hereinafter called the facilities, described as:

[Include legal description of location and spaces to be shared here, and as shown on attachment 1.]

The facilities shall be shared commencing with the ____ day of _____, _____, and ending at 11:59 PM on the ____ day of _____, _____, for [insert negotiated compensation figures, as appropriate]. [The lessee agrees to pay at [insert payment address] to lessor by the _____ day of each month [or other payment arrangements].]

Lessor hereby represents that it holds legal title to the facilities

The parties agree:

1. USE OF FACILITIES

This section should describe the nature of the shared use (exclusive, joint sections, time(s) and day(s) of week of usage.

-SAMPLE CLAUSE-
[Lessee shall have exclusive use of the facilities. The use shall only be between the hours of 5:30 PM Friday through 5:30 AM Monday and between the hours of 5:30 PM and 5:30 AM Monday through Thursday.]

2. MAINTENANCE

This section should describe responsibility for aspects of maintenance of the facilities. This could include cleaning, striping, seal coating, asphalt repair and more.

-SAMPLE CLAUSE-
[Lessor shall provide, as reasonably necessary asphalt repair work. Lessee and Lessor agree to share striping, seal coating and lot sweeping at a 50%/50% split based upon mutually accepted maintenance contracts with outside vendors. Lessor shall maintain lot and landscaping at or above the current condition, at no additional cost to the lessee.]

3. UTILITIES and TAXES

This section should describe responsibility for utilities and taxes. This could include electrical, water, sewage, and more.

-SAMPLE CLAUSE-
[Lessor shall pay all taxes and utilities associated with the facilities, including maintenance of existing facility lighting as directed by standard safety practices.]

4. SIGNAGE

This section should describe signage allowances and restrictions.

-SAMPLE CLAUSE-
[Lessee may provide signage, meeting with the written approval of lessor, designating usage allowances.]

5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

-SAMPLE CLAUSE-
[Lessee may provide a surveillance officer(s) for parking safety and usage only for the period of its exclusive use. Lessee and lessor reserve the right to tow, at owners expense, vehicles improperly parked or abandoned. All towing shall be with the approval of the lessor.]

6. COOPERATION

This section should describe communication relationship.

-SAMPLE CLAUSE-
[Lessor and lessee agree to cooperate to the best of their abilities to mutually use the facilities without disrupting the other party. The parties agree to meet on occasion to work out any problems that may arise to the shared use.]

7. INSURANCE

This section should describe insurance requirements for the facilities.

-SAMPLE CLAUSE-

-NO SAMPLE CLAUSE PROVIDED-

9. TERMINATION

This section should describe how to or if this agreement can be terminated and post termination responsibilities.

-SAMPLE CLAUSE-
[If lessor transfers ownership, or if part of all of the facilities are condemned, or access to the facilities is changed or limited, lessee may, in its sole discretion terminate this agreement without further liability by giving Lessor not less than 60 days prior written notice.

Upon termination of this agreement, Lessee agrees to remove all signage and repair damage due to excessive use or abuse. Lessor agrees to give lessee the right of first refusal on subsequent renewal of this agreement.]

10. SUPPLEMENTAL COVENANTS

This section should contain any additional covenants, rights, responsibilities and/or agreements.

-NO SAMPLE CLAUSE PROVIDED-

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.

[Signature and notarization as appropriate to a legal document and as appropriate to recording process negotiated between parties.]

Model - Shared Use Agreement for Parking Facilities

This Shared Use Agreement for Parking Facilities, entered into this ____ day of _____, _____, between _____, hereinafter called lessor and _____, hereinafter called lessee. In consideration of the covenants herein, lessor agrees to share with lessee certain parking facilities, as is situated in the City of _____, County of _____ and State of _____, hereinafter called the facilities, described as: [Include legal description of location and spaces to be shared here, and as shown on attachment 1.]

The facilities shall be shared commencing with the ____ day of _____, _____, and ending at 11:59 PM on the ____ day of _____, _____, for [insert negotiated compensation figures, as appropriate]. [The lessee agrees to pay at [insert payment address] to lessor by the _____ day of each month [or other payment arrangements].] Lessor hereby represents that it holds legal title to the facilities

The parties agree:

1. USE OF FACILITIES
This section should describe the nature of the shared use (exclusive, joint sections, time(s) and day(s) of week of usage.
-SAMPLE CLAUSE-*[Lessee shall have exclusive use of the facilities. The use shall only be between the hours of 5:30 PM Friday through 5:30 AM Monday and between the hours of 5:30 PM and 5:30 AM Monday through Thursday.]*

2. MAINTENANCE
This section should describe responsibility for aspects of maintenance of the facilities. This could include cleaning, striping, seal coating, asphalt repair and more.
-SAMPLE CLAUSE-*[Lessor shall provide, as reasonably necessary asphalt repair work. Lessee and Lessor agree to share striping, seal coating and lot sweeping at a 50%/50% split based upon mutually accepted maintenance contracts with outside vendors. Lessor shall maintain lot and landscaping at or above the current condition, at no additional cost to the lessee.]*

3. UTILITIES and TAXES
This section should describe responsibility for utilities and taxes. This could include electrical, water, sewage, and more.
-SAMPLE CLAUSE-*[Lessor shall pay all taxes and utilities associated with the facilities, including maintenance of existing facility lighting as directed by standard safety practices.]*

4. SIGNAGE
This section should describe signage allowances and restrictions.
-SAMPLE CLAUSE-
[Lessee may provide signage, meeting with the written approval of lessor, designating usage allowances.]

