



East Hampton
Hamlet Report

Wainscott



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

Prepared For:
The Town of East Hampton, New York

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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 professional needed to serve their needs. As a result East Hampton faces ongoing challenges created by seasonal swings in population and activity, with related impacts on traffic, parking, housing, water supply, wastewater treatment, and a host of other factors.

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

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



The Wainscott School District Boundary is shown above in orange.

districts in the future. The Town of East Hampton retained a consulting team led by Dodson & Flinker, Inc., Community Design and Rural Preservation Specialists, together with subcontractors LK McLean Associates P.C., Consulting Engineers, Fine Arts & Sciences LLC, Environmental and Community Planning Consultants and RKG Associates, Economic, Planning and Real Estate Consultants. The Economic and Business analysis, which informed this Plan for Wainscott, is provided in a companion document.

Wainscott's historic Main Street village retains the charm and character of its original 19th century settlement, with historic buildings, working farms, and sweeping vistas of Wainscott Pond. Over the course of the 20th Century the Montauk Highway became the primary focus of commercial activity, growing into the kind of automobile-oriented commercial strip found on the outskirts of towns across the country. The area includes a large gravel pit at one end of the strip, which while no longer being actively mined continues to provide ready-mixed concrete and other building products to the local construction industry. Reclamation of the sand pit creates a large opportunity for preservation of open space and attractive redevelopment appropriate to Wainscott. Happily, development of the business district along Montauk Highway has not encroached into the the historic village. The permanently protected wood-

land along the south side of Montauk Highway forms an attractive natural feature which enhances the business area and provides a scenic buffer between residential and commercial uses.

But the business district along Montauk Highway reflects a somewhat haphazard character. Compared to other hamlet centers, Wainscott business district is arranged less like a compact walkable village and more like a strip mall. Each parcel has been developed independently from its neighbors, often with separate driveways and parking lots, and buildings reflect a chaotic mix of clashing styles and materials. The streetscape is sparse, lacking interconnected walkways, landscaping, outdoor spaces, and other amenities supportive of an attractive pedestrian friendly environment. Located along the most heavily travelled portion of Montauk Highway in the Town of East Hampton, the level of traffic makes it difficult to maintain a small town feel. Redevelopment of the reclaimed sand mine site presents unique opportunities to enhance the business district, but the development potential of this large acreage could overwhelm the business area.

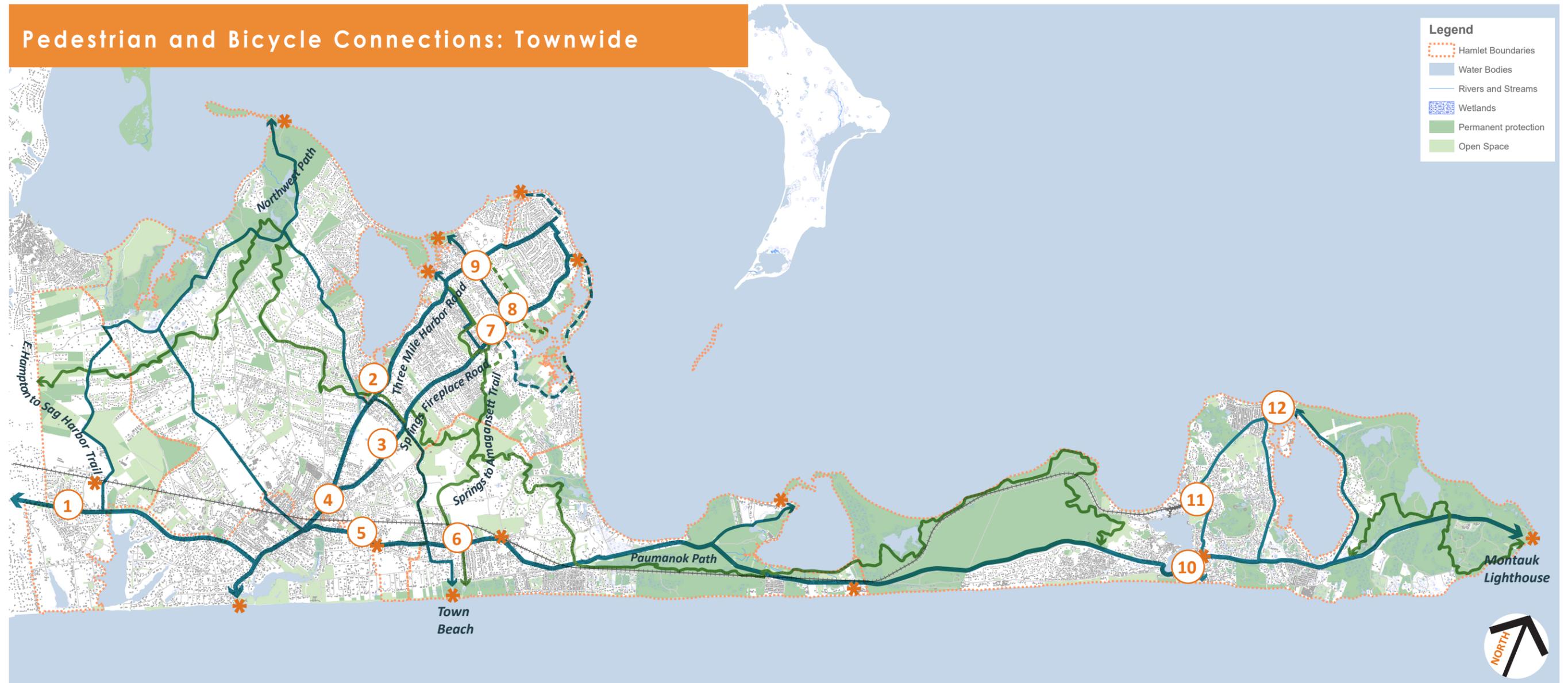
This master plan is designed to help the town understand how the Wainscott commercial district looks and functions today, and to explore ways that it could be improved to better serve the community in the future. The

methodology for the preparation of the Wainscott Master Plan Study featured data gathering, detailed analysis, and extensive public participation. As described in the following section, an inventory and analysis was conducted with regard to historic and cultural resources, 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 an illustrative master plan for Wainscott's commercial core that is meant to capture the community's shared vision of a more attractive, walkable, and economically vibrant commercial center. The illustrative master plan shows one way that the Wainscott commercial district could be redeveloped over coming decades, but it is 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 shape the district into a more attractive, cohesive, functional and economically-vibrant place.

The ultimate goal of this study is to provide the Town of East Hampton with an inspirational, achievable plan which will enhance Wainscott'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 Wainscott Master Plan. Specific objectives and recommendations for Wainscott put forth in this report build on that long-term vision of what is essential to East Hampton now and in the future.

Pedestrian and Bicycle Connections: Townwide



- | | | |
|--|---|---|
| 1. Wainscott Commercial Center, Wainscott | 5. Pantigo Road Neighborhood Business District, East Hampton | 9. West Fort Pond Boulevard Neighborhood Business District, Springs |
| 2. Three Mile Harbor 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 |



The glaciers left behind a diverse landscape of wooded upland, farmland, ponds and shoreline, which continues to be shaped by natural and human activity.

Existing Conditions

Geography

Wainscott is the western gateway to the Town of East Hampton. For this report, the hamlet is defined by the 4,584 acre Wainscott School District, which extends from the Village of Sag Harbor to the Atlantic Ocean. From its northerly boundary with Sag Harbor, the district extends along the south side of NYS Route 114 to Stephen Hands Path and south to the boundary with the Village of East Hampton.

Wainscott's flat landscape was formed by glacial outwash cut by two ponds: Georgica and Wainscott ponds. Historically, the dominant natural vegetation cover of the district was Pitch Pine-Oak forest. The southern portion of the outwash plain supports rich farmland and historic farming settlements. The hamlet is bounded on the south by the beaches and shoreline dune-fields of the Atlantic Ocean.

The central portion of the hamlet along the Montauk Highway is more densely developed, serving as the business center of the hamlet. This includes a reclaimed sand pit that once mined the area's sandy glacial soils. The airport occupies the flat outwash lands in the center of the hamlet. A unique area of Pine Barrens is located north of the airport. These Barrens cover the town's largest aquifer, a major source of clean drinking water for the town. Large areas of conservation land are located within the Pine Barren area.

Historic and Cultural Resources

Although archaeological evidence suggests that Native Americans occupied the South Fork of Long Island as far back as the Archaic Age (ca 4500-1300 BC)¹, the visual and cultural character of the Wainscott landscape today is rooted in 17th and 18th century European settlement patterns. The 17th century development of the land within the Wainscott hamlet, like elsewhere in East Hampton, was a

¹ East Hampton Comprehensive Plan: Geography and History



Wainscott's commercial center on Montauk Highway is arranged like a strip mall.

product of the areas' geography. The first settlement took place within the flat, fertile coastal plain. Early roads were connected from meadows at the major ponds to harbors and landings. Farmsteads and historic rural homes, particularly in the southern portions of the hamlet, are the continuation of the earliest agricultural land uses.²

The community of Wainscott was well established by the end of the 18th century. During the 19th century the eastern end of Long Island primarily supported an agricultural economy. This is reflected in Wainscott's historic center on Main Street, which today contains many of the most significant historic resources in the hamlet, such as the Wainscott School, which has operated on its current site since 1730, and a historic chapel that today functions as Wainscott's Community Center.

Following the extension of the Long Island Railroad to Bridgehampton in 1870, East Hampton began to devel-

² East Hampton Comprehensive Plan: Geography and History

op its reputation as a summer resort and began to see an increase in population, especially in the summer months. The Georgica Association—a residential association of homes on the west side of Georgica Pond—was established by 1892.

Intensive development from the 1960s onward of second homes in large subdivisions shifted the economy of the area from an agrarian one to a resort community. The east-west route that is now Montauk Highway (NY27) 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 dominant mode of transportation in the country. The commercial center along Montauk Highway in Wainscott developed in the second half of the 20th century in conjunction with the increasing importance of this automobile route. 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.

Today, Wainscott is notable for its many stately homes, estate landscapes and agricultural vistas that give the hamlet a distinctly rural character. The southern portion of the hamlet, including farmland, dunes and beaches in the vicinity of Georgica and Wainscott Ponds are designated as New York Scenic Areas of Statewide Significance (SASS). The farmland from Montauk Highway south to Wainscott Pond is designated as a Scenic Area of Local Significance.

Preserving the scenic, rural character of Wainscott is an on-going challenge for the hamlet. There is tension between development pressure and the preservation of scenic agricultural lands and quaint historic houses. Tall privacy hedges increasingly cut off roadside vistas. In the Central Business district there is concern about the design and siting of the HomeGoods store and potential for similar large-scale redevelopment. Similarly, the desire to increase mobility and accessibility is perceived by some residents as at odds with the need to preserve small lanes, rural roads and scenic vistas. In the commercial core, this tension between rural character and mobility improvements can also be an issue as the town works to ease traffic congestion and provide safer and more accessible routes for pedestrians and bicyclists.

Demographics

Today, Wainscott has the lowest total population in the town at 650 in 2010. From 2000 to 2010, this population increased by 4%.³ The hamlet has the second lowest median age of the town's school districts, at 44.

In terms of race, 93.1% of Wainscott residents identify as White, 2.3% as Black or African American, 1.7% as American Indian or Alaska native, 0.5% as Asian, 0.0% as Native Hawaiian or Other Pacific Islander, and 0.9% as Some Other Race. 1.5% identify as Two or More Races. In terms of ethnicity, 14.3% of the population identify as Hispanic or Latino (of any race).

The hamlet has the lowest number of households (264) and families (148). The hamlet also has the lowest number of families with children. The average household size

3 2010 US Census

in Wainscott is 2.3 and average family size is 2.9. The median household income is \$68,523.⁴

Natural Resources and Environment

Wainscott's coastal setting and glacially-sculpted landscape provide both valuable natural resources and a unique habitat for many species. Though these resources are in some cases distant from the business center, many of these natural resources could be affected by land use changes in the center and associated changes to surface and groundwater quantity and quality.

Surface Waters: Wainscott's two major water bodies, Georgica Pond and Wainscott Pond, are critical environmental and scenic resources for the hamlet. Brackish ponds like these, close to the coastline, exist because their surface elevation lies below the fresh water table, but they are also subject to occasional overwash from the ocean. Since these ponds are hydraulically connected to town groundwater, they are also at risk of contamination from pollution sources distant from the ponds, such as residential and commercial septic systems, agricultural uses or potential contaminants carried into groundwater within the commercial and industrial areas.

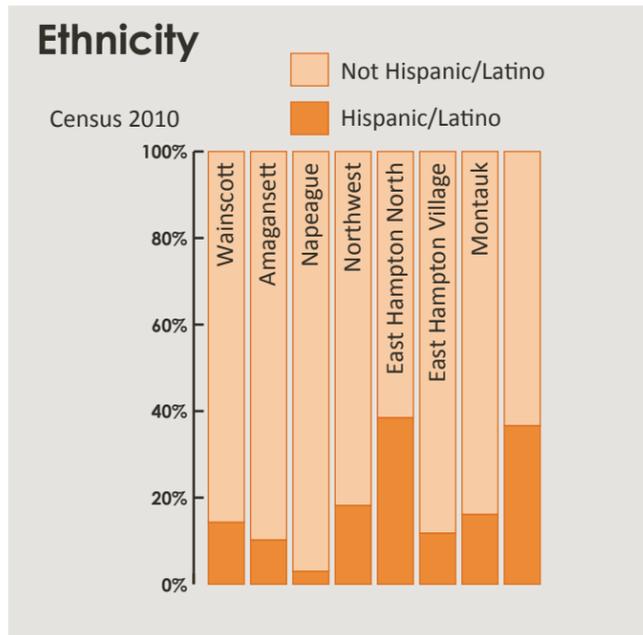
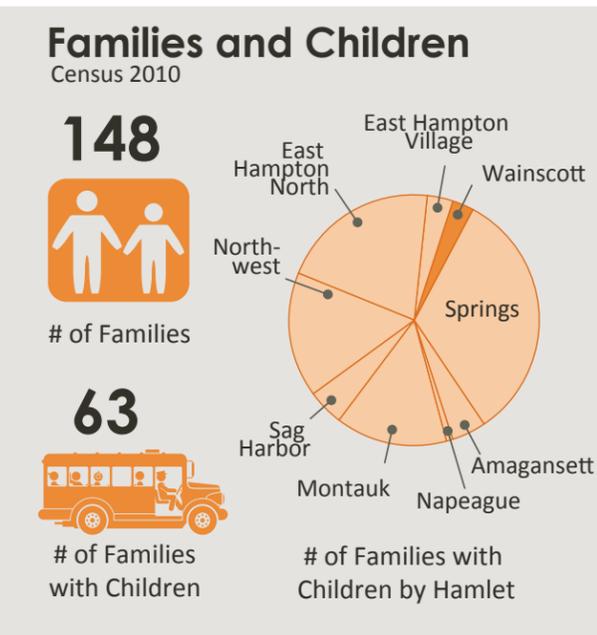
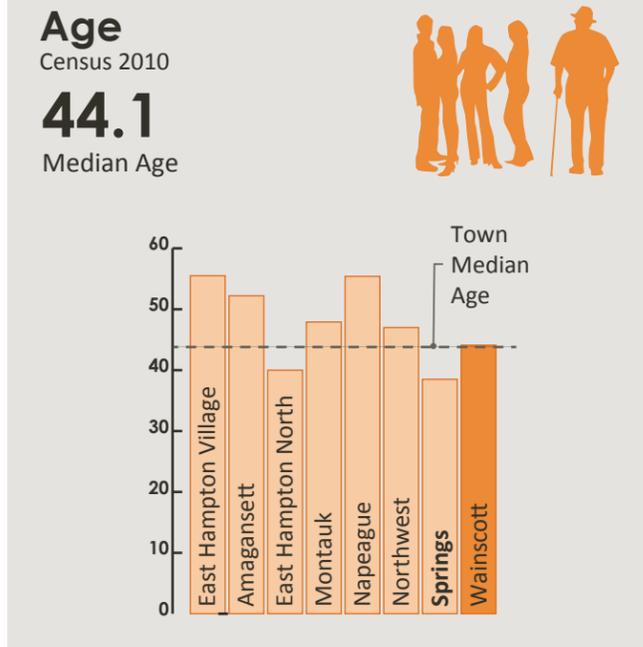
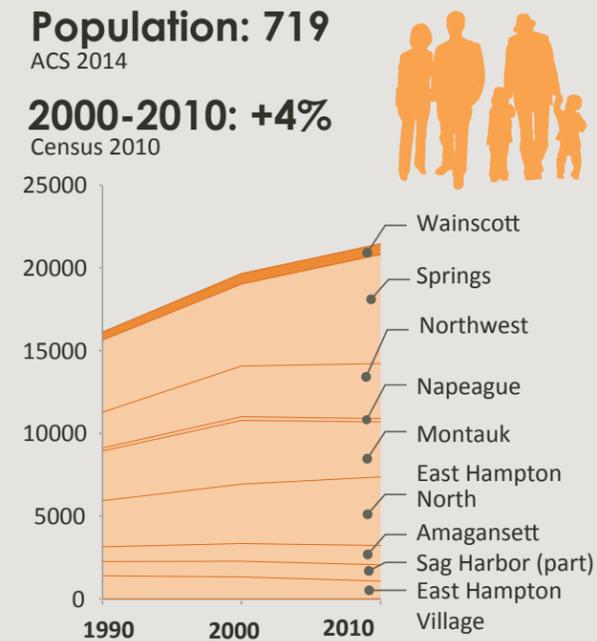
Groundwater: Wainscott is unique in the town of East Hampton for its groundwater, having the largest volume of ground and drinking water resources in the entire town.⁵ On the eastern end of long island, fresh groundwater "floats" as a lens on top of saltwater groundwater and decreases in thickness toward the coastline with a maximum thickness landward of about 600 feet.⁶ The hamlet's aquifer is generally located north of the airport and provides the main supply of drinking water for the town. Much of the town is a recharge area for high capacity public wells, with Sag Harbor Turnpike wellfield being the largest in the town.

4 ACS 2014

5 Wainscott Comprehensive Plan; East Hampton Town Water Resources Management Plan

6 East Hampton Town Water Resources Management Plan Final Draft

Population & Demographics | Wainscott



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



Wainscott Business District

Orthophotography

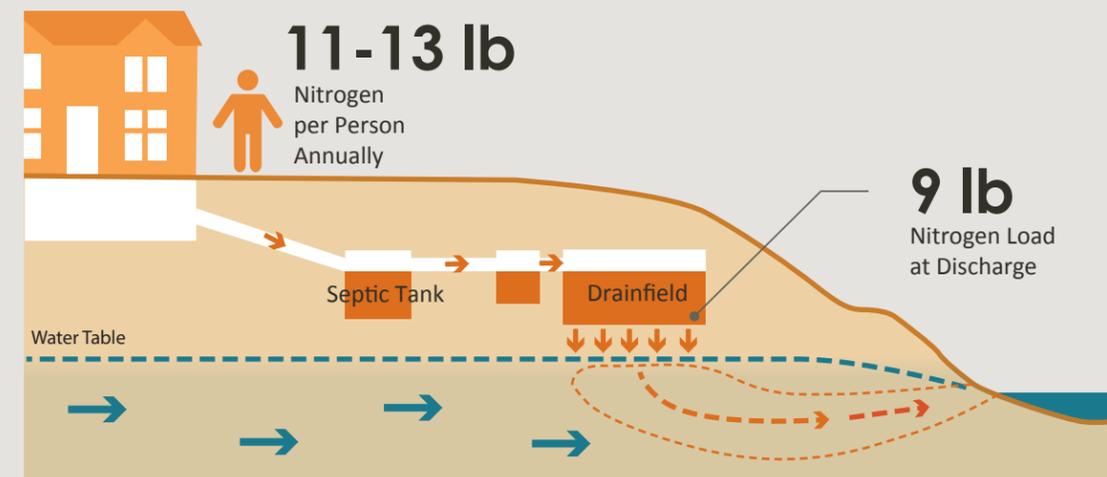
Wainscott
0 0.05 0.1 0.2 Miles
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5/20/2016



Wainscott Business District

Linework Base Map with business names

Typical Nitrogen Loading to Septic Systems



From US EPA via Lombardo Associates 2014

Environmentally Sensitive Areas: Environmentally sensitive areas in Wainscott include ponds, wetlands, pine-barrens, beaches and dunes. The East Hampton Local Waterfront Revitalization Plan designates Georgica Pond as a locally Significant Coastal Fish and Wildlife Habitat. Georgica Pond has experienced on-going water quality problems primarily due to problematic septic systems, residential fertilizers and agricultural runoff. Both Georgica and Wainscott ponds are surrounded by sensitive wetlands.

Pine Barrens north of the airport 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 that support pitch pine/scrub oak barrens. The sandy soils of Wainscott's pine barrens are also vital to groundwater recharge in the hamlet. The northern area of the hamlet is designated as a Priority Drinking Water Protection Area. Most of the hamlet's existing open space, consisting of large forested areas and pine-barrens, lies within this protection area.

Dunes and beaches along the Atlantic coast in Wainscott are sensitive to encroaching human development and

changes associated with sea level rise. Beaches on Long Island are important habitat for many species. For example, beaches in the area are breeding ground for Piping Plover, a New York State Endangered Species.

Beyond these sensitive natural habitats, Wainscott Main Street is fortunate to be lined with many mature street trees, a feature that the business areas along Montauk Highway largely lack. These trees are sensitive and susceptible to damage from compaction and root cutting associated with new construction projects and on-going maintenance.

