

DRAFT

East Hampton
Hamlet Report

Montauk

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Prepared For:
The Town of East Hampton, New York

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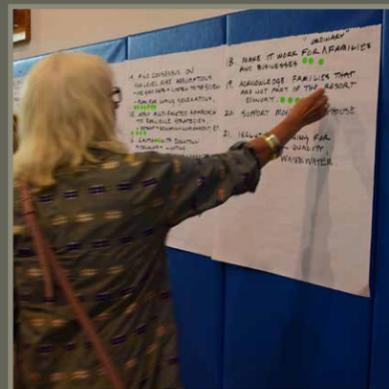


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Introduction

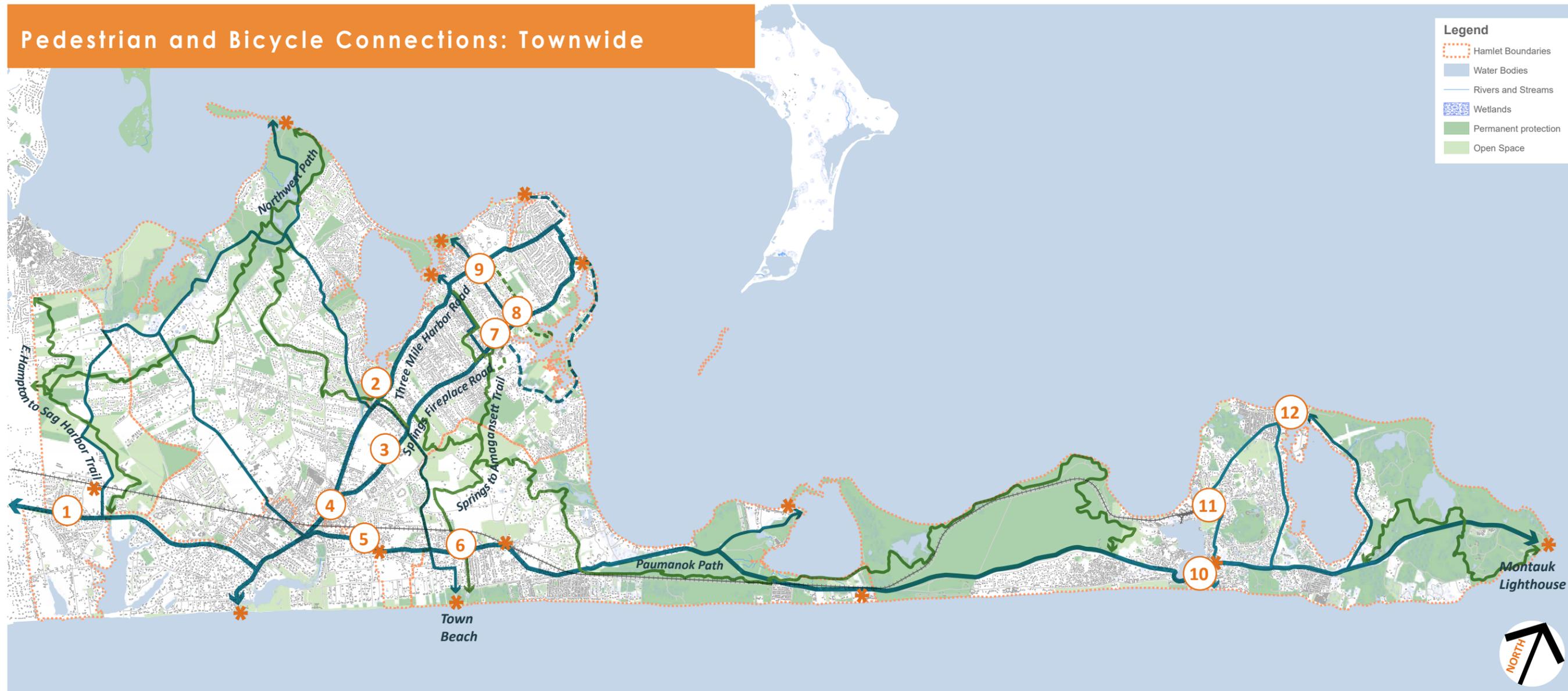
Please Note that development of this report is still in progress: introductory materials and other information will be added shortly.



The Montauk District Boundary is shown in orange.



Pedestrian and Bicycle Connections: Townwide



- | | | |
|--|---|---|
| 1. Wainscott Commercial Center, Wainscott | 5. Pantigo Road Neighborhood Business District, East Hampton | 9. West Fort Pond Boulevard Neighborhood Business District, Springs |
| 2. Three Mile Harbor, Springs | 6. Amagansett Commercial Center, Amagansett | 10. Downtown Montauk Commercial Center, Montauk |
| 3. Future Sand Pit Mixed Use Center and Contractor Park and Ride, East Hampton | 7. Springs Historic District | 11. Montauk Train Station, Montauk |
| 4. North Main Street District, East Hampton | 8. East Fort Pond Boulevard Neighborhood Business District, Springs | 12. Montauk Harbor Commercial Center |

Existing Conditions

Geography

In this report the boundaries of the Montauk Hamlet are defined by the 12,415.8 acre Montauk School District. Montauk is almost completely surrounded by water, with a narrow strip of land to the west between Napeague Harbor and the Atlantic Ocean providing the hamlet's only land connection to the other hamlets of East Hampton. Montauk is bounded by Napeague Harbor and Napeague Bay to the west. To the north is Fort Pond Bay and Block Island Sound. To the South is the Atlantic Ocean.

Montauk is a glacially-sculpted peninsula with a relatively flat southwestern coastal plain flanked by dunes and beaches that rises to dramatic coastal bluffs and high hills in the eastern half of the hamlet. Lake Montauk and Fort Pond—a water body that extends from ocean to sound bordered by narrow, low-lying land—further subdivide the land area of Montauk into three contiguous land areas.

Two major commercial centers exist in Montauk today. One is Montauk Downtown—an area of ocean-side hotels and retail that is the descendant of Carl Fisher's never-fully-realized 1920 resort plan for the area. The other commercial center is Montauk Dock, an area of restaurants, retail, and a working waterfront at the inlet and harbor that Fisher created at Lake Montauk. These commercial centers are among the most heavily visited areas of East Hampton in the summer. Montauk's commercial areas will likely also experience the largest impact in Town from rising seas and climate change.

Historic and Cultural Resources

Archaeological evidence suggests that Native Americans occupied the South Fork of Long Island as far back as the Archaic Age (ca 4500-1300 BC)¹. The visual and cultural character of Montauk today bears the mark of the Montauk Tribe that occupied the hamlet as well as the strong influence of European settlers that supplanted them in

¹ East Hampton Comprehensive Plan: Geography and History



Montauk's sandy bluffs, dunes, water bodies and beaches are fundamental to the scenic beauty of area. Historic structures like the Montauk lighthouse (below) also are central to the iconic character of the landscape.



Major buildings designed and constructed as part of Carl Fisher's development plans in the 1920s have left a lasting mark on the character of Montauk's Downtown.



the 17th century and 20th century resort development.

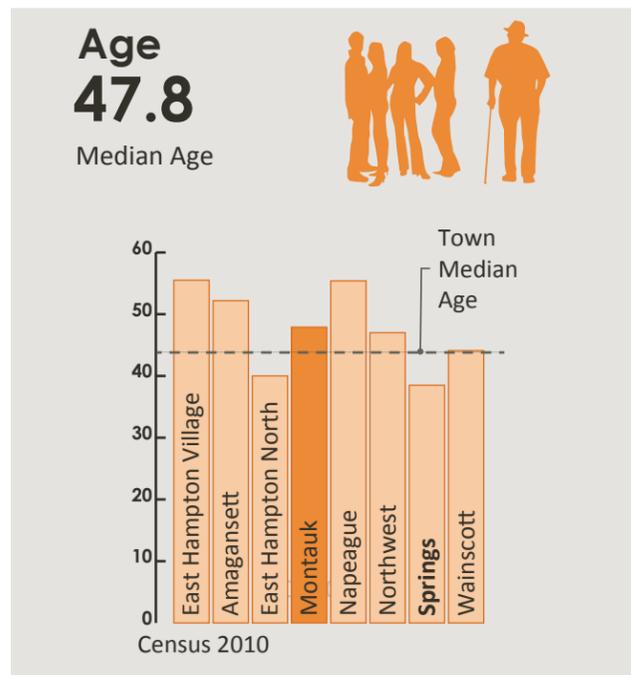
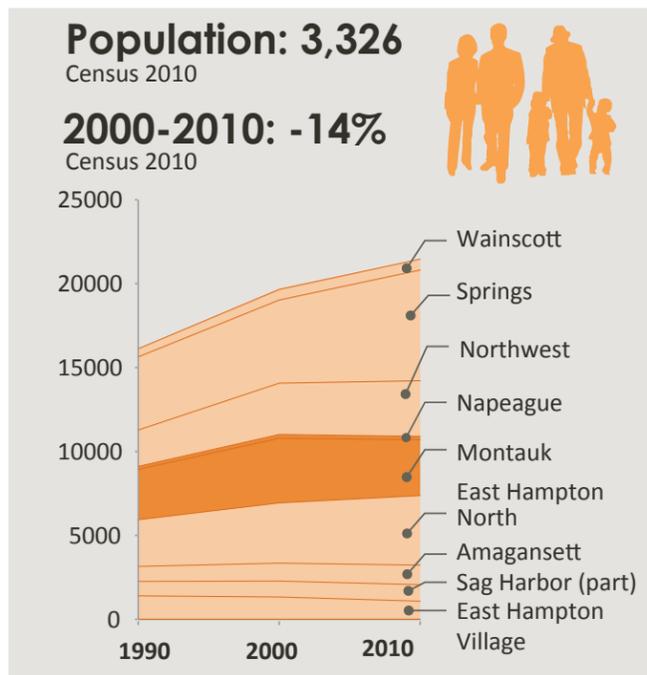
The earliest European land uses of the Montauk peninsula were agricultural. Early roads were connected from meadows at the major ponds, harbors and landings. Soon after the early settlement of East Hampton, different groups of East Hampton men acquired land on the Montauk peninsula from the Montaukett tribe. From the mid-17th century to the late 19th century, Montauk was used as common pasture for livestock.²

The Montauketts continued to live at Indian Field, east of Lake Montauk--the hamlet was the last area in East Hampton with reserve land for the Montauk tribe. Many known Native American burial grounds exist in the hamlet. European settlers in the region, like the native tribes that occupied this land previously, recognized the important opportunities for fishing and shell-fishing in the region. Among other pursuits the Montauketts, displaced by livestock companies, joined the burgeoning whaling industry out of Northwest Harbor and Sag Harbor in the 17th and 18th centuries.

²



Population & Demographics | Montauk



Following the extension of the Long Island Railroad to Bridgehampton in 1870, the Town of East Hampton began to develop its reputation as a summer resort and began to see an increase in population, especially in the summer months. In 1920, developer Carl Fisher purchased 9,000 acres at Montauk and began the process of creating what he hoped would become one of the most important resorts on the east coast. Fisher's plans for the area were never fully realized because of the 1929 stock market crash and subsequent depression. However, the road network, major buildings, and surrounding residential subdivisions constructed by Fisher contribute to the distinctive visual character of the hamlet today.

tected, undeveloped land. Among other things, Montauk contains the largest block of maritime forest left on Long Island. The areas dunes and beaches are fundamental to the scenic beauty of the peninsula.

Demographics

Montauk has the third highest total population of Easthamptons hamlets, at 3,326³, but also experienced the largest drop in population, -14%, between 2000 and 2010. The median age in Montauk is 47.8, which is the third highest median age in town and above the town-wide median age. The median household income in Montauk is \$73,000.

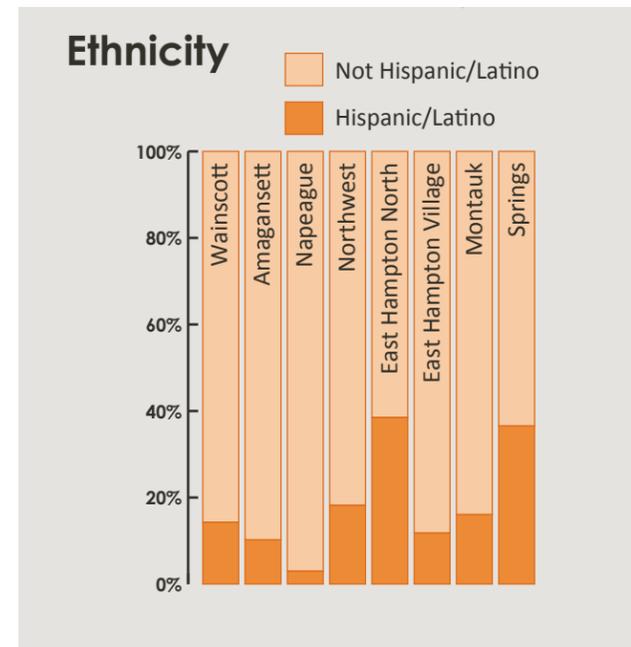
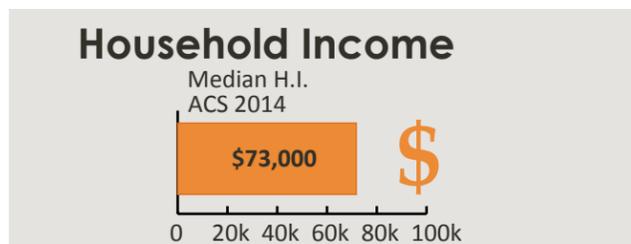
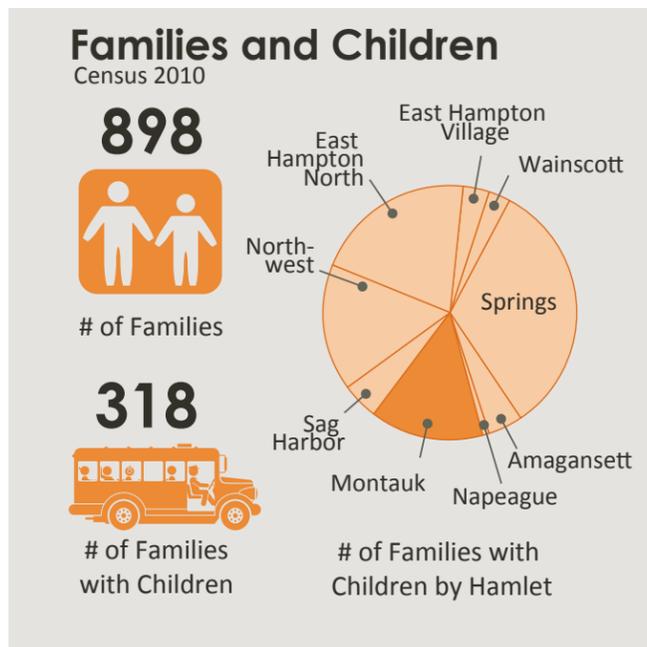
Historic Buildings and Structures:

- Montauk Point Lighthouse
- Historic Montauk Association: National Register
- Carl Fisher's Downtown Plan ("Miami of the North")

In terms of race, 90.3% of Montauk residents identify as White, 2.8% as Black or African American, 0.2% as American Indian or Alaska Native, 0.9% as Asian, .1% as Native Hawaiian or Other Pacific Islander, and 4.4% as Some Other Race. In terms of ethnicity 16.1% of the population identify as Hispanic or Latino (of any race).

In addition to the rich history of human settlement of the Montauk Peninsula, the area also is unique for its pro-

Montauk contains 898 families, and 318 families with children. School Taxes, which make up a large portion of property taxes within each school district, support the hamlet's public schools. However, the amount paid in school taxes by a family with children is often less than the amount of money required to support the children in schools, meaning that families with children represent a tax burden for residents. School taxes in Montauk are the second highest town-wide. For this reason, the Town has pursued a strategy of encouraging senior housing and single room apartments and concentrating new development in the East Hampton school district where the high school is located.



