

East Hampton Hamlet Report

East Hampton



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Prepared For:
The Town of East Hampton, New York

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Introduction

East Hampton is defined by the unique character of its hamlets, villages and countryside. With large expanses of pristine ocean beaches, scenic vistas, preserved farmland, historic landscapes, significant fish and wildlife habitats, and high quality drinking water resources, the unique natural and cultural features of the town are largely intact. This world-class landscape has become the centerpiece of a vibrant summer community, attracting tens of thousands of second homeowners and tourists, as well as the small army of workers and professionals 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 Panitigo 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.

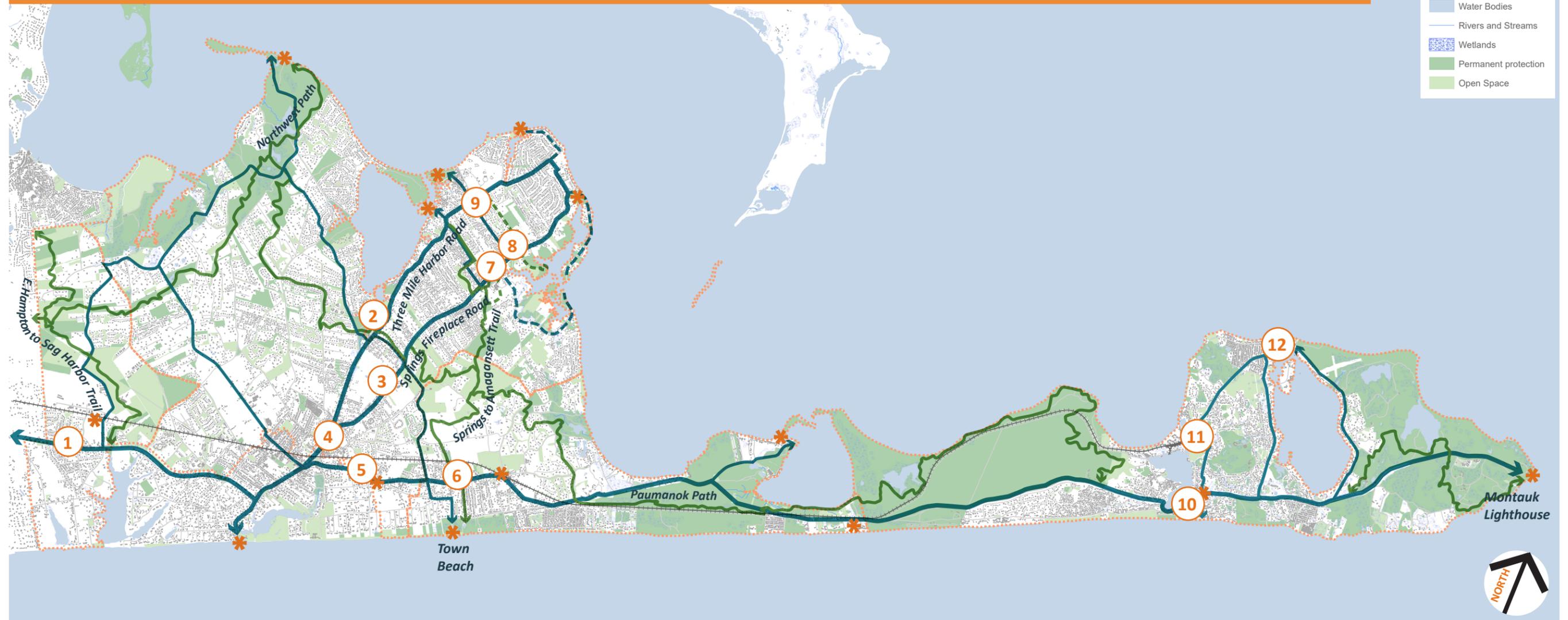
Based on the results of the charrettes, the consulting team prepared concepts and illustrative master plans for East Hampton's three commercial areas intended to capture the community's shared vision of more attractive, walkable, and economically vibrant commercial centers. The illustrative master plans 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 purpose of this exercise is not to require a particular use or arrangement of uses on a particular lot. Rather, it is meant to explore and illustrate the fundamental planning and design principles that can 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

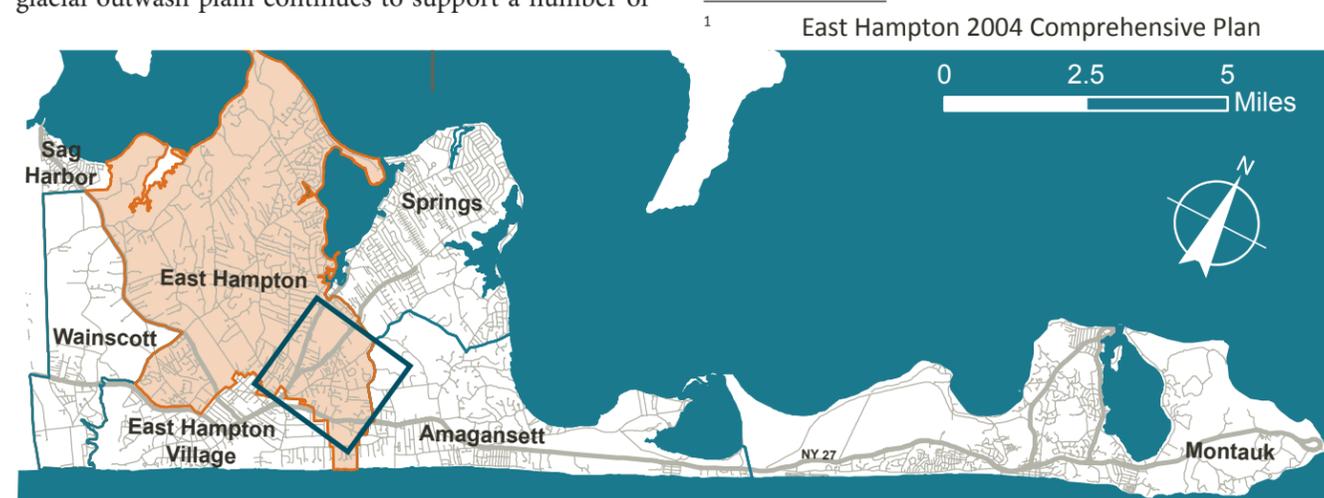
historic farms—a deep connection to some of the hamlet's earliest land uses.

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 landings¹.



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 7,459². 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

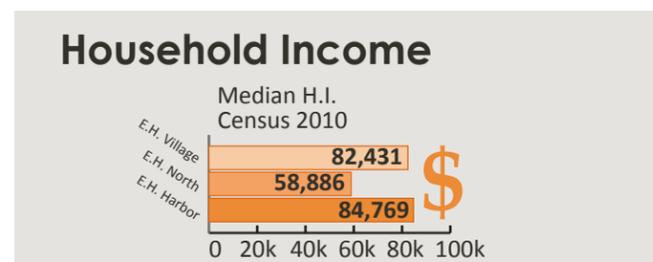
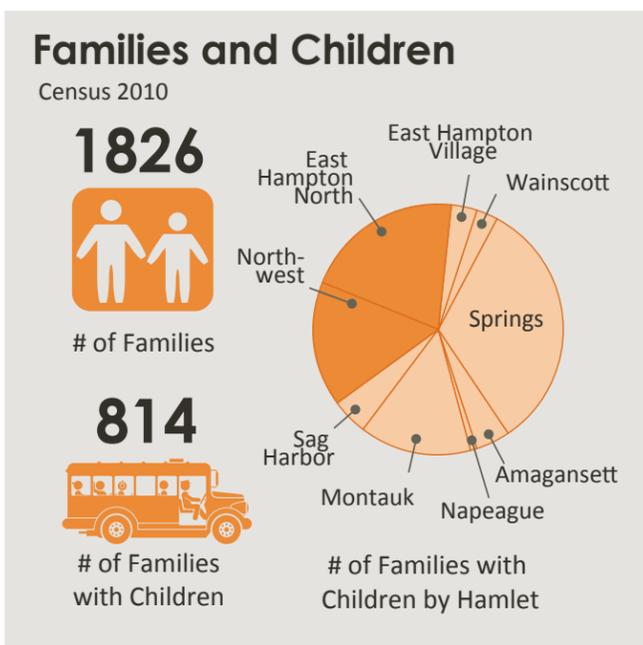
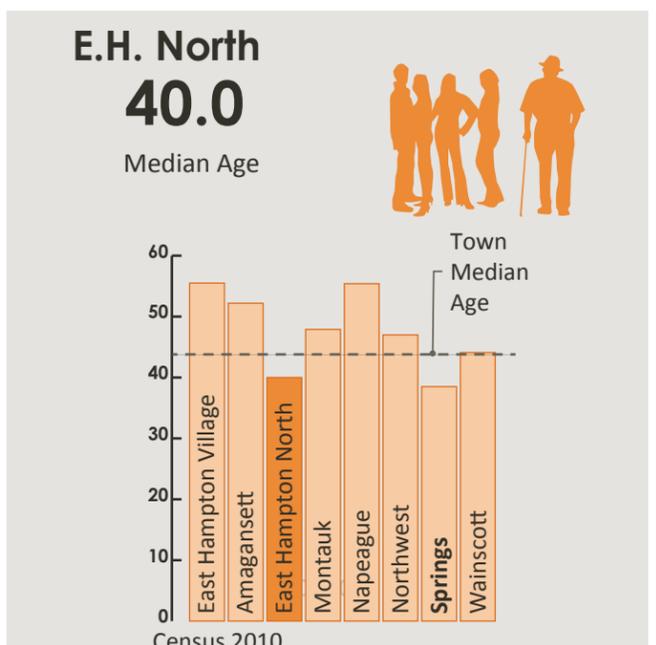
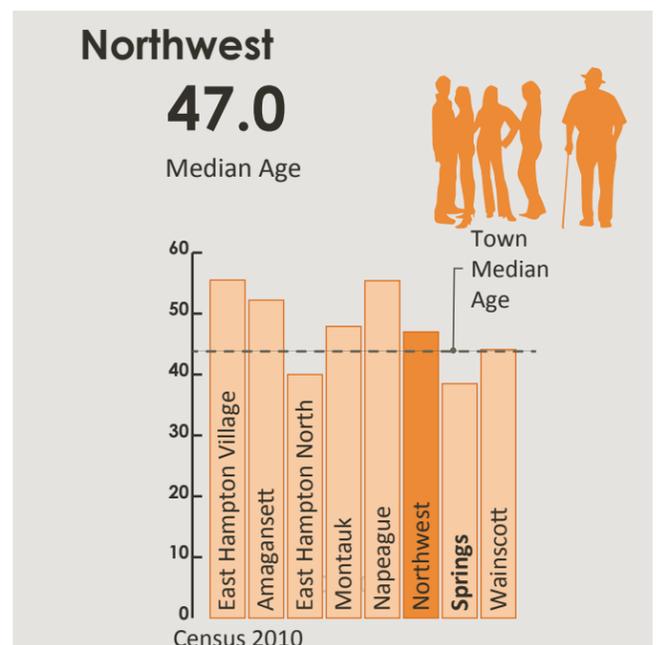
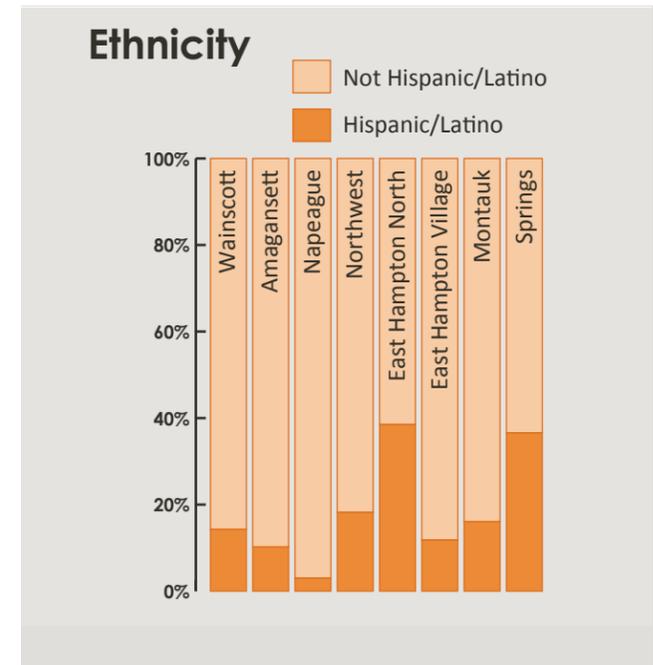
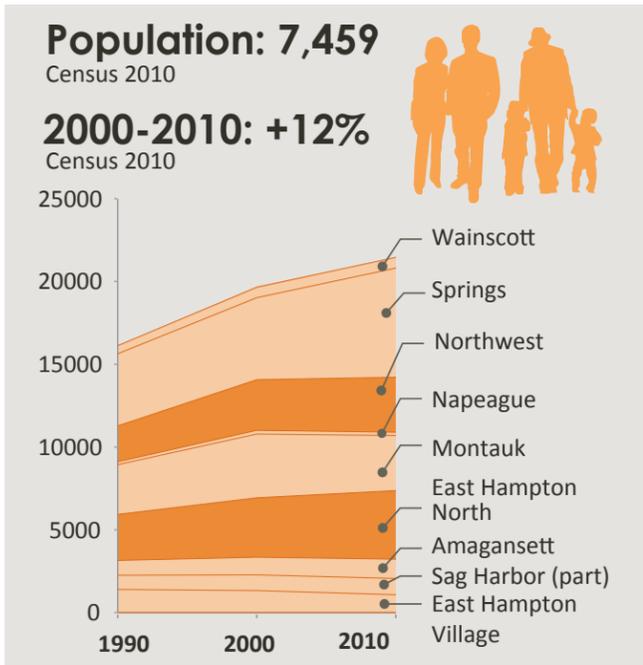
² 2010 U.S. Census

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.

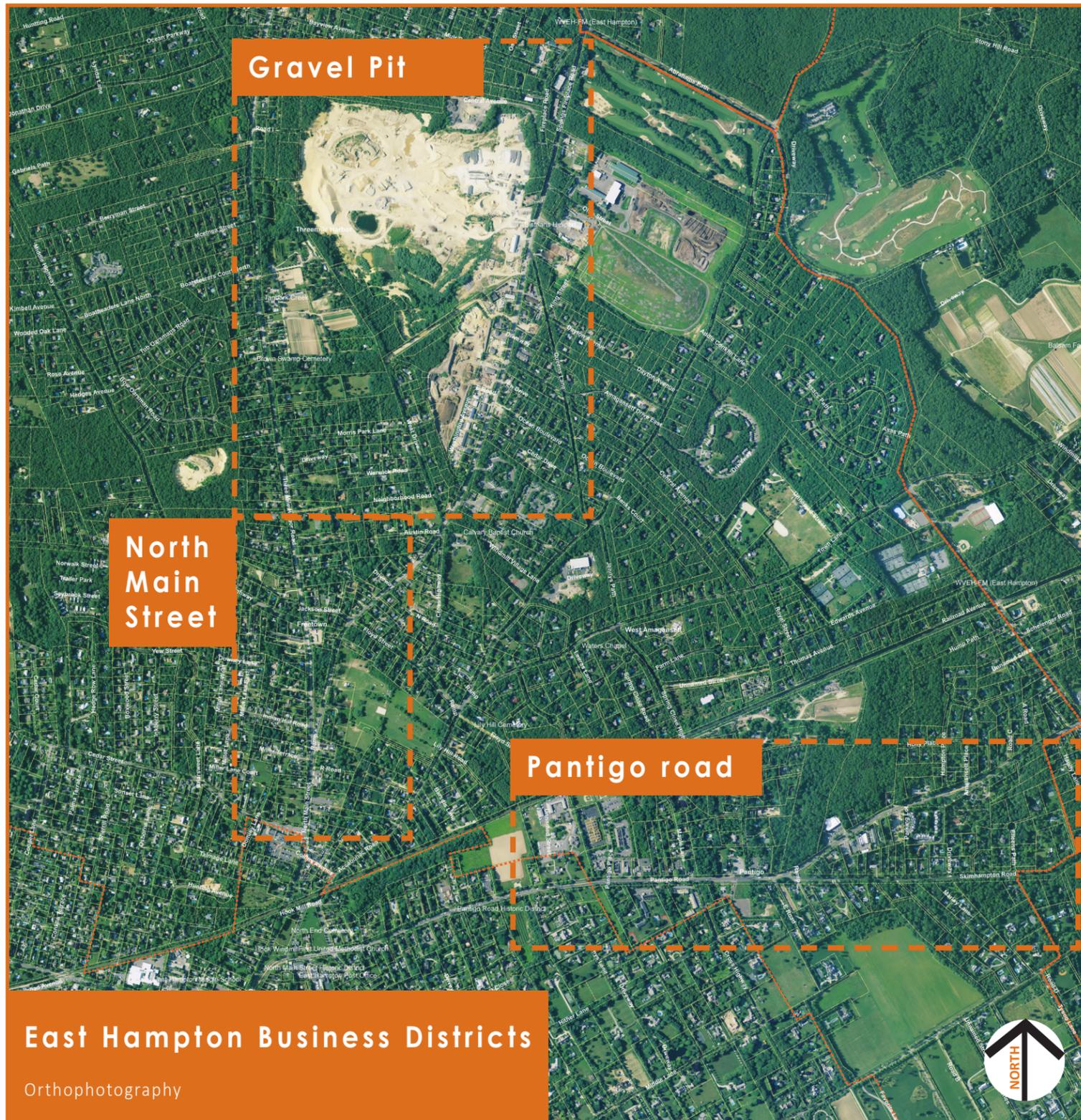
In terms of ethnicity, 38.5% of the population in East Hampton CDP identify as Hispanic or Latino (of any race). This is the highest percentage of ethnically Hispanic or Latino people in any census-designated place in town. In Northwest Harbor CDP, 18.2% identify as Hispanic or Latino (of any race).