Agriculture: Extensive areas of farmland in the southern portion of the hamlet have survived 20th century residential development. On-going conservation efforts will be important, not only to preserve these farmland soils, but to maintain visual access and preserve active farming practices into the future.

Environmental Challenges

Surface and Groundwater Pollution: One of the most notable environmental challenges in the hamlet is the impact of surface and groundwater pollution on

aquifers and sensitive surface waters. Septic systems within the hamlet contribute nitrogen to groundwater that makes its way into surface waters, generating harmful algal blooms. Other potential contaminants include leachate from landfills, pesticides, herbicides, fertilizers, and pollution from underground fuel storage tanks.⁷

Habitat and Open Space Loss: Loss of sensitive habitat areas and open agricultural land is an on-going challenge in Wainscott. Much of the area north of the East Hampton Airport, over 1,000 acres, is already protected open space.⁸ However, the hamlet still contains unprotected farmland, as well as sensitive wetlands and shorefront habitat that are currently unprotected from development, on the shores of Wainscott Pond and Georgica Pond, and along the Atlantic Ocean.

Deer Management: Populations of white-tailed deer in East Hampton have reached an emergency level in East Hampton according to the Town's adopted deer management plan.⁹ 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 Wainscott's commercial center and other areas create glare. Street lights, particularly older ones, also contribute light pollution. This contributes to a decline in the darkness of the night sky and a decline in the visibility of stars which help to create an attractive rural character. 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. Another challenge Wainscott faces is noise pollution from the East Hampton airport. Particularly on summer weekends, the noise of private

⁷ East Hampton Town Water Resources Management Plan Final Draft

⁸ East Hampton Town Water Resources Management Plan Final Draft

⁹ Deer Management Plan 2013

helicopters bringing second-home owners to and from New York City and up-island detracts from the tranquility of the surrounding areas.

Coastal Flooding, Climate Change and Resilience¹⁰: Low-lying areas of Wainscott are today at risk of inundation by hurricanes and strong winter storms. According to The Nature Conservancy and the National Oceanic and Atmospheric Administration, coastal flooding as a result of a Category 3 hurricane will include areas around Georgica and Wainscott Ponds.

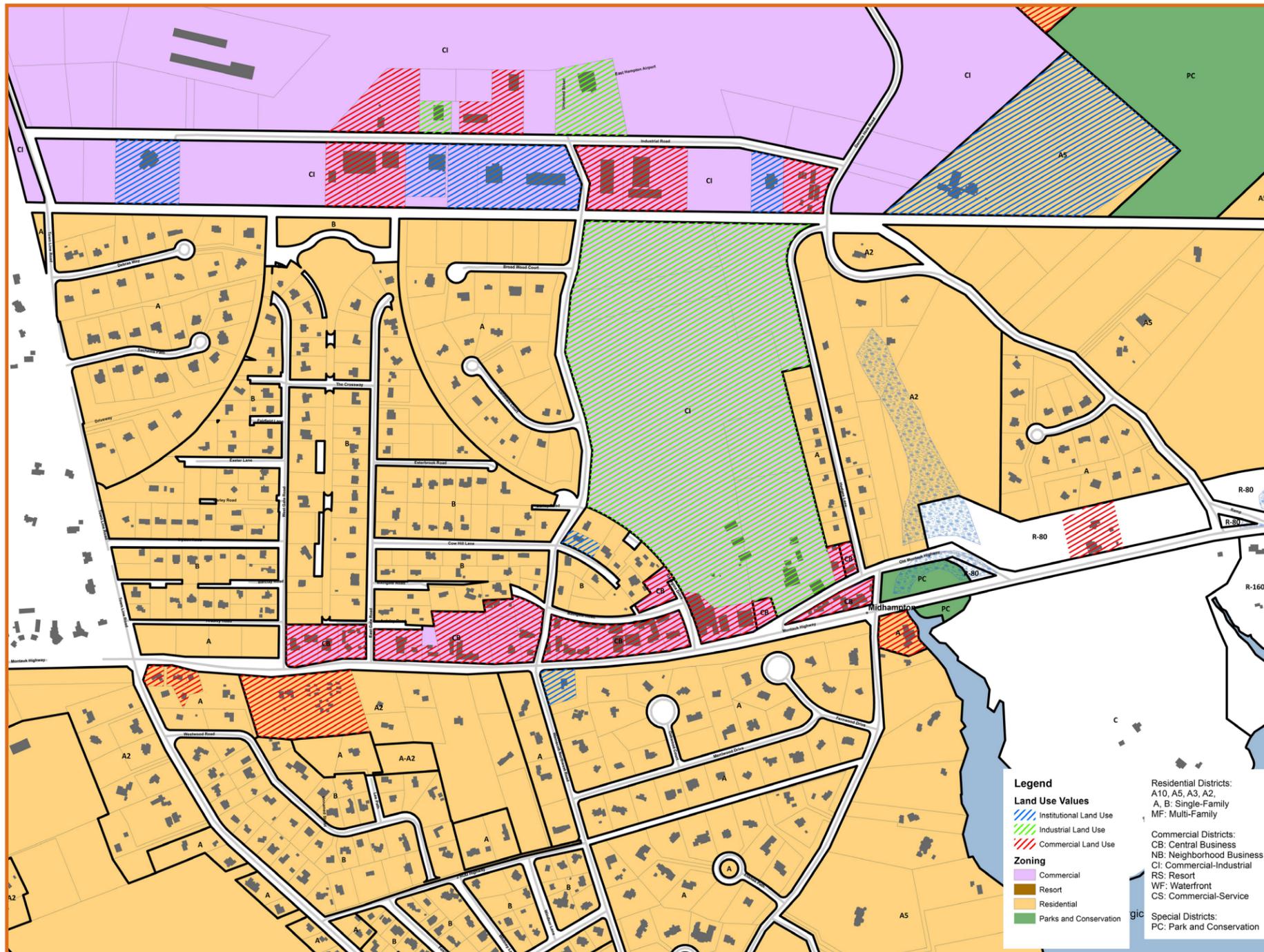
As climate changes, rising seas and more frequent and intense storms will increase the area impacted by coastal flooding. Although the timing and amount of sea level rise is uncertain, scientific models today provide a range of possible sea level rise scenarios.

According to the New York State ClimAID 2014 report, Eastern Long Island can expect between 8" and 30" of sea level rise by 2050 and between 15" and 72" of sea level rise by 2100. This means that by 2050, for example, high tide will be between 8" and 30" above the current high tide.¹¹

Coastal erosion and storm surges will create 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.

¹⁰ 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.

¹¹ 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.



Wainscott Commercial Center: Zoning vs. Land Use

Parcel boundaries, zoning, and land use overlaid

Wainscott Hamlet Zoning Overview

Residential Districts: 2671 Ac

- Residence District A10 (A10)
- Residence District A5 (A5)
- Residence District A3 (A3)
- Residence District A2 (A2)
- Residence District A (A)
- Residence District B (B)
- Multifamily District (MF)

Commercial Districts: 17.2 Ac

- Central Business District (CB)
- Neighborhood Business District (NB)
- Commercial-Industrial District (CI)
- Resort District (RS)
- Waterfront District (WF)
- Commercial-Service (CS)

Special Districts:

- Parks and Rec Zoning: 761 Ac

Zoning

Wainscott's commercial center is made up primarily of Central Business District, which lines the north side of Montauk Highway between West Gate Road and Old Montauk Highway. Extending North from the highway, the approximately 70 acre gravel pit property is zoned Commercial Industrial.

CB: Central Business Key Zoning Requirements

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

Residential Zoning: Surrounding the commercial core are several built-up residential neighborhoods. South of Montauk Highway there is a Residential A zone extending to Wainscott Stone Highway. Minimum lot size in the Residential A zone is 40,000 square feet, with a minimum lot width of 160 feet. West of Wainscott Northwest Road and south of the highway there is also an area of residential A2 zoning, with a minimum lot size of 84,000 square feet and minimum lot width of 200 feet. North of the Central Business district is a residential B zone centered on East Gate Road. Residential B has a minimum lot size of 20,000 square feet and minimum lot width of 110 feet. There are several additional Residential A zones to the north of the East Gate neighborhood running up to

the railroad tracks and A and A2 zones to the east along Hedges Lane.

Commercial Industrial Zoning: Under the CI zoning, the gravel pit could be subdivided into 40,000 square foot minimum lots, with a minimum width of 100 feet. More determinative of the actual buildout potential is a maximum building coverage of 50%, and a maximum total lot coverage by both buildings and impervious pavement of 75%. Buildings have a maximum height of 2 stories and 35 feet except by special permit for industries requiring interior heights of up to fifty (50) feet.

Central Business Zoning: In the CB zone, lots may be as small as 3,000 feet, with a minimum width of 40 feet at the street frontage. Allowable lot coverage by buildings is 50%, with maximum total lot coverage of 80%. Maximum building height is 30 feet, or 35 feet for a gabled roof.

Parking Requirements: The zoning bylaw provides a schedule of off-street parking requirements that sets minimum number of parking places for each type of use. In residential areas this includes 2 parking spaces per unit for each dwelling unit, and 1 space for each apartment over a store. In commercial areas, a typical retail or office use is required to have 1 space for every 180 square feet of floor area in the associated building. Thus an 1800 square foot retail building would have to provide 10 parking spaces. In practice, this means that especially in areas with small lots, lack of area for parking will tend to limit potential building size. A typical unintended consequence of this level of parking standard is to force out businesses that want to expand, and discourage new businesses from coming in.

Non-conforming uses: A number of pre-existing, non-conforming uses are located in the commercial center and surrounding areas, primarily taking the form of small commercial uses in a residential zone, or commercial lots developed at a density that exceeds current zoning limitations.

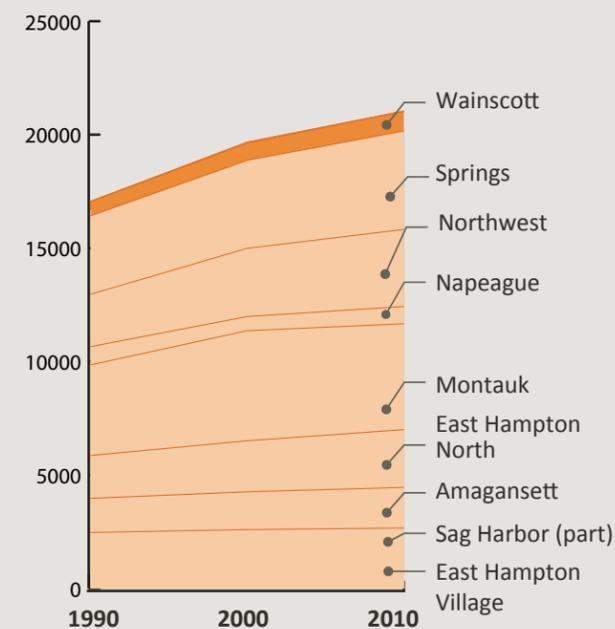
Land Use

Land use in Wainscott is primarily characterized by low

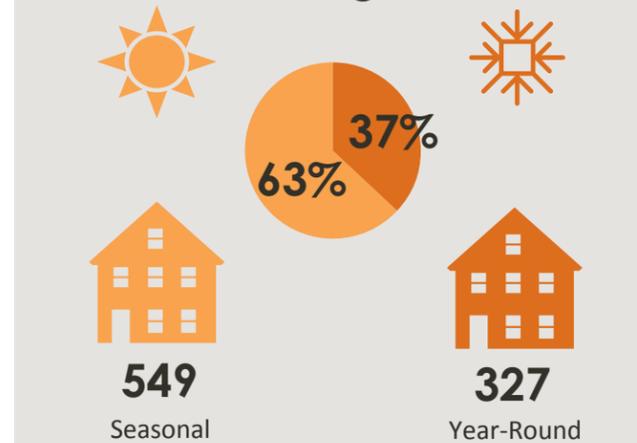
Housing | Wainscott

Housing Units: 876

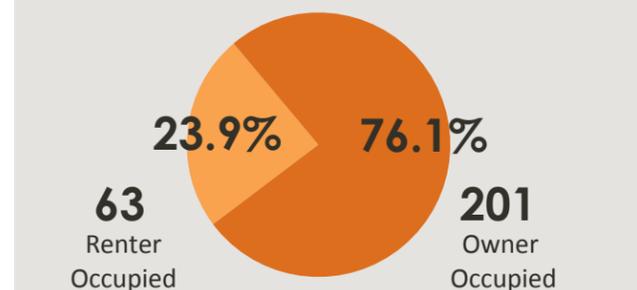
2000-2010: +15%



Seasonal Housing



Owner Occupied Housing

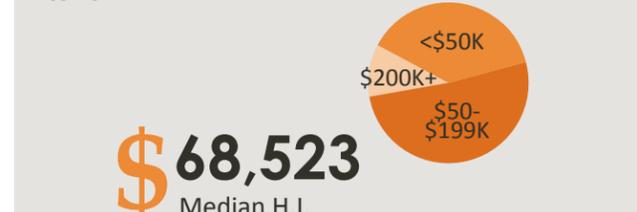


Households Census 2010



Data from the US Census 2010

Household Income ACS 2014



and medium density residential and agricultural uses. Some commercial uses, such as restaurants, retail and offices exist in the hamlet, but these are primarily confined to the business center. On-going land use issues in the hamlet include:

- Need for a vision for Wainscott as the Gateway to East Hampton
- Need for guidelines for architecture, landscape, and future use of sand pit
- Concern that recent site plan proposals will result in inappropriate overdevelopment of the hamlet and lead to congestion and a furtherance of an unattractive strip mall character.

Open Space and Recreation: About 35% of Wainscott—1,438 acres—is protected open space¹². Much of the conservation land in Wainscott is north of the East Hampton airport. This is critical for protecting groundwater and this area is designated as a Priority Drinking Water Protection Area. Private non-profit organizations also hold conservation easements on some farmland in Wainscott. However, only about 30% of the existing farmland in Wainscott is protected¹³.

Recreation areas and facilities:

- Active Recreation Facilities
- Passive Recreation
- Trails

Residential Uses: A total of 876 housing units exist in Wainscott. This represents the lowest number of housing units among the hamlets of East Hampton¹⁴. The number of housing units increased by 15% between 2000 and 2010. Wainscott’s residential land uses are characterized

12 East Hampton Planning Dept., 2017

13 Comprehensive Plan Wainscott

14 2010 US Census

by low density north of the airport and medium density between the airport and Montauk Highway. The southern part of the hamlet is characterized by very large second homes on large lots. There are two multi-unit housing developments including the nine-unit Cottages at Route 114 property recently purchased by the non-profit affordable housing Sag Harbor Community Housing Trust and the 26 unit Cozy Cabins complex on Montauk Highway that provides vacation, short term, and long term housing.

East Hampton, like many ocean resort communities, has a large number of seasonally occupied homes. Approximately 63% of housing in the hamlet (549 units) is seasonal and 37% of housing is year-round. Relative to the town, Wainscott has the second lowest amount of year-round housing. More than 75% of homes in the hamlet are owner occupied (201 units) and less than 25% are renter occupied (63 units). The number of second homes in the hamlet will continue to rise as smaller, sometimes historic, houses in the southern portion of the hamlet are replaced with large second homes. Despite the large percentage of second homes, the hamlet also has the third highest percentage of renter-occupied year-round housing units (23.9%).

Commercial and Industrial Uses: The Wainscott Business District, with approximately 20 acres along the highway, currently contains restaurants, stores, offices, a gas station, and other commercial uses. This business center acts as the Gateway to East Hampton. The district extends east from Westgate Road for ¾ mile along the north side of Montauk Highway. Home-based businesses and related services are also a part of the Wainscott economy.

In addition to the historic commercial center, a sand pit of approximately 70 acres forms the core of a commercial-industrial zone that extends more than 2,500 feet from the Montauk Highway north to the railroad line. A scattering of smaller industrial uses are located along the edges of the sand pit and adjacent to the airport. There is extensive potential under current zoning for redevelopment of the reclaimed sand pit with a mix of commercial and industrial uses.

The 2005 East Hampton Comprehensive Plan stated the



Most of the existing retail businesses in the Wainscott Central Business District cater to people arriving by car.

following goals for the Wainscott commercial area and sand pit:

- Prevent the Gateway to East Hampton from turning into a congested commercial highway strip
- Bury power lines
- Coordinated landscape, signage and lighting plan
- Coordinated parking and highway access plan to limit curb cuts onto Montauk Highway and to incorporate changed traffic patterns resulting from the new light
- Locate the Post Office on the north side of the highway
- Coordinate the existing commercial-center with the

potential new uses at the reclaimed sand pit site.

- Revise zoning for the center

Business Uses and Hamlet Economy

Relative to the rest of East Hampton, Wainscott businesses are the least focused on tourism, but offer important services to year round residents and second-homeowners. A recent inventory performed by RKG Associates found that 40% of the businesses in the district provide support for the design, construction, decoration and maintenance of buildings and landscaping. An additional 17.5% comprise food & beverage stores and restaurants, and some 10.% provide Health Care Services. The balance includes a mix of personal and professional services and miscellaneous retail. (See RKG's Hamlet Business Plan for more detail.)

Market Orientation for the Wainscott Business District:

- An accessible location at the gateway to the town provides greater opportunities to meet the commercial needs of year-round residents.
- The district lacks the pedestrian setting seen in other hamlets, making it less attractive to businesses catering to the summer trade.
- The sand pit represents the single largest development opportunity, with the potential to significantly reshape and expand Wainscott's commercial center.

Arts Economy¹⁵:

- Artists have sculpted the cultural personality of the Town of East Hampton.
- East Hampton is a mecca for artists and in turn draws tens of thousands of visitors every year who visit the museums, galleries and art fairs.
- Artists patronize art supply stores, framing shops and printing companies.

The greatest challenge for artists who live and work in

¹⁵ East Hampton Arts Council correspondence to consultants on April 11, 2016



While not an approved subdivision, a preliminary plan filed in 1999 approximates the amount of development that could be built on the Wainscott Gravel pit under current zoning. In this case the plan shows 25 lots that might accommodate upwards of half a million square feet of new buildings

East Hampton is skyrocketing real estate prices that make it difficult to find affordable studio, performance and living space.

Buildout

According to a 2011 residential buildout performed by the Planning Department¹⁶, 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. The number of additional residential units possible under current zoning in Wainscott in 2011 was 178 units. This number was down from an estimate of 348 in 2005 due to conservation/watershed protection.

Commercially, the Central Business zone is largely built-out, though there is some expansion possible within existing commercial lots. The size of new buildings is limited by a 50% maximum lot coverage and two story maximum height. However, a frequent limiting factor is the town's parking requirement of one space for every 180 square feet of retail or office use. The lot area available for parking tends to run out before the corresponding maximum building area is reached.

The major commercial expansion potential in Wainscott is in and around the sand pit. Currently zoned Commercial-Industrial, if there was enough market demand the

¹⁶ 2014 Community Housing Opportunity Fund Implementation Plan

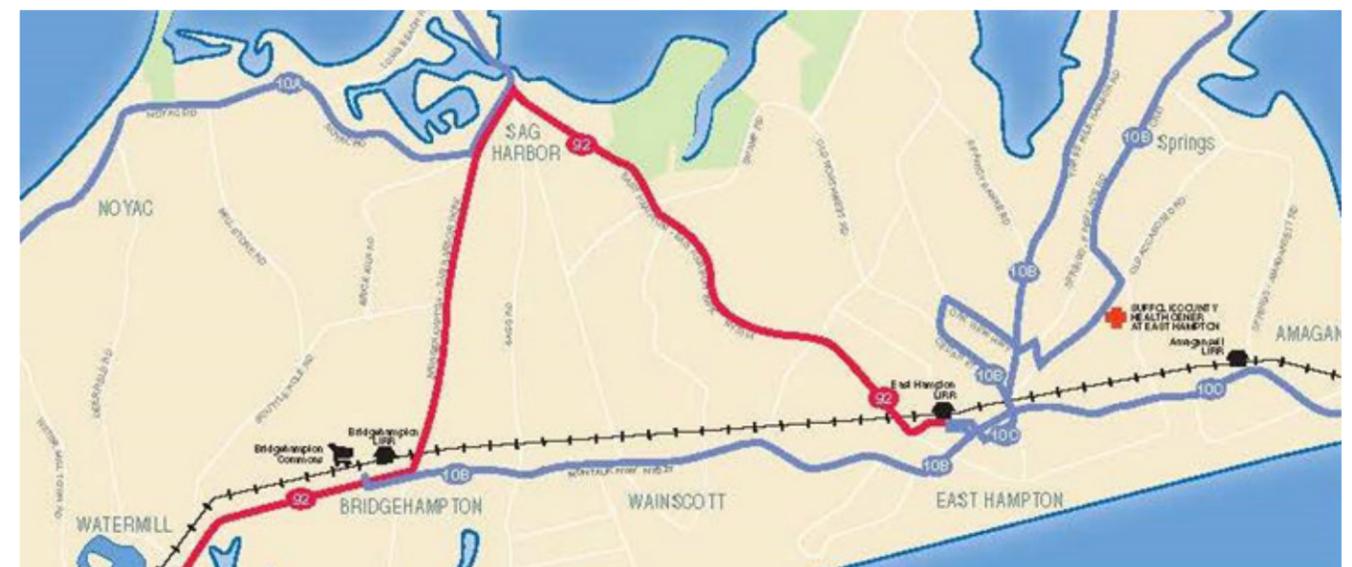
pit could be subdivided and redeveloped with hundreds of thousands of square feet of new buildings. (Note that all of these estimates are contingent on provision of an approved wastewater system for each new building.)