Natural Resources and Environment

Surface Water: The largest surface water body in Montauk is Lake Montauk, a 1,072.2 Acre bay off of Block Island Sound. Lake Montauk is a NYS Local Significant Coastal Fish and Wildlife Habitat. Other surface water bodies include Fort Pond and Oyster Pond. Fort Pond is the second largest fresh water pond on Long Island and

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

³ As of the 2010 U.S. Census



Montauk Downtown

Orthophotography



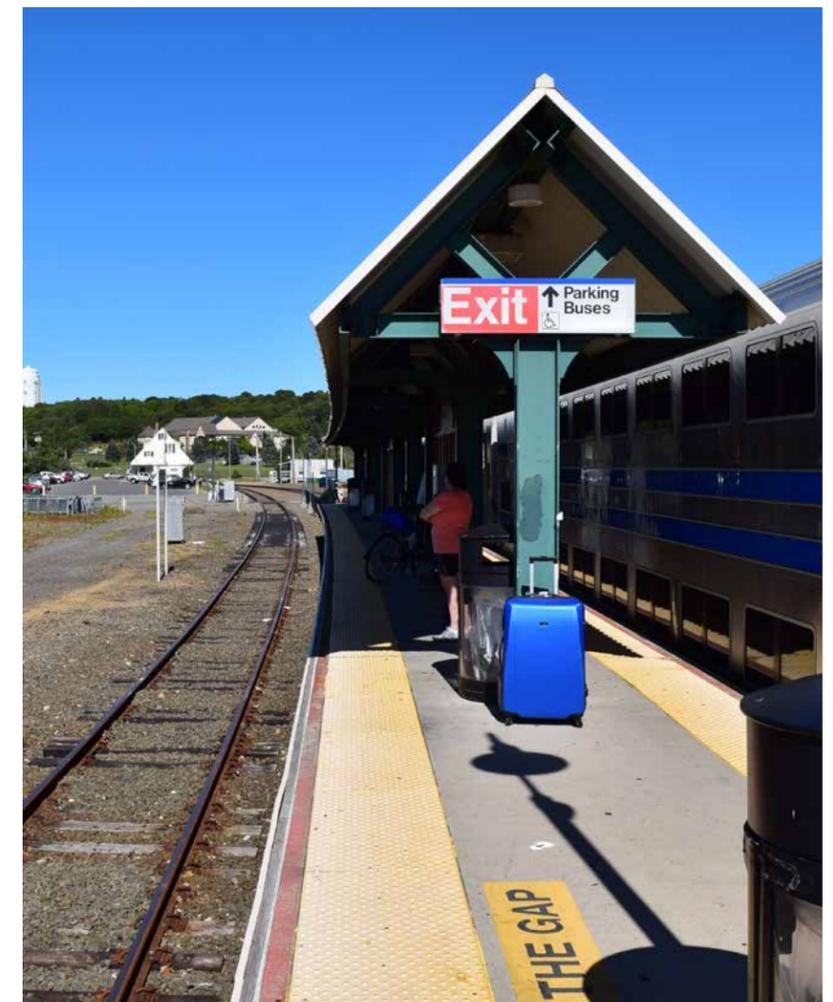


Caption



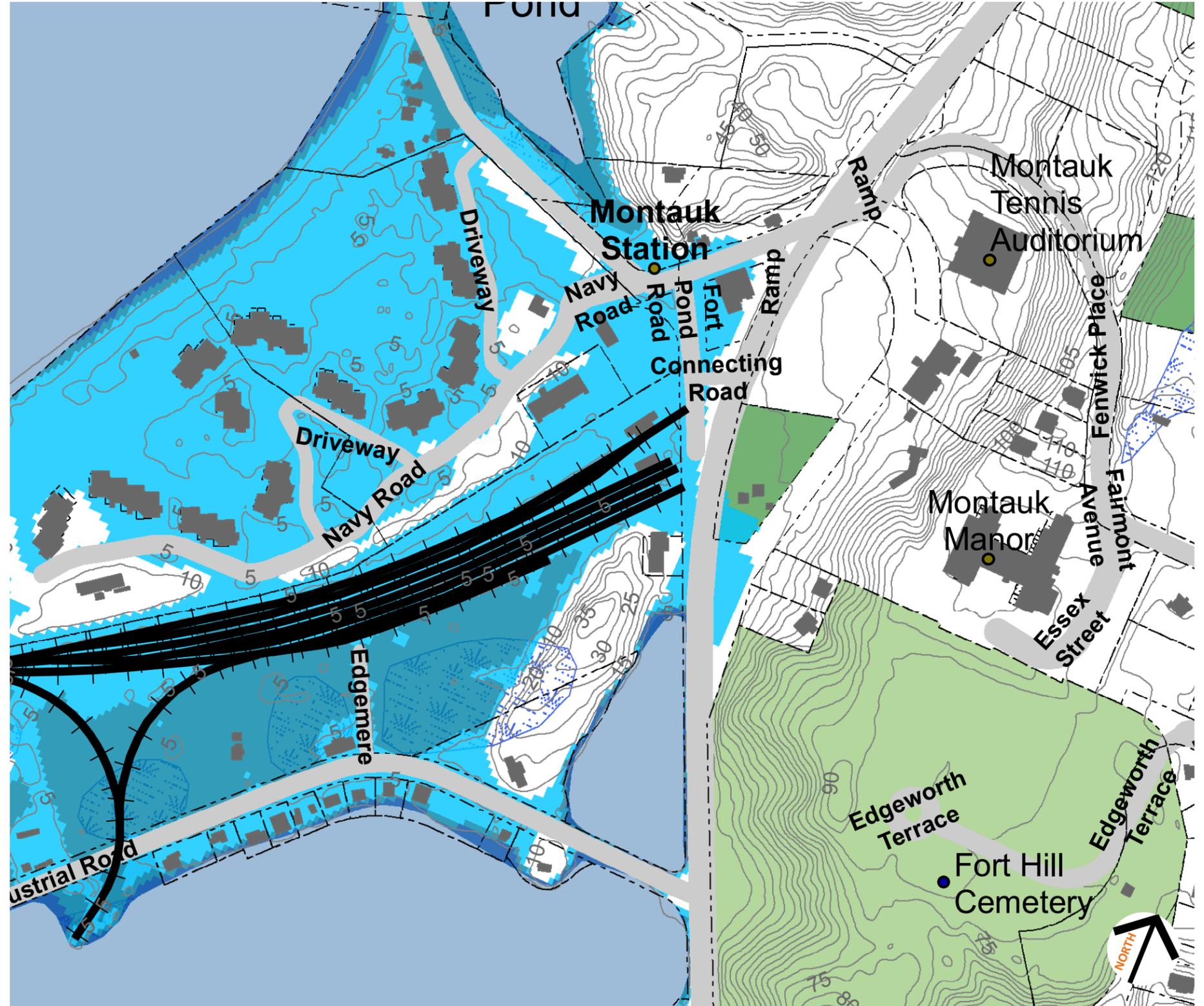
Montauk Train Station Area

Orthophotography





Caption





Montauk Harbor

Linework Base Map with business names





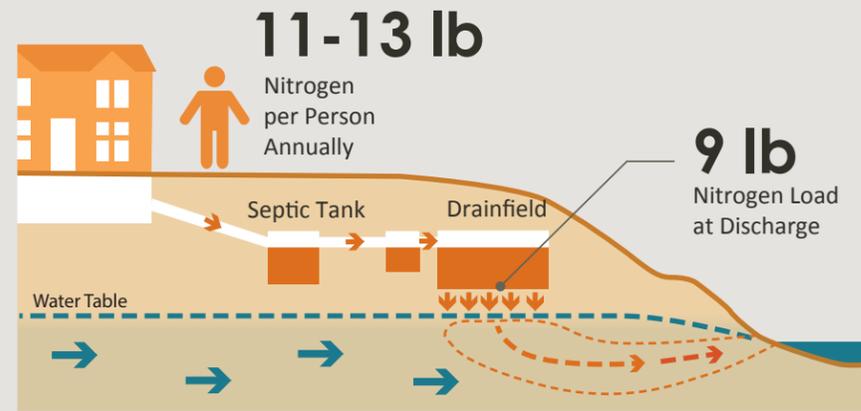
Caption



Montauk Harbor

Linework Base Map with business names

Typical Nitrogen Loading to Septic Systems



From US EPA via Lombardo Associates 2014

is a Coastal Fish and Wildlife Habitat. This pond is separated from Block Island Sound and from the Atlantic Ocean by narrow, low-lying sandy land that is susceptible to overwash and even inlet formation in strong coastal storms.

Groundwater: Montauk, like the western portion of East Hampton, is underlain by a glacial freshwater aquifer. However, the freshwater aquifer in Montauk is much shallower and hydraulically separated from the larger aquifer to the west by saltwater. As such, fresh groundwater in Montauk is much more susceptible to saltwater intrusion than the other hamlets. This groundwater is also susceptible to human pollution. Pollution from septic systems, in particular, is an on-going challenge in the hamlet.

Environmentally Sensitive Areas:

Surrounded by water, Montauk is home to important beaches, dune habitat, bluffs, and wetlands. Hither Woods Preserve and Montauk Point State Park each contain continuous blocks of protected forest land that are home to rare and endangered plant and animal species. The ponds, bays and lakes and their surrounding sensitive wetlands are also home to a diverse collection of wildlife and important shellfish habitats.

Agriculture and Fisheries: Lake Montauk supports a major fishing industry based in the Montauk Dock area. Due to pollution, the southern portion of Lake Montauk and Coons Foot Cove have experienced shellfish closures in recent years. Oyster Pond has also experienced water pollution issues and shellfish closures.

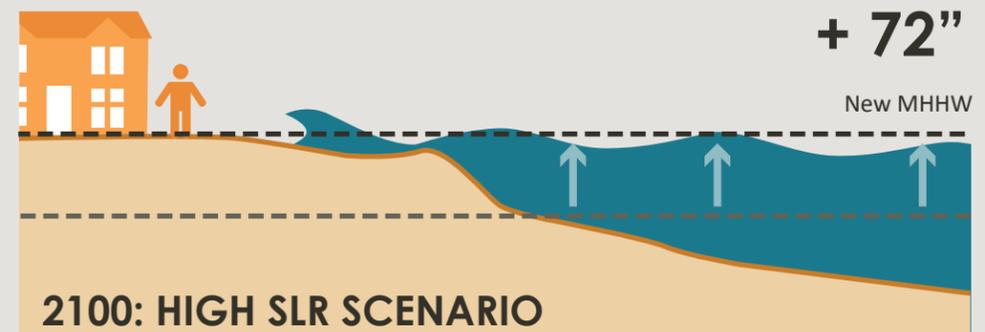
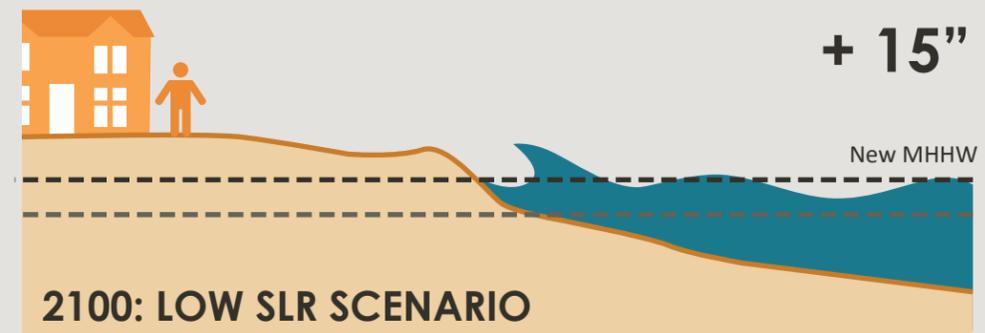
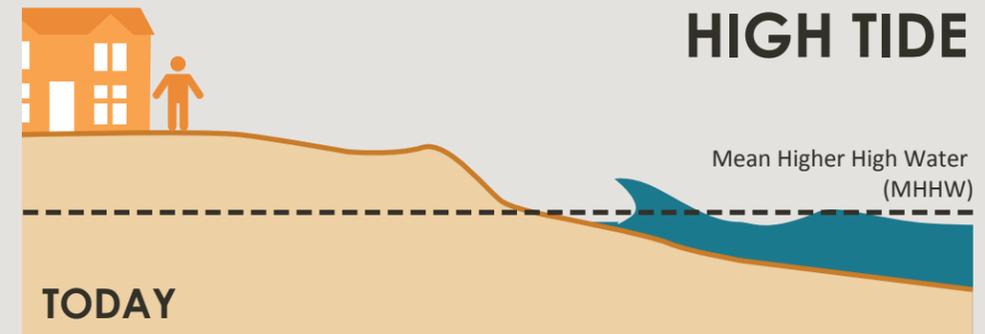
Environmental Challenges

Surface and Groundwater Pollution: One of the most notable environmental challenges in the hamlet is the impact of surface and groundwater pollution on aquifers and sensitive surface waters. Septic systems within the hamlet contribute nitrogen to groundwater that makes its way into surface waters, generating harmful algal blooms. Other potential contaminants include leachate from landfills, pesticides, herbicides, fertilizers, and pollution from fuel underground storage tanks⁴.

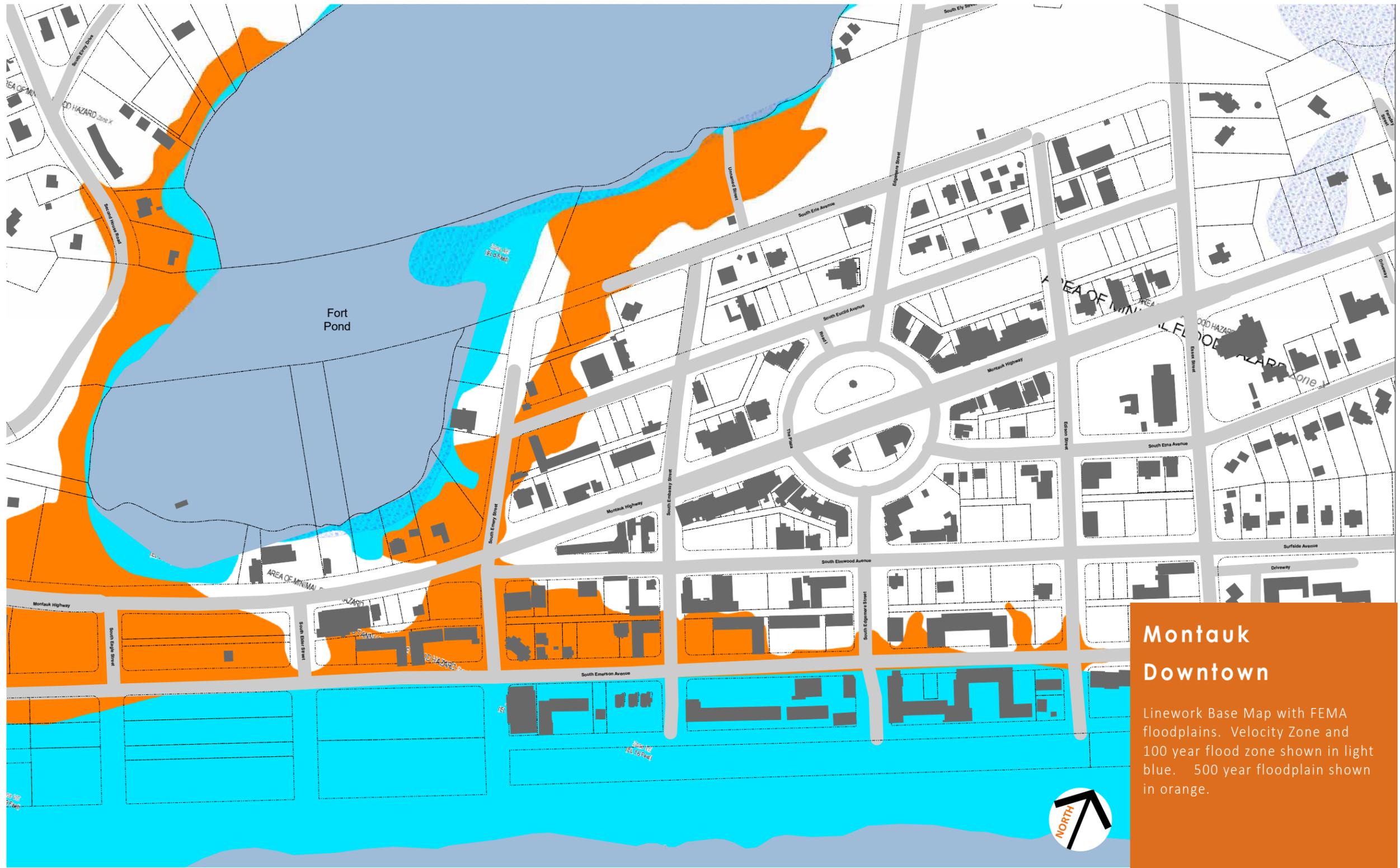
Habitat and Open Space Loss: Loss of sensitive habitat areas and open agricultural land to development is an on-going challenge in Montauk. About 3% (418 AC) of vacant land in the hamlet is developable.