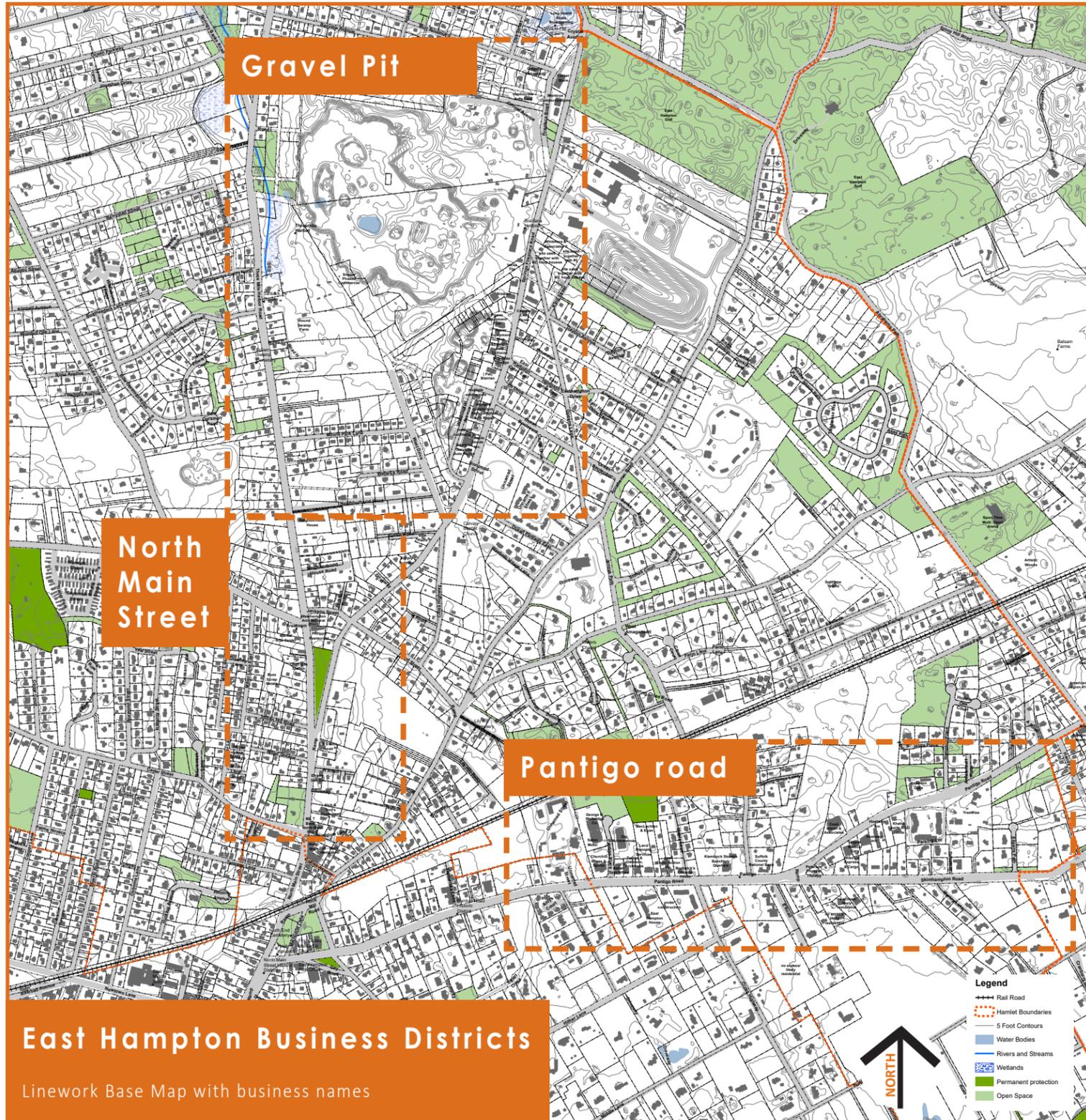
East Hampton has the third lowest median age town-wide at 47, including the Village. Excluding the Village, East Hampton has the second lowest median age of 42.

Population & Demographics | East Hampton



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







North Main Street

Orthophotography



North Main Street

Linework Base Map



Pantigo Road
Orthophotography



Pantigo Road
Linework Base Map

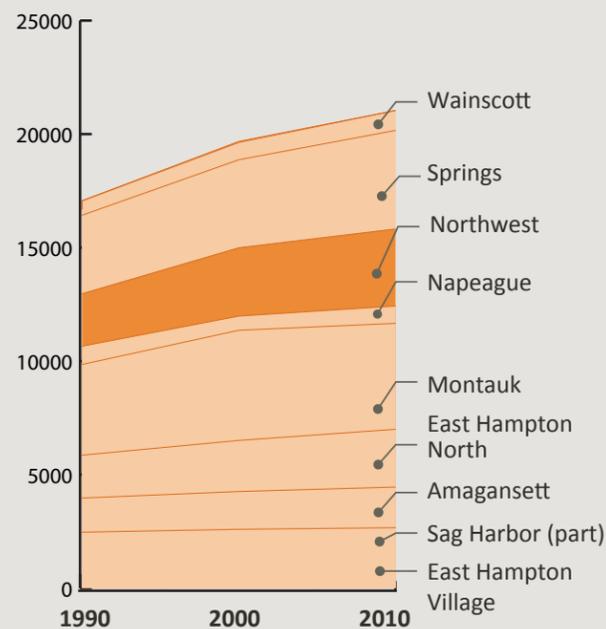
Housing | East Hampton

Northwest Housing Units: 2545

Census 2010

2000-2010: +13%

Census 2010

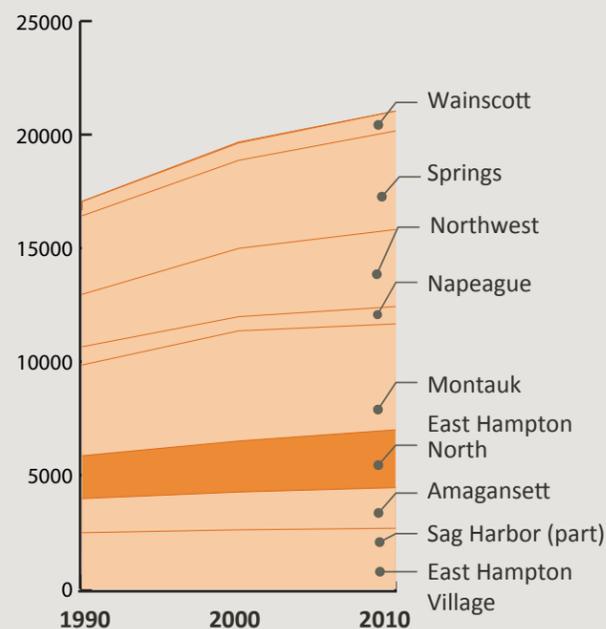


E.H. North Housing Units: 2545

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 feet³. 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

3 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 climate⁴.

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:

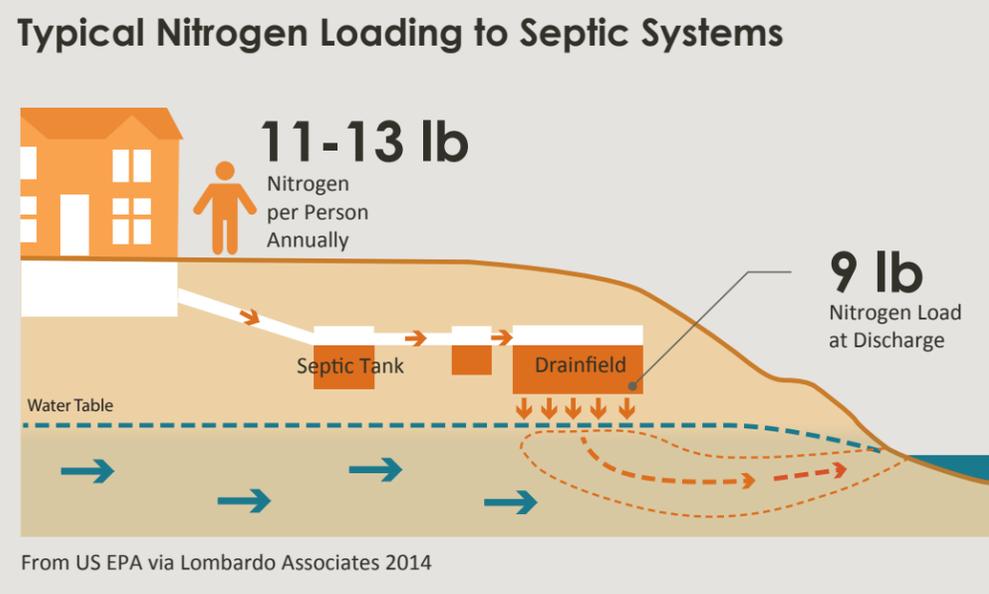
East Hampton contains working agricultural land, with the most acreage concentrated in the central and southern portions of the hamlet, such as in the vicinity of East Hampton High School. This land is the remnant of the hamlet’s agricultural history. Northwest Harbor is important to the town’s commercial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

4 2011 Community Preservation Plan



challenge in the East Hampton school district. Despite 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 Group⁵. 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.

5 Deer Management Plan 2013

Coastal Flooding, Climate Change and Resilience⁶:

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 tide⁷.

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.

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

⁷ 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

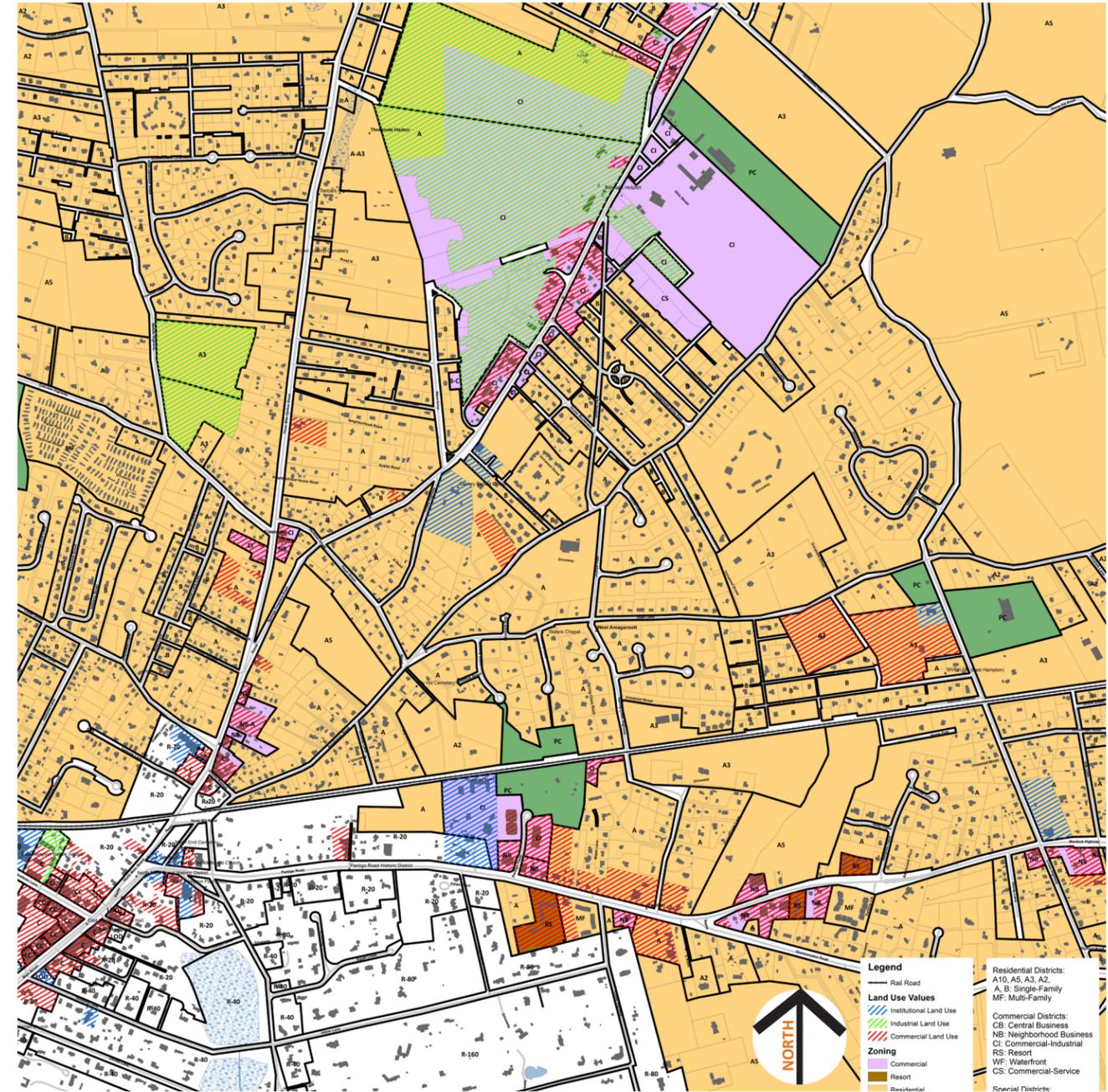
- Second highest percent of housing occupied year-round: 43.5%
- Second lowest percentage of growth in housing units 2000-2010: 11%. Higher growth in EH North & NW CDPs: 13%.
- E.H. Village: 27.8% Renter Occupied; 72.2% Owner Occupied
- E.H. North: 32.9% Renter occupied; 67.1% Owner Occupied
- Northwest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

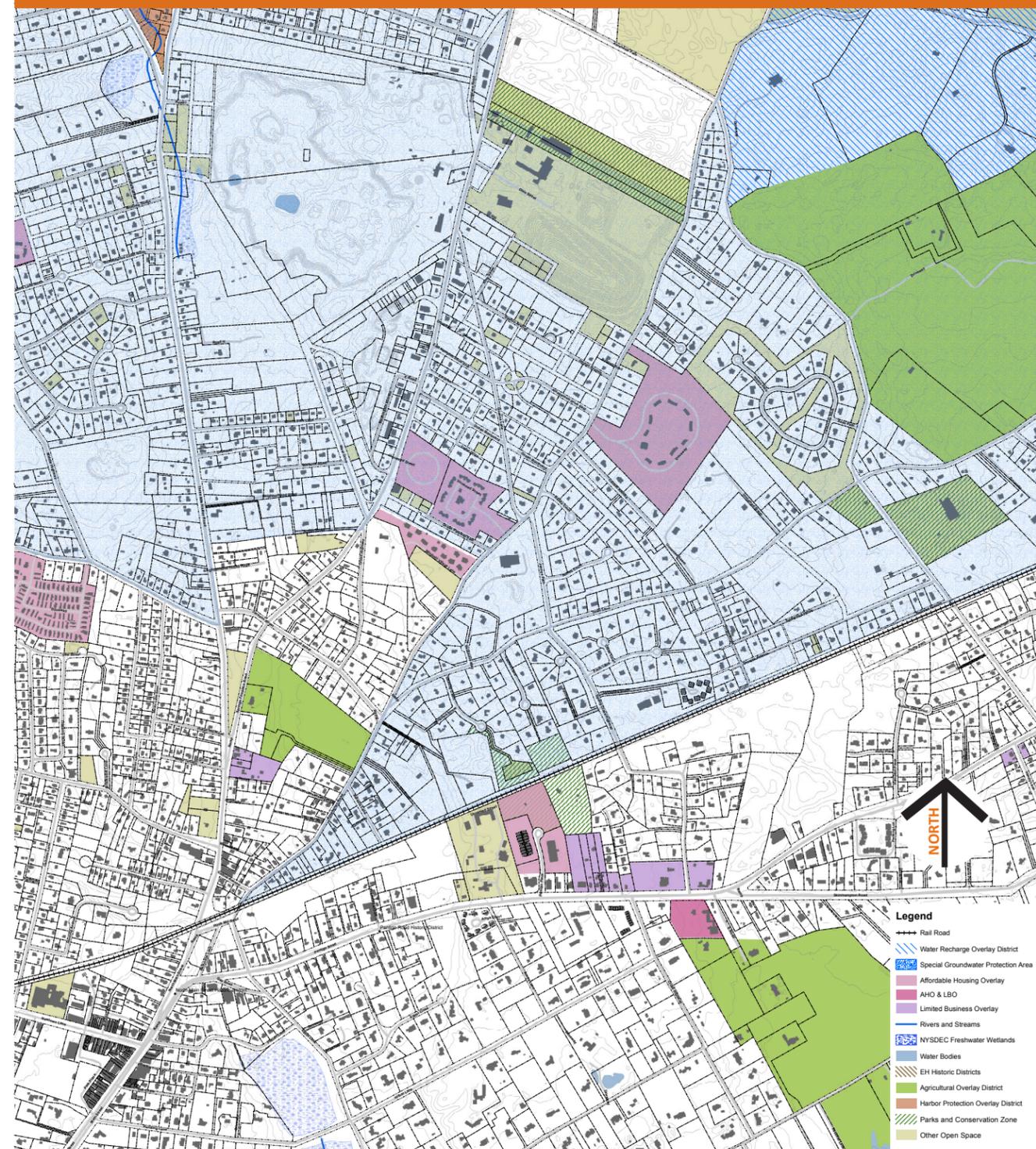
Zoning Districts

- 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

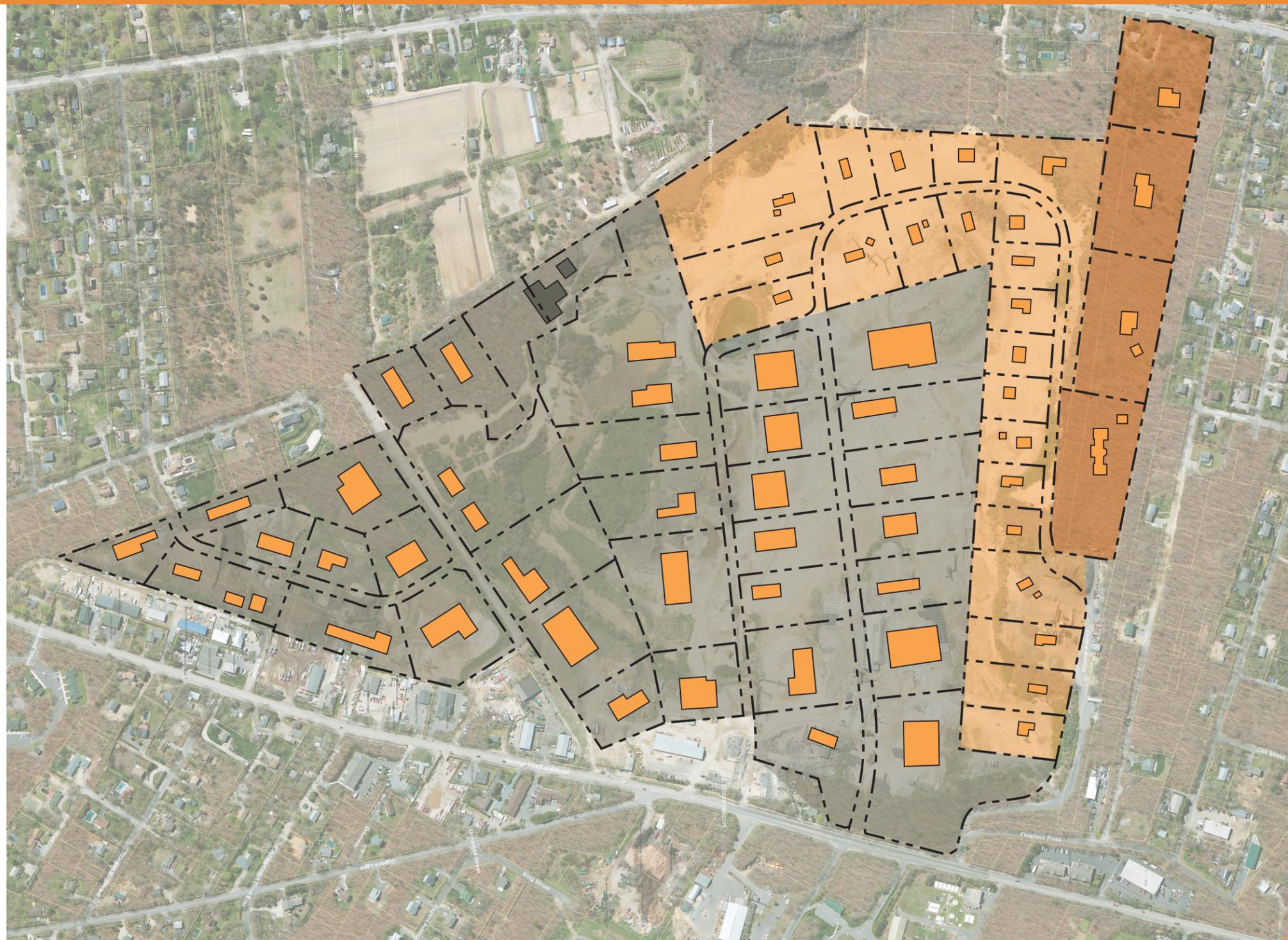
According to a 2011 residential buildout performed by the Planning Department¹, the town as a whole could see a 13% increase in the total number of housing units. This assumes future development consistent with current zoning. In the East Hampton school district, this residential buildout is estimated 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.

