

Amagansett Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

	Date	Commenter	Subject	Comment	Consultant Comment
1	11/1/2018	James MacMillan Amagansett CAC Chair	Keep the hamlet the way it is and don't overdevelop for development's sake	a. Do not develop and adopt the Amagansett East Business overlay district or change to form-based code governing key areas.	a. Buildout under existing code is approx. 64,000sf compared to 58,050 sf under concept plan.
				b. Absolutely do not want new mixed used structures along the street frontage of the IGA area. The consensus of the committee is to not allow retail development along the Amagansett east business overlay due to traffic congestion and there is no need for chain stores in our hamlet.	b. Existing zoning allows additional development.
				c. At this time complications due to septic requirements and on-going parking congestion lead us to not recommend pursuing second story apartments above retail on Main Street.	c. Existing zoning allows 2nd story apts. In commercial zones. But without advanced sewage treatment or TDR of sewage rights, apartments over stores on Main Street will not be feasible.
				d. We do recommend keeping as much open "green space" as possible. We feel this is one of the most important factors in preserving the character of Amagansett for future generations. It not only adds value to our hamlet and its residential properties but it is one of the first impressions of Amagansett's beauty that visitors remember.	d. Comment consistent with Plan.
				e. The lack of affordable worker housing in Amagansett is currently being addressed by the proposed 531 Montauk Highway -- but we still do recommend a more thorough traffic study and a long term analysis on the effects on our hamlet in respect to this project.	e. Planning Board has conducted a thorough review of this Housing Project and approved the site plan/special permit application on 6/6/18 with subsequent modifications approved on 7/25/18 & 1/23/19.
				f. We do recommend and support to realign Old Stone Highway, Abraham's Landing Road and Montauk Highway intersection with Amagansett Train Station reconfiguration without the addition of traffic lights.	f. Supports plan.

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				g. We fully support that 555 Montauk Highway should be preserved as open space and passive recreation only and never be developed as discussed and agreed upon	g. Consistent with the Plan.
			h. Historic District	h. Do not redistrict the 5 commercial properties bordering the Amagansett Parking lot to Historic District	h. ARB review applies to all commercial development regardless of historic district designation. Within an historic district, the ARB and property owners are guided by written standards as well as the general provisions.
2	11/1/2018	Tina Piette	a. Historic District	a. Do not redistrict the 5 commercial properties in the Amagansett Parking lot vicinity to Historic District	a. see response above
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			c. Parking for accessory uses	c. How would the pending amendment to the parking regulations pertaining to accessory uses affect Amagansett?	c. To address a critical planning and zoning issue, the Town Board developed new parking regulations governing accessory uses. While this legislation is consistent with the goals and recommendations for Amagansett Hamlet Plan, it has undergone a public hearing and review process separate from the Hamlet Study review (hearing on 10/4/18, record open for written comments through 11/1/18, SEQRA review, local law adoption on 11/20/18).
3	11/1/2018	Krae Van Sickle	Renewable energy	Recommended the Amagansett Fire Station which has solar panels and a windmill on the grounds serve as a demonstration project by having batteries to store energy for use when renewable energy isn't available. The Town should proactively engage with LIPA.	The Town has adopted and is implementing a Comprehensive Energy Plan. LIPA/PSEG is expected to launch a program in 2019 to allow small businesses to participate in solar programs and feeder tariff systems. The Town Board is coordinating with LIPA/PSEG on this and other programs. The Hamlet Plan supports advancement and implementation of the Town Energy Plan.
4	11/1/2018	Joan Tulp	Ideal Hamlet as is	Don't make many changes to Amagansett. Would like Amagansett to remain the same as much as possible.	
5	11/1/2018	Ron Richardson	Public access to shoreline	Public access to the shoreline is critical for businesses in Amagansett	While the Hamlet study recognizes the importance of Amagansett's beaches and public waterfront, the issue of preserving public access is not the subject of the Plan.
6	11/1/2018	Averill Geus	Traffic	To alleviate the terrible traffic in Amagansett, the Board should consider making Bluff Road and Town Lane one-way streets	

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7	11/8/2018	Kent Howie (correspondence submitted by email)	Historic District	Requests that 251 Main St. (his property) not be included in the Historic District	ARB review applies to all commercial development regardless of historic district designation. Within an historic district, the ARB and property owners are guided by written standards as well as the general provisions.
8	no date	Nicole Young	Protect Amagansett	Concur with study's conclusion that Amagansett is one of the best preserved small villages in America; that traffic will not be improved by adding more lanes or roads; encouraging backroads through residential areas is dangerous; Amagansett's agricultural heritage is foundation of beauty; preservation of farmland north of Main Street is critical to preserving the unique character.	Supports study

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1	10/20/2018 speaker	Martin Drew	Active Recreation	Town needs dedicated sites for dirt bikes and multi-recreational activities; more affordable housing needed; TDR plan needed	The Hamlet Plans depict concept plans supporting the Town policy of providing multi-use, interconnected, non-motorized trails, bike paths and pedestrian walkways. A TDR plan has been adopted to help facilitate the development of affordable housing Townwide and a TDR concept plan is proposed for as part of a strategic retreat plan for downtown Montauk.
2	10/20/2018 speaker	George Lombardi	Springs Fireplace Rd. and Sand Mine property *	Future plans to increase traffic on Springs-Fireplace Rd. will directly impact citizens of Springs. Concerned with redevelopment of sand mine site.	<p>Springs Fireplace Road is one the highest traveled roads in the Town, flanked by an unsightly commercial industrial development lacking meaningful buffers or setbacks from the street. The corridor contains the largest and heaviest industrial uses in the Town including an active sand mine. Most of the lots surrounding the 133 acre sand mine property are small, substandard lots each served by separate access driveways and parking lots. The CI uses and the haphazard pattern of development has led to excessive turning movements, truck maneuverability problems, traffic backups, airborne pollution and dirty road conditions.</p> <p>Three objectives were developed to meet the concerns articulated during the public workshops:</p> <ul style="list-style-type: none"> • Improve access management along the Springs Fireplace Road Corridor • Improve the Visual Quality along the Springs Fireplace Road Corridor • Develop an appropriate plan for the redevelopment of the active sand mine and adjacent properties. <p>Current zoning of the sand mine site allows residential development in the north end of the property and commercial industrial development on the remaining property. Based on the input received during the charrettes, the Hamlet Plan offers design recommendations suggesting an alternative development approach which might better address East Hampton's current and future needs. As the site is large and is still being actively mined, a phased approach, starting with reclaiming areas already mined, was developed. The goal of the concept plan is to encourage redevelopment that solves existing problems and improves conditions for the surrounding community. The Concept Plans are offered as a starting point for future planning of the site. Extensive additional planning work, including traffic capacity, road safety, road access, water supply, wastewater, neighborhood impact, air quality and other environmental analyses will be required before a Master Plan or zoning Plan for the property can be developed. Road access, traffic capacity, safety neighborhood impacts and other potential impacts will all be considered in determining what is suitable for the site.</p>

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3	10/20/2018 speaker	John Potter	Springs Fireplace Rd. and Sand Mine Property	Springs Fireplace Rd. is a blighted area and contains the largest CI site in the Town. Plan should move some of the traffic off the road, similar to what's proposed in Wainscott. Study area should be expanded to Abrahams Path, Accabonac Rd., Three Mile Harbor Rd., Jackson/Floyd St. Odors, particulate matter & traffic need to be studied. Investigation of sand mine is needed- is it operating safely now?	Moving some of the traffic off Springs Fireplace Road and onto service roads is part of the preliminary concept plan for the area. Additional study would be required to address the larger study area suggested.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
4	10/20/2018 speaker	Carl Irace, Citizens to Preserve the East End	Expand study area of Commercial Corridor *	a. Expand boundaries of commercial corridor to include all the area between Three Mile Harbor Rd., Accabonac Rd., Abrahams Path.	Additional study would be required to expand the study area. (See response to commenter #2)
			Springs Fireplace Rd. *	b. Conduct a traffic study of the expanded area Springs Fireplace Rd. should not be widened during repaving.	Additional study would be required. (see response to commenter #2)
			Sand Mine *	c. Sand mine likely to be active for next 10 years but should not be allowed unplanned development in the interim.	Coordination with the property owner is recommended. (see response to commenter #2)
			Preservation/Acquisition *	d. Town should explore acquiring lots on Springs Fireplace Rd. such as the lot btwn exit & entrance to the recycling center.	Town to evaluate. (see response to commenter #2)
			Model for redevelopment*	e. Mariner Dr. in Southampton offered as good model for redevelopment of sand mine site. Evaluate potential access from TMH Rd.	Consistent with concept plan for redevelopment of the sand mine site. (see response to commenter #2)
5	10/20/2018 speaker	Frank Riina	Springs Fireplace Rd. corridor *	a. Traffic already high on roads surrounding sand mine. Should have conducted a traffic study before developing a plan for the sand mine site. Do a traffic study first, then link development potential to road capacity. Find a way to spread out traffic to TMH Rd. Will need to overcome cliffs, farmland and other features.	Additional study of area is anticipated. (see response to commenter #2)

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				b. Offer affordable housing to vets, farmers, fishermen, locals	Town has developed affordable housing criteria prioritizing the needs of local residents and worker.
				c. Establish setbacks to help improve the appearance of the area. Springs Fireplace Rd. is an eyesore.	Consistent with the Plan recommendations. (see response to commenter #2)
				d. Protect the environment. Sand mines throughout the east end have mined to gw.	Consistent with the Plan recommendations.
6	10/20/2018 speaker	Paul Fiondella	Pantigo Rd. area		
				a. Recommendations are premature. Will need a new study after the proposed hospital/medical facility locates in the area.	a. The Hamlet Plan recommends a traffic study and access management plan be conducted as part of the development of plans to locate the Hospital/medical facility on Pantigo Place. The recommendations to combine accesses and coordinate curb cuts in the Pantigo Road area does not depend on the future traffic study.
				b. Report pretends there are Townwide bike paths but there are none. Still need a study of how to implement bike and pedestrian connections.	b. The Location of Key Areas with Townwide Pedestrian and Bicycle Connections Plan is a concept layout, not an existing conditions map. More work is required to develop and implement Townwide bike and pedestrian plans.

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		Paul Fiondella con't		c. Turning open space into parking lot won't help reduce traffic. The land identified for parking is or preserved open space.	c. Preserved open space cannot be used for parking. However, if there are opportunities for additional parking to serve the businesses in the area to the east of Pantigo Place, traffic congestion caused by cars circling for parking spots can be reduced.
				d. Supports income qualified (don't call it affordable) housing. Consider assisted residences for former Stern's site.	d. The Hamlet Plan depicts a schematic plan for development in accordance with AHO and current zoning standards. The Town has not developed a zoning ordinance or standards for creating assisted living residences.
7	10/20/2018 speaker	Katie Casey, East Hampton CAC	Pantigo Rd. area	a.Parking- The Hamlet Study calls for the conversion of what looks like the back of 231 Pantigo Rd. into additional parking. The sub-committee does not see the need for additional parking in this area and strongly prefers maintaining open land. We believe there may also be restrictions on the development of this land.	a. Some of the historic parking and traffic congestion in the area have been reduced due to temporary building vacancies. Development of satellite SH Hospital facility could stimulate full occupancy and intensification of development in this area. However, unless there is a demonstrated need for additional parking, retaining the land as open space is East Hampton's preferred policy.
				b. Vehicular Traffic Flow- The Hamlet Study recommends the connection of existing parking lots in order to reduce the number of curb cuts on Pantigo and reduce the amount of traffic turning on/off Pantigo. The sub-committee is not opposed to improving vehicular flow in this manner where it makes sense. There is currently limited flow of traffic between the various entities on Pantigo but this is likely to change when planned Southampton Hospital Satellite plans come to fruition.	b. It will be important to articulate the goal of reducing curb cuts and vehicular turning movements as part of the potential development of a SH Satellite facility in the area.

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				<p>c. Pedestrian Safety- The sub-committee agrees that there needs to be an increase in pedestrian crosswalks across Pantigo/Montauk Hwy. (currently none) but urges they be used sparingly and strategically as to not impede vehicular traffic. In addition there will likely be a need for additional traffic controls at the intersection leading to the planned Southampton Hospital Satellite. We are in agreement that sidewalks on both the north and south side of Pantigo need to be more connected and continuous with less curb-cuts where possible.</p>	<p>c. The Hamlet Plan recognizes the importance of strict land use controls for the Pantigo Rd/Montauk Hwy corridor in order to prevent a congested commercial strip and maintain the function of the transportation corridor. Installing pedestrian crosswalks sparingly and strategically is consistent with this stretch of highway. The Hamlet Plan discusses the need for a more detailed traffic plan, with pedestrian crossing and a traffic light as part of the development of a Satellite SH facility.</p>
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		Katie Casey, East Hampton CAC con't		d. Affordable Housing- The sub-committee recognizes the need for increased affordable housing in East Hampton but also want to street the need for Non-subsidized Senior Housing. There are precious few alternatives for seniors who want to stay in East Hampton but need to downsize, can no longer take care of their houses or are in need of assisted living services. We are at risk for losing the historical soul of our community if these people are forced to move outside of the area. Our over 65 population is growing rapidly and we need to address this issue. In addition to the parcel at 350 Pantigo mentioned in the Hamlet Study for Affordable Housing, there is a 12+ acre parcel at 395 Pantigo Rd. that should be evaluated by the Town for Non-Subsidized Senior Housing.	d. While not specifically designated as senior housing, several attached unit housing clusters have been developed in EH in accordance with the existing open space subdivision provisions. A private developer's proposal in Amagansett to increase density to accommodate market rate senior housing was viewed as excessive and was denied.
				e. Intersection of Pantigo/Skimhampton – The Hamlet Study includes a proposed re-configuration of this intersection. The sub-committee agrees that it would provide a sensible solution to safety concerns in this area. It appears that traffic volume does not warrant a traffic light but something should be done to slow east-bound traffic as it turns down Skimhampton Rd.	e. Comment supports recommendations of Hamlet Plan
			Gravel Pit Area *	Traffic: a. Town should condemn Washington Avenue and Old Fireplace Drive, the dirt roads to the west and parallel to Springs Fireplace Road, widen them to 50' pave, adopt it into the town highway system and maintain them. They could potentially be connected to create an access road on the west making SFR a bypass.	a. Creating a service road connecting Old Fireplace Rd. & Washington Ave. could be part of an overall redevelopment plan incorporating future uses and restoration of the active sand mine.