⁴ East Hampton Town Water Resources Management Plan Final Draft

Anticipated Sea Level Rise | Montauk

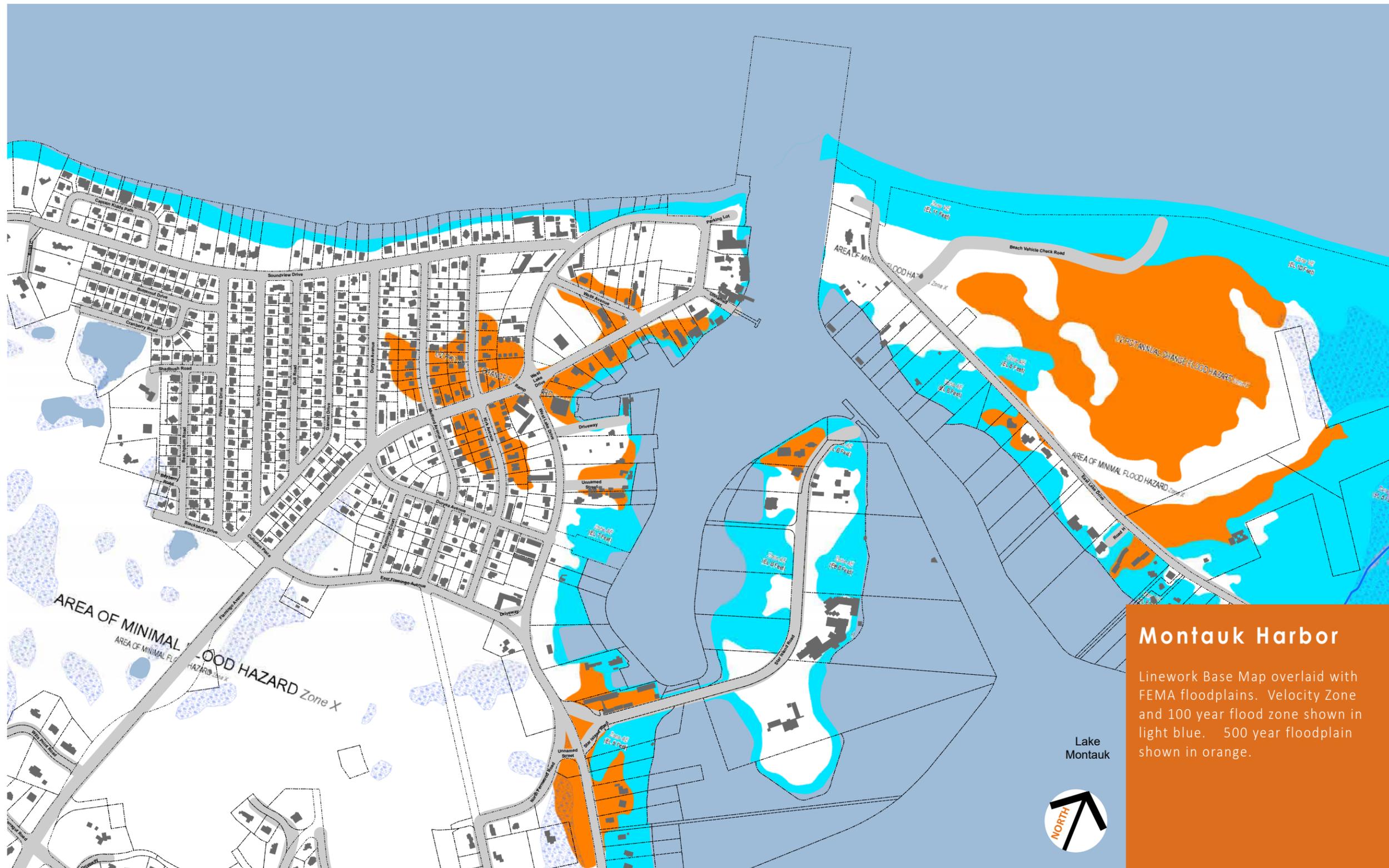


From ClimAID 2014 Supplemental



Montauk Downtown

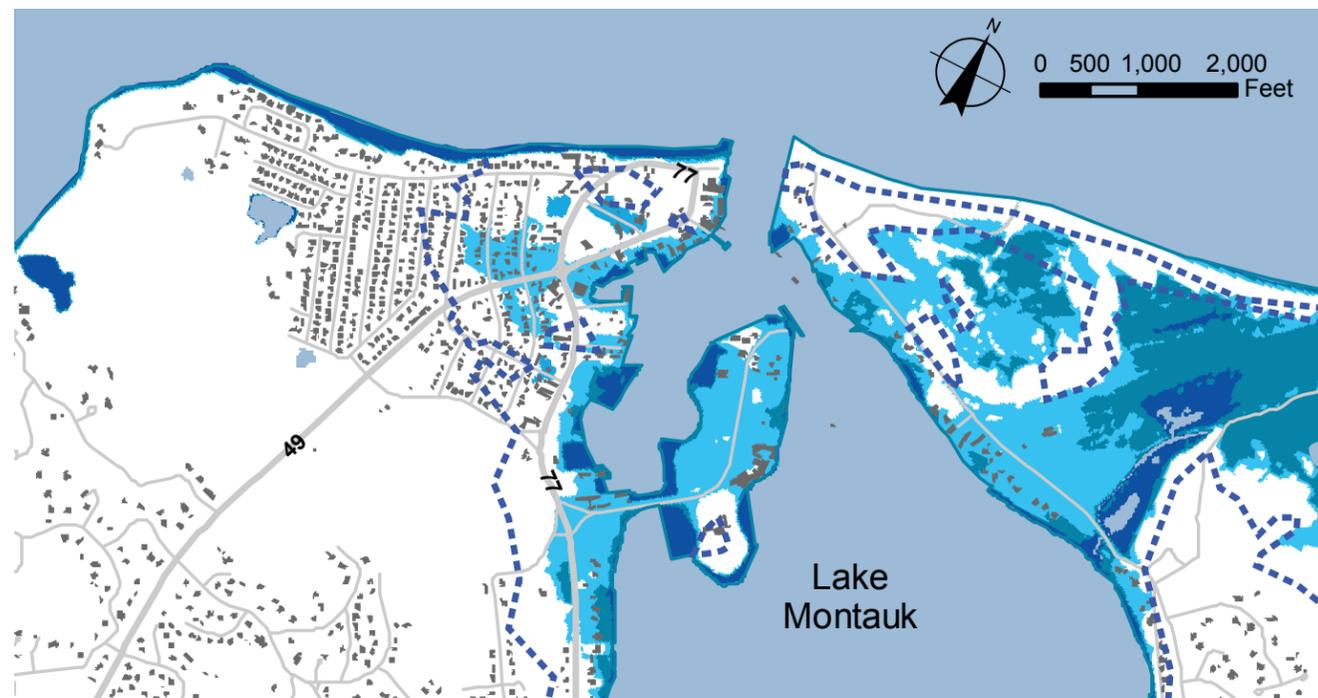
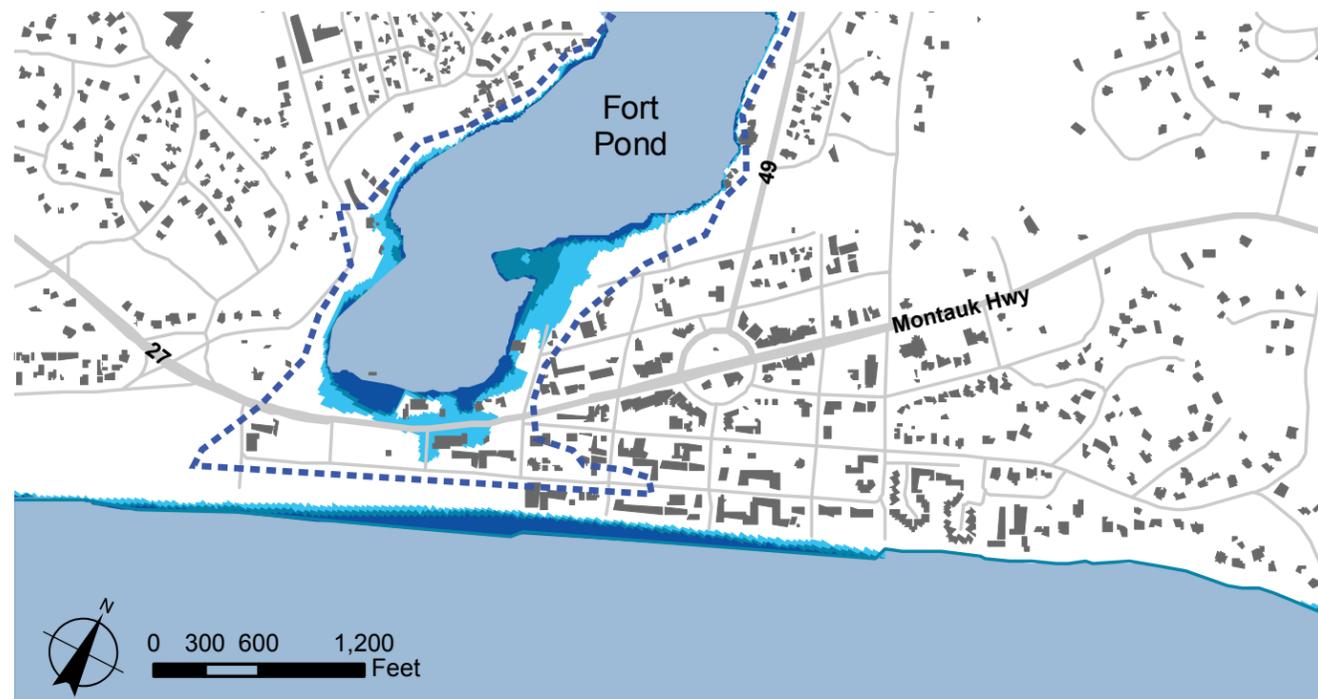
Linework Base Map with FEMA floodplains. Velocity Zone and 100 year flood zone shown in light blue. 500 year floodplain shown in orange.



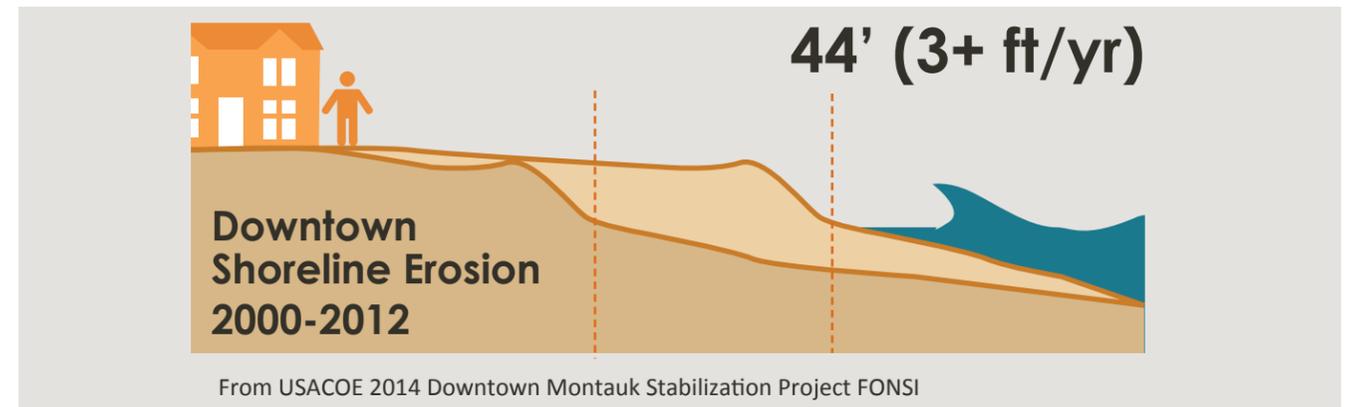
Montauk Harbor

Linework Base Map overlaid with FEMA floodplains. Velocity Zone and 100 year flood zone shown in light blue. 500 year floodplain shown in orange.

Sea Level Rise + Storm Surge Impacts | Montauk



Shoreline Change | Montauk



Deer Management: Increasing populations of white-tailed deer in the Town have reached an emergency level according to the East Hampton Deer Management Working Group⁵. Over-browsing by deer has begun to shift the species composition of existing forests, nearly eliminating herbaceous plants and saplings and damaging populations of other wildlife that rely on these plants.

Light Pollution: Unshielded lights in Montauk's commercial center and other areas create glare. Street lights, particularly older ones, also contribute light pollution. This light contributes to a gradual decline in the darkness of the night sky. The town's Dark Skies Initiative has resulted in laws that require lights on new construction with a building permit to be fully shielded. Current exempt lighting types include up-lighting for flags, tree up-lighting, and municipal street lighting.

⁵ Deer Management Plan 2013

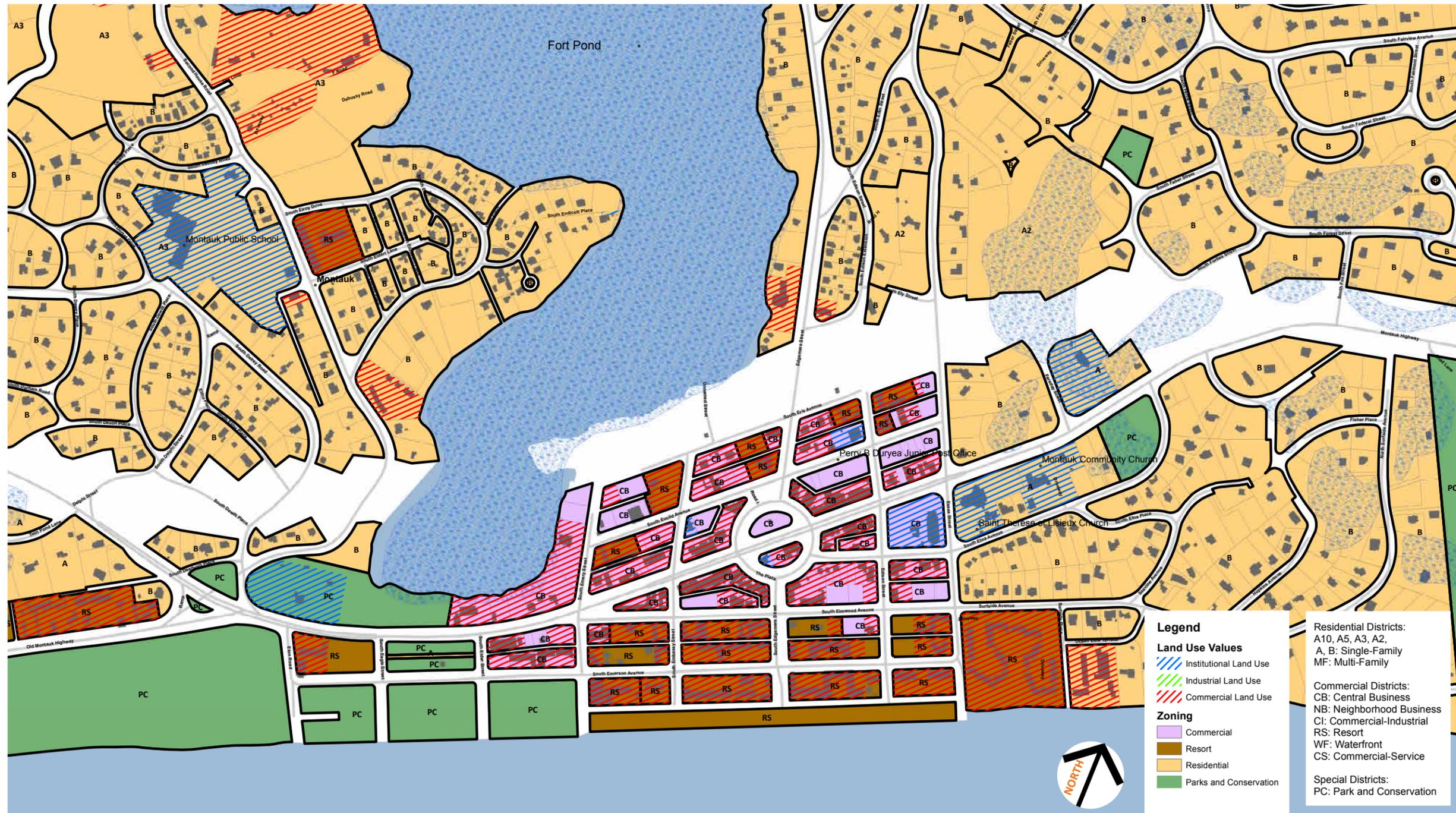
Resilience—Climate Change and Sea Level Rise: Today, areas of Downtown Montauk and the Montauk Dock area are at risk from flooding in coastal storms.