Transportation

Roadways: The Wainscott Hamlet Center is served from the east and west by Montauk Highway, and from the north by Daniels Hole Road and Stephen Hands Path. Montauk Highway is a State roadway (NY 27), and is the primary access route from points west to the Town of East Hampton. Since Wainscott is located adjacent to the Southampton town line, essentially the hamlet is a "gateway" to the town.

Montauk Highway through the hamlet center has one lane of travel in each direction, with a center two-way left turn lane. At the signalized intersection with Wainscott-Northwest Road, the center turn lanes become designated left turn lanes. Bike lanes for designated NY Bike Route 27 are located in the shoulder area on each side of the road. The posted speed limit is 40 MPH.

Daniels Hole Road and Stephen Hands Path are two-lane Town roads with 30 MPH speed limits. Daniels Hole Road provides access to the Town Airport, located about



Designated Suffolk County public transit routes

½ mile north of Montauk Highway.

The approximate average daily traffic volume on Montauk Highway is 19,000. In the summer season, this volume approaches 25,000 vehicles per day, the highest traffic volume of any road in town. On summer weekends, year round and seasonal residents share the road with contractors and service industry employees who live in more affordable communities outside of East Hampton. Since summer volumes are close to the roadway's capacity, congested conditions often exist. This congestion is exacerbated in Wainscott's business center by multiple curb cuts providing access to businesses on the highway.

The approximate average daily traffic volume on Stephen Hands Path is 7,000; volumes on summer weekends are about 1,000 more.

Access from Montauk Highway to the existing "sand pit" parcel is primarily via Georgica Drive; a secondary access route is via Old Montauk Highway.

Though traffic remains a top concern among residents, there is reluctance in East Hampton towards making certain traffic infrastructural changes, in order to preserve rural character. These include:

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

Pedestrians and Bicyclists: The only sidewalks in the hamlet center area are along the north side of Montauk Highway, beginning at the west end of the HomeGoods retail site just west of Wainscott-Northwest Road, and extending east to just beyond Georgica Drive. Bike lanes exist along both shoulders of Montauk Highway.

Public Transportation: Wainscott is served by Suf-

folk County Transit's Route 10B, a one-way loop route between Springs and Bridgehampton, with connections to Route S92 at the East Hampton LIRR Station and in Bridgehampton. 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. See map below.

Wainscott also accommodates eastbound and westbound bus stops for the Hampton Jitney, a private bus service providing transportation to NYC.

Town Airport: East Hampton Airport is a General Aviation facility which has approximately 25,000 operations (total of take-offs and landings) per year.

Infrastructure and Public Facilities

Public Water Supply: Public water supply in Wainscott is comparatively limited. Public water mains extend west from East Hampton Village along Daniels Hole Road and Industrial Road. A southern branch of the public water mains runs along Wainscott NW Road through the business center and then extends along Sayre's Path and Wainscott Main Street, terminating on Town Line Road in the vicinity of Daniel's Lane.

Wastewater¹⁷: Wastewater in Wainscott is managed through individual septic systems. The vast majority of these individual septic systems in Wainscott provide only secondary treatment of effluent: nitrogen and phosphorous are not removed and therefore enter the groundwater. Old and ineffective septic systems, combined with a less than 100' distance between wells and septic systems in many locations, create on-going drinking water and surface water pollution concerns.

East Hampton's 2015 Town Wide Wastewater Management Plan Neighborhood Plan recommends upgrades to septic systems to achieve Advanced Tertiary Treatment in specific problem areas. Elsewhere, such as Stone Road, Nitrex Permeable Reactive Barriers are recommended. General recommendations include using organic fertiliz-

¹⁷ East Hampton Town Wide Wastewater Management Plan 2015 - Lombardo Associates, Inc.

ers for lawns and farm fields. Existing NYS laws regarding fertilizer use near waterbodies need to be enforced. Planted buffer strips should be expanded along the banks of Georgica Pond

Energy: In addition to wastewater and drinking water infrastructure, the town continues to transition to more sustainable energy sources. Future development opportunities should utilize solar and small-scale wind energy production. However, energy production should be carefully sited to avoid converting historic and scenic agricultural land into large-scale solar or wind facilities.

Schools and other public facilities: The Wainscott School, the only school within the hamlet, is one of the town's valued historic settings. This school is the smallest facility in the Town. East Hampton High School accepts older students from Wainscott on a tuition basis. Financial support for the Wainscott School makes up the majority of the local school district taxes:

- Tax rate per 1000 average: \$1,967
- Total school tax estimate: \$1,886

Wainscott's school tax rate is the lowest of the hamlets. Townwide, school taxes as a percentage of median real estate value is 1.1%, the lowest on Long Island except for Shelter Island. Attempts to develop affordable housing in Wainscott have been stymied due to concerns over the ability of Wainscott's 24 student capacity K-3 school house, currently operating with 29 students (9/27/17 letter from Wainscott School District Board of Trustees to EH Town Board), to accommodate additional school aged children in accordance with the highly successful individualized student instruction programs.¹⁸

¹⁸ 2014 Community Housing Opportunity Fund Implementation Plan

Charrette Process

Overview

A key element of the Wainscott Hamlet Study public participation process was the 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, year round residents, second home owners, and other stakeholders. These events provided the opportunity for local citizens to work together with town staff and the consulting team to develop creative and detailed recommendations for each hamlet.

Charrette Process

The Wainscott Charrette took place Friday, May 20th and Saturday, May 21st, 2016. Public workshops were held at the Local TV building at 75 Industrial Road. Public events included a public walking tour, a public listening workshop, and a public visioning workshop.

Public Walking Tour: The Wainscott public walking tour provided an opportunity for community members to introduce the consultant team to the important locations and issues in the hamlet. The walking tour took place on Friday, May 20th, starting on the sidewalk in front of the Home Goods, 368 Montauk Highway, and was attended by a group of local citizens, members of the Wainscott Citizens Advisory Committee, and town officials.

After an introductory discussion, the group first walked west to the corner of East Gate Road and Montauk Highway, where a car wash had been proposed on an empty lot next to the East Hampton Picture Framing Company. Here, participants discussed concerns about traffic and water quality impacts from the proposed car wash.

Next, the group walked east along Montauk Highway to the intersection of Wainscott NW Road and Montauk Highway, discussing issues such as preferred architectural styles, setbacks, and pedestrian amenities. The group next walked down Bathgate Road toward the entrance to the sand pit. Traffic flow and parking issues were discussed in this location, with walk participants emphasizing the inefficient parking layout that makes bike and pedestrian movement unsafe and incentivizes a large number of people visiting adjacent businesses to park illegally along the street. An abutting property owner



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

brought up the possibility of working with the town to develop a safe sidewalk along Bathgate Road.

Finally, the group visited the entrance to the sandpit. Here, discussion focused on the future uses of this property, which is no longer actively mined. Walk participants discussed the benefits and drawbacks of residential, mixed-use and industrial/commercial development. In addition to this discussion of the future of the site, several people brought up their concern about the current impacts of this large industrial operation close to residences and commercial areas.

Public Listening Workshop: The same evening, Friday, May 20th at 6:30 in the Local TV Building, a public listening workshop was held. The purpose of this event was for community members to share ideas and opinions about what is working well and what needs to be fixed in order to make Wainscott a better place to live and work.

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



Each small group at the modeling workshop developed its own vision for the future of the Wainscott central business district.

those in attendance were divided into small groups with maps, markers, and sticky notes for a focused discussion of Wainscott 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.

Next, individual groups organized their top four to five ideas and an individual from the group presented these ideas to the other groups. The workshop concluded with general comments and questions from the audience and brief concluding remarks from consultants.

Public Visioning Workshop: The next public charrette event—the Public Visioning Workshop—took place on Saturday, May 21st, from 9:00 AM to around noon at the Local TV Building. The workshop focused on a model-building exercise that allowed community members to explore ideas for



Participants were asked to experiment with creative ideas for how the commercial district could evolve over coming decades.

traffic, parking, sidewalks, open space, and mixed-use redevelopment for the commercial center of Wainscott and the sandpit.

The visioning workshop began with a brief introductory presentation that summarized the goals of the model-building exercise and described some examples of successful walkable, mixed-use redevelopment projects in similar communities. After the introductory remarks, workshop participants broke into groups of 5-10 people for the model-building exercise.

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

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

Charrette Results

Key Issues and Opportunities

Discussion in the Public Listening Workshop, Site tour, and Visioning Workshop generally revolved around some key themes: traffic and parking; the scope, scale and type of needed commercial development; architectural and aesthetic preferences for new development; pedestrian and bicycle infrastructure; watershed and coastal ecological health; and new uses for the sand pit.

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

Traffic and Potential Roadway Improvements: Traffic and parking were dominant conversation topics throughout the Wainscott public events. Speeds are high on Montauk Highway, and traffic is the heaviest in town since this area is the gateway to East Hampton (2, 11). It was noted that Bathgate Road provides a useful connection behind lots fronting on Montauk Highway (7). There was a general consensus in support of extending this rear access eastward to link up with Old Montauk Highway, and west to connect to Ardley Road and East Gate Road.

Others suggested opportunities for traffic calming and reducing congestion, including reducing the number of driveway curb cuts on the north side of Montauk Highway and consolidating access at the best locations. This could be combined with removing the median two-way left turn lane on Montauk Highway in selected locations and installing a raised landscaped median to calm traffic.

Noting summertime congestion at the traffic light at Wainscott Northwest Road, participants were supportive of the idea of roundabouts to help ease turning movements and improve the flow of through-traffic. This could include a modern roundabout to replace the light at Wainscott Northwest Road (8). Additional roundabouts could be considered at the intersection of Montauk Highway and Old Montauk Highway, which could calm traffic and more safely accommodate truck traffic leaving the sand pit area and turning left onto Montauk Highway and to help reduce traffic speeds at the western entrance to the hamlet at Town Line Road.

Parking

Participants expressed a need for additional parking in the Hamlet Center, particularly on summer weekends (3, 7). This could include improvements to parking at the post office (5) and for parallel parking on the north side of Montauk Highway within the commercial area (3). The need for more long-term

parking was discussed. Potential long-term parking areas proposed included the area across the road from the Hampton Jitney stop and the undeveloped lot off of East Gate Road where a car wash was proposed (1). It was noted that a large shared parking lot could easily be established at the gravel pit to serve surrounding uses. One comment suggested that this long term parking could serve a reopened rail station.

Pedestrian and Recreational Infrastructure: Pedestrian and public recreational infrastructure was discussed in all workshop events. A consensus seemed to support new and improved sidewalks set back from the edge of Montauk Highway, with vegetated buffer area between the roadway surface and the sidewalk (2). Participants expressed the need for continuous pedestrian and bicycle connections within the commercial center, as well as connecting to surrounding neighborhoods, parks and conservation areas, and the potential train station. The need for better public access to Georgica Pond was also mentioned.

Participants pointed out the need to support town efforts for a continuous network of bike paths, noting ongoing plans for a bike path parallel to the railroad tracks. They also suggested a shared use path on the south side of Montauk Highway that could take advantage of the strip of town-owned land from Wainscott Northwest Road to Wainscott Stone Road (10). It was also suggested that the town consider providing bike racks at the restaurant adjacent to the western edge of Georgica Pond.

New Development: Commercial development was another theme in the Wainscott workshop discussions (1, 4, 6, 9). There was support for some limited new commercial redevelopment in the Central Business District, especially if it included needed local services. Ideas included reopening a general store, providing additional space for medical service businesses, and generally enhancing the character of buildings in the area. Overall, there seemed to be a consensus that the town of East Hampton should declare a moratorium on development in Wainscott until the current planning process concludes. This would provide more time for the recommendations of the Hamlet Study to be finalized and any necessary changes to zoning and other regulations to be put in place.

Workshop attendees seemed to agree that the Sand Pit (9) will be a good place for continued commercial/industrial uses as well as to accommodate uses that could meet future needs for housing, services and economic development. Ideas for potential uses of this site included a new mixed-use village and a medical office complex.

Beyond discussion of new uses, workshop participants also expressed an interest in aesthetic control over new development. A consensus felt that new development should limit glass and metal buildings and strip-mall type archi-

Issues and Opportunities: Wainscott



Legend:

- Vehicular circulation
- Pedestrian circulation
- Traffic congestion
- Area of likely future change

ecture. Rather, new architecture should match the historic character of the hamlet. An interest was expressed in hamlet-wide design guidelines—providing standards for windows/façades, roof pitches and other elements.

Ecological Health: Public concern for the ecological health of Wainscott was evident in workshop discussions. Specific concerns included the impact of jetties on the coastal ecosystem and the potential impact of uses such as car washes on the health of surface waters like Georgica Pond. Several comments indicated public awareness of the need for improved wastewater infrastructure to protect water resources. This included ideas for improved stormwater management through the use of landscape features such as rain gardens and bioswales.

Visioning Workshop Ideas

The participatory physical modelling exercise focused on a vision for the Montauk Highway commercial area and nearby sandpit. This workshop produced three different proposed visions for the area. Additional images from the workshop and of these proposals can be found in the Appendix.

Proposal A: This proposal envisions a mix of uses occupying the sand pit area in the future. This includes a new commercial center at the front of the pit with continued industrial uses behind. It imagines a central, landscaped parking lot near the current sand pit entrance and additional parking to the northwest behind the industrial uses. The plan suggests that traffic for this industrial area should be routed off of Montauk Highway down a separate industrial road. The plan includes a new future train station in the northern-most area of the pit.

The proposal envisions Bathgate Road narrowed with sidewalks on the north and south side of the road. It shows a new road linking the narrowed Bathgate Road and Old Montauk Highway to form a continuous back road serving existing and future commercial uses in this area. It shows a pedestrian path and new landscaped plaza areas within the interior of the existing commercial center now occupied by parking.

Proposal B: This proposal envisions improvements to parking and roads as well as commercial redevelopment of the industrial and warehouse buildings in front of the sand pit. It suggests that some portion of the pit could remain in industrial use. In terms of traffic, the proposal shows a roundabout at the intersection of Old Montauk Highway and Rt. 27 with a new shared parking lot constructed at the front of the existing sand pit. This group also proposed a road connecting Bathgate Road with Old Montauk Highway where industrial traffic could be routed off of Montauk Highway in the commercial center. For



Visioning workshop physical model, Proposal A.
(Proposed new buildings are shown in white.)

cyclists, the proposal suggests diverting cyclists off of Montauk Highway and providing bike routes to the north of the commercial area.

The area currently occupied by Home Sweet Home, Wainscott Hardware, and South Fork Animal Hospital is another area proposed for redevelopment. This redeveloped area would be separated from Montauk Highway with a wider green buffer. The buildings of the new development would be smaller scale commercial buildings in a diversity of sizes and featuring an interior pedestrian courtyard. The proposal shows the east Hampton Plumbing & Heating property ultimately redeveloped to have a line of shops separated from Montauk Highway with a green buffer and with parking in the rear (north).

In the commercial area bordering the intersection of Montauk Highway and Wainscot NW road, the proposal shows modest commercial infill. It proposes adding pedestrian sitting areas, more shade trees and green buffers to the existing parking lots and surrounding landscaped areas. The plan indicates the potential to use the existing bakery parking lot or the area behind Wainscott Walk-In Medical Care as a farmer's market.

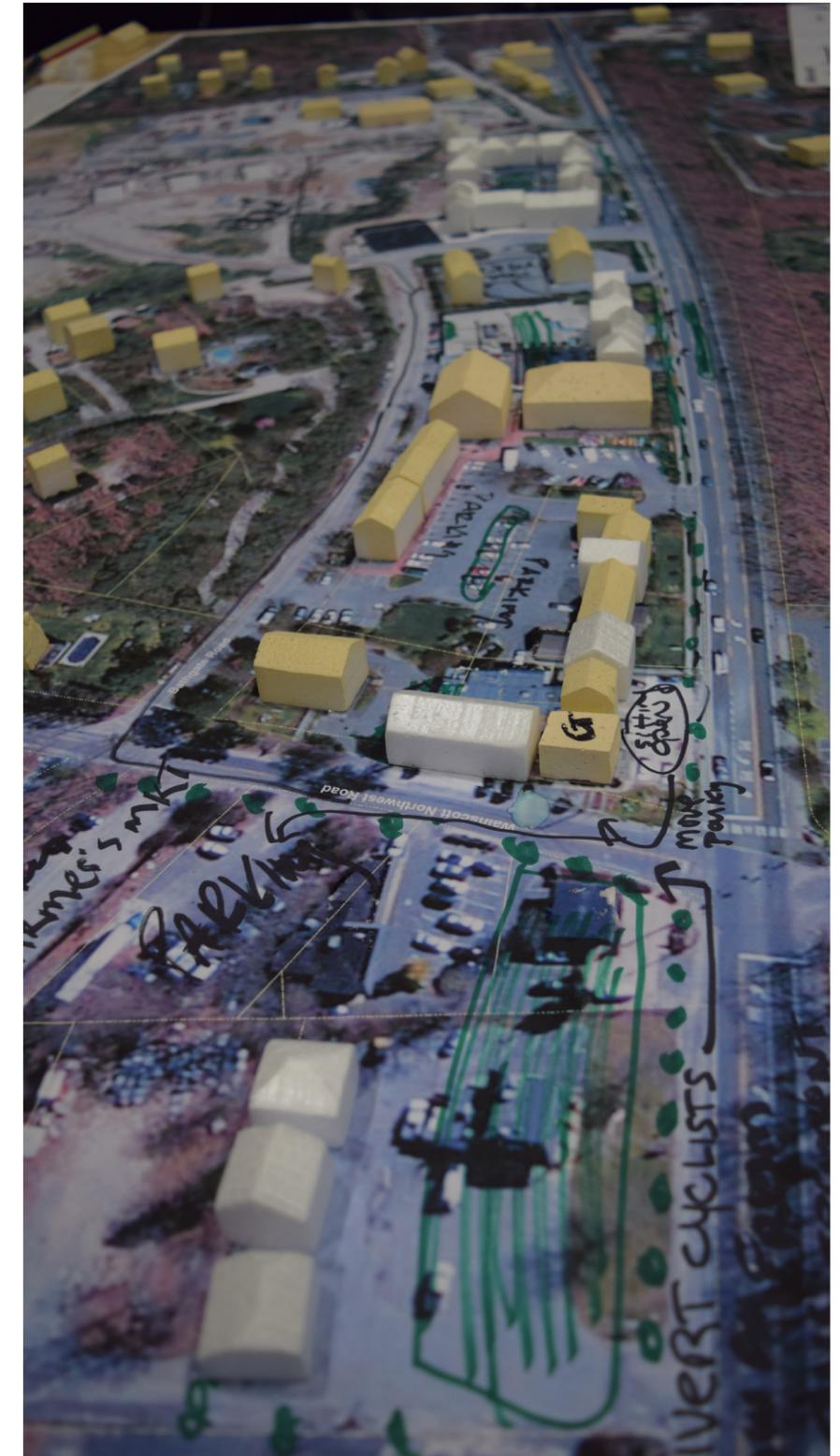
Proposal C: This proposal envisions a Wainscott business center, bookended with parks, that provides a more distinct identity as a walkable village. On the western side of the site where a car wash is currently proposed, this proposal suggests other uses, such as a new post office fronted by a park on the corner of East Gate Road. To ease traffic congestion, Ardsley Road would be extended East behind Home Goods to connect the various parking lots through to Wainscott Northwest Road. This would link with Bathgate Road, and continue East across the front of the gravel pit to provide continuous rear access through the district. Improved access across the rear of the site would allow for the number of curb cuts on Montauk Highway to be reduced to three entry points, each with landscaped islands and turning lanes. A traffic circle would ease the flow of traffic on and off the highway at the entrance to the gravel pit.

The group suggests moving industrial-focused buildings from the NY 27 frontage and replacing these buildings with mixed use retail and office buildings with second story residential uses for senior or affordable worker housing. On the eastern gateway to the district at Wainscott Stone Road the group suggests a Wainscott Hamlet Recreation Center with an Olympic sized indoor pool.

Under this proposal the gravel pit would be reconfigured, with existing industrial uses relocated further back within the pit and replaced with lighter industrial and service commercial uses at the front of the pit. They suggest industrial trucks should not be allowed to utilize Georgica Drive and should be diverted off of Montauk Highway onto the new rear access road. In this proposal, much of the rest of the pit to the north is converted to park land or uses that support local agriculture. For the latter, the proposal suggests a farmers market as an important feature in the business center.



Visioning workshop physical model, Proposal B.
(Proposed new buildings are shown in white.)



Hamlet Center Master Plan

Introduction

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 Wainscott are largely intact. Wainscott Main Street retains the charm and character of its original 19th century settlement, with historic buildings, working farms and sweeping vistas of Wainscott Pond. The more recent development of the business district along Montauk Highway has not encroached into the historic setting. The permanently protected woodland along the south side of Montauk Highway is an attractive natural feature enhancing the business area and provides a scenic buffer between residential and commercial uses. The heavy industrial sand mining activities north of Montauk Highway has ceased operating, leaving a large opportunity for attractive redevelopment and preservation appropriate to Wainscott.

But the business district along Montauk Highway reflects a somewhat haphazard character. Compared to other hamlet centers, Wainscott business district is arranged less like a compact walkable village and more like a strip mall. Buildings are not tightly clustered and are cut off from one another by parking lots and access drives. There is no identifiable architectural style and building layouts as well as design are auto oriented. Parking is insufficient, inefficient and uncoordinated. Although the Wainscott Post Office functions as a neighborhood meeting place, it is separated from the commercial area by Montauk Highway and there is no gathering place or center within the business area. The streetscape is unattractive and lacks interconnected walkways, landscaping, outdoor spaces and other amenities supportive of a pedestrian friendly environment. Back-ups from the traffic light and left hand turning movements heading east have created bottlenecks, no longer restricted to the peak summer season. Located along the most heavily traveled portion of Montauk Highway in East Hampton Town, the traffic makes it

difficult to maintain a small town feel. Redevelopment of the reclaimed sand mine site presents unique opportunities to enhance the business district, but the development potential of this large acreage could overwhelm the business area.

