



DRAFT

East Hampton  
Hamlet Report

# East Hampton



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Prepared For:  
The Town of East Hampton, New York

April 25, 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 the East Hampton Hamlet 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



A series of listening sessions, site walks, and interactive workshops allowed residents and business owners to participate in the planning process and contribute ideas on the future of each of the town's hamlet centers.

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 East Hampton, is provided in a companion document.

In sharp contrast to the conversion of East Hampton Village center to a seasonal, high end, retail center, the three unincorporated East Hampton Hamlet business areas have retained their informal local flavor. The North Main Street district has a distinctive streetscape, a compact, pedestrian oriented character and a mixture of typical downtown businesses including one of the Town's few grocery stores. The Montauk Highway Corridor/Pantigo Road business area is characterized by a scattering of small-scale, low intensity businesses, medical and other professional offices, food and beverage stores. The Springs Fireplace Road area supports one of East Hampton's leading industries with the largest concentration of

building contractor and construction support facilities within the Town. Each of these business areas provide essential goods, services and employment on a year round basis.

But the roadways serving these business are also among the heaviest travelled in the Town. Intersection and traffic light configurations compound the traffic congestion on North Main Street. Along the Springs Fireplace Road industrial area and the Montauk Highway Pantigo Place Corridor, parcels have been developed independently from their neighbors, often with separate driveways and parking lots. As the largest undivided block of commercial industrial land remaining in the Town, future reuse of the active sand mine provides unique opportunities to meet East Hampton's projected needs, but could have dramatic impacts on traffic and the business community as a whole.

This master plan is designed to help the town understand how East Hampton'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 East

Hampton Master Plan 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.

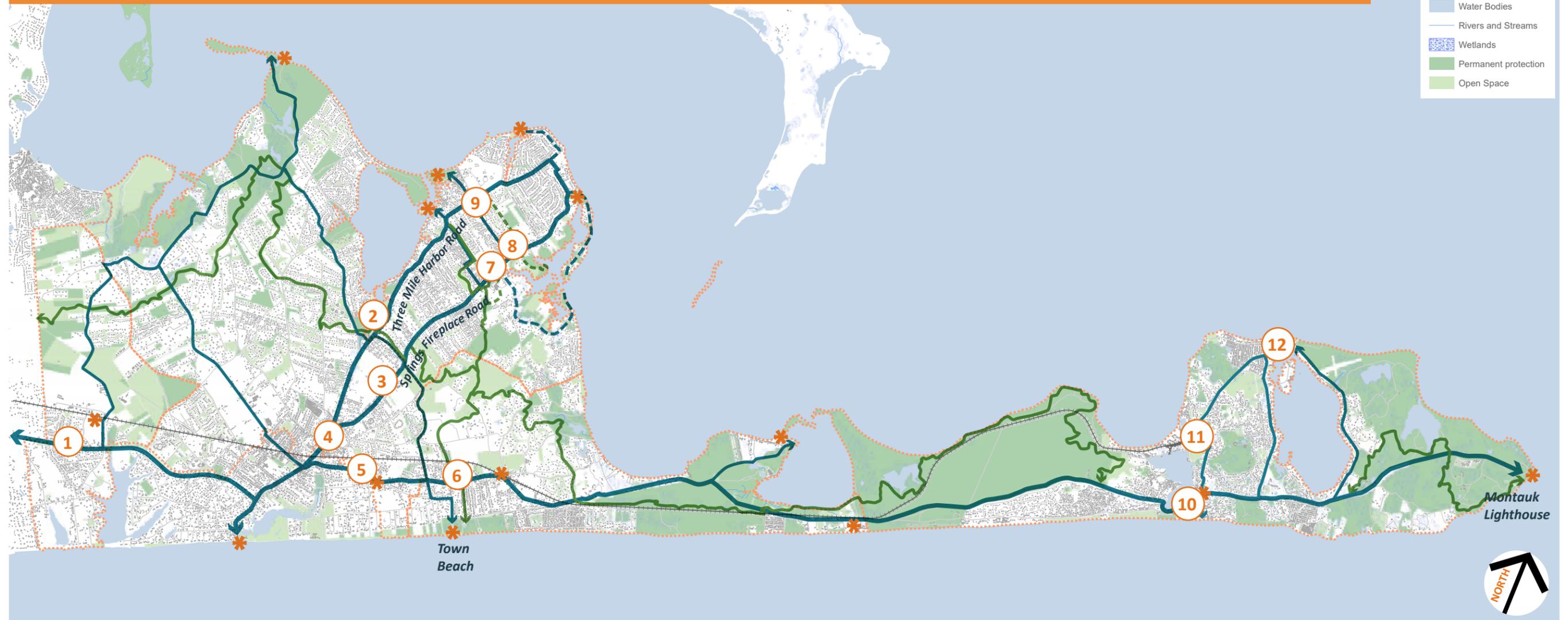
Based on the results of the charrettes, the consulting team prepared concepts and illustrative master plans for East Hampton's three commercial areas intended to capture the community's shared vision of more attractive, walkable, and economically vibrant commercial centers. The illustrative master plans show a potential way that the commercial districts could be redeveloped over coming decades, but they are not the only possible result of any potential changes the Town might make in planning policy or regulations. 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 gradually shape East Hampton's business 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 East Hampton'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 East Hampton Master Plan. Specific objectives and recommendations for East Hampton put forth in this report build on that long-term vision of what it is essential to East Hampton now and in the future.



Barn at the East Hampton Historical Farm Museum at North Main Street and Cedar Street

## Location of Key Areas, with Townwide Pedestrian and Bicycle Connections



- |  |   |   |
|--|---|---|
| 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 Maritime Walking District, 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, hereafter referred to as East Hampton hamlet, is defined as the East Hampton School District—which encompasses 13,973 acres including the population centers of Northwest Harbor and East Hampton—but excluding the Village of East Hampton. The hamlet is bounded on the north and northwest by Gardiners Bay and Northwest Harbor. To the east lie Three Mile Harbor and the Springs and Amagansett School Districts, with the eastern district boundary following Abrahams Path. To the west lie the Village of Sag Harbor and the Wainscott School District. The western boundary primarily follows the Sag Harbor – East Hampton Turnpike. Montauk Highway and the Village of East Hampton are to the south. A narrow portion of the hamlet to the south divides Amagansett from the Village, with an extension of East Hampton Hamlet extending to the Atlantic Ocean.

East Hampton's landscape, like the rest of Long Island, was sculpted by glaciers. Glacial outwash contributed sediment that formed the flat coastal plain of East Hampton. Rich agricultural soils in the southern portion of the glacial outwash plain continues to support a number of

historic farms—a deep connection to some of the hamlet's earliest land uses.

The dominant natural vegetation cover of the hamlet is Pitch Pine and Blackjack Oak. Existing pine-oak forest areas are fragments of the Atlantic Coastal Pine Barrens Ecoregion that historically covered an area from New Jersey to Cape Cod.

East Hampton's commercial and commercial-industrial land uses are concentrated along the hamlet's arterial roads—Montauk Highway, North Main Street, and Springs Fireplace Road. There are two major retail centers in East Hampton: one on North Main Street and another in the Pantigo Road area. The sand pit and related industrial uses on Springs Fireplace Road represent the largest single commercial-industrial area in the Town.

### Historic and Cultural Resources:

The visual and cultural character of East Hampton today is the product of its 17th and 18th century settlement and development. The earliest 17th century development of the land in East Hampton and Northwest Harbor, like elsewhere in the town, was influenced by the areas' glacial geography. The first settlement 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>.



The East Hampton School District Boundary is highlighted in orange. The commercial districts that were the focus of this study fall within the area highlighted with a teal rectangle.



Town Hall Complex on Pantigo Road

Agricultural land uses were central to the economy of the hamlet in the 18th and 19th centuries. 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. Notable historic and cultural resources in the hamlet from the 18th and 19th century today include:

- Historic 18th and 19th century structures repurposed into Town Hall complex
- Cedar Island Lighthouse Historic Landmark
- Historic Waterfront Landing in Northwest
- Farm Museum on North Main Street with restored turn of the century structures

Intensive development from the 1960s onward of second homes in large subdivisions shifted the economy of the

area from an agrarian one to a summer home and 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.

The East Hampton School District is also notable for its scenic character. Three areas of the district have been designated by New York State as Scenic Areas of Statewide Significance: Three Mile Harbor, Northwest Harbor, and East Hampton Hamlet's Atlantic coastline. These areas are notable for their historic landscapes and rural character, a combination of farmland, wetlands, beaches, and dunes. Potential threats and historic preservation issues include the loss of remaining open space and farmland, as

well as new visually discordant features brought about by new development. There is a high potential for additional future development in East Hampton School District, which contains 1,641 acres of vacant land and the highest number of undeveloped urban renewal lots in the town.

### Demographics:

The total population of the East Hampton School District, excluding East Hampton Village, is 7,459<sup>2</sup>. The population of East Hampton North Census Designated Place (CDP) is 4,142 and the population of Northwest Harbor CDP is 3,317. The population of East Hampton Village is 1,083. Between 2000 and 2010, East Hampton, including E.H. Village, experience a 7% increase in population. This is the second highest increase town-wide. Excluding the Village, the school district experienced an even higher population increase of 12%. Among the hamlets, East Hampton is second only to Springs in population density.

East Hampton is one of the most racially and ethnically

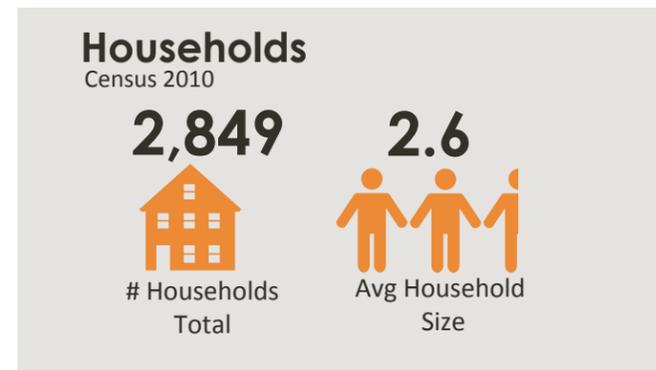
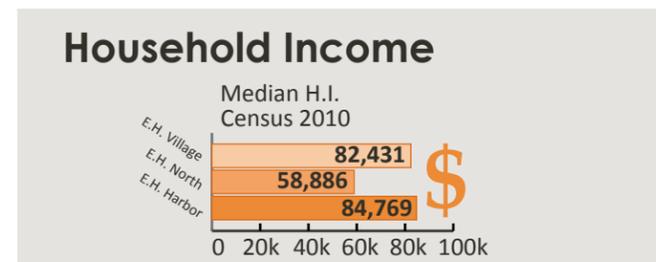
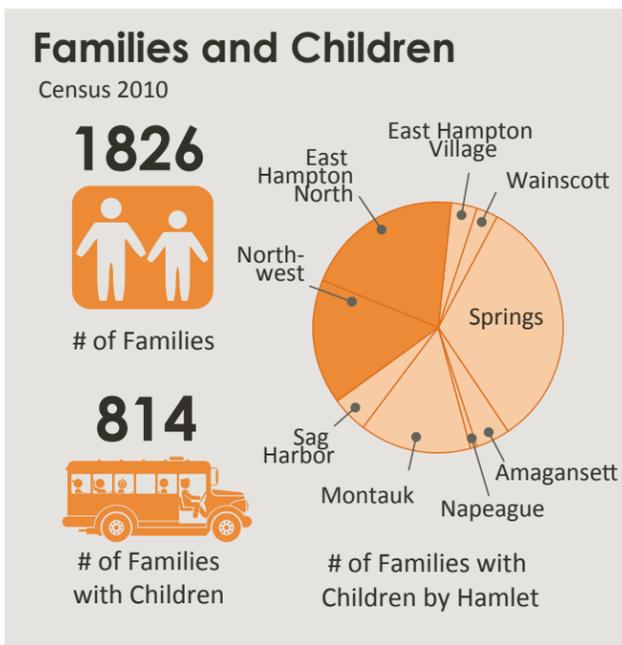
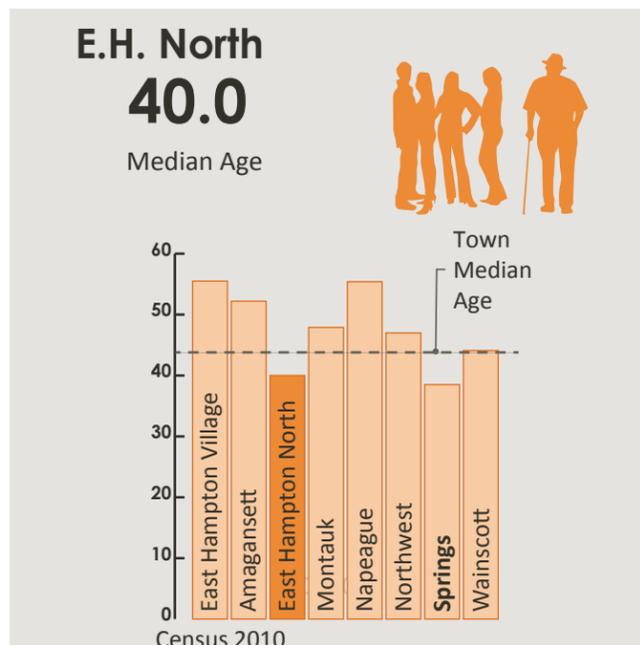
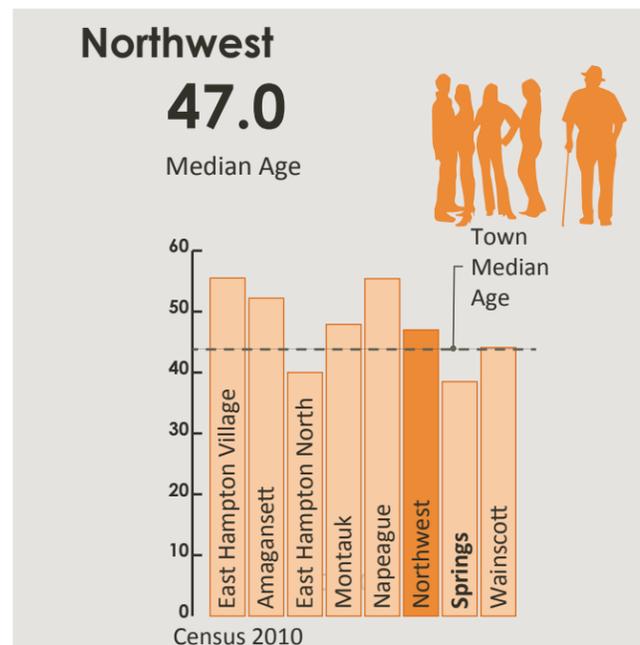
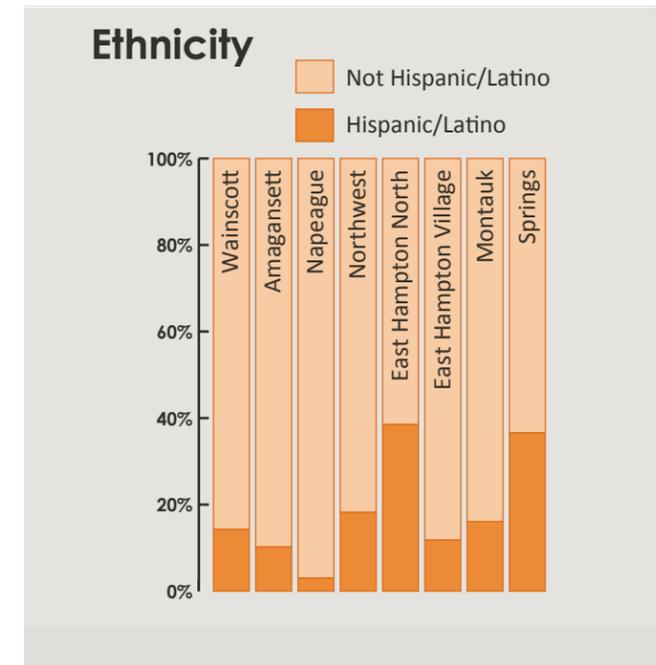
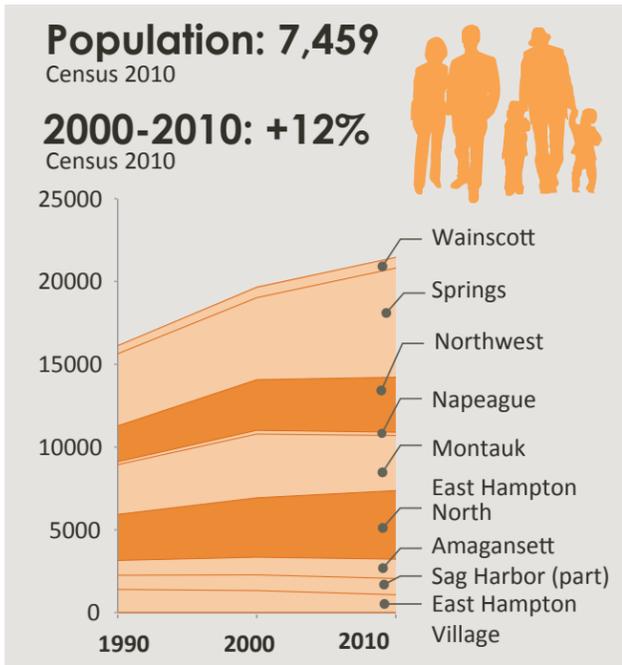
<sup>2</sup> 2010 U.S. Census

diverse hamlet in the town. As of the 2010 Census, 76.1% of East Hampton CDP residents identify as White, 6% as Black or African American, 0.7% as American Indian or Alaska native, 1.1% as Asian, 0.0% as Native Hawaiian or Other Pacific Islander, and 13.8% as Some Other Race. 2.3% identify as Two or More Races. In Northwest Harbor CDP, 88.1% of residents identify as White, 2.6% identify as black or African American, 0.4% identify as American Indian and Alaskan Native, 1.7% identify as Asian, 0.4% identify as Native Hawaiian and Other Pacific Islander. 5.6% identify as Some Other Race and 1.1% identify as Two or More Races.