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			*	<p>b. The intersection of Queens Lane and SFR must be re-engineered. It is too wide and southbound SFR traffic making a left is stopped dead in the middle of a fast section of road, cars pass them on the right shoulder creating much of the dust and sand. Center left turn lanes only work when used correctly. Drivers instead use them to merge left into traffic, in the opposite direction of the giant white arrows, which is very dangerous.</p>	<p>b. Further study and evaluation of traffic, turning movements, drainage, highway beautification, pedestrian and bicycle access of this area is warranted and can be conducted as part of the recommended continuation of the planning process for this area.</p>
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			*	c. The buffer between Washington and West should be formalized by an easement.	c.This can be evaluated in the further study recommended. (see response to commenter #2)
			*	d. The deepest sections of the mine are undevelopable due to proximity to water table. The rest should be made an Enterprise Zone controlled by the Town similar to the airport for significant tax incentives for small businesses.	e. The sand mine property with exposed groundwater conditions will require reclamation and restoration in accordance with a NYSDEC permit prior to reuse. As mentioned, a coordinated study of the entire property, taking into considerations environmental limitations, is recommended to be conducted with the property owner, community, and Town officials. There are no Enterprise Zones in EH Town.
				e. Legislation: The town MUST PASS a functioning, enforceable, light truck law. Emphasis must be put on creating space for light trucks and equipment so small operators can earn a living, passing a law that can be enforced, and remedy commercial uses in residential neighborhoods. Those affected most are modest property owners who suffer real damage, both quality of life and decreased property values. Small operators cannot afford to purchase separate, commercial lots. Many small businesses would shut down if you throw them out of where they are currently storing their equipment without a viable alternative – that is why the legislation withered on the vine the last time the Town tried to pass it.	e The Hamlet Plan recommends creating a new zoning use to accommodate commercial vehicle parking, provides guidelines and standards for same and offers recommendations for suitable locations.
			*	f. Schneider property is already built and should be allowed to operate per code.	f.To complement the existing and proposed uses for the Schneider properties, the Concept Plan suggests additional, compatible, suitable uses, such as a food incubator for consideration. These ideas are not intended to replace or prohibit existing and proposed uses allowed under zoning. (se response to commenter #2)

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		East Hampton/ Sag Harbor CAC con't	North Main Street	a. The intersection of Cedar Street with North Main and the very close proximity with the intersection at Collins Avenue and the egress from the Emergency Vehicle Parking Lot with lights at both locations needs a major overhaul. This should begin with a close look at how the lights can be better synchronized to expedite the flow of traffic. Perhaps having a delayed green coming out of the parking lot would help keep up the flow on North Main as Cedar Street traffic turns into the west-bound traffic from North Main. Having a police department traffic person at that intersection during the heaviest days and times of summer would help immeasurably – slowing and directing and assisting pedestrians	a. Further study of the traffic flow after the trestle improvements are made is recommended.
				b. Supports redesign of Co Rd. 40 & 41-urges immediate implementation	Supportive of the Plan.
				c. Supports affordable housing for west side of North Main St.	Supportive of the Plan.
				d. Agrees with traffic calming and narrowing of Cedar St.	Supportive of the Plan.
				e. Firmly against removing any on-street parking. Suggests alt. configurations for relocating some parking on west side of North Main Street	Further study is recommended after the Train Trestle work has been completed.
				f. Opposes making Collins one-way	Further study is recommended after the Train Trestle work has been completed.
8	10/20/2018 speaker	Judy Friedman	Infrastructure Study	One mile back-ups to TMH and North Main Street intersection. Need infrastructure study before conducting build-out study.	Reconfiguration of the Three Mile Harbor and Springs Fireplace Road is recommended to help relieve the traffic back-ups at this intersection.

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9	10/20/2018 speaker	Krae Van Sickle	Energy Plan	Commends EH's 100% renewable energy goal; but need a comprehensive energy plan. Need zoning laws requiring all new buildings to consume energy at net zero level. Town needs to install batteries and smart energy management systems at critical buildings	a. The Hamlet Plan supports implementation and coordination with other Comprehensive Plan updates and efforts including the Town Energy Policy and the Draft Climate Action Plan which specifically address potential future actions and initiatives to meet the Town's energy goal. The Hamlet Plan encourages the development of more stringent building codes to improve energy efficiency as well as other innovative techniques and management practices. Environmental Performance and Sustainability standards are recommended for all new development pertaining to: installation of charging stations, green or white roof designs, use of locally sourced building materials, use of native plants, incorporating appropriate solar design into buildings and parking lots, encouraging heat pumps, increasing building insulation.
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10	10/20/2018	David Buda	Springs Fireplace Rd. corridor	Town needs to focus on intersections: TMH & SFP roads, Queens La & SFP road. All this traffic has major impacts on Springs. Town should use eminent domain to improve intersections.*	A redesign of the Three Mile Harbor and Springs Fireplace Rd. intersection is recommended.
11	10/20/2018	Mike Mahoney	Deepwater Wind Project	Opposes cable proposal through Wainscott. Deepwater Wind misled the Board. Cable has been exposed on Block Island. Problems: Whale beaching because of harmonics. Cofferdams problem in Europe. Deepwater Wind is a has been sold. Ask if Board can back out of easement.	NA

12	10/18/2018 letter	John McGuirk III & Joan D. Osborne, Village Preservation Society	a. Coordination between Village and Town	a. Town must put in place a mechanism to support collaborative efforts btwn Village and Town, esp. for North Main Street area.	a. While no particular mechanism has been identified, extensive coordination with the Village is envisioned for implementation of North Main Street improvements. The Town and Village are already collaborating on drainage improvements in the area.
			b. Parking	b. Shared parking may be useful going forward, but need to identify any parking deficits surrounding the village. Village already has a 50% deficit in parking.	b. To be eligible for shared parking, new development would require a site specific study to assure new parking deficits are not created.

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			c. Flood Prone	c. North Main St. already flood prone, shallow depth to GW, part of Hook Pond watershed. Common drainage practices don't work in this area, which must be recognized as part of any study for the area.	c. The unique flood prone, shallow depth to gw and other characteristics of the Hook Pond watershed are recognized in the Hamlet Plan. The Water Quality Treatment Plan for Hook Pond prepared by the Village is referenced and innovative projects under development to improve water quality are described.
			d. Curbing & sidewalks	d. Means of creating and delineating walkable surfaces and drainage compatible with a rural community need to be identified. Standard curbs and sidewalks are incompatible.	d. Developing a streetscape plan with specific design standards is recommended.
			e. East Hampton Business Overlay District.	e. Agrees that regulating design is the real trick governing new and re-development of this area. Questions how to promote compatible design. Suggests more oversight to ARB or PB	e. Recommendation is consistent with the Hamlet Plan.
			f. RR trestles	f. Main goal of restructuring train trestles is to increase large truck traffic through the area. Traffic calming measures must be introduced to make this area safe. Additional measures to lessen visual impact would be good. Making Collins Ave. one-way not popular.	A traffic study is recommended to be conducted after the trestle work is complete. Traffic calming and other recommendations to improve safety and visual impacts will be addressed.
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			g. Cedar St.	g. Narrowing Cedar St. is a good idea but bulb outs to achieve narrowing are not compatible with rural character of community	g. Comment noted for future design considerations. No plans for bulb-outs have been developed at this time.
			h. Density and development	h. An assessment of existing commercial space, potential uses, gw protection policies, resiliency preparedness needs to be conducted to assess what is sustainable environmentally & economically. Perhaps prioritizing and incentivizing businesses offering needed goods & services i.e. grocery stores & workforce housing.	h. To help assess economic sustainability, the Town commissioned a Business District Plan to provide an understanding of the Town's economic base, existing business context, and local and regional dynamics that drive the economy. This report, prepared by RKG Associates is complimentary to the Hamlet Plans.

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13	email to Town Clerk	Gerard Giliberti	Springs Fireplace Rd. Corridor *	Urges Town Board to conduct a Master Plan study of the Springs Fireplace Rd. corridor and place area under a development moratorium under study is completed.	Additional study would be required to evaluate this larger study area. (see response to commenter #2)
14	email to Town Clerk	Jacqui & Dennis Donlon	Sand Pit *	Concerned with the proposed commercial industrial development of this sandpit. The addition of large scale commercial /retail industrial complex will negatively affect the already congested traffic corridor and will put the Springs population at risk medically and economically.	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)
15	email to Town Clerk	Nicole Young	Springs Fireplace Rd. Corridor *	Traffic and speed of drivers on SFR problematic; any increase in traffic from development in the works or from the sand pit will make the traffic worse and stress the fragile environment. Supports recommendation to conduct a Master Plan and recommends a moratorium	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)
16	Letter rec'd Nov 7	Bill Hall	Springs Fireplace Rd. Corridor *	Owner of One-stop Market and excited about possible changes & improvements to Springs Fireplace Rd. Business area shouldn't look like a construction site- should look better. Improvement turning lanes and parking lot entrances could prevent fender benders.	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)
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17	Letter	Zach Cohen	Springs Fireplace Rd. corridor *	A full build-out analysis with traffic projections for the sand pit and other properties along the corridor is needed as foundation for all planning and zoning decisions. Traffic at full build-out will likely have untenable impacts on the corridor and Springs residents dependent on the corridor. Currently, only incremental traffic analyses are conducted as development is proposed on a lot by lot basis. Cautions against conducting hypothetical designs for private property owners (the sand pit).	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, and other environmental impacts. (see response to commenter #2)
18	letter rec'd 11/13/18	Daniel Aharoni	Springs Fireplace Rd. corridor	Need a traffic study for Springs Fireplace Rd. before any new development, that would be basis for a Master Plan. Hold off any development until Master Plan complete	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)
19	11/11/18 email	Gerard Grosso	Springs Fireplace Rd. corridor *	Address traffic congestion issues but more serious are health and safety issues stemming from the active sand mine. Trucks making wide turns and sudden stops create safety hazards. The facility itself generates huge airborne dust debris creating physical health and respiratory hazards. Each truck drags and spills dirt onto the roadway. Roadway is often covered with inches of dirt. Never cleaned up by the businesses.	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (See response to commenter #2)
20	email	Irena Brigani	Springs Fireplace Rd. corridor *	Springs Fireplace Rd. has become increasingly congested. The Hamlet study calls for substantial increase in commercial development. Need a traffic study before develop plan for future potential development. Then Master Plan development. Moratorium until Master Plan completed.	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)

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21	11/11/2018 email	Valerie Green	Springs Fireplace Rd. corridor *	same as above	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)
22	11/12/2018 email	Patrick Carroll	Springs Fireplace Rd. corridor *	same as above	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)
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23	11/11/2018	Margaret Backman	Springs Fireplace Rd. corridor *	Recommends Master Plan development and immediate attention to the air pollution generated by the sand mine. Can't wait 10 years to develop a plan.	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)
24	11/8/2018 letter	Steve Coffey	Springs Fireplace Rd. Corridor *	Conduct Master Plan and impose a moratorium	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)
25	11/11/18 email	Judith Weiss	Springs Fireplace Rd. Corridor *	Area experiences considerable traffic already. With new bus depot, planned high school vocational technology center will increase traffic. Several additional new commercial developments in planning or construction phase: car wash, large business park, contractor parking lot. The sand pit can accommodate additional development and traffic. Please take all into consideration in planning for this area.	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. 9 See response to commenter #2)
26	11/14/18 email	David Farber	Springs Fireplace Rd. corridor *	Development must stop until a Master Plan is put in place. The corridor has become a dumping ground for everything the rest of the Town does not want	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (see response to commenter #2)

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28	11/7/2018	Barry Bistran, Fireplace Development Corp.	Bistran Gravel Mine site *	Most appropriate long term use for site is commercial industrial. No plans for the site except to continue to mine as use as sand and gravel mine until its stores are exhausted and to continue non-mining industrial uses indefinitely. Mining activities expected to continue for another 2 decades. Even when mining ceases, the other industrial businesses will continue including: processing and supply of road materials, concrete products and the like, sand and gravel supply from offsite, masonry supply center, producer of precast materials. The land is already disturbed and lends itself to continuation of commercial industrial uses rather than redevelopment as residential. Property could absorb businesses that can't be accommodated in other parts of town and is suitable to accommodate small business uses and other businesses that cannot foresee today. Town should not constrain ability of this property to adapt to and absorb future commercial opportunities that may arise.	(see response to commenter # 2)
29	11/15/2018	Bette Smith	Springs Fireplace Rd. corridor *	Springs Fireplace corridor is one of 2 main entrances to Springs and has daily impacts on lives of residents. Already face increased traffic from new bus depot and planned vocational high school. Increasing commercial development in this area will adversely affect Springs residents with environmental and traffic impacts.	Further study in this area will be required to address road access, traffic capacity, safety issues, water supply, neighborhood impacts, wastewater, other environmental impacts and concerns. (See response to commenter # 2)
			* Also see comments pertaining to the Springs Fireplace Rd. Corridor summarized in the Springs Hamlet Plan		