Overall Goal of the Wainscott Hamlet Plan

The primary goal of the Wainscott Concept Plan is to provide the Town of East Hampton with an inspired, achievable plan which will enhance the Hamlet's strengths while significantly improving the Hamlet's aesthetics, walkability, functionality and vitality. The Concept Plan is not a specific blueprint, but a guide depicting how the hamlet could be developed as a compact, pedestrian oriented center harmonious with Wainscott's character.

General Objectives to Meet Issues of Concern

The Concept Plan addresses specific issues of concern raised during the public workshops and planning process. This section provides a series of general objectives to address the issues and meet the overall goals of the Plan. Each objective is followed by a brief discussion of the specific issue of concern.

Objective 1- Convert the highway development pattern to a more traditional downtown layout

Issue overview -

The Wainscott business area is characterized by auto-oriented highway development. Located predominantly on the north side of Montauk Highway, the commercial area is configured as a narrow, linear strip of land, lacking a concentration of development. Wainscott contains a mixture of businesses typical of a small downtown including food stores, delis, restaurants, offices, dry cleaners and a post office. However, unlike other hamlet centers, the

largest grouping of businesses do not provide for everyday goods and services but provide products for the construction industry such as building and landscaping materials, masonry, hardware, plumbing, paint, heating supplies, mattresses, home furnishings, window treatment, moving and storage facilities and professional offices related to the building and design trades and concrete. These uses are not pedestrian oriented and have a dominant influence on the character and function of the business area. The pattern of development, generally comprised of detached, free standing buildings, does not provide the orientation and mix of uses needed to create an interesting pedestrian environment. Although the post office functions as a neighborhood meeting place, it is cut off from the commercial area by Montauk Highway. There is no pedestrian gathering place or center within the business area. Outdoor spaces, plantings and other attractive amenities supportive of a pedestrian friendly environment are lacking.

Objective 2- Minimize dependence on the automobile and create a safe, functional, pedestrian friendly environment

Issue overview-

Pedestrian activity is discouraged not only by the auto-oriented development pattern, but by the overall lack of safe, functional and attractive walkways and amenities. The sidewalk along Montauk Highway does not extend for the entire length of the business district and lacks street trees, buffering and safe separation from vehicle movements. There is no internal system of walkways connecting businesses to one another or to parking lots. The area lacks a bicycle path. And there are no attractive plazas, landscaped settings or seating areas inviting visitors to walk.

Objective 3- Improve the visual quality to be harmonious with the character of Wainscott

Issue Overview-

The building design as well as the pattern of development in the Wainscott business district reflects a highway strip character. Buildings are neither functionally nor visually

related to each other or the district as a whole. The attractiveness of buildings varies widely and there is no cohesive or identifiable architectural style. In contrast to a typical walkable village setting, many parking lots rather than buildings are adjacent to Montauk Highway. The detached buildings and parking layout creates visually unappealing gaps and discontinuity. The layout interferes with the safety and functionality of the pedestrian environment, interrupting continuous walkways with vehicular crossings. The area lacks consistent and attractive street trees, landscaping, lighting, signage, walkways, alleyways, amenities and other features of a cohesive streetscape design. There is no sense of arrival or transition into the business area.

Objective 4- Improve parking and access management

Issue overview-

Consistent with the highway-type pattern development, most businesses within the hamlet center are served by individual, unconnected parking lots and separate curb cuts onto Montauk Highway. The arrangement contributes to excess turning movements on Montauk Highway, traffic congestion and parking inefficiencies. There is a shortage of parking for the shops in the vicinity of Wainscott NW Road, and some of the parking lots that do exist in this area consist of head in parking with little or no controlled access to the adjoining streets. Despite the shortage of parking and the unsafe conditions, the nearby parking lot on the west side of Wainscott NW Road is rarely used. Safe, attractive walkways encouraging visitors to use shared parking lots and walk to several shops do not exist. Many of the properties have parking between the roadway and the building entrance, giving the appearance of an overly paved, auto centric environment. There is very little landscaping within the parking areas, further detracting from the visual quality. Large commercial trucks and vehicles with trailers making short shopping visits, generally for coffee and take-out food, lack the maneuverability and space to use the designated parking lots. Instead, trucks parallel park within the Bathgate Road right-of-way creating conflicts with traffic and neighbors.

Objective 5- Reduce Traffic Congestion and Improve Circulation

Issue overview-

As the main entranceway into East Hampton, the Wainscott section of Montauk Highway has the highest traffic volumes in the Town. Accommodating the large volume of through traffic while also providing access to the Wainscott businesses has created conflicts. Backups from the traffic light in both directions and left hand turning movements heading east have created bottlenecks. As congestion increases, drivers use local Wainscott roads as a bypass, bringing unacceptable traffic into the residential neighborhoods.

Crossing the highway by foot, even within crosswalks at the traffic light, is difficult. A further concern is the traffic impact from potential new development and redevelopment on the functionality of the highway. Traffic generation and turning movements must be a factor in determining the appropriate type, amount and location of new development, particularly the large, former sand mine property.

Objective 6- Devise an appropriate plan for the redevelopment of the former sand mine property

Issue overview-

As one of the two largest commercial properties remaining in East Hampton, it goes without saying that the redevelopment of the 71 acre former sand mine site will have a large impact on the character of Wainscott and the town as a whole. The mining activities have ceased but other industrial businesses, including a ready mix concrete operation, occupy a portion of the property. Although the site has been reclaimed, it retains the look and feel of a mined landscape with bare, steeply sloped topography and deep excavations. Shallow depth to groundwater conditions resulting from the mining activities have created severe constraints for redevelopment.

The industrial uses on the site have created noise, truck traffic, visual and other conflicts with the neighborhood.

However, the site provides support businesses essential for the Town's robust construction trade, and continuing to accommodate these uses on the already disturbed site makes good planning sense. Thus, heavy industrial uses should not be phased out, but relocation, redesign and ample buffering of these uses are essential factors for consideration.

Preventing traffic backups and bottlenecks resulting from additional development and access to the site are additional challenges. Along the frontage of the property, access to Montauk Highway is constrained by its intersection with Old Montauk Highway at an acute angle. There is no support road system providing for parallel vehicular movements along the main highway.

A variety of additional uses have been suggested for the redevelopment of the site including shared parking to serve the shops and businesses, retail shops to encourage pedestrian interest in using the shared parking lot, a Wainscott train station, home furnishings and improvement businesses, service commercial construction contractor shops and storage, active recreation, passive open space and limited affordable housing. The amount, type, and configuration of uses within the former sand mine, and integration to the existing business area, is a unique challenge.

Objective 7- Encourage mixed use development accommodating workforce and affordable housing demand

Issue overview-

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 has developed and implemented a variety of affordable housing programs and developments, but due to concerns with potential impacts on its two-room school house, the Town has not developed affordable housing in Wainscott. Mixed use development with second floor apartments and small scale housing complexes can help to meet af-

fordable housing needs in the Wainscott business area, but would likely require advanced sewage treatment to meet health department requirements.

Conceptual Framework

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

Roadway Improvements: These are shown in white with arrows to illustrate key connections to surrounding areas. Circulation for cars and trucks will be enhanced by limiting the number of major access points to the Montauk Highway and creating a grid of interior connections that cross lot boundaries. These could include village streets with parallel parking and sidewalks, or be limited to connections between parking lots where cut-through traffic needs to be discouraged. Improving access to Montauk highway could include new roundabouts at Wainscott Northwest Road and the entrance to the gravel pit.

Building locations: Existing buildings are shown in black, with potential new buildings in orange. Many of the existing structures in the district contribute little to the character of the area and could be replaced with new buildings over time. Redevelopment of the gravel pit provides an opportunity to move some of the larger service commercial and warehouse facilities out of the village core and replace them with structures more suitable for a walkable, mixed-use center. In most cases buildings would have increased visibility and access, with one facade facing the street or shared pedestrian way and the other facing a parking lot.

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

Pedestrian Improvements: Shown in green, a network of pedestrian paths and sidewalks serves as the spine of the district. Building on existing sidewalks along Montauk Highway, the pedestrian system would extend into each parcel to connect every building and parking lot. Key areas could include a new park on the corner of East Gate Road, and pedestrian-only zones where there are clusters of shops and restaurants. Each of the principal streets entering the village would be designed as a traditional village street with sidewalks, trees and shopfronts creating an attractive pedestrian space.

Bike Path: Shown in blue, a shared use path could follow the north boundary of the district from East Gate Road to Old Montauk Highway. This could provide a secondary pedestrian system for people within the village and get cyclists off of the highway.

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

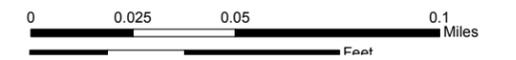
Conceptual Framework: Wainscott



Legend:

- Existing Buildings
- Potential New Buildings
- Parking
- Bike Route
- Pedestrian Connections & Gathering Spaces
- Street Improvements

Wainscott

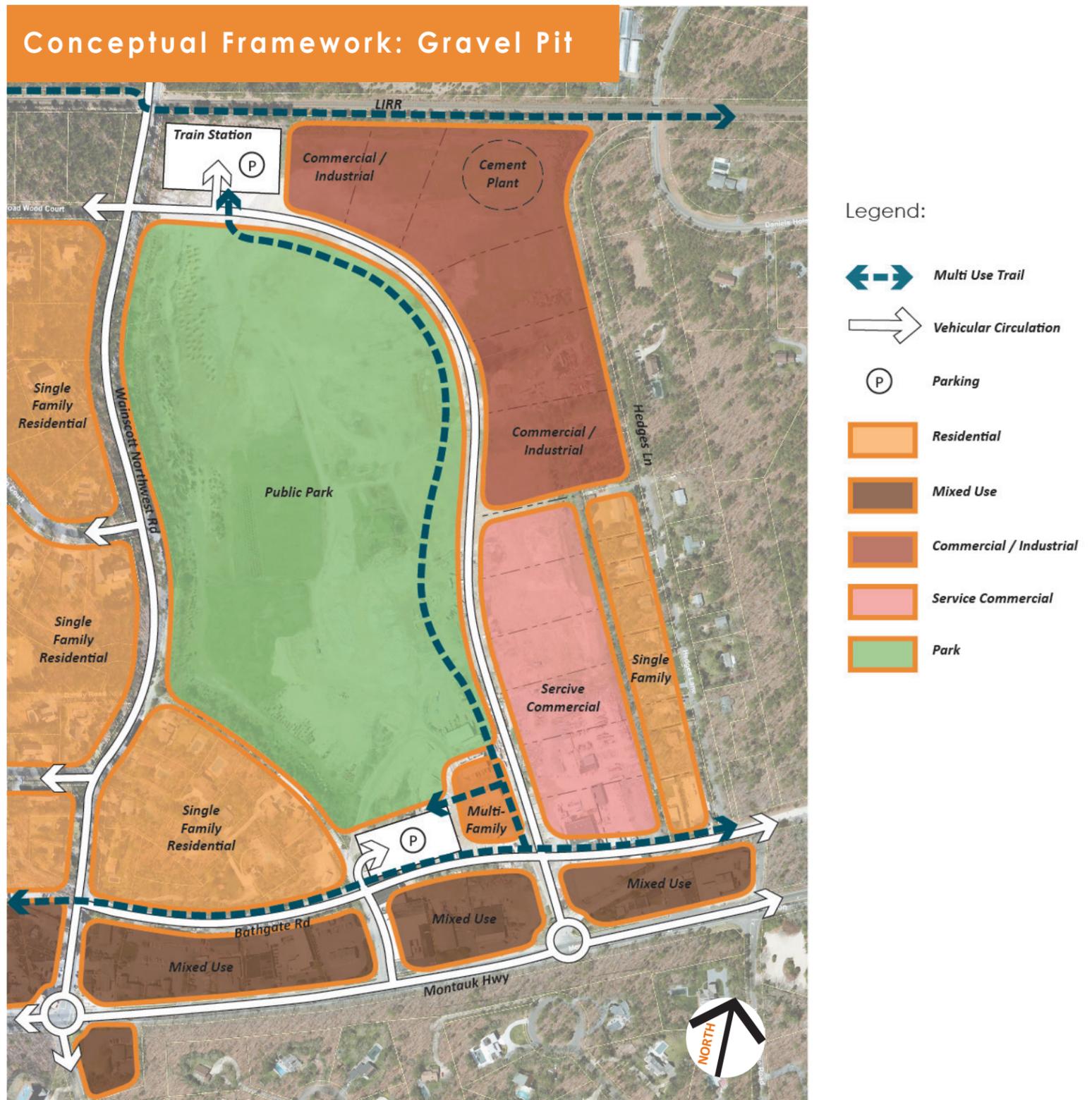


The gravel pit represents the largest single property in the area and, because of its size and location, will have an oversized influence on the future of Wainscott. Under current Commercial-Industrial zoning, the pit could be subdivided into dozens of separate lots and turned into an office or industrial park. Manufacturing of paving materials and other industrial uses could remain and be expanded. Warehousing, trucking and wholesale distribution could remain and be expanded. Current zoning and other regulations could allow in excess of 500,000 square feet of new buildings on the site.

While all of these uses are allowed by right or through special permit, they would be subject to local and state regulation that serve to limit the extent of development. Each site would need appropriate road, parking and drainage improvements, and at least 25% of each lot would have to be vegetated. Each would need to provide a wastewater system complying with county health department requirements. Unfortunately, the result of this process would be a plan that sprawls across the site at a relatively low density, with each building surrounded by a parking lot and a patch of open space that no one uses.

While it is uncertain what the real estate market will support in coming years, it is likely that interest in the property from developers will grow. Does the current zoning represent the best long-term use for the site? Ideas for the pit that emerged from the charrette ranged from redevelopment as a commercial services and home supply center to turning it all into a public park. However a consensus among participants generally supported a balance of uses, with the south end of the pit incorporated into a village-style redevelopment area off of Montauk Highway.

The framework represented here recognizes that while future needs and potential uses are unknown, the configuration of the site suggests how uses might be balanced in order to accommodate changing economic needs while improving visual and environmental quality.



Illustrative Master Plan Overview: Wainscott



A Vision for the Future

This illustrative master plan shows one way that the Wainscott commercial district could be redeveloped over coming decades. 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 shape the district into a more attractive, cohesive, functional and economically-vibrant place.

Each block and lot within the area does have certain advantages and disadvantages for various uses however. Thus the master plan suggests uses and configurations for each area that build on its unique advantages

Legend:

-  *Potential new buildings*
-  *Existing buildings*

Illustrative Master Plan - West Side



East Hampton Hamlets Study
 Town of East Hampton
 DODSON & FLINKER
 Landscape Architecture and Planning

RKG Associates
 Fine Arts and Sciences
 LK McLean Associates



Illustrative Master Plan - East Side



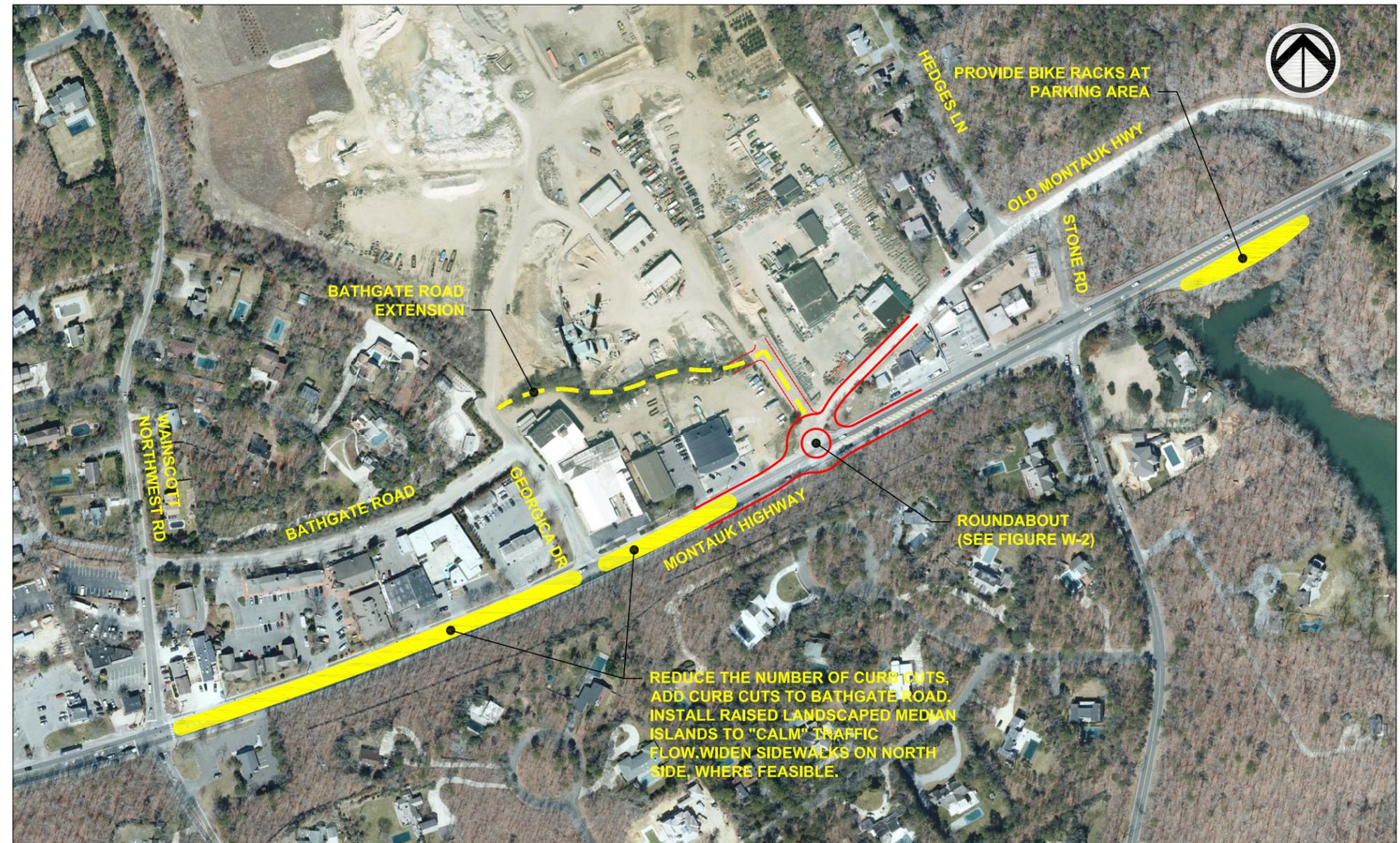
Design Recommendations: Transportation Design

Based on the results of the charrette, McLean Associates developed a series of recommendations for roadway improvements, which are summarised in Figure W-1. While the detailed layout of these elements varies from the final master plan, the observations and recommendations are still applicable:

Extend Bathgate Road to the east, and provide a connection to Montauk Highway at the Old Montauk Highway intersection, by means of a modern roundabout. The roundabout, which would likely need to include two lanes on its circulatory roadway to accommodate current traffic flow, could also accommodate traffic associated with the future development of the sand pit area. The roundabout will also serve as a visual gateway to the hamlet center for traffic approaching from the east. The roundabout concept is illustrated on Figure W-2.

Reduce the number of driveway curb cuts on the north side of Montauk Highway, in favor of adding rear curb cuts on Bathgate Road, where feasible.

Remove the median two-way left turn lane on Montauk Highway in selected locations and install a raised landscaped median. A typical installation is shown in the following photo.



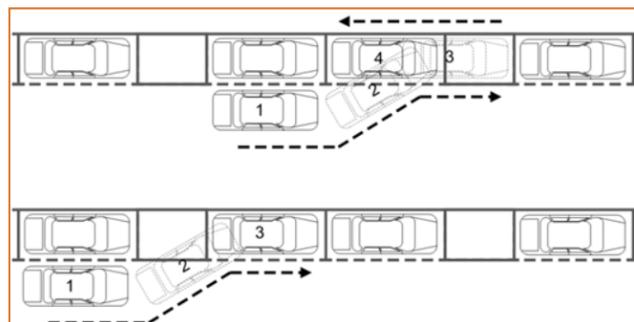
LKMA L. K. McLEAN ASSOCIATES, P.C.
CONSULTING ENGINEERS 437 SOUTH COUNTRY RD., BROOKHAVEN, NEW YORK 11719

0 200'±

KEY ROADWAY RECOMMENDATIONS
WAINSCOTT

FIGURE W-1

The Right-of-Way of Montauk Highway appears to be 66' wide. While it would be desirable to investigate the addition of on-street parallel parking spaces on the north side, it appears that property would need to be acquired to implement this measure. Any on-street parking should be of the tandem type, as illustrated below. This system of paired spaces, separated by a no-parking zone, minimizes traffic flow impacts by enabling most of the vehicle parking maneuvers to take place in the curb lane, rather than within the main travel lane.



Pedestrians—Similar to the Right-of-Way constraints associated with implementation of on-street parking, widening the sidewalk, while desirable, may require property acquisition. The sidewalks could be widened to remove the landscaped area between the existing sidewalk and the curb, but there are utility poles in that area.

Bicyclists—Bike racks should be installed at the existing Parking Area on Montauk Highway, as shown on Figure W-1.

Transit/Parking—Provide additional off-street parking in the Hamlet Center area, to serve businesses and Hampton Jitney customers.