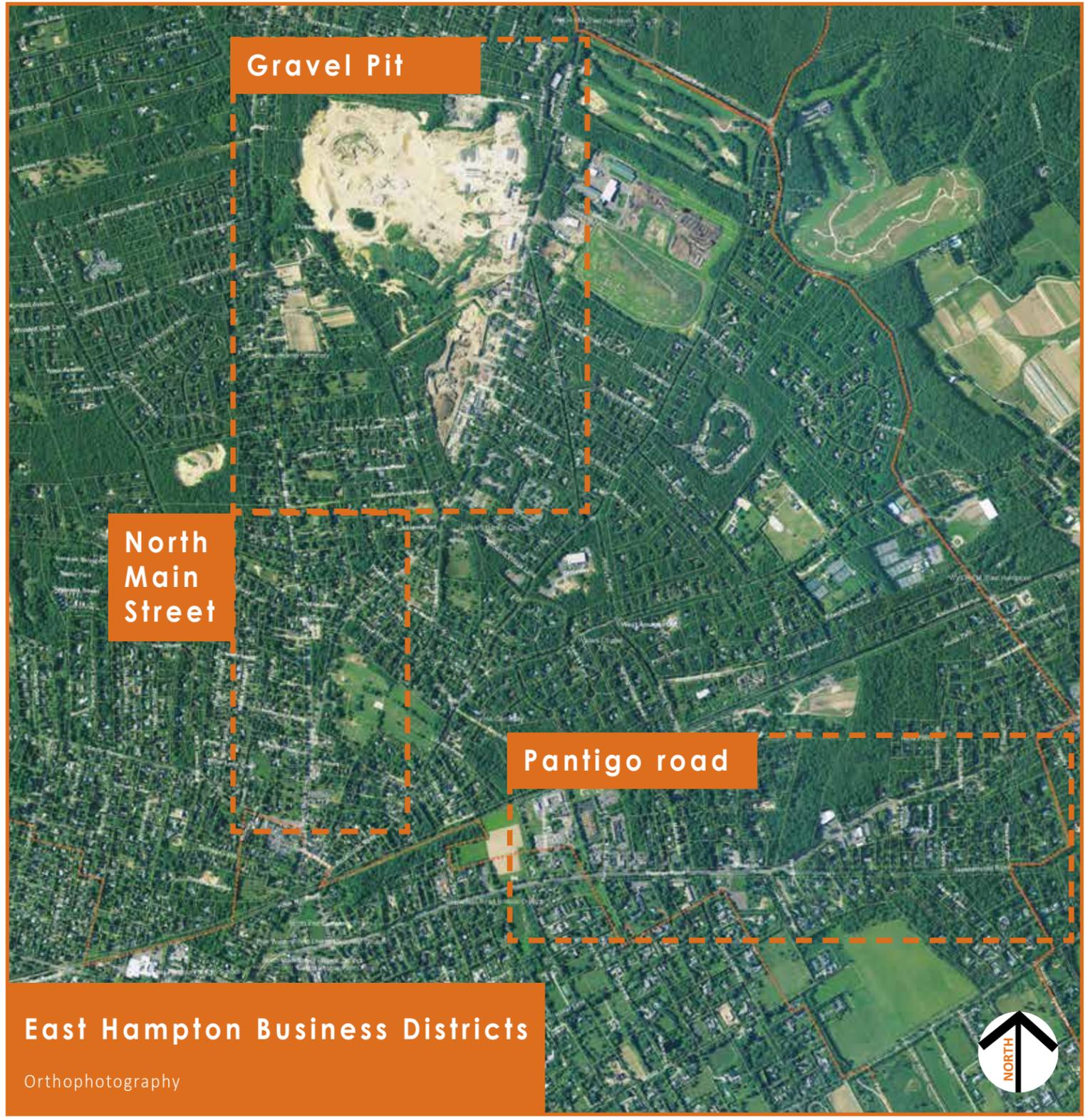
In terms of ethnicity, 38.5% of the population in East Hampton CDP identify as Hispanic or Latino (of any race). This is the highest percentage of ethnically Hispanic or Latino people in any census-designated place in town. In Northwest Harbor CDP, 18.2% identify as Hispanic or Latino (of any race).

East Hampton has the third lowest median age town-wide at 47, including the Village. Excluding the Village, East Hampton has the second lowest median age of 42.

## Population & Demographics | East Hampton



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



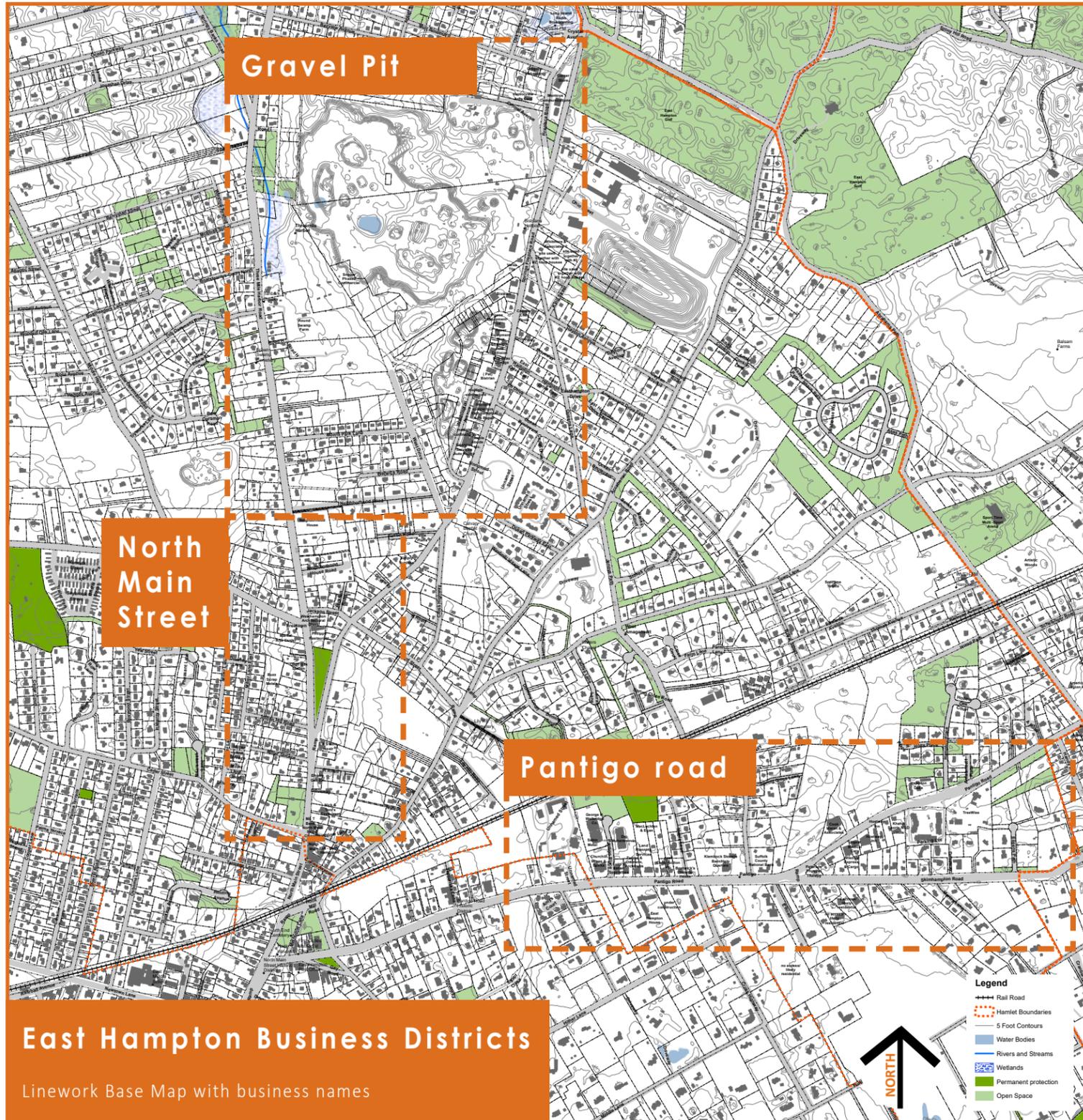
**East Hampton Business Districts**

Orthophotography



**Gravel Pit**

Orthophotography





## North Main Street

Orthophotography



## North Main Street

Linework Base Map



**Pantigo Road**  
Orthophotography



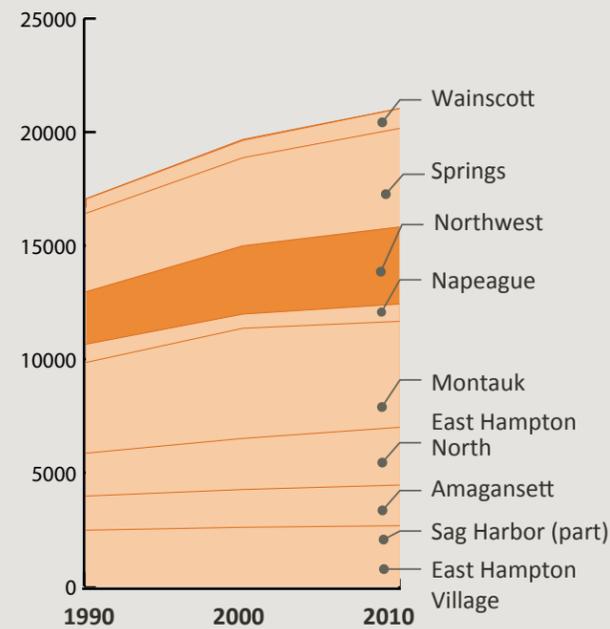
**Pantigo Road**  
Linework Base Map

## Northwest Housing Units: 2545

Census 2010

2000-2010: +13%

Census 2010

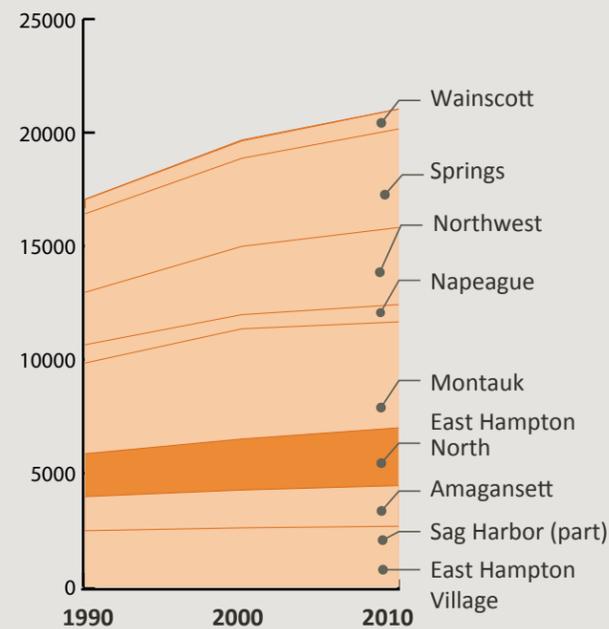


## E.H. North Housing Units: 2545

Census 2010

2000-2010: +13%

Census 2010



## Northwest

16.8% 83.2%



Renter Occupied

Owner Occupied



## E.H. North

32.9% 67.1%



Renter Occupied

Owner Occupied



Estimate of School Taxes					
Location	Tax Rate/Per 1000 avg*			Basic STAR 2% Cap	Total Tax Estimate
Montauk	929	3.650	3,391	247	3,144
Springs	1,294	3.650	4,723	406	4,317
East Hampton	877	3.650	3,201	216	2,985
Amagansett	665	3.650	2,427	131	2,296
Wainscott	539	3.650	1,967	81	1,886
Sag Harbor	918	3.650	3,350	303	3,048

\*House valued at \$500,000 x .73% = 3650 assessed value

\*School Tax Rate was averaged

The Hamlet of East Hampton has a relatively large proportion of the town's school children, but its commercial/industrial tax base keeps school taxes at about the median for the town as a whole.

The district has 3,382 households, 2849 excluding the Village. The number of families in East Hampton is 2,103. Excluding the Village, the number of families is 1826. Excluding the village, the number of families with children is 814, the highest townwide. East Hampton, including the village, has the highest number of single parents with children (264).

The median household income by census designated place is as follows:

- East Hampton Village: \$82,431
- E. Hampton North \$58, 886
- E. Hampton Harbor \$84,769

## Natural Resources and Environment

East Hampton's rural, coastal landscape provides both valuable natural resources and unique habitat for many species. Though these resources are in some cases distant from the business centers, natural resources can be affected by activities that impact stormwater runoff and associated changes to surface and groundwater quantity and quality.

**Surface Waters:** East Hampton's major surface water bodies range in scale from large harbors and bays to creeks and small ponds. Northwest Harbor is one of the least developed, cleanest bays in the town of East Hampton. It is a prime bird and shellfish habitat and bordered by a large area of conservation land. The harbor is a NYS Significant Coastal Fish and Wildlife Habitat. Northwest Harbor is also within a Harbor Protection Overlay Zone and subject to Local Waterfront Revitalization Program policies. Three Mile Harbor, to the east, is a NYS Significant Coastal Fish and Wildlife Habitat, though there are on-going water quality concerns here.

Alewife and Scoy Ponds are scenic water bodies notable

Data from the US Census Bureau as collected in the Community Housing Opportunity

for their low level of pollution due to the conservation of surrounding areas. These ponds are also unique for their glacial origins. Scoy Pond, for example, is known as a “kettle pond” because the topographic low point it occupies was formed by melting blocks of glacial ice. Notable rivers and creeks include Northwest Creek (draining into the Peconic River), Hands Creek (draining into Three Mile Harbor), and Alewife Brook—which connects Scoy and Alewife Ponds with Northwest Harbor.

### Groundwater:

Much of the East Hampton school district is underlain by a large glacial aquifer which provides the major source of drinking water for the town. On the eastern end of long island, fresh groundwater “floats” on top of saltwater groundwater. This lens decreases in thickness toward the coastline with a maximum thickness landward of about 600 feet<sup>3</sup>. Many excellent groundwater recharge areas exist in the school district, particularly in the northern half of the district in the vicinity of Old Northwest Road and Northwest Road.

### Environmentally Sensitive Areas:

Environmentally Sensitive Areas in East Hampton include estuaries, ponds, wetlands, pine barrens, and critical beachfront habitats. Estuaries and ponds include Hands Creek and Northwest creek. Sensitive wetlands, home to a variety of wildlife and shellfish, are found bordering Northwest Harbor. The area surrounding Cedar Point and Sammys Beach is notable for its undeveloped kettle wetland complex, an unusual feature on Long Island.

East Hampton’s Pine Barrens and White Pine forest are unique environments that cover much of the hamlet’s high quality groundwater recharge areas. Pine Barrens are remnants of an Atlantic Coastal Pine Barrens ecoregion that once extended across the coastal plain of New Jersey, Cape Cod, and Long Island. These unique habitat areas are characterized by sandy soils home to Pitch Pine and Scrub Oak. These areas are recommended for

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

protection by the Critical Lands Protection Strategy of the Peconic Estuary Program. The hamlet’s White Pine Forest is an even more singular feature—it is the only native white pine forest on Long Island. White Pine Forest is found on 3.8 miles in the Northwest Woods area of East Hampton and is a remnant of forests that once covered the area during a cooler climate<sup>4</sup>.

Critical ocean-front habitat includes the Gardiners Bay bluffs, beaches and dune-lands ecology in Northwest Harbor. The hamlet also contains a limited amount of mostly residential land with Atlantic Ocean frontage.

### Agriculture and Fisheries:

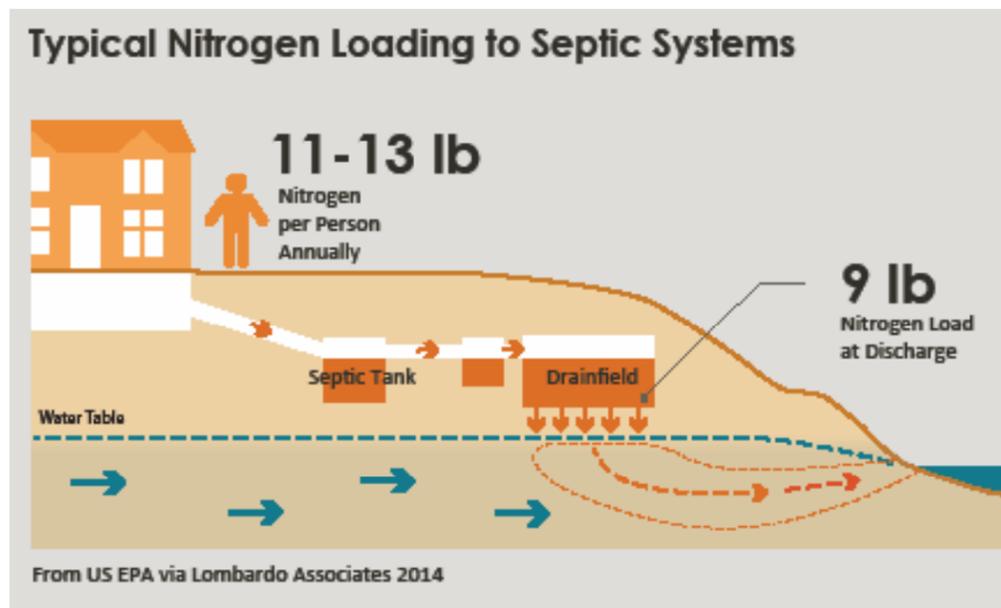
East Hampton contains working agricultural land, with the most acreage concentrated in the central and southern portions of the hamlet, such as in the vicinity of East Hampton High School. This land is the remnant of the hamlet’s agricultural history. Northwest Harbor is important to the town’s commercial and recreational fishing industry.

## Environmental Challenges

**Surface and Groundwater Pollution:** Surface and groundwater quality protection is an on-going environmental challenge in the hamlet. Ponds and other water bodies are at risk of contamination through surface and groundwater flows from pollution sources distant from the ponds, such as within the business center.

**Habitat and Open Space Loss:** Loss of sensitive habitat areas and open agricultural land is an on-going challenge in the East Hampton school district. Despite

<sup>4</sup> 2011 Community Preservation Plan



CPF acquisition of lots, there remains a high potential for additional future development. East Hampton school district contains 1,641 acres of vacant land, the highest amount of undeveloped urban renewal lots in the Town.

**Deer Management:** Increasing populations of white-tailed deer in East Hampton have reached an emergency level in East Hampton according to the East Hampton Deer Management Working Group<sup>5</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 East Hampton create glare. 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.

<sup>5</sup> Deer Management Plan 2013

## Coastal Flooding, Climate Change and Resilience<sup>6</sup>:

More sustainable energy production and greater energy efficiency will remain an on-going challenge for East Hampton. This issue is important, among other reasons, because of its critical role in reducing the human contribution to climate change.