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
1	12/6/2018	Laura Tooman, Pres. CCOM	Water Quality and Coastal Planning	Supports general Vision of Plan. Not an implementation or a retreat plan but a guide for the future. Next step will be time consuming & will require all players at the table and more resources. Need to protect water quality and dune system in the mean time.	Supports the Plan
2	12/6/2018	Alison Branco, TNC Director of Coastal Programs	Climate change	Commends Board on leadership on climate change issue. Planning for retreat is the only sensible solution. Many details to work out. TNC offers their assistance to the Town.	Supports the Plan
3	12/6/2018	Carl Irace, atty for Defend H2O	Coastal erosion	Concerned with Town Plans for public beach. Disavows beach nourishment as inconsistent with Comp Plan and LWRP. Opposes Erosion Control District as it will commit public funds to private interests and isn't good env.. Policy. Retreat is the only solution.	The Town Board will conduct additional and separate evaluation on an erosion control district for Downtown Montauk.
4	12/6/2018	Alan Axelwoods	Beach Nourishment	As a Coop Owner in Montauk Blue, taking away the beach is unacceptable and unfair. ACOE can fix the situation. Wants to stay involved.	The Plan does not recommend removal of the beach or access to the beach for property owners or the public.
5	12/6/2018 and 12/3/18 letter	Glen Hall, Chair of EH Disabilities Board	ADA compliance	Expand the goals/tenet of the Hamlet Studies to specifically include removal of existing barriers for people with disabilities throughout the Town as defined by ADA. Accessibility and equal opportunity for all should be incorporated into all Town planning.	Town Policy and the Plan are supportive of this goal.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
6	12/6/2018	Kevin McAllister, Defend H2O	Coastal Erosion	Applauds Board for being on forefront of climate change issue. Past 40 yrs. There was a 4" rise but next 40 will have an 11in. To 30 in rise in sea level. Supports recommendation for a feeder beach for west of Lake Montauk jetty with sand bypassing as a source of sand. Fully supports strategic retreat and adaptation for downtown through CPF and TDR. Compatible beach sediments and issue for nourishment. Offshore dredging will create a 100 acre hole. Increasing density thru TDR will go well with Sewer District.	Generally supportive of the Plan.
7	12/6/2018	Ed Braun, Chairman CCOM	Supports plan and moving forward	Supports the vision: recognizes its not an implementation plan. Look at solutions as a whole rather than individually.	
8	12/6/2018	Tom Muse	Coastal Erosion	The ACOE project took away 1/2 the Montauk Beach; unfair to spread out cost of replacing beach over a greater area such as proposed Erosion Control District. Existing beach conditions are dangerous with 15 ft. high cliffs and no dry beach area conditions on a weekly basis. Hamlet Report lacks detail. Some of the relocation areas have already been developed residentially. Need to get started immediately.	The next phases of the Montauk Hamlet Plan and companion studies will provide the detail needed for implementation.
9	12/6/2018	Chris Carillo, representing Surfside Estates	Coastal Erosion	The one deeded beach access for the 90 residential lot subd.. is gone as a result of the installation of the Downtown Montauk revetment and boardwalk. Dangerous situation. Don't have time to wait to address the erosion concerns, need to act now.	Generally supportive of the Hamlet Plan.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
10	12/6/2018	Andrew Brosman, Chairman Surfrider Assoc.	Coastal Erosion	Commends Hamlet Study; encouraged by concept of Managed Retreat. ACOE geotextile bags exacerbated the erosion problems. Existing conditions: There's no beach 6-8 months of the year until sand is trucked in during Springtime. Creating tax district should be limited to the oceanfront property owners who will directly benefit. Shore hardening structures exacerbate erosion. Need to act quickly. Sea level is rising, seas are warming, increase frequency of storms, greater erosion occurring.	Generally supportive of the Plan.
11	12/6/2018	Paul Fiondella	Climate Change	4th National Climate Assessment Report reports climate change occurring faster than previously projected. NE coast of US is experiencing some of highest rates of global warming impacts. Nature report indicated sea level is rising 8.2 ft. universally but 11 feet in our area. Temp increase 1.5 deg. by 2030; 2 deg. by 2040. 1.5billion people will be affected. can't just retreat, will need to go up. Hamlet Study needs to incorporate more updated Climate Change Science.	The best available science on climate change impacts were assessed at the time of preparation of the Plan. Adjustments can be made as further science and predictions are made.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

12	12/6/2018	Bonnie Brady	Need more input from year round people and multiple issues	ACOE destroyed the beach. Montauk sick of being a guinea pig. ADA requirement for buildings important. NYSDEC must sign off on sand procurement for beaches. Public charrettes didn't get input from business owners, moms, PTA, senior citizens, yr.rounders. Montauk traffic can't be handled by roundabouts except maybe at West Lake Drive. Fire trucks can't maneuver roundabouts. Pause study and get more input.	See detailed response to letter from Bonnie Brady (comment #22).
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
13	12/6/2018	Krae Van Sickle	Coastal Resiliency	Resilience Plan is needed. Sewage treatment and beach replenishment are a waste of time because of rapidity of change. According to National Climate Assessment Report, this region is susceptible to storms year round. It's foolish to spend money on infrastructure and sand for an area that will be wiped out. Instead, use money to relocate businesses and critical facilities to Firehouse area. Create a microgrid for Firehouse area and locate critical facilities in microgrid.	The best available science on Climate Change was used to prepare the Hamlet Plan.
14	12/6/2018	Arden Gardell	Need to act now	Beach is eroding, change is happening, sewer and sand districts are needed to pay for solutions. Need conduct public education and to work together.	Generally supportive of the Plan.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

15	12/6/2018	Katie Casey	Keep record open	Requested Board keep record open for additional 30 days for comments on all Hamlets.	Board agreed to keep record open for 30 days.
14	12/6/2018	Zach Cohen	Feeder Beach	Look up Sand Engine at University of Delftland	Multiple coastal maintenance strategies will be evaluated in the next phase of the Montauk Hamlet and CARP studies.
15	12/6/2018	Michael McDonald	Climate change	Town has come a long way in a short time but Hamlet Studies need to have more emphasis on resilience and better base in science. We'll face sea level rise, king tides, big storms, collapse of oil economy. Need to consider economic realities. Look at gaps/solutions with community input. Conduct simulations for 5, 10, 15 years in future. Will have errors of omission and commission. Town is on right track.	The Hamlet Plan incorporated and the Climate Change data and science available and promulgated by New York State, FEMA and other agencies and organizations.
16	12/6/2018	Henry Uhlein	More time	Requested additional time to review report and learn what's going on.	Hearing record was left open for an additional 30 days
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
17	1/5/2019	Lisa Greci	Opposes adoption of Plan	a. Town Board should hold another hearing not 2 weeks before Christmas and during Yom Kippur	The Montauk Plan was first presented in June 2017, revised and presented in February 2018. Public hearings on all 5 hamlet plans were conducted between Oct 4, 2018 and Dec. 6, 2018 with comments accepted on every hamlet during each of the hearings. None of the hearings were conducted on Yom Kippur. The hearing record was kept open for 30 days after the close of the Dec. 6, 2018 public hearing.
				b. There are already 2 private sewage treatment plants in Montauk that don't receive sufficient effluent to operate properly. Why should the 898 year round families in Montauk pay for sewage treatment for the downtown and Harbor area establishments to operate for 4 months of the year?	b. The Montauk Manor and Rough Riders sewage treatment plants are seasonal, but according to the Suffolk County Department of Health Services records, their average nitrogen discharges, biological oxygen demand and suspended solids are lower than the state and standards. These facilities achieve efficiency necessary to consistently operate at the desired performance level. The need for sewage treatment for downtown Montauk and the Harbor area exists independent of the designs set forth in the Hamlet Plans. Further review, evaluation and public participation of various funding mechanisms and designs for sewage treatment will be conducted by the Town.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

			c.Regarding the three phase relocation of the oceanfront hotels, co-ops and condominiums the plan call for, not only is the price of moving all of them into and around Main Street and Essex Street astronomical (in the Billions), they wouldn't fit , there is not enough parking and the congestion in that five block radius would be overwhelming. Please provide a cost estimate in the Plan.	c.The Plan for downtown Montauk depicts a potential mechanism for property owners to voluntarily relocate their businesses out of flood and erosion zones. The Plan does not envision buying all the properties along the ocean, but instead, offers a TDR Plan providing business owners an option to re-establish their lodging facility landward. Acquisition is proposed for the few businesses in the "breach area" and several funding options, including federal, state and local sources, are identified. Parking to accommodate the existing and proposed relocated businesses is identified in the concept plan. As the relocation plans are voluntary, no set cost estimate is provided.
			d. I request that the Board or Consultants provide the residents of Montauk with the actual number of establishments that need a treatment plans and who are in favor of paying for it.	d. According to the Downtown Montauk Wastewater Management Plan, approximately 155 (90%) of the existing 172 developed properties have wastewater needs. Of these, approximately 113 properties are commercial properties that only have cesspools. Federal law prohibited the use of cesspools, as of 2005, for properties serving 20 or more people per day. Approximately 146 of the 172 developed properties have insufficient area on their property for installing a code compliant wastewater system that protects public health and environmental quality and complies with State and County regulations, an off-site community solution is required for the Downtown Montauk Study Area.
			e. In addition, there area already businesses and/or residential houses located on the properties being identified as relocation spots!	e. The Concept Plan for Downtown Montauk recognizes and incorporates the existing businesses and other land uses in the areas proposed for relocation.
Date	Commenter	Subject/Summary	Comment	Consultant Comment
	Lisa Greci con't		f. Are we to agree that the resorts are going to move onto Main Street and into our existing downtown? What will happen to the establishments we rely on for year round necessities and that are already there? What if these properties don't agree to sell to the town? And where is the money coming from if they do?	f. The Concept Plan does not displace all the year round businesses with resorts. Instead, the Concept Plan depicts accommodating all the year round and seasonal development into a more concentrated core area within the downtown. In this way, all of Montauk would be afforded greater protection from sea level rise and storms and the vitality of downtown Montauk would remain.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

			<p>g. The Plan also proposes that all the establishments fronting on Fort Pond, from Second House Road to the Harvest Restaurant be purchased and then removed and turned into “Green Space” (the 7-11, Puff n Putt, the Gas Station, etc....all the establishments on the north side of the pond). On the south side, everything from the existing IGA, then east on South Elmwood is also recommended to be purchased and removed and those business’s relocated to the “Mixed Use Infill” which is the already existing downtown buildings. These purchased properties will then be destroyed and turned into “Green Space” and possible parking areas. All of this is just absurd! And the thought of the town buying all these properties and then shoving their uses into the existing Main Street area is surely poor planning.</p>	<p>g. Sea level rise and coastal models depict the area between Fort Pond and the Atlantic Ocean as highly vulnerable to erosion and storm surge. The Concept Plan recommends the existing land uses within the “breach” be acquired and relocated within the core area of Downtown Montauk. Depending on the funding mechanism, the remaining land can be used for parking or open space. The plan is consistent with sound planning principles.</p>
			<p>h. In addition, the Plan calls for a major transportation hub focusing on “multi-modal service” to be located by the train station, acquiring land from Rough Riders Condos, the Arbor Restaurant as well as parts of Flamingo/Edgemere Street. Ironically, the Plan incorrectly identifies Fort Pond Road (in front of the train station and Rough Riders Condos) as Tuthill Road and Edgemere Street as Manor Road. That is totally incorrect.</p>	<p>h. The road name will be corrected in the Plan.</p>
Date	Commenter	Subject/Summary	Comment	Consultant Comment

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

		Lisa Greci con't		<p>i. The Plan also recommends erecting two roundabouts on Flamingo/Edgemere Road: One directly at the entrance and leading to the Montauk Fire House and Play House entry and the other one at the entrance to the Train Station next to The Arbor Restaurant (both within 100 feet of each other!). Just imagine the chaos that would cause when the train arrives and the Fire Department has an emergency call! The entirety of the above mentioned land for the transportation hub is located below sea level and in a 100 year Flood Plain and no increased development should ever occur there. The train station property is owned by the MTA and they should be responsible for providing a systematic entry and exit way as well as parking for their buses and for taxis, not the taxpayers of East Hampton.</p>	<p>i. While roundabouts can improve safety and efficiency in this area, further study will be required to determine the best solution to the multiple traffic issues in this area.</p>
				<p>j. Regarding the Harbor area, I agree that a roundabout would improve the traffic flow in front of O'Murphy's/Tipperary. I also agree that that the Harbor should have a walkway around the Lake that connects and runs from Gosman's to Darenberg's.</p>	<p>j. Supports the Plan.</p>
				<p>k. I do not agree that the West Lake loop road should be closed from the town owned parking area aside Gosman's leading to the old Blue Haven Motel. .</p>	<p>k. Further traffic analysis and coordination with County will be required.</p>

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

				<p>l. I also have a big problem with the proposed “Shared Parking”. The proposed Shared Parking allows establishments that can’t handle their existing parking needs to be able to lease out other parking lots within Montauk (i.e. late night bars and restaurants), located away from their overcrowded property for their benefit to provide parking for their overflow of customers. Current zoning laws require onsite parking for patrons and that should not be changed unless the objective is to allow overcrowding.</p>	<p>l. The shared parking options include safeguards to prevent overcrowding and excessive development. Accordingly, shared parking may not be suitable for all businesses and sites.</p>
Date	Commenter	Subject/Summary	Comment	Consultant Comment	
	Lisa Greci con't		<p>m. In my opinion, all the objectives that the Town Board is trying to achieve by retreating the existing structures can be accomplish, and I agree that we have to retreat. I just don't agree that it is my problem or that of anyone else except the property owners in peril. But the reconfiguration of our existing hamlet is not acceptable. We all love what we have and if Mother Nature works her hand, so be it.</p>	<p>m. So noted</p>	

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

				n. In closing, I do believe that the Town can accomplish a plan that encompasses the relocation of the imperiled waterfront establishments. The Town owns the 30 acre landfill on Montauk Highway. This land can be reclaimed and re-used to establish a brand new planned community (it should have been reclaimed when Cathy Lester was Supervisor, as she lobbied for but lost, for future town use). It is over 90 feet above sea level, offers panoramic views of Fort Pond Bay, the Atlantic Ocean and Downtown Montauk, can accommodate a transportation hub with a rail road spur, can provide investment opportunities for multiple dwellings, affordable housing, a supermarket, hotels, restaurants, a walk able downtown, a sewage treatment plan for the development and much more. The Town can also offer the transfer of development rights to the retreating properties. Even if it cost a million dollars an acre to reclaim the 30 acres, the town with proper and new zoning classifications for that area would more than recoup its investment. Its way cheaper than the proposed Plan currently presented to us, and we can get rid of Dirt Bag Beach once and forever	n. So noted
18	Date	Commenter	Subject/Summary	Comment	Consultant Comment
	1/6/2019	Ed Braun	Supports Plan	Hamlet study provides a future vision of an Economically, Environmentally Sustainable Montauk critical to our well being. Objections raised by a minority of citizens can be addressed in next phases of process.	Supports Plan.
19	1/6/19 email	Jessica James	Supports Plan	a. Endorses moving forward with next steps as suggested by the Hamlet Study	a. Supports study

