

## East Hampton Hamlet Report

# Amagansett



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Prepared For:  
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May 30, 2017



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## Introduction

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**E**ast 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 professionals needed to serve their needs. As a result East Hampton 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 Amagansett's Central Business District. 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



The Amagansett District Boundary is shown in orange.

districts in the future. The Town of East Hampton retained a consulting team led by Dodson & Flinker, Inc., 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 Amagansett, is provided in a companion document.

Amagansett's historic Main Street is one of the best preserved small villages in America. Set between the Atlantic Ocean and the town's largest remaining area of working farmland, its scenic character is further enhanced by its original 18th century layout and historic buildings, tree lined streets and inviting pedestrian streetscape. It is an intimate, walkable Main Street, providing a community focal point and a tourist destination. But maintaining the small town feel of the historic center is a continuous challenge. Amagansett is at risk of becoming a victim of its own success. Development pressures to expand and change the historic area could undermine the very characteristics that define its charm. Seasonal traffic congestion and parking shortages threaten the pleasant pedestrian ambiance. Circulation and parking at the train station and the adjoining road intersection is dysfunctional, unattractive and un-

safe. The eastern business area is an auto oriented strip development lacking attractive streetscape, landscaping and pedestrian amenities.

Fortunately, large scale commercial uses, including a supermarket and building supply yard, have been accommodated in the eastern business district without detracting from the vitality of the historic center. Situated to the east of the historic core and between the train station and a sweep of protected fields, this second business district will continue to evolve to serve a changing retail market. While the ownership pattern and other constraints present formidable challenges, there are many opportunities to enhance economic viability while creating a more walkable, safe and attractive area with a mix of homes and businesses.

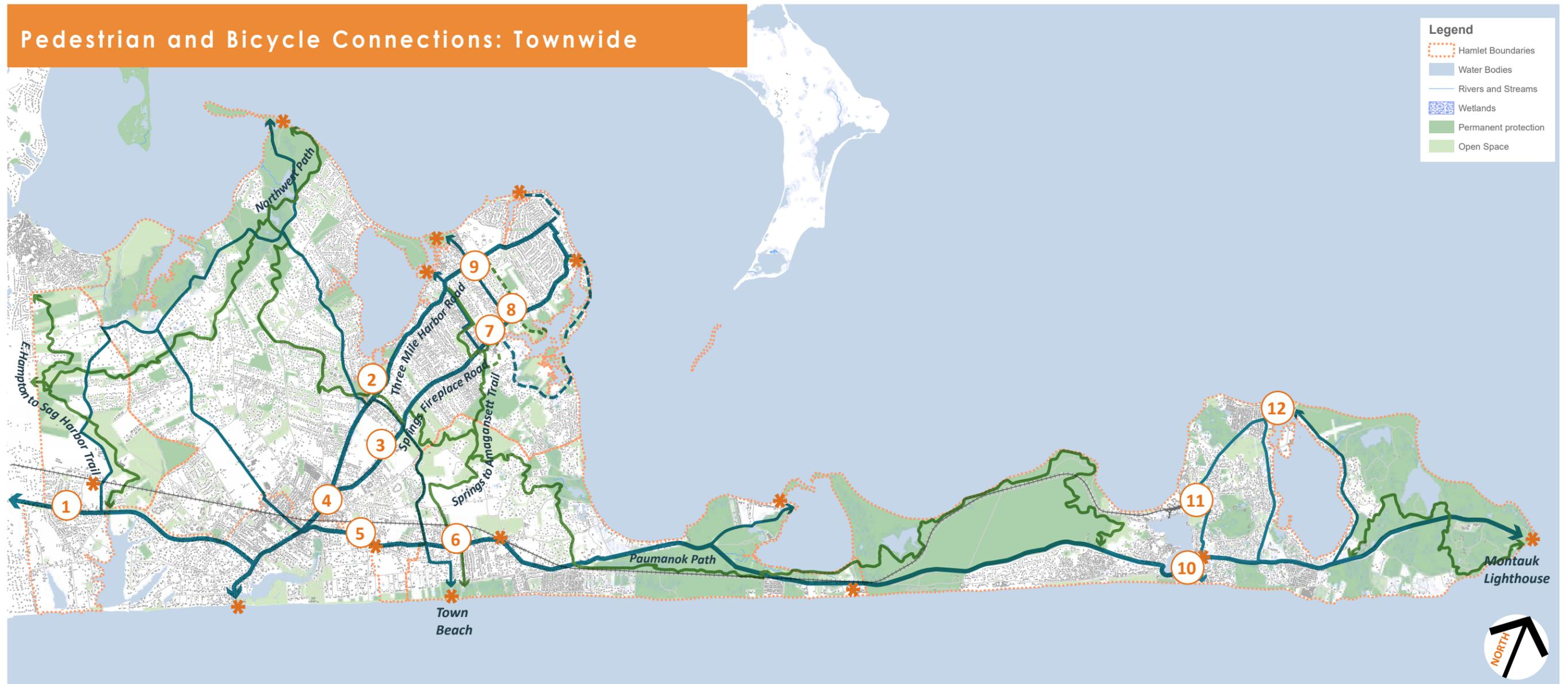
This master plan is designed to help the town understand how Amagansett's commercial districts look and function today, and to explore ways that they could be improved to better serve the community in the future. The Methodology for the preparation of the Amagansett Master Plan Study featured data gathering, 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 two-day charrette process consisting of workshops, focus groups 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 and background research, the consulting team prepared illustrative master plans for Amagansett's commercial centers that are meant to capture the community's shared vision of a preserved historic Main Street hamlet center and a complimentary, service-oriented, pedestrian friendly, eastern business district. Within the context of this vision, the illustrative master plans show one way that the Amagansett commercial districts can evolve over the coming decades. They are not growth plans, forecasts for the future, or the only possible potential layout. Nor are they not meant to require a particular use or layout on a particular lot. But they are intended to provide the Town with a workable plan to manage future potential development if it happens. The plans illustrate fundamental planning and design principles that can protect Amagansett's historic center and shape the other commercial areas 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 Amagansett'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 Amagansett Master Plan. Specific objectives and recommendations for Amagansett 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                                      | 5. Pantigo Road Neighborhood Business District, East Hampton        | 9. West Fort Pond Boulevard Neighborhood Business District, Springs |
| 2. Three Mile Harbor, Springs  | 6. Amagansett Commercial Center, Amagansett                         | 10. Downtown Montauk Commercial Center, Montauk                     |
| 3. Future Sand Pit Mixed Use Center and Contractor Park and Ride, East Hampton | 7. Springs Historic District  | 11. Montauk Transit-Oriented Center, Montauk                        |
| 4. North Main Street District, East Hampton                                    | 8. East Fort Pond Boulevard Neighborhood Business District, Springs | 12. Montauk Harbor Commercial Center                                |

## Existing Conditions

### Geography

The study area of this report is the Amagansett School District, which encompasses the population centers of Amagansett and Napeague. From its northeastern boundary on Napeague Bay and Napeague Harbor, the school district extends west and south to East Hampton and the Atlantic Ocean. The western boundary of the district follows Abrahams Path south to the oceanfront, ending on Tyson Lane. Amagansett is bounded on the north by Barnes Hole Road, Red Dirt Road, and Accabonac Road. The district ends to the east at the entrance to Hither Hills State Park, where the Montauk School District begins.

Amagansett's landscape begins in the north at the terminal glacial moraine and extends south through the flat outwash plain to the Atlantic Ocean. The area called Napeague formed after the glacier's retreat as sediments were carried and deposited within the wide inlet. The hamlet is bounded on the south by the Atlantic Ocean, beaches and shoreline dune-fields. The southern portion of the outwash plain supports rich farmland and historic farming settlements. West of Napeague State Park and Fresh Pond, Amagansett is underlain by a glacial aquifer that flows toward the Atlantic Ocean and Napeague Bay. This aquifer is the main source of clean drinking water for the town. Protected open space to north of the railroad facilitates recharge of the aquifer.

Amagansett contains three main commercial centers. One is a group of restaurants and auto-oriented shops located at the intersection of Abrahams Path & Montauk Highway. A second commercial district further east on Montauk Highway today features the hamlet's IGA grocery store and Post Office. A third commercial area, the historic center of the hamlet, is located in the vicinity of Amagansett Library where NY 27 becomes Main Street.

### Historic and Cultural Resources

Although archaeological evidence suggests that Native Americans occupied the South Fork of Long Island as far back as the Archaic Age (ca 4500-1300 BC), the visual and cultural character of Amagansett, today, is largely rooted in 17th and 18th century European settlement patterns. The first European settlement in Amagansett, like elsewhere in East Hampton, took place within the flat, fertile coastal plain. Early roads were connected from meadows at the major ponds to harbors and landings<sup>1</sup>.

Farmsteads and historic rural homes found in the southern portions of the hamlet are the continuation of agricultural land uses from the 18th and 19th centuries. Amagansett Historic District, which runs along Main Street from Miss Amelia's Cottage east to the Train Station, includes a concentration of eighteenth and nineteenth century farmhouses. Other historic sites in the hamlet also date to this period, including St. Thomas Chapel, the Jeremiah Baker House, and Nicoll's Livery Stable.

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. The first areas to see an influx of summer visitors were the villages of Amagansett and East Hampton. Bluff Road Historic District encompasses one of the town's early summer colonies, featuring Shingle-Style cottages.

Intensive development from the 1960s onward of second homes in large subdivisions shifted the economy of the area from an agrarian one to a resort community. In parallel with the shift from its agrarian origins, the town of East Hampton in the 20th century developed a national reputation for its arts community.

The east-west route that is now Montauk Highway developed throughout the first half of the 20th century as the state of New York linked together existing local roads with new stretches of road to form NY27. The route's current alignment was largely in place by the late 1960s as the automobile became the central mode of transportation in the country. In the last half of the

<sup>1</sup> [East Hampton 2004 Comprehensive Plan](#)



Saint Peter the Apostle Catholic Church is one of three churches in the Amagansett Historic District

twentieth century, the transformation of Amagansett's main street into part of a major east-west transportation route played a pivotal role in shaping the mix of uses that now characterizes the historic center and the auto-oriented commercial centers to the east and west.

The Amagansett hamlet is also notable for its unspoiled, scenic character. The Napeague area, in particular, is designated as a New York Scenic Area of Statewide Significance for its unspoiled beaches, double dunes, farmland, meadows, scenic views, and rural character. Potential threats and historic preservation issues include the loss of remaining open space and farmland. 11% of the hamlet can be characterized as unprotected vacant land.

### Demographics

The total population of Amagansett, including both Napeague and Amagansett Census Designated Places (CDP) is 1,365.2 This is the second lowest population of the East Hampton school districts. This population increased by 5.8% from 2000 to 2010. The median age in the hamlet is approximately 52, higher than the town-wide median age and second only to East Hampton Village.

As of the 2010 Census, 92.3% of Amagansett CDP residents identify as White, 1.1% as Black or African American, 0.2% as American Indian or Alaska native, 1.9% as Asian, 0% as Native Hawaiian or Other Pacific Islander, and 3.8% as Some Other Race. In Napeague CDP, 95.5% of residents identify as White, 1.0% identify as black or African American, 0.5% identify as American Indian and Alaskan Native, 1.5% identify as Asian, 0% identify as Native Hawaiian and Other Pacific Islander. 0% identify as Some Other Race and 1.5% identify as two or more races. In terms of ethnicity 10.2% of the population in Ama-

<sup>2</sup> Census 2010.

gansett CDP identify as Hispanic or Latino (of any race). In Napeague CDP, 3% identify as Hispanic or Latino (of any race).

Families in Amagansett and Napeague total 369. 119 of these families have children. The number of families with children is relatively low town-wide. Median household income in Amagansett CDP is \$82,500. Median household income in Napeague is significantly lower, at \$58,802.

### Natural Resources and Environment

Amagansett's coastal setting and glacial landscape provide valuable natural resources and a unique habitat for many species. Though these resources are in some cases distant from the business centers and residential areas, they can still be affected by physical changes to the centers and associated impacts to surface and groundwater quantity and quality.