Low-lying areas of East Hampton are today at risk from inundation by hurricanes and strong winter 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<sup>7</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.

Likely impact of climate change and projected Sea Level Rise in East Hampton include projected impacts at Northwest Harbor, Alewife Pond, Cedar Point, Hands Creek, Gardiners Bay beaches. Planning for coastal protection and alteration of threatened sites will remain an on-going challenge in the hamlet.

<sup>6</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.

<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.

## Land Use

East Hampton hamlet's land use is predominantly residential, with the highest density residential development close to the Village and lower density residential development in Northwest Harbor. Conserved farmland and environmental conservation lands occupy about one third of the hamlet by area. Commercial and industrial land uses are concentrated along the hamlet's arterial roads: Springs Fireplace Road, N. Main Street, and Montauk Highway.

**Open Space and Recreation:** The hamlet of East Hampton is notable for its significant amount of preserved land. Approximately one third (34%) of land in the hamlet is preserved, the third highest amount of preserved open space Town-wide. This protected open space includes the largest area of protected farm land in the Town. Large areas of conservation land also surround Northwest Harbor and Three Mile Harbor. Notable conservation areas include Grace Estate Preserve, Cedar Point County Park, Northwest Harbor Park, and Sammys Beach. Gardiners Bay beaches, bluffs and dunes are also important ecologically and recreationally to the town.

East Hampton's conservation lands and parks are home to an extensive trail system linking open space, harbors & bays and providing recreational opportunities for residents and visitors. The hamlet is also notable for its water-based recreation. This includes recreational fishing and shellfishing in Northwest Harbor. Boaters and kayakers also frequent Northwest Harbor, Alewife Pond, and Three Mile Harbor.

**Residential Housing types:** Residential land uses in East Hampton range from higher density residential uses closer to the Village to low density residential in Northwest Harbor. There are 5,939 housing units in East Hampton Hamlet, the highest number of housing units in any East Hampton school district. This includes 2545 housing units in East Hampton North CDP and 3394 housing units in Northwest Harbor. In comparison, East Hampton Village has 1,836 housing units. The number of housing units increased between 2000 and 2010 by 13% in both East Hampton North and Northwest Harbor. In the Village, the number of housing units increased by 5%.

East Hampton, like many ocean resort communities, has a large number of seasonally occupied homes. In the 2010 U.S. census, the number of seasonally occupied homes was 2766, versus 3173 homes occupied year round. The hamlet has the second highest percentage of housing occupied year-round in the town: 43.5%.

### Year Round vs. Seasonal Housing

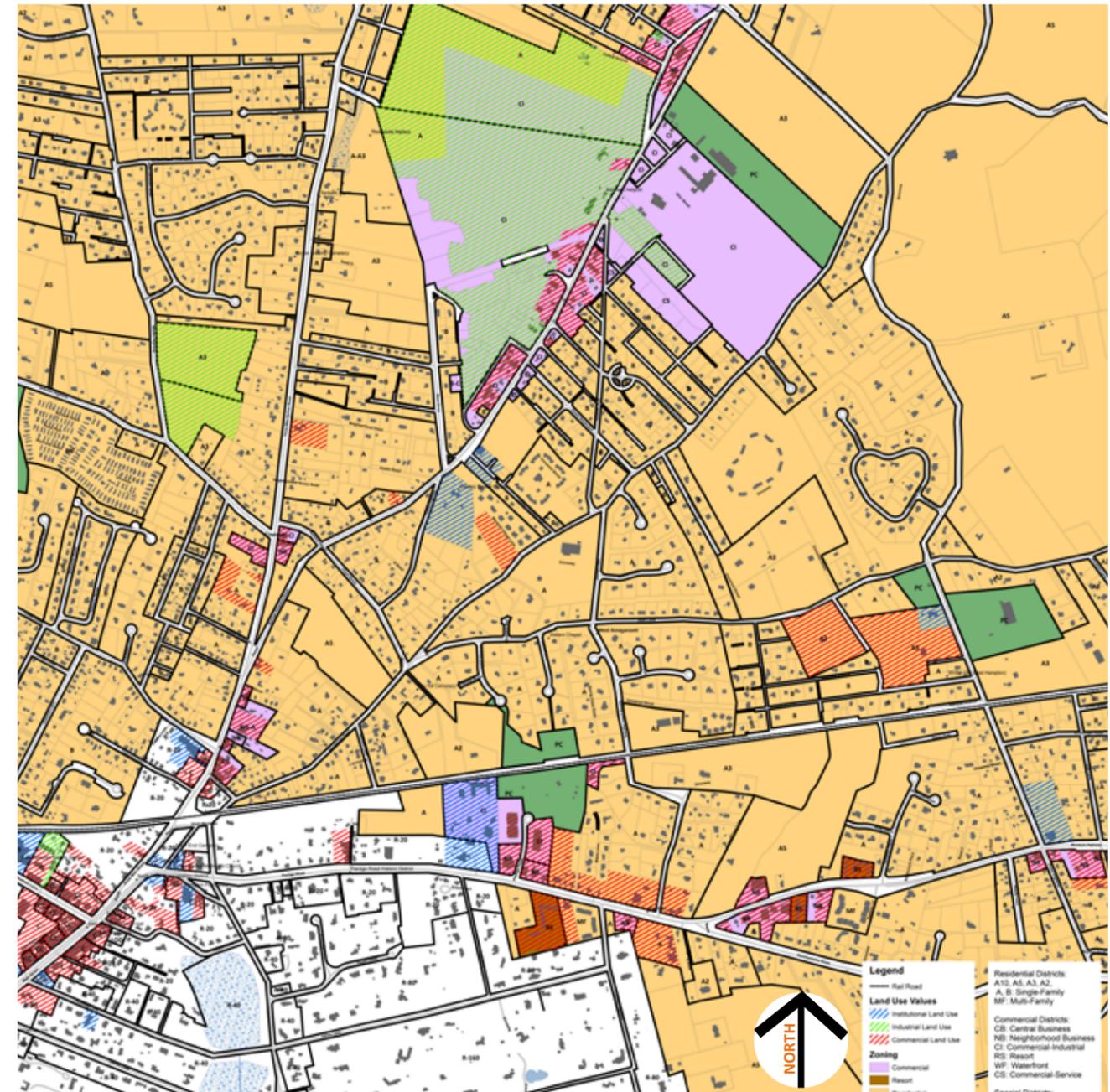
- Second highest percent of housing occupied year-round: 43.5%
- Second lowest percentage of growth in housing units 2000-2010: 11%. Higher growth in EH North & NW CDPs: 13%.
- E.H. Village: 27.8% Renter Occupied; 72.2% Owner Occupied
- E.H. North: 32.9% Renter occupied; 67.1% Owner Occupied
- Northwest harbor: 16.8% (220) Renter Occupied; 83.2% (1093) Owner Occupied

### Housing issues and trends

- Highest number of Affordable Housing apartments & single family developments: 374.
- Potential future residential buildout (excluding village): 908.

**Commercial/Retail Uses:** East Hampton school district contains two primary commercial areas. One of these includes the IGA and other businesses along North Main Street. The other is an area along Pantigo Road extending East from the boundary of East Hampton Village.

**Commercial/Industrial:** Commercial-industrial areas in East Hampton include an extensive area of Springs Fireplace Rd. (the largest industrial area in Town) and two small pockets along the railroad tracks at Rte. 114 & Stephen Hands Path.



## East Hampton Commercial Centers: Zoning vs Land Use

Solid colors represent zoning. Commercial, Industrial and Institutional land use indicated with hatching.

## East Hampton Hamlet Zoning Overview

### Residential Districts:

- Residence District A5
- Residence District A3
- Residence District A2
- Residence District A
- Residence District B
- Multi-Family districts

### Commercial Districts

- Central Business (CB)
- Resort (RS)
- Neighborhood Business (NB)
- Commercial Industrial (CI)

### Overlay Districts:

- Affordable Housing Overlay (AHO)
- Limited Business Overlay (LBO)
- Special Groundwater Protection Area
- Parks and Conservation Zone
- Harbor Protection Overlay District
- Agricultural Overlay District

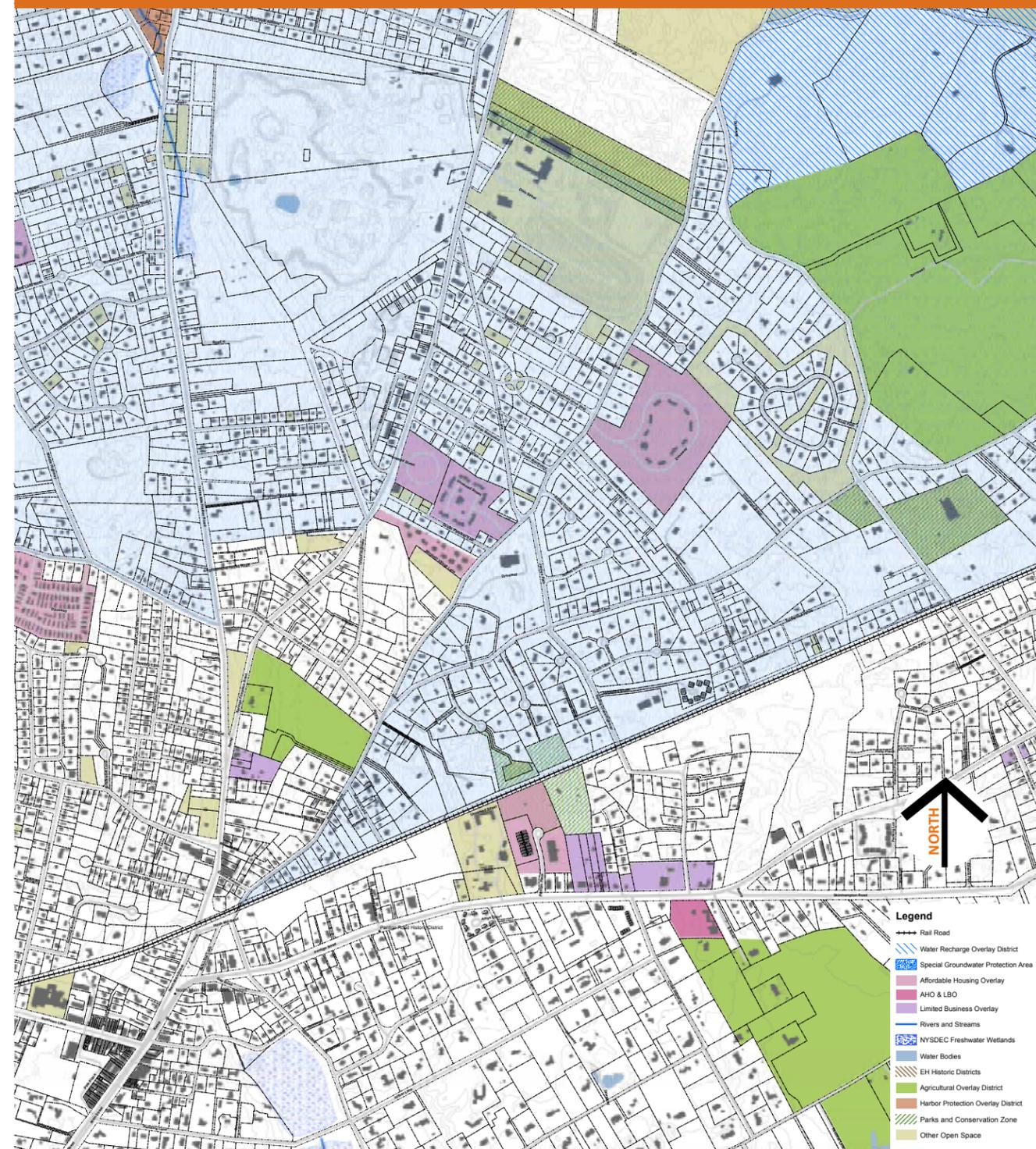
### Zoning Districts

- Majority of the hamlet is zoned residential: Low density zoning in NW, medium density closer to village.
- Largest number of Urban Renewal Maps: 21
- Parks & Recreation Zoning surrounding Northwest Harbor, Sammy's Beach and Three Mile Harbor parkland
- Harbor Protection Overlay Districts along Three Mile Harbor, Northwest Harbor
- Water Recharge Overlay District corresponding to large blocks of ground and drinking water resources
- Agricultural Overlay District - Long Lane and Skimhampton Rd. agricultural lands
- Business Zoning corresponds primarily to location of existing business uses.
- Limited business zones have been employed to limit the scale of commercial growth along Pantigo Road and North Main Street.
- Commercial/Industrial zoning for the sand pit area.

### Key Issues for Zoning

- East Hampton hamlet has the second highest number of housing and building code violations – overcrowding, excessive vehicles, substandard conditions
- Largest number of licensed contractors in the Town-114. Storage, workshop space and truck parking is sometimes at odds with the character of residential districts
- There are 25 Non-conforming businesses, mostly along major roads. Mismatch with zoning can prevent needed renovation and business development.
- Scattering of Home Occupancy Businesses throughout hamlet

## East Hampton Commercial Centers: Overlay Zones



## Business Uses and Hamlet Economy

East Hampton Hamlet's major commercial areas are along the major arterial roads—Montauk Highway, North Main Street and Springs Fireplace Road. Additional small business nodes are found at the Springs Fireplace Rd. and Abrahams Path intersection, and two locations along the railroad tracks at Buckskill Road and Rte. 114-Sag Harbor Turnpike. The sites near the railroad tracks are largely occupied with building contractor, storage and landscaping facilities. According to a recent inventory by RKG Associates, there are some 180 businesses in 27 business categories in East Hampton Hamlet, amounting to 25% of the total number of businesses and 21% of the total building square footage in town.

A high percentage of these are year-round businesses, including food stores, professional offices, and health care facilities. East Hampton is also home to the largest heavy industrial area in Town, including a sand mine, supply yards, recycling center and transfer station, repair shops, and specialty trade contractors. These facilities support 48 Specialty Trade Contractors, 55% of the town's total, as well as close to 40% of the total building construction and real estate related businesses in town. RKG Associates has inventoried these businesses as well as analyzed current economic conditions and trends in the hamlet and region. See the Business Study for an in-depth look at the RKG findings.

The Springs Fireplace Road area, with an active sand mine, cement plant and the reclaimed Town Landfill, now Recycling Center, has the most industrial character of any one location in Town. Building and supply yards, automotive repair shops, waste management, heavy equipment rentals as well as building trade contractors have gravitated to this area. With few exceptions, such as the sand mine, most of the properties are small sized. Collectively, these businesses are fueled by the building and landscaping construction, design, and maintenance second home industry.

The North Main Street business area extends into the incorporated Village, and serves the year round population with food stores, including one of the few grocery

stores in Town, a bank, dry cleaners, gas stations and other small shops. Several large seasonal and year round restaurants, and a summertime Farmer's Market add to the vibrancy of the area for both second home owners and year round residents. Just to the north, the small business node at the Springs Fireplace Road/Abrahams Path intersection provides convenient shopping and facilities for small grocery, beverage, hardware and low key restaurants. This small cluster of businesses serves Springs and East Hampton residents seeking to reduce travel time and avoid traffic congestion in the Village of East Hampton and larger retail centers.

The Montauk Highway Corridor portion of the East Hampton Hamlet, extending between Town Hall and the boundary of Amagansett, contains a large diversity of professional offices and services. The largest profes-



Supply of building materials, as well as the labor and expertise to install them, plays an important role in East Hampton's economy - year round. The Springs Fireplace Road corridor (above, image courtesy of Google Earth) is home to many of these businesses.



The Agricultural Overlay District helps to protect farmland in close proximity to East Hampton's commercial areas. While not very significant compared to East Hampton's other economic activities, farming plays a key role in sustaining the character and quality of life that is fundamental to East Hampton's success.

sional office park and medical park buildings in the entire town, approximately 20,000 square feet each, are located Pantigo Place, just east of Town Hall. To better serve East Hampton residents, Southampton Hospital is coordinating with the Town to develop a satellite emergency facility also on Pantigo Place. In addition to this cluster, the Corridor includes offices for insurance, investment, physical therapy, law, land planning and other professionals. Supporting these businesses, the Corridor provides a fair number of delis, bagel shops, takeout lunch businesses and a few restaurants. There are 2 motels along the Corridor but the businesses are generally not highly dependent on the tourist economy. The area has a year round presence, with the medical facilities professional offices, restaurants, food and beverage stores also heavily supported by the second home owners and summer visitors.