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

22	1/4/2019 letter	Bonnie Brady	Don't move forward with this Plan- get input from year-round Montauk residents	<p>a. Due to the time of year the charrette process was scheduled for in Montauk, the public input provided a slanted view of the needs of Montauk. Year-round residents were working and couldn't participate.</p>	<p>a. It is difficult to find the perfect time for public meetings in Montauk in particular, due to the heavy and seasonal work schedule of many of the residents and business owners. The summer is extremely busy, but during the winter, some seasonal business owners and residents leave the area. Spring is busy with preparations for the season and the fall is still busy. Two -day charrettes for Wainscott, East Hampton, Springs and Amagansett were conducted in 2016 during the months of May and June. Acknowledging the busy summer season, the charrettes for Montauk were scheduled for September 14-17 2016. They were not conducted during Labor Day weekend (Sept. 2,3,5) or Labor Day week. Four days of charrettes rather than 2 were devoted to Montauk and meetings were held during the daytime, evenings and on a Saturday. The meetings were covered by the local media. There were continuous and multiple avenues to provide input and obtain updates about the hamlet studies in addition to the charrette process beginning with the March 15, 2016 kickoff meeting. The first draft of the Plan was presented in Montauk in June 2017. The draft report and presentation were made available on the Town's website and the record was kept through the end of 2017. Extensive written public comments were received from the Montauk CAC, the Montauk Chamber of Commerce and other individuals. The comments were reviewed, summarized and addressed in the next version of the Plan which was presented and reviewed by the Town Board in May 2018. Additional comments were received and reviewed by the Town Board. Public comments on any of the 5 hamlet studies were accepted by the Town Board during the five public hearings conducted between Oct 4 and Dec 6, 2018. After the close of the Dec. 6, 2018 hearing, the public record was left open for written comments for an additional 30 days, through Jan. 6, 2019.</p>
				<p>b. No attempt was made to solicit input from: Montauk's Senior Citizens comprising 30% of Montauk's year-round pop.; the PTA or parents; the Fire Dept., or businesses.</p>	<p>b. See response to (a) above. There were multiple public meetings and hearings conducted during the day, evening and on Saturday over a 3 year period to maximize the public input opportunities from all members of the public.</p>
				<p>c. None of my comments about traffic made during the charrettes were written down or incorporated.</p>	<p>c. Opposition to roundabouts has been noted and other traffic measures are incorporated in writing in the Hamlet Plan.</p>
				<p>d.Despite claims to the contrary from the Town Board, some implementation measures have already occurred, such as the installation of the crosswalk warning systems. There was not adequate opportunity for public input on this project, a good example of why the process must be paused.</p>	<p>d.Some Town Board projects, including the installation of the crosswalk warning system were initiated before the Hamlet Studies began and were included as part of the Montauk Hamlet Plan. In addition to the hamlet study review and public comment period, the crosswalk warning system installations benefited from additional agency review, separate funding and review. It would be difficult, if not impossible, for the Town Board to put all improvements for Montauk on hold for the 3 year Hamlet study timeframe.</p>

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				e. Process needs to be more transparent. CCOM was joint grant partner for the CARP study and therefore their objectivity on this study is questionable.	e. The process was completely transparent. Every individual, agency, organization and group have been provided the same opportunities to participate and provide comments.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		Bonnie Brady con't		f. The Montauk Study should not be accepted or approved until further review and broad acceptance by a majority of Montauk's year-round residents.	f. The Town Board will make the decision on accepting the Plan if and when they find it acceptable.
				g. All traffic items listed in the study should not go forward without further review and approval from the Montauk Fire Department and Commissioners.	g. There will be additional review of all the recommendations, including those pertaining to traffic by multiple agencies, organizations and individuals. The concept plans are a starting point for further discussion and analysis.
				h. Traffic circles have no place in any of the locations suggested except for West Lake Dr. & Flamingo Ave. In general, roundabouts create more backups and headaches for year round residents. The consultants did not fully develop or research year round conditions but only spent Memorial Day weekend in Montauk and used that as the basis for their decision making.	h. As stated in g above, there will be further review and evaluation of all the recommendations in the report, including the roundabouts and traffic recommendations. The consulting team has many decades of professional planning, traffic and engineering experience in Montauk and East Hampton in general. The traffic recommendations were not based solely on one year's Memorial Day weekend conditions.
				i. A 3rd crosswalk sensor is listed in the Plan as to be installed on South Elder ST. between the 7-11 and the IGA. Is this another traffic decision that has been made without input from Montauk's year round residents?	i. As mentioned, the Town Board commenced study and implementation on the downtown Montauk crosswalks as a safety measure separate from the Hamlet Study.
				j. The recently installed street lamps lighting Main St. from the entrance of the hamlet near second house on the west to Martell's and the Catholic Church on the east have turned Montauk's downtown at night into a stadium, contrary to the Town's night sky policies.	j. The comment supports the need for the Town's Dark Sky Lighting Policy to be applied to all projects and street lights.

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				k. Both the Downtown and Harbor area plans must be approved by the Chamber of Commerce and the Montauk Harbor Association prior to any implementation to retreat, relocate or relinquish.	k. The Town Board is conducting extensive public engagement and outreach for the Hamlet Studies.
				l. For example, the walking Tour and Visioning workshop discussed making a continuous boardwalk on the dock area without taking into account that boats need to be hauled out, something that can't be done with a contiguous boardwalk.	i. The concept for a continuous boardwalk along the dock area is already part of the Town Waterfront Revitalization Plan recommendations. Future design of any such boardwalks would need to accommodate the existing and future uses for boat hauling, fishing operations and other uses.
Date	Commenter	Subject/Summary	Comment	Consultant Comment	
	Bonnie Brady con't		m. Prior to any future retreat, relocate or relinquish in Downtown Montauk, the Town of East Hampton must fix the downtown Atlantic Ocean beach first, through the removal of the ACOE project and the geobags and their construction grade sand, which helped to perpetuate scouring of the beach, and be replaced with appropriately matched sand sediment grain size, and then through offshore dredging and beach replenishment.	m. The ACOE FIMP project, the Montauk Beach Renourishment Feasibility Study and other actions are being evaluated by the Town Board concurrently with the Hamlet Plan. It is important to note that a good deal more work, public input and evaluation is required before any beachfront implementation, retreat, relocation or other actions will be undertaken.	

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				<p>n. Portable seasonal housing, with dry toilets, such as the “Kondo” that was hailed as a workable solution for Montauk at the dock area, is ridiculous. Montauk does not need to be the guinea pig for bad ideas within the Town of East Hampton. Seasonal housing could be far better done in some sort of large scale condominium type of complex similar to those at the Montauk golf course, that could be located in and near the landfill, with shuttle buses taking employees to work. We don’t need to create a portable Pottersville within our hamlet. They could either be closed in the winter or, if need be, the area at the landfill could be then offered as seasonal winter housing to those who chose to spend only the winter in Montauk.</p>	<p>n. Many options are being considered to meet the year round and seasonal housing needs of Montauk.</p>
Date	Commenter	Subject/Summary	Comment	Consultant Comment	
			<p>o. Page 22 of the hamlet study takes a bit of creative license in describing our “Commercial and Industrial uses: The major(?) commercial centers include the Montauk Downtown and the Montauk Dock Area. Montauk Downtown is one of the highest-density commercial areas in the town, with high rise buildings (we have one, the Montauk Tower) and oceanfront motels alongside one story and two story beach-oriented retail stores and restaurants (We have no two-story restaurants, and less than a dozen two-story retail shops, most with retail on the ground floor and apartments above them.) Montauk Dock includes restaurants and shops along with a working waterfront.”</p>	<p>o. The statement that Downtown Montauk is the most densely developed business area in East Hampton is true and does not rely on creative license.</p>	

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			<p>p. The desire to raise the train station and its platform and turn the area into a “regional transit hub” is ludicrous.</p> <p>First, the train platform was already raised in a major renovation several years back. There has been no flooding in the area in the last 30 years. Even when Hurricane Bob came thought in 1990, Navy Road was flooded for a day, but the water did not reach the train station. I know, I and John Mulligan of the MFD were placed in charge of 3000 tourists at the Manor. Secondly, due to its configuration, any attempt to build up commercially that area loses sight of the fact that a traffic plan must be put in place first. A roundabout will not work in the area because of the fact that there is no through road so eventually all will become gridlocked. Working with the police department and local taxi companies would be the best way to facilitate how to best get in and out of the area, and create a workable plan would work best for all.</p>	<p>p. As mentioned, additional evaluation, public and agency input is needed and anticipated before implementation. The train station area in particular has multiple concerns which need to be further evaluated. Future flooding of the Montauk Train Station area is predicted by the FEMA maps and several sea level rise scenarios.</p>
Date	Committer	Subject/Summary	Comment	Consultant Comment
	Bonnie Brady con't		<p>q. Year-round affordable, housing, both rental, and affordable homes, must take priority in Montauk. Small density, duplexes and triplexes, two and three bedrooms, placed in many small town owned 1/4-1/8 acre lots could be an easy solution to the short term problem. Montauk has been waiting 30 years for more housing. The working year-round residents of Montauk deserve a real solution, not empty promises.</p>	<p>q. Whereas business owners expressed the critical need for seasonal worker housing, many residents opined that year round affordable housing should be the priority. The Hamlet Plan provided opportunities for both year round and seasonal affordable housing, although noted that much more work, with the Town Housing and Community Development Office is underway and will be required.</p>

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				r. There are probably about another 100 comments that could be offered if I had more time, but the most important thing I can offer is the request to stop moving forward with the Hamlet study until a majority of year round residents from Montauk can have the opportunity to weigh in, whether it is through some sort of interactive online survey, smaller group meetings with the demographic groups I've already discussed, and more public meetings during the winter during school periods, when the local year round residents have the time in between the busy summer seasons. The more eyes and input on this study, the better.	r. The Town Board continues to accept comments on this plan and all projects.
23	1/5/2019	Marshall Prado	Moving motels is overkill	Opposes plan to move the motels off the beach to S. Essex St. or some other area. It's overkill and entirely undoable. The Motels are the backbone of survival for most of Montauk during summer months.	The draft Concept Plan offers a voluntary program enabling ocean-fronting motel owners to relocate to the block immediately landward. In the long term, after more sea level rise, additional room to accommodate motel relocation is provided on S. Essex St. Motel owners will not be required to relocate.
				The Town Board should have a better feel for what the people of Montauk need. The first approach is to look into building an offshore reef and when needed, dredging offshore to supply sand as had been done for many years in the past. There are parts of the dismantled Tappan Zee Bridge that might be available.	The ACOE FIMP study evaluated multiple alternatives including hard structures. The Hamlet Plan builds on the consensus reached in the FIMP Study and the adopted policies of the Local Waterfront Revitalization Plan.
				The idea of trying to push this on us at a meeting in East Hampton rather than in Montauk and at a time when both Christians and Jews are having their holidays is short sighted.	The Hamlet Plans have been under development for approximately 3 years.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment

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24	1/8/2019	Joe Dryer	Lack of Communication	Nobody knew the name of the report. There's been a lack of communication between the town Board and Montauk about this important project.	The Hamlet Study is not a catchy title but the study has been underway, with multiple opportunities for public involvement for about 3 years. Extensive efforts have been made to publicize the public meetings and hearings about the plans and additional efforts will be made to broaden involvement. Meetings have been publicized in the East Hampton Star, the Town website, the CAC meetings, the Local TV station and by flyers posted on public buildings. In Montauk, a Kick-off meeting was conducted in March 2016; public workshops called charrettes were conducted between Sept. 14 & 17 2016.; a draft report was presented in June 2017. The Town Board conducted public hearings on the 5 hamlet reports during five public hearings conducted between October 4 and December 6, 2018. The public hearing record was kept open for written comments until Jan. 6, 2019. Additional comments continue to be considered by the Town Board.
			Crosswalks & lights are blinding and dangerous	Montauk experiences controlled chaos for 2 months each year. Without community involvement, bright yellow signs have been installed leading to the Downtown area and lit crosswalks, which are blinding to drivers have been installed. These are gaudy and East Hampton wouldn't accept them, so why should Montauk? Crosswalks for uneducated pedestrians are more dangerous than no crosswalks at all. The Citizens of Montauk should have had something to say about this project.	The lighted crosswalks in Montauk and Amagansett were installed pursuant to a NY State grant, not as a result of the Hamlet Study. Some of the signage will be removed once the project is fully installed. The project was brought before the Montauk CAC and multiple Town meetings for public review.
			Firehouse roundabout is a bad idea	Firemen need to get out of the firehouse quickly and any congestions could cost lives. Why wasn't the fire district or fire chief notified about this proposal? Roundabouts are inconsistent with the character of Montauk.	Studies show that roundabouts can reduce congestion and improve traffic flow for emergency vehicles. Never-the-less, the illustration depicting roundabouts in front of the Montauk firehouse have not been well received by the public or the Town Board. More planning, engineering and input from fire commissioners and the public will be conducted to further evaluation and improve traffic flow and safety in this area.
25	1/8/2019	Dick Monahan	Poor Communications	Serves as a member of the Montauk CAC but never saw the detail in the report. Was just told last night about the roundabouts. Who is responsible for maintaining the Town website?	The draft Hamlet Plan for Montauk, including the illustrations for roundabouts have been posted on the Town website since June 2017. The Town Board has not adopted any Hamlet Plans and no portion of the Plan has been finalized at this time. The Town Board is still considering new comments submitted even though the public hearing closed on Jan. 6. 2019.
				I was required to send notice to my neighbors before I added onto my house. Isn't the Town morally if not legally responsible to inform the public before a project is implemented?	The Town Board has notified the public about the Hamlet Plan in multiple venues: Town website, public hearing notices, East Hampton Star, LTV, and CAC meetings. That being said, the Town Board will continue to seek and incorporate public comments on the Plans. Implementation of any particular project is not contemplated at this time. Before any projects move forward, additional public input, involved organizations including the Fire Department and others will be conducted.