¹ 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.

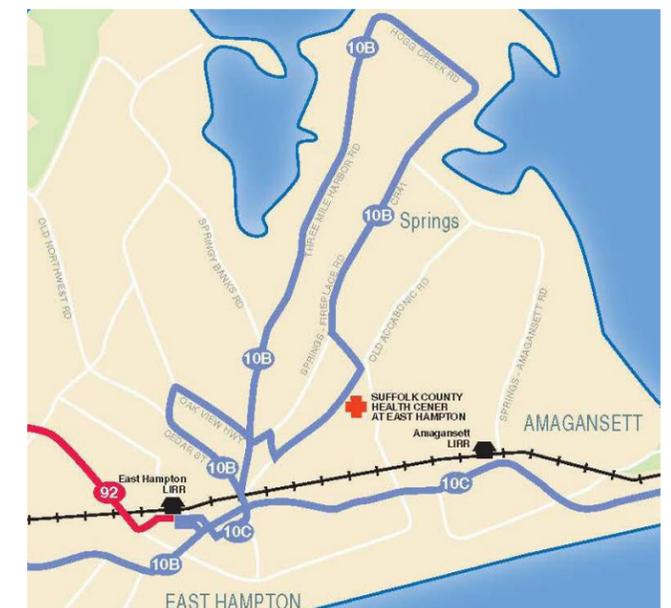
Pedestrians: There are sidewalks on both sides of North Main Street and Collins Avenue in the hamlet center, and sidewalks on one side of both Cedar Street and Accabonac Road. At the signalized intersections of North Main Street with Cedar Street and Collins Avenue there are marked crosswalks, as well 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.⁸

⁸ 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 2016, 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 hamlet's 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—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.



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

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.

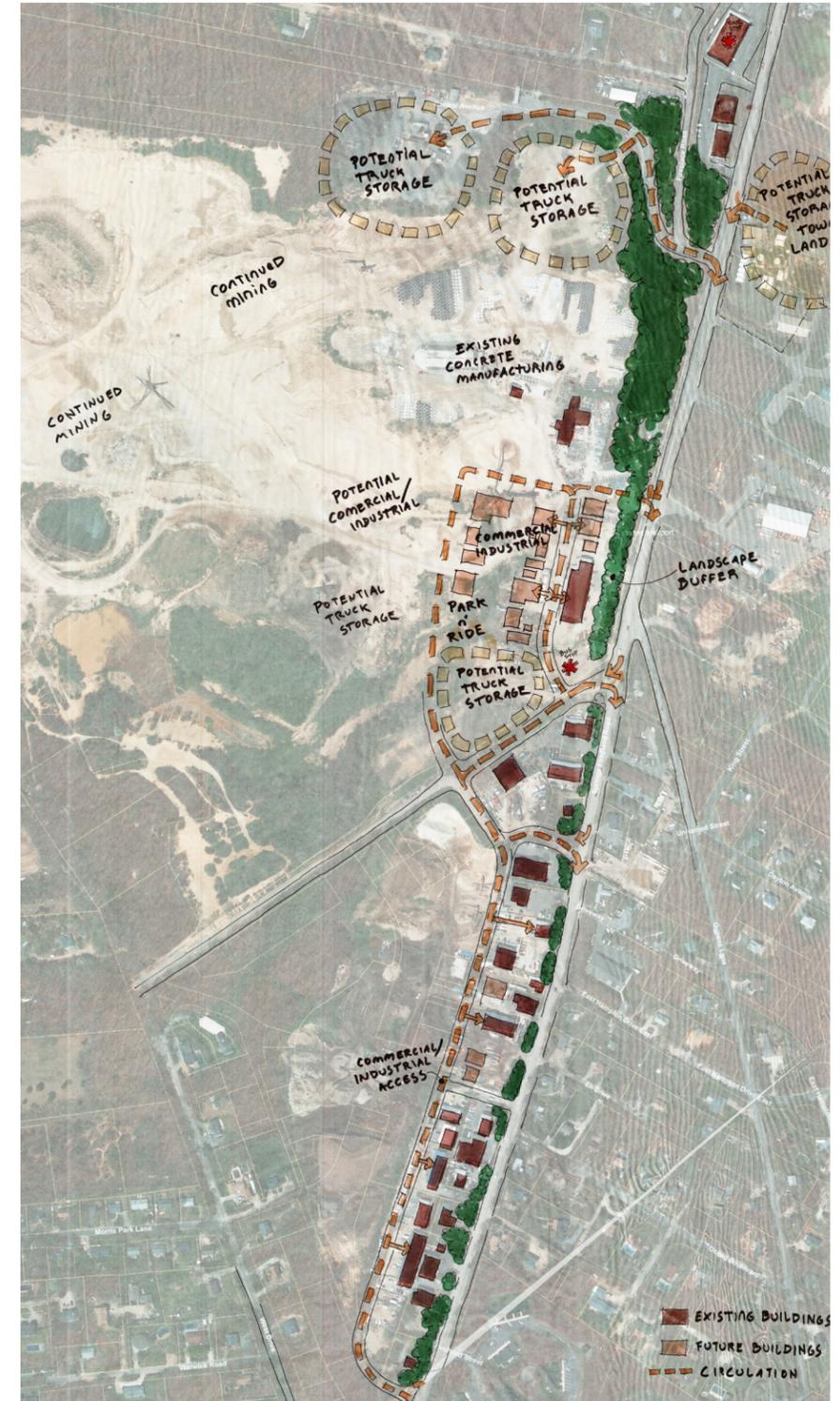
On Pantigo Road, the alignment of the Montauk Highway/Skimhampton Road intersection was identified as problematic, consisting of two, 2-way roadways intersecting with Montauk Highway just a short distance apart. Some participants suggested a traffic signal on Montauk Highway in that area.

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.

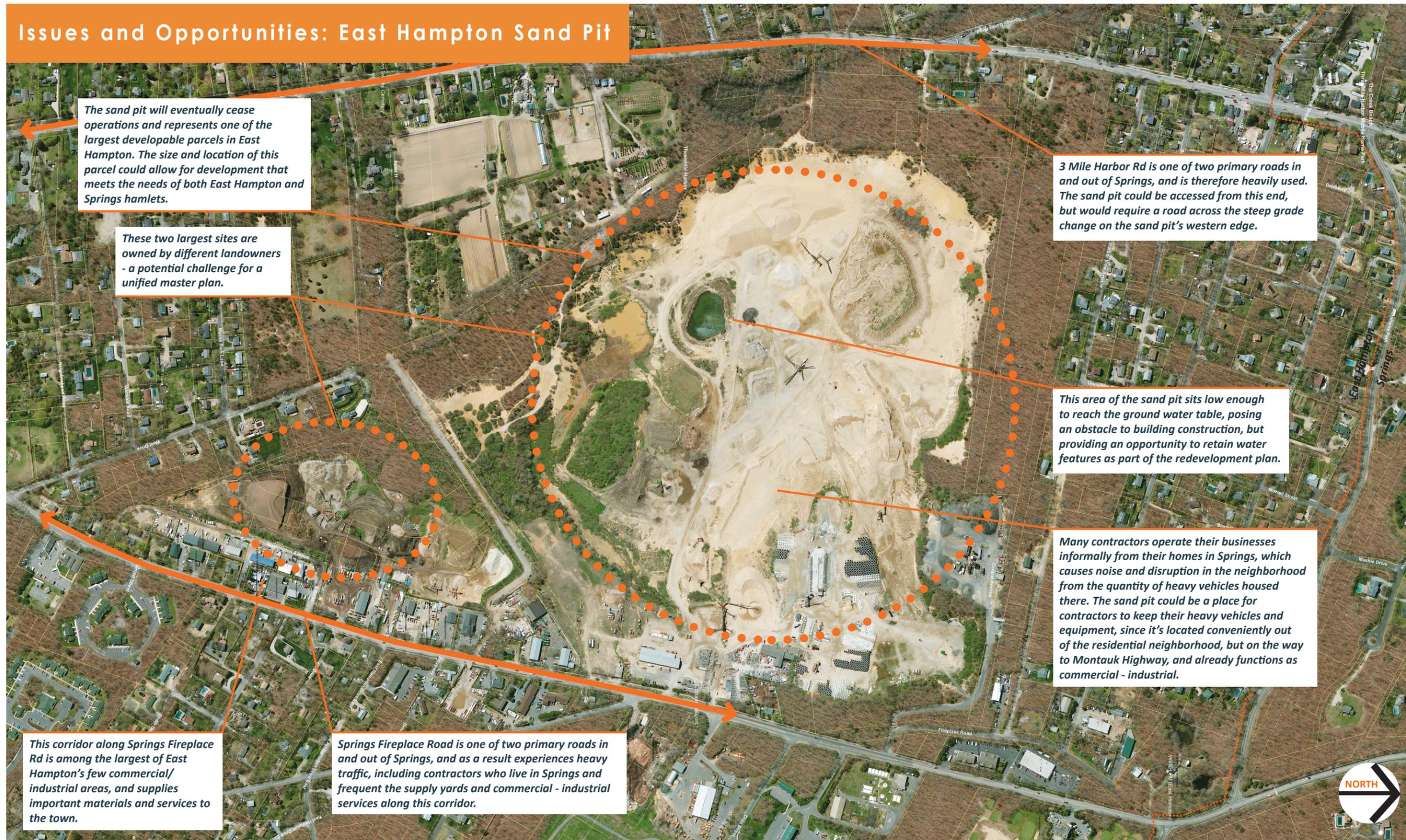
Preservation and Development: Many community members emphasized the importance of continued open space protection and historic preservation, such as continued protection of the farm museum. However, there was also acknowledgment of the need for limited new development and reorganization of existing commercial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

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.



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.

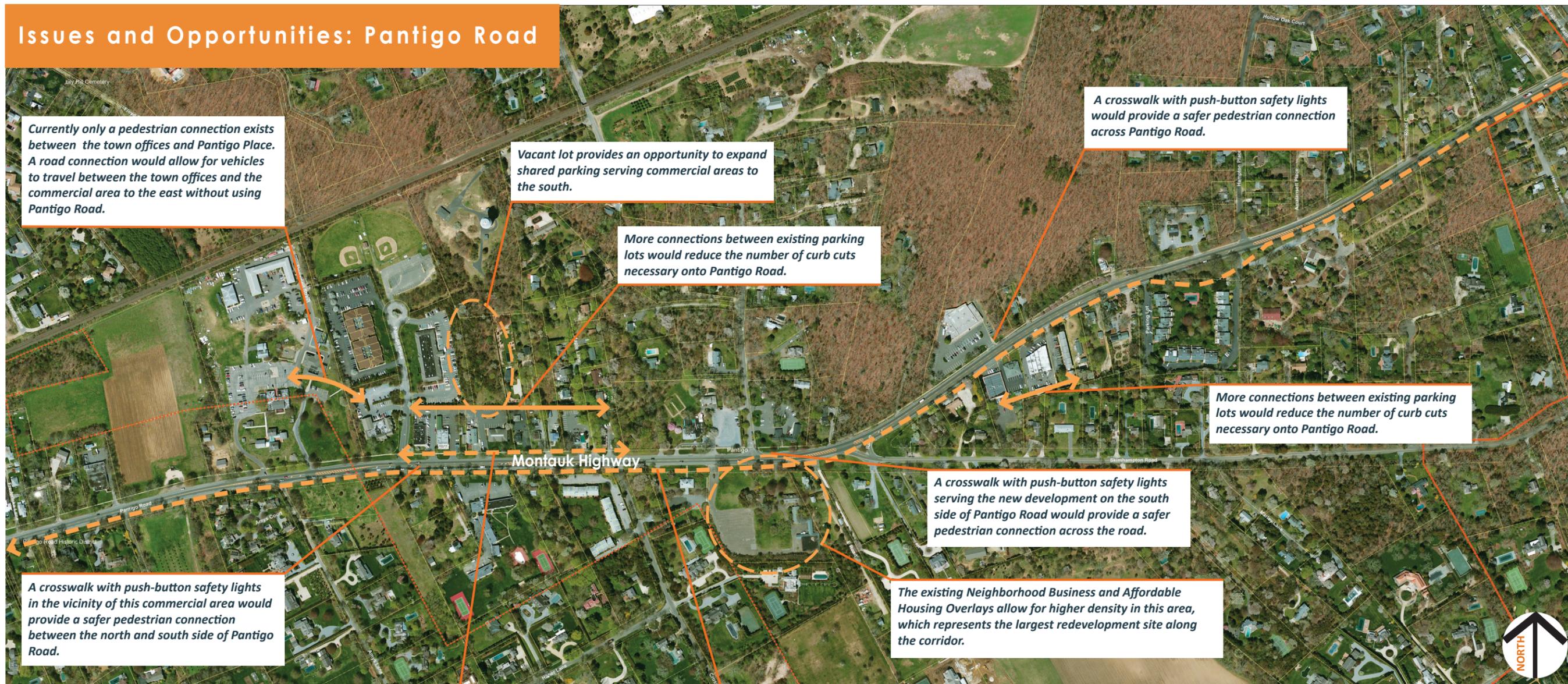
Springs Fireplace Road is one of two primary roads in and out of Springs, and as a result experiences heavy traffic, including contractors who live in Springs and frequent the supply yards and commercial - industrial services along this corridor.



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 in the vicinity of this commercial area would provide a safer pedestrian connection between the north and south side of 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.

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.





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 Master Plan

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:

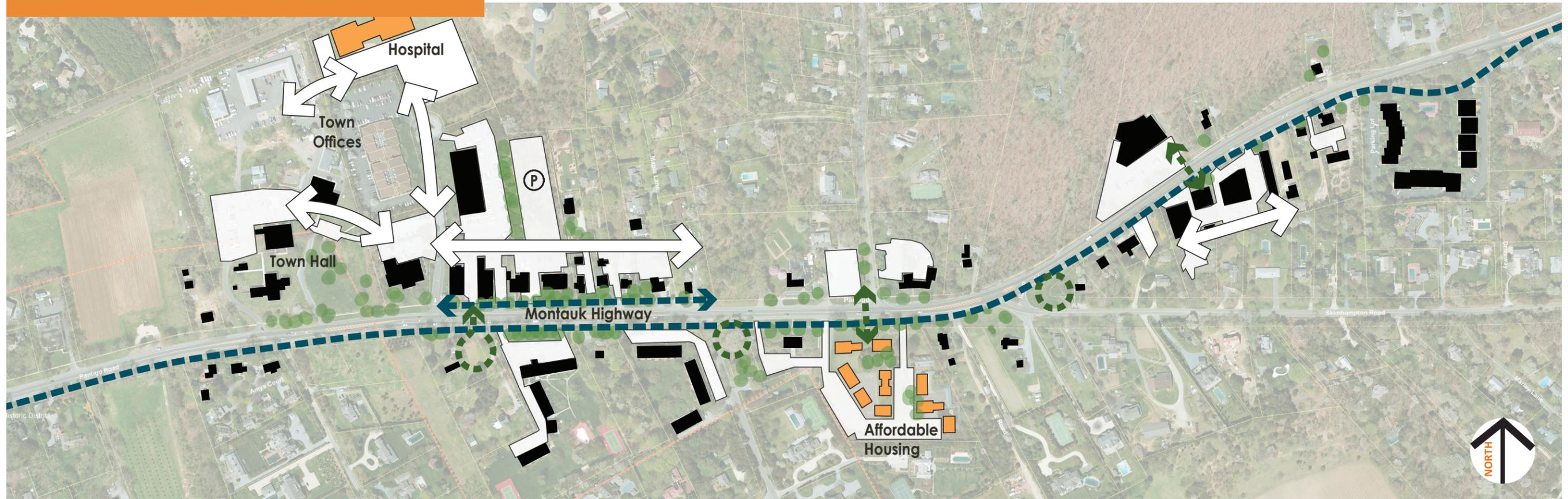
This commercial industrial area is neither physically separated from other community uses but also lacks adequate landscaping and screening to buffer the development and activities from the community roadway. Opportunities to buffer and landscape the commercial industrial uses, utilitarian buildings 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 Master Plan

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 Master Plan: Pantigo Road Area



Recommended Master Plan: 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 master plan 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 master plan 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 master plan 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 master plan, 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

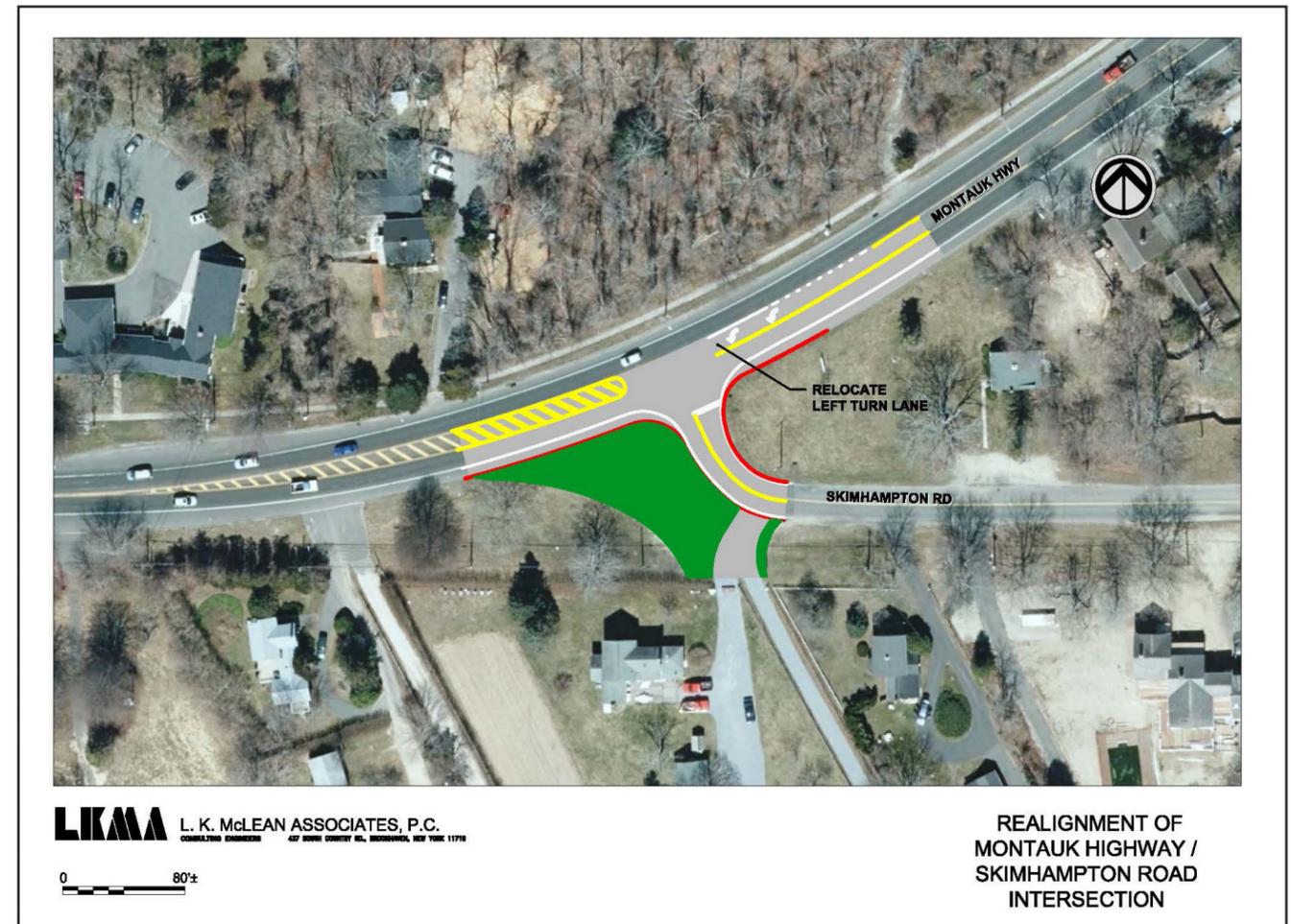
Additional Transportation Considerations:

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 NYSDOT 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.