### Market Orientation:

- Business base primarily serves construction activities, specialty trades contractors, auto repair services and the second home industry, particularly along Spring Fireplace Road
- Unlike other hamlets, local businesses not as focused on tourism, food service and accommodations.
- Businesses primarily located along highways and not clustered in a pedestrian focused hamlet center, except for the North Main Street area
- North Main Street, Springs Fireplace Road and Montauk Highway Corridor cater to a mix of year-round residents and second homeowners

## Approximate Buildout of East Hampton Sand Pit - Buildout Under Current Zoning

### Buildout Analysis

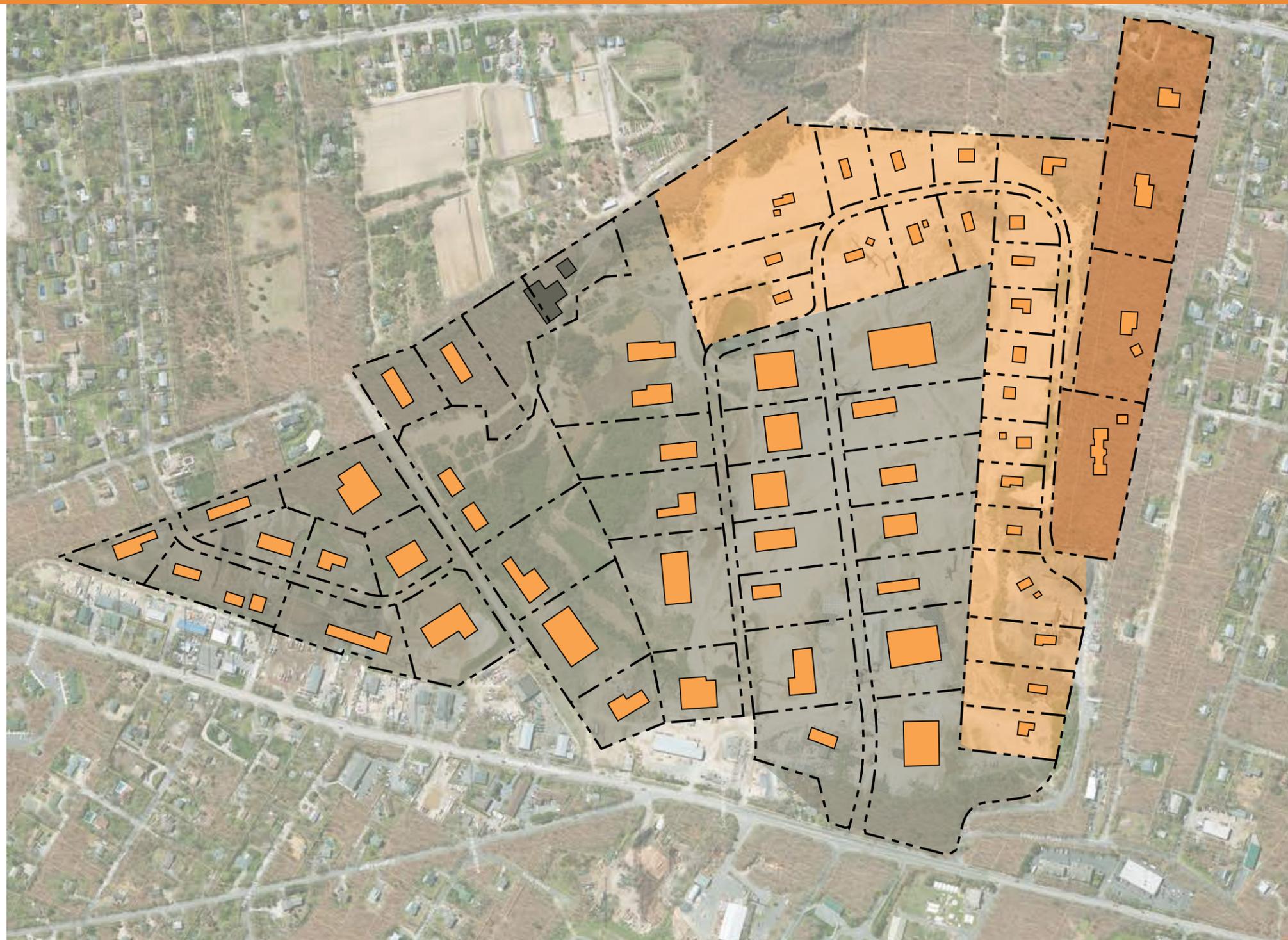
According to a 2011 residential buildout performed by the Planning Department<sup>1</sup>, the town as a whole could see a 13% increase in the total number of housing units. This assumes future development consistent with current zoning. In the East Hampton school district, this residential buildout is estimated to be 908 housing units.

The sand pit off Spring Fireplace Road could become one of East Hampton's largest developable areas once the mine ceases operations within the next few decades. Under current zoning, the site would most likely be subdivided and sold as smaller commercial-industrial parcels. A residential subdivision would be most likely in the Residential A3 zone that wraps around the northern edge.

The diagram at right shows one possible way the site's development potential could be realized under current zoning. This diagram does not show the maximum allowable building footprint size for every lot, since the nature of commercial-industrial land use usually involves outdoor supply yards, storage areas, etc. However, the diagram does depict an approximation of how the site could be subdivided and sold off into many smaller commercial-industrial lots (based on zoning dimensional requirements, topographic constraints, potential for road access, etc).

With relatively little flexibility in the CI zoning district, the site would most easily be parcelled out into 30-40 individual commercial-industrial lots under different ownerships. Even if the market could absorb that supply of commercial/industrial land, this conventional approach which would miss an opportunity for development of land uses that could more effectively meet East Hampton's current and future needs.

<sup>1</sup> 2014 Community Housing Opportunity Fund Implementation Plan



## Transportation

Automobile traffic in East Hampton is a major safety and business issue in the hamlet, particularly in the summer. Traffic volume has been growing at approximately 8% per year. Particularly problematic intersections include North Main Street and Cedar Street, and North Main St / Springs Fireplace Rd / Three Mile Harbor Rd. On North Main Street, for example, there have been about 10 accidents per year as well as rail road bridge collisions. Pedestrian safety issues are particularly acute in the automobile-oriented commercial areas on Montauk Highway and North Main Street. Lack of parking is also an issue in the hamlet, with parking shortages on North Main Street and Montauk Highway.

**North Main Street Study Area:** The North Main Street hamlet center lies immediately north of the Village of East Hampton. The Village line generally follows the Long Island Rail Road track, but in this area it extends northward, following Accabonac Road, Collins Avenue and Cedar Street, from east to west.

North Main Street is Suffolk County Road (CR 40) from Cedar Street to the north, and becomes Three Mile Harbor Road near its intersection with Springs-Fireplace Road (CR 41). South of Cedar Street, it is a Village roadway. It has one lane of travel, with a center median north of Collins Avenue, which is used for left turn lanes.

Traffic queues occur on southbound Springs-Fireplace Road at its intersection with North Main Street/Three Mile Harbor Road, as motorists wait at the Stop sign for a suitable gap in traffic to turn left. Some motorists on Springs-Fireplace Road turn right onto Jackson Street to travel to Three Mile Harbor Road, avoiding the traffic queues. Traffic flow at the intersection is complicated by its Y-shaped alignment, as well as the location of Indian Hill Road, on the west side of Three Mile Harbor Road.

Accabonac Road, Collins Avenue and Cedar Street are Town roadways. Montauk Highway is located about 900 feet south of the LIRR bridge over North Main Street. Accabonac Road, Collins Avenue and Cedar Street are Town roadways which have one lane of travel in each direction. The County portion of North Main Street has a



Participants in the charrette observe conditions at the intersection of North Main Street and Springs Fireplace Road.

posted Speed Limit of 35 MPH; all other roadways have 30 MPH posted speeds.

The approximate average daily traffic volume on North Main Street, just north of Cedar Street, is 17,500. The Friday, July 8, 2016 traffic count was 22,100 vehicles, or 25% above the average daily traffic. A vehicle classification count, taken in July 2016, indicated a very high percentage of trucks, 32%, including 8% "heavy" vehicles. Both of these are high percentages, and reflective of trucks traveling to and from industrial areas and Town Solid Waste/Highway Department facilities along Springs-Fireplace Road to the north.

Cedar Street carries an average daily traffic volume of about 1,600 vehicles. When traffic conditions on Montauk Highway in the Village of East Hampton become congested, Cedar Street is part of a parallel, northern bypass route. Eastbound motorists can leave Montauk Highway at Stephen Hands Path in Wainscott, and travel north to Long Lane, and eventually to Cedar Street, in order to continue on to Springs, or to continue east on Collins Avenue or Hook Mill Road, then to Accabonac Road to rejoin eastbound Montauk Highway. Motorists on southbound NY Route 114 can also turn onto Stephen Hands Path to utilize this bypass route. Some eastbound

Cedar Street motorists destined for Springs avoid congestion at the Cedar Street/North Main Street intersection by cutting through the residential neighborhood northwest of the intersection.

**Montauk Highway/ Pantigo Road:** Montauk Highway through East Hampton hamlet has one lane of travel in each direction, with a center median, which includes 2-way left turn lanes in several areas. The posted speed limit is 40 MPH.

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.

**Pedestrians:** There are sidewalks on both sides of North Main Street and Collins Avenue in the hamlet center, and sidewalks on one side of both Cedar Street and Accabonac Road. At the signalized intersections of North Main Street with Cedar Street and Collins Avenue there are marked crosswalks, as well as pedestrian signals to aid in crossing North Main Street.

There are continuous sidewalks along the north side of Montauk Highway, and isolated sidewalk segments on the south side.

**Bicyclists:** There are no special provisions, such as bike routes or lanes, to accommodate bicyclists in the hamlet center area. There are no bicycle amenities such as on-road bike lanes or off-road bike paths in the area. There is a designated NY State Bike Route along Montauk Highway; North Main Street/Three Mile Harbor Road/Springy Banks Road and Springs-Fireplace Road (to Hog Creek Road) have been designated as unmarked bike connecting routes to the State route.

Montauk Highway is a designated bike route (NY Bike Route 27). The roadway's shoulders are designated as bike lanes.

**Transit:** The hamlet center is served by Suffolk County Transit's Route 10B, a one-way loop route through the hamlet center, which extends as far west to Bridgehampton, with a connection to Route S92 at the East Hampton LIRR Station. Service is from Monday to Saturday at approximately 90 minute intervals. Route S92 is a major County route which connects East Hampton with Orient Point by way of Riverhead. At the train station, transfer to the 10C route is available. Route 10C provides limited daily bus service to Montauk.



The hamlet is served by the 10B Bus Route, which connects to other routes at the Village Railroad Station.



North Main Street has sidewalks, on-street parking and street trees that support a village character, but has to handle much of the traffic from Springs and East Hampton hamlets.

Montauk Highway 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 Montauk Highway area lies between the LIRR's East Hampton and Amagansett train stations on the railroad's Montauk Branch.

The LIRR's East Hampton train station on the railroad's Montauk Branch is located ½ mile west of North Main Street. 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.

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.

The railroad passes over both North Main Street and Accabonac Road. Both roadways have substandard vertical clearances beneath the bridges, which over the years has caused numerous trucks to strike the bridges. In addition, visibility beneath the bridges is restricted by bridge columns which are located close to the roadway pavement edge. It was noted at the charrette that the LIRR is developing plans to raise bridge clearances over North Main Street and Accabonac Road. When this work is completed, the number of trucks using Cedar Street to avoid the substandard bridge clearances would be reduced.

**Parking:** There are off-street parking lots associated with businesses in the hamlet center. There is a large municipal lot on the west side of North Main Street, opposite Collins Avenue. There is considerable on-street parallel

parking along North Main Street between the LIRR and Springs-Fireplace Road, particularly in the summer season.

## Infrastructure and public facilities

**Public Water Supply:** East Hampton hamlet is underlain by a large glacial aquifer and contains many important groundwater recharge areas. Groundwater Recharge Overlay Districts are located in the central and eastern portions of the hamlet.

Public water mains service much of the eastern portion of East Hampton, with public water lines branching from lines on North Main Street, Springs Fireplace and Three Mile Harbor. A public water main also extends to the north down Springy Banks Road, serving neighborhoods to the west and northwest of the Three Mile Harbor.

**Wastewater:** The entire hamlet uses individual septic systems for wastewater treatment. Aging and failing septic systems pose a significant environmental challenge for the hamlet. The Lombardo Wastewater Report recommends the following steps to address these issues:

- Upgrades recommended for existing septic systems to achieve advanced tertiary treatment in problem areas
- Neighborhood wastewater system recommended for densely developed areas such as North Main Street
- Nitrex permeable barriers recommended in high density locations, downgradient of landfill

**Schools and other public facilities:** East Hampton has three schools, a high school, a middle school and an elementary school. The high school is one of two in the Town, the other being in the village of Sag Harbor.

- East Hampton High School: 9th-12th grade. Also accepts students from other districts on a tuition basis.

- East Hampton Middle School: 6th through 8th grade
- John M. Marshall Elementary School: Kindergarten through 5th grade

School Taxes, which make up the majority of property taxes within each school district, support the schools of East Hampton as well as the tuition for the High School. The school taxes in East Hampton are the fourth highest town-wide, below the tax rate of neighboring Springs, Montauk, and Sag Harbor. 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 development in East Hampton.<sup>8</sup>

<sup>8</sup> 2014 Community Housing Opportunity Fund Implementation Plan



## Charrette Process

### Overview: Purpose of the Charrette

A key element of the East Hampton Hamlet Study 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 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. The two day charrette consisted of workshops, focus groups, and tours that were open and advertised to the general public, including businesses, stakeholder groups, year round residents, second home owners and traditionally underrepresented groups. 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 Easthampton Charrette took place Wednesday and Thursday, June 1st-June 2nd, with most workshop events occurring at the East Hampton American Legion hall, 15 Montauk Highway. The charrette events consisted of a site tour, a public workshop, and a public forum.

**Public Site Tour:** The public site tour, which began at 2:30 PM on Wednesday, June 1st, provided an opportunity for the public to introduce the consultant team to the neighborhood, including key sites, opportunities and threats. A group of local citizens, community leaders, and town officials met with the consultant team in front of the IGA at 92 Main Street. Before the walk, the consultant team introduced the project and site tour and talked with attendees about locations and issues that could be addressed on the walk.

The group walked north on North Main Street and along Spring Fireplace Road. Discussion during the walk ranged from traffic and parking issues to environmental issues, affordable housing and commercial development needs. One key location on the walk was the intersection of Springs Fireplace Road, Three Mile Harbor Road, and North Main Street. Here, the discussion focused on traffic concerns, especially during the early morning in the summer months, with vehicular congestion in August noted as one of the biggest problems in the hamlet. The triangular park at this intersection was discussed; the group wondered if it would be possible to use some of this land to provide additional space for a roundabout or other traffic improvement technique at this intersection.



Participants in the public walking tour stop to confer around a map of the study area.

Another stop along the walk was at the 20 acres of farm land currently for sale off of Springs Fireplace Road just north of the intersection of Springs Fireplace and Three Mile Harbor Road. It was mentioned that the town has bought the development rights to a portion of this property so that it will remain in agricultural uses. Participants in the walk discussed the challenges associated with the extremely high property values in the hamlet. This included discussion of the difficulty in creating affordable housing more generally and the tendency for small houses to be purchased and replaced or expanded.

Other issues raised during the walk included the need for more parking near some of the existing businesses, such as the Royal Gas Station on Three Mile Harbor Road. Commercial development was discussed, with some people feeling that slightly higher density mixed-use development or shopping areas on three mile harbor could be positive. Other people were concerned that any additional development would make the hamlets traffic problem much worse. The high water table in this area of East Hampton and the considerable problems posed by septic systems throughout the hamlet were also discussed during the walk.



### Public Listening Workshop:

The East Hampton public workshop, which took place at 6:30 PM Wednesday, June 1st at the East Hampton American Legion Hall provided an opportunity for the public to share ideas and opinions about what is working well and what needs improvement in order to make East Hampton Hamlet a better place to live and work.

The consulting team kicked off the workshop with an introductory presentation describing key facts and figures about the Hamlet. This presentation was intended to both allow the public to understand the consultants' working knowledge of the area and to build a shared set of facts about the area to guide subsequent discussion. After this introductory presentation, meeting attendees were divided into small groups. Each group gathered around a table with a facilitator from the consulting team for a focused discussion of East Hampton through the framework of strengths, weaknesses, opportunities and threats.

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—



Participants were asked to brainstorm creative ideas for how the commercial districts could evolve over coming decades.

were 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. Facilitators also encouraged workshop participants to take time to explore future opportunities for the sand pit in terms of open space, roads, buildings, and uses.

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.

## Key Problems and Opportunities

Problems and opportunities raised by participants in the site tour and public listening workshop related to traffic and parking, the need for and concern about new development, and issues associated with pedestrian and recreational infrastructure. These are called out in detail on the Issues and Opportunities Maps for the Sand Pit, Pantigo Road and North Main Street.

**Traffic and Parking:** From conversations in the East Hampton Charrette, seasonal traffic is likely the single most important issue to residents. Traffic

in the summer months—especially August—creates difficulties for residents and businesses throughout the hamlet, with specific issue identified on North Main Street, Springs Fireplace Road and Three Mile Harbor Road.

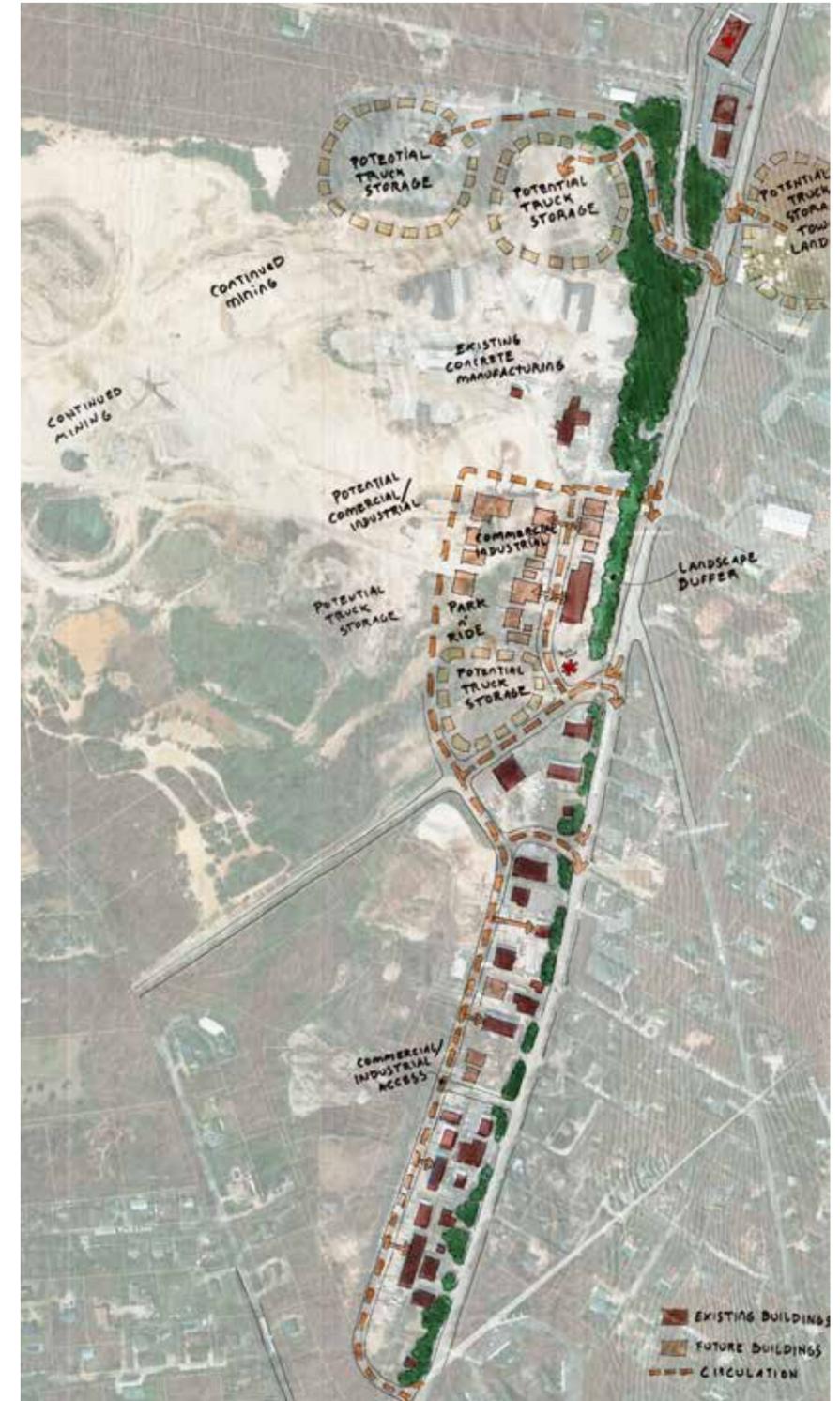
One key problem area mentioned in the workshop is the intersection of North Main Street, Three Mile Harbor, and Springs Fireplace Road. Any redesign of this intersection will be constrained by the adjacent “green triangle” property, which is protected by East Hampton as a Nature Preserve and cannot be altered. Frequent traffic backups on North Main Street and Three Mile Harbor Road were also frequently mentioned: in the vicinity of the IGA and at various intersections including Collins Ave, Oakview Highway, and Jackson Street.