5. ENFORCEMENT
This section should describe any facility usage enforcement methods.
-SAMPLE CLAUSE-*[Lessee may provide a surveillance officer(s) for parking safety and usage only for the period of its exclusive use. Lessee and lessor reserve the right to tow, at owners expense, vehicles improperly parked or abandoned. All towing shall be with the approval of the lessor.*]

6. COOPERATION
This section should describe communication relationship.
-SAMPLE CLAUSE-*[Lessor and lessee agree to cooperate to the best of their abilities to mutually use the facilities without disrupting the other party. The parties agree to meet on occasion to work out any problems that may arise to the shared use.]*

7. INSURANCE
This section should describe insurance requirements for the facilities.
-SAMPLE CLAUSE-*[At their own expense, lessor and lessee agree to maintain liability insurance for the facilities as is standard for their own business usage.]*

8. INDEMNIFICATION
This section should describe indemnification as applicable and negotiated. This is a very technical section and legal counsel should be consulted for appropriate language to each and every agreement.
-NO SAMPLE CLAUSE PROVIDED-

9. TERMINATION
This section should describe how to or if this agreement can be terminated and post termination responsibilities.
-SAMPLE CLAUSE-*[If lessor transfers ownership, or if part of all of the facilities are condemned, or access to the facilities is changed or limited, lessee may, in its sole discretion terminate this agreement without further liability by giving Lessor not less than 60 days prior written notice. Upon termination of this agreement, Lessee agrees to remove all signage and repair damage due to excessive use or abuse. Lessor agrees to give lessee the right of first refusal on subsequent renewal of this agreement.]*

10. SUPPLEMENTAL COVENANTS
This section should contain any additional covenants, rights, responsibilities and/or agreements.
-NO SAMPLE CLAUSE PROVIDED-

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.

[Signature and notarization as appropriate to a legal document and as appropriate to recording process negotiated between parties.]

Please return to: Administrative Staff, Cary Planning Department, P.O. Box 2008, Cary, NC 27512-8005

STATE OF NORTH CAROLINA
COUNTY OF WAKE

SAMPLE
Shared Parking Agreement

This Shared Parking Agreement ('Agreement') entered into this _____ day of _____, 200__ by and between _____, whose address is _____, and Parcel Identification Number (PIN) is _____ ('Lessor') and _____, whose address is _____, and Parcel Identification Number (PIN) is _____ ('Lessee').

1. To relieve traffic congestion in the streets, to minimize any detrimental effects of off-street parking areas on adjacent properties, and to ensure the proper and uniform development of parking areas throughout the Town, the Town of Cary Land Development Ordinance ('LDO') establishes minimum number of off-street parking and loading spaces necessary for the various land uses in the Town of Cary; and
2. Lessee owns property at _____, Cary, N.C. ('Lessee Property') which property does not have the number of off-street parking spaces required under the LDO for the use to which Lessee Property is put; and
3. Lessor owns property at _____, Cary, N.C. ('Lessor Property') which is zoned with the same or more intensive zoning classification than Lessee Property and which is put to a use with different operating hours or different peak business periods than the use on Lessee Property; and
4. Lessee desires to use some of the off-street parking spaces on Lessor Property to satisfy Lessee Property off-street parking requirements, such shared parking being permitted by the Town of Cary LDO, Section 7.8.3; and
5. Town LDO requires that such shared use of parking spaces be done by written agreement.

NOW THEREFORE, in consideration of the premises and the information stated above, the parties agree as follows:

1. SHARED USE OF OFF STREET PARKING FACILITIES

Per Section 7.8.2, Town of Cary Land Development Ordinance (Off-Street Parking Space Requirements), Lessor is required _____ off-street parking spaces and has _____ existing off-street parking spaces, which results in an excess of _____ off-street parking spaces. Lessee is required _____ off-street parking spaces and has _____ existing off-street parking spaces.

Lessor hereby agrees to share with Lessee a maximum of _____ off-street parking spaces associated with Lessor's Property, which is described in more detail on Attachment 1, attached hereto and incorporated herein by reference ('Shared Spaces').