As climate changes, rising seas and more frequent and intense storms will increase the area impacted by coastal flooding. Although the timing and amount of sea level rise is uncertain, scientific models today provide a range of possible sea level rise scenarios. According to the New York State ClimAID 2014 report, Eastern Long Island can expect between 8" and 30" of sea level rise by 2050 and between 15" and 72" of sea level rise by 2100. This means that by 2050, for example, high tide will be between 8" and 30" above the current high tide⁶.

Coastal erosion and storm surges will provide additional impacts in Montauk. As sea level rises, coastal erosion will likely continue to change the shape of beaches and coastal wetlands. An example of this on-going change is the shoreline in Downtown Montauk, which has moved

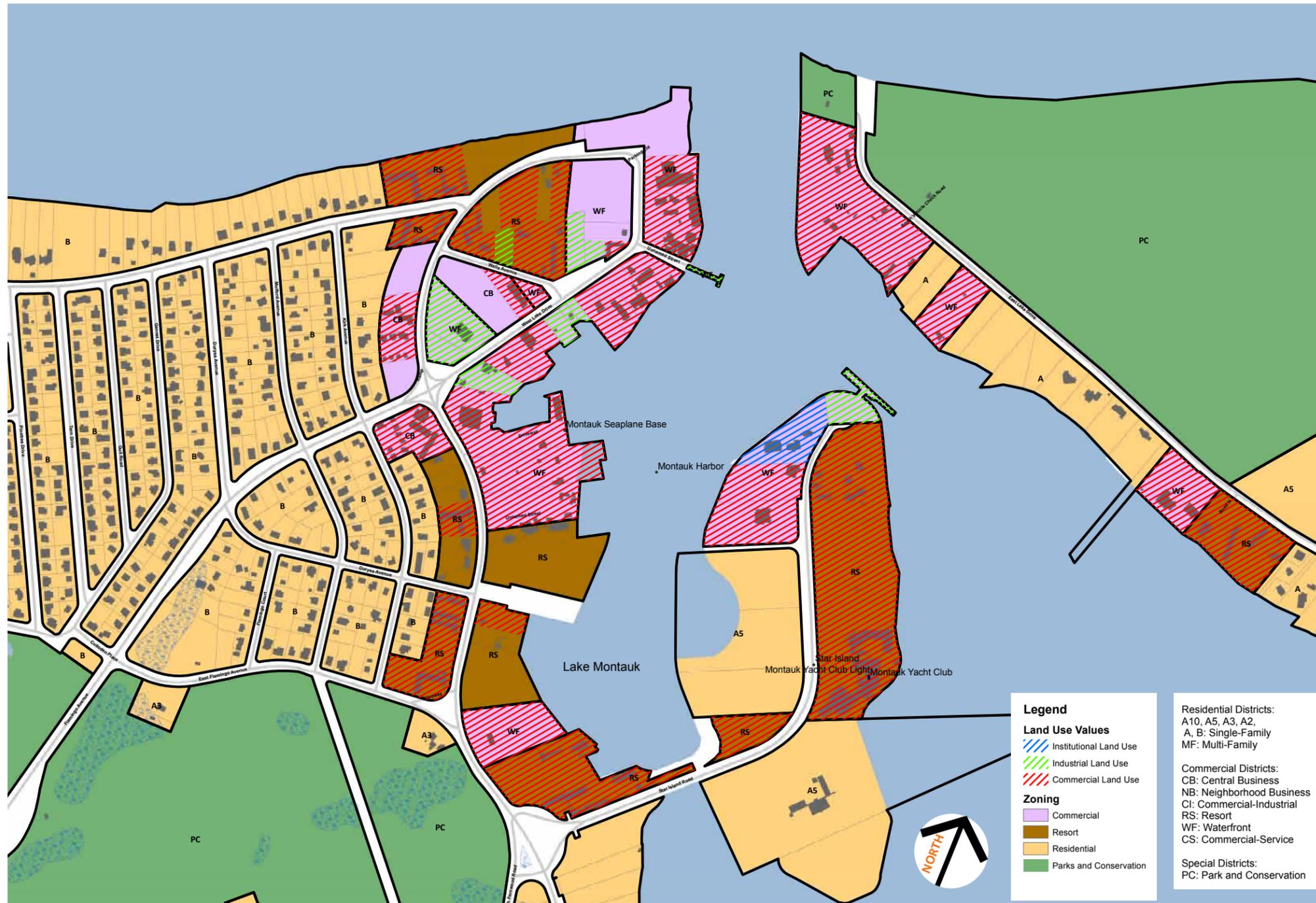
⁶ Sea Level Rise projections and information in this report were obtained from the NYS DEC's recommended 2011 ClimAID Report and 2014 ClimAID Supplemental. Storm surge impacts were estimated from the Nature Conservancy Coastal Resiliency Network Digital Modelling Tools.

- High Tide: 1' Sea Level Rise
- High Tide: 3' Sea Level Rise
- High Tide: 6' Sea Level Rise
- Category 3 Storm Surge @ 2' SLR



Montauk Downtown Zoning and Land Use

Base zoning shown in solid colors, with land use as a transparent hatch. A limited business overlay allows some commercial use in residential zones.



Montauk Zoning and Land Use

Base zoning shown in solid colors, with land use as a transparent hatch. A limited business overlay allows some commercial use in residential zones.

44' inland from 2000 to 2012.⁷ This equals a rate of nearly 3' per year, which if continued could create 300' of shoreline erosion by 2100. Storm surges from coastal storms and hurricanes, on top of these higher tide elevations, will create flood impacts that extend further inland than the same sized storms today.

Another issue for Downtown Montauk is the low narrow strip of sand that separates Fort Pond from the Atlantic Ocean, an area sometimes referred to by Montauk residents as the "breach point." With sea level rise, this area and a narrow strip of land on the sound side are likely to be inundated, potentially creating new inlets to Fort Pond and making the eastern end of Montauk functionally an island.

Land Use

Montauk land-use is notable for its large area of undeveloped land. More than 50% of the landscape is permanently protected open space, beaches, and park land. The area that is developed ranges in land use from low and medium density residential to relatively dense development in the two commercial centers, including several high rise buildings and Oceanside hotels in Montauk Downtown

Open Space and Recreation: Protected open space the hamlet makes up 62% of the land area—the largest amount of protected open space of any hamlet in the Town. These conservation lands are managed by a mix of public and private-not-for profit organizations. Montauk is also notable for having the largest protected block of maritime forest in all of Long Island. Important parks and recreational sites include Montauk Point State Park, Kirk Park, Camp Hero State Park, Shadmoor State Park, Montauk Downs State Park Golf Course, Hither Hills State Park and Hither Woods Preserve.

Private recreation sites and park lands and beaches in Montauk are home to a range of active and passive recreational opportunities and an extensive network of trails. Fort Pond and Lake Montauk provide recreational boating and fishing opportunities. These water-based

⁷ USACOE Downtown Montauk Stabilization Project

recreational activities are particularly important for the commercial center at Montauk Dock.

Residential Uses, housing types: Montauk residential uses range from low to medium density. The hamlet contains the highest total number of housing units at 4,666. This includes 1422 households (only 30.5% of housing units are occupied). The average household size is 2.3.

East Hampton, like many ocean resort communities, has a large number of seasonally occupied homes. In Montauk, 63.1% of households are seasonally occupied while 624 are occupied year-round. Montauk is also notable for having the highest percentage of renter-occupied, year-round homes in the town (26.7% renter occupied and 73.3% owner occupied).

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 and oceanfront motels alongside one story and two story beach-oriented retail stores and restaurants. Montauk Dock includes restaurants and shops along with a working waterfront.

Zoning

Density and Dimensional Requirements

- Minimum ten foot front yard setback requirements in CB zone facilitates building placement close to street, rear parking, reduced vehicular traffic speed and good walkability
- Same uses permitted in CB zone and NB zone; major difference are dimensional requirements with CB zoning allowing for more intense development on smaller lots than NB zone
- Apartments over stores are allowed by special permit in CB & NB zones, available for moderate income families

(CB) Central Business: Core of downtown with shops, delis, cafes, tourist services. Dimensional requirements:

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

Potential impact on town character and redevelopment: Zoning throughout downtown Montauk encourages development of low-rise (2 story) waterfront-oriented retail, dining, recreation, tourism and hospitality. Central Business and Resort zones do allow for residential apartments within commercial buildings (by special permit), which allows for the possibility of mixed use development. The waterfront south of South Emerson Ave between South Emery Street and Essex Street is zoned Resort and consists of beachfront hotels, while the adjacent land to the west is zoned Park and Conservation. This adjacent area consists of sand dunes and beach grasses, which serves as a natural buffer against storm surges for the development in downtown. The Army Corps of Engineers' recently installed a sandbag wall in an effort to fortify the hotels on South Emerson Ave against storm surges. However beach erosion has continued, and has brought public attention to the tenuous nature of older development that was allowed to occur so close to the dynamic and changing shoreline. Since this area is still zoned Resort, redevelopment along this shifting beachfront could still potentially occur.

In Montauk Harbor, Waterfront zoning is designed to help maintain a working waterfront which includes both

fishing industries and recreation, while Resort zoning along the northern end recognizes an area of existing and potential hotels and motels. Waterfront zoning requires buildings to have a 40 foot setback from the street, and as a result, development within this zone does not create an architectural streetscape. Many of the waterfront facilities within this zone have large open parking lots or boat yards on the street, with buildings closer to the water's edge. Even Gosman's dock, a retail and dining development, has a wide green lawn within this 40 foot setback area. Gosman's, a commercial anchor of Montauk Harbor, is currently for sale along with fifteen other Montauk Harbor parcels under the same ownership, mostly located in the north end of Montauk Harbor. Eleven of these parcels fall within Resort zoning, three fall within Waterfront zoning, and two fall within Central Business zoning. The asking price of \$52 million for these properties indicates that the real estate value of this area may risk outpacing the economic viability of the fishing industry which has traditionally inhabited Montauk Harbor and shaped this part of the hamlet's identity. While zoning limits the size of new buildings on individual lots, the number of adjacent lots being sold at once by the same owner all within the Resort zone enable a development of considerable size.

(RS) Resort Zone: Motels, Restaurants allowed as an auxiliary use. Dimensional requirements:

- 3,630 sf min lot area (for transient hotel)
- 15% max building coverage on lot
- 2 stories max
- 30 ft max height (35 ft for gabled roof height)
- 30 ft front setback (corner lots have 2 fronts)
- 15 ft side setbacks
- 15 ft rear setback

(NB) Neighborhood Business: Found infrequently in Montauk. Dimensional requirements:

- 10,000 sf min lot area
- 40% max building coverage on lot
- 2 stories max
- 30 ft max height (35 ft for gabled roof height)
- 25 ft front setback (corner lots have 2 fronts)
- 15 ft side setbacks
- 25 ft rear setback

Non-conforming uses: Land use conforms with zoning throughout most of downtown Montauk. The parcels on Montauk Highway are zoned Central Business, and they contain commercial and retail land uses. Toward the waterfront, the south end of downtown Montauk along South Emerson Avenue is zoned resort and consists largely of hotels. The only non-conforming uses in downtown Montauk are on the east end of the waterfront, where a motel on Oceanview Terrance exists on a parcel zoned as residential.

Montauk Harbor consists of a mix of zones. The working waterfront on West Lake Drive is zoned Waterfront (WF), and land uses there are consistent with zoning, including marina, boatyards, fish processing, ferry terminal, restaurants, and some retail. Inland, across West Lake Drive from the working waterfront, the zoning is Waterfront, with conforming uses such as boat yards, as well as one parcel that is zoned Central Business, where there is a retail land use. North of Wells Ave, on both sides of the West Lake Drive loop, the zoning is Resort, and the parcels which are developed have hotel and motel land uses. South of Flamingo Ave, West Lake Drive has waterfront and resort zoning along the waterfront, with conforming land uses. On the west side, at the intersection with Flamingo Ave is Central Business zon-

(WF) Waterfront Zone: Docks, Restaurants, Boat Yards. Dimensional requirements:

- 10,000 sf min lot area
- 40% max building coverage on lot
- 2 stories max
- 30 ft max height (35 ft for gabled roof height)
- 40 ft front setback (corner lots have 2 fronts)
- 10 ft side setbacks
- 25 ft rear setback

ing with a hotel land use, which is a non-conforming use since neither “transient motel” nor “resort” are permitted under Central Business zone. Continuing south along the west side of West Lake Drive, the parcels are zoned Resort, with conforming hotel land uses.

Business Uses and Hamlet Economy

A recent inventory by RKG Associates identified, in total 308 businesses in 31 industry categories, from resort hotels and services to retail and restaurants. The commercial activity in Montauk account for 43% of businesses in East Hampton Town’s unincorporated areas and 48% of the total commercial building square footage. These businesses are concentrated in Montauk Downtown and Montauk Harbor. Other smaller businesses areas are located in the Fort Pond area along Second House, Shore and Industrial Roads.