On Pantigo Road, the alignment of the Montauk Highway/Skimhampton Road intersection was identified as problematic, consisting of two, 2-way roadways intersecting with Montauk Highway just a short distance apart. Some participants suggested a traffic signal on Montauk Highway in that area.

In addition to these specific problem areas, workshop participants mentioned the need for improved and better organized parking areas throughout the hamlet. Some suggested that speed limits should be lowered and truck traffic directed off of agricultural roads. There was also concern expressed that north-bound traffic and the size of vehicles would increase when the Long Island Railroad trestles on North Main St and Accabonac Rd are raised to 14’ clearance in the near future.

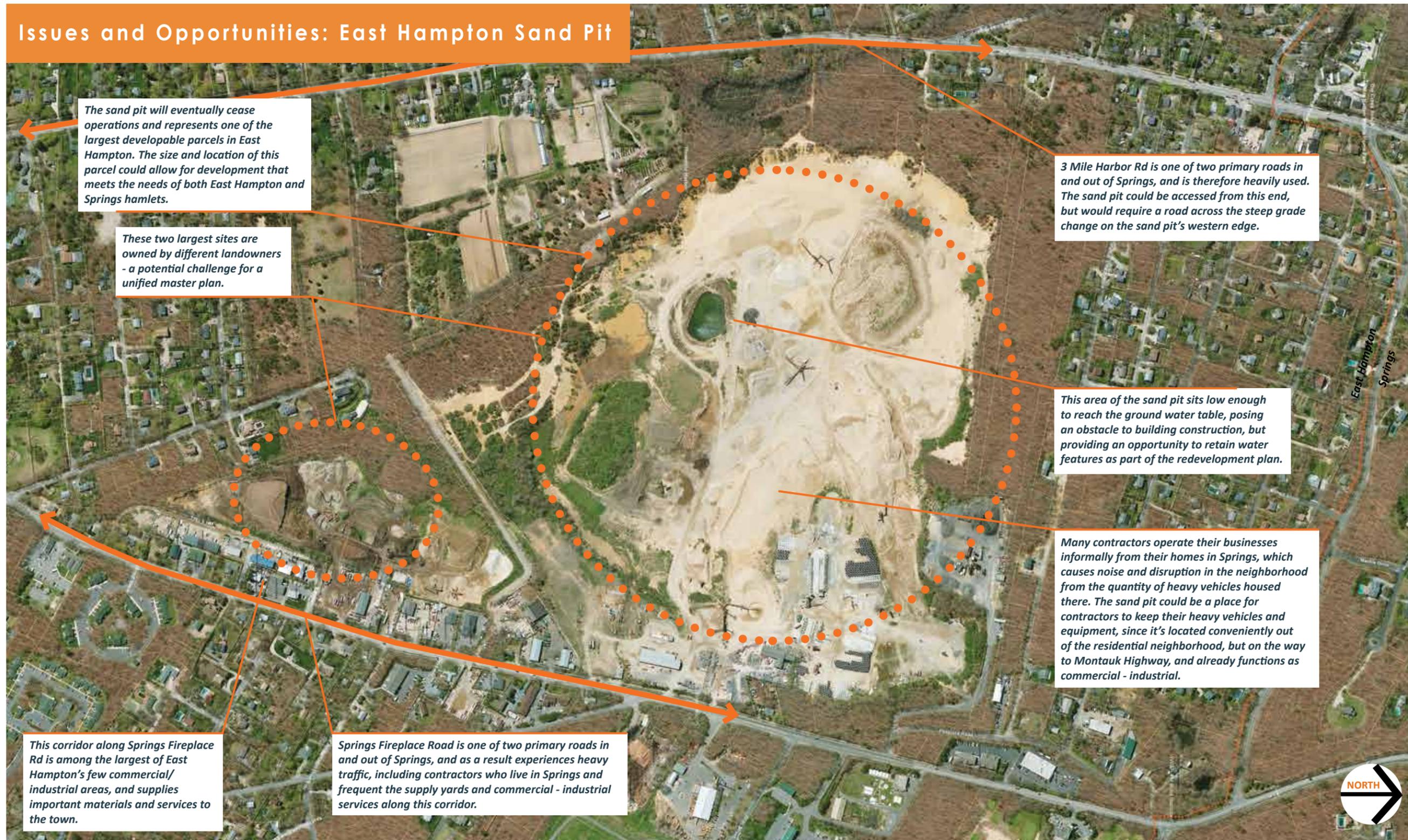
**Pedestrian/Recreational Infrastructure:** One consistent theme throughout the workshops was that open space is important to the feel of the town and hamlet of East Hampton. Additionally, workshop participants suggested an interest in improved, safe bike and pedestrian routes. Community members would like to see multi-use paths that could accommodate bicycles and pedestrians, within the existing road right of way where possible (and include vegetated buffers). Some participants suggested a shared-use path along Montauk Highway, and a potential trail through vacant lands opposite Skimhampton Road (these properties are privately owned). There is a need for a pedestrian crossing of Montauk Highway, potentially at Skimhampton Road, as well as a bike crossing of Montauk Highway. Others suggested that burying power lines where possible would be desirable.

**Preservation and Development:** Many community members emphasized the importance of continued open space protection and historic preservation, such as continued protection of the farm museum. However, there was also acknowledgment of the need for limited new development and reorganization of existing commercial and industrial uses. For example, it was suggested that East Hampton would benefit from a more compact and better organized shopping district.



The future of the sand pit was discussed during both the Springs and East Hampton charrettes.

## Issues and Opportunities: East Hampton Sand Pit



The sand pit will eventually cease operations and represents one of the largest developable parcels in East Hampton. The size and location of this parcel could allow for development that meets the needs of both East Hampton and Springs hamlets.

These two largest sites are owned by different landowners - a potential challenge for a unified master plan.

3 Mile Harbor Rd is one of two primary roads in and out of Springs, and is therefore heavily used. The sand pit could be accessed from this end, but would require a road across the steep grade change on the sand pit's western edge.

This area of the sand pit sits low enough to reach the ground water table, posing an obstacle to building construction, but providing an opportunity to retain water features as part of the redevelopment plan.

Many contractors operate their businesses informally from their homes in Springs, which causes noise and disruption in the neighborhood from the quantity of heavy vehicles housed there. The sand pit could be a place for contractors to keep their heavy vehicles and equipment, since it's located conveniently out of the residential neighborhood, but on the way to Montauk Highway, and already functions as commercial - industrial.

This corridor along Springs Fireplace Rd is among the largest of East Hampton's few commercial/ industrial areas, and supplies important materials and services to the town.

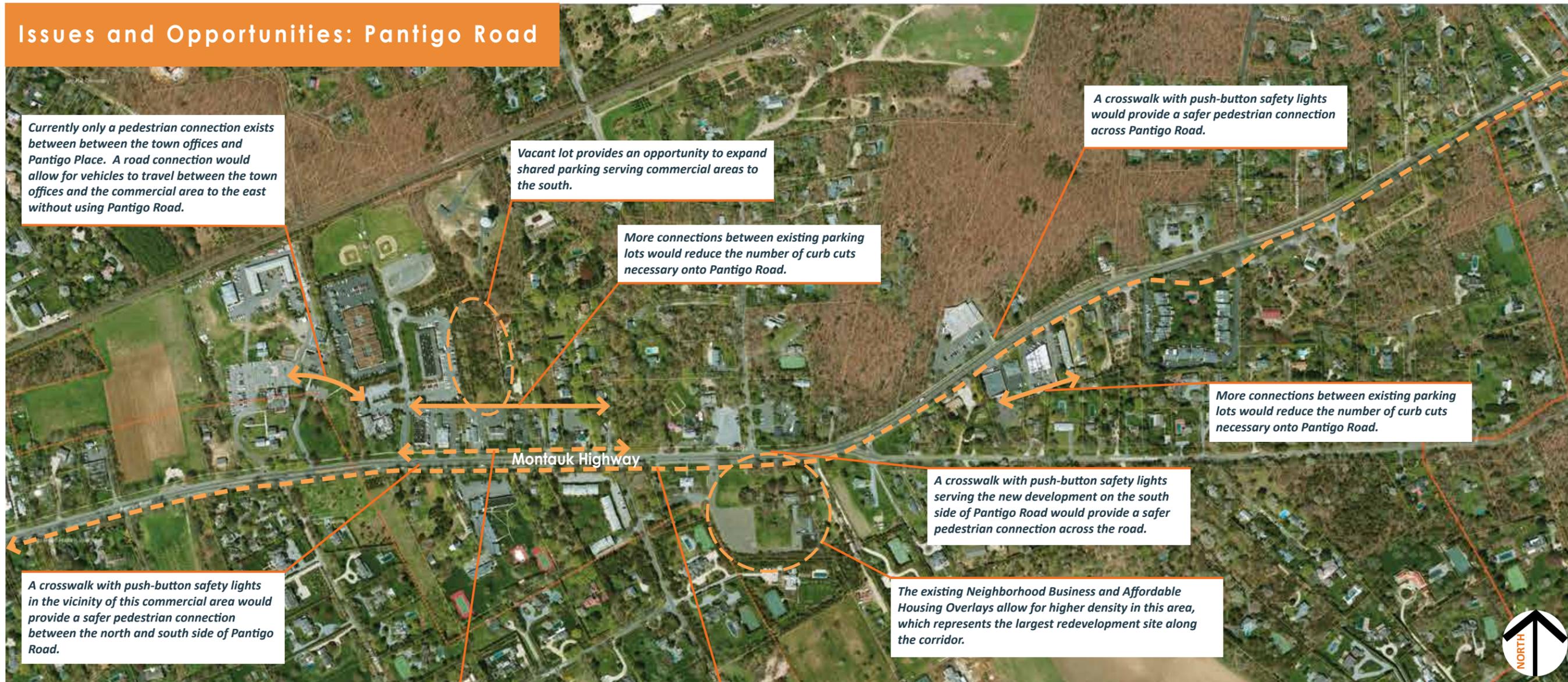
Springs Fireplace Road is one of two primary roads in and out of Springs, and as a result experiences heavy traffic, including contractors who live in Springs and frequent the supply yards and commercial - industrial services along this corridor.



## Issues and Opportunities: North Main Street



## Issues and Opportunities: Pantigo Road



Currently only a pedestrian connection exists between the town offices and Pantigo Place. A road connection would allow for vehicles to travel between the town offices and the commercial area to the east without using Pantigo Road.

Vacant lot provides an opportunity to expand shared parking serving commercial areas to the south.

More connections between existing parking lots would reduce the number of curb cuts necessary onto Pantigo Road.

A crosswalk with push-button safety lights would provide a safer pedestrian connection across Pantigo Road.

More connections between existing parking lots would reduce the number of curb cuts necessary onto Pantigo Road.

A crosswalk with push-button safety lights serving the new development on the south side of Pantigo Road would provide a safer pedestrian connection across the road.

A crosswalk with push-button safety lights in the vicinity of this commercial area would provide a safer pedestrian connection between the north and south side of Pantigo Road.

The existing Neighborhood Business and Affordable Housing Overlays allow for higher density in this area, which represents the largest redevelopment site along the corridor.

Reducing curb cuts and adding street trees would improve the existing pedestrian route.

Pedestrian and bicycle connectivity needs improvement.

In general, participants suggested the area could use more commercial kitchens, greenhouses, artisan food spaces, and small grocery stores. Others suggested the need for more affordable housing for younger people and the middle class. Interest was expressed in expanded emergency medical services and the potential to store trucks for contractors.

Ideas for the Sand Pit, in particular, included contractor parking, a biking center, a community recreation center with an Olympic-sized swimming pool and a water-play park for kids. Others suggested that they would like to see shopping opportunities and affordable housing here.

**Public Forum:** The next public event of the Charrette was a public forum held on 6:30 PM on Thursday, June 2nd in the American Legion Hall. Based on the feedback from the Listening Workshop, the team decided to develop a range of proposal alternatives for public comment. The consulting team sketched plans and diagrams of these options in the afternoon on Thursday. Design work included infill and redevelopment options for vacant lots on Pantigo Road and at the East Hampton sand pit, pedestrian and bicycle improvements on Springs Fireplace Road and Pantigo Road, and traffic recommendations for the intersection of Springs Fireplace, Three Mile Harbor, and North Main Street.

The Public Forum was attended by interested citizens, community leaders, and town officials. The forum presentation began with a brief introduction by the consulting team. Next, the consultants presented their design ideas at stations around the room. Groups of 5-10 visited each station in sequence. At each station, a consultant first described the ideas within the sketches and diagrams and then discussed the design with the group. Workshop participants provided feedback on the design sketches with sticky notes and markers. The public forum ended with brief concluding remarks from the consulting team.



Concepts generated during the charrette for the East Hampton sand pit included a phased redevelopment plan (left) that would gradually mix open space, residential, industrial, and retail uses according to an overall master plan. Opportunities for commercial redevelopment, housing, contractor parking and a food systems incubator were explored with a sketch illustrating a potential first phase of the redevelopment process (above).



Concepts for North Main Street generated at the charrette (above) addressed traffic, walkability, and housing. Similar ideas were explored for the Pantigo Road corridor, (above, right) including improving rear access to lots so that unnecessary curb cuts can be removed along Montauk Highway. By placing more access drives and parking to the rear of buildings, the view from the Montauk Highway can be improved while allowing for redevelopment of key sites (like that shown at right) for affordable housing and other uses.

# Hamlet Center Masterplan

## Overview

In sharp contrast to the concentration of seasonal, high end, specialty stores in East Hampton Village, the three unincorporated East Hampton Hamlet business areas are highly valued by the community for providing essential goods and services on a year round basis. The North Main Street district has a distinctive streetscape, a compact, pedestrian oriented character and a mixture of typical downtown businesses. The Town Farm Museum property site at the prominent North Main Street and Cedar Street intersection contributes to the rural and historic character of the area. The Montauk Highway Corridor/Pantigo Road business area is characterized by a scattering of small-scale, mostly one story buildings comprised largely of professional offices, food and beverage stores. The nascent plans to establish a Southampton Hospital satellite facility on Pantigo Place will support the existing cluster of medical facilities and vice-versa. Although auto-oriented, the low intensity of businesses in this area does not impede the free-flowing traffic along Montauk Highway. The Springs Fireplace Road area supports one of East Hampton's leading industries with the largest concentration of building contractor and construction support facilities within the Town. While presently occupying small lots affording little screening and setbacks between the heavy commercial and industrial uses and Springs Fireplace Road, several large properties in the area offer redevelopment opportunities to improve the aesthetics and functionality of this commercial industrial area.

But traffic congestion detracts from the walkability and attractiveness of the North Main Street business area. The 2 major arterial roads leading to Springs converge at North Main Street, channeling a high volume of traffic through the center of the business district. Compounding the high traffic volume problems, the traffic lights and intersection configurations give rise to unsafe conditions and long lines of idling vehicles dividing the business district. To avoid the delays at the intersections, drivers use

local roads as a bypass bringing unacceptable traffic into residential neighborhoods. Raising the railroad trestles over North Main Street and Accabonac Road may increase truck traffic and exacerbate the traffic congestion problems further.

While the relatively low-key development pattern along Montauk Highway/Pantigo Road corridor has not hindered the free flow of traffic, continued vigilance and additional tools are needed to prevent highway sprawl. The uncoordinated parking lots, multiple curb cuts and potential new development along the Montauk Highway corridor can tip the delicate balance that maintains travel as the primary function of the highway. Although creating a walkable downtown is not suitable for this area, the lack of crosswalks and sidewalks makes the area unsafe for pedestrians.

Unfortunately, the largest concentration of construction support industry businesses in the Town are not segregated from regular community activities, but are located along one of the most highly traveled roads in East Hampton, Springs Fireplace Road. Reducing turning movements, traffic bottlenecks and softening the streetscape in this industrial area is challenging due to the small lot size, multiple curb cuts, sparse landscaping, shallow setbacks and utilitarian type buildings. And, while the active sand mine property offers unique opportunities to meet future Town business and community needs, the development potential of this large acreage can drastically change the patterns and character of the existing business areas.

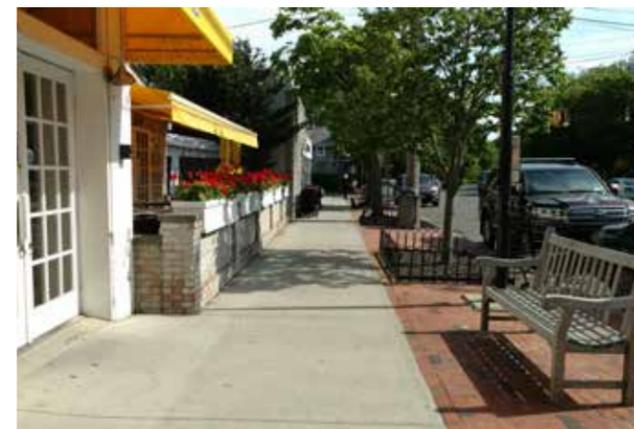
## Overall Goal of the East Hampton Hamlet Plan

The Town of East Hampton Comprehensive Plan is the foundation and the basis for the East Hampton 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 East Hampton Master Plans 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 complement 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.



North Main Street already has the streetscape elements and mix of business uses to support a successful village, but traffic congestion erodes it's pedestrian character.