LKMA L. K. McLEAN ASSOCIATES, P.C.
CONSULTING ENGINEERS 437 SOUTH COUNTRY RD., BROOKHAVEN, NEW YORK 11719



ROUNDBABOUT CONCEPT
MONTAUK HIGHWAY AT OLD MONTAUK HIGHWAY
WAINSCOTT

FIGURE W-2

Recommendations and Implementation

A. Comprehensive Plan

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

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 Wainscott Plan. The more detailed analysis and concepts provided in this Wainscott Plan should be considered as an addendum to (not a replacement of) the 2005 Comprehensive Plan.

3. Adopt the Wainscott Hamlet Plan as addendum to the Comprehensive Plan. This Master Plan has been developed to provide the Town of East Hampton with an inspirational, achievable concept plan which will enhance Wainscott's character while significantly improving the Hamlet's aesthetics, walkability, functionality and vitality. The Wainscott 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 Wainscott.

4. Continue to implement and coordinate with Environmental Plans and Amendments to the 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 Wainscott:

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

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

Paramount environmental threats to the Wainscott community are loss of open space and degradation of water quality.

3. Land Preservation: East Hampton Town has taken proactive and forceful measures to protect the environment through land preservation. Over 35% Wainscott's land area, plus additional farmland development rights, have been protected through acquisition, mandatory cluster subdivisions and other planning techniques. With some of the most far-reaching planning regulations in the country and approximately \$25 million dollars per year available for open space and farmland protection from the Community Preservation Fund (CPF), East Hampton Town will continue to preserve additional lands.

4. 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 Wainscott Hamlet Plan is predicated on the Town's continued diligence in protecting farmland, critical ground and surface watershed lands, open space and scenic vistas.

5. 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. The farmland, dunes and beaches in the vicinity of Wainscott and Georgica Ponds are designated Scenic Areas of Statewide Significance. However, in some locations, public vistas of protected farmland have been blocked by tall hedge plantings along roadways. In addition to preserving the land itself, it is recommended that methods to preserve important farmland and scenic views be explored and implemented. It is noted that CPF revenues have recently been used to purchase easements/rights of uses beyond just residential development in Wainscott.

Preservation of historic resources including structures and landscapes is also critical for protecting the unique

character of Wainscott. Special landmark designation and other programs and legislation should be evaluated to help protect historic properties.

6. Amendment to the CPF Plan: The Master Plan depicts a "Gateway Park" concept plan for the vacant parcel of land in the western section of the business area. The CPF Plan should be amended to include this parcel for acquisition. In addition, the restaurant property on the south side of the highway at the eastern end of the district (SCTM# 300-197-7-19) is recommended for inclusion on the CPF Plan. Conversion of this property could eliminate the water quality impacts from the current restaurant use and would provide a unique opportunity to create a low impact waterfront access park or education center.

7. Water Quality Improvements: The need for water quality improvements must be a major thrust of the Hamlet Plan. Wainscott's ponds have experienced harmful and toxic algal blooms, low oxygen levels causing fish kills, and excessive bacteria levels resulting in shellfish and bathing beach closures. These severe water quality degradation conditions stem from human activities and development within the watershed. The largest sources of pollution are stormwater runoff and cesspools and septic systems discharging excessive nutrients into the groundwater which permeates the surface waters.

By public referendum in 2016, authorized uses for the Community Preservation Fund, which has generated over \$315 million dollars in revenue 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 Georgica Pond and Wainscott Pond include: upgrades to cesspools and septic systems, groundwater treatment for nitrogen removal, habitat restoration for fish and crabs, invasive species control, fertilizer management and stormwater treatment. (See Wainscott Pond Water Quality and Georgica Pond Water Quality Improvement Recommendations for full list of recommendations).

In connection with these efforts, a partnership between

East Hampton Town and Village Officials, the Town Trustees, the Nature Conservancy, Friends of Georgica Pond Foundation and other organizations is working to reduce nitrogen levels. An innovative project involving harvesting nitrogen rich algae from the Pond successfully reduced nutrient levels, but at a level far below that needed to restore its health. New approaches to landscaping, innovative alternatives to sanitary waste treatment for single family development, decentralized community nitrogen reducing systems, tidal flushing through periodically letting the Pond to the Ocean and installing permeable reactive barriers are being considered.

It is critical that the Wainscott Business area, located within the Georgica Pond watershed, be included as part of the water quality improvement plan and strategy. Redevelopment of the area will provide a unique opportunity to address potential pollution associated with existing cesspool and septic systems, to install state-of-the-art systems for new development, and to deal with issues related to exposed groundwater conditions and prior uses at the gravel pit and the cement plant. A Decentralized Community Wastewater System is recommended for the Wainscott Business area and is embedded in the context of 3 other recommendations in this Wainscott Hamlet Plan.

C. Pattern of Development

1. Rezone the western-most portion of the Central Business Zone to B Residence Limited Business Overlay District

The Wainscott Central Business (CB) Zoning District is configured as a long linear strip of land along the north side of Montauk Highway. Consolidating the traditional downtown business uses into a pedestrian oriented core area with coordinated highway access and parking is a key objective of the Wainscott Plan. Restricting the linear extent of the CB zone will help reinforce the desirable walkable pattern of development. The land in the western-most section of the CB zone is bordered by protected open space and residential development and is generally characterized by low intensity, low traffic-generating

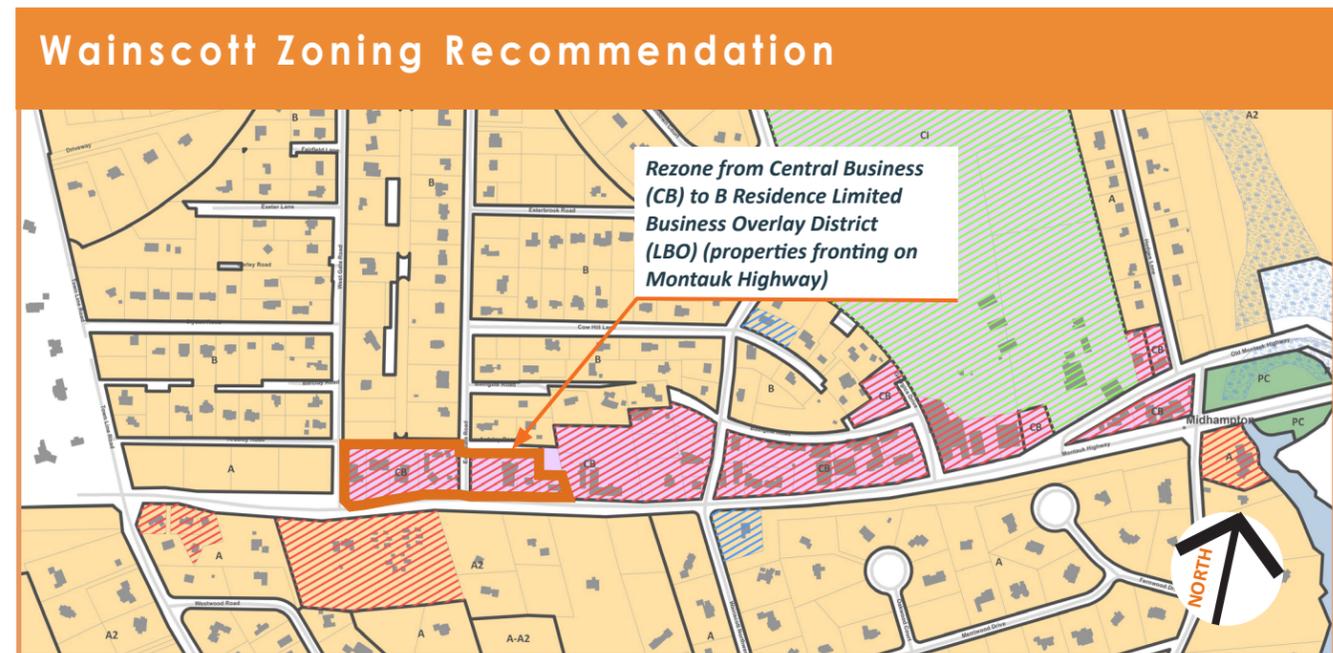
uses. The area functions as a transition zone between the entrance to East Hampton and the core business area. Intensification of development and traffic generating uses in this area will reduce functionality of Montauk Highway. Rezoning this area to Residence District B with a Limited Business Overlay District will continue to permit low-intensity business uses with second story apartments and focus the more intense uses to the east where they can be better accommodated.

2. Continue to restrict business district zoning to the north side of the Highway.

Business zoning should not be expanded to include properties on the south side of the Highway, regardless of the pre-existing uses. The Wainscott Plan has been developed to improve the functionality and attractiveness of the existing business district on the north side of the highway. Development is recommended to be concentrated into a central core rather than spread to the south side of the highway. Expanded development on the south side of the highway will create new issues with vehicular and pedestrian circulation, buffering to residential neighborhoods and sprawl development patterns.

3. Develop new Home Improvement Zoning District

The Wainscott Central Business zone contains a substantial number of home improvement and supplies stores catering to construction contractors and retail customers. While these businesses provide essential services supporting the Town's important construction and second home industry, they are incompatible with restaurants, retail shops and typical "downtown" walkable business uses. Some of these businesses, such as furniture stores, occupy relatively large buildings with long stretches of uninteresting blank walls, which are difficult to integrate into an attractive pedestrian environment, and many of these businesses don't depend on walk-in traffic or the high visibility provided by Montauk Highway. Consolidating these uses within a specific area would help make the business area work better, improve walkability of a core business area and help enhance business synergies. Redevelopment of the gravel pit site offers a great opportunity to create a home service and supply cluster



development area and would also open up space along Montauk Highway for more pedestrian-friendly retail and uses catering to walk-in traffic.

The Central Business Zoning District allows for a broad mix of commercial uses but does not distinguish home services shops from other retail businesses. The Service Commercial Zone accommodates the building trade industry but not for retail trade or sales. Most of the service commercial businesses, such as plumber or building contractors, conduct work off-site. Creating a new Home Improvement Zoning District would provide the fine tuning necessary to consolidate home service businesses.

The Town Zoning Code Section 255-11-10 Use Table identifies permitted, specially permitted and prohibited uses for each zoning district. Creating a new Home Improvement District requires development of a list of suitable uses and refinements to some of the existing definitions. New uses, currently lumped together as part of "Retail Store" will need to be created and defined. Permitted uses appropriate for the zone include: Automotive Supply Stores, Carpentry Plumbing or Heating Supply Shop; Custom Workshop; Furniture and Home Furnishings Stores; Garden Center; Hardware Stores; Household

Appliance Stores, Repair Shop: Repair for Household, Business or Personal; Retail Home Improvement Stores; Self-storage Facilities and the like. Special Permit uses can include superstores and establishments engaged in the sale of large exterior building and landscaping materials. All permitted uses which involve outdoor storage should also require a special permit. Definitions and special permit standards are provided below. The starred (*) definitions correspond to new uses or existing uses with new or revised definitions:

Permitted Uses - Home Improvement Zoning District (Permitted use confined to indoor space; any use with an outdoor storage component will require a special permit).

***Automotive Supply Stores:** A type of retail store primarily engaged in selling automotive parts and accessories. The use does not include repairing and replacing automotive parts such as transmissions, mufflers, brake linings, etc.

***Carpentry, Plumbing or Heating Supply Shop:** A workshop used by construction trades people for the making, shaping, custom fabrication or repair of wood,

metal, plumbing and heating supply building materials, but not the industrial production or large scale manufacturing of new products. Establishments in this subsector may include the storage of inventory and supplies.

Custom Workshop: A business premises used for the making of clothing, millinery, shoes, upholstery or other personal articles to individual order or measure, for sale at retail on the premises only, and not including the manufacture of machinery, vehicles, appliances and similar heavy goods and ready-to-wear or standardized products.

Garden Center: A business use consisting principally of the sale or marketing of horticultural commodities (i.e., plants, trees, shrubs or live or cut flowers), whether at retail or wholesale and whether raised on the premises or not. A garden center must include a building in which the business of the garden center is transacted. A garden center may also consist of one or more parcels of land on which no building is situated but on which horticultural products are grown or displayed, provided that any such parcels are located within 500 feet of the lot containing the building.

***Furniture and Home Furnishing Stores:** Establishments primarily engaged in retailing household furniture, outdoor furniture, office furniture and window treatment, wallpaper, paint, flooring, rugs and home furnishings. Establishments in this subsector may have showrooms and substantial areas for the presentation of their products and may offer interior decorating services in addition to the sale of products.

***Hardware Stores:** Establishments primarily engaged in retailing hardware, tools, equipment and supplies.

***Household Appliance Store:** A type of retail store primarily engaged in selling new household appliances such as refrigerators, dishwashers, ovens, air conditioners, vacuum cleaners and other large appliances. Minor repair service within the establishment may be undertaken in connection with product sales.

***Retail Home Improvement Stores:** A retail store primarily engaged in selling new building materials, such as lumber, fencing, tile, glass, doors, plumbing fixtures

and supplies, heating supplies, electrical supplies, lawn and garden supplies, and kitchen and bath cabinets and countertops.

***Repair Shop for Household, Business, or Personal:** Establishment primarily engaged in repairing and servicing personal, business and household goods and appliances.

***Self-storage Facilities:** One or more buildings partitioned into private spaces or areas of varying size, individually leased or rented for varying terms to the public at large for dead storage.

Special Permit Uses:

***Stone, Swimming Pool and Mason Supply shop:** Any structure or land used for the display and/or sale of natural stone, cultured stone, pavers, bricks, retaining walls, swimming pools and which may also include other mason supplies, construction, landscape, swimming pool supplies and building materials associated with landscaping, outdoor living spaces, and building construction.

Superstore: Any retail store, operation or enterprise, which has a combined gross floor area of 10,000 square feet or more, whether housed in all or part of a single building or in all or parts of multiple buildings. For the purposes of this definition, a retail business housed in multiple buildings on the same lot or on adjacent lots shall be considered a single retail store, operation or enterprise, if the business or businesses within the individual buildings are owned, operated or controlled by a single entity, either directly or through affiliates. In addition, any building whose gross floor area equals or exceeds 10,000 square feet shall be considered a “superstore” if it contains one or more retail stores, including supermarkets, even if the building also contains a use or uses not classified as retail stores. See “retail store” and “supermarkets”.

***Building Materials Supply:** Establishments primarily engaged in selling new exterior building materials, such as lumber, fencing, roofing materials, and other large items generally stored outside.

Special Permit Standards for Uses with an outside storage or display component:

- Outdoor storage and display permitted as accessory to business within a structure
- Fencing, surrounded by landscape screening, must enclose the outdoor storage areas
- Display and storage of materials shall not encroach or use parking, truck loading, or driveway or landscape areas or any other area required by site plan
- Storage areas to be limited to area delineated on approved site plan
- Storage areas must meet building setback requirements
- Outdoor storage/display areas restricted to dust free surfaces
- No effluent whether liquid, solid, gaseous or other may be caused by outdoor storage materials
- Outdoor lighting is subject to an approved Lighting Plan
- Materials must be properly screened
- No Toxic or hazardous materials as defined by Article 12 of the Suffolk County Sanitary Code shall be stored or displayed

D. Design

1. Develop and Adopt a Wainscott Business Overlay District (WBOD)

The Wainscott Master Plan and objectives provide an approach to guide the development of a safe, attractive, pedestrian-oriented downtown business district harmonious with the character of Wainscott. Currently, new development within business districts is required to meet

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.

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 providing a streetscape that maintains green spaces and “protects the established character of the district.” (Sec. 255-6-60). In connection with site plan review, Architectural Review Board approval is also required for buildings, structures and signs with more specific guidance applicable to the Agricultural Overlay District and Historic Districts. But there are no specific standards to assure that the cohesive and coordinated approach set forth in the Wainscott Master Plan is achieved. More specific regulations are required which speak to building design, mass, proportions, rhythm of spacing between buildings, integration with surrounding development, pedestrian and vehicular linkages, parking lots, landscaping, streetscape and other elements.

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

All the properties within the Central Business Zoning District, the B Residence Limited Business Overlay District, the proposed Home Improvement District and the remaining Commercial Industrial District between Montauk Highway and Bathgate Road extension (proposed) should be included. Consideration should be given to expanding the overlay district at a later date in conjunction with further development of the Master Plan for the gravel pit site. However, heavy commercial industrial areas should not be subject to the same standards as the pedestrian-oriented business area.

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

I. Architectural Design and Siting of Buildings:

A. Siting of Structures

B. Authenticity

C. Overall Building Shape, Massing and Proportions

D. Building Height and Scale

E. Roofs

F. Design and Orientation of Façades 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

Building design should reflect and enhance the historic character and small town charm of Wainscott. The architecture should be based on Wainscott’s New England/East Hampton style. Buildings should reflect a human, pedestrian scale and should appear intimate rather than overbearing. Façade articulation and other architectural features should be used to break up the mass of larger buildings or long stretches of walls facing pedestrian pathways. The design should strengthen pedestrian orientation with details such as entranceways, street ori-

entation and windows providing links to surrounding buildings, public spaces and amenities. Buildings should be sited to shape and reinforce an interesting walkable environment and enclose small parks and plazas. Development should help to eliminate unappealing gaps between buildings. The scale of development should reflect a relationship to the contiguous properties with a mixture of roof heights to avoid monotony. Special attention should be given to corner buildings which have significant influence on the visual character and pedestrian environment. Building setbacks should provide visual buffers and area for landscaping to protect pedestrians from the high traffic Montauk Highway corridor. More detailed guidelines should be developed for the Architectural Review Board site plan standards.

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

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.

A well-connected network of pedestrian paths and gathering places is central to the Wainscott Master Plan. It depicts a network of pathways and plazas that provide a functional, comfortable and attractive pedestrian environment connecting people to places they want to go by foot rather than by vehicle. The Master Plan depicts continuous pathways with multiple links between businesses, parking areas, potential public amenities and Montauk Highway. The Plan creates a safe environment with dedi-

cated pathways for pedestrians, physically separated from vehicles, raised and texturally distinct from parking lots and driveways, to the maximum extent practicable. Whenever possible, vehicular roads and driveways avoid crossing pedestrian pathways. The safe and attractive pathways are designed to improve parking efficiency, encouraging shoppers to park once and walk to multiple destinations. Each development application should be required to consider the public realm and provide pedestrian paths with the potential to link to adjoining businesses, parking areas and public amenities.

III. Design of the Landscape:

A. Parking Lots and Driveways

B. Streetscape

C. Highway Corridors

A. Office/Commercial Planting Standards

B. Multifamily Residential Planting Standards

C. Buffer Planting, Screening and Framing

D. Sustainability

E. Spatial Definition

Landscape design and materials should reflect the extraordinary natural and cultural landscapes found in Wainscott. 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
- L. Services, Utilities and Stormwater Management, Buried Power Lines

Each new or renovated street should be designed as a streetscape: a functionally-integrated and visually-coherent system of building façades, pedestrian and vehicular

circulation, paving, curbing, street furnishings, lighting, signage, landscaping and drainage. The focus should be on pedestrian comfort, livability for residents and workers, and encouragement of community life. The design of the public spaces should come first, with private uses subordinated to a larger system organized around public spaces.

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

V. Vehicular Circulation and Access Management

- 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 Montauk Highway, the Town's major roadway. The Wainscott 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 along Montauk Highway. Adjoining properties share one access driveway. Access drives and parking lots connect to a network of interior roads including Bathgate Road, Wainscott NW Road, Georgica Road and future new roads. Parking lots are shared and interconnected to allow travel between multiple businesses without the need to exit onto Montauk Highway. Specific standards include:

- Parking lots and access driveways should connect to adjacent supporting roadways: Bathgate Road, Wainscott Northwest Road, Georgica Drive, any new interior roadway.
- Parking lots should connect to adjoining lots and parking lots.
- New and existing access driveways onto Montauk Highway should be minimized and reduced by consolidating access points and shifting entrances to secondary roads..
- Reduction in parking standards in exchange for shared parking strategies and use agreements.

VI. Parking Lot Design

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

A key feature of the Wainscott Hamlet Plan is the efficient parking lot layout facilitating a park once and walk environment. The Master Plan design addresses parking shortages, vehicular congestion, aesthetics, water quality, safety and the pedestrian-oriented environment. Parking areas are shared between multiple businesses and are strategically sited and sized to accommodate existing businesses and projected demand from new development. To minimize curb cuts, turning movements and congestion along Montauk Highway, parking lots are interconnected and have access onto supporting roadways including Wainscott NW Road, Georgica Drive, Bathgate Road and new support roads. Parking lots are connected to businesses through a network of attractive, landscaped walkways. Additional and reconfigured parking replaces the unsafe head-in parking conditions in the Wainscott

NW Road vicinity, addressing a shortage of parking while also providing the specialty food shops with outdoor plazas and seating areas. Heavy landscaping within and surrounding the parking lots softens their appearance, provides shade and helps filter and recharge runoff.