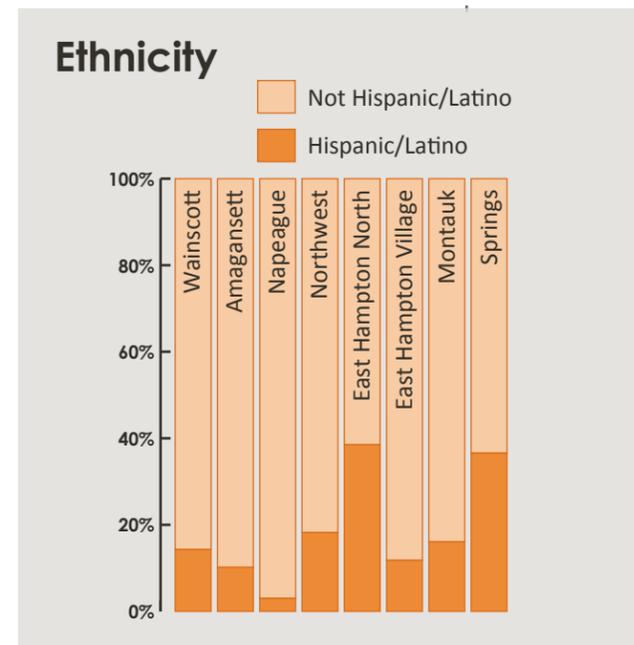
**Surface Water:** Surface water bodies in the district include Napeague Bay, Napeague Harbor, and Fresh pond. Napeague Harbor is one of the least developed, cleanest coastal bays on Long Island. The Harbor is a prime bird and shellfish habitat, with abundant conservation land located along its shoreline. This water body is a NYS Significant Coastal Fish and Wildlife Habitat. The area bordering the harbor is also today managed through Harbor Protection Overlay Zone and Local Waterfront Revitalization Program (LWRP) policies.

**Groundwater:** Amagansett is underlain by the eastern portion of East Hampton's largest glacial aquifer. On the eastern end of long island, fresh groundwater "floats" as a lens on top of saltwater groundwater, decreasing in thickness toward the coastline and having a maximum thickness landward of about 600 feet<sup>3</sup>. This groundwater flows generally in the direction of surface drainage, with a drainage divide to the north of the Long Island Railroad in Amagansett. This drainage divides areas where groundwater flows toward the ocean, which includes the major commercial centers, and areas where groundwater

flows toward Napeague Bay. The northwestern corner of the hamlet, bordering on Accabonac Road, is particularly important as a groundwater recharge area because of its status as protected open space. The 2002 East Hampton Water Management Plan indicated that this area would be a future site for public well fields<sup>4</sup>. Existing public wells exist northeast of the Amagansett train station in the hamlet. These wells contribute clean drinking water to the town-wide water mains.

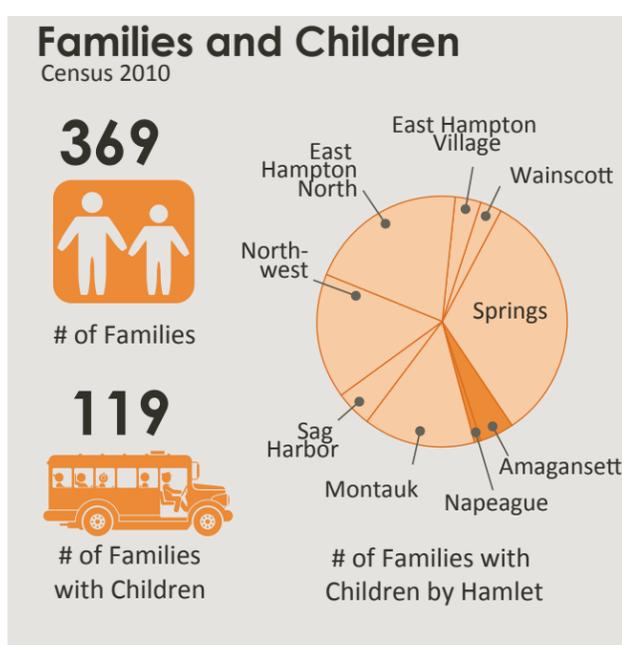
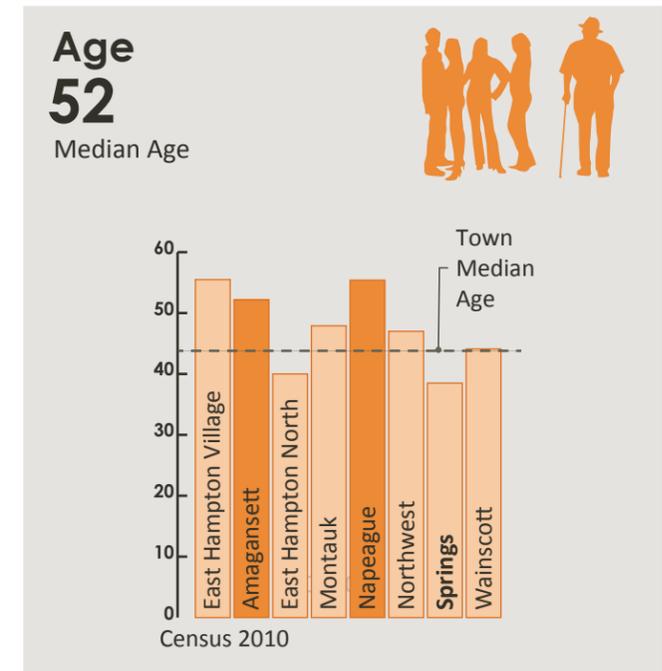
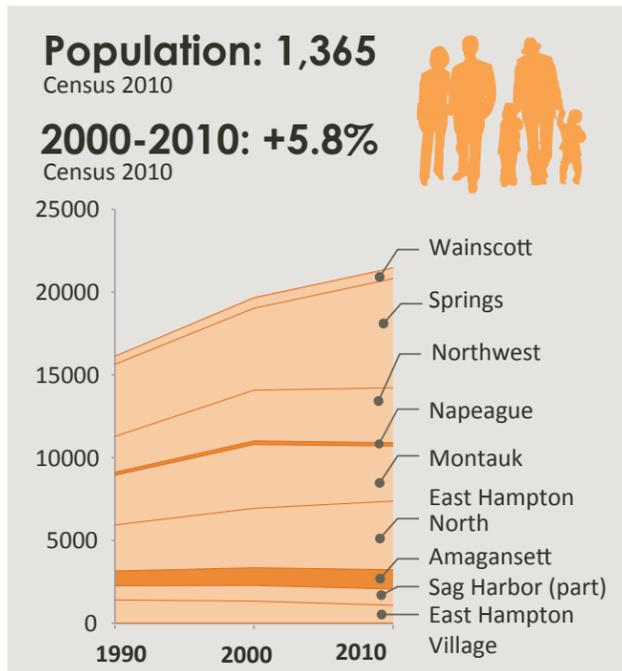
**Environmentally Sensitive Areas:** Environmentally sensitive areas in Amagansett include estuaries, ponds, wetlands, and critical habitat areas. At the center of Fresh Pond Estuary is Fresh Pond, a coastal pond partially recharged by the adjacent glacial aquifer. In this estuary, fresh groundwater mixes with salt water from Gardiners Bay, creating a unique habitat recognized as a NYS Local Significant Coastal Fish and Wildlife Habitat. This estuary is impacted by high nitrogen and bacteria levels. Protected areas include sensitive wetlands, wildlife, and shellfish habitat in the Napeague area as well as extensive

<sup>4</sup> Water Management Plan, Maps, 2002



<sup>3</sup> East Hampton Town Water Resources Management Plan, Final Draft

## Population & Demographics | Amagansett



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



## Amagansett Center

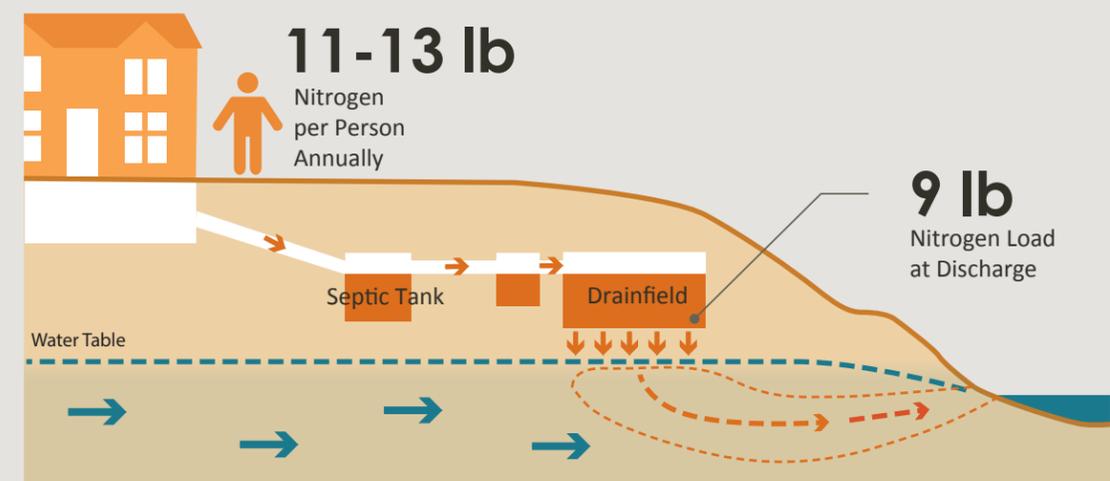
Orthophotography



# Amagansett Center

Linework Base Map with business names

## Typical Nitrogen Loading to Septic Systems



From US EPA via Lombardo Associates 2014

wetlands bordering Fresh Pond.

Other critical habitat areas include the following:

- Extensive beech and oak/hickory woodlands aquifer recharge area at Stony Hill
- Coastal scrub woodlands at Cranberry Hole
- Tributary streams prone to pollution from septic systems
- Atlantic Double Dunes US Fish and Wildlife Ecological Complex.

**Agriculture and Fisheries:** Amagansett still contains several large areas of farmland, some of which is currently not under conservation protection. The largest area of farmland extends north and south of town lane, totalling more than 300 acres. Part of this cluster of farm parcels extends south of the railroad to the edge of the historic district. Napeague Harbor is also regionally significant as a commercial and recreational fishing hub.

## Environmental Challenges

**Surface and Groundwater Pollution:** One of the biggest on-going environmental challenges in the hamlet is surface and groundwater pollution. Fresh Pond Estuary, for example, is impacted by high nitrogen and bacteria levels. Septic systems within the hamlet contribute nitrogen to groundwater that makes its way into surface waters, generating harmful algal blooms. Other potential contaminants include leachate from landfills, pesticides, herbicides, fertilizers, and pollution from underground fuel storage tanks<sup>5</sup>.

**Habitat and Open Space Loss:** Loss of sensitive habitat areas and open agricultural land is an on-going challenge in Amagansett. Of particular significance to the hamlet's future character is the area of farmland to the north of the historic center, behind Amagansett Free Library. The future disposition of this unprotected farmland could have a large impact on the historic and visual character of the hamlet.

**Deer Management:** Increasing populations of white-tailed deer in East Hampton have reached an emergency

<sup>5</sup> East Hampton Town Water Resources Management Plan, Final Draft

level in East Hampton<sup>6</sup>. 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 and Noise Pollution:** Unshielded lights in Amagansett'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 and reduces the visibility of the stars that help create an attractive rural character. The town's Dark Skies Initiative resulted in a Smart Outdoor Lighting Ordinance that requires lights on new construction to be fully shielded, and limits the intensity of landscape lighting. Current exempt lighting types include up-lighting for flags, tree up-lighting, and municipal street lighting.