## North Main Street

**Objective 1- Reduce traffic congestion and safety issues within the North Main Street business district.**

### Issue overview:

Reducing traffic congestion is a key issue for the North Main Street business area. Due to its geographic location, the North Main Street corridor is subject to a large volume of truck and automobile through traffic. Intersection and

traffic light configurations compound the traffic congestion problems. For example, the Y-shaped intersection of Three Mile Harbor and Springs Fireplace roads, the two major routes to major commercial industrial areas and Springs residential neighborhoods, creates safety problems and long vehicular backups. The excessively long cross-walk and high traffic volume at the Cedar Street and North Main Street intersection makes it difficult for pedestrians to cross and for vehicles to move through. Drivers use back roads, disturbing residential neighborhoods, as a bypass to avoid the delays at this intersection. Congestion at the North Main Street/Cedar Street intersection also contributes to vehicular backups at the North Main Street/Collins intersection. Raising the railroad trestles over North Main Street and Accabonac Road may increase or re-route truck traffic in the area.

**Objective 2- Improve the attractiveness and walkability of the North Main Street business district.**

### Issue overview:

Not only is traffic congestion a problem for vehicular travel, it also a problem for the walkability and attractiveness of the North Main Street Business District. High traffic volumes and intersection configurations give rise to long lines of idling vehicles, fumes and noise, bisecting the business district. Crossing North Main and Cedar streets is difficult even within the designated crosswalks. Some streetscape plantings and improvements were installed a few years ago, but additional amenities and pedestrian connections are needed to improve walkability and attractiveness of the area. The potential for the public Farm Museum Park to become a town common has not been realized. The recently constructed, modern design office building is neither visually nor functionally related to the area.

**Objective 3-Encourage affordable workforce housing development within the North Main Street Hamlet area**

**Issue overview:**

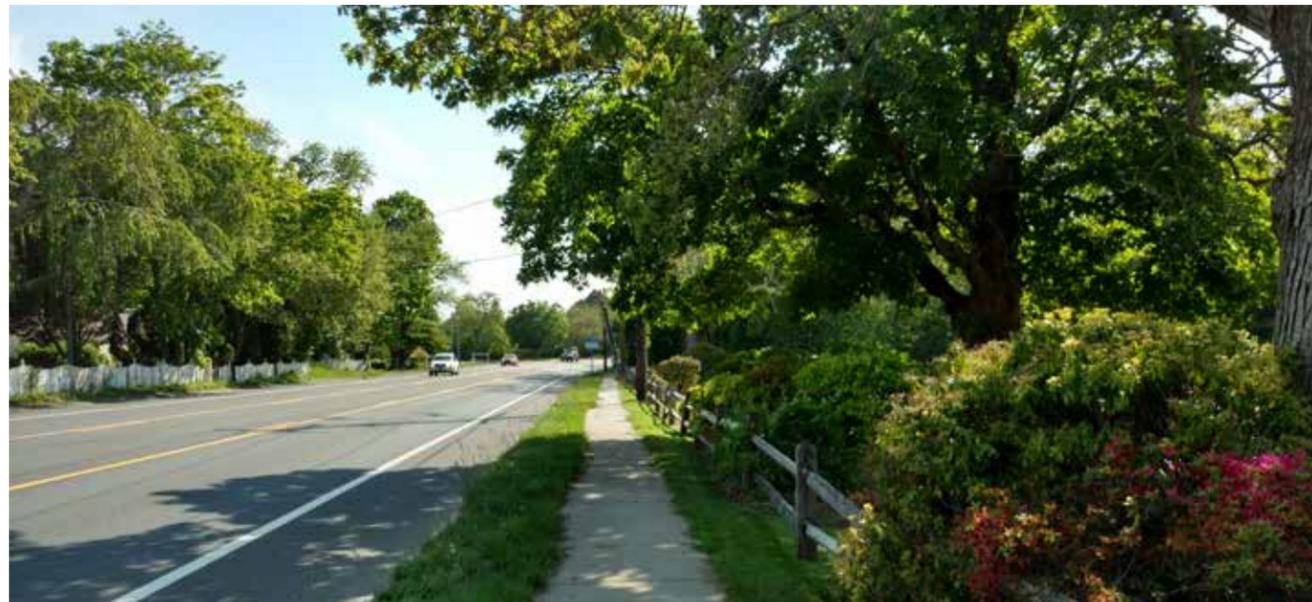
The walkability and mixture of year round retail shops and services make the North Main Street area a desirable location for small scale affordable housing. The scattering of apartments and homes contribute to the small town neighborhood feel of North Main Street and expanding mixed use development will help enhance vitality of the area. The need for affordable workforce housing has reached critical levels in the Town and recent zoning amendments have provided more opportunities for private property owners to develop affordable apartments. Small scale development of affordable housing including second story apartments on commercial properties, apartments within residences and apartment within limited business overlay zones should be encouraged in the North Main Street area.

**Montauk Highway/Pantigo Road Corridor**

**Objective 4- Maintain and improve traffic flow along the Montauk Highway/Pantigo Road Corridor**

**Issue overview:**

Strict controls imposed by East Hampton Town and Village officials have prevented the transformation of the Montauk Highway Corridor into a congested commercial strip. Large development proposals to relocate the Post Office and a major food store from the Village to the Montauk Highway/Pantigo Road corridor have been prevented. Accommodating the large volume of through traffic is a priority for this section of the highway and continued vigilance and additional planning tools are needed to maintain this transportation function. Existing development reflects a typical highway-type pattern with individual parking lots, uncoordinated driveway accesses and multiple turning movements onto the Highway.



With zoning that controls density and limits the spread of commercial development, much of the Pantigo Road corridor retains its small-town character.

These conditions, combined with new potential development and a general increase in through travel, can have an adverse impact on traffic.

**Objective 5- Improve visual quality along the Montauk Highway Corridor**

**Issue Overview:**

The commercial developments along the Montauk Highway corridor are comprised primarily of small buildings with parking lots in front of the buildings, often not well screened from the roadway. A lack of street trees and landscaping is absent in portions of the corridor. The lack of landscaping and the parking configuration gives an overly paved appearance to the area.

**Objective 6- Improve pedestrian and bicycle safety along the Montauk Highway Corridor**

**Issue Overview:**

Pedestrian crossing of the Montauk Highway/Pantigo Road corridor is a formidable and unsafe endeavor. While it is not desirable to convert the Montauk High-

way/Pantigo Road corridor into a walkable downtown business area, pedestrian and bicycle safety improvements are lacking.

**Springs Fireplace Road Corridor**

**Objective 7- Improve access management along the Springs Fireplace Road Corridor**

**Issue Overview:**

The largest concentration of construction support businesses in the Town are not physically separated from community activities but flank Springs Fireplace Road, one of the most highly travelled roads in East Hampton. Compounding the traffic problems arising from this development pattern, most of the commercial industrial properties consist of small, substandard lots created prior to the adoption of zoning. Characterized by multiple small lots each served by separate access driveways and parking lots, this haphazard pattern of development leads to excessive turning movements, truck maneuverability problems and traffic backups.

**Objective 8- Improve the visual quality of the Springs Fireplace Road Corridor**

**Issue Overview:**

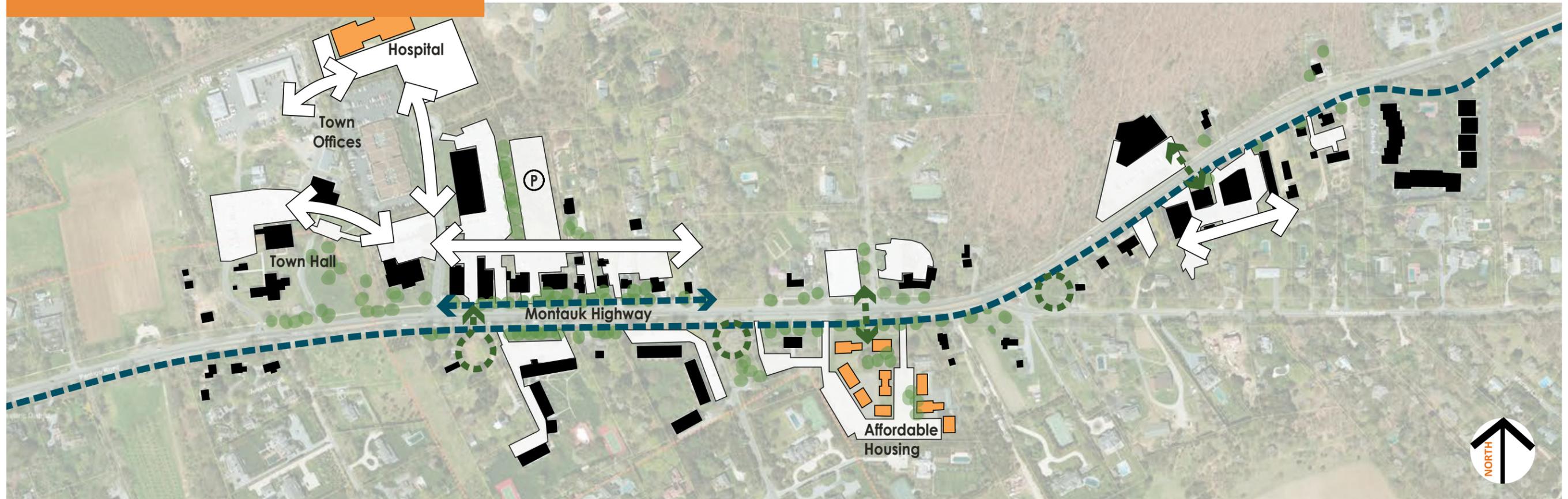
This commercial industrial area is neither physically separated from other community uses but also lacks adequate landscaping and screening to buffer the development and activities from the community roadway. Opportunities to buffer and landscape the commercial industrial uses, utilitarian buildings and large paved areas are limited due to the shallow lot depth, small lot size, and multiple curb cuts.

**Objective 9- Develop an appropriate plan for the redevelopment of the active sand mine and adjacent properties**

**Issue Overview:**

As the largest commercial property in East Hampton, the future redevelopment of the 133 acre sand mine property will have a large impact on the Springs Fireplace Road Corridor and the Town as a whole. The property contains the last remaining active sand mining operation, projected to continue for another 10 years (4/20/16 personal communication with property co-owner), the only pre-cast cement plant in East Hampton Town, a masonry supply yard and other industrial uses supportive of the Town's robust construction trade industry. With excavations deep enough to reach the groundwater table, the heavily disturbed site will require reclamation before repurposing and a multi-phased approach will be appropriate. As an existing industrial property adjacent to a cluster of additional commercial industrial businesses, continuing to accommodate some heavy industrial uses on this site makes good planning sense. Thus heavy industrial uses should not be completely phased out in the future, but relocation, redesign and ample buffering are essential factors for consideration.

## Concept Diagram: Pantigo Road



### Overall Conceptual Framework

The diagrams on this and the following pages illustrate a conceptual framework for East Hampton Hamlet's three commercial areas. They show how many of the hamlet's concerns can be addressed through a comprehensive approach to access, parking, roadway improvements, pedestrian networks, preferred locations of buildings and parking lots, and a phased strategy to guide the sand mine's redevelopment. It is assumed that the ultimate mix of uses and the precise configuration of proposed improvements will vary somewhat from this plan, but that these planning concepts can be used to guide future development and change in these areas.

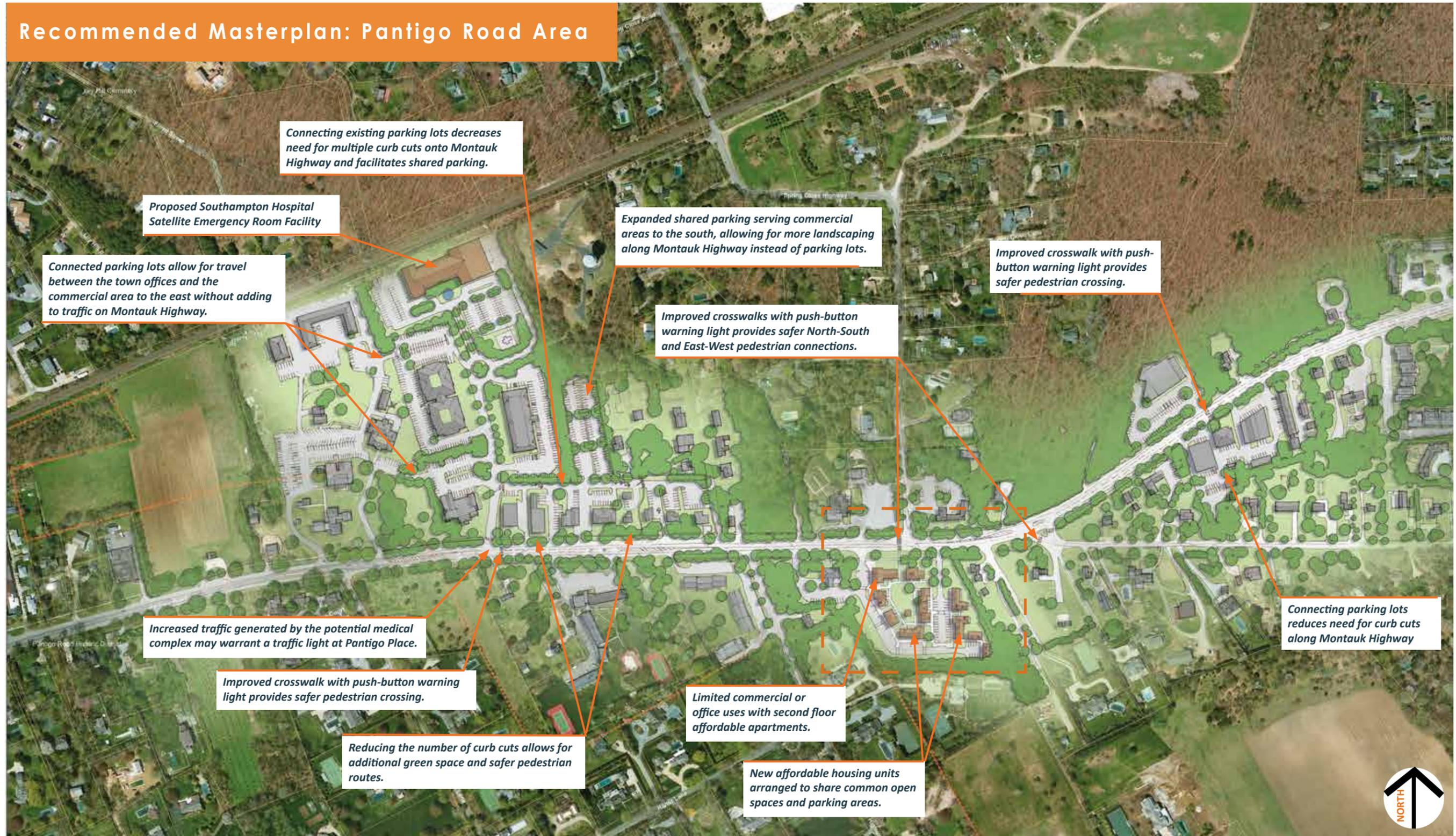
### Pantigo Road Masterplan

The following diagrams and plans illustrate one vision for the future of the Pantigo Road area of Montauk Highway west of Amy's Lane. This area today includes the East Hampton Town Hall and Offices, two small commercial areas, and a mix of resort and private residential uses. Suggested infrastructural improvements to this area include connecting existing parking areas and reducing curb cuts onto Montauk Highway. Similarly the plan proposes integrating the medical building (proposed by others) and parking lots into the town office complex through additional parking lot connections. Other improvements include additional sidewalk connections, crosswalks, and bicycle improvements.

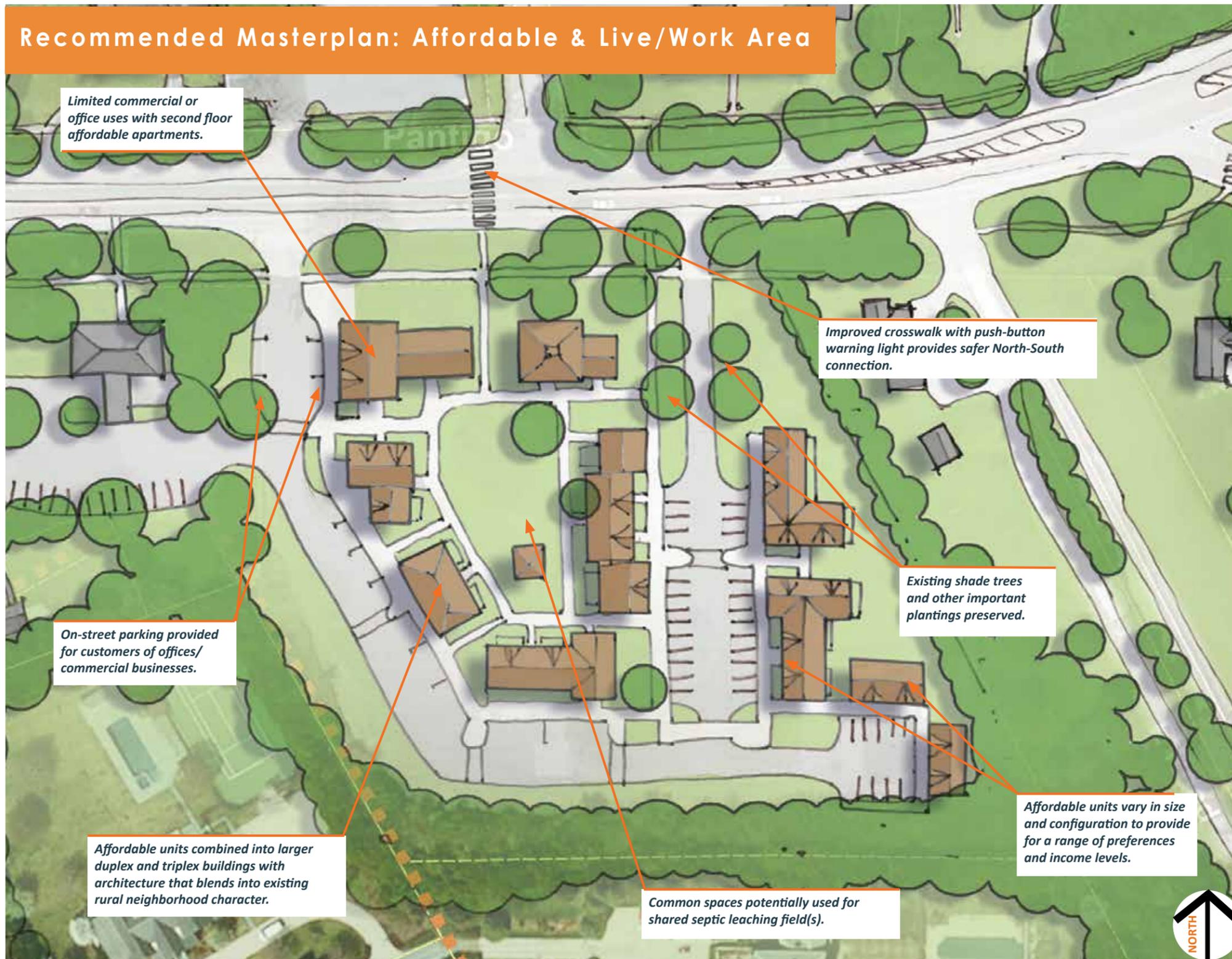
#### Legend:

-  Existing Buildings
-  Proposed Buildings
-  Parking
-  Pedestrian Circulation
-  Vehicular Circulation
-  Trees
-  Bicycle and Pedestrian

## Recommended Masterplan: Pantigo Road Area



## Recommended Masterplan: Affordable & Live/Work Area



As a model for infill development, the plan suggests using the 3.5+ acre lot at 350 Montauk Highway as the site for new affordable housing, consistent with existing zoning and the architectural character of the surrounding neighborhood.