Businesses that serve tourists and second home owners account for 60% of the total number of businesses in the hamlet. This includes the accommodation industry category, which has the highest number of businesses (74) and occupies the most land area (56.1% of total building floor area), followed by Food Services & Drinking Places (53 businesses, 12.9% of total building floor area), and Food & Beverage Stores (31 business-

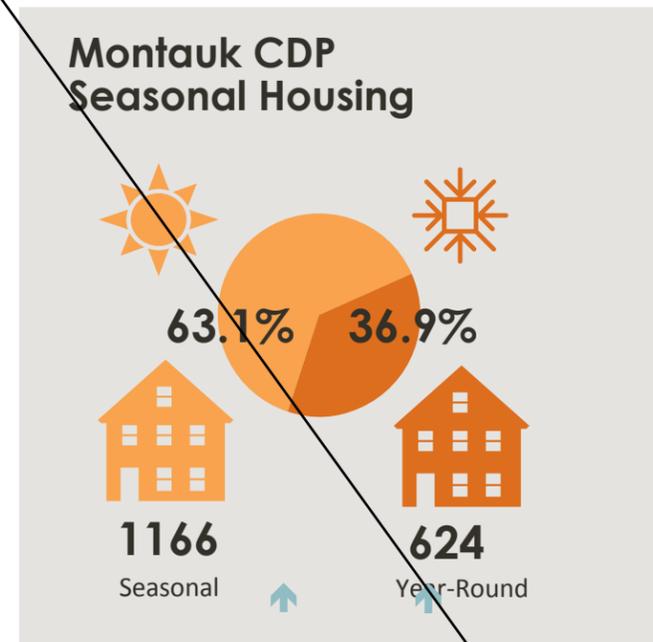
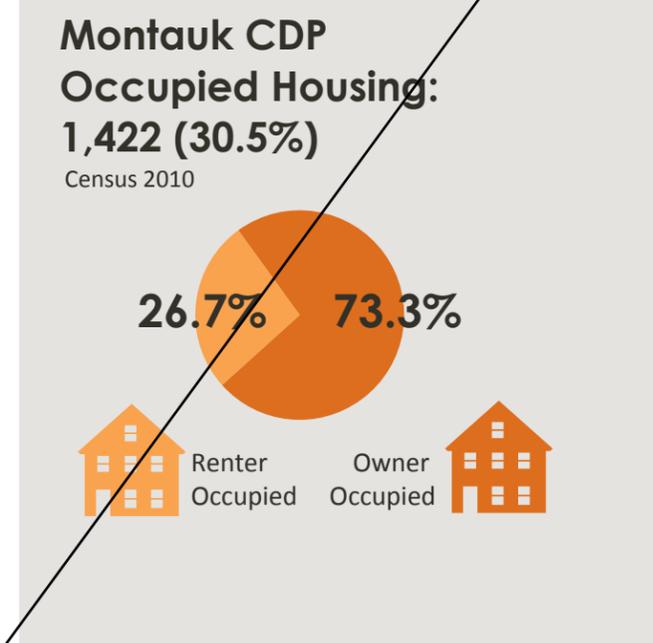
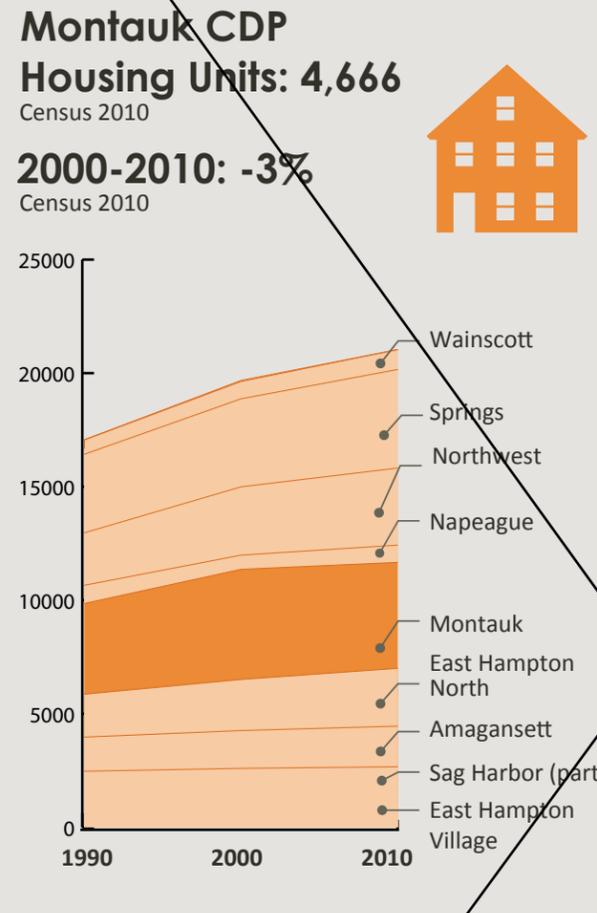
es or 10.0% of total). Most of these businesses are concentrated in Downtown Montauk and Montauk Harbor. (see RKG’s Hamlet Business District Plan for more detail).

Economic Characteristics and Issues in the Focus Area:

Montauk Harbor, also referred to as the Dock area, is home to the majority of support facilities for the Town’s commercial fishing industry. Beyond the working waterfront businesses, the Harbor also includes many businesses associated with the Harbor as a tourist destination. This includes restaurants, shops, motels, and recreational fishing businesses. Many of the tourist-oriented businesses are located within the 14-acre property currently owned by the Gosman family, which is likely to be sold in the near future. Because this area is low-lying and relatively exposed, flooding and storm impacts are issues that also impact long-term viability of businesses in this area.

Downtown Montauk contains a variety of businesses typical of a traditional downtown, including supermarkets, banks, delis, restaurants, pharmacies, bars, gas, stations and laundromats. Additionally, Downtown Montauk includes many of the largest hotels and resorts in East Hampton. Downtown businesses alone account for 26% of businesses in East Hampton Town’s unincorporated areas. The accommodations category, including hotels/resorts, account for 42 businesses or 22.3% of the total businesses in the hamlet and cover the largest amount of acreage (37.94 acres in the hamlet). The largest facilities include Surf Club, Royal Atlantic, Beachcomber Motel, Montauk Blue Hotel, Atlantic Bluffs, and Atlantic Terrace. All of these businesses have ocean frontage are used by those visiting the beach and are therefore doubly susceptible to storms and beach erosion. Food Services & Drinking places are the second largest business category (31 businesses), followed by Miscellaneous Store Retailers (27 businesses). The fourth largest category is Food & Beverage Stores (24 businesses). One of the most pressing issues for Downtown Montauk is how to expand local affordable housing for workers in these service industries. Another key issue is how to minimize damage to Downtown businesses from rising seas and more frequent and severe storms.

Housing | Montauk



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



The Montauk Station, terminus of the Long Island Rail Road, played a key role in the history of the Hamlet, and provides extraordinary opportunities for a summer community that is more sustainable and less dependent on the automobile.

Market Orientation

- Primary destination for tourists looking for beach experience
- Largest concentration of accommodations,
- Restaurant and entertainment establishments
- Seasonal businesses are challenged to find affordable housing for seasonal workforce
- Large and growing second home market
- Local businesses largely cater to seasonal population but important to year-round population as well



Crosswalks and generous sidewalks help make the downtown pedestrian-friendly, but lack of connectivity to the beach and other areas limits their usefulness.



The beachy informality of waterfront streets is prized by both residents and visitors, but in busier times conflicts between pedestrians and vehicles lead dangerous conditions.

Buildout Analysis

Residential: According to a 2011 residential buildout performed by the Planning Department⁸, the town as a whole could see a 13% increase in the total number of housing units. This assumes future development consistent with current zoning. In Montauk, this residential buildout is estimated to be 623 housing units. This is down from an estimate of 1,020 in 2005.

Transportation (hamlet overview with focus on commercial centers)

Roadways: Montauk is served from the east and west by Montauk Highway (NY Route 27). The primary route connecting the downtown area to the LIRR station and the harbor area is County Road 49 (Flamingo Avenue). East of the downtown area, County Road 77 (West Lake Drive) extends from Montauk Highway north to the harbor area, crossing County Road 49 adjacent to the harbor.

Montauk Highway through the Montauk downtown has one lane of travel in each direction, with a center median and left turn lanes at key intersections in certain areas. On-street parking occurs on the roadway shoulder in the business district, i.e. between South Elder and South Essex Streets. The posted speed limit is 30 MPH.

County Road 49 consists of one travel lane in each direction, with shoulders. Posted speed limits are 30 MPH from Carl Fisher Plaza to just north of Lion's Field and in the harbor area, and 40 MPH elsewhere.

County Road 77 also consists of one travel lane in each direction, with shoulders. Posted speed limits are 30 MPH in the harbor area, and 45 MPH elsewhere.

The estimated average daily traffic (ADT) volume on Montauk Highway west of downtown, in the segment paralleled by Old Montauk Highway was calculated to be 12,000 vehicles, based on the latest available NYSDOT count data taken in August of 2015. East of downtown, while a count taken in August of 2011 equated to an estimated ADT of 7,900 vehicles, the actual daily count recorded on a Saturday was 14,800 vehicles, or 87% higher

⁸ 2014 Community Housing Opportunity Fund Implementation Plan

than on an “average” day. (The 2015 count west of downtown did not include a weekend.)

Data from two count locations on County Road 49, obtained in July 2014, indicates an estimated ADT of 9,400 at Edin Street, while the actual Saturday count was 15,800, more than double the estimated ADT. Similarly, north of the LIRR station area, the estimated ADT was 6,900; the actual Saturday count was 13,100, nearly double the estimated ADT.

On County Road 77, just north of Montauk Highway, the July 2015 estimated ADT and Saturday traffic volumes were 4,400, and 7,400 (a 70% increase over ADT), respectively.

Because the rural and scenic character of the area is highly valued, there is a reluctance in East Hampton for solving traffic problems by:

- Adding lanes on existing roads
- Constructing bypass roads to congested routes
- Installing traffic signals



The intersection of Flamingo Avenue and West Lake Drive is one of several in Montauk where a roundabout could help ease traffic flow and create safer conditions for vehicles and pedestrians.

- Encouraging the use of short cuts
- Widening and straightening roads

Pedestrians: Sidewalks exist in the downtown area along both sides of Montauk Highway. The 45-mile long Paumanok Path, which runs from the Southampton Town line to Montauk Point, follows the old Montauk Parkway Right of Way, except at Fort Pond, where it hugs the Pond’s southern shore.

Bicyclists: Montauk Highway is a designated bike route (NY Bike Route 27). West of the downtown area the roadway’s shoulders are designated as bike lanes.

Transit: Montauk is served by Suffolk County Transit’s Route 10C, which connects the East Hampton LIRR Station with Montauk. Service consists of five eastbound and four westbound bus routes per weekday. In the summer, a connection is provided in Montauk to the S94 Shuttle to the Montauk Point Lighthouse. The LIRR’s Montauk train station on the railroad’s Montauk Branch is located north of downtown, approximately a mile north of Montauk Highway. Weekday off-season (October thru May) service is currently 6 eastbound and 5 westbound trains, with one additional eastbound train on Friday evenings.

In season, three additional eastbound trains are provided on Friday afternoon/evening, and one additional westbound train is provided on Monday mornings.

The LIRR recently proposed to add three additional trains in each direction year round, but one of the eastbound trains would be eliminated on Fridays due to conflicts with current enhanced Friday summer service. The LIRR continues to review the proposed schedule in an effort to better accommodate work hours, and will also investigate using the existing Bridgehampton siding to enhance service, by allowing trains to pass. Any enhanced services would start in late 2018, after the LIRR meets the Federal mandate for installing Positive Train Control system-wide. PTC affects the schedule because equipment that would be needed to provide the new commuter service is first needed to replace that removed from circulation during installation. When the LIRR’s current signal and interlocking project is complete in Spring 2018, it will expand the existing westbound “single seat” service from Speonk eastward, to originate in Southampton.

Taxis: Taxi activity is particularly prevalent in the downtown area on summer weekends. Customers are dropped off and picked up throughout downtown on demand. Late night activity at bars and clubs results in pedestrians randomly hailing cabs and jaywalking across streets to board them. A similar disorganized pattern of passenger pick-ups occurs at the LIRR station, as numerous cabs pick up customers at scattered locations within the station parking lot.

Infrastructure and public facilities

Public water supply: ⁹ Fresh groundwater separated from the mainland aquifer of East Hampton by saltwater. Freshwater found in shallow upper glacial aquifer. Groundwater limited—four foot high groundwater contour rather than five to ten foot contour to the west. Groundwater is vulnerable to contamination from human land uses as well as salt water intrusion. Suffolk county Water Authority installed a water main and booster station to supply Montauk with water from mainland East Hampton

Wastewater: Wastewater in Montauk is managed through individual septic systems. The vast majority of these individual septic systems provide only secondary treatment of effluent: nitrogen and phosphorous are not removed and therefore enter the groundwater. ¹⁰ Old and ineffective septic systems combined with a less than 100’ distance between wells and septic systems in many locations, creating on-going groundwater and surface water pollution concerns. The Lombardo Wastewater Report has recommended the following wastewater improvements in Montauk:

- Upgrades recommended for existing septic systems to achieve advanced tertiary treatment in problem areas
- Neighborhood wastewater system recommended for densely developed areas: Montauk Center, The Docks, Ditch Plains, Camp Hero

Schools and other public facilities:

East Hampton High School accepts students from Montauk on a tuition basis. School Taxes, which make up the majority of property taxes within each school district, support the Montauk public schools. School taxes in Montauk are the second highest in Town. Townwide, school taxes as a percentage of median real estate value is 1.1%, the lowest on Long Island except for Shelter Island. However, because of the large difference in tax rates between the school districts, the Town has pursued a strategy of encouraging senior housing and single room rental apartments as well as concentrating new development in the East Hampton hamlet where the high school is located.¹¹

¹⁰ East Hampton Town Wide Wastewater Management Plan 2015 - Lombardo Associates, Inc.

¹¹ 2014 Community Housing Opportunity Fund Implementation Plan

⁹ Comprehensive Plan – Montauk Report

Charrette Process

Overview

The Montauk Hamlet Study public participation process centered on an intensive, four-day charrette. The purpose of the charrette was to facilitate a discussion of issues and concerns in each hamlet, to provide an opportunity for shared fact-finding and analysis, and to generate and present physical planning ideas specific to the hamlet and the two commercial centers—Montauk Downtown and Montauk Harbor. The four day charrette consisted of workshops, focus groups, and tours that were open and advertised to the general public, including businesses, year round residents, second home owners and other stakeholders. These events provided the opportunity for local citizens to work together with town staff and the consulting team to develop creative and detailed recommendations for each hamlet.

Charrette Process

The Montauk Charrette took place Wednesday, Thursday, Friday and Saturday September 14-17th, 2016. Public workshops were held in the Gynmasium of the Montauk Playhouse Community Center, 240 Edgemere Street. Public events included a public walking tour, a public listening workshop, two public visioning workshops, and a public forum presenting the results of the public visioning workshops.

Public Walking Tour: The first charrette event was a public walking tour of Montauk Downtown and Montauk Harbor, which provided an opportunity for community members to introduce the consultant team to the important locations and issues in the hamlet. The walking tour took place Wednesday, September 14th at 10:30 a.m. beginning at the gazebo on the green in Montauk Downtown.

After an introductory discussion, the group began by walking northwest to South Eerie Street and the Lions Field Park. Here, the discussion focused on public infrastructure and the possibility of using this area for affordable housing. Next, the group walked down South Euclid Ave past the Harvest Restaurant and made its way south and west past the IGA to the Kirk Park Beach parking lot. In route, the group stopped briefly at the newly built commercial property for sale at 669 Montauk Highway. At the Kirk Park parking lot, conversation ranged from parking issues and public infrastructure and pedestrian crosswalks. The crosswalk on Montauk Highway at the IGA was mentioned by several members as being misplaced, causing traffic congestion. Walk participants felt it would be better located further to the east.

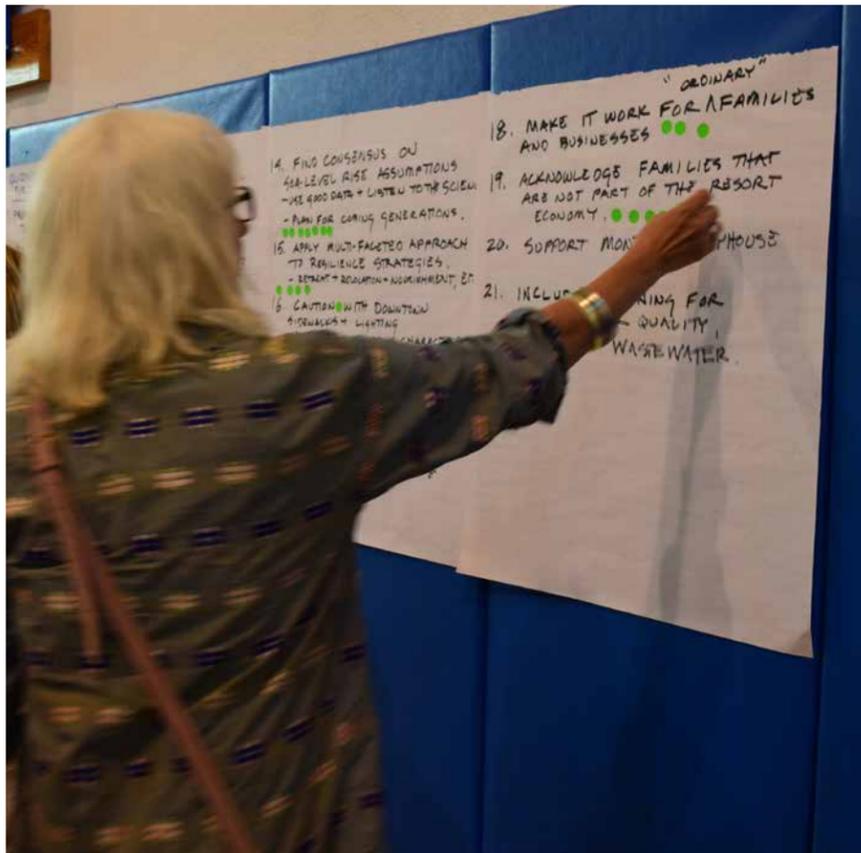


Walking tours of Downtown Montauk and Montauk Dock allowed stakeholders to point out key issues and opportunities to the consulting team.