**Coastal Flooding, Climate Change and Resilience:**<sup>7</sup> Low-lying areas of Amagansett are today at risk of inundation by hurricanes and strong winter storms. According to The Nature Conservancy and the National Oceanic and Atmospheric Administration, coastal flooding as a result of a Category 3 hurricane will include most of the Napeague area, the area around Fresh Pond, and the low lying land adjacent to the hamlet's ocean beaches. The hamlet's commercial centers are not at great risk of inundation in the near future. However, impacts at Napeague have the possibility of disrupting east-west transportation routes that serve the commercial centers. Similarly, impacts to surrounding residential areas directly affect the main customer base for businesses in the districts.

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

<sup>6</sup> Deer Management Plan 2013

<sup>7</sup> 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.

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<sup>8</sup>.

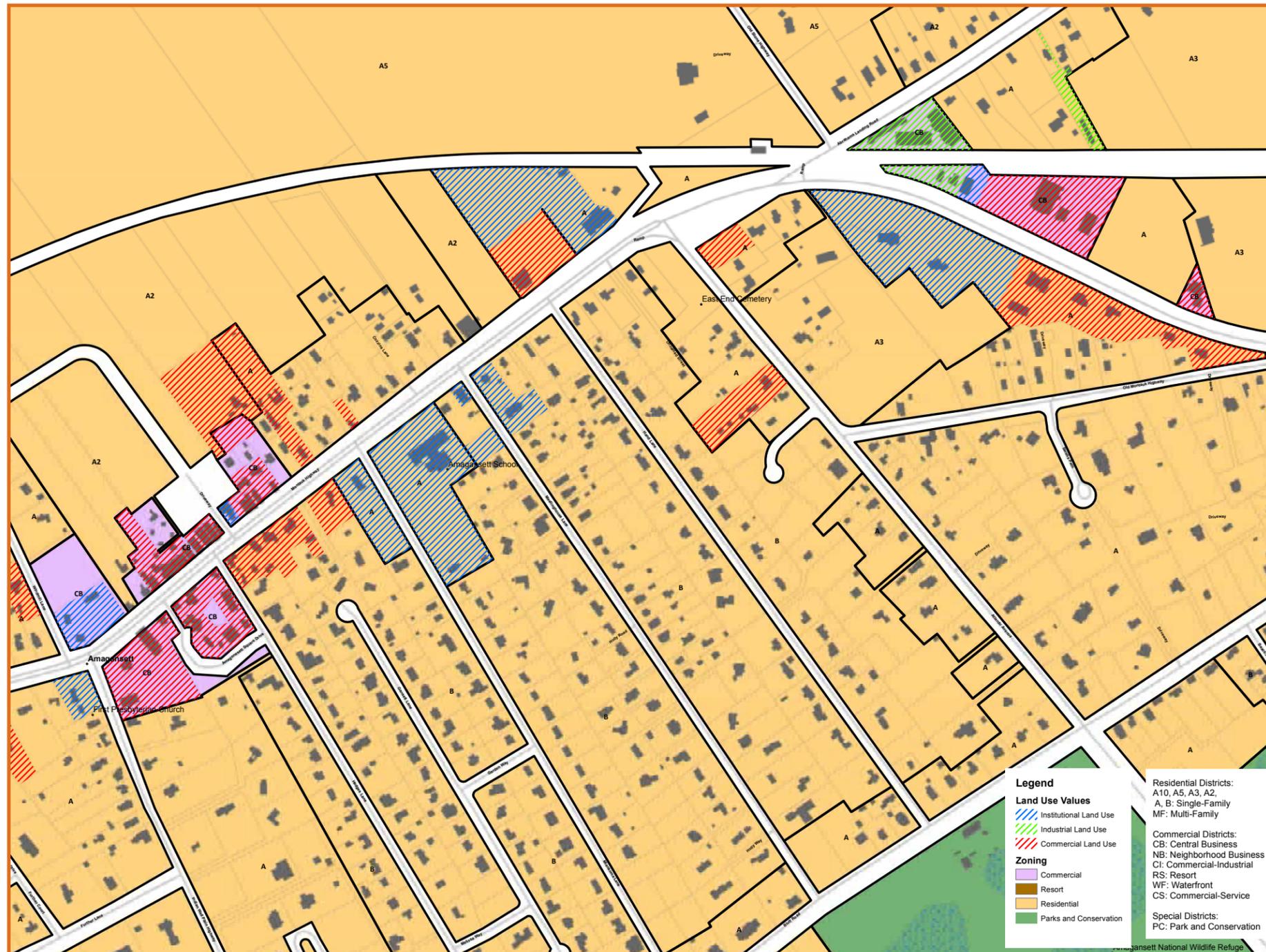
Coastal erosion and storm surges will provide additional impacts. As sea level rises, coastal erosion will likely change the shape of beaches and coastal wetlands. Storm surges from coastal storms and hurricanes, on top of these higher tide elevations, will create flood impacts that extend further inland than the same sized storms today.

## Zoning

Approximately 1700 acres in Amagansett and Napeague is zoned Parks and Recreation. This includes the Double Dunes and beaches, Napeague State Park, Fresh Pond Park, and the Amagansett Aquifer Area. Much of the rest of the land in Amagansett is zoned residential. Special districts in the hamlet include the Amagansett Historic District, comprised of Amagansett's historic center and residential land to the east and the Bluff Road Historic District extending to the Atlantic Ocean. Overlay districts include Agricultural, Water Recharge, and Harbor Protection Zones.

Commercial zones, consisting of 30 acres total in the Amagansett school district, include Central Business (CB) and Neighborhood Business (NB). The western half of the Amagansett historic district is zoned Central Business. The western Abrahams Path business area is zoned Neighborhood Business. Most of the same uses are permitted in CB zone and NB zone; the major difference between these zones are dimensional requirements with CB zoning allowing for more intense development on smaller lots than NB zone. Minimum ten foot front yard setback requirements in CB zone facilitates building placement close to the street, rear parking, reduced vehicular traffic speed and good walkability. Apartments over stores are

<sup>8</sup> 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.



## Amagansett 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.

## Amagansett Hamlet Zoning Overview

### Residential Districts:

- Residence District A10 (A10)
- Residence District A5 (A5)
- Residence District A3 (A3)
- Residence District A2 (A2)
- Residence District A (A)
- Residence District B (B)
- Multi-Family districts (MF)

### Overlay Districts:

- Agricultural
- Water Recharge
- Harbor Protection

### Special Districts:

- Amagansett Historic District: Amagansett Center and eastern business district.
- Majority of the hamlet is zoned Parks and Conservation: Double Dunes and beaches, Napeague State Park, Fresh Pond Park, Amagansett aquifer area

### Commercial Districts

- Commercial Zoning: 30 acres total in Amagansett school district
- Central Business (CB): 21 Ac
- Neighborhood Business (NB): 6 Ac
- Commercial Industrial (CI): 3 Ac
- Business area zoned Commercial Business (CB)
- Western Abrahams Path vicinity business area zoned Neighborhood Business (NB)

## CB: Central Business Key Zoning 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

allowed by special permit in CB & NB zones, available for moderate income families

There are a number of existing uses that do not conform with zoning. Non-conforming uses include a few restaurants, motels and contractor's businesses, mostly along Montauk Highway. The total number of non-conforming uses in the hamlet is 25, including those in Napeague.

## Land Use

### Commercially Zoned Land in Amagansett School District

30 Acres Total



**Open Space and Recreation:** Amagansett has the second highest percentage of preserved open space in the town at 45%. This includes conservation land owned by private not-for-profit organizations as well as publicly owned lands. Major parks in the district include Napeague State Park to the east and Denniston Bell Park and Fresh Pond Park in the area around Fresh Pond. Coastal beaches and dunes are also protected in some areas, notably the Atlantic Double Dunes Preserve and Amagansett National Wildlife Refuge.

These parks offer public trails, boating opportunities, and other active and passive recreational amenities. Other active recreation opportunities in the district include two golf courses: South Fork Country club just to the north of Amagansett center on Old Stone Highway and East Hampton Golf Club adjacent to the northern border of the school district. Some of the most heavily used ocean and bay public beaches in the Town are in Amagansett. The ocean beaches at Indian Wells and Atlantic Avenue are within walking distance to the historic central business area.

Other important open space areas in Amagansett are not currently protected. Much of the prime farmland north of the historic center is unprotected, although some of these properties have been recommended for future Community Preservation Fund acquisition.<sup>9</sup> As mentioned previously, the future disposition of the unprotected farmland properties to the north of the Amagansett Library will be critical to any long-term vision for the historic center.

**Residential Uses:** Amagansett's existing residential land uses are predominantly low and medium densities. Amagansett and Napeague CDPs contain 2593 total housing units. 1790 of these are in Amagansett CDP and 803 are in Napeague CDP. The average household size in Amagansett CDP is 2.3 and in Napeague CDP is 1.9.

Because of its summer resort economy, the town of East Hampton contains a large number of seasonal second homes. The Amagansett School District is no exception, with a majority of housing units not occupied for most

<sup>9</sup> 2011 East Hampton CPF Updates Map: Amagansett School District

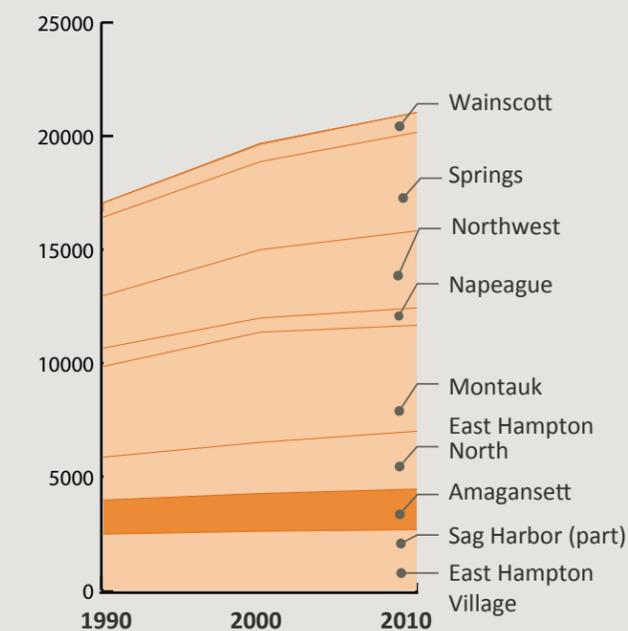
## Housing | Amagansett

### Amagansett CDP Housing Units: 1790

Census 2010

#### 2000-2010:

Census 2010

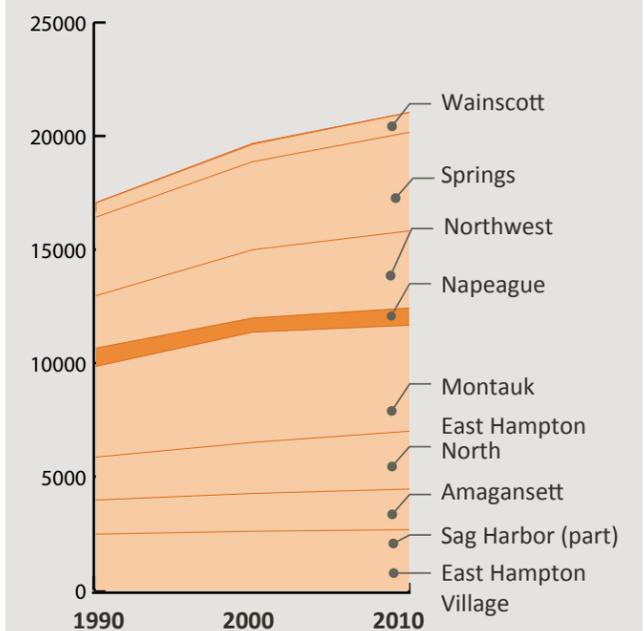


### Napeague CDP Housing Units: 762

Census 2010

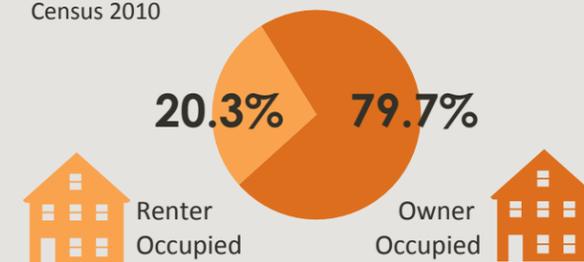
#### 2000-2010:

Census 2010



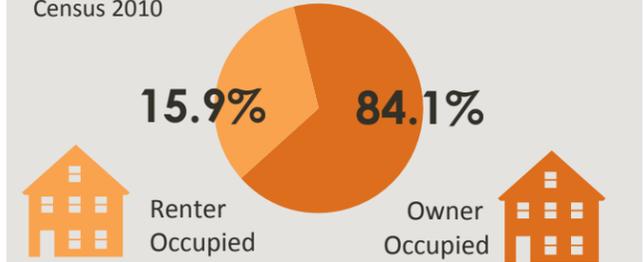
### Amagansett CDP

Census 2010



### Napeague CDP

Census 2010



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

of the year. In Amagansett CDP, 35% of housing units are year-round houses (624) and 65% are seasonal housing (1166). In Napeague CDP, only 19% of housing units are year-round houses (186) and 81% are seasonal housing (617).