Lessee's interest in such parking spaces is non-exclusive. The Lessee's shared use of parking shall be subject to the following:

[describe the time, days etc of the use and the nature of the shared use, limits on time vehicles may be parked, etc.]

2. TERM

This Agreement shall be effective upon execution by both parties and shall be accepted by the Planning Director and shall not be amended and/or terminated without written consent of both parties and the Cary Planning Director, or his/her designee.

3. SIGNAGE

Directional signage in accordance with Chapter 9, Town of Cary Land Development Ordinance and the written approval of Lessor may be added to direct the public to the shared parking spaces.

4. COOPERATION

The parties agree to cooperate and work together in good faith to effectuate the purpose of this Agreement.

5. SUPPLEMENTAL COVENANTS

No private agreement shall be entered into that overrides this agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.

_____ _____
(Lessor) (Date)

_____ _____
(Lessee) (Date)

_____ _____
(Planning Director) (Date)

_____COUNTY, NORTH CAROLINA

SWORN TO AND SUBSCRIBED before me this _____ day of _____, 20_____

(Official Seal)

_____
Signature of Notary Public

_____
My Commission Expires

_____COUNTY, NORTH CAROLINA

SWORN TO AND SUBSCRIBED before me this _____ day of _____, 20_____

(Official Seal)

_____
Signature of Notary Public

_____
My Commission Expires

THE CITY OF SAN DIEGO

RECORDING REQUESTED BY:
THE CITY OF SAN DIEGO
AND WHEN RECORDED MAIL TO:

_____

_____

_____

(THIS SPACE IS FOR RECORDER'S USE ONLY)

SHARED PARKING AGREEMENT

This SHARED PARKING AGREEMENT ("Agreement") is entered into and effective _____, 20_____, by and between _____, _____and the City of San Diego.

RECITALS

WHEREAS, pursuant to sections 142.0535 and 142.0545 of the Land Development Code, the City of San Diego specifies criteria which must be met in order to utilize off-site shared parking agreements to satisfy on-site parking requirements.

NOW, THEREFORE, in consideration of the recitals and mutual obligations of the parties as herein expressed, _____, _____ and the City of San Diego agree as follows:

1. _____ the owner of the property located at _____, agrees to provide _____ the owner of the property located at _____ with the right to the use of (____) parking spaces _____ from _____ as shown on Exhibit A to this Agreement on property located at _____.

   1.1 Applicant: _____ Co-Applicant: _____
   Assessor Parcel No: _____ Assessor Parcel No: _____
   Legal Description: _____ Legal Description: _____
   _____ _____

2. The parking spaces referred to in this Agreement have been determined to conform to current City of San Diego standards for parking spaces, and the parties agree to maintain the parking spaces to meet those standards.

3. The Parties understand and agree that if for any reason the off-site parking spaces are no longer available for use by _____, _____ will be in violation of the City of San Diego Land Development Code requirements. If the off-site parking spaces are no longer available, Applicant will be required to reduce or cease operation and use of the property at Applicant's address to an intensity approved by the City in order to bring the property into conformance with the Land Development Code requirements for required change for required parking. Applicant agrees to waive any right to contest enforcement of the City's Land Development Code in this manner should this circumstance arise.

   Although the Applicant may have recourse against the Party supplying off-site parking spaces for breach of this Agreement, in no circumstance shall the City be obligated by this agreement to remedy such breach. The Parties acknowledge that the sole recourse for the City if this Agreement is breached is against the Applicant in a manner as specified in this paragraph, and the City may invoke any remedy provided for in the Land Development Code to enforce such violation against the Applicant.

Continued on Page 2

4. The provisions and conditions of this Agreement shall run with the land for those properties referenced in paragraph 1 of this document and be enforceable against successors in interest and assigns of the signing parties.

5. Title to and the right to use the lots upon which the parking is to be provided will be subservient to the title to the property where the primary use it serves is situated.

6. The property or portion thereof on which the parking spaces are located will not be made subject to any other covenant or contract for use which interferes with the parking use, without prior written consent of the City.

7. This Agreement is in perpetuity and can only be terminated if replacement parking has been approved by the City's Director of the Development Services Department and written notice of termination of this agreement has been provided to the other party at least sixty (60) days prior to the termination date.

8. This Agreement shall be kept on file in the Development Services Department of the City of San Diego in Project Tracking System (PTS) Project Number: _____ and shall be recorded on the titles of those properties referenced in paragraph 1 of this document.

In Witness whereof, the undersigned have executed this Agreement.

_____
Applicant

Date: _____

_____
Party/Parties Supplying Spaces

Date: _____

_____
Deputy Director

Business and Process Management, Development Services

Date: _____

NOTE: ALL SIGNATURES MUST INCLUDE NOTARY ACKNOWLEDGMENTS PER CIVIL CODE SEC. 1180 ET.SEQ.

Reset Button Page 2