VII. Environmental Performance/Sustainability:

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

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

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

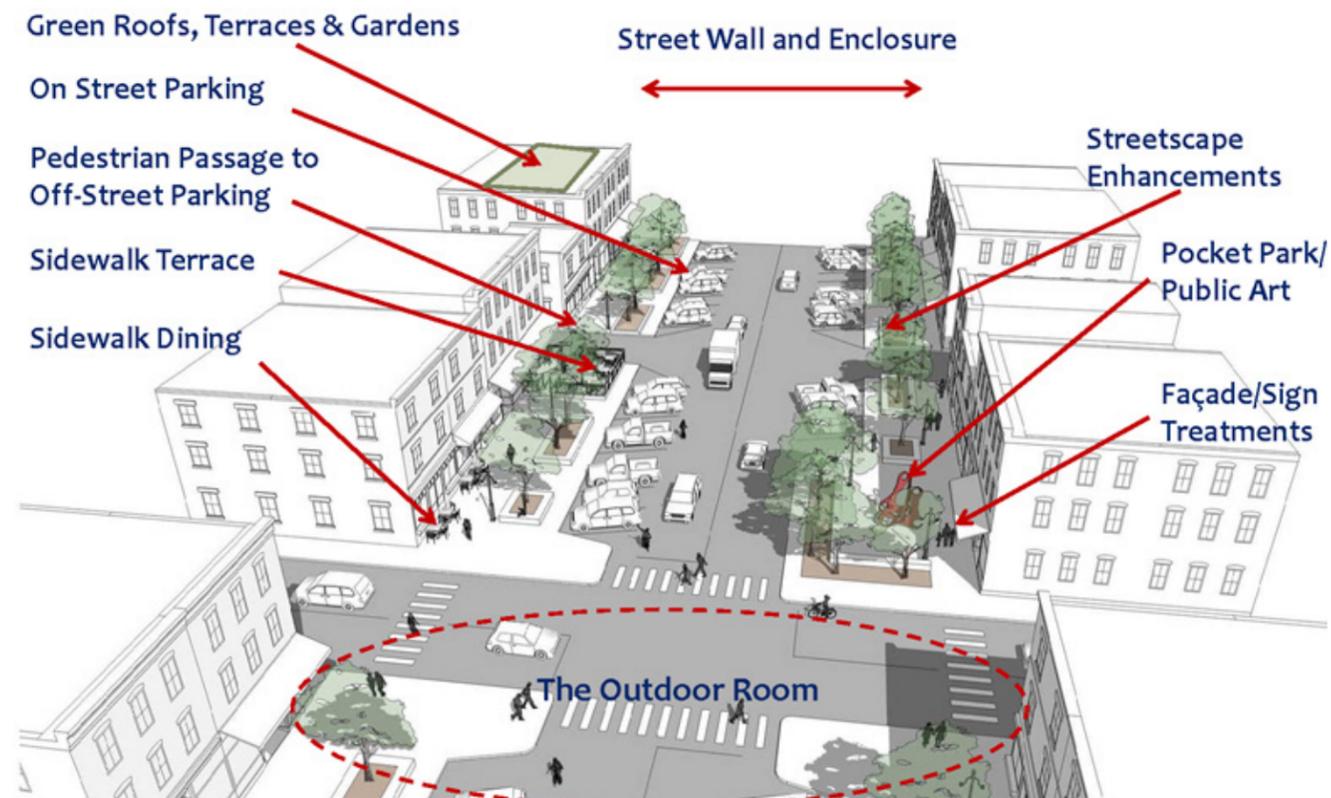
- Incorporate bioswales or raingardens into design to filter, cleanse and contain runoff

VIII. Design for Resilience:

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

2. A Form Based Code for Wainscott?

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



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



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

and subdivisions that often resulted from more conventional zoning approaches.

A form-based code typically includes five main elements:

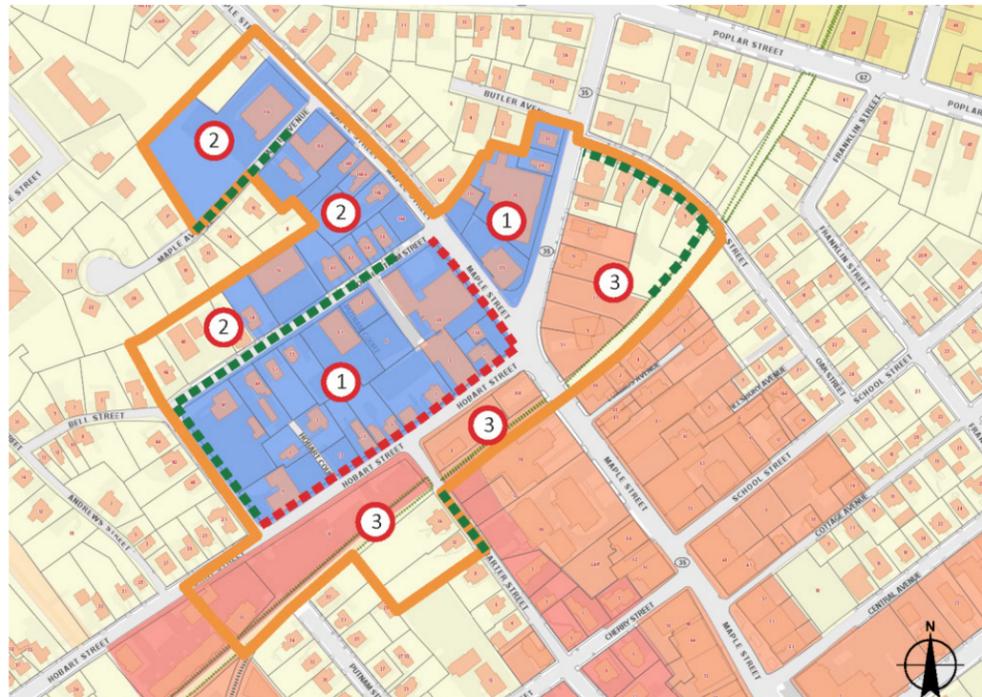
- **Regulating Plan.** A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being coded.
- **Public Space Standards.** Specifications for the elements within the public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

- **Administration.** A clearly defined application and project review process.

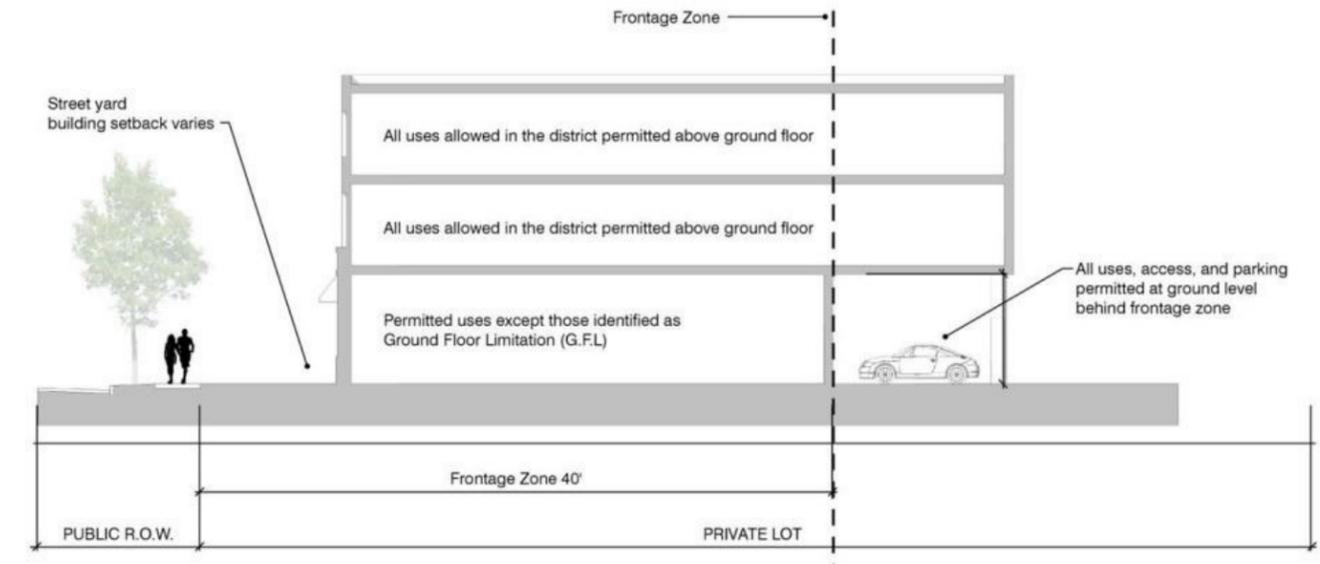
- **Definitions.** A glossary to ensure the precise use of technical terms.

Form-based codes also sometimes include:

- **Architectural Standards.** Regulations controlling external architectural materials and quality.
- **Landscaping Standards.** Regulations controlling landscape design and plant materials on private property as they impact public spaces (e.g. regulations about parking lot screening and shading, maintaining sight lines, ensuring unobstructed pedestrian movements, etc.).
- **Signage Standards.** Regulations controlling allowable



- Legend:**
- Existing Zoning:**
- Industrial I
 - Commercial I
 - Commercial IA
 - Residential I
 - Residential II
- Proposed Zoning:**
- MSTND Overlay District
 - Pedestrian Frontage Zone
 - Residential / Transitional Frontage Zone
- 1** Core Mixed Use Sub-District
- 2** Maple Street Limited Mixed Use Sub-District
- 3** Hobart and Locust Street Limited Mixed Use Sub-District



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

Pedestrian Frontage Zones identify areas where active ground-floor uses are particularly important. Note: Examples shown here and on subsequent pages are for illustrative purposes only and do not represent recommended standards for Wainscott.

signage sizes, materials, illumination, and placement.

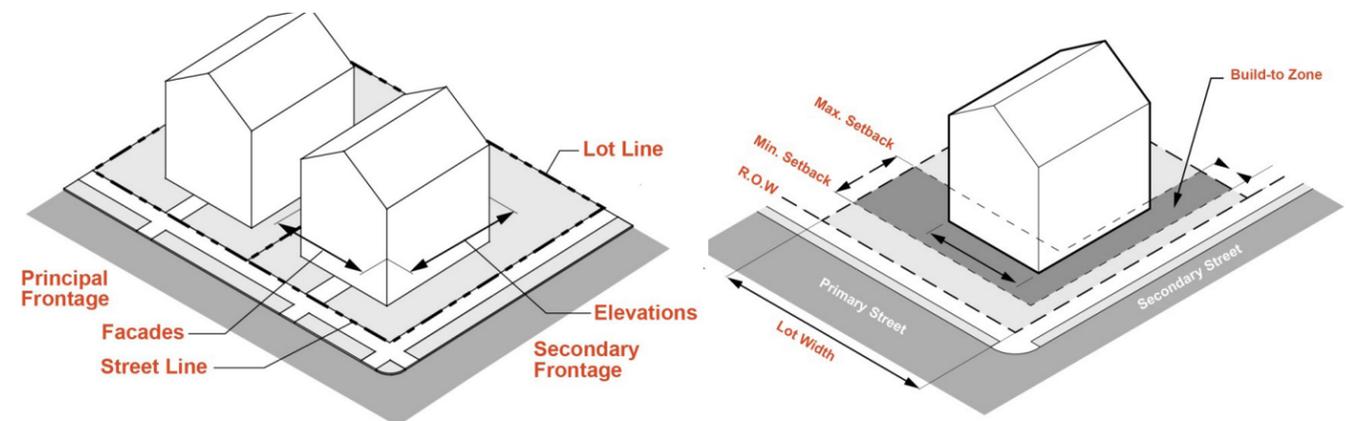
- **Environmental Resource Standards.** Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.
- **Annotation.** Text and illustrations explaining the intentions of specific code provisions.

Implementing the Master Plan

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

dimensions, and setbacks for new buildings, and may even include a range of acceptable building types, and allow landowners and developers the freedom to work from a menu of options.

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



Lot Frontage and Building Orientation standards define the building's relationship to the street.

Build-To-Zone and Building Placement standards ensure that buildings are neither too close nor too far from the sidewalk

The Public Realm and the Private Realm

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



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

to manage the organization and design of public and private space so that the area works equally well for residents, workers and visitors.

Form-based codes incorporate many of the elements of traditional design guidelines, illustrated with diagrams and photographs that emphasize how each element is designed and how it fits with everything around it. Traditional site planning and architectural standards typically applied to the private realm during site plan review are

often supplemented by standards for the design of public streets, sidewalks and parks. This can also include standards for courtyards and plazas and other outdoor spaces that are privately owned but open to the public – Privately-Owned Public Space, or POPS. While there can be considerable flexibility in the allowed mix of uses, for the design as little as possible is left to chance.

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

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

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

F. GENERAL COMMERCIAL BUILDING

1.1. DEFINITION AND PERMITTED USES

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

1.2. LOT STANDARDS

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



1.3. DESIGN STANDARDS

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



1.4. ADDITIONAL STANDARDS

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

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

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

Streetscape Improvements: To enhance and strengthen the unique character of Wainscott, 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:

- A. Street trees
- B. Landscaping, planters and buffering of parking areas and incompatible uses
- C. Street Lighting
- D. Signage
- E. Plazas
- F. Street furniture
- G. Sidewalks, bike paths, alleyways, and pathways
- H. Crosswalks
- I. Trash receptacles
- J. Burial of overhead power lines
- K. Road widths
- L. Traffic speeds
- M. Curb bulges

E. Parking

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

Existing Parking regulations

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

Shared Parking

Shared parking is the practice of utilizing parking areas jointly among different buildings and businesses. It works best in situations where businesses have different peak hours of use or in downtown settings where people park

in one spot and then walk from one destination to another. Since multiple uses share the same parking spaces, the overall necessity for parking is generally reduced. Fewer parking stalls means smaller amount of paved land, which in turn creates opportunities for more pedestrian amenities, green spaces and other desirable uses. There are two main approaches to shared parking (1) contractual agreements between property owners (2) municipal parking management.

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

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

Reduced land costs and expenses to construct and maintain parking lots are additional incentives for creating shared parking configurations. At an estimated price of \$15,000 per parking stall (current Town of East Hampton fees-in-lieu parking fee), savings from reduced parking requirements can be significant. Reduced costs for developing and maintaining parking lots together with the

opportunity to increase building coverage provides land owners with attractive incentives to develop shared parking arrangements with adjoining properties.

Shared Parking Ordinance: The specific types of uses and the likelihood of whether the parking will be shared between the uses should be used to determine applicability of shared parking reductions. The shared parking ordinance should specify the requirements and the appropriate settings for application. A suitable approach is to require developers, as part of the application review process, to prepare a study based on weekday and weekend parking demand ratios generated by well recognized organizations, such as the Urban Land Institute or the Institute of Traffic Engineers. Provided the study demonstrates that the businesses involved have different peak hours (or days) of parking demand or have reduced demand due to projected shared customers in a shopping area, a reduction in parking standards would be allowed. Maximum limits to the parking reductions must be specified. If two or more separate lots are to be served by a shared parking arrangement, a legal agreement between property owners guaranteeing access to, use of, and management of spaces should be required as part of the approval process (see Appendix 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 a reduction of up to 1/3 of the parking requirements provided a reduced demand can be demonstrated, all the required parking can be met on-site, and the applicant agrees to install the remaining parking stalls in the future should the need arise.

Shared parking example:

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

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

$$(400 \text{ s.f.} + 180 \text{ s.f.}) \times x = 32,000 \text{ s.f.}$$

$$x = 55.1 \text{ or } 56 \text{ parking spaces required}$$

$$56 \times 400 = 22,400 \text{ parking area or } 56 \% \text{ lot area}$$

$$32,000 - 22,400 = 9,600 \text{ sf bldg. size or } 24\% \text{ of total lot area}$$

- **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 could be reduced from 56 to 50 stalls.

$$(400 + 250) \times x = 32,000$$

$$X = 49.2 \text{ or } 50 \text{ parking spaces}$$

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

Shared Parking Application in Wainscott: By applying shared parking techniques, the Wainscott Master Plan depicts a concept which converts the existing disjointed development pattern into a cohesive pattern with businesses

related to each other. Sharing parking across property lines provides the opportunity to create a more efficient design, reducing the amount of paving, improving vehicular circulation, and freeing up land for pedestrian amenities. In addition to overall improvement in the functionality of the district, the shared parking layout provides incentives for individual business owners. In the west side of the district, the shared parking configuration provides opportunities for modest expansions. Some of the eateries could convert unattractive non-conforming parking areas to pedestrian plazas with outdoor dining. In the east side, the plan depicts a new shared parking area in the gravel pit enhancing the park-once-and-walk environment and serving future mixed use development of the gravel pit property. While encouraging private property owners to incorporate shared parking into their development plans will be helpful, creation of one or more municipal lots and development of a Parking Management District should also be considered.

Municipal Parking/Parking Management District

One or two municipal shared parking lots should be considered as part of an overall parking strategy. Two potential locations are depicted on the Master Plan - one in the former sand mine property and the second along Wainscott NW Road. To facilitate a comprehensive approach, creating a Parking Management District (PMD) should be considered as part of any plan for developing a municipal lot. The primary regulatory tool that PMDs offer is a parking ordinance that allows municipalities to allocate centralized parking or require central parking be used. Like a public utility, a parking management district would be empowered to coordinate the location and allocation of parking. For example, the PMD could grant the Planning Board the authority to require that the central municipal parking lot be used to meet the parking requirements for a new development, thereby avoiding the necessity for a stand-alone disconnected lot. PMDs grant the Town the flexibility to assess the appropriate parking approach for new development on a case-by-case basis. The amount, size and appearance of on-site parking and the feasibility of incorporating on-street and off-site facilities can be evaluated. A PMD would also allow the Town to continue to monitor the overall parking needs of the district.

1. On-Street Parking

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

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

2. Moving Forward

In the western section of the business area, the Town could start the process by meeting with property owners to determine interest, explore options and develop a boundary for a potential parking district. Use of on-street parking and reduced shared parking standards could be incorporated into the determination of parking demand for the district. Alternative scenarios involving municipal ownership, private ownership with cross agreements, or municipal leasing of private property could be examined. Regardless of ownership, the Town could take the lead in the land assemblages, negotiations, and other requirements. Engineered drawings of the shared parking area (spa) with sidewalks connecting to the businesses, landscaping, and associated pedestrian amenities would be prepared. The land for the spa could be acquired, leased, or donated by property owners in exchange for a parking credit towards future development or a waiver of potential fees.

Looking at the east end of the Wainscott business area, development of a shared parking lot on the gravel pit property would facilitate a more cohesive redevelopment

plan and improved parking layout for the entire business area. Donation of the land, Town acquisition or a combination of funding mechanisms could be used to obtain the land required for a parking area in this location.

1. Funding

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

F. Former Sand and Gravel Mine Property

Background: There are numerous examples of formerly-mined sites throughout New York State that are now being used as farms, wetlands, wildlife habitats, residential development, commercial development, public recreation, trails and green open spaces. In some cases, reclamation has been so successful that the pits are no longer recognizable as former mining areas. Although mining operations have ceased, industrial uses and activities occupy portions of the Wainscott site. Repurposing the property for nonindustrial uses will require extensive grading and reshaping, landscaping and soil stabilization and potentially environmental remediation. Prior uses of the site, including potential contamination of the land and groundwater resources must be evaluated before new development can occur. As one of the largest remaining tracts of land in East Hampton, the magnitude of potential environmental impacts stemming from redevelopment of the site is significant. At a minimum, the preparation of a detailed environmental impact statement will be required as a pre-requisite for approval of a reuse or master plan. This should address physical changes to the land, impairments to Georgica Pond, impacts to on-site surface water and groundwater resources, impacts to drainage patterns and surface water runoff, impacts on air (during earthmoving and construction), impacts on fish and wildlife habitats within the watershed, impacts

to aesthetic resources, impacts on open space and recreation, impacts on transportation, impacts on noise and odor, impacts on public health, and impacts on growth and character of the community. A scoping session with participation from the public, the Town and involved agencies will flesh out these and other potential impacts to be evaluated. Development of a Master Plan must consider sustainability, environmental protection and energy conservation.

Moving forward: While development of the Wainscott Plan featured an extensive public participation process extending to all members of the community, additional meetings and review with the property owner and the public are necessary before a plan can be considered for implementation.

As a starting point for further evaluation and consensus building, the Master Plan provides a potential layout with over half the property proposed for restoration to parks and open space. To minimize traffic impacts associated with reuse, a new circulation and road system are proposed which includes realignment of Old Montauk Highway, extension of Bathgate Road, new interior roads and a roundabout at the Montauk Highway intersection. Community suggestions for the site include:

- Shared parking lot
- Modest affordable housing development
- Green space for passive enjoyment
- Active recreation
- Home improvement business area
- Relocated, consolidated, screened and cleaned up heavy commercial industrial area
- Service commercial business area
- Solar farm
- Electric car charging station

- Bus stop for Jitney and other NY City commuter transit
- Future Wainscott train station

The property provides opportunities to accommodate a decentralized community system for wastewater treatment to reduce pollutant loading impacts from existing and potential future development.

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. Due to concerns with potential impacts on Wainscott's two-room school house, workforce housing has not been developed in the hamlet. Notwithstanding the complex issues and concerns about the impacts of affordable housing on the community, potential affordable housing techniques available for the Wainscott Business area are described below.

Second Story Apartments- Mixed use development with second story workforce apartments would help create a vibrant village style business district. Encouraging housing development in the already established center promotes efficient use of land and infrastructure while also reducing auto dependency and roadway congestion. Development in the village center will help to protect outlying rural and environmentally sensitive areas from pressures to meet affordable housing needs. Existing zoning regulations in both the Limited Business Overlay District and the Central Business District allow development of affordable second story apartments provided special permit conditions can be met. However, development of second story apartments within the business district cannot meet the minimum requirements needed for Suffolk County Health Department approval of on-site septic systems. Further, recent studies have shown that conventional on-site septic systems discharge unacceptably high

levels of nutrients to the groundwater, which in turn contributes to the impaired water quality conditions in the Town's ponds and bays. Development of a decentralized community wastewater system to serve the Wainscott Business area would help reduce unacceptable nutrient loading and pollution stemming from existing development and facilitate the development of a walkable village type setting with second story affordable apartments.