Next, the group walked to the north and east along S. Emerson Ave, discussing the motel area and, in particular, opinions about the importance of these motel businesses for the tourist economy and their vulnerability to rising seas and a retreating coastline. The Downtown portion of the tour ended at the beach access off of S. Emerson and S. Edison, where the group discussed the U.S. Army Corps of Engineers Dune stabilization and re-nourishment project. Sand-filled geotextile tubes installed as part of this effort had been damaged by a coastal storm just prior to the charrette. Finally, the group returned to the Montauk Green by way of S. Edison. On the return walk, the group stopped at crosswalks on Montauk Highway at South Edison and South Essex Street, which several members of the groups wanted to point out as particularly unsafe and inefficient crosswalks. The South Edison Crosswalk, for example, is viewed as unsafe by pedestrians—the south ramp of the crosswalk is in a “blind spot” for oncoming traffic on Montauk Highway, with views often blocked by vegetation and nearby on-street parked vehicles. Another member of the tour pointed out the problem of frequent potholes and puddling along the roads north of the Montauk Green.

After completing the Downtown Portion of the walk, the group relocated by car to Montauk Harbor for the second half of the walking tour. The group gathered at the parking lot off of West Lake Drive at the Gosman’s Property. After reviewing maps of the area prepared by the consultants, the group began





Participants circulated through stations to hear about and comment on issues such as sea level rise and coastal resilience (top), and voted on their priorities for future action (bottom).

by walking south through Gosman's to the Town Road Pier. Here, the group discussed the continuing value of Montauk Harbor as a working waterfront, and the relationship between this role and the tourist economy of the area. Next the group walked along the edge of the harbor, discussing potential pedestrian infrastructure improvements. Many walk participants felt that creating a continuous boardwalk along the harbor would add greatly to the sense of place and ability to use the harbor for passive recreation.

Next, the group continued to walk south along west lake drive toward the Westlake Marina. The group stopped to discuss the wide intersection at West Lake Drive and Flamingo Ave. While most group participants indicated that this intersection was not necessarily unsafe, there was a general feeling that the wide expanse of pavement here was inefficient and disappointing aesthetically as a gateway to Montauk Harbor. Finally, the group returned by way of the sound side of West Lake Drive. Here, the group discussed development possibilities for the large hill between Wells Ave and West Lake Drive. This area is the highest ground in the Montauk Harbor and is also relatively undeveloped, currently used as an informal scrapyard.

Public Listening Workshop: Wednesday, September 14th, 6:30 p.m.

The next charrette event, a public listening workshop, took place later that day, Wednesday September 14th, at 6:30 p.m. In this event, the consultant team presented an overview of existing conditions. Then, the assembled participants broke into small groups to run through a list of questions, facilitated by members of the consulting team. The facilitated discussion was intended to identify top issues and opportunities within the hamlet as a whole and within the two commercial centers. Questions were provided to facilitators to focus the group discussion on hamlet strengths and weaknesses more broadly and also within three specific topic areas: economy, recreation, connectivity. Strengths were circled on the maps with green markers. Weaknesses were noted on maps with red markers. Additional comments on economy, recreation, connectivity were noted on maps with markers and sticky notes.

At the end of the charrette, groups presented a summary of key issues and opportunities, followed by a larger group discussion.

Public Visioning Workshop-Montauk Downtown: Thursday, September 15th, 6:30 p.m.

The next charrette event, a public vision workshop for the Montauk Downtown area, took place the following day, Thursday, September 15th, 6:30 p.m. This workshop began with the consulting team presenting a brief overview of the issues and opportunities identified at the Wednesday workshop. Next, participants circulated through stations to review draft plans and work with consultants to explore additional alternatives within five focus areas: housing, coastal resilience, hamlet economy, and transportation.



Simple three-dimensional models allowed participants to explore options for the future of the Gosman's properties and neighboring areas of Montauk Dock.

For each focus area, facilitators presented key concepts and maps and introduced exercises developed to gather public feedback. Facilitators presented this feedback and additional ideas generated in small groups. The workshop concluded with general discussion and conclusions.

Public Visioning Workshop-Montauk Dock: Friday, September 16th, 6:30 p.m.

Another public visioning workshop took place the following day, Friday, September 16th at 6:30 p.m.—this time focusing on the Montauk Dock area. For this workshop the consulting team first presented an overview of existing conditions, issues and opportunities. Next, participants broke into small groups for a physical modeling exercise exploring planning and design alternatives for Montauk Harbor. Each group was provided with a large map of the Montauk Harbor area with foam models of existing buildings affixed to the map. The groups were also provided with foam building blocks for new buildings.

Groups were encouraged to develop a vision for the Montauk Harbor area that included areas for new development, pedestrian and automobile infrastructure, new open space and conservation areas, and coastal resilience measures. At the end of the workshop, groups presented the results of their work. The workshop concluded with a facilitated discussion to identify shared elements and common master-planning concepts to be explored in more detail.

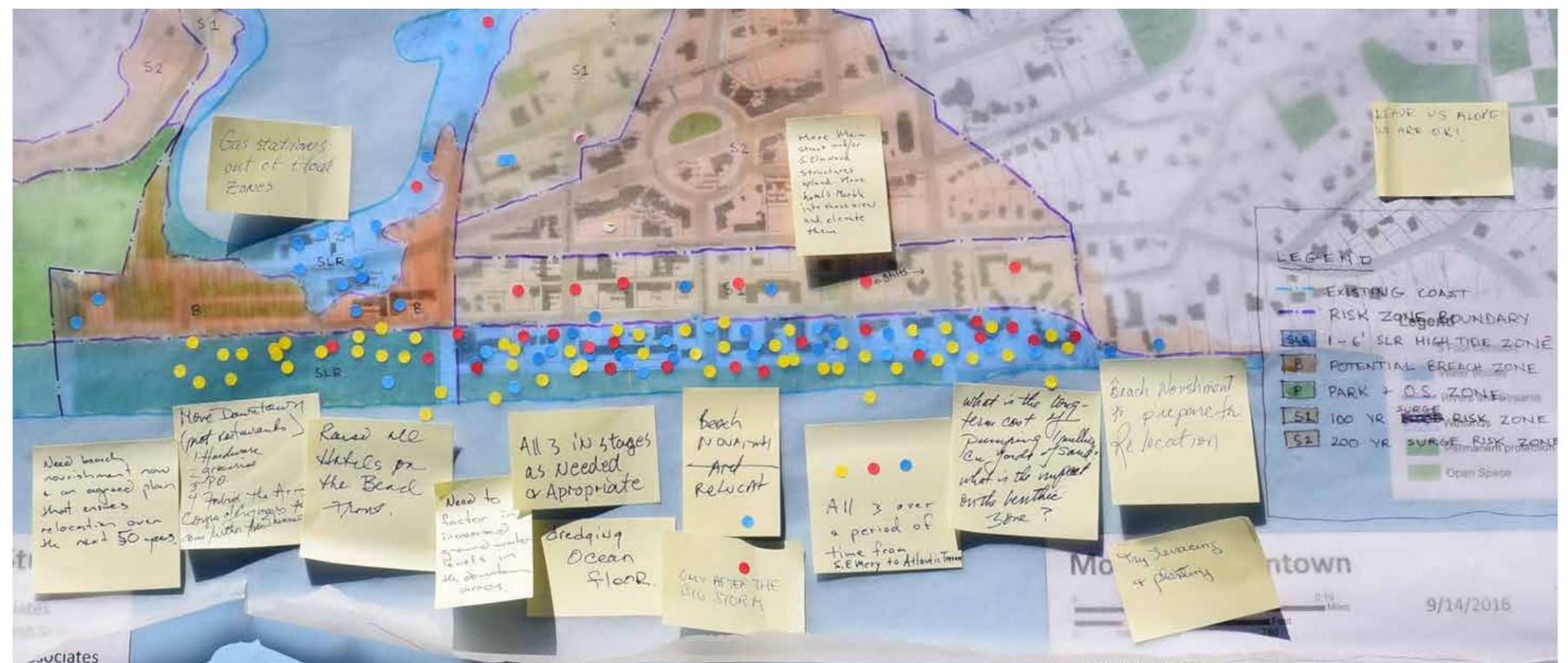
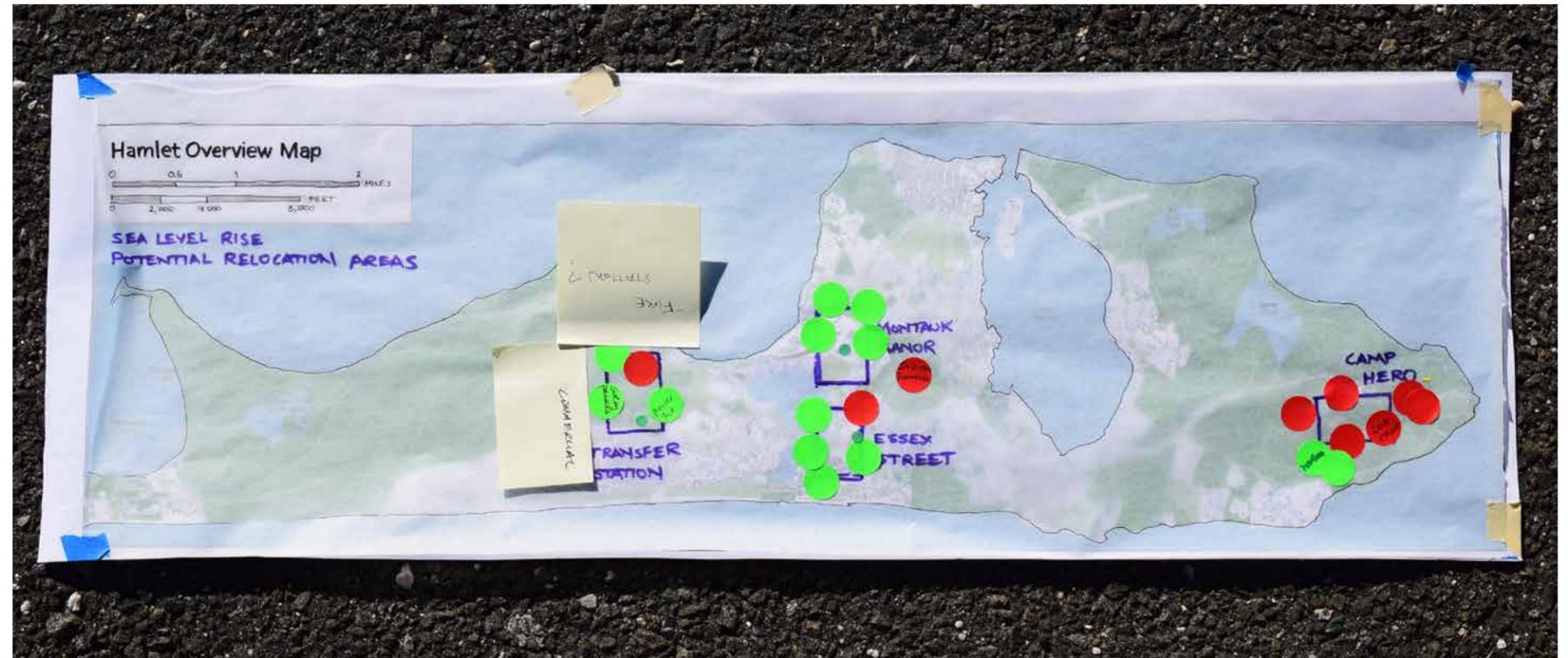
Based on a suggestion from participants, a separate breakout group assembled at the same time to discuss issues related to the working waterfront and the harbor. This group identified several important concerns, among them:

- Water quality in the harbor is threatened by polluted runoff, septic systems and illegal dumping from some of the boats that visit the harbor each summer. Eel grass beds, shellfish and finfish are all affected.
- Montauk is the #1 fishing port in New York, landing \$17 million worth of fish, but two docks where they currently unload are for sale. If these are lost the fishing boats will follow.
- The fishing industry supports year-round jobs and families that represent the lifeblood of Montauk - but may not be able to survive without a concerted effort to keep fishing viable and maintain housing and services that fishermen can afford.
- The harbor can continue to serve multiple economic roles - commercial fishing, charters, marinas and tourism - but needs a master plan to explore opportunities such as a continuous waterfront walk, shared parking and beautification.

Open Gallery and Listening Workshop: Saturday, September 17th , 9:00 am

The final charrette event, which took place Saturday, September 17th at 9:00 a.m., was an open gallery and listening workshop. In this event, the consulting team presented an overview of the issues and opportunities and general recommendations and planning concepts for the overall hamlet, revised planning and design alternatives for downtown Montauk, and common elements among the model vision for Montauk Harbor.

Participants circulated among stations with various design alternatives, filled out comment sheets and “voted” for their favorite ideas. Facilitators presented the reactions to and preferences for various alternatives. The open gallery concluded with a general discussion and conclusions.





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

Charrette Results

Key Problems and Opportunities

Discussion in the Public Listening Workshop, Site tour, and Visioning Workshops generally revolved around some key themes: traffic and parking; the scope, scale and type of needed commercial development; architectural and aesthetic preferences for new development; pedestrian and bicycle infrastructure; watershed and coastal ecological health; climate change and coastal resilience. Input on transportation issues was received from a variety of sources, including Town Police Chief Sarlo, attendees of the charrette, post-charrette comments, and the Citizens Advisory Committee's Transportation subcommittee. Below is a summary of the key problems and opportunities raised during listening and visioning workshops for Montauk Downtown and Montauk Harbor. Problems and opportunities are also broken out for a third focus area that emerged during the charrette: the land adjacent to the LIRR train station.

Montauk Downtown

Traffic and Parking: Issues include seasonal traffic problems in Montauk Highway and lack of parking in the downtown core. Participants stressed opportunities for encouraging seasonal alternative transportation, while providing traffic infrastructure that works for the year-round residents. Alternative transportation ideas included creating a central bus service in Montauk, as well as supporting rail and marine transportation through the Hamptons. Efforts to improve automobile and alternative transportation infrastructure should maintain Montauk's rural character. Below are some of key suggestions from the public input process:

- The 5-legged intersection of Montauk Highway and South Elmwood Avenue/South Emery Street experiences traffic congestion and allows too many motorist turning movements, causing safety concerns. Consider making both streets one-way for one block each, in directions away from Montauk Highway.
- Remove parking spaces near those intersections where motorists' sight distance is obstructed by parked cars.
- The Montauk Highway/Old Montauk Highway/Second House Road intersection consists of multiple two-lane connecting roadways. Consider a roundabout to improve safety, and to "calm traffic" for eastbound motorists on Montauk Highway who are entering the developed downtown area.
- Improve street lighting in areas of high pedestrian activity south of Montauk Highway.