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26	1/8/2019	Cathy Weiss	No comments at this time		
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
27	1/8/2019	Bonnie Brady	Submitted written comments 11:52 PM on Friday- hopes they have been read	see Public Hearing Comments matrix for summary of written comments and brief responses	
			What does RD input mean	In the Action Plan Matrix for Montauk, RD input is written in the time framed for the recommendation to raise Montauk Hwy. What does that mean?	The speaker identified an error in the matrix. Raising Montauk Highway is likely to be a long-term project. Potential funding sources would include: (18) Federal Congestion Mitigation and Air Quality Improvement Program; (22) National Highway Performance Program; (23) Surface Transportation Block Grant.
			Timing of the Charrettes	The public charrettes in Montauk were offered the day after Labor Day, a busy week for local business people. More year round people should have input in the report. I suggested to Lisa Liquori that she should go to the PTA meetings, Fire Department meetings, senior citizens meetings.	The 2-day charrettes for Amagansett, East Hampton, Amagansett and Springs were conducted in May and June 2017. Rather than continue the process into the busy summer season and the September 6, 2016 Labor Day Holiday, the Montauk charrettes were conducted between Sept. 14-17. Four days including weekdays, week day evenings, and a Saturday morning were developed to Montauk due to the large area and amount of business development (charrettes were 2 days for each of the other Hamlets). During the preparation of the draft Montauk Hamlet Plan, some of the meetings were conducted in the Montauk Firehouse and others were in the Montauk Community Center. These are central locations where firemen and senior citizens groups often meet.
			Are these comments being registered?	How are these comments being registered? Will the public record be re-opened?	All comments including those submitted during the 1/8/19 Town Board work session have been recorded and will be considered by the Town Board. The process for re-opening the public hearing takes an unanimous vote of the Town Board. Or re-noticing of the public hearings.
28	1/8/2019	Lisa Greci	Read letter into the record	The multiple points raised in the letter are identified and summarized in the Montauk Hamlet public hearing comment spreadsheet	
			Not her Vision for Montauk	Worked on the 2005 Comprehensive Plan as the Chairwoman on the Montauk CAC. The Vision put forth in this Hamlet Report is not her Vision for Montauk. It calls for too much development.	The Vision and Illustrative Plan does not depict more development than already allowed by zoning, current laws and plans.
			Requests another hearing in May or June	Another public hearing should be conducted when Montauk citizens can attend- such as in May or June	The Board will consider whether to conduct an additional public hearing.

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29	1/8/2019	Michael Nicolls	Coastal erosion alternative	Speaker has a PhD in hydrogeology and grew up in Long Beach. Suggests jetties or groins be installed in downtown Montauk rather than relocate motels. Installing groins/jetties will allow the sand to build up rather than get transported down drift (west) along the LI coastline. If placed correctly, won't need to pump-in more sand on the beaches.	Jetties are hard structures built on either side of navigational channels. Groins, or hard shoreline structures built perpendicular to the beach contribute to down drift erosion and are contrary to the East Hampton's coastal policy as set forth in the East Hampton Local Waterfront Revitalization Program.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		Michael Nicholls con't		A study conducted in the early 2000's by a University of Florida group found that sea level rise is nothing new, that it occurs every couple thousand years and that CO2 levels have increased a negligible amount. The way to rebuild our beaches is to build jetties.	The report relied on information and data specific to New York, East Hampton and Montauk. The ACOE 2014 Downtown Montauk Stabilization Project reported there has been 44 feet of beach erosion between 2000-2012 or 3 feet per year. According to the NY 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.
				Speaker offered to contribute \$100,000 as a deposit for a study that would evaluate installation of jetties/groins in downtown Montauk.	ACOE in their FIMP study already evaluated installation of a groin field in downtown Montauk. The Town has not looked favorably on the installation of new groin fields for a variety of reasons.
				Groins would provide an economic benefit to the community and would contribute to the attractiveness of the area for surfing.	ACOE in their FIMP study already evaluated installation of a groin field in downtown Montauk. The Town has not looked favorably on the installation of new groin fields for a variety of reasons.
30	1/8/2019	Laraine Creegan, Montauk Chamber of Commerce	Is a done deal that the Hamlet Study will be approved?	Speaker questioned Councilman Bragman's early statement	Councilman Bragman clarified that in his opinion, the Hamlet Study will be adopted, but that first, the study will go through additional review from the Planning Board and others. The comments will be incorporated into the record and will be considered by the Board in their deliberations about whether to approve, approve with modifications or delay approval of the reports. Councilman Bragman clarified that he was speaking for himself and not the Board as a whole.
			Will the comments be organized by topic?	It would be helpful if the comments were organized by topic.	The comments are organized according to speaker and Hamlet.

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31	1/8/2019	Dan Stavola	Just heard about the study 6 weeks ago	Speaker has lived in Montauk over 40yers. Received 12 copies of tax bills. How come he didn't get notification about this study? Who watches LVV? Doesn't feel he should be required to buy the EH Star to know what is happening.	The Town Board and consulting team are appreciative that the public is interested in participating in the study. All comments are being considered, regardless of when they are submitted.
			Cost of Study	How much does the Hamlet Study cost? What happened to the Horne Rose Study?	The Hamlet Study is ongoing. It is expected to cost the approximately \$300,000 in outside consulting fees. The Horne Rose Study was conducted in 2003. It was never adopted.
				Why doesn't the Town Board get 5 or 6 people from Montauk to give their input?	The Town Board and consulting team are interested in hearing from all members of the public and the business community. It would be very difficult to choose just 5 or 6 people to represent all the views of Montauk.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
32	1/8/2019	Jim Grimes	Need to combine broad brush planning with immediate needs	Broad brush planning techniques should be applied to the immediate needs of Montauk. There is the potential to loose downtown Montauk in any given year. Speaker doesn't agree with wholesale relocation of downtown Montauk. This is not Connecticut. Sea level rise has been going on for 20,000 years and will continue until next ice age. Doesn't agree with jetty plan- Montauk is not Long Beach. "Dirt bags " were just a band-aid, as indicated by ACOE Much more sand is needed.	The Hamlet Study depicts one potential means to contend with coastal planning for downtown Montauk. The concept does not call for the wholesale relocation of the motels out of the downtown area, but instead, offers a plan to allow the ocean fronting motels to relocate landward and remain the most seaward development along the ocean. Extensive additional planning and evaluation would be required to move forward with this concept or any plans for coastal planning in Montauk. In the interim, the Town Board has commissioned a Beach Re-nourishment Feasibility Study for downtown Montauk to help investigate potential funding for a sand only response. At the same time, the ACOE FIMP is now finalized and calls for 450,000 cubic yards of sand to be pumped onto the local beach initially and 400,000 cubic yards of sand every four years thereafter. The ACOE sand plus the local match of additional sand could help provide a short term response, to "stop the bleeding". While these interim steps are being implemented, the Town has the opportunity to plan a strategy for how to respond if the motels get destroyed by storm. If the motels get destroyed, should they rebuild in the same location or should the Town help to find an alternative location?
			Townwide mailing should be undertaken	It would take about \$.05 per tax bill to add a flyer about the Hamlet Plans. Two additional weeks for public comment at this point is not enough. There should be an additional 60 - 90 days.	The Town Board is not legally allowed to include a flyer in the tax bills about other matters such as the Hamlet Plan. A separate Townwide mailing could cost approximately \$10,000-\$12,000 . The Town Board will decide whether to reopen the hearing and/or conduct a Townwide mailing.

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33	1/8/2019	Marshall Prado	Montauk community needs to be involved	Montauk is unique, and the community needs to be involved with the Board. The community has the answers. The Town Board should have better feel for what the people of Montauk need. The report contains a lot of suggestions. Can't understand the report- you need a PhD to read it. Montauk needs the motels. Consider building an offshore reef. Gov. Cuomo has pieces of the old Tappan Zee bridge that might serve the purpose. Don't force this on Montauk. Need an open dialog.	There has been extensive public participation during the 3year preparation of the Hamlet Plan for Montauk. The Town Board welcomes the additional public engagement and participation offered at this time and will consider all comments. Extensive written comments have been submitted by the Montauk CAC, Chamber of Commerce and members of the public. In addition to the written version of the Plan, power point presentations of the Plan are available on the Town website for the public to review.
34	1/8/2019	Jessica James	Supports the Plan	Speaker is a year-round resident and participated in the 3 yr. preparation of the Hamlet Plan. Supports the process which included word of mouth, attending CAC meetings, reading the newspaper. The Plan is the continuation of a vision statement articulated may years ago.	Supports the Plan.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
35	1/8/2019	Henry Uhlein	Requests additional time	Lifelong Montauk resident; got an education today listening to the other speakers. Requests Board give the community an additional 90 days to comment.	Board continues to consider all comments submitted.

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				Speaker has no agenda, no love of the ocean-fronting motels but believes they are an asset to the community. Don't blame the motel owners for the erosion. If we retreat, where does it end? Conducted a web search and found no communities that had retreated but many that had employed sand replenishment. Sand won't stop the tide but will help.	The Hamlet Study depicts one potential means to contend with coastal planning for downtown Montauk. The concept does not call for the wholesale relocation of the motels out of the downtown area, but instead, offers a plan to allow the ocean fronting motels to relocate landward and remain the most seaward development along the ocean. Extensive additional planning and evaluation would be required to move forward with this concept or any plans for coastal planning in Montauk. In the interim, the Town Board has commissioned a Beach Re-nourishment Feasibility Study for downtown Montauk to help investigate potential funding for a sand only response. At the same time, the ACOE FIMP is now finalized and calls for 400,000 cubic yards of sand to be pumped onto the local beach. The ACOE sand plus the local match of additional sand could help provide a short term response, to "stop the bleeding". While these interim steps are being implemented, the Town has the opportunity to plan a strategy for how to respond if the motels get destroyed by storm. If the motels get destroyed, should they rebuild in the same location or should the Town help to find an alternative location?
				The Harbor Area Plan calls for the taking of private property- this is not fair and speaker not willing to give up his motel property. How will you put a road in the proposed location without taking his property? Doesn't make sense. Smells a rat. Never judge a man by his actions but by his motives.	The Plan does not propose the taking of private property. The Illustrative Plan for the Harbor Area depicts a Vision for redevelopment including new and relocated roads, workforce housing, resort development, a feeder beach, commercial fishing support development, marinas and boatyards and more. The Plan is not a blueprint dictating what will get built, but a concept showing what could be possible if the area is planned together.
36	1/8/2019	John Murray	Requirement for raising bulkheads	Will the Plan require to raise the bulkheads in the Harbor Area ? If so, will it be considered new construction?	The Harbor Area Plan identifies the Docks and fishing support structures as Critical Infrastructure. Overtime, as improvements are made, it is anticipated that property owners will need to raise their bulkheads to protect their property from storm surges. The Town has not developed legislation to implement the regulatory aspect of this Plan.
37	1/31/2010	Paul Monte, Town of East Hampton Business Committee Chairman	Don't rush into adopting all or part or recommendations.	Ask for public comment period to be re-opened for additional 30 days, based on recent increased interest by many Montauk residents as expressed in 1/8/19 Town Board Work session	The Town Board continues to accept and consider all public comments.
			Two top priority action items	Recommends reinforcing and confirming in the Study and Comp Plan that the 2 top priority action items for Downtown Montauk are:1) Beach Replenishment and 2) Wastewater Treatment.	These recommendations will be considered; priority action items have not yet been established. However, both beach re-nourishment and wastewater treatment are the topics of separate and on-going studies which continue in a parallel with the Hamlet study.

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	Date	Commenter	Subject/Summary	Comment	Consultant Comment
			Don't adopt downtown reconfiguration or managed retreat	Do not adopt a downtown reconfiguration/retreat strategy recommendation into the Comprehensive Plan! The Board must undertake a much more vigorous examination of the overall economic, legal, and community impacts that this strategy will have if adopted. The immediate impact of accepting this strategy as part of the Town's vision, prior to understanding it's effects, can be catastrophic to the Montauk community and the Town.	Funding and implementation for beach re-nourishment is continuing for downtown Montauk through 2 on-going efforts: the ACOE FIMP project and the Beach Re-nourishment Study. Before a strategic retreat plan can move forward, extensive additional research and evaluation is required.
38	1/21/2019	Thomas V. Walsh	Plan for Downtown	a. The Plan is utopian and can only be realized through extraordinary aggressive appropriation of property by the Town.	a. While the Plan is intended to be aspirational rather than a blueprint, it does not involve an "aggressive appropriation of property by the Town". The Plan provides property owners with option to remain in downtown Montauk and relocated to less flood prone locations.
				b. This new downtown will have far fewer hotel rooms, restaurants, bars, stores, and the other pillars of our tourist economy- thus will be less commercially viable.	b. The Plan does not eliminate or reduce the number of existing businesses but provides an option for business owners to relocate and remain in downtown Montauk.
				c. We already have a comparatively modest- and workable- plan in place, but its implementation has been delayed again and again.	c. It seems the writer is referring to coastal erosion and the plan for beach nourishment. By way of comparison, the Illustrative Plan for Downtown Montauk and the Hamlet Plan in general address a multitude of planning concerns raised by the public including traffic, affordable housing, streetscape, parking, lighting as well as coastal erosion and sea level rise.
			Coastal Erosion Plan	d. The coastal erosion proposal requires forced relocation. There is simply no way for the market itself to arrive at this result.	d. The coastal erosion plan is proposed as a voluntary option for business owners to relocate and remain in downtown Montauk. A proposed TDR zoning program and a voluntary buyout program are potential implementation tools offered in the plan.
				e. The report doesn't mention what happens to the current owners of the designated destination areas.	e. The current owners of the designated destination areas or receiving zones will have the opportunity to redevelop their properties at a higher density that zoning allows by incorporating the development density from the sending zones.
				f. You can't "relocate" beachfront hotel to an inland location.	f. By removing the oceanfront motel after the development rights have been transferred, the more landward properties will in fact become the beachfront properties.
				g. The "relocated resort use" areas are inadequate in size to accept these businesses. Furthermore, they include the least desirable areas of town.	g. The Illustrative Plan depicts and increase in density in a smaller core area of downtown Montauk which is capable of accepting all the existing development from the sending zones. As the existing beachfront motels are removed, the new hotels built inland will become beachfront property. The development opportunities shown along the northern side of Montauk Highway are on high ground with water views

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				h. Businesses will be displaced for affordable housing.	h. The Illustrative Plan accommodates affordable housing in addition to existing businesses through an increase in density in the core downtown area.
				i. It appears there will also be less beach parking as well- another critical tourism feature.	i. The plan does not call for less beach parking.
Date	Commenter	Subject/Summary	Comment	Consultant Comment	
	Thomas V. Walsh Con't		j. I can understand the criticism of beach nourishment if it is only for a few oceanfront hotels. But that's not the case. The proximity of the hospitality industry and the beach here in downtown is an iconic part of the Montauk experience- it benefits all.	j.The plan recommends beach nourishment as part of an overall strategy to address coastal erosion.	
			k.Moreover, the Report still calls for ongoing beach nourishment at South Essex, to "feed" the beach to the west, using the physics of littoral drift. But that won't start until the hotels have been removed.	k. As stated above, the plan recommends beach nourishment as part of an overall strategy to address coastal erosion in downtown Montauk.	
			l. Isn't it obvious that the beach nourishment plan would be worthwhile now? Without the disruption, construction, and extensive litigation that will follow implementation of this plan? Beach nourishment on a level acknowledged by all to be necessary is continually being put on the back burner... is that in the hopes that the condition of the beach becomes too far gone to save, and thus forcing a 'retreat' by landowners?	l. As stated, beach nourishment is recommended. The Hamlet Plan provides concepts and tools for additional consideration for coastal erosion as well as transportation, housing, streetscape, parking and other planning concerns.	