**Commercial and Industrial Uses:** Amagansett contains two auto-oriented commercial districts. One of these districts is located at the intersection of Abrahams Path & Montauk Highway. A second commercial district further east on Montauk Highway today features an IGA grocery store and Post Office. A third commercial area, which corresponds to the historic center of the hamlet, is located in the vicinity of Amagansett Library where NY 27 becomes Main Street.

Industrial uses in the hamlet are quite limited, consisting primarily of storage and supply of building materials and logistical support for construction. These include Florence Building Materials on Abrahams Landing Road and the Bistran Supply Yard, around the corner on Montauk Highway.

**Institutional and Community Uses:** Amagansett's

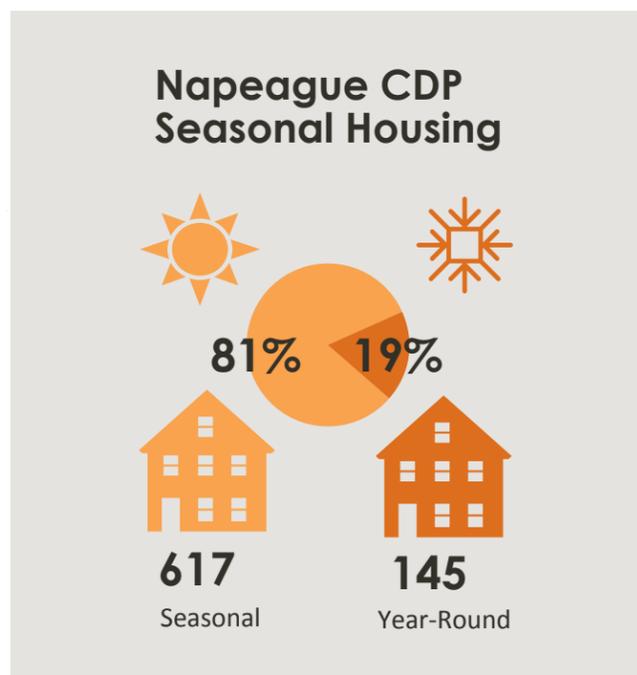
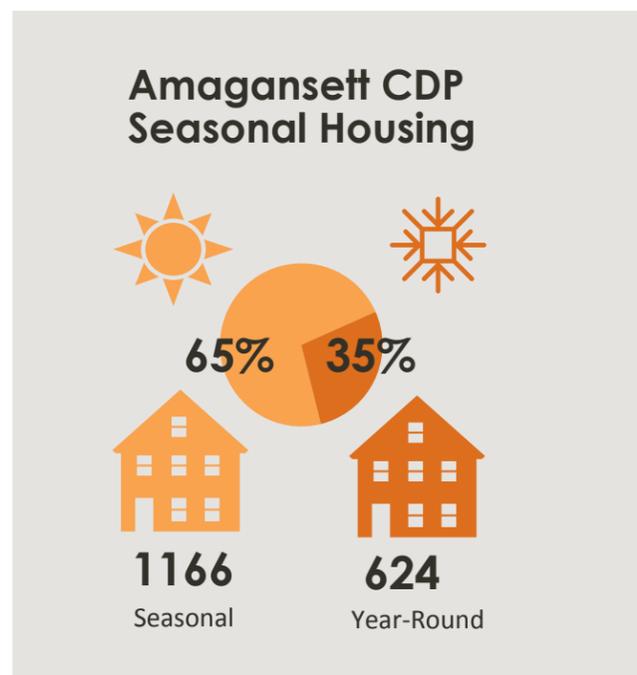
existing community and Institutional uses are concentrated within the historic center and along Montauk Highway. These uses include churches, the Amagansett School, firehouse, train station, Miss Amelia's Cottage, American Legion and public parking.

### Business Uses and Hamlet Economy

Amagansett has four distinct business districts, containing in total 126 businesses that take up some 471,882 square feet of building space. Each of the districts fronts on Montauk Highway, starting with the Western Corridor; transitioning at Windmill Lane to the Historic Center; an Eastern Corridor stretching from the train station to Bunker Hill Road; and finally Napeague. A recent inventory performed by RKG Associates found that about 20% of businesses provide services to full and part-time homeowners, including specialty building construction and design, building materials and supply stores, garden centers and landscaping companies, and maintenance services. The second single largest number of businesses comprise food services and drinking places, amounting



Workshop participants gather for a walking tour that began at Amagansett Square, which hosts more than a dozen specialty shops and restaurants.



to 12.7% of the total. Another 15% is made up of miscellaneous retailers and specialty shops such as equestrian clothing and gear, records, pet supplies, jewelry, beach and summer clothing and hardware. The balance is made up of real estate and other professional services, health care, accommodations and so on (see RKG's Hamlet Business District Plan for more detail).

#### Economic Characteristics and Issues in the Focus Area:

This masterplan focuses on two of the commercial areas, the historic center and the eastern corridor. The center is a dynamic, walkable commercial center with shops lining a beautiful streetscape, farmland vistas, and nearby residential streets lined with beautiful homes. This walkable center offers specialty shops, restaurants, and public spaces for sitting, strolling and window shopping. A number of community and Institutional uses exist within the center and along Montauk Highway: churches, school, library,

firehouse, train station, Miss Amelia's Cottage, American Legion and public parking. The eastern business corridor contains more typical year round shopping center uses, such as the IGA supermarket, the Amagansett Post Office, a laundromat and additional food and beverage shops. The Consumer population of these centers draws primarily from year round and second home owners of Amagansett, Springs and Montauk.

One of the on-going economic issues in Amagansett is the lack of affordable worker housing near the commercial centers. Even many of the business owners in these commercial areas are increasingly unable to afford real estate in the hamlet. Providing lower-cost housing in hamlet is therefore linked to the long-term viability of these businesses.

#### Market Orientation for the Amagansett Business

### District:

- Large undeveloped properties north of Montauk Highway create opportunities for future housing development, but could impact the scenic vistas from the center.
- Amagansett's historic center offers a pleasant pedestrian environment for shopping and dining, but residents would like to see a more diverse selection of commercial uses.
- The hamlet is ideally suited to meet the needs of tourists and year-round residents.
- There is potential for a larger retail cluster, but seasonal traffic congestion, limitations on parking, and a desire to preserve village character mitigate against too much growth.

### Buildout Analysis

According to a 2011 residential buildout performed by the Planning Department<sup>10</sup>, 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 the Amagansett school district, this estimated residential buildout could result in an additional 403 housing units. The unprotected farmland north of Amagansett Center, zoned A2 Residential Agricultural Overlay District, is currently parcelled out into 8 residential lots and 4 blocks of preserved farmland/open space.

Septic requirements are a major limiting factor for the provision of lower-cost housing for the residents who work in Amagansett's commercial areas. The use of alternate septic treatment would allow for mixed uses and affordable housing in keeping with the character of this historic hamlet.

Currently, the Central Business zoning in the center

<sup>10</sup> 2014 Community Housing Opportunity Fund Implementation Plan

would allow a relatively modest amount of additional development. This would be largely be characterized by additions to existing buildings, or their replacement with somewhat larger structures. However, the lack of shared wastewater service and the difficulty of accommodating the amount of parking required under zoning (1 space for every 180 s.f. of building area for retail and office use) prohibits what zoning allows. Assuming the wastewater question is resolved, many of the one story commercial buildings in the downtown could be expanded with second story affordable apartments. Parking could be supplemented by further expanding public parking areas using development fee-in-lieu payments.

### Transportation

**Roadways:** Amagansett is served from the east and west by Montauk Highway, and from the north by Abraham's Path and Old Stone Highway. Montauk Highway is a State roadway (NY 27). Abraham's Landing Road extends from Montauk Highway northeasterly to Napeague Bay.

Montauk Highway is the main route through Amagansett, serving all of its commercial centers. Through the Amagansett hamlet center, Montauk Highway has one lane of travel in each direction with a center median, which includes 2-way left turn lanes as well as exclusive left turn lanes at intersections. On-street parking occurs on the roadway shoulder. The posted speed limit is 30 MPH; east of Abraham's Landing Road the speed limit is 35 MPH.

Abraham's Path, Old Stone Highway and Abraham's Landing Road are two-lane Town roads with 30 MPH speed limits.

The approximate average daily traffic volume on Montauk Highway is 9,000 vehicles, based on the latest available NYSDOT count data taken in October of 2007. A 2013 traffic count taken in July on Old Stone Highway estimated the average AADT at 6,000 vehicles. The actual count data at that location estimated an AADT of about 7,700 vehicles on Saturday, July 13, indicating

that the summer Saturday traffic volume was about 30% higher than the average estimate for the year. Abraham's Landing Road, which carries an AADT of about 2,000 vehicles, intersects with Old Stone Highway immediately north of Montauk Highway and the LIRR track, just east of the Amagansett train station.

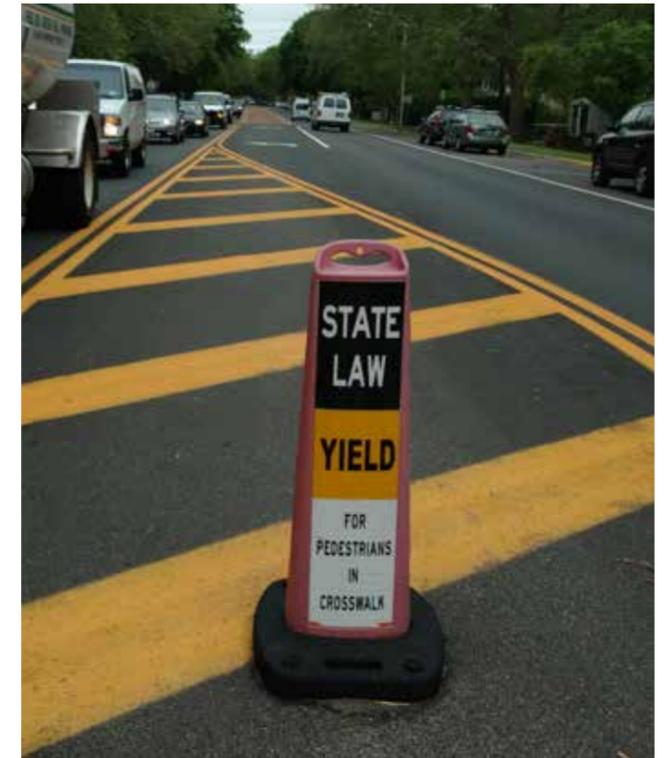
Overall, there is a reluctance in East Hampton for solving traffic problems by:

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

**Parking:** There are currently 160 spaces in the municipal lot behind Amagansett Library, with a parking deficit in the center of 90 spaces. This deficit could be reduced under the town's current effort to expand the parking lot on an adjoining parcel. Parking shortages during the busiest times will likely continue.