1. Peconic Bay Region Workforce Housing Opportunity Act

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

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

2. Affordable Housing Overlay (AHO) Districts

Since 1984, an 8 unit per acre Affordable Housing Overlay District (AHO) has allowed non-profit groups, governmental and quasi-governmental agencies to build higher density affordable housing than that which would otherwise have been possible under the underlying zoning. Affordable Housing Overlay districts have been in-

corporated on the zoning map in accordance with the following location and site characteristics criteria:

- Public water is available to the site.
- The site is reasonably convenient to public transportation.
- The site is not within a flood hazard or erosion area.
- The size and shape of the site is reasonably suited to the proposed development.
- Development of the site is reasonably compatible with the surrounding use.

There are no Affordable Housing Overlay Districts in Wainscott at the present time. Any re-development of the gravel pit must be predicated on environmental mitigation and clean-up if necessary of past uses, extensive land reclamation and restoration to create wildlife habitats, green open space, walking trails and recreation areas. As part of a comprehensive Master Plan for the gravel pit property, the potential development of a modestly sized affordable housing development should be considered. To permit the density needed, rezoning a portion of the property with an Affordable Housing Overlay District would be appropriate.

H. Plan and Build a Decentralized Community Wastewater System

As mentioned throughout this report, Georgica Pond has experienced significant water quality impairments and human health threats including toxic cyanobacterial blooms, low oxygen levels and fish kills. Nitrogen loading to groundwater from on-site septic systems within the watershed has been identified as one of the key causes of the water quality problems, and the Wainscott business area is entirely within the Georgica Pond watershed. In consideration of the concentration of development within the Wainscott business area and as part of a watershed-wide water quality improvement strategy, evaluation of a decentralized community nitrogen reducing

system, serving multiple business properties, is recommended.

A central objective for Wainscott business area is to convert the highway development pattern to a more traditional downtown layout. Without an advanced community system to treat the waste, the Suffolk County Health Department standards will continue to favor low density, stand-alone development surrounded by parking lots and unused space. For example, on-site septic treatment for the construction of a deli on a one-acre parcel would restrict the building to just 2,500 square feet, 6% of the total lot area. (Refer to “Suffolk County Health Department regulations explained” section). The desired mixed use and clustered village type development cannot be accommodated by standard on-site sanitary disposal. Ground and surface water contamination from exposed and shallow-depth-to-groundwater conditions and prior uses of the gravel pit further underscore the pressing need for a community wastewater treatment system.

Installing a decentralized community system is essential not only for implementing the Wainscott Master Plan, but an agreed upon Master Plan is essential for developing a decentralized community system suitable for Wainscott. To prevent a growth inducing impact, or the potential for undesirable development made possible by infrastructure, the agreed upon Master Plan should provide the foundation for the design capacity, layout, and properties to be included. The system should be specifically tailored to match the requirements needed to treat the wastewater from the existing development and the cohesive pattern, intensity and mix of acceptable infill development, second story apartments and reuse of the gravel pit. At the same time, the facility should not be designed to accommodate expanding the business district into adjacent residential areas or unacceptable development within the business district. Thus, rather than allowing sewage treatment capacity to dictate the pattern, location and type of development, the infrastructure should be designed to accommodate only the agreed upon Master Plan development.

Based on potential water quality improvements to a priority water body, level of demand, density of existing development, number of potential users, and availability of

land, municipal contributions from CPF funds for a decentralized community system for the Wainscott hamlet business center should be considered a priority. Reuse of the gravel pit may provide opportunities for private funding and required land area. Additional sources of potential funding and financing are listed in Appendix D.

I. Transportation Improvements-

Background: Traffic planning through the Wainscott Business District needs to accommodate the large volume of through traffic while providing safe and convenient access to the business district. As the arterial transportation spine of the Town, Montauk Highway needs to function to the best of its capacity to discourage the use of back roads. However, accommodating a large volume of cars does not require high vehicular speeds. The current traffic light at Wainscott Northwest road allows for access onto Montauk highway but creates long back-ups and dangerous conditions as drivers lurch forward to make it through the light. At the charrette, participants supported the use of roundabouts rather than stop lights as a way to keep traffic moving at a moderate but steady pace.

New York State Department of Transportation and Town of East Hampton actions are required for all changes to Montauk Highway and some land acquisition will be needed to create a roundabout.

Recommendations

1. Roundabout to replace traffic light: The Montauk Highway and Wainscott NW Road traffic light creates major traffic back-ups and contributes to the use of back roads to bypass traffic. After passing through the light heading east, the road configuration promotes high traffic speeds. Replacing the traffic light with a roundabout is proposed to reduce the congestion and friction at the intersection. A roundabout will help create a visual gateway and put drivers on notice that they have entered a business district, triggering the mindset to reduce speed. The configuration will prevent the fast/slow, stop and go driving patterns surrounding the light and replace it with a moderate, steady movement through the intersection.

Suffolk County Health Department regulations explained

The Suffolk County Department of Health Services is responsible for permitting wastewater disposal for new development in East Hampton, and all development in Wainscott is served by individual on-site cesspools or sanitary systems. The wastewater disposal standards restrict the type, density and intensity of new development that can occur. The county standards specify the maximum permitted wastewater design flow according to Groundwater Management Zones (GWMZ). Wainscott Hamlet Center, within GWMZ V, has a 300 gallon per day (gpd) per acre limit. The waste load for a single family residence is 300 gpd and waste load for a 600 to 1200 sf apartment is computed at 225gpd. Commercial waste loads are computed by the type and size of development. Waste loading for a deli, for example, is computed based on .12 gpd per building square foot. For a commercial business to get approval for a second story apartment, the waste load of the apartment and the commercial business must be accommodated. Here’s an example of how the standards would apply to a hypothetical commercial business lot.

Hypothetical business parcel is 40,000 sf. and owner wants to build a deli:

- A 40,000 sf parcel of land is allowed a maximum wastewater flow of 300 gpd.
- The waste flow standard for a deli is .12 gpd
- $300\text{gpd}/.12\text{gpd per sf} = 2,500 \text{ sf}$.

Maximum size of deli for development of a 40,000 sf lot with on-site sanitary system: 2,500 sf or 6% of the lot area

If the owner of the 40,000 sf parcel of land wanted to construct a deli and a 650 sf second story apartment:

- The wastewater flow for an apartment of that size is: 225gpd
- The wastewater flow for a deli is: .12gpd
- $300 \text{ gpd} - 225\text{gpd (for the apartment)} = 75\text{gpd available for the deli}$
- $75\text{gpd}/.12 \text{ gpd per sf} = 625 \text{ sf}$

Maximum size of deli for development of a 40,000 sf lot with a 625 sf (reduced from 650 to 625 due to size of first floor) sf second story apartment: 625 sf or 1.5% of the lot area

Given the county regulations, constructing a second story apartment using on-site septic treatment would likely be prohibitive to the business owner. Construction of a decentralized community wastewater system in the Wainscott Business area should be evaluated in order to reduce pollutant loading from existing development and to foster desirable village style second story apartments.

2. Access Management and Reducing Curb Cuts along Montauk Highway: To reduce traffic congestion and safety problems stemming from turning movements into the multiple stand-alone businesses, curb cuts onto Montauk Highway should be reduced. Access driveways and parking lots of business properties should be connected to Bathgate Road and other supporting roadways including Wainscott NW Road and Georgica Road. Access management includes extending Bathgate Road to the east and reconfiguring the Old Montauk Highway intersection. Creating interconnected private parking lots and centrally located municipal parking lots should be part of an overall access management improvement plan.

Opportunities for access management improvements can be included as part of Wainscott Overlay District standards or a Form Based Code as previously described. Alternatively, access management standards can be required as part of development review through an amendment to Section 255-6-60, Planning Board Site Plan Standards. Town assistance with parking improvements, as previously described is also recommended to improve access management.

3. Roundabout and Bathgate Road Eastern Extension

Creating a safe and efficient road system and preventing highway congestion stemming from new development are among the major concerns to be addressed as part of the gravel pit reuse planning. A detailed traffic study, including traffic generation analyses, will be required as part of the evaluation to determine acceptable, sustainable redevelopment for the site.

As mentioned, preserving the functionality of Montauk Highway as the Town's major transportation corridor is of paramount concern in Wainscott. Similar to the western end of the district, a roundabout is recommended at the entrance to the gravel pit to maintain constant traffic flow at a moderate speed. To improve and control curb cuts onto Montauk Highway, extension of Bathgate Road and a reconfiguration of Old Montauk Highway is recommended and can be coordinated with planning for reuse of the gravel pit and other private properties. Implemen-

tation and potential funding will involve the NYS Department of Transportation, the Town of East Hampton and private property owners.

4. Remove the two-way turn lane in select sections of Montauk Highway within the Hamlet Center and replace with a landscaped, raised median along segments to calm traffic flow.

By consolidating access points and installing roundabouts, the need for a turning lane can be greatly reduced. This provides an opportunity to create a visual amenity that will help to mark this section of the Montauk highway as the hamlet center, even though most of the development is on one side of the highway.

5. Evaluate on-street parking on the North side of Montauk Highway

In conjunction with analysis for traffic flow under different scenarios, on-street parking should be considered as a way to calm traffic and provide for quick access to neighboring businesses. As in the centers of Bridgehampton, East Hampton Village or Amagansett, on-street parking also signals entry into a pedestrian-friendly hamlet center.

6. Create cutouts on both the north and south side of Montauk Highway for bus stops and pullover.

Improved bus stops can easily be accommodated within the highway right of way and, combined with an improved pedestrian system, will encourage people to leave the car at home when visiting the district.

7. Sidewalks and Bike Paths

Equal emphasis should be placed on making Wainscott Business area pedestrian and bicycle friendly. Filling gaps and extending the sidewalks along both the north and south side of the highway is needed. Construction of sidewalk improvements along Montauk Highway is already a requirement for development, but public assistance should be considered for timelier implementation. Either as part of a Wainscott Business Overlay District,

Form Based Code or as a simple amendment to Section 255-6-60 Site Plan Standards, interior walkways, connections and attractive pedestrian spaces should be included as part of development approval requirements. Constructing a continuous bike path off the main highway along Bathgate Road would improve safety and mobility. Creating such a bike path could be included as part of a Bathgate Road reconstruction project, as part of parking management implementation for the district, and as part of development site plan approval. The Town should install bike racks at strategic locations.

8. Reduce Speed Limit

Reducing the speed limit from 40 to 30 on Montauk Highway between East Gate Road and Wainscott Stone Road is recommended to improve safety. The project will require the Town Board to file a request for the New York State Department of Transportation Regional Office to conduct a speed limit study.

Action Plan Matrix

Recommendation	Type Of Action	Responsible Entity	Timeframe	Potential Funding Sources
Comprehensive Plan				
Continue to Follow & Implement 2005 Plan	Policy	TB, PB, ZBA, ARB	On-going	NA
Continue to Implement Amendments and coordinate with on-going studies	Policy	All Town Departments	On-going	NA
Adopt Wainscott Plan as an Addendum	Local Law	TB, PB referral, PD, TA	Short term	16
Protect & Enhance the Natural & Historic Character				
Require and enforce strict environmental, sustainability and energy standards for all new and existing development	Development review, code enforcement, and building code updates.	TB, PB, ZBA, PD, NR, CE, BI, TA	On-going	16
Actively continue to preserve open space, farmland and historic properties	Acquisition, cluster subdivision	LAM, PB, PD, TB, CPF committee, non-profit land trusts, private,	On-going	17, Private Land Trusts
Research and implement methods to protect and restore scenic views and historic resources	Study, Local Law	PD, TA, LAM, outside consultant	Short term	16
Amend CPF Plan to include potential Gateway park property	Local Law	TB, CPF Committee	Short term	NA
Amend CPF Plan to include restaurant property on s/s Highway	Local Law	TB, CPF Committee	Short term	NA
Implement, fund, collaborate and educate community regarding Water Quality Improvements for Georgica and Wainscott Pond watersheds:	Programs	TB, NR, private property owners, non-profit orgs, Village of EH,	On-going	4, 5, 6, 7, 8, 12, 17
Pattern of Development				
Rezone western portion of Central Business District to B Residence LBO	Local Law/ Zoning Amendment	TB with PB referral, PD, TA	Short term	16
Continue to restrict business district zoning to the north side of the Highway	Policy	TB, PB, PD	On-going	NA

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	Timeframe	Potential Funding Sources
Create a new Home Improvement District	Local Law/Zoning Amendment	TB with PB referral, PD, TA	Short term	16
Alternative Implementation Techniques				
Develop and adopt Overlay District Standards	Local Law/zoning amendment	PD, TA, ARB, TB, PB	Short term	16
Develop a Form Based Code	Local Law/zoning amendment	Outside consultant, PD, TA, TB, ARB	Short term	16
Develop a Wainscott specific streetscape design plan	Government Action	TB, PD, ARB, outside consultant	Short term	14
Parking				
Develop Shared Parking Regulations	Local Law/zoning amendment	PD, TA, TB, PB referral	Short term	16
Develop Municipal Parking	Direct Gov't action	TB, TE, outside contractor	Short term	14, 15, 16
Develop regulations allowing on-street parking evaluation as part of site plan requirements	Local Law/zoning amendment	PD, PB, TA, TB, TE	Short term	16
Develop on-street parking regulations	Local Law	TB, TE, PD, HW	Short term	16
Develop a parking management district	Local Law	TB, TA, PD	Short term	14, 15
Former Sand & Gravel Mine Property				
Develop a process/develop consensus for property	Program	Property owner, TB, PB, PD, public	Short term	16
Evaluate need for water quality remediation for current and past practices	Study	NR, SCDHS, property owner, outside contractor	Short term	16
Mixed use development and Workforce Housing				
Encourage development of 2nd story apartments	Policy	PD, EHAHDO, PB, TB	On-going	NA

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Recommendation	Type Of Action	Responsible Entity	Timeframe	Potential Funding Sources
Support and Fund Peconic Bay Region Workforce Housing Opportunity Act	Policy	TB	On-going	NA
Evaluate Affordable Housing Overlay District zoning for small portion of gravel pit	Study	PD, AHDO, PB, TB	Short term	16
Decentralized Community Wastewater System				
Evaluate and construct decentralized community wastewater system to serve the business district as part of an overall watershed management plan	Study	TB, Outside consultant	Short term	5, 6, 7, 8, 12
Transportation				
Prepare detailed plans and replace existing traffic light with roundabout	Study, direct gov't action	TB, NYSDOT, NYMTC, private property owner	Long	11, 18, 22
Reduce curb cuts/access management implementation	Development review, direct gov't action	PB, NYSDOT, private property owners	Medium-long	11, 16, private
Construct Roundabout at eastern end of district	Study, direct gov't action	TB, NYSDOT, NYMTC, private property owner	Medium	11, 18, 22
Install raised median	Direct gov't action	TB, NYSDOT, NYMTC	Medium	11, 18, 22
Evaluate on-street parking	Study, direct gov't action	TB, NYSDOT, NYMTC, private property owners	Medium-long	15, 16, 18, 22, 23
Evaluate locations for bus stops and create curb cuts	Study, direct gov't action	TB, NYSDOT, citizens, TE, PD	Medium	11, 16
Create continuous sidewalks along Montauk Hwy	Direct gov't action	TB, PB, NYSDOT, NYMTC	Medium-long	11, 23
Create an off-highway bikepath	Direct gov't action	TB, NYSDOT, NYMTC	Medium-long	23
Develop system of interior walkways	Development review, direct gov't action	PB, TB, private property owners	Medium-long	14, private property owners
Reduce speed limit on Montauk Hwy	Study, direct gov't action	TB letter to Regional NYSDOT	Short term	11

Action Plan Implementation Matrix Legend

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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: Examples of Shared Parking Agreements

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

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

Example:

Minimum Parking Required by Metro Title 2 rates from Independent calculations for two uses

185

spaces

Peak Hour Parking Needs with Shared Parking

178 spaces

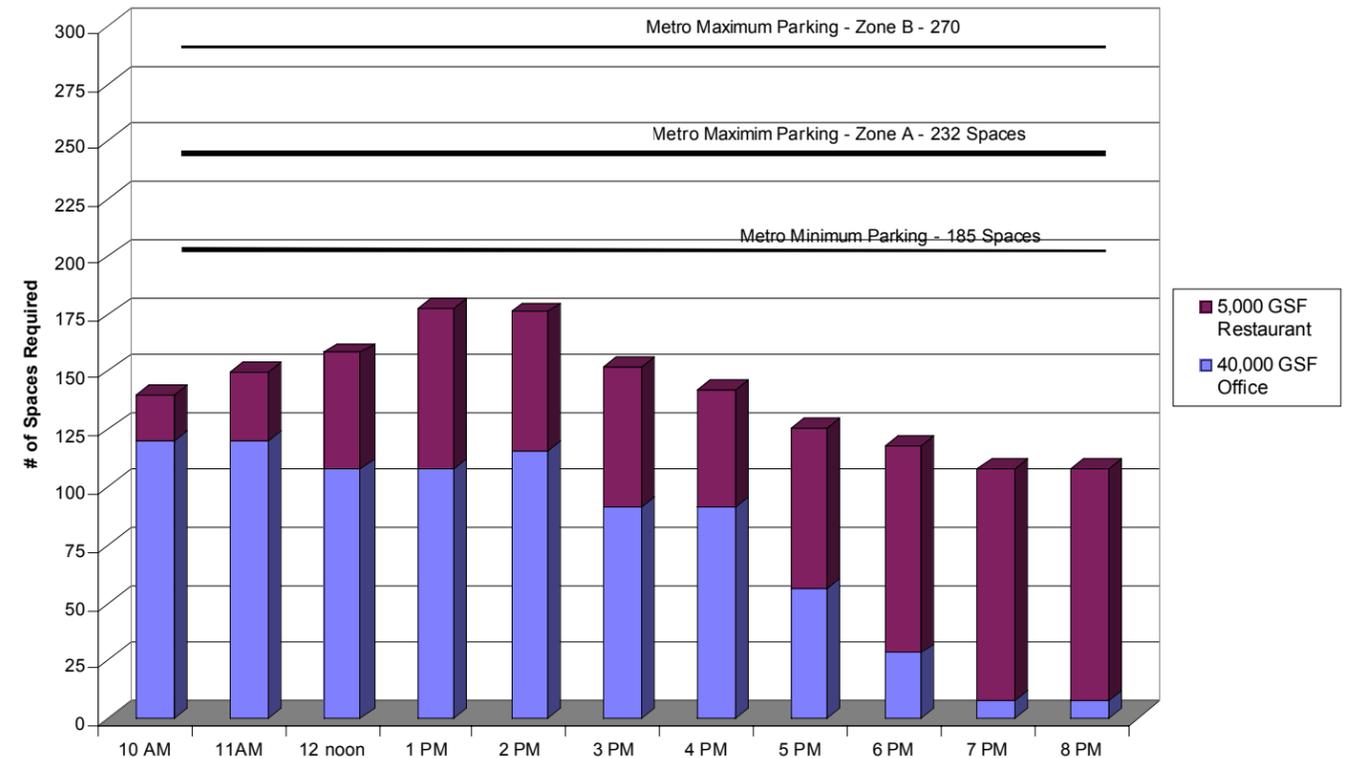
Net Savings 7 spaces

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

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

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

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



5. Distance to Parking Spaces and Pedestrian Connection Requirements

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

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

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

6. Captive Market Parking Requirements

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

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

7. Agreement Between Sharing Property Owners

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

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

8. Shared Parking Plan

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

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

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

3. UTILITIES and TAXES

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

-SAMPLE CLAUSE-

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

4. SIGNAGE

This section should describe signage allowances and restrictions.

-SAMPLE CLAUSE-

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

5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

-SAMPLE CLAUSE-

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

6. COOPERATION

This section should describe communication relationship.

-SAMPLE CLAUSE-

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

7. INSURANCE

This section should describe insurance requirements for the facilities.

-SAMPLE CLAUSE-

-NO SAMPLE CLAUSE PROVIDED-

9. TERMINATION

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

-SAMPLE CLAUSE-

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

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

10. SUPPLEMENTAL COVENANTS

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

-NO SAMPLE CLAUSE PROVIDED-

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

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

Town of Cary NC, Shared Parking - Model Agreement

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.

City of San Diego Shared Parking Agreement



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

Page 2 of 2 City of San Diego • Development Services Department • Shared Parking Agreement

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

In Witness whereof, the undersigned have executed this Agreement.