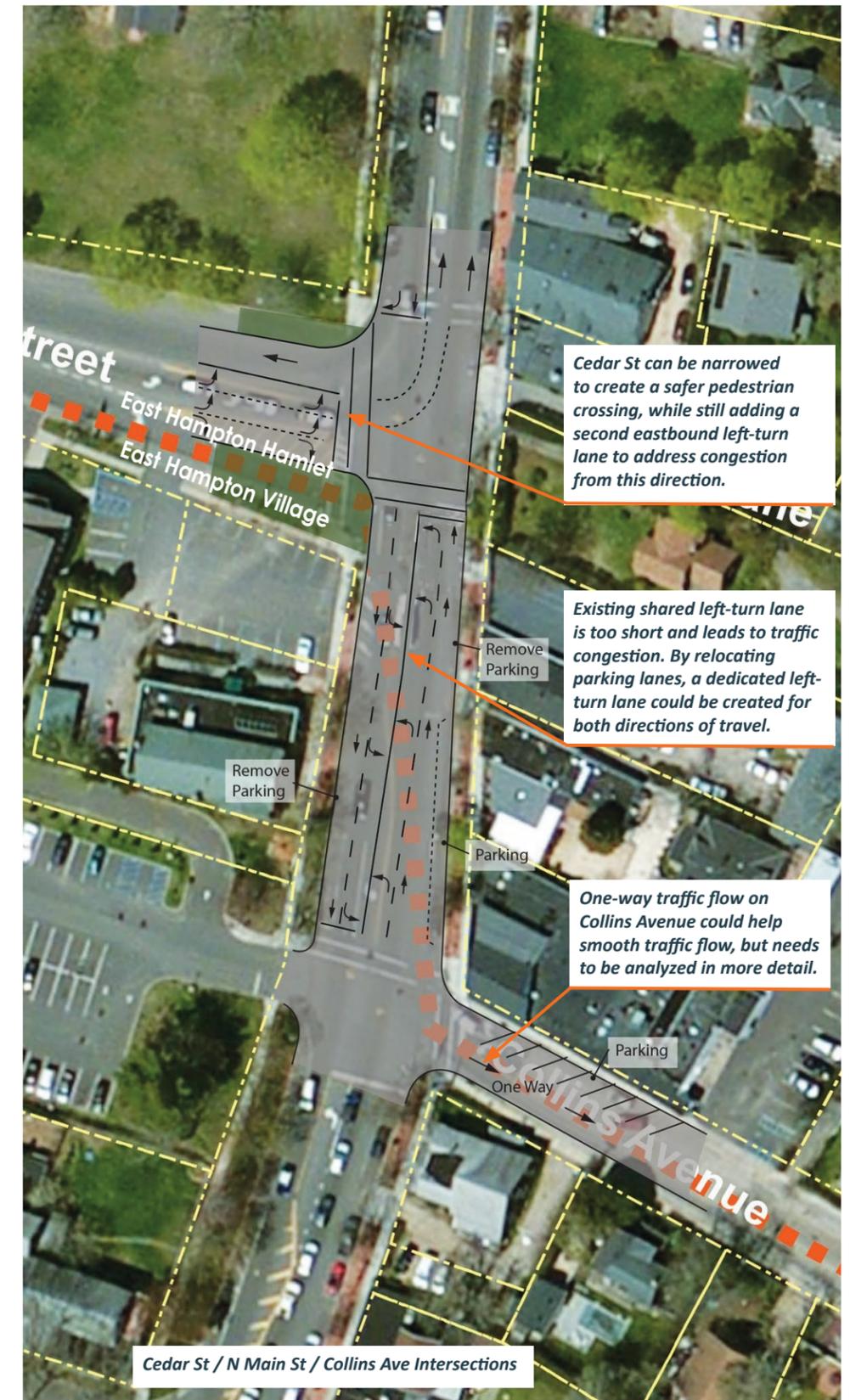
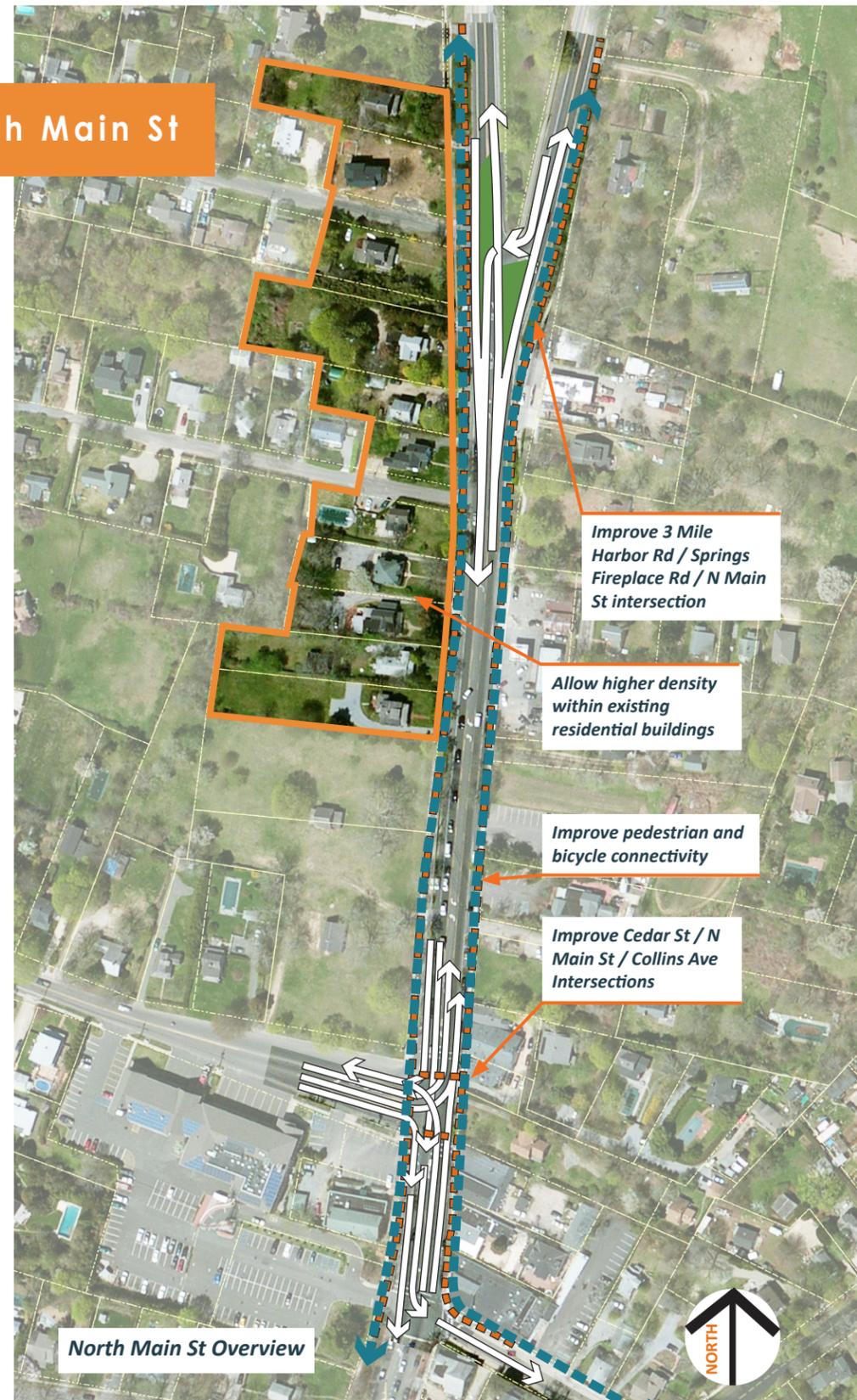
Conceptual Framework: North Main St

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 Ave 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 the one 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 previously described.

An additional improvement, shown on the same diagram (opposite page) would be a proposed one-way eastbound movement on Collins Avenue, which would further improve traffic flow at the North Main Street/Collins Avenue intersection. This scheme, which needs more analysis, would require westbound Collins Avenue 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 im-

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

plemented. 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 table below.

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 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

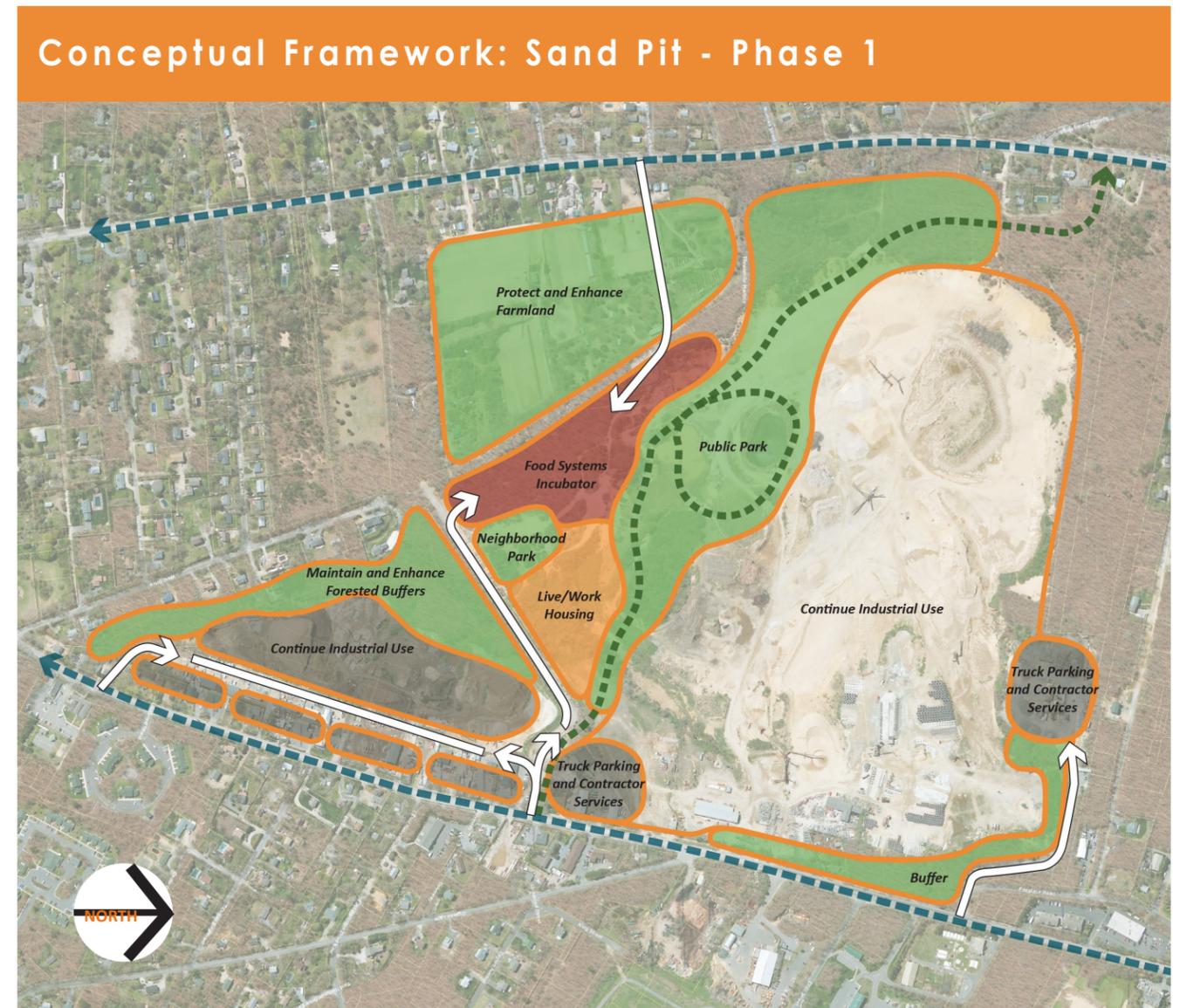
Phase I lays down the pattern for the site's redevelopment, building on the location of existing roads and the pattern of ownership. The sand pit will continue production on the north half of the study area, while redevelopment begins to the south and west. First, access to businesses along Springs Fireplace 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.

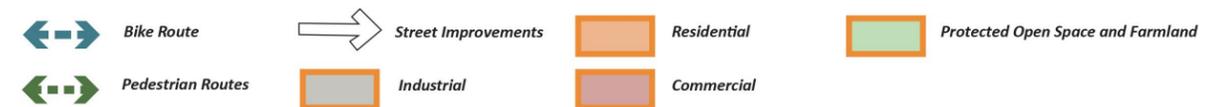
Commercial, industrial and agricultural businesses could also benefit from some housing on the site for business owners and workers. The phasing plan thus suggests an area in the center of the site that could be redeveloped as a neighborhood of small homes, apartments and town houses, with a neighborhood 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-



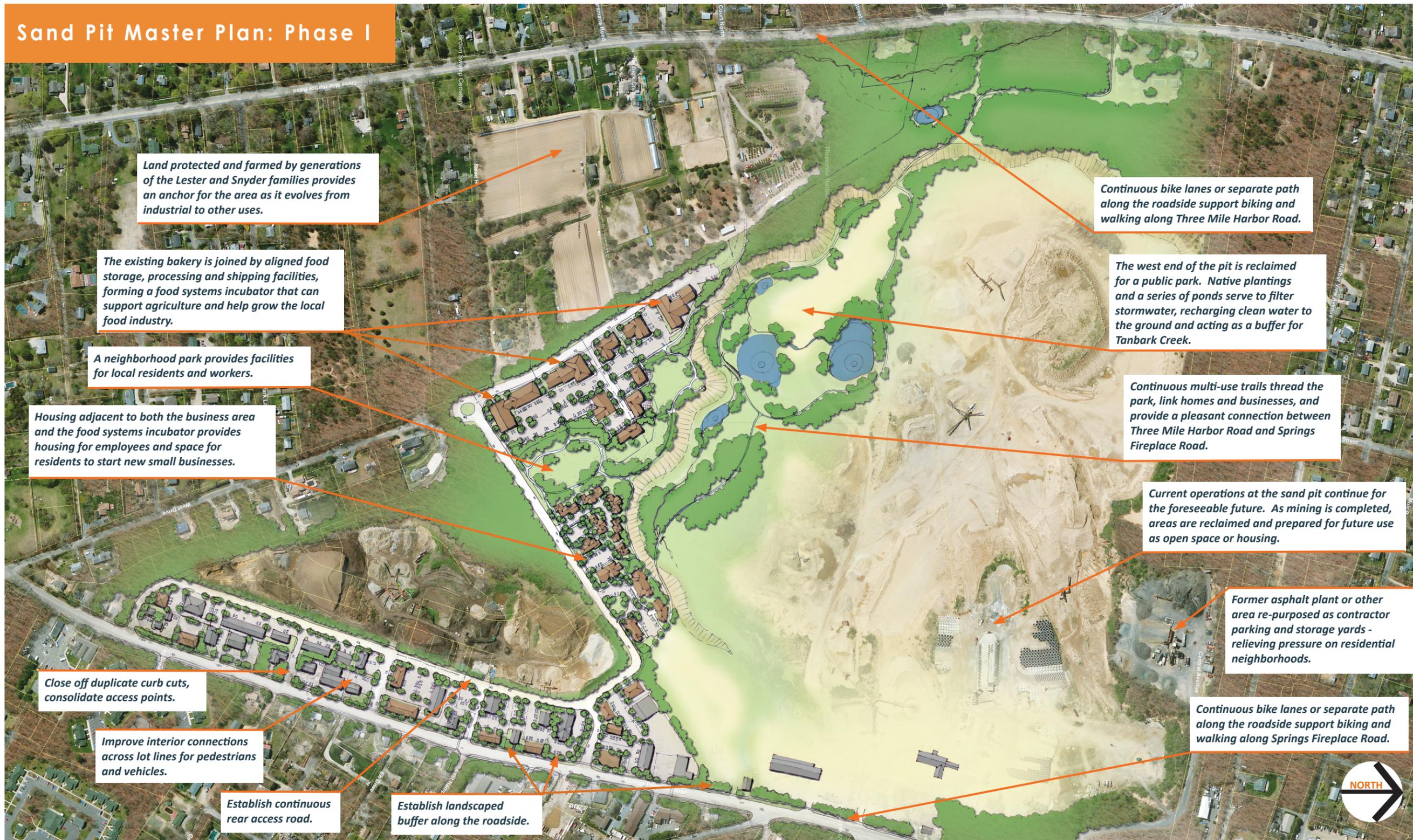
Legend:



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



Land protected and farmed by generations of the Lester and Snyder families provides an anchor for the area as it evolves from industrial to other uses.

The existing bakery is joined by aligned food storage, processing and shipping facilities, forming a food systems incubator that can support agriculture and help grow the local food industry.

A neighborhood park provides facilities for local residents and workers.

Housing adjacent to both the business area and the food systems incubator provides housing for employees and space for residents to start new small businesses.

Close off duplicate curb cuts, consolidate access points.

Improve interior connections across lot lines for pedestrians and vehicles.

Establish continuous rear access road.

Establish landscaped buffer along the roadside.

Continuous bike lanes or separate path along the roadside support biking and walking along Three Mile Harbor Road.

The west end of the pit is reclaimed for a public park. Native plantings and a series of ponds serve to filter stormwater, recharging clean water to the ground and acting as a buffer for Tanbark Creek.

Continuous multi-use trails thread the park, link homes and businesses, and provide a pleasant connection between Three Mile Harbor Road and Springs Fireplace Road.

Current operations at the sand pit continue for the foreseeable future. As mining is completed, areas are reclaimed and prepared for future use as open space or housing.

Former asphalt plant or other area re-purposed as contractor parking and storage yards - relieving pressure on residential neighborhoods.

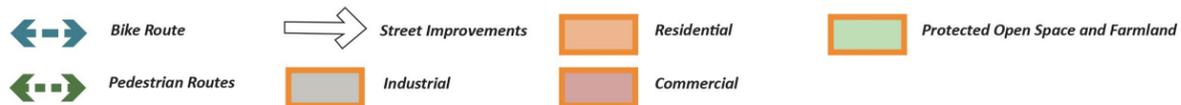
Continuous bike lanes or separate path along the roadside support biking and walking along Springs Fireplace Road.



Conceptual Framework: Sand Pit - Phase 2



Legend:



Sand Pit: Phase II

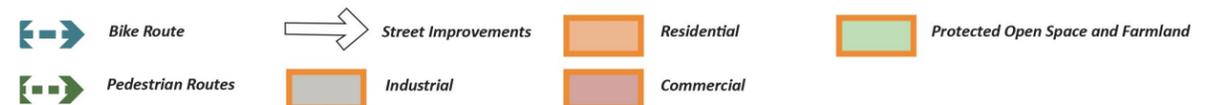
In phase II, the service industrial land uses fronting on Springs Fireplace Road will move west to replace the existing sand and gravel processing facilities west of Washington Ave. This will open up the frontage along Springs Fireplace Road for appropriate retail uses. Entry points

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.