**Pedestrians and Bicyclists:** The historic hamlet center today remains a mixed use, walkable center. Sidewalks exist in the hamlet center area along both sides of Montauk Highway, continuously on the north side of the street and along most of the south side. There is an existing hiking trail from Amagansett to Springs. Automobile-oriented development characterizes much of the commercial area on Montauk Highway outside of the center. Montauk Highway is a designated bike route (NY Bike Route 27). East and west of the hamlet center the roadway's shoulders are designated as bike lanes.

**Transit:** Amagansett 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 from Montauk Village to the Montauk Point Lighthouse. The LIRR's Amagansett train station on the railroad's



On-street parking and carefully demarcated travel lanes help to reduce speeds and increase the pedestrian-friendliness of the historic center.

Montauk Branch is located at the east end of the historic hamlet center. Off-season service is generally 4-5 trains per day in each direction in the winter. In the summer season, normal weekday service is increased to 5-6 trains per day in each direction, with additional service provided on weekends, including Friday afternoon express train service from Penn Station. Amagansett also accommodates eastbound and westbound bus stops for the Hampton Jitney, a private bus service providing transportation to NYC.

### Infrastructure and public facilities

**Public water supply:** Stony Hill is in the East Hampton Water Recharge Overlay District and is a Priority Drinking Water Protection Area. Public wells in the

hamlet include the Red Dirt Road well field. Public water mains extend primarily along Montauk Highway serving the historic district, the IGA shopping center and Na-peague. The compact residential development between the historic business center and the ocean is also served with public water.

**Wastewater:** Wastewater in Amagansett is managed through individual septic systems. The vast majority of these individual septic systems in Amagansett provide only secondary treatment of effluent: nitrogen and phosphorous are not removed and therefore enter the groundwater.<sup>11</sup> Old and ineffective septic systems, combined with less than 100' distance between wells and septic systems in many locations, create on-going drinking water and surface water pollution concerns.

East Hampton's 2015 Town Wide Wastewater Management Plan Neighborhood plan recommends upgrades to septic systems to achieve Advanced Tertiary Treatment in specific problem areas.

Neighborhood wastewater systems are recommended for densely developed areas such as the historic center. Nitrex permeable barriers are also recommended in high density locations.

#### **Schools and other public facilities:**

Amagansett Schoolhouse offers Pre-K through 6th grade public education in the hamlet. East Hampton High School accepts older students from Amagansett on a tuition basis. Townwide, school taxes as a percentage of median real estate value is 1.1%, the lowest on Long Island except for Shelter Island. Concerns have been expressed over the potential impacts to the Amagansett School from the 6 acre proposed affordable housing development project.<sup>12</sup>

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<sup>11</sup> East Hampton Town Wide Wastewater Management Plan 2015 - Lombardo Associates, Inc.

<sup>12</sup> 2014 Community Housing Opportunity Fund Implementation Plan

## Charrette Process

### Overview

A key element of the Amagansett public participation process was the use of an intensive, two day charrette. The purpose of the charrette was to facilitate a discussion of issues and concerns, to provide an opportunity for shared fact-finding and analysis, and to generate and discuss physical planning ideas specific to the hamlet. The 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 Amagansett's commercial districts.

### Charrette Process

The Amagansett Charrette took place on Friday, June 3rd and Saturday, June 4th, 2016. The American Legion Hall at 15 Montauk Highway provided the venue for indoor Charrette activities. Public events included a public walking tour, a public listening workshop, and a public visioning workshop.

**Public Walking Tour:** The Amagansett public walking tour was organized to provide participants with the opportunity to direct the consultant team in a walk-through of the key sites in the hamlet. The walking tour gathered at the Amagansett Library, 215 Main Street, at 10:30 AM on Friday, June 3rd. Because of traffic noise, the assembled group participants moved across the street to the green at Amagansett Square for an introduction to the purpose of the tour and to assemble a list of sites to visit. Walking tour participants agreed to walk northeast along Main Street to the property east of the Cirillo's Market IGA, the proposed location of a future affordable housing project.

During the walk, the tour stopped at several other sites along Main Street. One such site was the area around the Amagansett Train Station. The discussion here focused on the vehicles using the Train Station lot as long term parking, which was concerning to many of the walk participants. The group also walked northeast from the Train Station to the Abrahams Landing Road railroad crossing and the intersection with Old Stone Highway. Inefficient and potentially dangerous traffic patterns were the focus of the discussion here. The nearby power substation and the buffer plantings adjacent to the substation were also discussed.

After arriving at the vicinity of the IGA, the proposal for the affordable hous-



A public walking tour gave residents and opportunity to point out key areas, problems and opportunities within the historic center.

ing project in the adjacent property was discussed. The director of the East Hampton Housing Authority participated in the walk and explained the current status of the proposal to the group. The benefits and drawbacks of the St. Michaels Lutheran Church housing development across the street was also discussed as an example of more recent affordable housing development in the area.

A light rain began as the group walked back to Amagansett Square. The consultants and a few members of the walking tour stopped at the Amagansett Farmers Market, where the group discussed local agriculture and the work of the Farmers Market before returning to the parking lot behind the Amagansett Library. Here, several members of the walking tour and the consultant team had a discussion regarding this area of downtown and the farmland behind the parking lot. The conversation focused on the great opportunity for targeted redevelopment of downtown and potential combinations of farmland conservation and small scale development that could provide affordable housing and business space for the year-round, working residents of Amagansett, who struggle to live and work in the hamlet.

**Public Listening Workshop:** The next public Charrette event took place the same evening, Friday, June 3rd at 6:30 in the American Legion Hall. A mix of interested citizens, local community and organization leaders, and town of-



Participants in the visioning workshop used three-dimensional building models to explore potential redevelopment scenarios for the eastern commercial area.

ficials participated in the workshop. The purpose of this event was for the public to share ideas and opinions about what is working well and what needs to be fixed in order to maintain Amagansett's vibrant commercial center and make the hamlet a better place to live and work.

The consulting team began the workshop with an introductory presentation describing key facts and figures about Amagansett. This presentation was intended both to allow the public to understand the consultants' working knowledge of the area and to build a working set of facts about the area to guide subsequent discussion.

After this introductory presentation, the attendees were divided into small groups and given maps, markers, and sticky notes for a focused discussion of Amagansett through the framework of strengths, weaknesses, opportunities and threats. Discussion at each table was led by a facilitator from the consultant team.

Strengths were circled or traced on maps with a green marker. These included areas and buildings to be protected, preserved or emulated. Weaknesses were circled on maps with a red marker. These included problem areas in terms of traffic safety and congestion, access and parking, pedestrian circulation, and aesthetic issues. Economic issues—stores and services used and needed—were



The various redevelopment strategies developed by small groups at the charrette helped to identify the best planning and design approaches that can be incorporated into any future plans for the area.

marked with a black marker. Connectivity issues—such as areas that need more sidewalks, trails, bike routes, and improved vehicular circulation—were marked in blue. After discussion, individual groups organized their top four to five ideas and an individual from the group presented these ideas to the consultants and the other groups. This discussion was followed by a few more general comments and questions from the audience and brief concluding remarks from consultants.

**Public Visioning Workshop:** The next public event of the charrette was a public visioning workshop held on the morning of Saturday June 4th in East Hampton American Legion Hall. The central activity of the workshop was a physical model-building and drawing exercise used to explore ideas for traffic, parking, sidewalks, open space, and neighborhood design. The focus was the eastern corridor area, extending from the train station to the site of the proposed affordable housing development near the Cirillo IGA.

The visioning workshop began with a brief introductory presentation that summarized the goals of the model-building exercise and described some examples of successful walkable, mixed-use redevelopment projects in similar communities. The current proposal for the affordable housing development was also described in this presentation. The consultant team emphasized that

the exercise was intended to provide workshop participants the ability to provide specific feedback on the physical design of their community. After the introductory remarks, workshop participants broke into small groups of 5-10 people for the model-building exercise.

At each table, a color orthophoto base map was provided with beige foam blocks, representing existing buildings, glued to the map. Each group was also given a collection of white styrofoam blocks, representing potential new buildings, as well as colored markers, sticky notes, and paper for taking notes. For several hours, groups worked together to discuss their preferences in terms of the scale and character of development, the location of potential sidewalks, bike routes, and parking lots, and areas for open space and historic preservation.

The visioning workshop concluded with individual groups presenting the key ideas that emerged from their model-building exercise. This discussion included basic design elements for the site in question as well as larger commentary on development and conservation in the hamlet.

## Charrette Results

### Key Problems and Opportunities

In the following text, numbers in parentheses correspond to labels on the Amagansett Issues and Opportunities Map.

**Traffic and Parking:** Seasonally heavy traffic in Amagansett, as with elsewhere in East Hampton, is a perennial problem affecting many residents (2). These traffic issues are compounded by absent, unsafe or inefficient turning lanes and curb cuts. One key problem area mentioned by many workshop participants was the intersection of Abrahams Landing Road with Montauk Highway, Old Stone Highway and the Long Island Railroad track crossing (10), with the two roadways intersecting just north of the crossing, and Abrahams Landing Road intersecting with Montauk Highway just south of the crossing. Since Old Stone Highway carries about three times the traffic of Abraham's Landing Road, motorists heading to or from it must execute a turn immediately north of the tracks. A right turn lane on westbound Montauk Highway, for motorists heading to these roads, is needed.

The need for more parking downtown (4) and at the Amagansett Rail Station (9) was mentioned in several workshops. A number of workshop participants raised concerns about apparent abuse of long-term parking at the Rail Station—leaving vehicles here for several months at a time. Participants suggested greater parking enforcement in this area would help preserve the

long-term parking for railroad users.

**Bike and Pedestrian Improvements:** A consensus seemed to emerge from workshops regarding pedestrian and bike improvements on Main Street/Montauk Highway (8). Participants hoped that the sidewalk on the south side of Montauk Highway could be widened to accommodate bicyclists, and that the design of new pedestrian connections and improvements reflect the rural character of Amagansett. This included a desire to move sidewalks back from road and make them permeable wherever possible. Because of a wide right-of-way available on Montauk Highway, participants suggested meandering the sidewalk. Improving crosswalks was a theme across many groups of workshop participants. Improved/new crosswalks in vicinity of the train station are particularly desirable (9). In the hamlet center, pedestrian crosswalk safety should be enhanced. East of the hamlet center, in the vicinity of the IGA supermarket, crosswalk safety should also be improved.

Further from downtown, in Napeague Meadow, workshop participants suggested the need for improved infrastructure for safe crossings. In this area, limited infrastructure creates a dangerous environment for pedestrians.

**Train Station/Parking:** There is a need for additional parking at the train station (9). Vehicles parked long-term are occupying numerous spaces. Consider parking on the north side of the LIRR track, with a separate pedestrian crossing of the railroad track.