Applicant

Date: _____

Party/Parties Supplying Spaces

Date: _____

Deputy Director

Business and Process Management, Development Services

Date: _____

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

Appendix C: Water Quality Plans and Recommendations

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

GEORGICA 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	
	Septic system upgrades for residential properties	
	Septic system upgrades for commercial and municipal properties	
	Demonstration project for the use of a PRB for nitrogen and phosphorus removal at Stone Road and Goose Creek Lane	
	Demonstration project for the use of a PRB for nitrogen and phosphorus removal at Georgica Road and Georgica Close Road	
NPS	Promote the use of agricultural BMPs for fertilizer and crop management and the agricultural stewardship program	
	Require the use of organic fertilizers in the watershed	
	Require the control of fertilizer applications near waterbodies	
	Installation of shoreline buffers with native vegetation and infiltration systems to minimize direct runoff into the pond from Rt. 114 and EH Village	
	Cove Hollow stormwater pipe study and upgrade: -Undertake an engineering study to determine the contributing areas, quantity of stormwater runoff entering the pipe and quality of stormwater that exists -Install additional drywells within the watershed to reduce the quantity of stormwater entering the pipe -Expand the existing Village program of installing filtering systems within stormwater drains to prevent sediments and debris from entering the pipe -Develop an end of pipe treatment system to treat stormwater before entering Georgica Cove for removal of runoff contaminants	
	Maintain nature trail bottom lands to improve water circulation and sediment removal	
	AHR	Undertake a submerged aquatic vegetation (SAV) survey, including mapping coverage, vegetation types and light penetration
		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
		Implement invasive vegetation control and promote the growth of native plants
	Coordinate with the Village to target specific areas for dredging to remove nutrient enriched sediments	

Project Type Legend

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

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

WAINSCOTT 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
	Residential septic system upgrades to nitrogen reducing units
NPS	Promote the use of agricultural BMPs for fertilizer and crop management and the agricultural stewardship program
	Critical areas will be assessed for the appropriate management practices based on site conditions, physical constraints, and retrofit feasibility to limit stormwater intrusion
	Encourage and incentivize use of green infrastructure on-site and in drainage design
	Require the use of organic fertilizers in the watershed
	Require the control of fertilizer applications near waterbodies
	Incentivize vegetative buffers on properties that abut the Pond
	Incentivize buffers and filter strips along agricultural lands that abut the Pond
AHR	Develop community based restoration projects
	Implement invasive vegetation control and promote the growth of native plants
PPP	Develop signage to inform the public regarding laws, public safety and human impacts to the Harbor
	Develop public outreach program to provide public “good housekeeping” tools
	Encourage fertilizer and crop management on agricultural land within the watershed

Project Type Legend

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

Appendix D: Potential Funding Sources

New York State Grants and Programs

1. NYS Community Development Block Grant Program-

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

Fundable projects:

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

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

Annual grant application through New York State Consolidated Funding Application

Additional Resources:

Office of Community Renewal at New York State Homes and Community Renewal,
38-40 State St, Albany, New York 12207,
(518) 474-2057,
email HCR_CFA@nyshcr.org
<http://www.nyshcr.org/AboutUs/Offices/CommunityRenewal/>.

2. New York Main Street Program (NYMS)

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

Fundable Projects:

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

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

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

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

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

4. Local Waterfront Revitalization

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

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

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

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

5. Environmental Improvements

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

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

Additional Resources

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

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

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

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

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

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

Eligible Types of Projects

- Wastewater Treatment Improvement –
- Non-agricultural Nonpoint Source Abatement and Control
- Land Acquisition Projects for Source Water Protection
- Salt Storage
- Aquatic Habitat Restoration
- Municipal Separate Storm Sewer Systems (MS4s)

Wastewater Treatment Improvement – 15% local match required

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

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

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

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

Non-Agricultural Nonpoint Source Priorities

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

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

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

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

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

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

• Beach Restoration

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

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

• Other NPS Projects

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

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

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

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

Aquatic Habitat Restoration- 25% match

Connectivity Projects located in New York State:

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

Contacts
Statewide Connectivity Projects:
NYS Department of Environmental Conservation
Division of Fish and Wildlife, Josh Thiel, (518) 402-8978

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

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

stormwater runoff to MS4s discharging to impaired watersheds with approved TMDLs (MS4 General Permit Part IX). There is no maximum grant amount for this category however typically grants range from \$20,000 to \$400,000

Contact
New York State Department of Environmental Conservation
Division of Water, Ethan Sullivan, (518) 402-1382

7. Clean Water State Revolving Fund (CWSRF)

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

8. Environmental Facilities Corp. - Green Innovation Grant Program

Funding Available: \$15 million

DESCRIPTION:

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

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

Green Infrastructure Practices eligible for funding:

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

Contact

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

9. Sustainability Planning and Implementation

Climate Smart Communities Grant Program

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

Fundable projects related to flood risk reduction include:

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

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

Contact:

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

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

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

Programs with potential applicability to East Hampton include:

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

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

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

Appendix E: Public Comments for Wainscott

Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
9/19/2017 and again on 9/29/17	Arthur French	No development	Hi, I do not live in Amagansett, but Wainscot. This development scam is just that. It will transform this place into Patchogue We have to band together to stop this madness. First see who benefits! Certainly not us,. [and in response to acknowledgement of first message, wrote:] Thank you for the note. This is a critical stage in what will severely change out special place the same goes for those of us in Wainscott. All these consultants do is promote over development and then they leave to do it in another location.	The plan is designed to help the community understand how Wainscott functions today and explore ways it could be improved. It recommends reshaping not increasing total potential development.
9/29/2017	Barry Frankel, Co-Chair WCAC; Chair WCAC Hamlet Sub-Committee	a. Compact, walkable development pattern	a. Supports creation of a compact, pedestrian oriented downtown and zoning changes to foster mixture of development typical of small downtown, with consistent design, adequate parking, interconnecting walkways and attractive landscaping.	Comment consistent with and supportive of Plan
		b. Gateway	b. Supports establishing a gateway to the hamlet that is not overly developed but is mainly rural.	Comment consistent with and supportive of Plan.
		c. Former Sandpit	c. Encourages Town Board to engage in productive dialog with owners of former sand mine. Low impact industrial and commercial uses should continue and an effort should be made to acquire land for open space and other suitable purposes. Dense commercial or residential development should be discouraged. The impact of potential build-out on the hamlet should be minimized.	Comment consistent with and supportive of Plan.
		d. Continuous sidewalk	d.Supports proposal to create a continuous sidewalk the length of the business area with elements to protect & buffer pedestrians but registers concerns about viability due to the restricted space available and multiple property owners. Suggests shifting part or existing reserve south of the highway to the north side to create a larger area for pedestrians.	Comment consistent with and supportive of Plan; shifting RA from south to north side of the highway may be deed restricted but can be evaluated.
		e. Municipal Parking	e. Supports creation of municipal parking lots to alleviate traffic congestion & improve safety, encourage foot traffic & walkable village environment. Municipal lots should be as close as possible to the shops they are meant to serve and integral with existing parking facilities.	Comment consistent with and supportive of Plan;
		f. Amount of parking	f. Registers concerns over amount of parking depicted in plan commercial development in the plan vs. the amount of parking that has been allocated, which may not be sufficient.	Exact parking requirements will be determined on a case by case basis dependent on standards, proposed land use and other factors
		g. Bathgate Rd. traffic flow	g. Traffic flow and parking options for Bathgate Rd. need to be reconsidered taking into account the requirements for adjacent businesses for commercial deliveries, employee parking and the need for safe two-way traffic on the road.	Form based code or further study can address this concern
		h. Shared Parking	h. Shared parking regulations may be impractical in instances where peak parking times are different, a situation which may not exist in Wainscott.	Agreed, shared parking and parking requirements will be determined on a case by case basis dependent on land use and other factors.

Public Comments for Wainscott

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.

		i. Prioritization & Integrations of Parking Management Techniques	i. Request clarification on the various alternatives and their prioritization and integration within the overall parking plan: (i.e. a Shared Parking Demonstration Project; the acquisition/development of a Municipal Parking Lot; and the creation of a Parking Management District).	Prioritization can be part of implementation and follow-up work.
		j. Eliminate need eastbound left hand turns	j. Develop a mechanism such that left-hand turns off Montauk Hwy (when driving east), are unnecessary when entering the bagel store and seafood shop car parks. This was addressed in the Draft Wainscott Hamlet Plan through the use of rotaries and the placement of parking access to the business district off East Gate Road and Bathgate Road.	Regulation can be achieved as part of implementation of recommendation to construct rotary.
		k. Eliminate left turn out of Home Goods Store	k. The double exit lane from Home Goods, turning left onto Montauk Hwy, is dangerous. Acquisition of land towards the rear of Home Goods that would allow traffic to flow between Home Goods and Wainscott NW Road should be considered. This would allow traffic to exit Home Goods, turn right onto Wainscott NW Road, and then turn left (east) onto Montauk Hwy at the traffic lights. We believe this was addressed in the Draft Wainscott Hamlet Plan.	Implementation of plan can address this recommendation.
		l. Pedestrian Safety at Roundabouts	l. Pedestrian safety at the roundabouts. Mr. Ray DiBiase of L.K. McLean Associates (WCAC meeting, 8/5/17) made a convincing argument for the effectiveness of the roundabout in slowing down traffic while keeping it moving and in reducing the severity of vehicular accidents. However, he suggested the roundabout might need to be two lanes wide in order to achieve the stated traffic flow goal. In the view of the WCAC this seems like a lot of pavement to cross and cars to avoid for pedestrians seeking the cross the Montauk Highway.	Comment noted.
		m. Use of local roads as bypass	m. Would adopting the solutions proposed by Dodson and Flinker ease traffic enough to discourage highway drivers from using local roads? It is strongly recommended that on these southern local roads lower speed limits be posted and enforced, stop signs placed at key points, and that where necessary the road be widened to allow a bike/walking path for pedestrians.	The intent of the proposed solutions is to help ease traffic congestion moving through the business district, thereby also reducing desire to use residential roads as bypass.
		n. Montauk Hwy Speed Limit	n. The Montauk Highway speed limit along the Wainscott business district stretch should be reduced from 40 to 30 mph. We define the Wainscott Business District as being between East Gate Road (the western boundary) and Wainscott Stone Road (the eastern boundary).	Reduced speed limit study and evaluation added as a recommendation to the report.

		o. Parallel parking on Montauk Hwy.	o. The widening of Montauk Highway to accommodate parallel parking along the north side should be considered. This recommendation has a potential positive and a potential negative impact. Regarding the potential positive, the Town of East Hampton proposed to widen Montauk Hwy, but it was specifically limited to an area near the Plitt Ford (now Home Goods) site where “the right of way is pinched as a result of utility poles”. This response was not viewed as complete and the prospect of a more comprehensive road-widening should be considered with the view to provide for parallel parking on the north side of Montauk Hwy where the stores are located. (Please note that the additional lane would not be for an additional traffic lane.) Parking should be prohibited on the south side of Montauk Hwy so that people would not have to cross Montauk Hwy to access the stores which are located on the north side of Montauk Hwy. As previously mentioned, additional space would have to be found along the south side of the highway in order to maintain the maximum area for a continuous sidewalk. Regarding the potential negative, there is an issue of safety for people exiting cars on Montauk Highway. A history of injuries and fatalities in Amagansett has occurred. As such, this recommendation should be reviewed with both issues in mind.	Recommendation is already part of implementation section.
		p. Turnouts	p. Accommodations (turn outs?) should be made for buses (both public (Suffolk County Transit) and private (Jitney)) to pick up/drop off passengers safely and without blocking traffic and/or bicycle lanes. Many traffic accidents involving passengers embarking/disembarking from the Jitney, Ambassador and/or the Luxury Liner have occurred in the hamlets, and at least one fatality in October 2015.	Recommendation is part of implementation section.
		q. Relocate P.O.	q. Relocate P.O. to the north side of the Highway which would promote walkability, generate a meeting place, and increase safety by eliminating need for patrons to cross highway to use other services.	What is the consensus on this issue? Relocated PO could be accommodated on north side of the highway as part of a Form Based Code or follow-up report.
		r. Bury Power Lines	r. The WCAC favors the burying of the power lines to enhance the “walkability” of the proposed continuous walkway along Montauk Highway. It also would create a more aesthetically appealing landscape and reduce the likelihood of power outages due to weather and/or traffic accidents.	Comment consistent with and supportive of Plan.
		s. Improve Visual Quality	s. The WCAC supports the goal of a clearly identifiable architectural aesthetic for the Wainscott business district. Specifically, the WCAC would be in favor of continuing the accepted “Hamptons Shingle Style”, including height restrictions. Commercial building should be a good distance from Montauk Highway to encourage the atmosphere of a “walking village”. Any development on a scale similar to the Home Goods should be avoided.	Comment consistent with and supportive of Plan.
		t. Protect Gateway	t. The WCAC reaffirms that every effort should be made to maintain the lightly developed character of the western side of the commercial district in Wainscott since this serves as the gateway to the Town of East Hampton.	Comment consistent with and supportive of Plan.

		u. Landscape, signage & lighting	<p>u. The WCAC supports Landscaping and Streetscaping guidelines that would foster a walkable commercial center. Specifically, this includes:</p> <ul style="list-style-type: none"> o Low illumination street lamps (vertical-style) along north side of Montauk Highway within the Wainscott Business District should be considered to encourage pedestrian traffic. This was addressed in the Draft Wainscott Hamlet Plan. o Holiday lighting, commenced under the current East Hampton Town administration (a WCAC initiative), should be expanded such that the “Gateway to East Hampton” sets a joyful tone during the holiday season. 	Comment consistent with and supportive of Plan.
		v. Redevelopment of former sand mine property	<p>v. WCAC advocates mixed low impact industrial and commercial use consistent with the overall Draft Hamlet Plan. Dense commercial or residential development should be avoided such that the option remains open for other suitable purposes servicing The Hamlet of Wainscott and East Hampton Town over the mid-term (15-25-year horizon).</p> <p>The former sand pit is a potentially sensitive ecological tract of land, located in an area which is above the shallow water table used for drinking. Every effort should be made to work with the current owners of this property or, either through East Hampton Town or through the CPF, acquire the property at a fair market price from the owners, and develop the property as a mixed low impact industrial and commercial use consistent with the overall Draft Hamlet Plan. The WCAC strongly encourages the Town to respect its top priority and ensure that the environmental impact of any current uses or planned uses be taken into account. There are initiatives underway to measure the impact of the former sand mine and surrounding residential and business uses on the critical watershed. Any uses currently or planned must preserve the quality of the ground water and the overall environment.</p>	Comment generally consistent with and supportive of Plan.
		w. Affordable Housing	<p>w. The WCAC has consistently supported mixed use development and the creation of affordable housing with the following caveats: (a) the impact on the environment from additional septic run off is mitigated; (b) the size, culture and teaching approaches of the Wainscott school are not affected; (c) East Hampton Town residents have housing priority; and (d) there are opportunities for home ownership as opposed to home rental.</p> <p>Wainscott Response to Hamlet Study Draft September 27, 2017 Page 15 With the view to providing more accessible affordable housing within the hamlet of Wainscott (i.e. nearer to public transport and retail services), it should be determined whether current zoning allows combined commercial use on lower floors and residential use on upper floors for new developments within the Wainscott Business District.</p>	Existing Comprehensive Plan supports affordable housing in every hamlet consistent with WCAC caveats a, c, and d. Current zoning allows combined commercial uses on lower floors & residential on upper; however, SCDHS regulations are limiting factors in many instances.

		w. Primary Objectives to follow	w. The WCAC reiterates its primary objectives to be followed in the Draft Hamlet Plan to EH Town below: 1. Commercial, industrial and residential development must be limited and approved only when its impact on the environment is contained. 2. Preserve the rural and historic character of the hamlet. 3. The "gateway to East Hampton" should appear rural. New development should be architecturally consistent and reflect Wainscott's historic character. 4. The central business district should be developed with the goal of walkability and it should have a consistent overall design. 5. The former sand mine should be developed in a manner consistent with the adjacent commercial district and land should be preserved in order to meet the overall ecological objectives of the Town.	Comment consistent with and supportive of Plan.
		x. Consider Hamlet Study to consider entire hamlet	x. Although the WCAC recognizes and thanks the Town for addressing the needs related to the business corridor, a broader plan is needed that recognizes the interdependence of actions taken on the whole hamlet of Wainscott. The WCAC intends to submit such a second response that addresses the goals as stated in the 2005 Comprehensive Plan that have not been covered in this response, and asks that both responses are included for the record in the new East Hampton Town Comprehensive Plan.	Some of the broader concerns for environmental, scenic and open space protection are contained within the implementation section.
6/21/2017	Sara Davison, Executive Director, Friends of Georgica Pond Foundation, Inc.	Incorporate restaurants into community park; redevelopment of the business district must be supported by state of the art sewage treatment to protect water quality in the ponds.	Dear Planners, Thank you fro the hard work in putting the Wainscott Hamlet Study together. We applaud your work. We agree that the former Swamp Club should be secured as a community park. We would like to encourage you to add the current restaurant on Georgica Pond (SCTM #300-197-7-19) as a parkland acquisition as well. This property in its current use has a deleterious effect on Georgica Pond and could be converted to a low-impact access/recreation and environmental education center. The plan calls for a SIGNIFICANT increase in density in the business district. This increase in density needs to be supported by state of the art sewage treatment in order to not adversely effect both Georgica and Wainscott Ponds. This is called for in the Town's Wastewater management Plan which is cited in the Hamlet study. However, locations for wastewater treatment do not seem to be mentioned in the plan. In addition, decentralized community wastewater treatment is mentioned only for affordable housing proposals, whereas it should be considered for the entire business hamlet. Space for sewage treatment should be planned for as part of the sandpit redevelopment. Thank you for the opportunity to comment.	Recommendation for restaurant property is already offered as part of implementation section of plan. Wastewater treatment locations may include former sandpit property and will require further study and evaluation.

9/29/2017	David Eagan, President, Board of Trustees Wainscott Common School District	a. Residential Uses	a. The report erroneously claims that noon P. 11 that no high density or mixed use residential currently exist in Wainscott. Cozy Cottages and The Cottages on Route 114 are multi-unit high density properties where 23% of Wainscott's school children reside.	Correction so noted and can be made in text of report. As indicated 17 children, or 23% of Wainscott's school children reside in these two multi-unit residential complexes.
		b. Historic Building	b. The report erroneously states on P. 13 that the " Wainscott School, the only school in the district, is one of the Town's valued historic buildings", whereas the current Wainscott Schoolhouse, the fifth in the District's long history, is not historic.	Correction so noted and corrections made in text of report.
		c. School Capacity	c. The statement made in the report that "attempts to develop affordable housing in Wainscott has been stymied due to concerns over the limited capacity of Wainscott's small historic school house to accommodate additional school aged children" is misleading and incomplete. The District believes its long held core mission of individualized instruction is historic & worthy of preservation. The fifth Schoolhouse was long planned and constructed to reflect Wainscott's historical population & demographics & to permit the continuance of our long held tenant of individual instruction programs for each child. The Wainscott Schoolhouse is currently operating at 121% of capacity. Any new large scale multi-family or additional affordable housing developments (EH Town sponsored or otherwise) would far exceed the Schoolhouse's capacity to continue in its current format. That would result in 2 highly objectionable impacts on the students & young families in our District. First, cessation of our highly successful individual instruction program. Second, a forced change in format from an open and collative "one room" schoolhouse setting needed to conduct our individual instructional program. Under controlling NYS Dept. of Education regulations, any further expansion of the current Schoolhouse would require the building of a full blown conventional grammar school at significant expense to the District taxpayers.	Text in report adjusted. There are 29 students in Wainscott's K-3 Schoolhouse currently and the capacity is 24 students.
		d. Existing Affordable Housing	d. The statement on P. 22 that "The Town has developed and implemented a variety of affordable housing programs and developments, but due to concerns with potential impacts on its two-room school house, none have been developed in Wainscott." is misleading and incomplete. 23% of Wainscott students reside in multi-unit affordable housing developments. The fact that these developments are not owned or developed by the Town is irrelevant to the current conditions.	Narrative corrected to reflect existence of multifamily housing while noting that there are no restrictions on conversion of Cozy Cabins to market rate rentals.
		e. Gravel Pit	e. The Conceptual Framework for the "Pit" allocates a portion for Multi-family Housing. We understand that the consensus of the Wainscott citizens participating in the Wainscott Charrette was that the introduction of residential uses, including multi-family was not suitable for the pit.	Implementation section recommends further consensus building and plan development for former sand pit.
9/29/2017	David Eagan, Senior Vice President Wainscott Commercial Center LLC	a. Background on Property	a. Reclaimed sand pit, configured as 6 separate CI lots ranging in size from 4 to 37.5 acres, is not conducive to a reasonable & thoughtful redevelopment. Submitted CI parcel study demonstrating Townwide shortage in small CI zoned lots and based on these findings and conditions, intends to file for an approximately 40 lot subdivision.	Implementation section recommends further consensus building and plan development for former sand pit.

		b. Conceptual Framework set Forth in the Plan	b. Doesn't object to Conceptual Framework- subdivision is consistent with Plan- allows Town or others to acquire land for parking, open space, train station etc. There is no cluster requirement in CI zone. SC Health Services doesn't give density credit for cluster commercial. Questions public support for a Public Park on the property.	Implementation section recommends further consensus building and plan development for former sand pit.
		c. Build-out	c. Report claim that 50% coverage of lots is possible under existing zoning is misleading because the flow limits set forth in the Suffolk County Sanitary Code restrict development to no more than 17.22% of each lot.	Advanced sewage treatment would lift the SCDHS restrictions. Also, hydraulic load rates vary based on type of use
		d. Primary site access	d. WCC believes primary access to the site is via Old Montauk Hwy. Report claims primary access is via Bathgate Rd and WCC is not aware of any traffic data supporting this claim.	Hamlet Report reflects observations.
		e. Groundwater Conditions	e.P. 22 of report stating shallow depth to gw conditions from mining activities have created severe constraints to development is untrue because the property will meet all Suffolk County Health and Town of East Hampton regulations for installation of advanced wastewater treatment systems.	Environmental constraints won't prevent the site from meeting all Town and SCDHS restrictions, but the constraints exist as conditions.
		f. Proposed Roundabouts	f. WCC agrees with concept for roundabout entrance to the property	Comment consistent with and supportive of Plan.
		g. Rezoning for Home Related Goods & Services	g. WCC finds uses suggested for a Home Goods zone would be suitable for the site but no rezoning is required as CI zoning supports Wholesale Business and Service Commercial Uses.	The new zone is intended to accommodate a class of retail use not permitted in the CI zone. Creating the new zone is indented to help provide synergies in land uses in close proximity to one another and facilitate relocation of some uses to a more desirable location.
		h. Current Zoning	h. The claim that current zoning and other regulations could allow in excess of 500,000 sf of new buildings is highly unlikely given existing uses on site, 10% minimum reserved area requirements, wastewater and drainage requirements, etc. WCC believes the current zoning represents the best long term use of the site.	Implementation section recommends further consensus building and plan development for former sand pit.

Appendix F: Wainscott Modeling Workshop