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				<p>m. If indeed, the hotels along the beach become untenable, won't they simply leave of their own accord? If the Atlantic makes this decision for them (and we do not know that it will happen or when it will happen), we won't need the strong arm of the government moving people and businesses around like Rubik's Cube. Alternatively, if the hotels become a public risk, they can be condemned through due process, similar to what has happened to several beachfront homes on Fire Island, post-Sandy. If that extreme action becomes necessary, it can be done without disrupting the whole hamlet.</p>	<p>m. As stated, the Illustrative Master Plan is not a plan for forced managed retreat. The Plan puts forward options for existing businesses to relocate and remain in downtown Montauk.</p>
Date	Commenter	Subject/Summary	Comment	Consultant Comment	
	Thomas V Walsh con't		<p>n. By the way, the progression of the maps on pages 66-68 of the report appear to accept that Montauk Highway will be virtually breached from the north by Fort Pond, and Kirk Park will apparently become an ocean inlet from the south. Long Island has been eroding since the glaciers left their moraines. The Fort Pond corridor is a gap in the hills, and will eventually be breached, making Montauk an island. But when? The beach at Kirk Park is quite stable. Are we supposed to disrupt our lives now to accommodate a geologic event that may not occur for a hundred years? A thousand years?</p>	<p>n. The Plan relies on the best scientific data and predictions available. 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.</p>	

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			Plan for the Harbor Area	o. The continuous boardwalk from Gosman's to Flamingo Ave. could be beneficial. The continuous boardwalk from Gosman's to Flamingo Avenue could be beneficial. It could create new commercial opportunities – if the added pedestrian traffic, maintenance, and security concerns are acceptable to the property owners. To the extent it brings the public into a commercial fishing area, it might be counterproductive. The business operators should make this determination, not the Town.	o. The concept for a boardwalk in this area is already part of the adopted Town Waterfront Revitalization Plan. Additional public input and input from property owners will be obtained before implementation.
				p. The roundabout is not necessary. A four-way stop sign would be inexpensive and would solve the problem.	p. Many members of the public support the conversion of this intersection to a roundabout.
				q. The designation of areas as a “working fishing village” and “fishermen’s housing” is extraordinarily paternalistic. Further, much of this area now is occupied by restaurants and other commercial enterprises.	q. Many members of the public were concerned that the fishing village character of the area is threatened. The need for fishermen's housing and affordable year round housing was articulated during the public meetings.
Date	Commenter	Subject/Summary	Comment	Consultant Comment	

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		Thomas V Walsh con't		r. Dead-ending the road at the Inlet parking lot is a very bad idea. The plan calls for increased usage of the area by residents and tourists (there's even mention of a supermarket in the full Study), but requires a U-turn at Gosman's – already the busiest attraction in town. Eliminating the Soundfront road will make Wells Avenue a busy street, and will also make Soundview Drive a through street to avoid traffic – totally out of character for Culloden.	r. Comment noted.
		Thomas V Walsh con't		s. The Hamlet Report is an interesting exercise, but it suffers from too much thought. We ave an erosion problem. We can't prevent it. We can nourish our beach repeatedly. Or we can let nature take its course, and the affected businesses – really only a few – can deal with it on their own. Why do we need a program of change that will disrupt everyone? Some modest guidance is needed by the public sector, but with some parameters, the private sector will self regulate for the most part.	s. Natural forces will shape the future of downtown Montauk regardless of whether the Town has a Plan in place. The Hamlet Study gives the community the opportunity to plan its future.
39	2/11/2019 letter and speaker at 2/19/19 Town Board work session	Steve Kalimnios, VP Royal Atlantic Beach Resorts	Don't adopt the study as written; conduct additional studies. Disappointed the meeting is being held today.	a. Economic impact analysis- Conduct an economic impact analysis examining the impacts of the proposed loss of hotels, restaurants, residences, supermarkets, gas stations, infrastructure, jobs, taxes and revenue that have been deleted from the map of Montauk. Also examine how those losses would impact the remaining businesses, services, home valuations and jobs from charter boats, retail, contractors, restaurant staff, administrators, musicians, etc.	a. The Illustrative plan for downtown Montauk depicts an approach to allow downtown Montauk to remain a unique ocean fronting resort and year round business community. During the public charrette process, several other alternatives were offered including moving the downtown to the closed landfill site, or to Camp Hero. In constrast to these more drastic options offered, the Hamlet Plan offers an alternative to keep downtown Montauk largely in its existing, oceanfronting location while greatly improving coastal resiliency. The drawings depict how all of the existing and currently allowable density could be accomodated in a central core area within the existing downtown. If the community agrees with this concept, extensive additional analyses will need to be conducted, examinining potential economic and other impacts.

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		Steve Kalimnios, VP Royal Atlantic Beach Resorts con't		b. A feasibility study- Conduct a feasibility study to analyze and evaluate whether the retreat plan is (1) technically feasible (2) feasible with the costs associated (3) feasible to the degree of achievability- what statistical measurement or percentage may be saved and relocated without impact (100%, 75%, 50%, 25%, 10%).	b. As indicated, if the community decides to move forward with the concept plan incorporating TDR and buyouts to improve coastal resiliency, additional studies and evaluations will need to be conducted.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		Steve Kalimnios, VP Royal Atlantic Beach Resorts con't		d. Communication- The Town should directly contact the affected property owners to inform and discuss the potential changes and explain step by step how the Town has determined these properties would achieve this dream or survive.	d. The Plan does not envision forcing any property owners to participate., but offers alternative tools for property owners to relocated out predicated potential flooding and erosion areas. Never the-less, the Town is committed to involving all affected property owners and businesses.
				e. Inconsistency- The study makes very real assumptions without the benefit of supporting data. The Hamlet Study proposes in Phase 2 to relocated oceanfront hotels more landward, then in phase 3 shows those same hotels partially gone or gone completely. Study also shows 40 unit hotel combined with 100 unit hotel relocated and reduced to 75 units (46% loss of density).	e. Phase III anticipated continued beach and land erosion, and provides for the relocation of motels to higher ground. The mechanics and densities of the potential TDR program have not been developed. At this point, the Plan offers TDR as a concept.
				f. He ran a few numbers and determined the plan would mean a \$3 to 4 hundred million annual loss. Jay Fruin says that projection is low.	f. Further study will be required. It is possible that continued coastal erosion could cost more than a no action plan.

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41	2/19/2019	Ed Braun, Chairman of CCOM. CAC member, Montauk resident	Develop a process to move forward	Montauk Hamlet Plan is an imperfect document but it's a starting point. Combine the report with the right process, the right issues, and focused committees to get it adopted. Town has already started this process with Beach Preservation Committee and Sewerage Committee. Also need a downtown Montauk committee. Charge each committee with the task of further evaluating one specific issue, give them the necessary resources, management, staff, engineers, etc. and a timeline to get it done. For hotel owners, we need to define a TDR plan now, not when there's 4 - 6 feet of water in the lobby. It needs to be a collaborative effort between the Town Board, Montauk residents, Business community, environmentalists. Collaborative efforts are contact sports but must start today- don't delay.	The Town is committed to continuing to work with committees
42	2/19/2019	Laraine Creegan, Ex. Director Montauk Chamber of Commerce (letter and speaker)	Urged consideration of 4 Points regarding Montauk Hamlet Study.	a. There's no urgency to adopt the Montauk Hamlet Plan in its current form into the Comp. Plan	a. The Town Board is reviewing the Plan.
				b.If warranted, certain acceptable elements of the Study can be adopted and moved toward expeditious implementation, i.e. Beach Renourishment and Preservation, Wastewater treatment, creation of a sidewalk from the Train Station to the Town, etc.	b. It is true that adopting the entire Plan is not a pre-requisite for moving forward on certain elements. However, adopting a Plan is helpful in obtaining outside grant funding and coordinating the Town's viewpoint with outside agencies and the public.

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				<p>c. The Downtown Retreat/Reformulation recommendation should not be adopted at this time but should be assigned to a newly formed committee to analyze the idea and understand all of the options available to protect our downtown in the future as well as the ramifications of each. The committee should be formed quickly and should consist of Town Personnel and downtown Montauk stakeholders, outside experts to assist with the economic impact analysis which has not been done.</p>	<p>c. The Town continues to work with and develop committees.</p>
				<p>d. Premature adoption of the extreme retreat strategy will be devastating to Montauk's economy and the entire local community. People's jobs, property values and quality of life are all at stake if we move forward without a thorough review of the needs of our community and the viable options available to address them. A thoughtful and well-planned strategy of resilience for the future, starting with the immediate rebuilding of our beaches is what's needed to protect the residents of Montauk and to ensure Montauk's continued reputation as a premier oceanfront tourist destination.</p>	<p>d. Further study and evaluation will be conducted before a strategic retreat plan can be considered for adoption.</p>
43	2/19/2019	Lou Cortese, Ditch Plains Assoc. & Montauk resident	Adopt the Plan	<p>The 2005 Comp Plan and the Hamlet Plan are not very different, major difference is in the amount of development that has occurred. Plan states these are only recommendations but there's still public confusion. Potential remedy would be to include a clear disclaimer in the report- not in the Q & A but in the report itself. Don't search for unanimity but go forward with this Plan.</p>	<p>Supports adoption of the Plan.</p>

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

44	2/19/2019	Bonnie Brady	Town should take a pause	It's important for the Town to take a pause. The idea of committees is good but if the members are hand-picked, that's a problem. CCOM doesn't have the same viewpoint as Montauk as a whole. Don't rush into something half baked.	The Town has conducted a completely open process allowing all citizens, businesses, property owners to participate on equal footing. No one group has undue influence.
45	2/19/2019	Paul Monte	Supports beach preservation, wastewater treatment, employee housing but rest of plan not ready, its premature.	a. Reconfiguring downtown Montauk has series impacts. There's too much at stake & too much unknown for a community as well as a business perspective. Economic and feasibility studies are important pre-requisites. b. Comp Plan is a blueprint for zoning. Once Plan is adopted, all development applications will be reviewed through the lens of the study. Never heard of something being taken out once its in a Plan.	a. Additional study and evaluations will be required before moving forward with a strategic retreat plan. b. The Plan is not a blueprint for zoning, but offers a concept for allowing downtown Montauk to improve coastal resiliency while remaining along the ocean.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		Paul Monte con't		c. Committee work is welcome.	
46	2/19/2019	Laura Tooman, CCOM	CCOM has no formal stake or undue influence in the study	a. CCOM has participated in the planning process along with all of Montauk.	a. No one group or individuals have had special access to the consulting team or the process.
			Priorities already identified	b. The Town has already Identified priorities and the community has agreed to serve on committees. While there is community concern about "formal adoption" certain elements have already been agreed upon and committees have been formed to move forward. Additional help will be required for some aspects that are complex.	b. The Montauk CAC and others have identified priorities.
				c. Can't stop now- need to continue. Need to adopt a plan and further refine.	c. Supports adoption of the Plan.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

47	2/19/2019	Kirby Marcantonio, Montauk Life	Study is a substitute for code enforcement instead of planning	The study would make radical changes to Montauk. It takes an academic approach and views relocating properties as if they were on a monopoly board. It proposes relocating or removing 500 motels, out of a total of 3,000 which is drastic. SCDHS won't allow the relocation proposed. There's no vacant land, relocation isn't feasible. Study began a few years ago when Montauk was operating at full tilt, and study responds to those conditions. Code enforcement not planning is needed to handle those problems. This study is better suited to a master's thesis than a Town Plan.	The Illustrative Master Plan offers a workable concept to improve the walkability, reduce traffic congestion, improve parking conditions, improve aesthetics and improve coastal resiliency. It is not a response to the overcrowded conditions from a few years ago.
48	2/19/2019	Bill Aiken	All issues are negotiable	The study is just a skeleton. All the chapters are yet to be written , which should be done by the residents, Town, businesses, consultants. Some existing parts will remain, some will be eliminated. The public will be the editor.	Supports adoption of the Plan.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
49	2/19/2019	Andy Harris, Montauk CAC	Montauk CAC has been actively involved since the beginning of the process	The Montauk CAC is the largest of the Town CACs and is comprised of a diverse group of members including local orgs., business owners, fire department members, realtors, Chamber of Commerce, Ditch Plains res. Etc. The CAC has been actively involved. Urges Town Board to move forward with the 9 point rider (FAQs)	Supports adoption of the Plan.
50	2/19/2019	Terry Bergen, representing seniors	Senior Citizen Advocate	Suggests consideration of creating a Senior Citizen advocate.	So noted.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

51	2/19/2019	Patricia Scott	Can parts of the plan be adopted?	a. There are some aspects of the Plan that all agree on- i.e. roundabout by the docks ; but not downtown Montauk Plan. Need to conduct an economic impact plan first	a. The Town Board is in the process of reviewing the Plan and deciding what should be included.
			Townwide mailer	b. Town should send out a Townwide mailer listing point by point the various aspects of the Plan	b. The Town Board will consider various means to obtain public input.
			Navy Road waterfront properties	c. During the charrettes, she mentioned the problems with waterfront properties on Navy Rd. but nothing has been addressed.	c. The flood zones and flood potential of the Navy Rd. area are included in the existing conditions of the report, but the recommendations focus on the business areas. Future assessment of flooding and erosion will be conducted by the Town in the CARP and other studies.
52	2/19/2019	Lou Cortese (2nd time)	Adopt the Plan with a Disclaimer	Board is not adopting specific proposals; the report contains suggested recommendations. The recommendations are not set in stone. Adopt the report with a definitive disclaimer	Supports adoption of the Plan with a disclaimer.
53	2/19/2019	Steve Kalimnios (2nd time)	Not speaking for the entire CAC	a. Andy Harris was not speaking for the entire CAC	a. So noted.
			Imperfect Study	b. Lou Cortese implies the study is imperfect. Why adopt an imperfect study?	b. The Town Board is reviewing the Plan and all the comments.