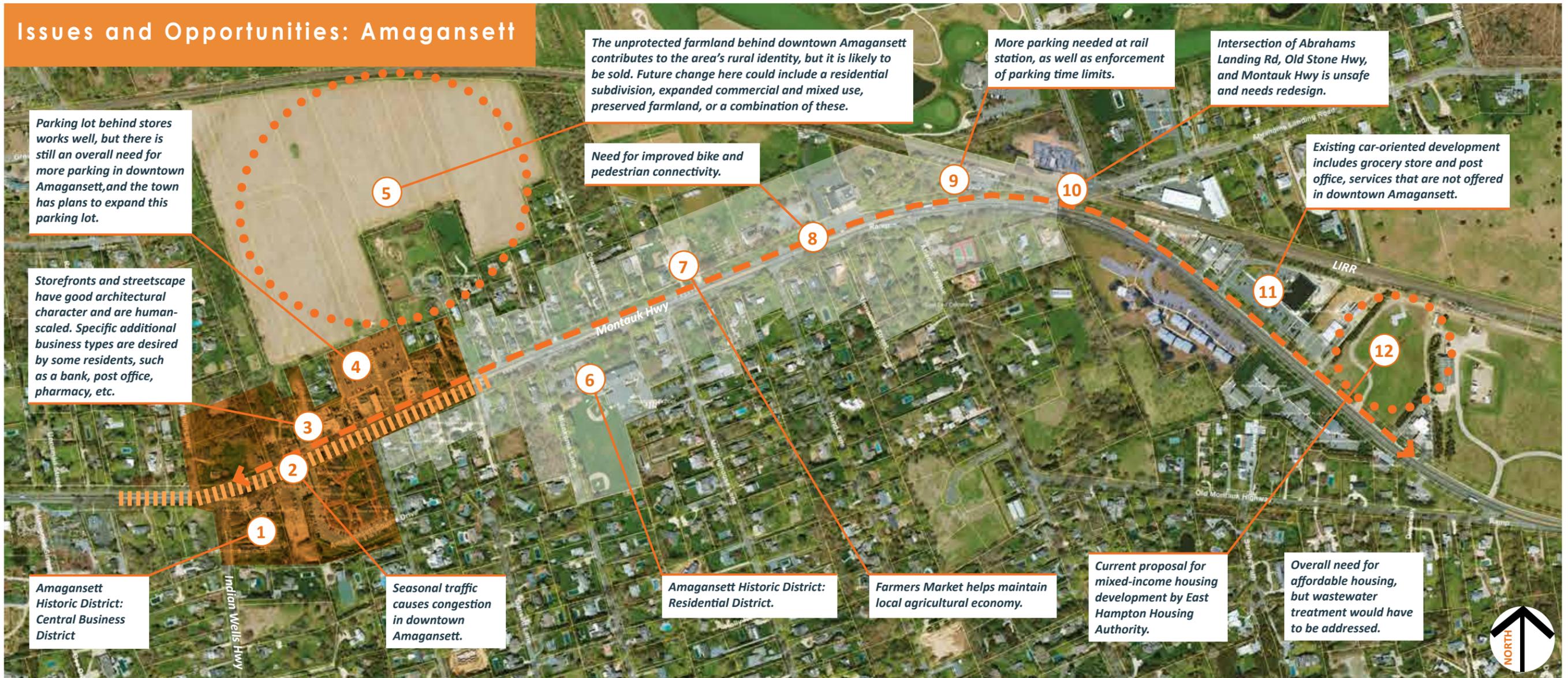
Shuttle train service on the LIRR Montauk Branch is needed.

One person suggested that a Transportation Hub be created off Montauk Highway, which could accommodate taxis and a shuttle bus. The bus would circulate around an Amagansett “Hub” area. Bike lanes could be provided on roads in the Hub Area. Bike racks are needed in the hamlet center.

**Open Space:** Rural character is extremely important to the residents of Amagansett, and accordingly workshop participants emphasized the protection of existing open spaces and agricultural land (5). This includes support of agricultural food production as well as horse farms. Beyond this, there was interest expressed in additional active recreation uses, such as a dog park or dog run.

**Commercial Development:** Workshop participants recognized the need to preserve some areas and guide the redevelopment of others. This included preserving the farmland behind downtown Amagansett (5) and addressing the future of the properties adjacent to the IGA (12), which are either for sale or likely will be sold and developed in the near future. Potential new commercial uses for these sites mentioned in the workshops included a small grocery store, dry cleaner, hair/nail service, shoe repair, bank. There was some disagreement,

# Issues and Opportunities: Amagansett



## Legend:

- Amagansett Historic District: Central Business District
- Amagansett Historic District: Residential District
- Area of likely future change
- Pedestrian circulation
- Traffic congestion



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

however, about whether there was any need in town for new commercial spaces, given the growth of online shopping.

**Affordable Housing:** The need for affordable housing for younger working families, in particular, was mentioned often in the workshops. A desire for affordable housing as part of any mixed use development of parcels north of the historic center(5) was mentioned by several groups, in addition to East Hampton Housing Authority’s plans to develop mixed-income housing on the site adjacent to IGA (12).

**Wastewater:** Workshop participants recognized the considerable environmental problems and barriers to development posed by the use of septic throughout Amagansett. Workshop participants expressed mixed opinions about a neighborhood package wastewater treatment in the center of Amagansett, but many recognized that this infrastructure is the key to maintaining an active mix of uses and supporting affordable housing development in the area.

### Preliminary Design Ideas

The public visioning workshop exercises produced proposals for the stretch of Montauk Highway from the vicinity of the Amagansett Train Station to the proposed affordable housing development East of the IGA. The preceding public listening workshop and site tour also generated a number of design ideas. The major ideas from these proposals are summarized below, by area.

**Farmland behind Amagansett Center:** The owners of this property, the Bistran Family, participated in the charrette process and emphasized that this farm land will likely not stay in agricultural use in perpetuity. Other workshop participants expressed concern that this area could be developed for housing and that the hamlet might miss an opportunity to accommodate other needs. These needs include affordable housing, additional retail and service businesses, expanded recreational facilities such as a dog park, or an emergency medical center.

**Train Station:** Design ideas for this area included better enforcement of existing regulations on parking, improvements to the adjacent streetscape, and expanded parking. In the modeling exercise and previous charrette events, participants emphasized that long-term parking is currently abused in the train station lot. Greater enforcement could prevent vehicles from being parked in this lot for months at a time. Improvements to the streetscape, including improved sidewalks and bike infrastructure, would allow for better movement between the train station and nearby business centers. At least one group suggested that the parking for the train station could be expanded to the west.

**Intersection of Abrahams Landing Road with Montauk Highway, Old Stone Highway and the Long Island Railroad Track:** Ideas for this intersection focused on realignment of roads to provide simpler, right angle intersections between roads and improved turning lane configurations to improve traffic flow. Along with these improvements to automobile traffic flow, many groups also proposed changes to the pedestrian and bike circulations to create safer and more efficient ways to move east-west on Montauk Highway.

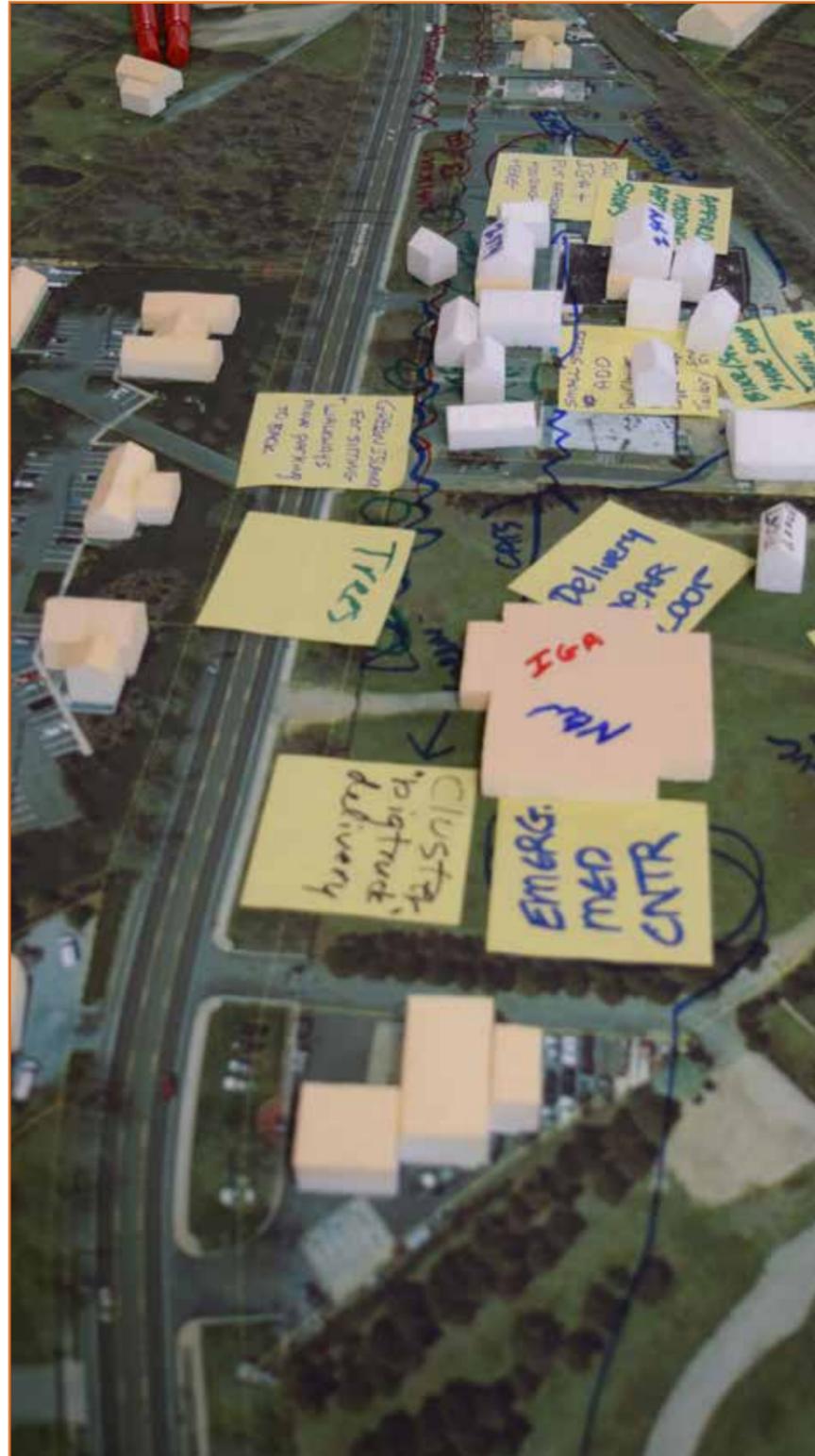
**Properties North of Montauk Highway and East of the Railroad Station:** The focus of the public visioning workshop was on envisioning the physical plan for this area.

- **IGA Property:** Design ideas included reconfiguring the IGA property to move the grocery closer to the road with parking behind or moving this to the west. Some groups proposed leaving the IGA and adding additional mixed use buildings along the Montauk Highway frontage. Other uses suggested in the modeling workshop included a dog park, additional parking, expanded retail areas, and emergency medical facilities.
- **Future Affordable Housing Site:** Participants were asked to provide feedback on the configuration of the future affordable housing development west of the IGA. Proposals ranged from more clustered housing set back from the road to more evenly distributed housing. Some groups suggested incorporating this housing into a mixed use area encompassing both the IGA lot and the current lot proposed for affordable housing.

**Corridor-Wide Improvements:** Many groups suggested improvements to the existing streetscape, expansion of pedestrian and bike routes, reduction in curb cuts, and additional street trees and green buffering vegetation. Proposals also suggested a desire for safe pedestrian and bike routes on the south side of Montauk Highway, while preserving or enhancing the existing green buffer on this side of the road.



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



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

## Reaction and Take-Aways informing next steps

**Properties North of Montauk Highway and East of the Railroad Station:** In reviewing the results of the public visioning workshop, the design team envisions two alternative masterplans for the area between Montauk Highway and the railroad. Both alternatives could be phased over time and implemented through larger projects or a number of smaller projects guided by zoning regulations.

**Alternative 1:** The most modest vision for this area would largely accommodate the existing configuration of some of the larger parcels, such as the IGA and the future affordable housing complex. In this vision, streetscape improvements could be combined with smaller-scale mixed use development in the vicinity of the IGA and the affordable housing complex. This alternative could include modest reconfiguration of the parking lot by the existing train station, with parking enforcement.

**Alternative 2:** An alternative vision would involve more coordination of pending and potential redevelopment in order to shape an improved, mixed-use area extending from the railroad to the future affordable housing development. This could be developed in phases, beginning with more modest improvements to streetscape and parking. Over time, the post office and IGA would be incorporated into a mixed use village organized along a new interior street paralleling Montauk Highway. Changes to this area would improve the functionality and aesthetics of the business area. The construction materials yard would ultimately be replaced with a mix of uses that would compliment rather than compete with the historic business center, creating a link to the Long Island Railroad Station. Reconfiguration of the intersection of Abrahams Path and Montauk Highway would improve traffic conditions and pedestrian safety. This alternative could include modest expansion and reorganization of the parking lot adjacent to the train station with greater parking enforcement.