One of the key improvements recommended by this masterplan is the connection of existing parking lots within the town office area as well as the small commercial areas west of Pantigo Place and west of the intersection with Skimhampton Road. In these areas, connecting parking lots to the rear of existing buildings could allow for the reduction, over time, in the number and width of curb cuts serving accessing these areas from Montauk Highway. This would reduce traffic congestion created by inefficient turning patterns and vehicles utilizing the highway just to make short trips between lots. It would also provide opportunities for improved east-west pedestrian and bicycle routes.

The Pantigo Road area today boasts a relatively continuous sidewalk to the north of Montauk Highway and more limited/discontinuous sections of sidewalk to the south. This masterplan eliminates unnecessary curb cuts and connects existing sidewalks to create a more continuous and safe pedestrian route that is offset from the road by a landscaped buffer. The masterplan proposes new crosswalks, including three new/improved crosswalks on Pantigo Road with push-button warning lights allowing safer pedestrian movement between areas to the north and south of the busy highway. One of these crosswalks is located just to the west of Pantigo Place. A second is located just to the east of Pantigo Place and provides safer crossing between the proposed affordable housing neighborhood and amenities to the north of the highway such as Moby's restaurant and Suffolk County National Bank. A third crosswalk proposed in the vicinity of East Hampton Urgent Care (470 Pantigo Road) improves a frequently utilized existing crossing point between the small commercial areas north and south of the highway in this location. Additional east-west crosswalks are also proposed in the masterplan, including one at the intersection of Skimhampton Road and Pantigo Road that would improve safety by allowing pedestrian to utilize the existing landscaped island as a midpoint in crossing the road.

Cyclists using Pantigo Road today benefit from generously sized and marked on-street bicycle lanes north and south of the highway. North-south crosswalks and additional sidewalk connections will allow for bicyclists arriving in the area to move between commercial areas to the north and south of the highway. Connecting parking lots and eliminating extra curb cuts would also improve cyclist safety by reducing the number of unmarked vehicular route crossings.

Finally, the plan proposes a new affordable housing neighborhood for an approximately 160,000 square foot property at 350 Pantigo Road. This site most recently contained several vacant buildings (now demolished) and a remaining paved parking area (in disrepair). The property's base zoning is Residential A, and it is within both an affordable housing and limited business overlay district. Both of these overlay districts have dimensional standards and use limitations. The proposed residential neighborhood clusters affordable units into larger buildings matching the character of adjacent larger residences. The buildings and required parking are arranged to consolidate impervious parking areas and center the neighborhood around shared open spaces. The plan also features a mix of different residential footprints and relationships to open space, some with more private yards and others with yards fronting on open space. This mix accommodates a range of individual preferences and financial capabilities. Below are the basic characteristics of the proposal:

- Twenty-eight 900-1800 square foot residential units within larger duplex and triplex buildings.
- Private yards and shared outdoor open spaces with a mix of paved and lawn areas, shaded by existing trees supplemented with additional native trees and shrubs.
- 4000 square feet of commercial with second story affordable housing.
- 6 on-street parking spaces for the limited overlay business uses
- 48 on-street (parallel) and head-in parking spaces for residential use

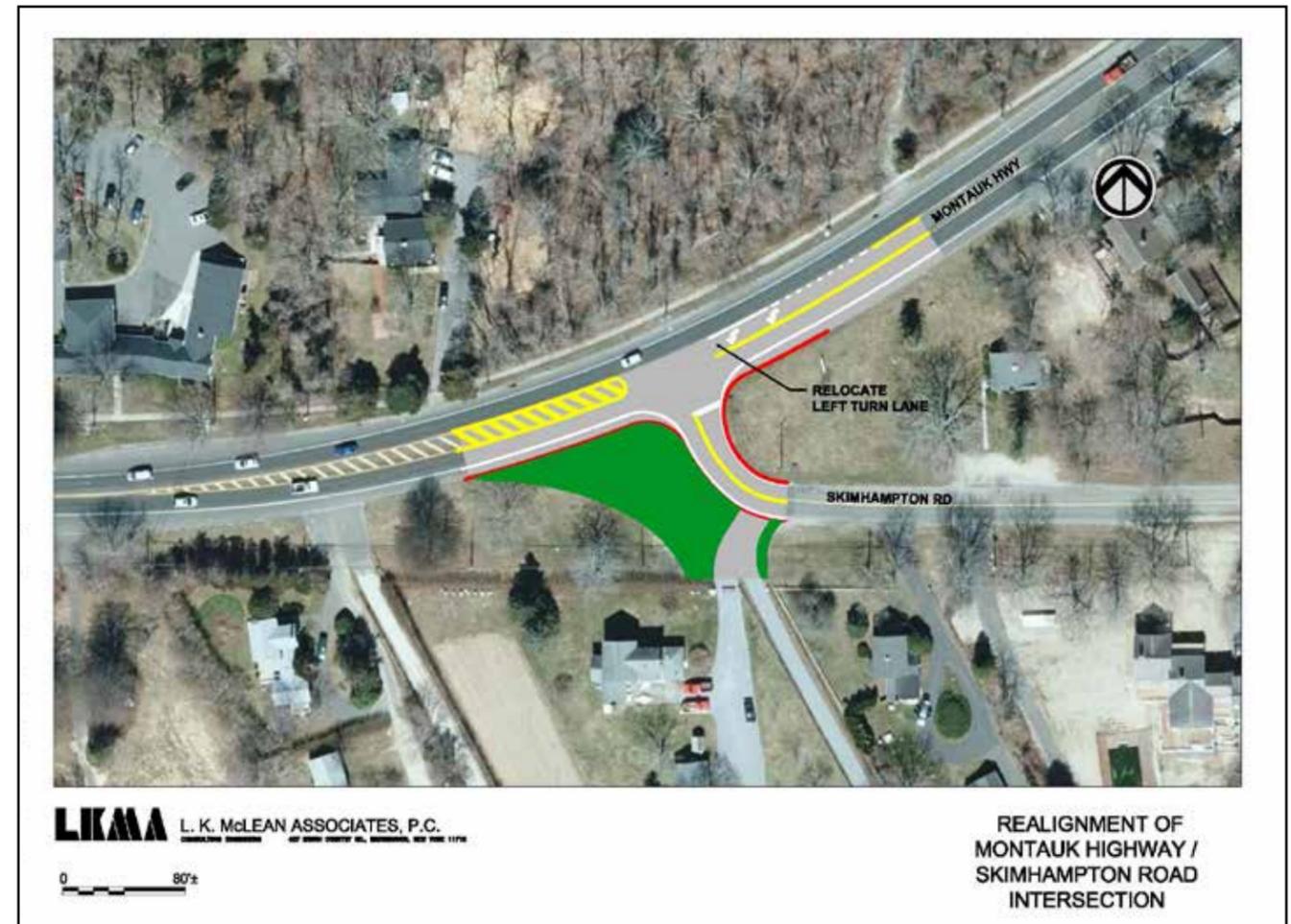
### Additional Transportation Considerations:

**Roadways:** A realigned intersection with Skimhampton Road, as shown in the diagram at right, would improve safety concerns associated with the two existing, closely-spaced intersections. In addition, it would “calm traffic” by requiring eastbound motorists turning into the Skimhampton Road residential area to do so at lower, and more appropriate, speeds.

Although the community expressed the desire for a traffic signal installation in this area of Montauk Highway, these installations must meet “warrants” for such devices, as described in the Manual of Uniform Traffic Control Devices. Based on NYS DOT traffic volume data from 2013, Skimhampton Road carries an annual average daily traffic volume of 900 vehicles per day, and even the summer traffic volume data indicates that the intersection does not meet traffic signal volume warrants. A more appropriate location for a traffic signal could be at the west end of the area, if a combined exit roadway accommodating traffic from both Town Hall facilities and Pantigo Place (site of a proposed Emergency Room facility) can be provided.

**Pedestrians:** Marked crosswalks across Montauk Highway could be provided in the area; however, these should be provided when future development occurs, and in conjunction with the connection of the isolated segments of sidewalk on the south side of Montauk Highway. Any crosswalks in non-intersectional, i.e. mid-block, locations would need to be equipped with sufficient warning signs and warning devices to make approaching motorists, particularly those exceeding the posted 40 MPH speed limit, aware of their presence. Crossing distances can be reduced a bit by providing curb “bulb outs” which extend into the shoulder area, while still accommodating the existing bike lanes.

Widening of portions of the existing sidewalk area on the north side of the road into a shared-use path for bikes and pedestrians could also be done as development occurs; however, estimates of usage by pedestrians and bicyclists would need to be sufficient to justify the significant construction expense, and the path should be constructed only where sufficient public Right-of-Way (ROW) exists.



Montauk Highway has a wide ROW west of Skimhampton Road, and in some segments east of Skimhampton Road.

**Bicyclists:** As previously noted, there are bike lanes on Montauk Highway. To provide a shared-use path on one side of the highway, bicyclists on the opposite side would need to cross the road at least once. To feel safest, bicyclists would probably elect to remain within the bike lane and not utilize the path.

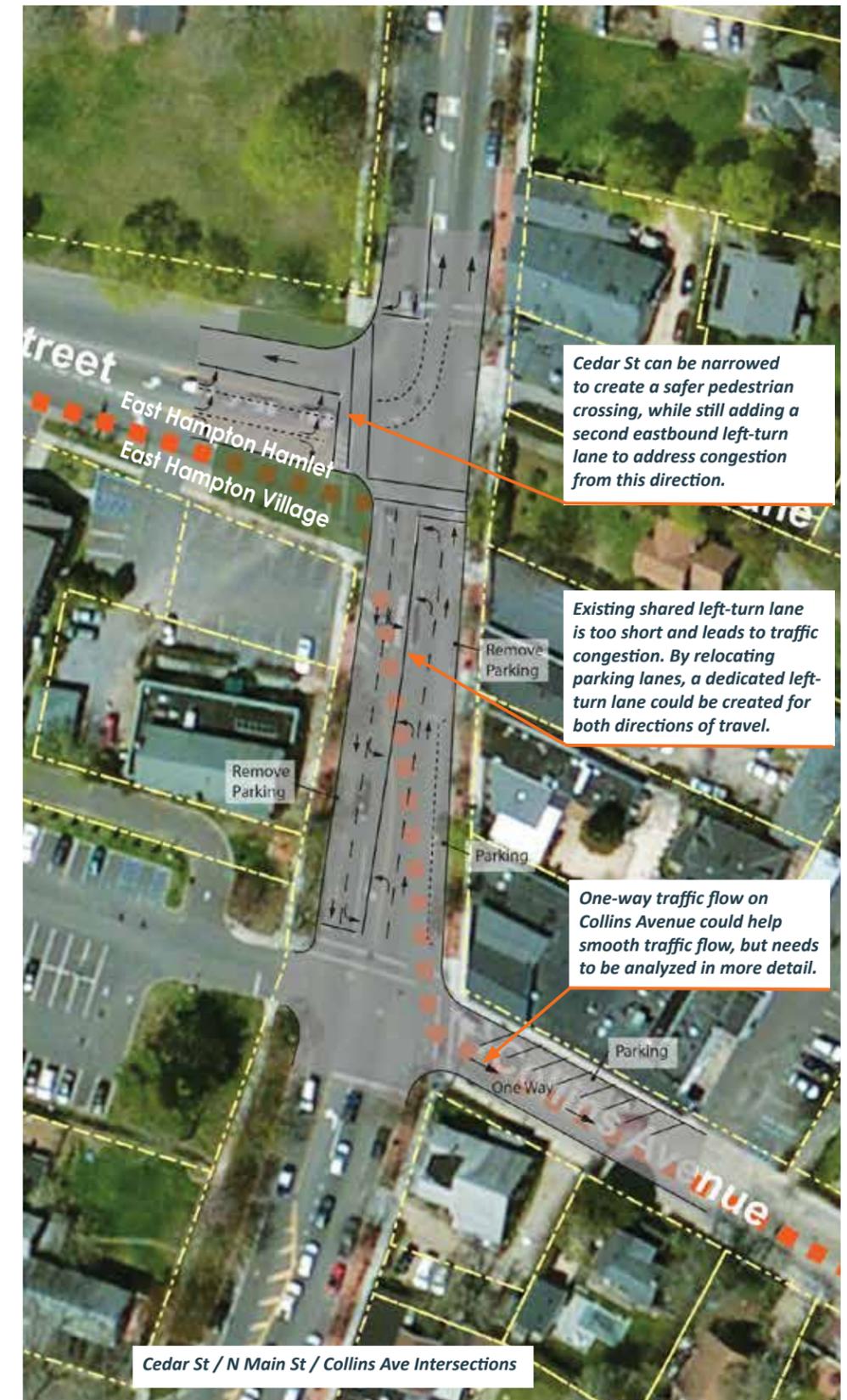
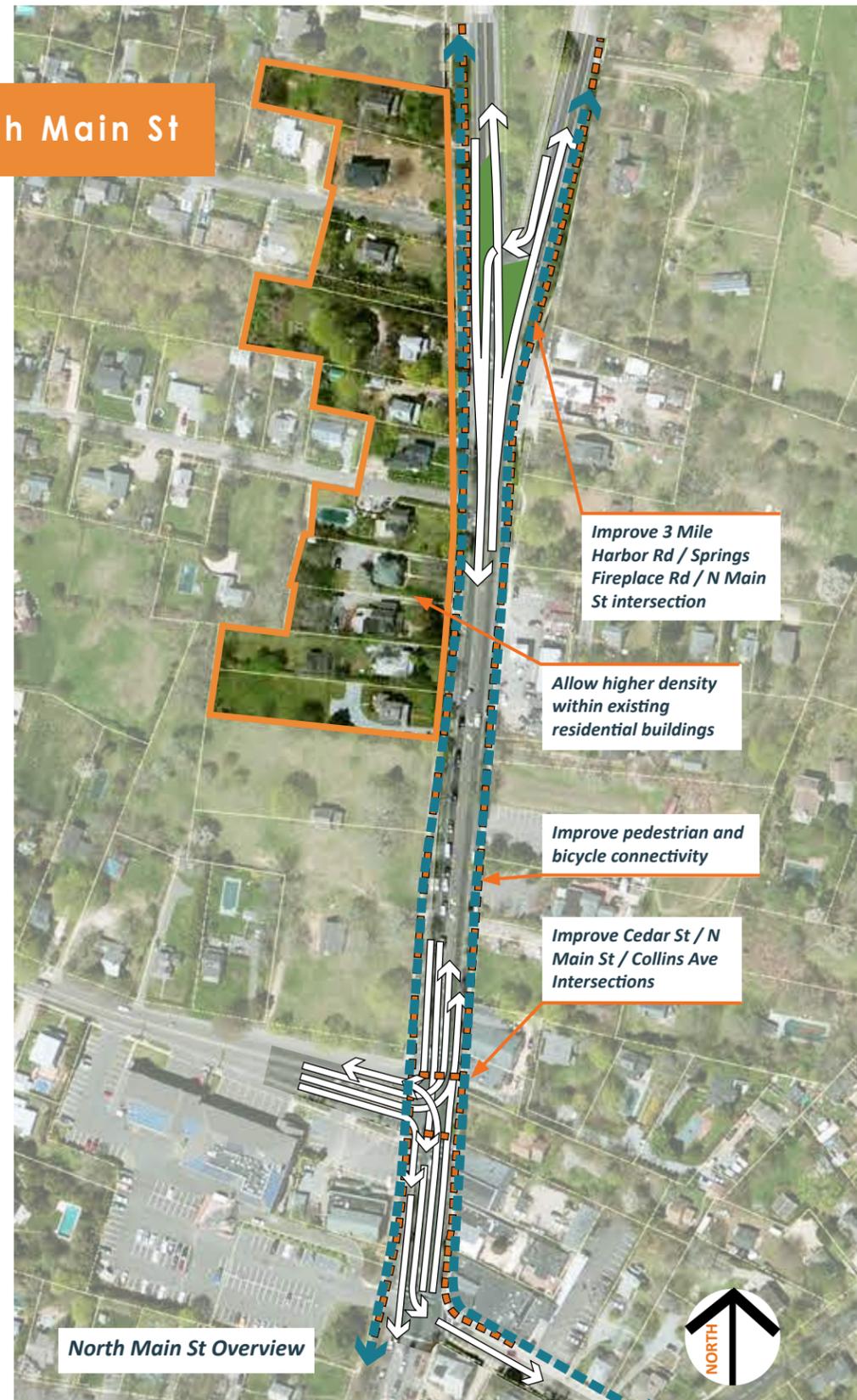
## Conceptual Framework: North Main St

### Design Recommendations for North Main St

North Main St is already a walkable commercial center and is home to businesses which serve the surrounding neighborhoods instead of the tourist economy. However, inefficiently organized intersections lead to traffic congestion here, which makes the area less comfortable for pedestrians and detracts from its historic character. The following diagrams depict a series of reconfigured intersections at North Main Street's intersections with Collins Ave, Cedar St, and Springs Fireplace Rd / 3 Mile Harbor Rd. The goal of these proposed reconfigurations is to improve traffic flow, safety, and the overall character of this commercial center. They include:

- A channelized intersection at the North Main Street/ Three Mile Harbor Road/Springs-Fireplace Road intersection.
- Narrowing Cedar Street at the intersection with North Main Street and making pedestrian crossing improvements, while also allowing for an additional left turn lane.
- Creating two travel lanes in each direction on Cedar St and Collins Ave, with a split shared left-turn lane that would allow traffic queues to accumulate without disrupting other traffic lanes.
- One-way traffic flow options for Collins Street and Hook Mill Road should be explored in more detail.