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
1	11/15/18	John Potter, Springs CAC member	Supports Goals	Improving water quality is a Townwide goal. Continued efforts are needed	Supportive of the Plan.
			Improve bike/ped corridors	Opportunities to provide a 5' bike path as part of County Rd. 40 & 41 repaving projects. Urges coordination with County to make this happen	Town officials continue to coordinate with County officials on these road projects.
			Home Contractor Businesses	The contractor situation seems to be improving but more issues are likely to emerge.	Plan suggests a means to help alleviate contractor parking problems.
			Springs Fireplace Rd. corridor *	More needs to be done- a Comprehensive Plan for the larger area to address traffic and multiple issues. Wainscott Hamlet may provide some concepts and ideas applicable to the corridor.	<p>Springs Fireplace Road is one the highest traveled roads in the Town, flanked by an unsightly commercial industrial development lacking meaningful buffers or setbacks from the street. The corridor contains the largest and heaviest industrial uses in the Town including an active sand mine. Most of the lots surrounding the 133 acre sand mine property are small, substandard lots each served by separate access driveways and parking lots. The CI uses and the haphazard pattern of development has led to excessive turning movements, truck maneuverability problems, traffic backups, airborne pollution and dirty road conditions.</p> <p>Three objectives were developed to meet the concerns articulated during the public workshops:</p> <ul style="list-style-type: none"> • Improve access management along the Springs Fireplace Road Corridor • Improve the Visual Quality along the Springs Fireplace Road Corridor • Develop an appropriate plan for the redevelopment of the active sand mine and adjacent properties. <p>Current zoning of the sand mine site allows residential development in the north end of the property and commercial industrial development on the remaining property. Based on the input received during the charrettes, the Hamlet Plan offers design recommendations suggesting an alternative development approach which might better address East Hampton's current and future needs. As the site is large and is still being actively mined, a phased approach, starting with reclaiming areas already mined, was developed. The goal of the concept plan is to encourage redevelopment that solves existing problems and improves conditions for the surrounding community. The Concept Plans are offered as a starting point for future planning of the site. Extensive additional planning work, including traffic capacity, road safety, road access, water supply, wastewater, neighborhood impact, air quality and other environmental analyses will be required before a Master Plan or zoning Plan for the property can be developed.</p>

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

			Scenic/Rural qualities	Commends Town for small lot acquisitions, encourages continued efforts. Consider expanding the historic zones	Supportive of the Plan.
			Scenic Corridor/byways	Define TMH & SFP roads as scenic corridors	While there is no specific "scenic corridor designation" for county roads, Town officials will continue to work with County DPW to retain the scenic character of these roads.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
2	11/15/2018	Robert Pine	Springs Fireplace Rd. corridor *	Increased traffic, decline in quality of life in SFR corridor. Hamlet Study provides a good vision but more is needed to transform it into a Master Plan. Both sides of road need to be evaluated and expand to TMH Rd. Town should acquire the parcel between the entrance & exit of the Recycling Ctr.. Purchase would stop the 125 car wash application. "Gorilla parking" area next to Queens La. without permits shouldn't be allowed to continue. Has observed sewage transfer and other unregulated activities on this site. Town does good job in sweeping & cleaning roadway regularly, but why don't the businesses creating the problems contribute? Suggests the development in SH Town between RR and Blackman Street be used as a model for redevelopment of this area.	A further, expanded study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (See response to commenter 1)
3	11/15/2018	Carl Irace, Citizens to Preserve the East End	Springs Fireplace Rd. corridor *	Plan doesn't go far enough to preserve the gateway of Springs. Recommends purchase of vacant parcels in corridor esp. parcel between entrance and exit of recycling center. Expand study to TMH Rd., Abrahams Path, Accabonac Rd.	A further, expanded study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts, acquisition and other concerns. (see response to commenter 1)

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

4	11/15/2019	Frank Riina	Springs Fireplace Rd. corridor *	Unchecked commercial development occurring is a threat. Every business has 15 vans. Redevelopment of the sand mine as depicted- 30 to 40 new businesses could create 1000 more vehicle trips using multipliers, plus there are other potential developable lots in the area. Traffic study needed . Impossible to evaluate future development in isolation without traffic study and Master Plan with public input. Code enforcement is needed. Hope Town decides to preserve & protect rather than develop	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns.
5	11/15/2018	Tina Plesset	Springs Fireplace Rd. corridor *	Largely satisfied with Hamlet Plan except Sand Pit. Entire area - Abrahams Path, TMH, Accabonac Rd. needs to be studied. Prepare a Master Plan. Advisory group should include businesses, property owners, residents	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
6	11/15/2018	Martin Drew	Springs Park	The 40 acre Springs Park has been taken over exclusively as a dog park- needs to be available for other active recreation.	The Town develops management plans for Town owned parks.
			Pollack Krasner House	Need parking signs, stop allowing perpendicular parking, improve roadway & shoulder. Should park on property	The Pollock Krasner House has responded to complaints about on-street parking.
			Ashawagh Hall	Shouldn't be allowed to charge for use. Used for special events every weekend creating uncontrolled traffic and parking problems	Fees for use of Ashawagh Hall is not within the purview of the Town.
			New Pop-up store	Violates Springs Historic District regs.	The Town Code Enforcement Office investigates and follows-up on complaints about code violations.
			Duck Creek Farm	New uses approved will create parking problems on adjacent streets. Plenty of room to designate off street parking on-site	
			Springs School	Overcrowded school is causing septic discharge into Accabonac Harbor	The Springs school has received a substantial grant to install a new nitrogen reducing wastewater system.

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

7	11/15/2018	Jim Carforo	Springs Fireplace Rd. corridor *	Supports preparation of a Master Plan and traffic study for the area. Commends Board on small lot acquisitions.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
8	11/15/2018	Loring Bolger Springs CAC chair	Springs Fireplace Rd. corridor *	Big concern to all Springs residents. Suggests working with property owners.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
			Form Based Code	Not favored for Fort Pond Blvd. Don't want to convert to a formulated area.	Form based code or architectural guidelines are not designed to homogenize the appearance of a business district.
9	11/15/2018	Phyllis Italiano	Springs unique qualities	Springs is a year round, unpretentious community. Maidstone Park is a jewel. Buy every lot that's left.	The Town has an active and aggressive acquisition program including small lots in Springs.
10	11/15/2018	Alex Rodriguez	Springs Fireplace Rd. corridor *	Development must be stopped until there's a Master Plan for the Corridor. Planners in NYC preserved the Catskills to make living in NYC viable. Springs is in a similar balance.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
11	11/15/2018	Stuart Close	Springs Fireplace Rd. corridor *	Too much development has been pushed to the corridor already. Put on a moratorium and prepare a Master Plan.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
12	11/15/2018	Kathleen Collin	School Bus Depot *	Questioned how decision was made to located the EH School Bus depot on Springs Fireplace Rd. Springs residents didn't get to vote on this but will pay the price by traffic.	Supervisor Van Scoyoc responded that the property was formerly occupied by the Scavenger Waste Treatment Plant. After that facility closed, the property was not needed by the Town and the School District was looking for a site. The facility will include a bus maintenance area which, through a shared services arrangement, could be used for Springs school buses as well.
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
13	11/15/2018	David Budda	Three Mile Harbor Walking District	Supports this concept, knows that some marina owners also interested. Encourages walkways along the water.	Supportive of the Plan.
			General	Generally supportive of the Plan- hopes it doesn't get shelved. No commercial center in Springs but idea of design overlay is intriguing	Supportive of the Plan.
			Bike Paths	Advocates mixed use paths; get bikes off roadways; need east west cross paths such as Abrahams Path & Fort Pond Blvd.	Supportive of the Plan.

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

14	11/15/2018	Dan Hayes	Bike ways	Anything that can be done to improve bike safety would be welcome. Even 2' extra of macadam would help	Plan recommends improving safe areas for bikes.
15	11/15/2018	Annie Falero	Springs Quality of Life *	Quality of life is deteriorating. Air quality on Springs Fireplace Rd. unhealthy.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
16	11/15/2018	Chris Gannisch	Springs Fireplace Rd. corridor *	The particulate matter and air pollution on Springs Fireplace Rd. are health risks- American Heart Association reports the risks from exposure including cardiovascular disease and reduced life expectancy	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns.
17	11/15/2018	Martin Drew	Maidstone Park Beach	Parking booth is needed to check Town permits for parking	If this is an issues, the Town can investigate the need for a parking booth.
			Commercial Vehicle Parking	Contractors parking on their residential properties have been doing what's allowed by the code.	The Town has not acted to penalize small business owners with vehicles parked on their lots. The Hamlet Plan proposes a means to alleviate the conflict associated with commercial vehicle parking in residential zones.
18	email to Town Clerk	Gerard Giliberti	Springs Fireplace Rd. Corridor *	Urges Town Board to conduct a Master Plan study of the Springs Fireplace Rd. corridor and place area under a development moratorium under study is completed.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
19	email to Town Clerk	Jacqui & Dennis Donlon	Sand Pit *	Concerned with the proposed commercial industrial development of this sandpit. The addition of large scale commercial /retail industrial complex will negatively affect the already congested traffic corridor and will put the Springs population at risk medically and economically.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
	Date	Commenter	Subject/Summary	Comment	Consultant Comment

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

21	Letter rec'd Nov 7	Bill Hall	Springs Fireplace Rd. Corridor *	Owner of One-stop Market and excited about possible changes & improvements to Springs Fireplace Rd. Business area shouldn't look like a construction site- should look better. Improvement turning lanes and parking lot entrances could prevent fender benders.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
22	Letter	Zach Cohen	Springs Fireplace Rd. corridor *	A full build-out analysis with traffic projections for the sand pit and other properties along the corridor is needed as foundation for all planning and zoning decisions. Traffic at full build-out will likely have untenable impacts on the corridor and Springs residents dependent on the corridor. Currently, only incremental traffic analyses are conducted as development is proposed on a lot by lot basis. Cautions against conducting hypothetical designs for private property owners (the sand pit).	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
23	letter rec'd 11/13/18	Daniel Aharoni	Springs Fireplace Rd. corridor *	Need a traffic study for Springs Fireplace Rd. before any new development, that would be basis for a Master Plan. Hold off any development until Master Plan complete	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
24	11/11/18 email	Gerard Grosso	Springs Fireplace Rd. corridor *	Address traffic congestion issues but more serious are health and safety issues stemming from the active sand mine. Trucks making wide turns and sudden stops create safety hazards. The facility itself generates huge airborne dust debris creating physical health and respiratory hazards. Each truck drags and spills dirt onto the roadway. Roadway is often covered with inches of dirt. Never cleaned up by the businesses.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
	Date	Commenter	Subject/Summary	Comment	Consultant Comment

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

25	email	Irena Brigani	Springs Fireplace Rd. corridor *	Springs Fireplace Rd. has become increasingly congested. The Hamlet study calls for substantial increase in commercial development. Need a traffic study before develop plan for future potential development. Then Master Plan development. Moratorium until Master Plan completed.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
26	11/11/2018 email	Valerie Green	Springs Fireplace Rd. corridor *	same as above	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
27	11/12/2018 email	Patrick Carroll	Springs Fireplace Rd. corridor *	same as above	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
28	11/11/2018	Margaret Backman	Springs Fireplace Rd. corridor *	Recommends Master Plan development and immediate attention to the air pollution generated by the sand mine. Can't wait 10 years to develop a plan.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
29	11/8/2018 letter	Steve Coffey	Springs Fireplace Rd. Corridor *	Conduct Master Plan and impose a moratorium	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
30	11/11/18 email	Judith Weiss	Springs Fireplace Rd. Corridor *	Area experiences considerable traffic already. The new bus depot, planned high school vocational technology center will increase traffic. Several additional new commercial developments in planning or construction phase: car wash, large business park, contractor parking lot. The sand pit can accommodate additional development and traffic. Please take all into consideration in planning for this area.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