# Hamlet Center Master Plan

## Introduction

Amagansett's commercial center is one of the most historic and best preserved small villages in America.<sup>1</sup> With tree lined streets, human scaled buildings, historic structures, farmland vistas and open space, the commercial center retains the rural charm of its original 18th century "Main Street" settlement. The historic center is cherished as a highly walkable community featuring a variety of small shops and eateries, connected with sidewalks on both sides of the street. Large scale, auto oriented development has not encroached into the historic center but has been accommodated in a second business district to the east. Dominated by larger, more modern commercial buildings including a food store, gas station and laundromat, this eastern district compliments the Historic Center businesses with convenience shopping center type uses. Situated between the train station and a scenic sweep of protected land, there are good opportunities to improve the functionality and aesthetics of the eastern business area.

But maintaining the small town feel of the historic center is a continuous challenge. Amagansett is at risk of becoming a victim of its own success. Growth and change in the historic area could undermine the very characteristics that define its charm. Seasonal traffic congestion and parking shortages threaten the pleasant pedestrian ambiance. Public transportation usage is hindered by lack of adequate parking at the train station and the Jitney Bus stop. The eastern business area is arranged like strip highway development rather than a pedestrian friendly setting and lacks an attractive streetscape, landscaping and interconnected walkways. Biking and walking, especially from the train station to the Post Office is unsafe and uninviting. The development and redevelopment of land in the eastern portion of this area presents an opportunity to enhance the business district ambiance but the owner-

<sup>1</sup> East Hampton Scenic Resources Protection Plan, Proposed Scenic Areas of Statewide Significance, April 2003

ship pattern could hinder implementation.

## Overall Goal of the Amagansett Hamlet Plan

The Town of East Hampton Comprehensive Plan is the foundation and the basis for the Amagansett 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 plans which both preserve the extraordinary historic and scenic charm of Amagansett's central business area while significantly improving the aesthetics, functionality and vitality of the eastern business area. The two Amagansett Concept Plans depict an aspirational vision for the hamlet. They are not specific blueprints, but overall guides depicting how the potential growth currently allowed by zoning can be managed to compliment rather than detract from the rural and small town character of its historic center.

## 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.

### Objective 1- Preserve and enhance the existing scenic, rural and historic character of the core commercial district

#### Issue overview-

As discussed, the detailed Amagansett plans focus on 2 business areas: Amagansett Center and Amagansett East. The core area, referred to as the Amagansett Historic District business district, is a small, charming, walkable "Main Street" district. Its rural and historic setting with significant landscape vistas make it one of the prettiest small towns in America. It is both a premier summer resort and a vibrant year-round community. Development pressures to expand and change the business district could undermine the very characteristics that define its charm. Preserving the existing character and preventing

changes which would threaten the identity of the Amagansett historic business district is a primary concern.

### Objective 2-Maintain small town charm and walkability of the Amagansett Historic business area.

#### Issue overview-

The Amagansett Historic business area retains the rural charm and pattern of its original 18th century layout. The human scale of the buildings, the compact layout of interesting shops and eateries, the street trees, landscaping and sitting areas create an inviting pedestrian setting. Miss Amelia's Cottage, the Amagansett Library and other historic structures mixed throughout the core anchor the historic setting and provide for interesting walking experiences. The green within the Amagansett Square retail complex functions as an attractive public meeting place. Preserving the compact, small town charm and walkability is a major concern.

### Objective 3-Facilitate and enhance parking accommodations for public transportation and business area shoppers

#### Issue overview-

In addition to the ease of pedestrian mobility within the Historic business district, Amagansett's desirability is enhanced by the availability of regular public transit services to NYC via the Hampton Jitney and the Long Island Rail Road. However, parking at the Jitney stop is insufficient both in terms of availability of spaces and overnight accommodations. The parking lot at the train station is both unsightly and dysfunctional and lacks sufficient parking stalls, circulation, access and landscaping. Parking regulations needed to improve functionality and eliminate misuse of the lot for seasonal parking and abandoned vehicles are not in place. The Town is in the process of purchasing land to expand the municipal parking lot, but the lot lacks landscaping and pedestrian connectivity to the businesses and to the new public rest room facility. Parking integration with potential development from the few small CB zoned lots needs to be considered.

### Objective 4-Improve unsafe roadway design

#### Issue Overview

One of the main arterial roadways leading into Amagansett is beset by an awkward and dangerous intersection. The safety problems stem from the configuration of the Old Stone Highway, Abraham's Landing Road and Montauk Highway intersection. High traffic volumes and delays in making left turns have created back-up conditions with vehicles straddling, and sometimes stacking directly on the at-grade train tracks. The area also lacks safe pedestrian and bicycle passageways connecting the train station to the Post Office and the eastern business area.

### Objective 5- Improve the cohesiveness, functionality and aesthetics of the eastern Amagansett business area

#### Issue overview:

The eastern Amagansett business area extends from the train station to V & V Service Station. Without home delivery mail service, Amagansett residents visit this area on a regular basis to go the Post Office and often combine the trip with a visit to the IGA for typical consumer needs. But other than the shared access and shared trips between the Post Office and the IGA, there is no cohesive pattern or relationship among the remaining land uses. With large parking areas between the highway and the buildings, the business area looks and functions like an auto oriented shopping center in sharp contrast to the compact walkable Amagansett Historic business district. Without cooperation between adjoining landowners, pending and potential development can reinforce this disjointed and unattractive pattern of development. Adequate vehicular and pedestrian connections to the office park, senior housing and proposed moderate income housing development are needed. While the eastern Amagansett area has the potential to meet more of the convenience shopping needs of Amagansett residents (bank, pharmacy, etc.) attracting these type of uses has proven difficult. Landscaping and street trees are sparse.

## Objective 6- Improve bicycle and pedestrian connectivity

### Issue overview-

The Amagansett Historic Center is separated from the eastern Amagansett business area by a mixture of Amagansett's essential buildings and uses including the grade school, two churches, the firehouse historic farmhouses and the Amagansett Farmer's Market. Improved bicycle and pedestrian connections linking these attractive and community-type uses to the train station and the business areas are lacking.

## Conceptual Framework

The diagrams on the following pages illustrate a conceptual framework for the Amagansett Hamlet Center. They show how the various (and sometimes competing) objectives of this master plan can be achieved with a shared and comprehensive approach to access, parking, roadway connections, pedestrian networks and the preferred location of buildings and parking lots. It is assumed that the ultimate mix of uses and the precise configuration of proposed improvements will vary from this plan. Rather, its purpose is to illustrate the planning and design elements that are most important in achieving the community's goals for preserving the historic character of the hamlet while allowing for continued social and economic vitality.

**Roadway Improvements:** Shown in white with arrows to illustrate key connections to surrounding areas. Circulation for cars and trucks will be enhanced by limiting the number of major access points to the Montauk Highway and creating a grid of interior connections that cross lot boundaries. This concept can be implemented in different ways, for example by simply connecting parking lots and driveways adjacent to the town parking lot in the village core; or by creating a new interior street connection with parking, sidewalks and street trees, as suggested for the IGA block. Consolidation of access points on Montauk Highway would be reinforced with redesign of crosswalks and turning lanes, and redesign of the Abrahams Landing Road intersection.

**Building locations:** Existing building zones are shown in grey. As appropriate, one story buildings would be converted to accommodate second-story apartments. New buildings could be built in several areas, shown in orange, that are ideally situated for mixed-use infill.

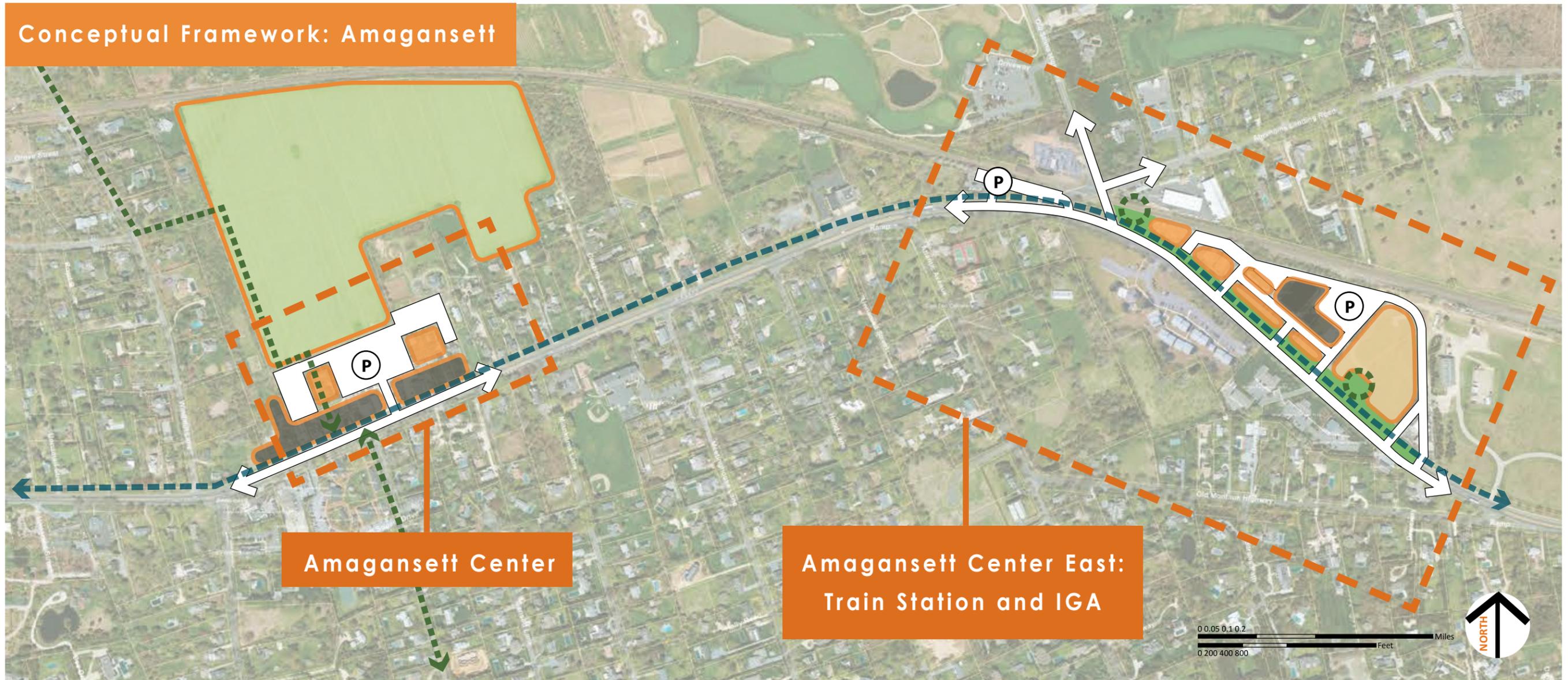
**Access and Parking:** shown in white, with larger parking areas marked with a "P." Fundamental to the masterplan concept is to treat each parcel as part of the whole district rather than each lot having a separate driveway and parking lot. By sharing access points and consolidating parking areas, more space can be reclaimed for new buildings and landscaping. Parking lots can be designed to work more efficiently and would be easier to maintain. Rather than a confusing tangle of driveways and parking lots, customers would enjoy a logical system that's easy to navigate. Over time, parking areas can be rebuilt to employ advanced stormwater treatment, with rain gardens and vegetated infiltration areas that collect and filter runoff and let it soak into the ground.

**Pedestrian Improvements:** Shown in green, a network of pedestrian paths and sidewalks provides for safe, continuous and accessible access. Building on existing sidewalks along Montauk Highway, the pedestrian system would extend into each parcel to connect every building and parking lot. The system would link a series of gathering spaces, building on existing nodes at Amagansett Square and extending east to public park space at the proposed affordable housing site.