East Hampton Hamlet Implementation Tools and Techniques

A. Comprehensive Plan

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

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

3. Adopt the East Hampton Hamlet Plan as an addendum to the Comprehensive Plan. This Master Plan has been developed to provide the Town with an inspirational, achievable concept plan which will enhance the vitality of East Hampton's multiple business areas while significantly improving the aesthetics, traffic flow, and pedestrian safety. The East Hampton Hamlet Plan is not designed to be a specific blueprint for development but a guide setting forth a direction and objectives for future Town actions. As an addendum to the 2005 Comprehensive Plan, the Plan will help inform private property owners as well as other levels of government, agencies and organizations, about the Town's preferences and priorities for projects and development in East Hampton.

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

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

B. Protect and Enhance the Natural Environment and Historic Character

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

2. Preserving the rural and natural features is essential not only for the environment, but also for the economic viability of the community. East Hampton Hamlet contains the largest amount of preserved farmland within the Town as well as extensive areas of unique habitats. Preserving rural and natural features is essential not only for the environment, but also for the economic viability of the community. The second home industry and tourism, the largest businesses driv-



Preserving the rural and natural features of the hamlet is essential, both environmentally and economically.

ing the economy, are dependent on the desirability of East Hampton, which is in turn based on scenic vistas, farmland, historic landscapes, clean drinking water, high quality bays and harbors, significant fish and wildlife habitats, pristine woodlands and beaches. The environment and the economy are inextricably linked. Paramount environmental threats to the Hamlet of East Hampton are the degradation to water quality and the loss of farmland and open space.

3. Land Preservation: East Hampton Town has taken proactive and forceful measures to protect the environment through land preservation. Over 36% of East Hampton Hamlet's land area, plus additional farmland development rights have been protected through acquisitions, mandatory cluster subdivisions and other planning techniques. With approximately \$25 million dollars per year available for open space and farmland protection from the Community Preservation Fund (CPF) and some of the most far reaching planning regulations in the country, East Hampton will continue to preserve additional lands.

Development pressures and skyrocketing land values will continue to make land preservation efforts challenging.

Adequate staffing and a strong commitment to preservation are required. Implementation of the East Hampton Hamlet Plan is predicated on the Town's continued diligence in protecting farmland, surface and ground watershed lands, critical open space and scenic vistas.

4. Preservation of Vistas and Historic Resources: East Hampton's CPF Plan recommends acquisition of all the remaining farmland in the Town. Preservation of farmland is essential not only for the continuation of the agricultural industry but also for preservation of the Hamlet's spectacular landscape vistas, important for maintaining desirability of the area as a second home community. Similarly, continued preservation of Northwest and Three Mile Harbor watershed lands is essential for maintaining productive shellfish and finfish areas but also for protecting the landscape vistas. East Hampton's farmland, Northwest Harbor and Three Mile Harbor have been recognized as Scenic Areas of Statewide Significance. However, scenic vistas of even protected lands can be blocked or impaired by landscaping, towers, drainage projects or other uses. In addition to preserving the land itself, it is recommended that methods to preserve important farmland and scenic views be explored and implemented.

Preservation of historic resources including structures and landscapes is also critical for protecting East Hampton's unique character. Special landmark designation, other programs and legislation should be evaluated to help protect historic properties.

5. Water Quality Improvements: In addition to land protection, the need for water quality improvements must be a major thrust of the Hamlet Plan. Northwest Harbor, Northwest Creek and Three Mile Harbor have experienced severe water quality impairments resulting in shellfish closures. Contamination levels in Three Mile Harbor have also led to algal blooms, low oxygen levels contributing to wildlife die off and bathing beach closures. While development in the Northwest watershed is relatively sparse, contamination has stemmed from human activities such as urban runoff, agriculture and boating as well as from wildlife and open space runoff. In addition to runoff, cesspools and septic systems discharging excessive nutrients into groundwater (which eventually permeates surface waters) have severely impacted Three Mile Harbor. Lands within the hamlet of East Hampton are also within the Village of East Hampton's Hook Pond watershed, targeted for water quality improvements.

By public referendum in 2016, authorized uses for the Community Preservation Fund, which has generated over \$315 million dollars in revenues in East Hampton (through 2015), were expanded to allow up to 20% of the funds raised to be used for water quality improvements. To provide a systematic approach to using these funds strategically, the Town developed the East Hampton Water Quality Improvement Plan. Improvements identified in the Water Quality Improvement Plan for Northwest Creek and Three Mile Harbor include (varies by watershed): nitrogen reducing upgrades to cesspools and septic systems, groundwater treatment for nitrogen removal, shellfish seeding, habitat restoration, invasive species control and stormwater treatment. The North Main Street hamlet is included in the Water Quality Treatment Plan for Hook Pond prepared by the Village of East Hampton. Pursuant to the recommendations, the Village is undertaking a project to convert an existing 250 foot-long channel that conveys stormwater runoff from North Main Street to Hook Pond into a ½ acre bioswale to store and filter pollutants and to install pollution filters

in 11 existing stormwater basins. It is critical that the East Hampton Hamlet Plan support the implementation of water quality improvements as outlined and require that all new development incorporate water quality improvement techniques.

C. Pattern of Development

1. Retain the current zoning configuration of the Central Business, Neighborhood Business, A Residence with Limited Business Overlay, A Residence with Affordable Housing Overlay and Commercial Industrial zoning districts. Detailed and parcel specific refinements were made to the zoning boundaries of the East Hampton business areas in 2005 in order to prevent highway sprawl and associated traffic congestion on the Town's major roadways. The rationale supporting the zoning configuration continues to apply to conditions today. An acceptable plan for reuse of the active sand mine site may require zone changes in the future, but while active mining and operations continue, no zone changes are recommended.

2. Create a new Contractor Vehicle Special Use and Amend the Zoning Use Table

Background: With the largest number of business establishments and an 8.1% annual growth in employment between 2005 and 2009, the Construction Industry is an important foundation of the Town's economy. The industry has a substantial number of self-employed sole-proprietorships and growth in employment rose faster than growth in number of establishments. (U.S. Census Bureau, RKG Associates, Inc., 2016). While an increase in business size can account for some of the difference between the rise in employment compared to rise in number of establishments, an increase in the number of sole proprietorships may also account for the increase. The number of licensed contractors in the Town (1,121) and those with Town of East Hampton addresses (330) is many times larger than the number of business establishments (Town of East Hampton Town Clerk Licensed Contractor Records). A substantial number of locally based building trade contractors conduct some or all of their businesses operations out of their homes. While the physical work, such as plumbing or painting is conducted off-site, the

overnight parking of commercial and work vehicles at residences has created disturbances to the peaceful quality of life in many residential neighborhoods. The conflicts have become acute in the more densely developed neighborhoods where there are limited opportunities to buffer the noise, fumes and associated impacts from adjacent residents.

Achieving a balance between protecting residents from commercial vehicle parking impacts in their neighborhoods while also supporting the home contractor industry is challenging. In response to fierce opposition from local contractors, the Town Board has tabled several proposals to regulate commercial vehicle parking in residential neighborhoods. Contractors have asserted that it would be a significant burden to secure commercially zoned property rather than their residential properties to park their trucks.

One approach to alleviate the financial pressures and to provide an incentive for contractors to park their commercial vehicles outside residential zones is to provide affordable, safe alternatives. Several commercial industrial property owners have leased small land areas for commercial vehicle parking purposes without Town approval and have indicated a desire work with the Town to legalize and expand these operations in accordance with all applicable standards and regulations. Commercial vehicle parking is not a defined or permitted use in the Zoning Code. While the availability of affordable leasable parking areas may not be a solution for all commercial contractors, creating a legal mechanism to facilitate development of this use could provide a workable approach for some. Potential locations for such use include privately and publicly owned commercially zoned properties on either side of Springs Fireplace Road. The new use is intended for parking of vehicles only. Operations requiring storage of materials, office space and other related business needs will remain part of the Service Commercial Use.

A draft definition and conditions for a New Contractor Vehicle Parking Use are provided below.

Definition:

Contractor Vehicle Parking: A dust free, controlled ac-

cess, fenced commercial parking lot leased or rented to building trade or similar businesses for the sole purpose of parking their employee and commercial motor vehicle fleet. The Use shall not encompass any form of non-vehicular outdoor storage, repair work or other trade business activities.

Draft Special Permit or supplementary standards for Contractor Vehicle Parking Use

(1) Site plan shall include: vehicular ingress and egress; interior traffic circulation with adequate turning radii and aisles needed to assure maneuverability; vehicular exchange or pull-over areas; individual parking lease areas and parking stall delineations;

(2) Site shall be improved with a dust free surface and contain all drainage on site

(3) Screening shall be provided from any street or residential area appropriate to protect adjacent properties from vehicular noise, fumes and visual impact

(4) Perimeter security fencing shall be provided within a screened area

(5) Incidental storage of materials shall comply with the Planning Board Groundwater Protection Policy and shall be contained within a storage shed smaller than size requiring a building permit (6 feet in any dimension)

(6) Operation of Contractor Vehicle Parking Use:

a. Parked vehicles must have valid registration licenses

b. Owner/operator shall maintain the site in good condition at all times. Maintenance shall include but not be limited to: debris, litter, trash, weeds and landscaping

c. No washing or maintenance of vehicles.

d. No dumping or discarding of materials

e. No materials including building, landscaping, paving, excavations, stone, gravel; equipment; portable or permanent containers; tanks; pipes; vaults; toxic or hazardous

Regulating Design

The Town of East Hampton already regulates design through several sections of the Town Code. Design Criteria for Streets, including width, grade and vertical and horizontal alignment are part of the subdivision regulations, chapter 220. Article 7: Architectural and Design Review, provides procedures and standards for design and review of projects in designated historic districts. These standards include “maintenance of character” and “assurance of harmony,” but otherwise leave many of the details up to the workings of the Architectural Review Board. Much more detailed guidelines may be found in the separate Guidelines documents for the Amagansett, Bluff Road, Springs and Montauk Association historic districts. A common theme is fitting new construction into the existing pattern of the districts, from the rhythm of spacing between buildings, to their height and massing and the proportions of their fenestration.

For areas outside of the historic districts, the aesthetic design quality and functionality of new development is driven primarily by Article 11 of the Zoning Ordinance, which governs land use and dimensions of new buildings, parking lots, fences, walls and other elements. For the most part the focus of the ordinance is on setting appropriate limits to overall density, controlling building height and lot coverage, and providing setbacks from property lines. All of these requirements have an effect on the resulting design aesthetic, whether intended or not, while offering little guidance for what the Town would actually like to see. As a result, the ordinance is better at keeping bad things from happening than it is at fostering design that contributes in a positive way to the character of the community.

materials of any kind may be stored or kept on site except within storage shed as described

3. Designate areas for Contractor Vehicle Parking Use: Springs Fireplace Road is a major arterial road and contains the largest concentration of construction support businesses in the Town. The Contractor Vehicle Parking Use is consistent with the existing land uses in the area and would be an appropriate use for the privately and publicly owned Commercial Industrial and Commercial Service zoning districts throughout the Town. A Contractor Vehicle Parking area along Springs Fireplace Road would be a particularly convenient location for business owners and employees in East Hampton and Springs.

D. Design

1. Develop and Adopt East Hampton Business Overlay District (WBOD)

The East Hampton Master Plan and objectives provide an approach to guide the development of safe, attractive, thriving business districts harmonious with the character of East Hampton. Currently, new development within business districts is required to meet zoning and site plan standards pertaining to physical compatibility, protection of residential areas, parking, access, lighting, water supply, fire protection, waste disposal, protection of agricultural lands, and maintaining a streetscape that provides green spaces and “protects the established character of the district.” (East Hampton Town Code Sec. 255-6-60). Architectural Review Board approval is also required for commercial site plans and construction within Agricultural Overlay Districts. To help protect the nearby residential uses and essential residential character additional appearance standards must be met in the Limited Business Overlay District (East Hampton Town Code Sec. 255-3-58). But to assure a cohesive and coordinated approach is achieved, more specific regulations are required which speak to building design, mass, proportions, rhythm of spacing between buildings, integration with surrounding development, pedestrian and vehicular linkages, parking lots, landscaping, streetscape and other elements.

East Hampton Business Overlay District: One way to



A Business Overlay District for North Main Street would protect and enhance the area’s mixed use environment.

provide clear and consistent policy to implement the Plan and to assure that new development is functionally and aesthetically compatible is to create an Overlay District covering each of the two retail business areas- North Main Street and the Pantigo Road/Montauk Highway Corridor. Developing Business Overlay Districts would allow more specific standards to be added to the general zoning regulations and encourage a mixed use, aesthetically pleasing, and safe environment. The East Hampton Business Overlay Districts would provide standards for the Planning Board to apply in development review and would inform applicants of the characteristics the Town would like to enhance. All the properties fronting North Main Street within the Central Business District, Neighborhood Business Zone and the A Residence Limited Business Overlay should be included. Coordination with the Village of East Hampton is particularly important for the North Main Street area as the business district extends across municipal boundaries. On Montauk Highway, the

Overlay District should cover all the areas of Neighborhood Business, Commercial Industrial, Resort, A Residence Limited Business District Overlay and the A Residence Affordable Housing Overlay zoning districts. The standards should apply to municipal improvements as well as private property development.

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

I. Architectural Design and Siting of Buildings:

- A. Siting of Structures
- B. Authenticity
- C. Overall Building Shape, Massing and Proportions
- D. Building Height and Scale
- E. Roofs
- F. Design and Orientation of Facades and Entrances
- G. Design of Windows
- H. Surface Appearance

I. Porches, Arcades, Canopies and Awnings

J. Secondary Elements: towers, cupolas and chimneys

K. Service Areas, Mechanical Systems, HVAC Equipment

Architectural Design and Siting of Buildings: Building design should reflect and enhance the character and small town charm of East Hampton. The design should strengthen pedestrian orientation with details such as entranceways, orientation and windows providing links to surrounding buildings, public spaces and amenities. Buildings should reflect a human, small town feel and should appear intimate rather than overbearing. Larger buildings should break up the façade with architectural methods including modulation, color, texture, entries, materials, and detailing and help create an interesting walkable environment. The scale of development should reflect a relationship to the contiguous properties with a mixture of roof heights to avoid monotony. Special attention should be given to corner buildings which have significant influence on the visual character and pedestrian environment.

In the North Main Street Corridor, new buildings should maintain the residential scale and form. Buildings should be consistent with the domestic and historic character with pitched roofs and the use of wood, brick and stucco with light colored trim or siding.

While the Pantigo Road Corridor is composed of auto-oriented development mixed with residential development, new structures should reflect the traditional residential Main Street character of East Hampton. The residential structures housing offices and limited businesses in the western part of the corridor anchor the residential character of the area and should be maintained. The following characteristics are encouraged for new construction: traditional simple forms, pitched roofs, wood shingles, porches, street facing doorway even if main entrance fronts rear or side, conservative use of decorative detail, balanced ratio of windows and doors.

II. Design of the Public Realm :

A. Shaping Public and Civic Space

B. Integrating the Project with the Surrounding Neighborhood

C. Design of Parks and Public Spaces

D. Pedestrian Connectivity

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

Sidewalks along North Main Street should be extended so as to form a continuous pedestrian way along the frontage of the North Main Street Corridor. Trees and adjacent planting areas should line the edge of the pedestrian corridors.

III. Design of the Landscape:

A. Parking lots and driveways

B. Streetscape

C. Highway Corridors

D. Office/Commercial Planting Standards

E. Multifamily Residential Planting Standards

F. Buffer Planting, Screening and Framing

G. Sustainability

Spatial Definition

Landscape design and materials should reflect the extraordinary natural and cultural landscapes found in East Hampton. This includes the use of native species that are adapted to the local climate and ecosystems, as well as introduced species that reflect the town's agricultural heritage and rich gardening traditions. The following are important overall goals:

Spatial definition: Trees and other landscape plantings should be used to reinforce the pattern of private and public spaces, not just for decoration. The landscape should enhance the sense of place, creating a human-scale and pedestrian-oriented environment.

Screening and framing: Plantings and site features should promote and enhance design compatibility between different land uses, while ensuring attractive views from streets and adjacent properties.

High quality materials: To provide an attractive, inviting pedestrian experience and reinforce the sense of place, high quality material should be used.

Sustainability: Over-reliance on one species is discouraged to reduce the risks and prevent the spread of blights and pests although massed plantings of the same variety should be allowed for design purposes. Plans should emphasize native and/or drought-tolerant plants, and minimize the clearing and grading of existing vegetation.

IV. Streetscape Design/ Complete Streets

A. Overall proportions of the cross section and degree of enclosure

B. Building Orientation and Setbacks

C. On-Street Parking

D. Pedestrian Walkways

E. Bicycle Accommodations

F. Accessibility

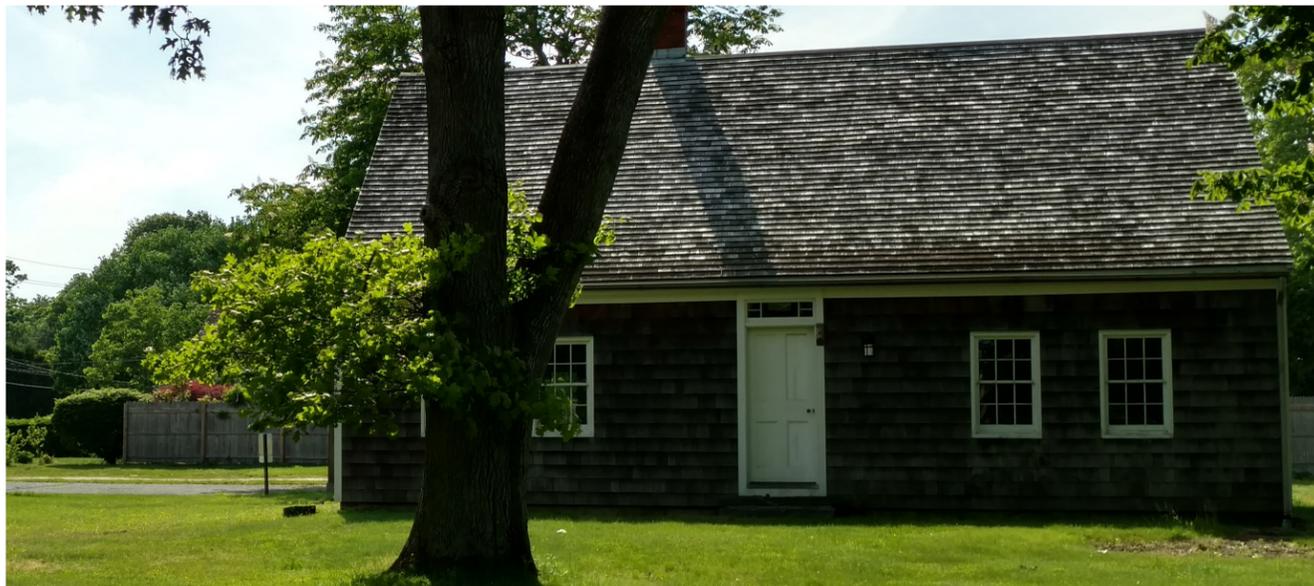
G. Site Elements and Street Furnishings

H. Screening Elements: Walls, Fences and Hedges

I. Signage

J. Lighting

K. Grading and Drainage



The scale, form, and materials of new buildings should be in keeping with the hamlet's historic character.