31	11/14/18 email	David Farber	Springs Fireplace Rd. corridor *	Development must stop until a Master Plan is put in place. The corridor has become a dumping ground for everything the rest of the Town does not want	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
32	11/7/2018	Barry Bistran, Fireplace Development Corp.	Bistran Gravel Mine site *	Most appropriate long term use for site is commercial industrial. No plans for the site except to continue to mine as use as sand and gravel mine until its stores are exhausted and to continue non-mining industrial uses indefinitely. Mining activities expected to continue for another 2 decades. Even when mining ceases, the other industrial businesses will continue including: processing and supply of road materials, concrete products and the like, sand and gravel supply from offsite, masonry supply center, producer of precast materials. The land is already disturbed and lends itself to continuation of commercial industrial uses rather than redevelopment as residential. Property could absorb businesses that can't be accommodated in other parts of town and is suitable to accommodate small business uses and other businesses that cannot foresee today. Town should not constrain ability of this property to adapt to and absorb future commercial opportunities that may arise.	Further study would include meetings with and engaging the property owner about existing and future plans for the property. (see response to commenter 1)

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

33	11/15/2018	Bette Smith	Springs Fireplace Rd. corridor	Springs Fireplace corridor is one of 2 main entrances to Springs and has daily impacts on lives of residents. Already face increased traffic from new bus depot and planned vocational high school. Increasing commercial development in this area will adversely affect Springs residents with environmental and traffic impacts.	
34	rec'd 11/20/18	Deidre James email to Town Clerk	Springs Fireplace Rd. corridor *	Impose a moratorium until traffic study assessing impact of further development	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
35	11/23/18 email	Jacqui & Dennis Donlon (2nd email)	Springs Fireplace Rd. Corridor *	Develop a Master Plan for the Springs Fireplace Rd. corridor that pairs capacity with development and in conjunction with Springs citizens. Impose a moratoria until Plan developed.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
	Date	Commenter	Subject/Summary	Comment	Consultant Comment
36	11/26/18 letter	Jacqueline Esposito & Joseph Segilia	Springs Fireplace Rd. corridor *	Concerned with proposed plans for a car wash and retail center along the SFP corridor. Urged Board to halt development until Master Plan developed. Raised specific questions about the development proposals.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
37	11/10/2018	David Farber (2nd letter)	Springs Fireplace Rd. corridor *	Development must stop until a Master Plan is put in place. The corridor has become a dumping ground for everything the rest of the Town does not want	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)

Springs Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/21/19)

38	12/6/2018	Martin Drew	TDR, Public and quasi-public facilities	Need a Master Plan- will eliminate wasteful spending acquiring land. Art shows at Duck Creek Farm are putting up signs illegally. Ashawagh Hall has parking issues, illegal banner signs and their easement has expired. Pollack Krasner House needs to park on their own property. Springs School is overcrowded and is dumping 5000 gallons of effluent into Accabonac Harbor. Need to consolidate school districts and prevent 3 to 4 families living in one house.	The Town has an active acquisition program to help preserve sensitive and important open space and properties. The TDR program in Southampton is part of a regional Pine Barrens Plan which does not apply to the existing conditions in East Hampton. The more limited TDR program in East Hampton helps to facilitate the development of affordable housing. The Springs School has received a substantial grant and is developing a plan to replace the existing septic system with a nitrogen removing, state of the art design.
39	12/6/2018	Zach Cohen	Form Based Zoning	Opposes Form Based Code for Springs- will make it look suburban, would hurt existing drive-by businesses, would ruin existing eclectic style.	While there may not be a consensus to develop a Form Based Code for Springs, it should be noted that Form Based Codes do not impose suburban layouts and design schemes on existing development.
40	2/19/2019 & 10/20/19	Judy Friedman	Fort Pond Blvd.	a. Fort Pond Blvd. Plan is less than perfect- didn't recognize the multiple owners. Plan should be modified to provide some sort of commercial overlay district. Springs needs a commercial area even though it has no "center". Preserve as much of the natural area as possible.	a. The Illustrative Plan for Springs Fireplace Rd. was based on a property map. The concept envisioned a future with multiple property owners cooperating to provide common accesses and parking areas to improve walkability, aesthetics and functionality. The illustrative plan is not a blueprint, and will not dictate what property owners must do, however.
			Visual Impacts	b. Development in Springs should look good- both the architecture and the landscaping.	b. Consistent with recommendations in the Plan.
			*Also see comments about Springs Fireplace Rd. corridor in the East Hampton Hamlet Plan		

Wainscott Hamlet Public Hearing and Follow up Comments Summary (prepared 2/21/19)

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
1	10/4/2018	Sarah Davison, Friends of Georgica Pond Foundation (letter and speaker at hearing)	a. Land Acquisition and Water Quality	a. Applauds Board for acquisition of former Swamp property. Recommended 2 other parcels, critical for water quality protection for acquisition: Il Mulino restaurant on south side of Hwy. adj. to Georgica Pond and 70 acre former sand pit. Transportation, parking, active recreation, passive recreation, advanced sanitary treatment should be considered. Town funding could be matched by private and other funds.	a. Hamlet plan recommends adding Restaurant property to the CPF plan for acquisition. The generalized concept plan for former sand pit depicts more than half of the property to be restored as recreation and open space.
			b. Plan for Sand Pit	b. Plan is not specific enough for Sand Pit.	b. More detailed and site specific plans will be required for redevelopment of sand pit. The concept plan in the report is offered as a starting point for more detailed analyses, master plan development, preparation of a DEIS, Planning Board review and public input.
			c. Water Quality	c. The Plan is not specific or far reaching enough to manage, restore, protect water quality. Traditional wastewater and drainage systems will not be sufficient.	c. The need for water quality improvements and protecting the environment is articulated as the foundation for the Wainscott Hamlet Plan. References are made to the Town Water Quality Improvement Plan and recommendations, the algae harvesting project in Georgica Pond, and other ongoing efforts. Continued development, funding, education and implementation of additional Innovative techniques and best management practices are recommended to treat wastewater and drainage. Design guidelines encouraging the use of bioswales and raingardens for new parking areas are offered. Development of a decentralized community wastewater system for the Wainscott Business Area is recommended.
2	10/4/2018	Martin Drew	Complete TDR Plan	Town needs a TDR plan. Instead of buying property, Town could save money through a TDR plan. Southampton Town has a TDR plan.	The Hamlet Plan for downtown Montauk includes a framework for creating a TDR plan.
3	10/4/2018	Pat Trunzo III	a. Commends many aspects of study	a. Support offered for many concepts and recommendations particularly with respect to architectural standards, burying power lines, traffic improvements and roundabouts.	a. Supports study
			b. Opposes rezoning western portion	b. The recommendation to rezone the western portion of the business area from CB to B Res. LBO is not warranted. The properties are already developed and the Planning Board and Architectural Review Board have the tools to guide future redevelopment in the area. There's no need to arrest development and keep things exactly as they are today.	b. The zoning recommendation is intended to protect the western portion of the Wainscott Business District, the gateway to the Town, from high intensity, high traffic generating uses and to foster a more traditional pattern of downtown development for Wainscott.
	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment

Wainscott Hamlet Public Hearing and Follow up Comments Summary (prepared 2/21/19)

4	10/4/2018	Philip Young	a. Improvements needed to convert Wainscott into a walkable community	a. Hamlet Study characterizes Wainscott as a strip mall. But the pattern is largely due to the configuration of the district as a narrow, long strip of land. Recommended 2 types of improvements to convert Wainscott into a walkable downtown: (1) widen Montauk Hwy. to accommodate parallel parking on the north side and (2) create municipal parking in district center.	a. The Hamlet Plan depicts locations for municipal or central parking and offers various mechanisms for implementation. Further study is recommended to investigate the feasibility of parallel parking on the highway.
			b. Business owners' concerns	b. Current business owners are concerned about the recommendations to reduce curb cuts and share parking areas which will cause significant losses to their businesses.	b. The Hamlet plan depicts an idealized vision for access management and shared parking to help guide new development. But the plan does not require existing businesses to eliminate their curb cuts or existing parking lots.
5	10/4/2018	Nina Batailler	a. Opposes LBO rezoning	see summary of 10/3/18 letter in comment 13	
			b. What will happen if Plan is adopted?	b. Will adoption of the Plan also change the zoning of properties?	a. Supervisor Van Scoyoc explained that if adopted, the Plan will be used as a guide for new development but the Plan does not have the authority of zoning. Separate hearings will be scheduled for any zoning changes.
6	10/4/2018	Kathryn Szoka, Progressive East End Reformers Chair (PEER)	Affordable Housing & Transportation	Hamlet Plan for Wainscott should include affordable housing in the sand pit. Approx. 2,000 units are needed in East Hampton. Wainscott should serve as a transportation hub for the Town.	a. Various types and locations for affordable housing are recommended for Wainscott in the Plan. A new train station is recommended for Wainscott.
7	10/4/2018	Carolyn Logan Gluck, WCAC member	Urge adoption of Plan	Plan addresses 2 key issues for hamlet: traffic and water quality. Study comes up with creative solutions for traffic and underscores the need to preserve and protect the ground and surface waters.	Supports adoption of Plan
8	10/4/2018	Jose Arandia	Supports plan & Open space/rec for sandpit	Plan sets forth a long term vision. Moving forward could be a phased approach. Recommends open space and recreation be considered for sand pit reuse.	Generally supports plan
9	10/4/2018	Paul Fiondella	Bike Path	The first phase of a Townwide off-road bike path traversed Wainscott. That plan was never implemented. What degree does this plan embrace alternative transportation?	The transportation recommendations emphasize making Wainscott bicycle and pedestrian friendly. The concept plan depicts a continuous off-road bike path, continuous sidewalks along the highway and interconnected walkways.

Wainscott Hamlet Public Hearing and Follow up Comments Summary (prepared 2/21/19)

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
10	10/4/2018	Rick DelMastro	Supports adoption	Study began in 2015. Many opportunities for participation. #1 concern in Wainscott is traffic and the plan suggests a way forward to explore.	Supports adoption
11	10/2/2018	WCAC letter	a. Recommends adoption and highlights particular items of concern for implementation.	a. Endorses recommendations generally and urges Board to work closely with commercial property owners, traffic planners, zoning officials while moving towards implementation. Particular concerns: retaining property rights in face of potential rezoning to LBO, businesses losing highway access, businesses losing convenient parking, businesses being forced into shared parking agreements, impacts of roundabouts on pedestrian crossings.	a. Implementation will be a long term process and will address these and additional concerns.
			b. Concurrently develop more restrictive and detailed plan for the sand pit	b. Specific recommendations to consider for sand pit redevelopment (1) CI area only in NE end of property and more limited in size than presently shown (2) CB zone in southern end of property and more limited in size than presently shown with potential for 2nd story studio and 1 bdrm rental apartments for employees or veteran (3) wastewater treatment facility to serve this and surrounding properties (4) Town Pond using gw or other sources (5) rail transportation center to mitigate car and air traffic (6) public parking close to businesses (7) parkland including active recreation and passive open space (8) ecologically sound agriculture (9) all new buildings equipped with solar panels	b. More detailed and site specific plans will be required for redevelopment of sand pit. The concept plan in the report is offered as a starting point for more detailed analyses, master plan development, preparation of a DEIS, Planning Board review and public input.
			c. Too much development	c. The amount of development and buildout shown in the Illustrative Master Plan is too generous for Wainscott. Potential new buildings don't depict reasonably close additional parking. New development proposed for sand pit would double the number of existing businesses and would have unacceptable impacts on the business district, environment, gw, watershed, and traffic .	c. The Illustrative Plan depicts a development pattern which fosters a walkable, pedestrian friendly business area based on existing conditions and zoning but it is not a blueprint for development. By consolidating parking areas, the plan depicts how some existing development can expand. However, not all uses lend themselves to shared parking or expansion. Site specific review of all new development and redevelopment meeting zoning, parking, health department and all other standards will continue to govern the intensity of new development.

Wainscott Hamlet Public Hearing and Follow up Comments Summary (prepared 2/21/19)

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
12	10/3/2018 (letter)	Nina Battaller	a. Opposes LBO Rezoning	Owner of 374 and 372 Montauk Hwy. Rezoning will reduce property values and cause undue hardship. Potential redevelopment of existing properties will not affect functionality of Montauk Hwy. Rezoning will not foster a transition zone. One of the properties has been a retail store for 40 years and rezoning won't change that. Recent acquisition of former Starr Room property provides adequate transition. Rezoning would make it impossible to sell the properties.	a.The zoning recommendation is intended to prevent intensification of development at the gateway to the Town.
			b. Opposes Home Improvement District rationale	b. Businesses need visibility. For a planner to say certain service businesses and retail shops don't need as much visibility is ludicrous.	b.The proposal to create a Home Improvement District will not force any existing businesses to move or reduce their visibility. Some home construction and support businesses in Wainscott were identified in the Hamlet Plan as essential for the economy of the Town, but not compatible with restaurants, retail and other typical downtown uses. To accommodate and foster these uses in the Wainscott business area, the proposal would create a new zoning district. The former sand mine site was identified as a potential suitable location for this zone although the property does not have Montauk Hwy frontage. If existing businesses in the CB zone choose to relocate to the new HI zone, there would be opportunities to redevelop the core business area with more walkable, pedestrian friendly businesses.
			c. Opposed to Form Based Code	c. People like it out here because it doesn't look like a planned development	c. Currently, new development within the Wainscott Business District is required to meet zoning, site plan and architectural standards. These standards focus on setting appropriate limits to overall density, setbacks, height, coverage and parking. All of these requirements have an effect on the resulting design aesthetic, but the regulations offer little or no guidance on what the Town would actually like to see. A Form Based Codes would not impose uniformity or sameness on new development. Instead, it would provide standards clarifying the community vision for design and the desirable character of Wainscott. By articulating in the regulations what the community would like to see, Form Based Codes provide predictability to the development process for property owners, businesses, and residents.
			d. Opposed to removal of curb cuts	d. Curb cuts on both properties essential for easy access to Montauk Hwy.	d. Adoption of the Plan would not mandate the elimination of any existing curb cuts. To help improve traffic safety and reduce congestion, several transportation improvements and techniques are offered in the Plan for further consideration including creating: roundabouts, support roadways, interconnected parking, municipal parking, consolidated accesses, on-street parking, shared accesses, raised median. reduced speed limits.