In addition to these traffic improvements, the North Main St area could benefit by allowing multifamily and affordable housing in the residential buildings north of the Farm Museum, up to Indian Hill Rd. Many of these buildings already have multiple apartments, despite single-family zoning.



## Detailed Design Ideas for North Main Street

**Roadways:** Traffic congestion at the North Main Street/Three Mile Harbor Road/Springs-Fireplace Road intersection was a concern expressed by many, and several alternative design approaches were explored. These included two designs for a modern roundabout, as well as one for a channelized intersection (see diagram at right), which would reduce queues on southbound Springs-Fireplace Road by requiring motorists to stop only for northbound traffic on Three Mile Harbor Road, then merge with southbound traffic, rather than awaiting gaps in both directions of traffic flow to proceed. This design was the preference of charrette attendees. The concept is essentially the same as developed during the North Main Street Study’s charrette in 2002, with the exception that it was modified to avoid the land protected as an East Hampton Nature Preserve in the interior of the triangular-shaped intersection, which was acquired after that study was completed.

It was noted at the charrette that the Suffolk County Department of Public Works is advancing two projects, design of which was begun in 2016, which will improve the County-maintained portions of North Main Street/Three Mile Harbor (CR 40) and Springs-Fireplace (CR 41) Roads. On North Main Street, County jurisdiction begins at Cedar Street and extends to the north. These are essentially pavement and drainage rehabilitation projects, which will also address, in accordance with the County’s Complete Streets legislation, the adequacy of pedestrian and bicycle amenities along the roadway corridors. Unfortunately, the budgets that Suffolk County has established for its County Road 40 and 41 projects do not contain funds for the improvement to the intersection.

Traffic queues on eastbound Cedar Street can be reduced by adding a second left turn lane for traffic heading north on North Main Street, as shown in the sketch at left (opposite page). The concept, received favorably at the charrette, includes the removal of the lightly-used 2-way left turn lane on North Main Street in favor of a second northbound lane, which becomes a second receiving lane for the proposed double left turn movement from Cedar Street. This should also reduce cut-through traffic in the residential area described above.



An additional improvement, shown on the same diagram (opposite page) would be a proposed one-way eastbound movement on Collins Street, which would further improve traffic flow at the North Main Street/Collins Street intersection. This scheme, which needs more analysis, would require westbound Collins Street traffic to use westbound Hook Mill Lane (just south of the LIRR) to get from Accabonac Road to northbound North Main Street. Another option would be to flip directions and provide one-way westbound traffic flow on Collins Avenue, with eastbound flow accommodated on Hook Mill Road. In any event, the one-way flow options will require further study before a preferred concept can be selected and implemented. This would need to be done with input from the Village of East Hampton, since some of the affected roads are within the Village. Some considerations appear on the following table:

### ONE-WAY TRAFFIC FLOW OPTIONS FOR COLLINS AVENUE AND HOOK MILL ROAD

OPTION	KEY CONSIDERATIONS
1-WAY COLLINS EASTBOUND, WITH 2-WAY HOOK MILL	SOUTHBOUND ACCABONAC RD. TRAFFIC DESTINED FOR NORTH MAIN ST. WOULD BE REROUTED TO HOOK MILL ROAD
1-WAY COLLINS EASTBOUND, WITH 1-WAY WESTBOUND HOOK MILL	ALL SOUTHBOUND LEFTS ONTO HOOK MILL REROUTED TO COLLINS. ALL EASTBOUND LEFTS FROM COLLINS TO ACCABONAC WOULD BE REROUTED TO HOOK MILL
1-WAY COLLINS WESTBOUND, WITH 2-WAY HOOK MILL	SOUTHBOUND LEFTS FROM N. MAIN ST. WOULD BE MADE AT AN UNSIGNALIZED INTERSECTION
1-WAY COLLINS WESTBOUND, WITH 1-WAY EASTBOUND HOOK MILL	SAME AS WITH 2-WAY HOOK MILL, ALSO TRAFFIC FROM THE EAST ON WESTBOUND HOOK MILL WOULD BE REROUTED TO COLLINS

**Pedestrians:** Pedestrian flow at the North Main/Cedar Street intersection could be enhanced with relatively simple improvements. In addition to adding a left turn lane on Cedar Street, the roadway pavement can be narrowed, significantly reducing the length of the existing crosswalk. Similarly, sidewalk “bulb outs” could be used to shorten crosswalk distances across North Main Street at the Cedar Street intersection. At both intersections, the installation of pedestrian signals with countdown timers would be a safety enhancement.

**Bicyclists:** It appears that providing marked bicycle lanes in the hamlet center is not feasible, given the existing pavement width of North Main Street. As prescribed in the NY State Vehicle and Traffic Law, bicyclists must share the travel lanes with motorists. Given the level of on-street parking and pedestrian activity in the hamlet center, bicycle warning signs and “sharrow” symbols (see below) in the travel lanes can be provided to alert motorists to the presence of bicyclists.

**Transit:** The Town should petition Suffolk County Transit to increase the frequency of the existing bus service on Route 10B, particularly at times when workers are commuting to and from places of employment.

**Parking:** As shown on the diagram on the opposite page, the implementation of one-way traffic flow on Collins Avenue would afford the opportunity to add parking spaces by implementing angle parking in lieu of the existing on-street parallel parking spaces.

## Design Recommendations for the East Hampton Sand Pit

### Conceptual Framework

Once the sand pit is played out, current zoning allows for a residential subdivision of single-family homes on the north end and subdivision for commercial-industrial uses on the balance of the property. The purpose of the following design recommendations is to suggest an alternative development approach which might better address East Hampton's current and future needs.

Because it is a large site and its current land uses will change gradually over time, future development in the sand pit will of necessity occur in phases, starting with areas that have already been mined. With a coherent master plan in place, each phase of redevelopment can be designed to work as a unit, but also to be integrated into a larger mixed-use neighborhood, where each element complements and adds value to the others. The following phased plan demonstrates one way that the site can develop over time into an organized arrangement of public parks and forested land, recreational amenities, housing, a food systems incubator, a limited amount of retail, and continued service/industrial uses, which include parking and storage for contractors' equipment.

### Sand Pit: Phase I

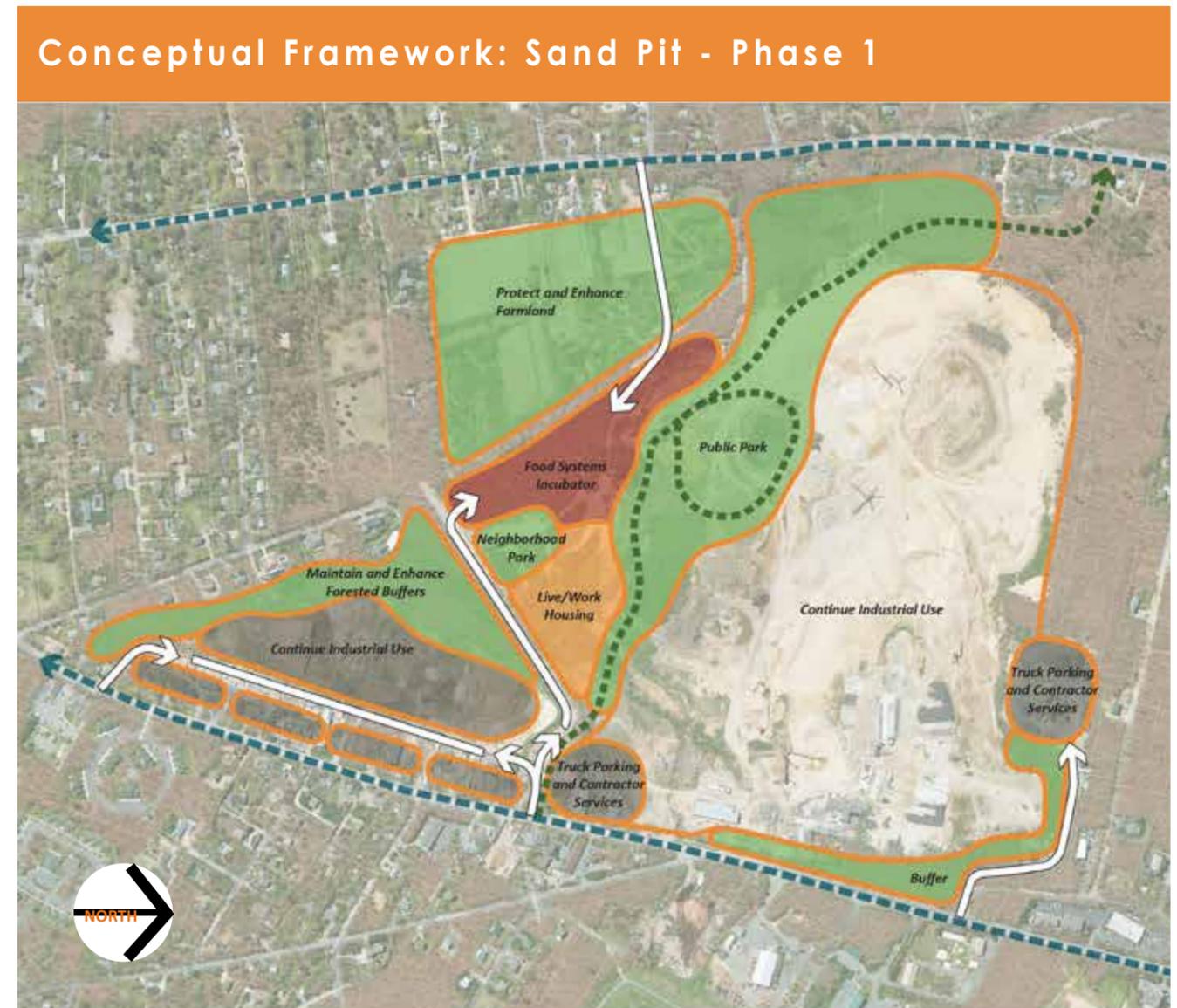
Phase I lays down the pattern for the site's redevelopment, building on the location of existing roads and the pattern of ownership. The sand pit will continue production on the north half of the study area, while redevelopment begins to the south and west. First, access to businesses along Springs Fireplace road will be improved by extending Washington Avenue north across the back of several properties to link up with Pennsylvania Ave, which will serve as the principal east-west access road. With improved rear access from Washington Ave., existing curb cuts along Springs Fireplace Road can be consolidated to a few key points. This in turn will open up redevelopment opportunities along the frontage, improve traffic, and making the area safer for pedestrians and bicyclists.

Pennsylvania Ave provides access to an area that is already home to a wholesale bakery facility adjacent to the historic Round Swamp Farm. This is a natural location for other agriculture and food-related businesses, which could collectively for a "food systems incubator," a place where small, local-food-oriented businesses could share resources and facilities. This would enable East Hampton's local food movement to support small farmers, food processors and other small businesses who otherwise couldn't afford access to the specialized facilities they need. This would also help to carry on East Hampton's legacy as a productive food-producing community.

Commercial, industrial and agricultural businesses could also benefit from some housing on the site for business owners and workers. The phasing plan thus suggests an area in the center of the site that could be redeveloped as a neighborhood of small homes, apartments and town houses, with a neighborhood park/playground and access to the central trail system. This could include live/work housing for artists and artisans, which would allow it to act as an incubator for additional small businesses.

The need for contractor parking and storage facilities was well-documented at the public workshops, where many participants pointed out the issue of these uses occurring in residential neighborhoods. Thus Phase I also suggest locating sites for truck parking and contractor services adjacent to the sand pit. This could take the form of a "contractor park 'n ride", offering a hub to which individual contractors drive, ride, or carpool in the morning to access their parked vehicles and stored equipment.

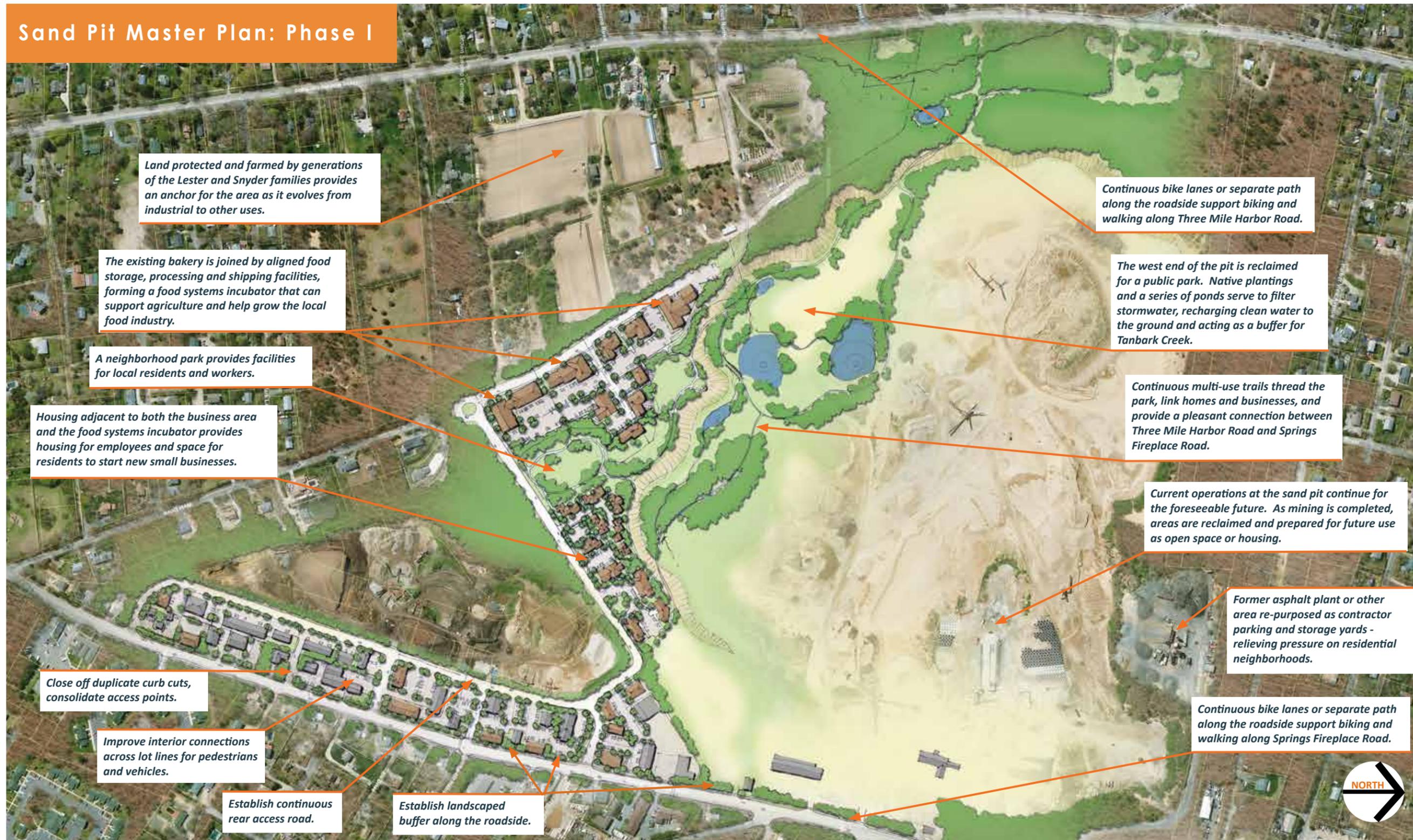
Open space will play a key role in the evolution of this area from industrial to mixed-use, and can help immediately in reducing conflicts between existing uses. Access management along Springs Fireplace road will allow for the roadside to be cleaned up and landscaped with new trees and shrubs. Sidewalks and trails can be extended to allow for safe and continuous pedestrian movement. Buffer plantings can be enhanced to screen continuing industrial uses from view and reduce the impact of noise and dust. Starting on the West side of the pit, areas where mining is completed can be reclaimed for a public park. Existing ponds could be enhanced and linked with constructed wetlands to create a natural stormwa-



ter treatment systems. This would take runoff from adjacent parking lots and rooftops, provide for filtration and removal of nutrients, and recharge clean water to the ground. Maintaining and extending existing forested areas along the west side of the pit would enhance buffers between residential and industrial uses and improve wa-

ter quality in the Tanbark Creek. Finally, the park would be threaded with a continuous system of multi-use trails, which would link homes and businesses and provide a useful and pleasant connection between Springs Fireplace Road and Three Mile Harbor Road.

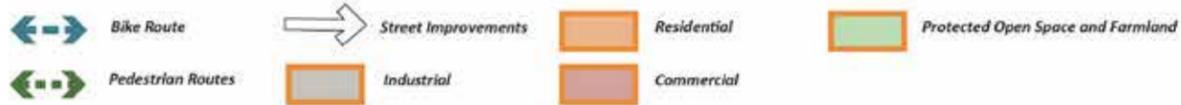
## Sand Pit Master Plan: Phase I



## Conceptual Framework: Sand Pit - Phase 2



Legend:



### Sand Pit: Phase II

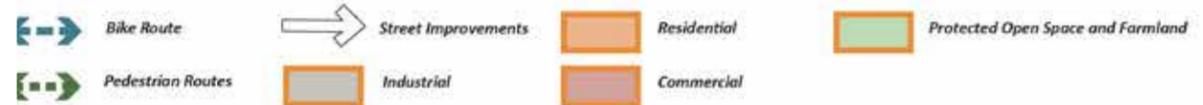
In phase II, the service industrial land uses fronting on Springs Fireplace Road will move west to replace the existing sand and gravel processing facilities west of Washington Ave. This will open up the frontage along Springs Fireplace Road for appropriate retail uses. Entry points

will be further consolidated, with safer and more efficient access primarily at a few well-designed intersections. Most of the access to both retail and service industrial will be encouraged to occur along Washington Ave, in order to reduce congestion on Springs Fireplace Rd.

## Conceptual Framework: Sand Pit - Phase 3



Legend:



### Sand Pit: Phase III

Phase III occurs after the sand pit has ceased operation. The mined area could then be redeveloped to meet East Hampton's future needs for housing, open space, commercial, office and/or continued industrial use. Redevelopment could be supported with a neighborhood-scale

wastewater treatment plant. Housing could take advantage of areas along the park, linking to existing residential neighborhoods, while the part of the sand mine closer to Springs Fireplace Rd could continue in a well-buffered industrial use per current zoning.