Complete Streets enable safe and convenient access for all users.

L. Services, Utilities including buried power lines, and Stormwater Management,

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

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

Every effort should be undertaken to make a case with LIPA to bury power lines.

V. Vehicular Circulation and Access Management:

- A. Access Management
- B. Hierarchy of streets
- C. Vehicular Connections Across Lot Lines
- D. Parking Location and connectivity
- E. Amount of Parking Required
- F. Pedestrian Connections
- G. Low-Impact Development Techniques

Development should incorporate access management techniques to reduce, share or minimize accesses onto the Hamlet’s major roadways-North Main Street and Montauk Highway. Unnecessary curb cuts should be removed and replaced with pedestrian amenities. The Pantigo Road/Montauk Highway Master Plan incorporates several access management techniques to reduce traffic congestion and safety problems stemming from the multiple curb cuts, access driveways and stand-alone parking lots. Adjoining properties share access driveways. Parking lots are shared and interconnected with an access road to al-

low travel between multiple businesses without the need to exit onto Montauk Highway.

- Parking lots should connect to adjoining lots and parking lots.
- New and existing access driveways onto Montauk Highway and North Main Street should be minimized and reduced through shared configurations and accesses onto an internal roadway or interconnected parking lot design.
- Shared parking lots should be considered (discussion and considerations for regulations provided in separate section)

VI. Parking Lot Design: (Also refer to parking lot design guidelines in Appendix A)

- A. Dimensional Standards
- B. Surfacing Materials
- C. Low-Impact Design for Drainage
- D. Signage
- E. Lighting
- F. Shared Parking

Parking lots should conform to a cohesive multi-property layout, interconnecting with other parking lots and internal roadways where available; be shared with adjoining parcels when possible; be landscaped and well screened; be designed to filter and cleanse runoff; and incorporate pedestrian safety. The interconnected design reduces the need for curb cuts and maximizes access management. Heavy landscaping within and surrounding the parking lots softens their appearance, provides shade and helps filter and recharge runoff. Walkways and landscaping through the parking lots are designed to provide pedestrian safety.

VII. Environmental Performance/Sustainability: Certification through LEED or other environmen-

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

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

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

Design for Resilience: With climate change and its resulting effects becoming increasingly evident, the design of buildings, streets, public spaces and other elements should reflect the use of materials and design approaches that increase their capacity to bounce back after a disturbance or interruption. This includes designing buildings

and other features to be more impervious to heavy rain, wind and flood, as well as to adapt to long-term changes such as more frequent heat waves, droughts and other climatic extremes. Many of the strategies described above for environmental performance will also increase resilience.

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

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

E. Parking and Access Management

Parking and access management improvements are key components of the Montauk Highway/Pantigo Road cor-

ridor plan. As the main roadway through East Hampton Town, the capacity of Montauk Highway to move a high number of vehicles is paramount. Consolidating and reducing existing curb cuts will reduce congestion related to turning movements, increase opportunities for landscaping and street trees, and reduce conflict points between vehicles and pedestrians. More connections between existing parking lots will reduce the number of curb cuts necessary. A shared and well-managed parking system could increase convenience and functioning of these business areas for customers, businesses, visitors, residents and employees.

Recently improved properties along the corridor have incorporated recommended planning practices including rear parking, connecting sidewalks and green space, but some older developments have uncontrolled, unsightly and unsafe parking configurations. Improving the existing parking and access configuration will be challenging if property owners do not seek to make improvements. Opportunities for the Town to work together with businesses and provide incentives to property owners to improve parking and access management should be explored. One means to provide property owners with incentives is with shared parking regulations.

Shared parking regulations

Shared parking is the practice of utilizing parking areas jointly among different buildings and businesses. It works best in situations where businesses have different peak hours of use or in downtown settings where people park in one spot and then walk from one destination to another. Since multiple uses share the same parking spaces, the overall necessity for parking is generally reduced. Fewer parking stalls means smaller amount of paved land, which in turn creates opportunities for more pedestrian amenities, green spaces and other desirable uses.

Potential Benefits: The application of shared and interconnected parking design concepts can improve safety, convenience, and attractiveness of the area. Vehicular links between parking lots will allow travel between offices and businesses without the need to use Montauk Highway. A new shared parking lot to the east of the Health

Care Center on Pantigo Place could ease existing parking shortages, reduce traffic congestion associated with cruising for parking and reduce turning movements on Montauk Highway.

Approach: New development and redevelopment can be encouraged to incorporate shared parking designs through zoning incentives. East Hampton's parking requirements are designed to prevent traffic congestion on adjoining roadways by meeting the parking needs of a stand-alone business on an individual lot. But, as parking studies have demonstrated, businesses within commercial areas often share customers, thereby reducing the overall need for parking. Through a shared parking ordinance, the Town can encourage property owners to develop shared parking arrangements by modestly reducing the parking requirements and allowing a proportional increase in building area.

Incentives: Successful shared parking ordinances have provided zoning incentives for developers. As mentioned, shared parking between multiple businesses with compatible uses generally reduces the parking need for each individual land use. Therefore, a shared parking ordinance that allows an appropriate reduction in parking for each use can be implemented without creating parking shortages. Allowing an increase in floor area proportional to the reduction in area needed for parking would provide an incentive for property owners of already developed lots to reconfigure and consolidate their parking into a shared configuration. Within the Town's Neighborhood Business zoning district, the parking requirements for retail and office uses effectively reduces building coverage to less than the 40% allowed by zoning. A modest increase in building coverage could be permitted without exceeding the maximum allowed by zoning in the Neighborhood Business Zoning District. Thus a shared parking ordinance allowing a modest reduction in parking requirements and a proportional increase in building area could both meet the needs of a business to modernize and expand on an already developed lot in exchange for developing a shared parking and improved access management layout.

Shared parking incentives also stem from reduced land costs and expenses to construct and maintain parking

lots. At an estimated price of \$15,000 per parking stall (current Town of East Hampton fees-in-lieu parking fee), savings from reduced parking requirements can be significant. Reduced costs for developing and maintaining parking lots together with the opportunity to increase building coverage provides land owners with attractive incentives to develop shared parking arrangements with adjoining properties.

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

Despite the heavy dependence on the automobile on Long Island, shared parking configurations and reductions in parking requirements are being successfully applied. The 2016 Suffolk County Parking Stall Demand and Reduction Study found that a 25% parking reduction and an increase in floor area in connection with shared parking is appropriate in certain applications. Without use of a shared parking ordinance, some LI municipalities allow for parking reductions in shopping malls, a setting similar to the mix of businesses in a downtown area. In Huntington Town, for example, retail parking requirements within regional shopping centers are 25% lower than for retail in other settings. Southampton Town zoning allows



Consolidating curb cuts through shared parking lots allows for enhanced pedestrian connections and safer traffic circulation.

a reduction of up to 1/3 of the parking requirements provided a reduced demand can be demonstrated, all the required parking can be met on-site and the applicant agrees to install the remaining parking stalls in the future should the need arise.

Application in East Hampton: Shared parking configurations would help improve traffic flow and user convenience in multiple business clusters throughout East Hampton. There are particularly good opportunities in the vicinity of Town Hall where connections between parking lots can reduce unnecessary turning movements onto Montauk Highway. Crowded and poorly designed parking configurations discourage customers. By increasing convenience and vehicle circulation through shared parking, the business areas will become more attractive for customers. The potential development of a Southampton Hospital Satellite facility at the northern end of Pantigo Place underscores the critical importance of a clear and well managed parking and traffic circulation system. Consideration should be given to an internal connection between Town Hall and Pantigo Place

without using Montauk Highway; extending the parking lot connection between the businesses to east of Pantigo Place and creating a new shared parking lot. Similarly, improved efficiencies and traffic flow can be realized by interconnecting parking lots serving the small cluster of businesses on the south side of the highway. Incentives to create internal parking lot accesses and shared parking can be accomplished through modest reductions in parking requirements for shared arrangements.

The parking and access management techniques and incentives as described will help improve traffic circulation and reduce roadway congestion in the North Main Street and Springs Fireplace Road business areas as well.

Shared parking example

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

Property A is 20,000 square feet. The Neighborhood Business Zone allows 40% building coverage and 70% total coverage, but to meet the parking requirements of 1 space per 180 square feet of retail space, development was limited to a 9,600 square foot building with 24 parking stalls. Each space is assumed to take up 400 square feet, including stall, aisle and turnaround area.

$$(400 \text{ s.f.} + 180\text{s.f.}) \times 24 = 14,400 \text{ s.f.} - \text{Note: } 14,400 \text{ sf is } 70\% \text{ of } 20,000 \text{ sf lot area}$$

$$x = 24 \text{ parking spaces required}$$

$$24 \times 400 = 9,600 \text{ sf or } 48\% \text{ of lot area devoted to parking}$$

$$14,400 - 9,600 = 4,800 \text{ sf bldg. size maximum for } 1 \text{ story bldg. } 22\% \text{ of total lot area}$$

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

In this example, the owner of Property B is interested in expanding their business but cannot meet the parking requirements. If Property A enters into a shared parking agreement with another parcel, Property A parking requirements would be reduced from 24 to 21

$$(400 + 250) \times 21 = 14,000$$

$$X = 21 \text{ parking spaces}$$

Property A could sell all or some of their extra 3 parking stalls to Parcel B facilitating their expansion.

Applying shared parking techniques in East Hampton would provide the opportunity to create more efficient parking layouts, reducing the amount of paving, improving vehicular circulation and freeing up land for pedestrian amenities. Head-in parking could be replaced with sitting areas, sidewalks and street trees improving safety for pedestrians and vehicles. Encouraging property owners to develop shared parking arrangement can be achieved through incentives in the zoning ordinance.

F. Long Term Plan for Reuse of Sand-pit and Springs Fireplace Rd. area

The Springs Fireplace Road corridor contains the largest concentration of construction support businesses in the Town. South of Queens Lane, the commercial/industrial zone is mostly built-out with specialty contractor and construction supply businesses on small substandard lots each served by separate access driveways and parking lots. As the sand mine and other properties are redeveloped, the Town should work with private land owners to consolidate accesses and develop Washington Drive and West Drive as service roads.

The 133 acre gravel pit property contains the last remaining active mining operation, the only pre-cast cement plant, a masonry supply yard and other industrial uses supportive of the Town’s robust construction trade industry. Although mining activities and other operations are projected to continue into the next decade, developing a community consensus for reuse of the site has been a long standing recommendation of the Town Comprehensive Plan. The central location and size of the site offers potential to meet future commercial, recreational, residential and industrial needs.

With excavations deep enough to reach the groundwater table, the heavily disturbed site will require restoration and compliance with a New York State Department of Environmental Conservation reclamation plan. Concurrent reclamation or the practice of rehabilitating land that is no longer required for operations while still mining, is encouraged by the NYSDEC. Concurrent reclamation can take advantage of machinery and personnel already on-site to meet restoration requirements while promoting improved management of the property and help with the transition to more sustainable, environmentally compatible, productive uses. Accordingly, the Master Plan envisions a phased approach to restoration and reuse. In the short term, the property provides opportunities for accommodating commercial vehicle parking in accordance with the new proposed regulations. Initial restoration efforts should convert a swath of disturbed land to green parkland, trails and vegetated buffers to surrounding residential neighborhoods. By creating parkland in an initial phase, the approach would provide immediate



Creating second story apartments, as seen in neighboring Amagansett, can offer space for workforce housing.

environmental improvements and community benefits while making other parts of the property suitable for workforce housing development. Roads and drives to serve the new development would create the opportunity to improve access management for businesses all along the corridor. In the final phases, continued use of the site for heavy commercial and construction support businesses remains as a consolidated, reorganized and well buffered industrial area. Additional ideas offered by the community for the area include: service commercial uses, small retail areas, active recreation and housing.

Commercial industrial property to the west of the sand mine has recently been approved for development of a wholesale bakery, service commercial and ministorage uses. Adjacent to Round Swamp Farm, some of these properties would be suitable for the development of shared commercial kitchen and other incubator businesses. The bucolic farmland setting would also be suitable for artists' workshops, trails and parkland, and live/work housing.

While development of the East Hampton Plan featured a public participation process and an impartial outreach to all members of the community, the Gravel Pit Plan will require extensive follow-up and development. The concept plans should be considered a starting point for the community, the property owners, and decision makers to begin to reach a consensus.

Considerations for future actions include:

- Organize a process for continued public participation and consensus building
- Mandate 50% open space set aside
- Development of a Master Plan and phasing plan by applicant
- Preparation of a DEIS by applicant
- Affordable Housing Overlay District Zoning, Housing authority or Housing office acquisition and development of affordable housing

G. Mixed Use Development and Workforce Housing

The need for affordable and workforce housing has reached critical levels in the Town. The extreme disparity between median house price and median income in East Hampton has caused emergency services volunteers, senior citizens, public employees and other year-round residents to be priced out of the market. The Town of East Hampton has established a robust affordable housing program effectively administered by the Office of Housing and Community Development. But the needs greatly exceed the availability and hamlet centers provide the opportunity for affordable housing to fit into the community seamlessly.

Second Story Apartments, Apartments on Residential Lots: 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. Recent zoning amendments have good potential application for the development of affordable housing in the North Main Street area and should be encouraged. Provided certain conditions are met, affordable accessory apartments are allowed in four settings: within single family residences, within detached structures on residential lots, within structures in Limited Business Overlay Districts; and within buildings in commercial zones. To facilitate the development of affordable apartments in commercial zones, parking waivers or shared parking credits should be permitted.

Evaluate New Workforce Housing Techniques and Decentralized Community System: The Town continues to explore new techniques to allow and encourage private property owners to develop affordable apartments and a new opportunity was identified during the East Hampton walking tour. Several of the residences on the west side of North Main Street, north of the Farm Museum have been informally converted to multi-family, workforce housing apartments. Property owners have expressed the desire to make upgrades to these homes to enhance affordable housing conditions and availability, but the pre-existing development exceeds Suffolk County Health Department standards and the shallow depth to groundwater conditions severely limit the proper functioning of on-site sanitary septic systems. Zoning code amendments would also be required to accommodate two or more affordable apartments within one residence. Whereas the Town can explore zoning changes, the major impediment to allowing this type of affordable housing is adequate sanitary waste treatment. Since the entire North Main Street area is within the Hook Pond watershed and experiences high groundwater table and flooding conditions, nutrient loading from sanitary systems serving the businesses already creates water quality impairment problems. Evaluation of a decentralized community wastewater system should be considered for the North Main Street area to improve water quality, improve business conditions and

facilitate affordable housing options.

Affordable Housing Overlay District: In accordance with the existing zoning, the Master Plan provides a potential layout for a 28 unit affordable housing neighborhood along with limited business space on the 3.5 acre former Stern's site on the south side of Montauk Highway. The affordable units vary in size and configuration and are clustered into larger buildings matching the character of the larger residences in the community. The layout provides a central shared open space, private yards, and convenient parking. Due to lack of sewers, sanitary waste treatment is often a barrier to multifamily housing, but as proposed, the development would meet the Suffolk County Health Department standards for a decentralized community system. A private developer or a public entity can develop an affordable neighborhood on the property and no zone changes are required.

Additional opportunities: Development of affordable apartments in commercial areas along the Pantigo Road Montauk Highway corridor should be encouraged. And as discussed, the suitability of the Springs Fireplace Road sand mine property for affordable housing development should be explored as part of the reuse plan for the property.

Support and implement the Peconic Region Workforce Housing Opportunity Act: To help fund affordable housing, the Peconic Bay Region Workforce Housing Opportunity Act, a legislative proposal by NYS Legislator Fred Thiele, would permit the town to establish a dedicated housing opportunity fund to provide loans to first time homebuyers and other possible housing projects. Up to \$250,000 - which would be flexible based on the market - in no interest loans would be made available to qualifying buyers. Money from the loans would come from a fee imposed on new construction or renovation of homes over a certain size. The program requires NYS legislative approval, but similar to the Community Preservation Fund Act, would be approved and managed by the Town.

Chapter 160 of the East Hampton Town Code established a "Community Housing Opportunity Fund", which may be used for the provision of no-interest or low-interest loans to eligible residents of the Town for the purchase of

a first home; the actual production of community housing for sale to eligible residents of the Town, which may be done in conjunction with a private or other public partnership; the actual production and maintenance of rental housing for rent to eligible residents of the Town; the rehabilitation of existing buildings and structures for use as community housing for sale or rental to eligible residents; and the provisions of housing counseling by not-for-profit corporations. Thus, the Town is ready and the provision of housing counseling services by not-for-profit corporations. Thus, the Town is ready to implement the Peconic Bay Region Workforce Housing Opportunity Act as soon as it becomes law.

H. Transportation

North Main Street- Pedestrian, Bicycle, Vehicular

Transportation projects to accommodate the high traffic volume efficiently and improve pedestrian safety are key implementation strategies for North Main Street. Due to its geographic location, projects must safely accommodate the large amount of through traffic while also enhancing North Main Street as an attractive walkable business center. Funding and coordination between Suffolk County Department of Public Works, the Village of East Hampton, and the Town of East Hampton will be required.

While it is not anticipated that the proposed North Main Street and Accabonac Road train trestle improvements will increase overall traffic volume, the projects could have measurable impacts on circulation patterns. Thus, after implementation of these projects, estimated for completion by end of 2018, further analysis of traffic flow patterns is recommended to be conducted to help inform transportation improvements for this area.

1. **Three Mile Harbor/ Springs Fireplace Road intersection:** For more than a decade, alternative designs for the Y-shaped Three Mile Harbor and Springs Fireplace Road intersection have been explored without reaching community consensus. One of the benefits of the currently proposed channelization design, informed by the prior efforts and favora-

bly received during the 2016 East Hampton Hamlet charrette process, is that it can be initially implemented on a trial basis through pavement markings. This approach can help overcome resistance to change and the barriers to obtaining funding required for the more costly permanent improvements. Approval and coordination with Suffolk County Department of Public Works will be required.

Unfortunately, the on-going SCDPW rehabilitation projects for Three Mile Harbor and Springs Fireplace Roads do not include adequate funding to make this recommended intersection improvement and persistent efforts will be required by the Town to obtain the necessary county funding.

2. **Three Mile Harbor Road/Cedar Street Intersection:** Cedar Street can be narrowed to create a shorter, safer crossing for pedestrians, while at the same time adding a second eastbound left turn lane to reduce the long queues and delays. Alterations to turn lanes, travel lanes and on-street parking on North Main Street in conjunction with the intersection adjustments would improve traffic flow and reduce the use of local neighborhood roads to bypass the intersection.

Bulb-outs can easily be used to shorten the distance for pedestrians to cross North Main Street at the Cedar Street intersection. The installation of pedestrian signals with countdown timers for both of the crosswalks at this intersection would enhance safety.

Implementation requires Town and County coordination, approval and funding.

3. **Collins Avenue and Hook Mill Lane traffic flow:** Three alternative one-way traffic patterns are offered for consideration to improve traffic flows through the Collins Avenue and North Main Street intersection. Making Collins Avenue one-way provides the opportunity to add parking spaces in the business district by reconfiguring the parallel on-street parking to angled on-street parking. Implementation will require more detailed analysis and coordination with the Village of East Hampton.

4. **On-street Bike Improvements:** The high volume of traffic and on-street parking configurations create challenging conditions for bicyclists on North Main Street. Due to lack of adequate pavement width, marked bike lanes are not feasible. To improve safety, installation of bicycle warning signs and “sharrow” symbols are recommended to alert drivers to the presence of bicyclists.