**Bike Path:** Shown in blue, the principal bike route would continue to follow Montauk Highway.

**Wastewater Treatment:** Please note that any significant redevelopment of the hamlet center will require a more advanced and comprehensive approach to wastewater treatment than previously employed. This could range from advanced treatment for individual lots, to shared systems for a cluster of buildings, to a district wastewater treatment plant. Shared systems require a more significant upfront investment but provide economic savings over time. Just as importantly they provide for a higher level of treatment that could help improve ground and surface water quality.

# Conceptual Framework: Amagansett



Legend:

- Mixed Use Infill**
- Protected Farmland**
- 2nd Story Apartments & Pedestrian Improvements**
- Affordable Housing**
- Bike Route**
- Pedestrian Routes and Gathering Spaces**
- Street Improvements**
- Green Space**
- P **Parking**

# Recommended Masterplan: Amagansett Center



## Recommended Masterplan - Overview: Amagansett East



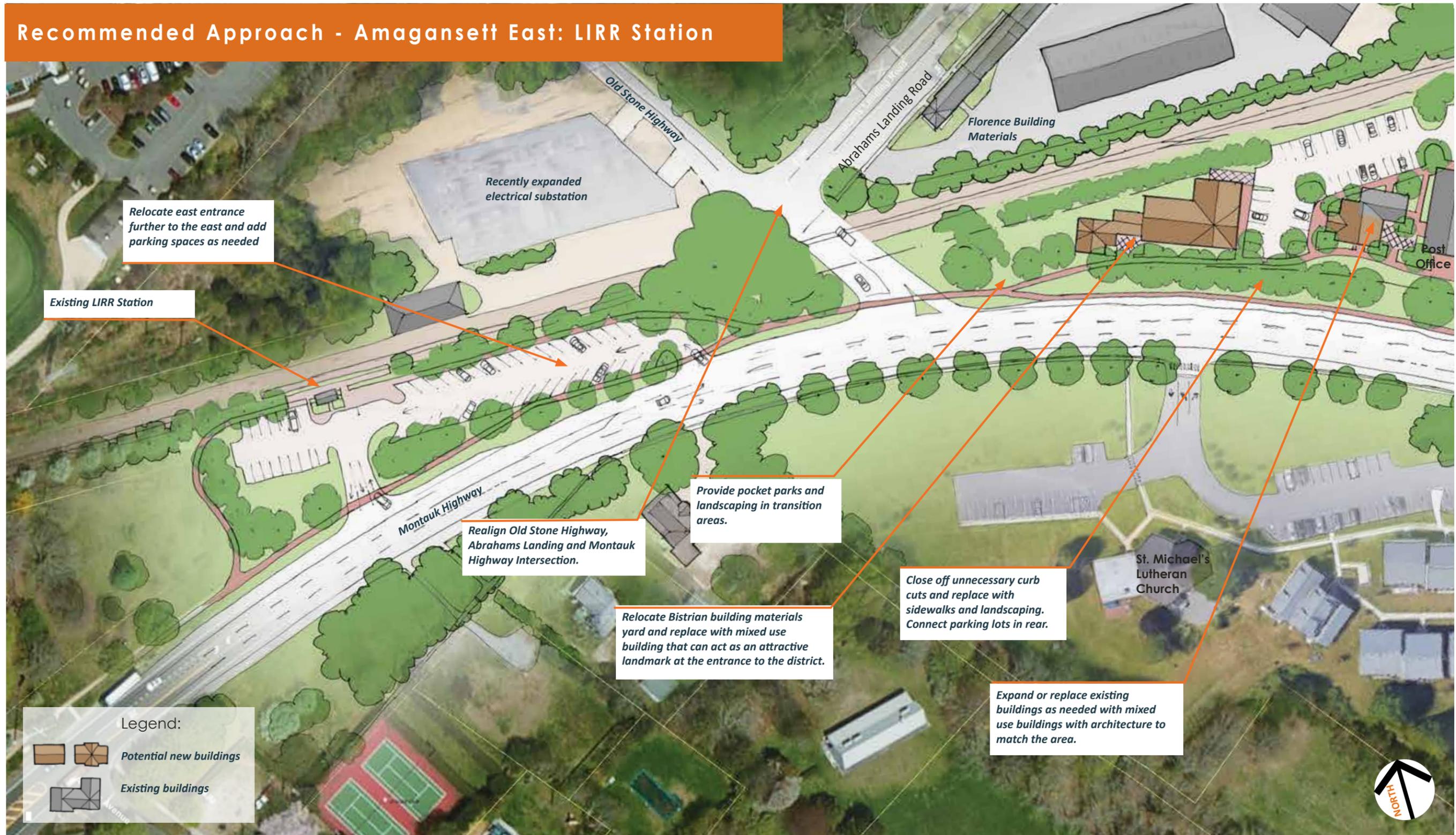
### A Vision for the Future

This illustrative master plans for Amagansett Center (previous page) and Amagansett East (above) show one way that these commercial districts could be redeveloped over coming decades. The purposed 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 shape the district into a more attractive, cohesive, functional and economically-vibrant place.

Under the current Central Business zoning for these areas, owners have the right to develop new buildings or rebuild old ones at somewhat higher density than exists today. As older buildings outlive their usefulness, this masterplan can serve as a template of how new buildings, roads, pedestrian areas, landscaping and parking can be arranged across multiple lots - creating an attractive, vibrant village setting that is truly more than the sum of its parts.

While the Plan accommodates new development, it is not a plan for growth. Compared to existing zoning, the Master Plan reduces and redistributes potential build-out in a fashion designed to better serve the needs of the year round population and the business community

## Recommended Approach - Amagansett East: LIRR Station



## Recommended Approach - Amagansett East: IGA Area



## Design Recommendations: Transportation Improvements

**Roadways:** The concept of realigning Old Stone Highway and Abrahams Landing Road at the LIRR crossing was introduced at the charrette, with support from those present. A refinement of that concept is shown on the following page. This would realign the roadways to make heavier-traveled Old Stone Highway cross the LIRR east of the existing crossing. Approval from the NY State Department of Transportation as well as the LIRR would be needed. With the LIRR advancing a project to raise two roadway crossings in East Hampton, possibly the crossing relocation work could be included in that project.

**Pedestrians:** The Town is progressing with a project, funded by the NY State Dormitory Authority, to enhance safety by installing in-pavement roadway lighting (or similar) systems for the crosswalk at Hedges Lane in the hamlet center, as well as at the existing crosswalk at IGA, east of the hamlet center.

**Bicyclists:** Marked bicycle lanes on Montauk Highway do not extend through the hamlet center, where on-street parking occurs, due to insufficient pavement width. Since there is a wide Right-of-Way along Montauk Highway, expansion of the sidewalk on one side of the street into a two-way “shared use” path for bicyclists and pedestrians, particularly east of the main commercial area, is possible but would require further investigation. An example of this concept, currently being constructed along NY Route 347 in the Nesconset area, is shown below. The path could meander somewhat, could include an attractive surface, and would include benches and bike racks at several locations, where desirable.

**Transit/Parking:** In the hamlet center, the Town is progressing a project which could add approximately 85 parking spaces as an addition to the large municipal lot on the north side of Montauk Highway. The new spaces would be constructed northeast of the existing lot.



A shared use path for bicyclists and pedestrians such as this one in Nesconset could make biking and walking more viable options for transportation and recreation, and would require further study.



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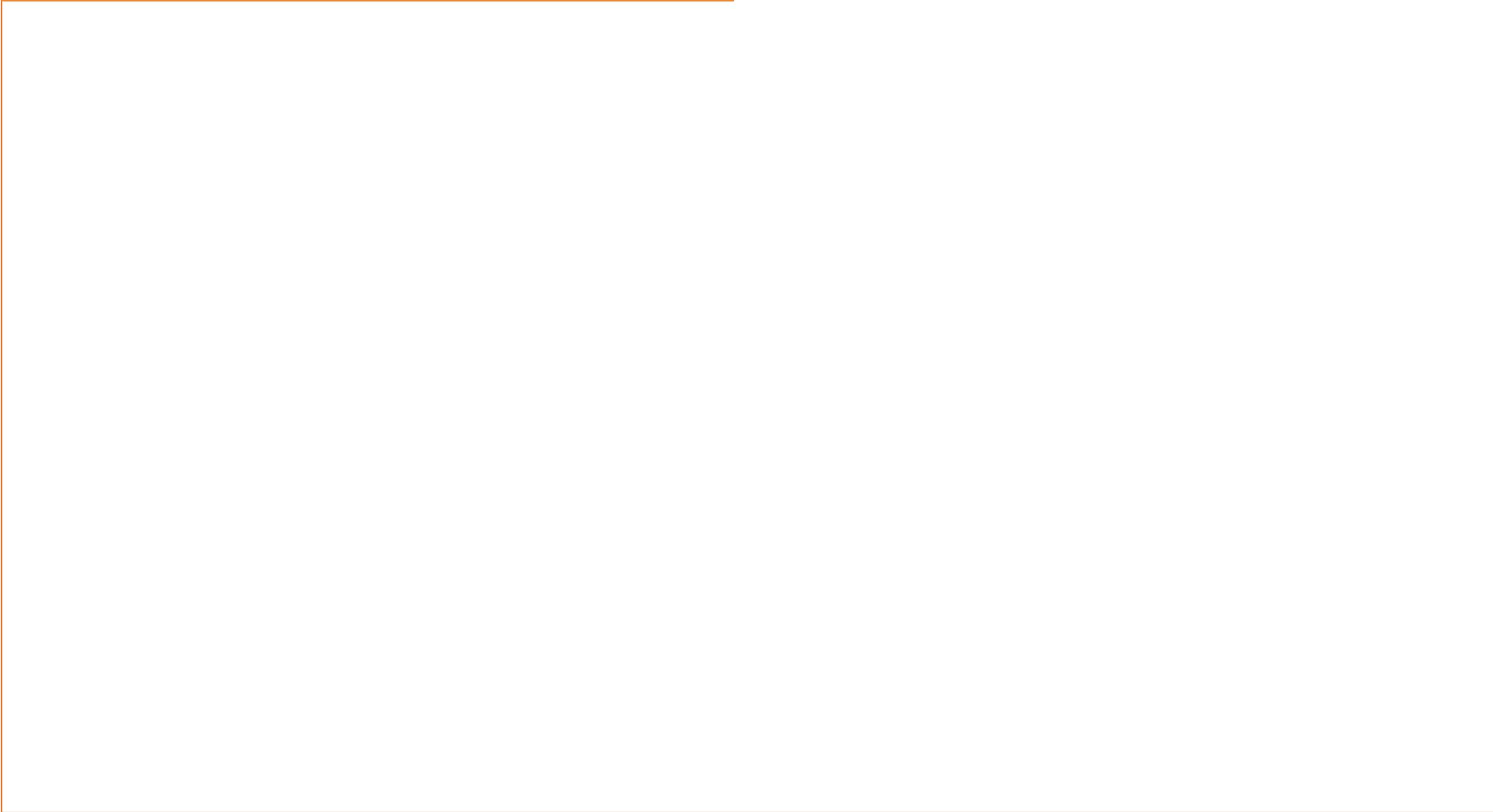
CONCEPTUAL REALIGNMENT  
OF  
OLD STONE HIGHWAY AND  
ABRAHAMS LANDING ROAD  
SCALE 1"=50'±

At the LIRR station, in conjunction with the proposed roadway realignment at the LIRR crossing, additional parking could be created on the south side of the track, where the pavement is being removed. This is preferable to constructing the parking spaces on the north side, which would require those motorists who park there to cross the track.

Improved LIRR service on the South Fork, to alleviate both morning and evening traffic congestion on Montauk Highway, as well as the additional tourist season weekend congestion, has been proposed for more than

30 years. Encouragingly, the revival of the “South Fork Commuter Connection,” which in the past temporarily provided more commuter service between Speonk and Montauk during the morning and evening rush hour, is currently being discussed with the LIRR by the Towns of Southampton and East Hampton.

**Recommended Design Elements: Amagansett**



## Recommended Design Elements: Amagansett