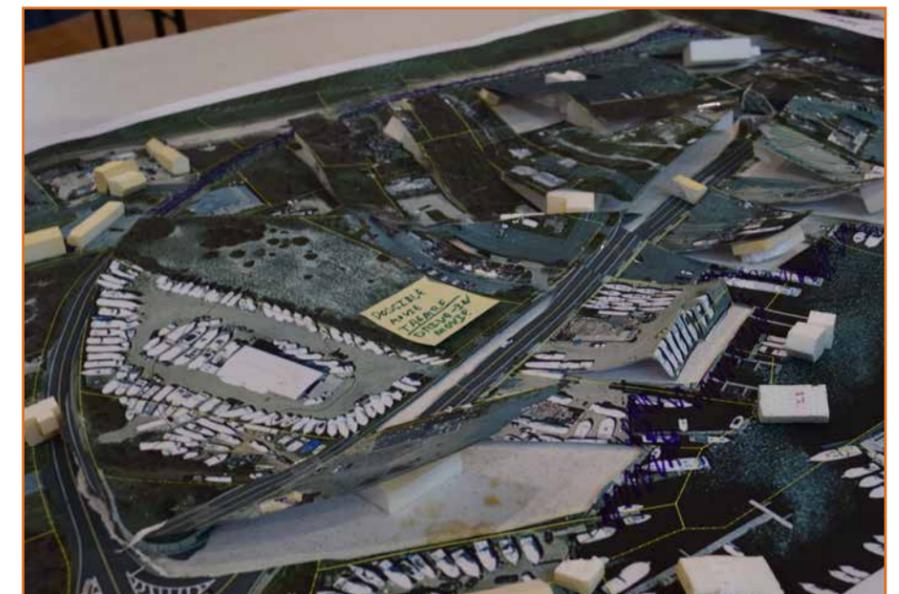
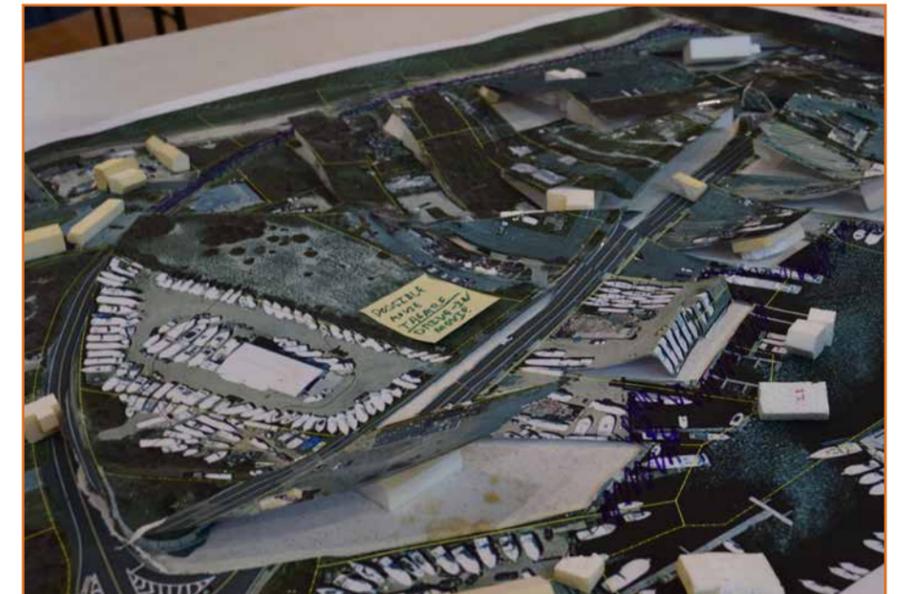
- Improve one-way signing to prevent wrong-way movements on South Elder Street (adjacent to the IGA store).
- Institute one-way counterclockwise traffic flow at the Carl Fisher Plaza traffic circle.
- Improve signage directing motorists to Town parking lots.
- Consider making South Elmwood Avenue one-way eastbound and South Emerson Avenue one-way westbound in the area between South Emery Street and South Essex Street.

New Development: Many workshops participants supported the evolution of Montauk into a “green/eco resort” economy, building on tourism associated with conservation areas and resort infrastructure incorporating innovative resilience strategies. Toward this end, new development should generally be centered on higher ground. There was an interest in infill and second story mixed use in the downtown core—particularly second story worker housing and more affordable units. Concern was raised by participants about any new development in the first two ocean-side blocks because of sea level rise and flooding. Participants suggested that development greater than two stories should be located at higher elevations near the train station.

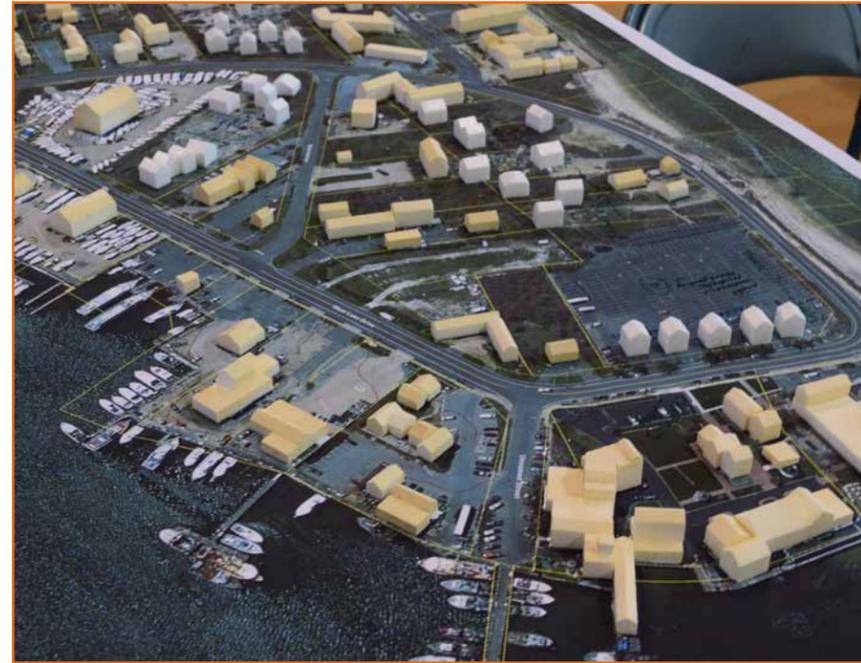
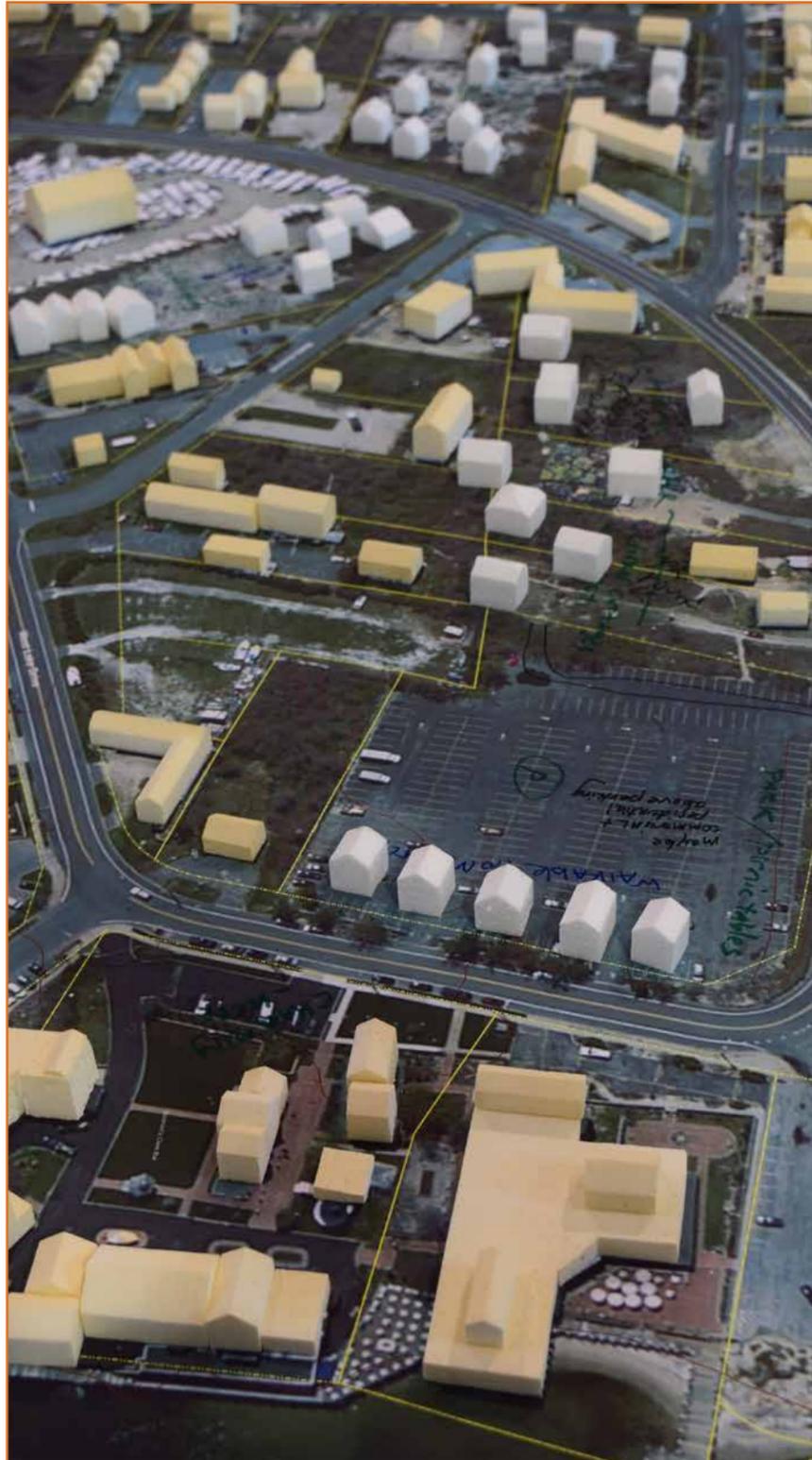
Affordable Housing: In addition to second story residential in the downtown core, there was an interest expressed in affordable housing at Camp Hero and near the Transfer Station. An interest exists for both affordable temporary, seasonal housing and permanent housing. Temporary housing could include ideas such as Tiny House development in low-lying future flood plain areas, which could easily be relocated as sea-level rise makes such areas untenable. These options should generally work toward improving the ability for “ordinary” families and businesses to exist in the hamlet. This includes acknowledging families that are not part of the resort economy.

Pedestrian and Recreational Infrastructure: In walking tours as well as visioning and listening workshops, the need for improved sidewalks, lighting and crosswalks downtown were raised. This includes improving and relocating crosswalks and street parking to prevent blind spots that endanger pedestrians. A broader opportunity exists to link together existing sidewalks and multiuse paths into a comprehensive greenway that links all of Montauk. Below are key suggestions from the public input process:

- Improve approaching motorists’ visibility of pedestrians at existing crosswalk locations on Montauk Highway. Investigate the use of in-pavement lights or other warning devices. Improve street lighting at those locations. Participants mentioned that existing street lighting has a tendency to “blind” drivers approaching crosswalks and therefore ultimately making



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



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

it harder, rather than easier, to see pedestrians at night.

- Move the crosswalk at the Carl Fisher Plaza east intersection to the east side of the intersection, where more pedestrians are crossing.
- Where feasible, construct sidewalks south of Montauk Highway, in areas of significant pedestrian activity.

Bicyclists: Below are key suggestions:

- Add bike racks in convenient places.
- Create a separate, shared-use pedestrian/bike path along the general alignment of the existing Paumanok Trail, beginning at Second House Road and extending easterly through the downtown area, to the point where the trail meets Montauk Highway. From that point, bike lanes can be established on Montauk Highway.

Transit:

- Implement designated taxi-stands in the downtown area, to improve safety for motorists and pedestrians.

Ecological Health: Participants recognized the impacts of septic systems on groundwater and surface waters as an on-going issue for the hamlet. This includes improving the conditions contributing to shellfish closures in Lake Montauk and Oyster Pond. Opportunities described in the recent Lombardo wastewater plan were seen as beneficial to the town.

Climate Change and Coastal Resilience: Sea Level Rise and other impacts of Climate Change were recognized as one of the most important issues for the future of the hamlet. Participants expressed an interest in finding consensus on sea-level rise assumptions, using good data and finding issues where all could agree. Support existed for a multi-faceted approach to resilience strategies, including managed retreat and relocation of commercial and residential density as well as nourishment and strategies to protect critical infrastructure from rising seas.

Montauk Harbor

Traffic and Parking: While traffic isn't as major of an issue for the Montauk Harbor area, the workshop participants suggested that the wide intersection at West Lake Drive and Flamingo Ave could be improved to provide a more rational turning pattern and more welcoming gateway, aesthetically, to the Montauk Harbor area. Participants proposed constructing a roundabout at this wide intersection of County Roads 49 and 77.

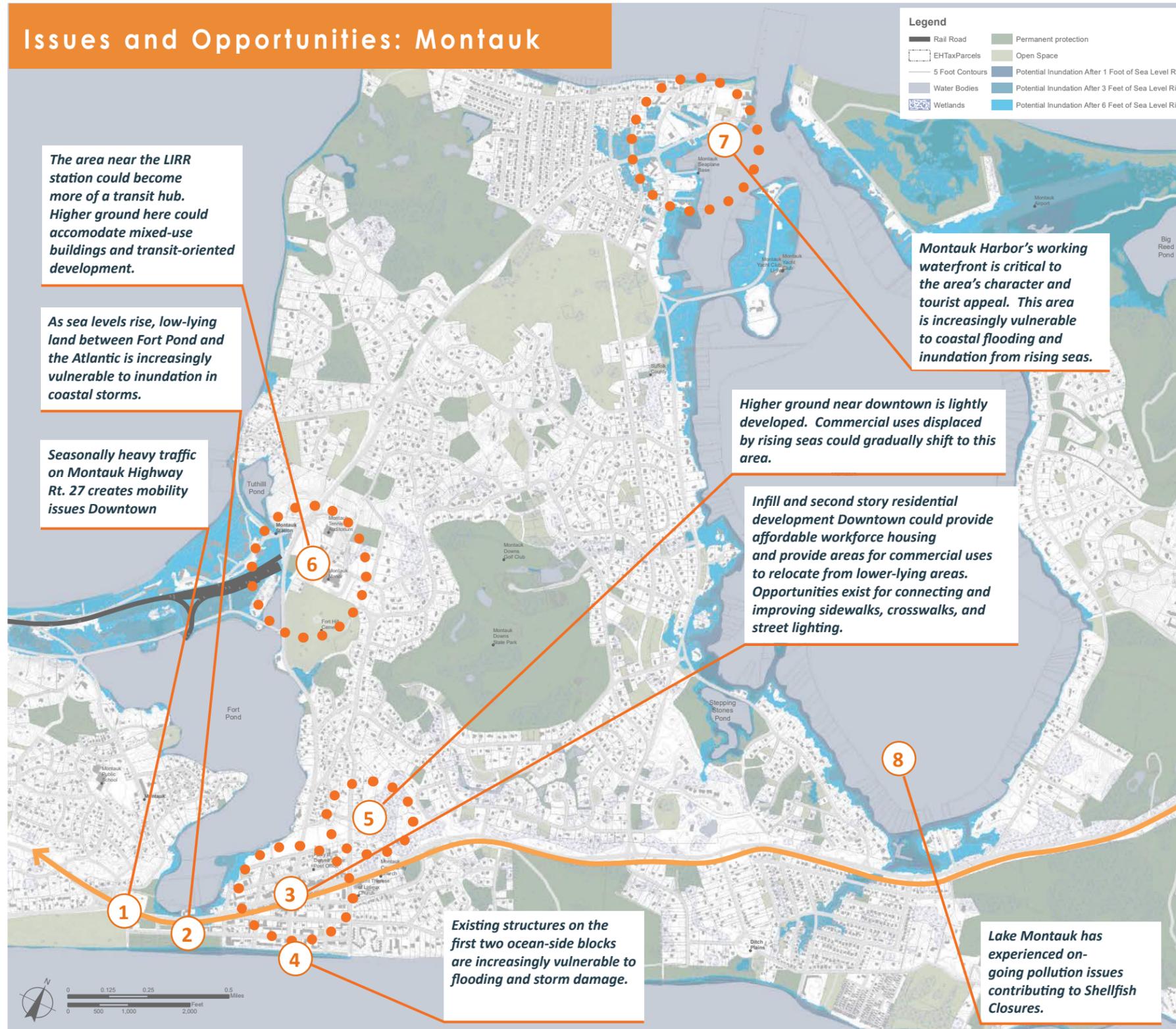
New Development: One of the central themes of the Montauk Harbor workshops was a desire to keep/enhance the working waterfront and fishing village character of the area. Redevelopment should not drive out existing commercial fishing. This includes maintaining the pack out houses that are vital to commercial fishing. Beyond maintaining the working waterfront, participants pointed out opportunities for a supermarket, expanded retail, and the potential for affordable housing.

Affordable Housing: Affordable housing, particularly through mixed use approaches, was supported for the Montauk Harbor area.