Montauk Highway/Pantigo Road Corridor

The primary transportation objective for the Montauk Highway/Pantigo Road corridor is to enhance traffic flow and safety for all users along the Town’s major highway. Recommendations include access management improvements, realignment of the Skimhampton Road/Montauk Highway intersection, extension of sidewalks, installation of crosswalks, and development of a shared use path.

1. **Access management:** To help reduce traffic congestion caused by inefficient turning movements along the corridor, opportunities to connect parking lots and eliminate curb cuts should be pursued. The Master Plan identifies potential parking lot linkages, but implementation across multiple property boundaries will not be simple. Technical assistance and incentives offered by the Town can facilitate the coordination and cooperation that will be required between multiple property owners. A shared parking ordinance, as described, can help provide incentives. The proposal to develop a Southampton Hospital Satellite facility may warrant the installation of a traffic signal at the Pantigo Place and Montauk Highway intersection. The hospital proposal provides a timely opportunity and potential private and state funding avenues to develop an access management plan connecting the area’s commercial and municipal facilities to Pantigo Place.

2. **Realign Skimhampton/Montauk Highway intersection:** Realigning Skimhampton Road is proposed to improve safety and to reduce excessive traffic speeds of eastbound motorists turning into the Skimhampton Road residential area. The improvements can be made within the existing road right-of-ways and

would include replacing pavement with an attractive highway green. New York State Department of Transportation approval is required.

3. **Connectivity improvements for pedestrians and bicyclists:** Both the north and south side of the Montauk Highway/Pantigo Road corridor has marked on-street bike lanes. Connecting parking lots and eliminating unnecessary curb cuts will help improve safety by reducing the number of vehicular and bicycle route crossings. As described, implementation of improved access management can be encouraged by the Town through technical assistance and shared parking incentives.

Marked crosswalks at strategic locations are proposed to allow safer pedestrian and bicycle movements across the highway. Crossing distances can be reduced by providing curb “bulb-outs” while still accommodating existing bike lanes. NYS DOT approval is required.

Sidewalks border both sides of Montauk Highway, with a few discontinuous sections generally along the south side. As property owners seek approval for development or redevelopment, the Town should require installation of sidewalk connections for the isolated gaps. In conjunction with new development, marked crosswalks for movement across the highway should be evaluated.

By widening the existing sidewalk on the north side of the highway, a shared use path for walkers and bikers can be constructed. Construction costs of shared paths are high and creating a shared path on only one side only would likely limit its use for bikers. Federal or state transportation programs, such as the Surface Transportation Block Grant Program and the Transportation Enhancement Program offer funding for pedestrian and bike projects.

Action Plan Implementation Matrix Legend

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

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

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

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

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

Recommendation	Type of Action	Responsible Entity	Time Frame	Potential Funding Source
Parking				
Develop Shared Parking Regulations	Local Law	TB, TA, PD, PB referral		16
Affordable Housing				
Encourage development of 2nd story apartments in commercial areas and affordable apartments in residential zones	Outreach,Technical support	AHDO, NR, PD, PB	On-going	17 (for septic upgrades)
Encourage Development of AHO property on Montauk Hwy for affordable workforce housing commercial areas	Outreach,Technical support	AHDO, NR, PD, PB	On-going	1, 2, 16
Investigate new opportunities for affordable housing	Study	AHDO, PD, PB	Short term	16
Support and fund Peconic Bay Region Workforce Housing Opportunity Act	Policy	TB	On-going	NA
Reuse of Sandpit and Springs Fireplace Rd. Area				
Continue the public participation and community planning process	Program	TB, PD, PB, TE, HW, sand mine property owner, other private property owners, public	Short term	16
Transportation				
North Main Street				
Implement interim 3 Mile Harbor/Springs Fireplace Rd. intersection improvement (striping)	Capital Project	TB, SCDPW	Short term	13, 16
Construct permanent 3 Mile Harbor/Springs Fireplace Rd. intersection improvement	Capital Project	TB, SCDPW	Short-medium term	13
Construct 3 Mile Harbor Rd./ Cedar Street / North Main St. intersection improvements	Capital Project	TB, SCDPW	Short-medium term	13, 14, 16
Conduct a North Main St., Collins Ave./Hook Mill La. traffic study after completion of RR trestle improvements; investigate potential one-way traffic flow	Study, capital project	TB, TE, HW, Village of EH	Short term	14, 16, Village of East Hampton
Improve pedestrian safety	Capital Project	TB, TE, HW	Short term	14, 16

Recommendation	Type of Action	Responsible Entity	Time Frame	Potential Funding Source
Montauk Hwy/Pantigo Place Corridor				
Develop access management plan for Pantigo Place and surrounding properties	Commission Study	TB, Southampton Hospital, private property owners	Short term	Private, Southampton Hospital
Realign Skimhampton Rd./Montauk Hwy intersection	Capital project	TB, NYSDOT	Medium	11, 18, 22
Improve pedestrian and bicycle connectivity	Capital project, technical assistance	TB, NYSDOT, private property owners	On-going- long term	Private, 11, 18, 23

Action Plan Implementation Matrix Legend

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

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

Appendix A: Draft Parking Lot Design Guidelines

1. Parking Lot Perimeters: The perimeter of every parking lot should be well landscaped with trees or a dense hedge. The screening treatment should:

- a. Be designed in conjunction with site and building foundation landscaping materials
- b. Be complementary to adjacent sites and buildings
- c. Be consistent with Wainscott's overall streetscape design

2. Surface Parking Lot Interiors: The interior surface of parking lots should be landscaped and incorporate landscape islands to interrupt the pavement expanse, to reduce the heat island effect, to improve the visual appearance, to shade parked cars and to enhance pedestrian safety.

- a. Standard for size of landscape islands, number required per xx number of parking stalls or parking lot size
- b. Preservation of existing trees and vegetation should be a priority and shall be given special consideration for parking lot landscaping requirements
- c. Large planting medians should incorporate pedestrian cross paths.

3. Material Selection

- a. Canopy trees are recommended in parking lots to provide shade during summer months.
- b. Plantings should be resistant to disease and insects and be salt, pollution and heat tolerant.
- c. Native plantings and species consistent with the Wainscott Streetscape should be used

4. Pedestrian safety: Pedestrian needs should be accommodated within parking lots. Parking lots should include design elements to address

- a. How pedestrians will be protected from vehicular traffic
- b. How main entrances are linked to the parking lot
- c. How traffic will be properly managed and controlled.

5. Maintenance: Landscaping should be properly maintained on a weekly or monthly basis (depending on the plantings) and include seasonal "clean-ups" in the spring and fall, to enhance the built environment in perpetuity.

6. Bioswales and Raingardens: Encourage stormwater runoff be filtered, cleansed and contained through the use of raingardens or bioswales. Bioswales convey stormwater from surface parking lots and the surface runoff is filtered and cleaned through native wetland plantings. Bioswales improve water quality by cooling runoff, slowing down runoff and cleaning runoff. Rain gardens are depressed areas that absorb excess water and slow down the water's flow with native vegetation to release stormwater gradually. The Peconic Estuary Program, Cornell Cooperative Extension have developed some programs and guidelines to assist with design parameters.

Appendix B: Shared Parking Agreements

Portland Metro, Shared Parking - Model Ordinance

1. Shared Parking: Definition

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

2. Intent of Ordinance

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

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

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

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

3. Application of Shared Parking

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

- A. Applicants for new developments or **significant redevelopment*** of site(s) shall examine the feasibility of using shared parking arrangements. *(Significant redevelopment could be defined as increasing building size or land uses so that the site's trip generation and/or parking demand would increase by a certain percentage similar to (2) below.)*
- B. Shared parking arrangements shall be considered when the number of parking spaces requested by the developer/applicant is more than **10*** percent higher or more than **10*** spaces higher than the **minimum** number of parking spaces required by Code for a site, whichever is more.

Overall, jurisdictions may wish to consider the following:

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

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

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

4. Calculation of Parking Spaces Required with Shared Parking

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

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

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

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

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

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

*Parking for offices = $2.7 \times 40,000/1,000 = 108$ spaces
 Parking for restaurant = $15.3 \times 5,000/1,000 = 77$ spaces
Combined $108 + 77 = 185$ spaces*

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

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

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

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

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

Peak Hour Parking Demand for Combination of Uses= 178 spaces

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

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

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

Example:

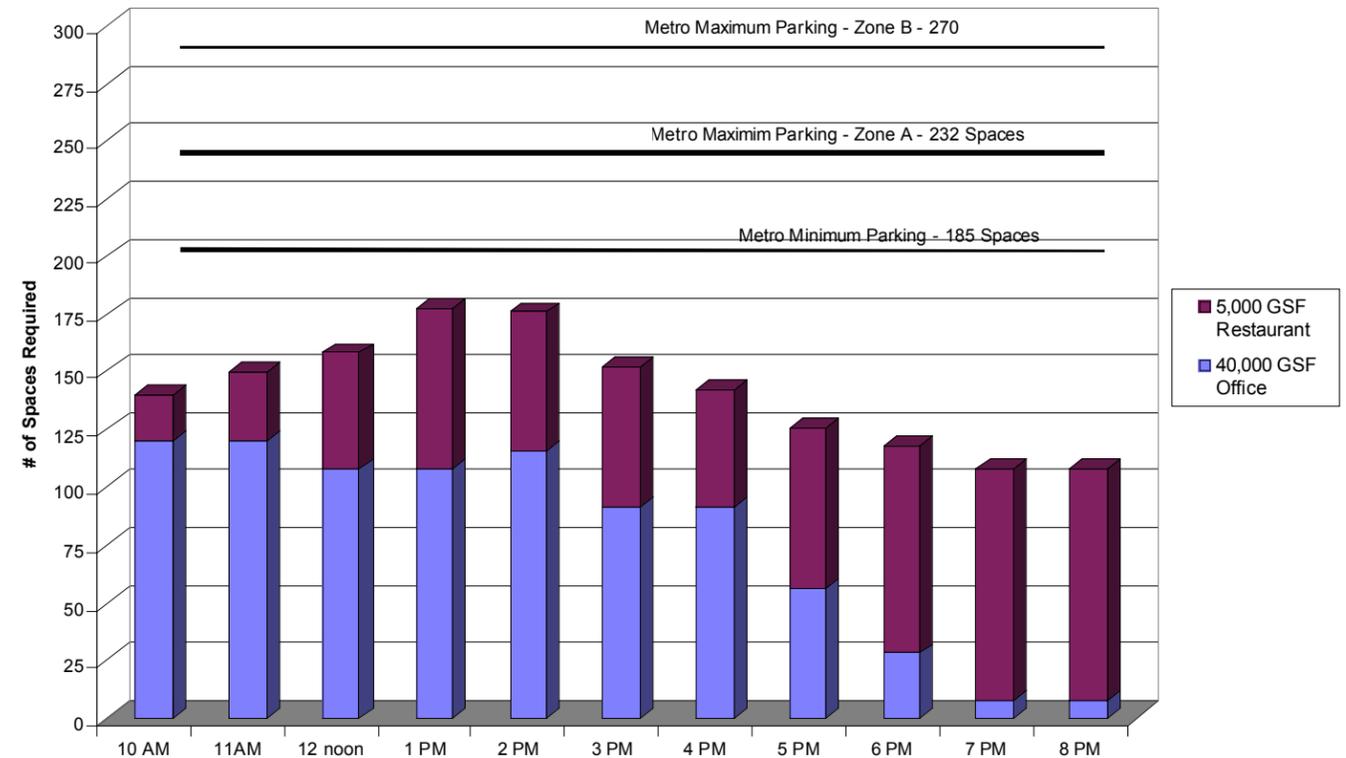
Minimum Parking Required by Metro Title 2 rates from Independent calculations for two uses **185** spaces
 Peak Hour Parking Needs with Shared Parking **178 spaces**
Net Savings 7 spaces

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

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

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

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



5. Distance to Parking Spaces and Pedestrian Connection Requirements

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

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

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

6. Captive Market Parking Requirements

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

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

7. Agreement Between Sharing Property Owners

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

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

8. Shared Parking Plan

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

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

Portland Metro, Shared Parking - Model Agreement

Appendix B: Model - Shared Use Agreement for Parking Facilities

Effective: _____

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

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

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

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

Lessor hereby represents that it holds legal title to the facilities

The parties agree:

1. USE OF FACILITIES

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

-SAMPLE CLAUSE-

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

2. MAINTENANCE

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

-SAMPLE CLAUSE-

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

3. UTILITIES and TAXES

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

-SAMPLE CLAUSE-

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

4. SIGNAGE

This section should describe signage allowances and restrictions.

-SAMPLE CLAUSE-

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

5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

-SAMPLE CLAUSE-

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

6. COOPERATION

This section should describe communication relationship.

-SAMPLE CLAUSE-

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

7. INSURANCE

This section should describe insurance requirements for the facilities.

-SAMPLE CLAUSE-

-NO SAMPLE CLAUSE PROVIDED-

9. TERMINATION

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

-SAMPLE CLAUSE-

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

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

10. SUPPLEMENTAL COVENANTS

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

-NO SAMPLE CLAUSE PROVIDED-

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

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

Town of Cary NC, Shared Parking - Model Agreement

Model - Shared Use Agreement for Parking Facilities

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

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

The parties agree:

1. USE OF FACILITIES

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

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

2. MAINTENANCE

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

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

3. UTILITIES and TAXES

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

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

4. SIGNAGE

This section should describe signage allowances and restrictions.

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

5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

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

6. COOPERATION

This section should describe communication relationship.

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

7. INSURANCE

This section should describe insurance requirements for the facilities.

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

8. INDEMNIFICATION

This section should describe indemnification as applicable and negotiated. This is a very technical section and legal counsel should be consulted for appropriate language to each and every agreement.

-NO SAMPLE CLAUSE PROVIDED-

9. TERMINATION

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

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

10. SUPPLEMENTAL COVENANTS

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

-NO SAMPLE CLAUSE PROVIDED-

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

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

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

STATE OF NORTH CAROLINA
COUNTY OF WAKE

**SAMPLE
Shared Parking Agreement**

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

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

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

1. SHARED USE OF OFF STREET PARKING FACILITIES

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

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

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

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

2. TERM

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

3. SIGNAGE

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

4. COOPERATION

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

5. SUPPLEMENTAL COVENANTS

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

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

(Lessor) _____ (Date)

(Lessee) _____ (Date)

(Planning Director) _____ (Date)

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

(Official Seal)

Signature of Notary Public

My Commission Expires

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

(Official Seal)

Signature of Notary Public

My Commission Expires



THE CITY OF SAN DIEGO

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

(THIS SPACE IS FOR RECORDER'S USE ONLY)

SHARED PARKING AGREEMENT

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

RECITALS

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

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

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

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

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

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

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

Continued on Page 2

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Upon request, this information is available in alternative formats for persons with disabilities.

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DS-267 (03-09)

4. The provisions and conditions of this Agreement shall run with the land for those properties referenced in paragraph 1 of this document and be enforceable against successors in interest and assigns of the signing parties.
5. Title to and the right to use the lots upon which the parking is to be provided will be subservient to the title to the property where the primary use it serves is situated.
6. The property or portion thereof on which the parking spaces are located will not be made subject to any other covenant or contract for use which interferes with the parking use, without prior written consent of the City.
7. This Agreement is in perpetuity and can only be terminated if replacement parking has been approved by the City's Director of the Development Services Department and written notice of termination of this agreement has been provided to the other party at least sixty (60) days prior to the termination date.
8. This Agreement shall be kept on file in the Development Services Department of the City of San Diego in Project Tracking System (PTS) Project Number: _____ and shall be recorded on the titles of those properties referenced in paragraph 1 of this document.

In Witness whereof, the undersigned have executed this Agreement.

Applicant

Date: _____

Deputy Director

Business and Process Management, Development Services

Date: _____

Party/Parties Supplying Spaces

Date: _____

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

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Appendix C: Water Quality Plans and Recommendations

East Hampton Town Water Quality Improvement Plan/Watershed Plan Recommendations for Hook Pond Watershed

Appendix A
Watershed Recommendations

HOOK POND WATERSHED	
WWT	Promote rebate incentive program for septic system upgrades in ecologically sensitive and flood prone areas
	Develop educational programs and work with environmental groups to educate the public on the importance of septic system maintenance
	Village Business Area centralized wastewater treatment system
	Septic system upgrades to advanced nitrogen reducing systems
	Wastewater treatment effluent water reuse potentially at the school baseball fields, golf course, or agricultural nurseries
	Demonstration project for the use of a PRB for nitrogen and phosphorus removal at Maidstone Lane
NPS	Demonstration project for the use of a PRB for nitrogen and phosphorus removal on Village properties to the west of Egypt Lane
	Require the use of organic fertilizers in the watershed
	Require the control of fertilizer applications near waterbodies
	Maidstone Golf Course maintenance to ensure grass clippings do not enter the Pond and fertilizers are being properly applied
AHR	Maintenance of nature trail bottom lands to improve water circulation and sediment removal
	Expand shellfish seeding areas and install oyster reefs to protect and enhance the shellfish population in the watershed
	Facilitate the protection and restoration of the seagrass population if the habitat is deemed restoration ready
	Implement invasive vegetation control and promote the growth of native plants
	Conduct planning and feasibility studies to determine options or target areas for dredging Hook and Town Ponds for the purposes of nutrient rich sediment removal and promote an increase in water circulation

Project Type Legend

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

East Hampton Town Water Quality Improvement Plan/Watershed Plan Recommendations for Northwest Creek Watershed

Appendix A
Watershed Recommendations

NORTHWEST CREEK WATERSHED	
WWT	Promote rebate incentive program for septic system upgrades in ecologically sensitive and flood prone areas
	Develop educational programs and work with environmental groups to educate the public on the importance of septic system maintenance
	Septic system upgrades to advanced nitrogen reducing systems
	Investigate need for vessel pump out station
NPS	Implement stormwater runoff abatement and controls
	Encourage and incentivize the use of vegetative buffers on properties that abut the Lake.
	Storm flood prevention of development adjoining wetlands at the end of Northwest Landing Road
	Limit expansion of existing residences on sensitive small lots along Northwest Landing Rd and surrounding the Creek
AHR	Waterfowl management
	Expand shellfish seeding areas and install oyster reefs to protect and enhance the shellfish population in the watershed
	Facilitate the protection and restoration of the eelgrass population
	Implement invasive vegetation control and promote the growth of native plants

Project Type Legend

WWT= Wastewater Treatment Projects; NPS = Non Point Source Abatement and Control Projects; AHR = Aquatic Habitat Restoration

Town of East Hampton Water Quality Improvement /Watershed Plan Recommendations for Three Mile Harbor Watershed

THREE-MILE HARBOR WATERSHED	
WWT	Promote rebate incentive program for septic system upgrades in ecologically sensitive and flood prone areas
	Develop educational programs and work with environmental groups to educate the public on the importance of septic system maintenance
	Demonstration project for the use of a permeable reactive barrier (PRB) for nitrogen removal at Three Mile Harbor Road
	Demonstration project for the use of a PRB for nitrogen removal at Springy Bank Road
	Septic system upgrades for commercial and municipal properties
	Septic system upgrades for residential properties
	Neighborhood/community wastewater treatment system in southern Three-Mile Harbor neighborhoods
	Neighborhood/community wastewater treatment system in southern Hog Creek Watershed
	Obtain new vessel pump-out and encourage its use
NPS	Educate boaters on best management practices and ensure awareness of Federal No Discharge Zone
	Conduct a stormwater management assessment to help direct investigation to the areas where pollutant loading is greatest
	Require the use of organic fertilizers in the watershed, particularly within hydrologically sensitive areas in close proximity to the harbor
<i>Stormwater Control Recommendations (2014 Three-Mile Harbor Management Plan)</i>	
NPS	Breeze Hill Road end: wet swale
	Town Dock parking lot: bioretention in existing median
	Oyster Pond Road: retrofit existing basin
	Springy Banks Road: provide pretreatment
	Town Dock North: bioswale or dry swale in existing open space
	Town Dock South: town dock bioswale or dry swale in existing open space
	Gardiners Road end: shallow bioretention area in existing open space
	Soak Hide Dreen Road: reduce impervious cover/ swales
Fairway Drive cul-de-sac: bioswale area in existing island	
AHR	Demonstration project for the use of oyster/shellfish aquaculture as a nitrogen removal tool
	Limiting development in ecologically sensitive and flood prone areas such as the bay mouth spits of Sammy's Beach is critical to retaining their natural protective features, to avoid overstressing groundwater resources, and to prevent pollution of surrounding surface waters
	Revitalize former fishing station for passive recreation, environmental education and town hatchery use
	Establish seaweed meadows (kelp) grow out areas to facilitate nitrogen uptake
	Expand shellfish seeding areas and install oyster reefs to protect and enhance the shellfish population in the watershed
	Facilitate the protection and restoration of the seagrass population
Removal of invasive species and revegetation with native species	

Project Type Legend

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

Appendix D: Potential Funding Sources

New York State Grants and Programs

NYS Community Development Block Grant Program-

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

Fundable projects:

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

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

Annual grant application through New York State Consolidated Funding Application

Additional Resources:

Office of Community Renewal at New York State Homes and Community Renewal,
38-40 State St, Albany, New York 12207,
(518) 474-2057,
email HCR_CFA@nyshcr.org

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

New York Main Street Program (NYMS)

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

Fundable Projects:

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

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

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

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

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

4. Local Waterfront Revitalization

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

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

Preparing or Implementing a Local Waterfront Revitalization Program (LWRP)

Updating an LWRP to Mitigate Future Physical Climate Risks

Redeveloping Hamlets, Downtowns and Urban Waterfronts

Planning or Constructing Land and Water-based Trails Preparing or Implementing a Lakewide or Watershed Management Plan

Implementing a Community Resilience Strategy

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

5. Environmental Improvements

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

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

Additional Resources

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

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

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

The Department anticipates having up to \$87 million available for WQIP projects, including up to \$1 million available for projects to abate nitrogen loading in Long Island. The Department may potentially receive additional funding for qualifying projects (e.g., wastewater treatment, nonpoint source abatement and control, aquatic habitat restoration) located in Nassau and Suffolk counties. Should such funding become available, the Department reserves the right to award funding for scored and ranked projects, consistent with the method of award described in this grant opportunity. In addition, the Department may potentially receive additional funding for qualifying beach restoration projects. Should such funding become available, the Department reserves the right to award funding for scored and ranked projects, consistent with the method of award described in this grant opportunity.

Eligible Types of Projects

- Wastewater Treatment Improvement –
- Non-agricultural Nonpoint Source Abatement and Control
- Land Acquisition Projects for Source Water Protection
- Salt Storage
- Aquatic Habitat Restoration

- Municipal Separate Storm Sewer Systems (MS4s)

Wastewater Treatment Improvement – 15% local match required

Projects to construct systems to serve communities with inadequate on-site septic systems. Communities with Inadequate On-Site Septic Systems projects listed in the PWL as a source of impairment, having a completed sanitary survey conducted by the Department of Health, or listed in the Suffolk County Subwatersheds Wastewater Plan will be given highest priority. Applicants will be required to submit an engineering report for the project with their application. Maximum grant available per system is \$5 million.

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

Contact

NYS Department of Environmental Conservation
Division of Water, Koon Tang, (518) 402-8238

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

Non-Agricultural Nonpoint Source Priorities

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

Contact

New York State Department of Environmental Conservation
Division of Water, Ken Kosinski, (518) 402-8086

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

Contact

New York State Department of Environmental Conservation
Division of Water, Ryan Waldron, (518) 402-8244

- **In-Waterbody Controls for Nutrients**-projects that reduce internal loading of nutrients (mainly phosphorus) within waterbodies. For waterbodies experiencing internal nutrient cycling leading to excessive algae and plant growth, low water clarity, and other water quality impairments. Eligible practices to address these issues include but are not limited to: hypolimnetic aeration, hypolimnetic withdrawal, and dredging.

Contact

New York State Department of Environmental Conservation
Division of Water, Lauren Townley, (518) 402-8283

- **Beach Restoration**

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

Contact

New York State Department of Environmental Conservation
Division of Water, Karen Stainbrook, (518) 402-8095

• **Other NPS Projects**

All other nonpoint source projects that do not fall into the above best management practices will be considered under this section.

Contact

New York State Department of Environmental Conservation
Division of Water, Jacqueline Lendrum, (518) 402-8086

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

Contact

New York State Department of Environmental Conservation
Division of Water, Jacqueline Lendrum, (518) 402-8086

Aquatic Habitat Restoration- 25% match

Connectivity Projects located in New York State:

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

Contacts

Statewide Connectivity Projects:

NYS Department of Environmental Conservation
Division of Fish and Wildlife, Josh Thiel, (518) 402-8978

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

Development of Retrofit plans for existing unmanaged and/or inadequately managed stormwater runoff to MS4s discharging to impaired watersheds with approved TMDLs (MS4 General Permit Part IX). There is no maximum grant amount for this category however typically grants range from \$20,000 to \$400,000

Contact

New York State Department of Environmental Conservation

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

7. Clean Water State Revolving Fund (CWSRF)

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

8. Environmental Facilities Corp. - Green Innovation Grant Program

Funding Available: \$15 million

DESCRIPTION:

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

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

Green Infrastructure Practices eligible for funding:

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

Contact

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

9. Sustainability Planning and Implementation

Climate Smart Communities Grant Program

The Town of East Hampton is a Certified Climate Smart Community. The Climate Smart Communities grant program provides 50/50 matching grants to New York State municipalities for **implementation projects** related to flood risk re-

duction, extreme event preparation, and reduction of vehicle miles traveled (VMT), reduction of food waste, reduction of landfill methane leakage, and reduction of hydrofluorocarbons emissions from refrigeration and other air conditioning equipment.

Fundable projects related to flood risk reduction include:

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

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

Contact:

Office of Climate Change,
New York State Department of Environmental Conservation,
Office of Climate Change,
625 Broadway, Albany, NY 12233, 518-402-8448,
climatechange@dec.ny.gov.

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

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

Programs with potential applicability to East Hampton include:

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

funding. The program provides up to 80% of project costs with a 20% project sponsor match required.

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

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

Appendix E: Public Comments for East Hampton

1	Date	Commenter	Subject/Summary	Comment	Consultant Comment
	6/28/2017	Paul F Rickenbach Jr. Village Bd. Trustees	Collins Ave. Traffic Pattern and parking configuration	<p>a. The Village would like to convey its concern for the suggestion to make Collins Ave. a one way street. Although the suggestion is made with the caveat that "needs to be analyzed in more detail", the suggestion is nonetheless troubling. Vehicles that are traveling south on Accabonac Rd, would not be able to see Collins Ave. to get to Cedar Street, and those southbound vehicles would not be able to travel to Springs Fireplace Rd. via Floyd Street; therefore mandating the vehicles travel all the way down Springs Fireplace Rd. Or using Hook Mill Rd. to North Main Street to Cedar St. Some time ago, the Village attempted to alleviate some traffic in the area by deeming Hook Mill Rd a one way street. The effect on traffic was so negatively impacted, the Village reversed the decision and went back to a two way street for Hook Mill Rd. Should the Town want to pursue this measure, we would recommend the Town examine the option to make Floyd Street a two way street , with the necessary road improvements.</p> <p>b. The Village would like to request the Town examine parking in the vicinity of the IGA market. The Village feels the first handicap parking spot on the corner of North Main Street and Collins Ave. be shifted to the north as when there is a vehicle there it blocks the line of sight. Further the Town should consider eliminating the first parking spot on Collins Ave. so that vehicles that are queuing on Collins Ave. to make a right turn onto North Main Street have more room to line up, lessening the congestion on Collins Ave.</p>	<p>a. The North Main St. and Accabonac Rd. train trestle projects estimated to be completed within 2018 will likely have impacts on traffic patterns in the area. Further evaluation of the traffic patterns after the trestle work is completed is recommended.</p> <p>b. The concept plan to improve traffic flow and safety in the area includes preliminary recommendations for eliminating and relocating some on-street parking. Further evaluation, study and refinements will be made as part of a follow-up traffic flow study.</p>
	8/7/2017	East Hampton/ Sag Harbor CAC	Skimhampton Rd. area	<p>a. Parking- The Hamlet Study calls for the conversion of what looks like the back of 231 Pantigo Rd. into additional parking. The sub-committee does not see the need for additional parking in this area and strongly prefers maintaining open land. We believe there may also be restrictions on the development of this land.</p> <p>b. Vehicular Traffic Flow- The Hamlet Study recommends the connection of existing parking lots in order to reduce the number of curb cuts on Pantigo and reduce the amount of traffic turning on/off Pantigo. The sub-committee is not opposed to improving vehicular flow in this manner where it makes sense. There is currently limited flow of traffic between the various entities on Pantigo but this is likely to change when planned Southampton Hospital Satellite plans come to fruition.</p>	<p>a. Some of the historic parking and traffic congestion in the area have been reduced due to temporary building vacancies. Development of satellite SH Hospital facility could stimulate full occupancy and intensification of development in this area. However, unless there is a demonstrated need for additional parking, retaining the land as open space is East Hampton's preferred policy.</p> <p>b. It will be important to articulate the goal of reducing curb cuts and vehicular turning movements as part of the potential development of a SH Satellite facility in the area.</p>

Public Comments for East Hampton:

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

<p>c. Pedestrian Safety- The sub-committee agrees that there needs to be an increase in pedestrian crosswalks across Pantigo/Montauk Hwy. (currently none) but urges they be used sparingly and strategically as to not impede vehicular traffic. In addition there will likely be a need for additional traffic controls at the intersection leading to the planned Southampton Hospital Satellite. We are in agreement that sidewalks on both the north and south side of Pantigo need to be more connected and continuous with less curb-cuts where possible.</p>	<p>c. The Hamlet Plan recognizes the importance of strict land use controls for the Pantigo Rd/Montauk Hwy corridor in order to prevent a congested commercial strip and maintain the function of the transportation corridor. Installing pedestrian crosswalks sparingly and strategically is consistent with this stretch of highway. The Hamlet Plan discusses the need for a more detailed traffic plan, with pedestrian crossing and a traffic light as part of the development of a Satellite SH facility.</p>
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<p>d. Affordable Housing- The sub-committee recognizes the need for increased affordable housing in East Hampton but also want to street the need for Non-subsidized Senior Housing. There are precious few alternatives for seniors who want to stay in East Hampton but need to downsize, can no longer take care of their houses or are in need of assisted living services. We are at risk for losing the historical soul of our community if these people are forced to move outside of the area. Our over 65 population is growing rapidly and we need to address this issue. In addition to the parcel at 350 Pantigo mentioned in the Hamlet Study for Affordable Housing, there is a 12+ acre parcel at 395 Pantigo Rd. that should be evaluated by the Town for Non-Subsidized Senior Housing.</p>	<p>d. While not specifically designated as senior housing, several attached unit housing clusters have been developed in EH in accordance with the existing open space subdivision provisions. A private developer's proposal in Amagansett to increase density to accommodate market rate senior housing was viewed as excessive and was denied.</p>
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<p>e. Intersection of Pantigo/Skimhampton – The Hamlet Study includes a proposed re-configuration of this intersection. The sub-committee agrees that it would provide a sensible solution to safety concerns in this area. It appears that traffic volume does not warrant a traffic light but something should be done to slow east-bound traffic as it turns down Skimhampton Rd.</p>	<p>e. Comment supports recommendations of Hamlet Plan</p>
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Gravel Pit Area

<p>Traffic: a. Town should condemn Washington Avenue and Old Fireplace Drive, the dirt roads to the west and parallel to Springs Fireplace Road, widen them to 50' pave, adopt it into the town highway system and maintain them. They could potentially be connected to create an access road on the west making SFR a bypass.</p>	<p>Creating a service road connecting Old Fireplace Rd. & Washington Ave. could be part of an overall redevelopment plan incorporating future uses and restoration of the active sand mine.</p>
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<p>b. The intersection of Queens Lane and SFR must be re-engineered. It is too wide and southbound SFR traffic making a left is stopped dead in the middle of a fast section of road, cars pass them on the right shoulder creating much of the dust and sand. Center left turn lanes only work when used correctly. Drivers instead use them to merge left into traffic, in the opposite direction of the giant white arrows, which is very dangerous.</p>	<p>b. Further study and evaluation of traffic, turning movements, drainage, highway beautification, pedestrian and bicycle access of this area is warranted and can be conducted as part of the recommended continuation of the planning process for this area.</p>
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c. Zoning: The Residence A lots in the north western section of the study area should be rezoned for equipment storage. No commercial buildings, only enclosures for small businesses using light trucks to move their equipment out of residential areas elsewhere.

c. If this comment is referring to the sand mine property, the Hamlet Study recommendation is to retain existing zoning until further study is developed together with the property owner, the community and Town officials, depicting a coordinated reuse of the property.

d. The buffer between Washington and West should be formalized by an easement.

d.This can be evaluated in the further study recommended.

e. The deepest sections of the mine are undevelopable due to proximity to water table. The rest should be made an Enterprise Zone controlled by the Town similar to the airport for significant tax incentives for small businesses.

e. The sand mine property with exposed groundwater conditions will require reclamation and restoration in accordance with a NYSDEC permit prior to reuse. As mentioned, a coordinated study of the entire property, taking into considerations environmental limitations, is recommended to be conducted with the property owner, community, and Town officials. There are no Enterprise Zones in EH Town.

f. Legislation: The town MUST PASS a functioning, enforceable, light truck law. Emphasis must be put on creating space for light trucks and equipment so small operators can earn a living, passing a law that can be enforced, and remedy commercial uses in residential neighborhoods. Those affected most are modest property owners who suffer real damage, both quality of life and decreased property values. Small operators cannot afford to purchase separate, commercial lots. Many small businesses would shut down if you throw them out of where they are currently storing their equipment without a viable alternative – that is why the legislation withered on the vine the last time the Town tried to pass it.

f. The Hamlet Plan recommends creating a new zoning use to accommodate commercial vehicle parking, provides guidelines and standards for same and offers recommendations for suitable locations.

g. Schneider property is already built and should be allowed to operate per code.

g.To complement the existing and proposed uses for the Schneider properties, the Concept Plan suggests additional, compatible, suitable uses, such as a food incubator for consideration. These ideas are not intended to replace or prohibit existing and proposed uses allowed under zoning.

h. The sand mine is not for sale and according to the current owners they believe they have another 30 years of mining and concrete manufacturing to go. Unless the Town does something drastic like force a sale through eminent domain it is not available. The Town should, however, be working on a plan and taking action now around the mine to posture for future development by addressing traffic, zoning and legislative issues.

h. The suggestion to develop a plan while the sand mine is still active is consistent with the recommendations in the Hamlet Plan.

North Main Street

a. The intersection of Cedar Street with North Main and the very close proximity with the intersection at Collins Avenue and the egress from the Emergency Vehicle Parking Lot with lights at both locations needs a major overhaul. This should begin with a close look at how the lights can be better synchronized to expedite the flow of traffic. Perhaps having a delayed green coming out of the parking lot would help keep up the flow on North Main as Cedar Street traffic turns into the west-bound traffic from North Main. Having a police department traffic person at that intersection during the heaviest days and times of summer would help immeasurably – slowing and directing and assisting pedestrians

a. Further study of the traffic flow after the trestle improvements are made is recommended.

b. Cedar Street needs to be narrowed at the intersection to facilitate pedestrian crossing and better contain traffic with clearer directionals. To the uninitiated the right-hand turn is so wide as to appear to be two lanes. This is the space that can be narrowed into one distinct lane. The lines dividing the turn lanes should be extended as far back as physically possible so that cars turning right have an earlier chance to separate from the main line of left-turning traffic and thereby somewhat lessening the backup on Cedar Street. The suggestion of having two left- turn lanes would also help, but consideration of those two lanes merging soon after needs to be more fully understood including the potential back up at that point.

b. The Concept Plan proposes to narrow the width of Cedar Street at this intersection to create a safer pedestrian crossing while at the same time adding a second eastbound left turn lane to address traffic congestion. The proposal 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 residential traffic. In addition, sidewalk “bulb outs” could be used to shorten crosswalk distances across North Main Street at the Cedar Street intersection.

c. In light of the underpass being raised to 14(!) feet, the impact of the increased large truck traffic in the area needs to be fully considered and how to alleviate the disruption to the completely residential streets of Accabonac and Town Lane. One way to help would be to make Collins Avenue one way from Accabonac to North Main. This would help expedite and encourage the trucks getting off the residential street and more directly to the business area, and two lanes would give them more room to maneuver. Property values would be greatly effected on these streets if unlimited- sized trucks are allowed to take this unofficial Montauk Highway by- pass. They should be banned on Accabonac past Collins Avenue, just as they have already been on a number of Village streets.

c. Further traffic study is recommended after the train trestle work had been completed.

d. We are firmly against removing street parking in that small-business area. While the parking lot across from the IGA may work for that store, the customers of small businesses, such as the cleaner and the Mitad de Mundo stores farther down the street, want to pull up to the stores and quickly do their business with them. These businesses are especially vulnerable to any loss of customers. The pedestrian delays in crossing North Main also make the parking lot a less attractive option. This is largely a local shopping area for year-round residents and it should be the intent to maintain that character and support those businesses. While wanting to minimize traffic back-up at this juncture, it should not be the intent to merely move it out of the area.

d. In order to accommodate dedicated turn lanes in each direction on North Main Street recommended to reduce congestion, removal of on-street parking on the west side of the street is depicted in the Concept Plan. On the east side, on-street parking is accommodated adjacent to Mitad de Mundo and the businesses to the south but due to a narrowing in the roadway, cannot be accommodated farther to the north. In lieu of the loss of street parking, additional on-street parking is proposed as part of a potential one-way traffic configuration for Collins Ave.

e. Pedestrian traffic: This needs more analysis and important adjustments. As mentioned, Cedar should be narrowed to allow for crossing along North Main within the allotted time. The crossing across North Main toward the Farm Museum is particularly dangerous because of traffic turning right on the red signal from North Main onto Cedar. Many drivers are not even considering that there may be a pedestrian crossing and are only looking at traffic, and their views are often blocked when a large vehicle is next to the driver's side. Perhaps there should be no turn allowed on red or have a red arrow whenever a person has triggered the walk sign. The crossing to and from the parking lot and IGA has lengthy waits and quick walk time, causing many to try to cross against the light and between traffic. Again, the presence of a police person would help support the safety of the crossing public during the heaviest traffic times.

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e. Recommended pedestrian improvements include narrowing the Cedar Street pavement width to significantly reduce the length of the crosswalk, creating sidewalk bulb outs at the North Main Street and Cedar Street crossing, and the installation of pedestrian signals with timers.