Pedestrian and Recreational Infrastructure: Many participants suggested that the existing boardwalks through the waterfront areas could be better linked together to provide easier public access to the waterfront. This could include creating multi-use spaces that fishermen could use for work and tourists could also use. Other recreational opportunities mentioned include an interpretive program for visitors including ecology, history, and information about the fishing industry. Others suggested the area could benefit from a movie theater or pop-up drive in.

Bicyclists: Participants emphasized the need to add more bike racks in convenient places. Another suggestion was to create separate bike lanes on Coun-

Issues and Opportunities: Montauk



ty Road 49, from the harbor area to the south.

Ecological Health: One of the key issues expressed in the workshops was maintaining a vital fishing fleet in the harbor. This necessitates maintaining the ecological health of fishing areas in the hamlet and providing infrastructure for the fishing fleet that can adapt to rising seas. Water quality in the harbor is threatened by polluted runoff, poorly-functioning septic systems, and illegal dumping of sewage from boats moored in the harbor.

Climate Change and Coastal Resilience: The low-lying Montauk Harbor area is one of the most susceptible areas in the hamlet to rising seas. Opportunities exist for raising buildings and pier infrastructure as part of redevelopment. New development could also take advantage of presently lightly used higher ground between Wells Ave and West Lake Drive.

Transit Center Area

General:

Improving the train station and creating a well-designed multi-modal transit hub at the terminus of the Long Island Railroad was another opportunity area highlighted in the charrette. Key suggestions included the following:

Transit:

- Improving LIRR service to Montauk, particularly in the summer season, to reduce traffic congestion on Montauk Highway and other downtown roadways.
- Create a multi-modal Transportation Hub to facilitate motorist, taxi, pedestrian, bike and bus access to the train station. Create a designated taxi stand at the train station.
- Institute a frequent, reliable circulator bus service, linking the station, downtown area including parking lots, the harbor area, and beaches.

Roadways:

- Reconfigure the intersections along County Road 49 in the vicinity of the station to optimize safe traffic and pedestrian circulation, including the possibility of one or two roundabouts.
- Consider a new right turn lane for southbound County Road 49 motorists turning onto Industrial Road



Participants helped to list guiding principles and then voted for their priorities (top and right). A sketch developed by the consulting team illustrated a framework plan for future action: including accommodation, adaptation and evolution.

Pedestrians:

- Provide sidewalks along County Road 49 from the station to downtown.

Bicyclists:

- Add bike racks at the station.
- Create bike lanes along County Road 49 from the station to downtown.

Taxis:

- A taxi stand is needed near the Surf Lodge to improve safety, by keeping taxi unloading and loading activities separate from through traffic flow on County Road 49.



Reaction and Take-Aways informing next steps

Issues and opportunities raised during the workshops were distilled by consultants into a list of guiding principles that were voted on as part of the open gallery. Below are the guiding principles that received ten or more votes:

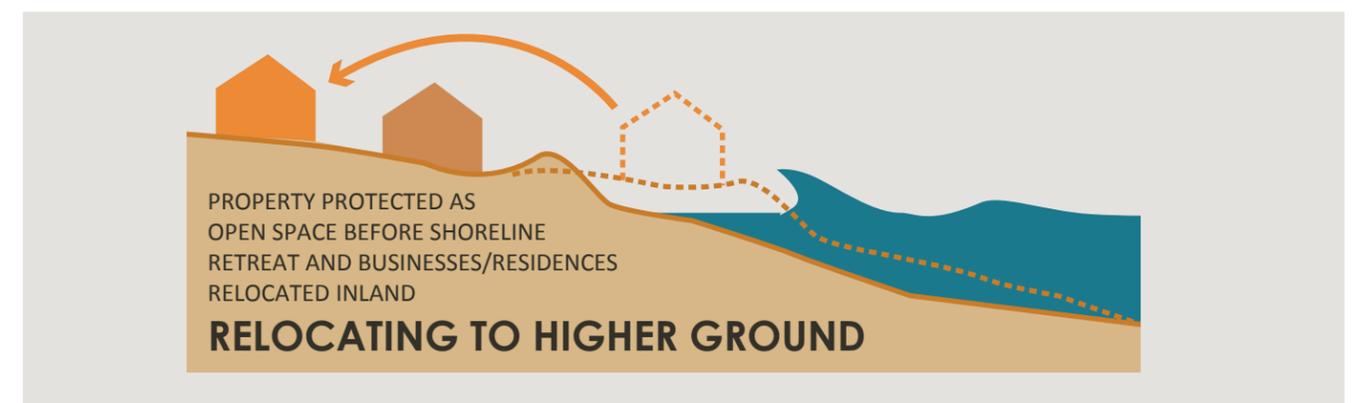
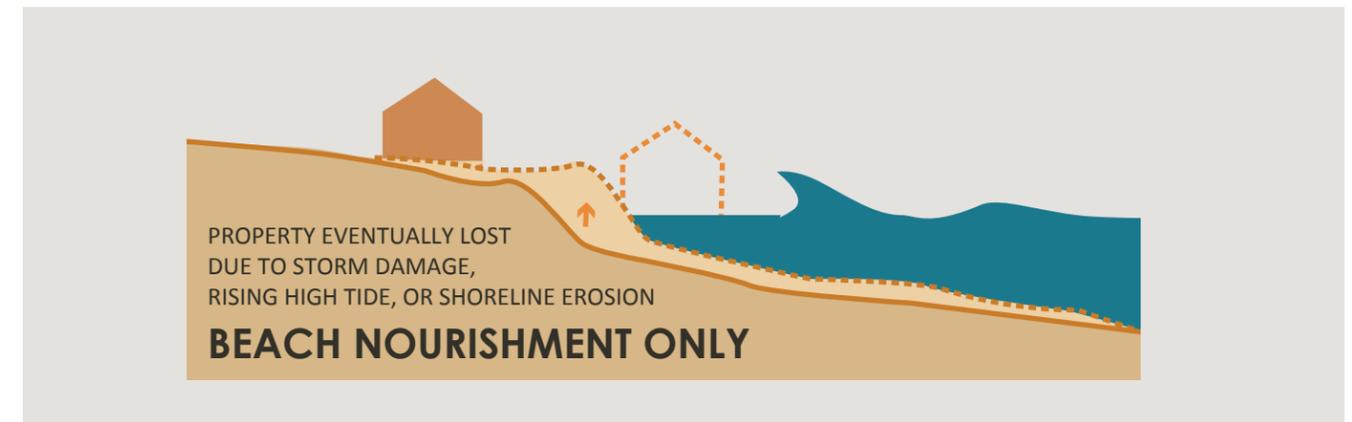
Montauk Downtown Guiding Principles:

- Move forward with wastewater plan. Include planning for overall water quality not just wastewater
- Evolve toward a “green” resort economy
- Address Seasonal/affordable housing – provide opportunity for “ordinary” families and businesses
- Acknowledge families that are not part of the resort economy
- Find consensus on sea-level rise assumptions
- Use good data & listen to the science
- Plan for coming generations
- Apply a multi-faceted approach to resilience (managed retreat, relocation, nourishment, etc).

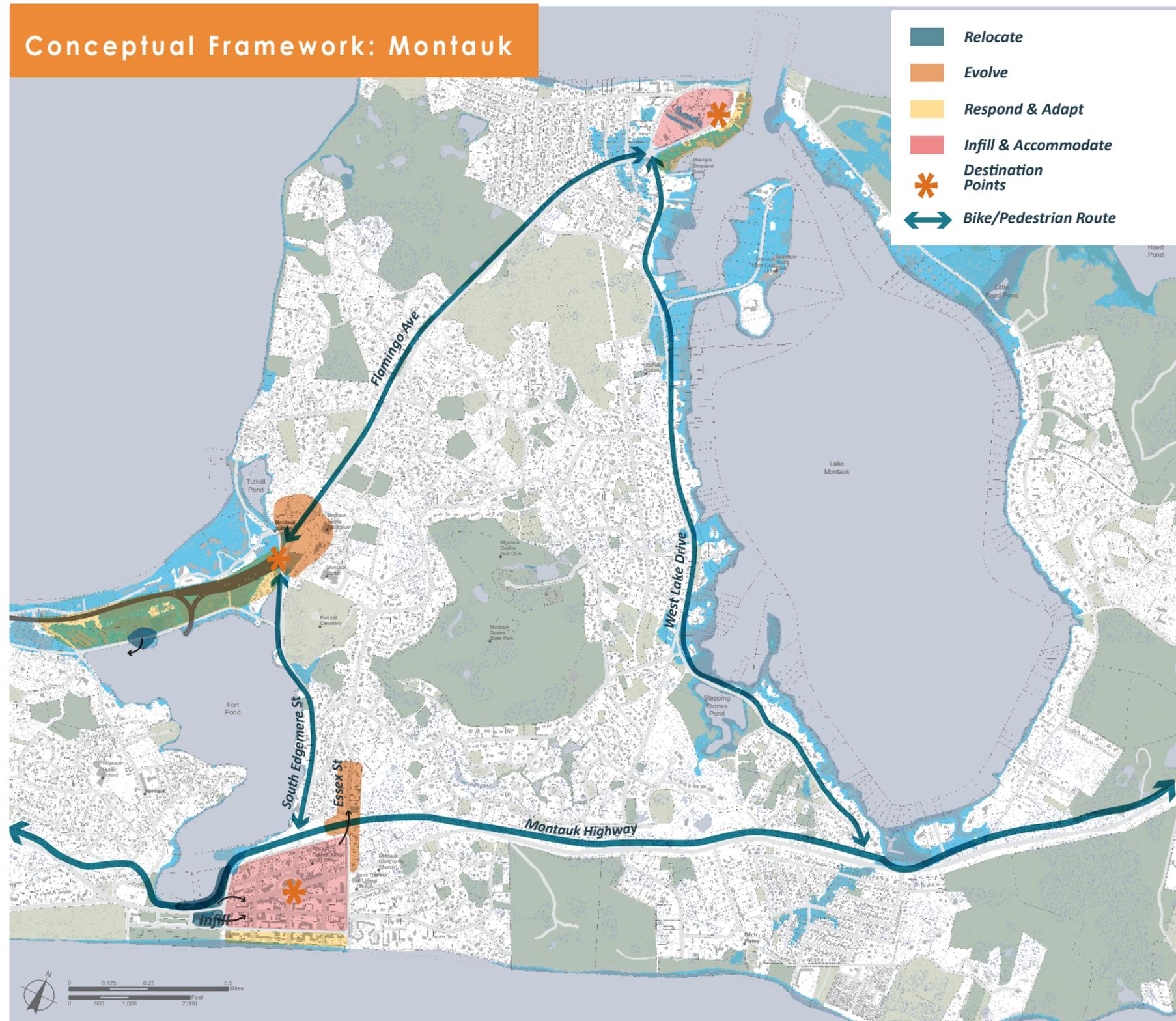
Montauk Harbor Guiding Principles

- Keep/enhance fishing village character, creating an integrated community supporting everyone.
- Don't let redevelopment drive out fishing:
- Maintain pack houses (no commercial fishing without it)
- Support hamlet vision including: maintaining a vital fishing fleet; providing affordable housing and retail services to support the year-round population; maintaining and enhancing open space; and adopting new technologies in support of these goals.

[Introduction and overview text to be added]



Conceptual Framework: Montauk



Overall Conceptual Framework

The diagrams on this and following pages illustrate a conceptual framework for Montauk Downtown, Montauk Harbor, and the Transit Center. They show how many of the hamlet's concerns can be addressed through a comprehensive approach to access, parking, roadway improvements, pedestrian networks, building location, and open space acquisition. This conceptual framework also includes a phased strategy to build community resilience to coastal flooding and changing shorelines. Over the coming decades, this phased strategy would move existing residential and commercial uses and infrastructure out of low/shorefront areas and replaces these uses with naturalized buffer areas to mitigate storm damage to property and provide space to accommodate a changing shoreline.

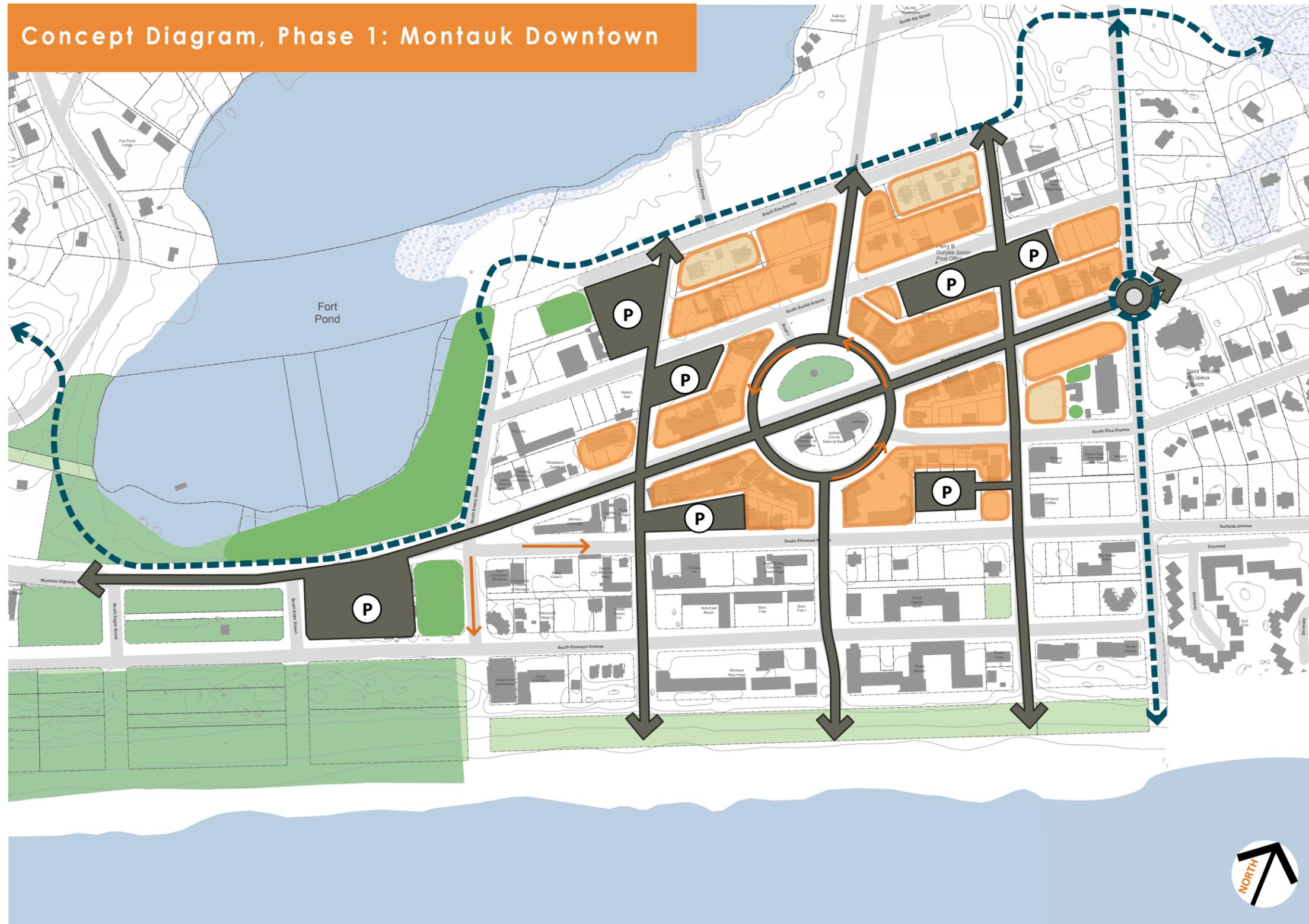
The diagram to the left illustrates a framework of improved bicycle and pedestrian routes that link Montauk Downtown, Harbor, and Transit Center and connect these destination points to other areas of East Hampton. The framework also groups strategies for Montauk Downtown, Harbor, and Transit center into four categories: relocate; evolve; respond & adapt; infill & accommodate. Below is a description of these categories:

Relocate: Teal areas in the diagram are those where this masterplan recommends relocating infrastructure and businesses within the lowest and most vulnerable areas to higher ground. This include relocating a power substation off of Industrial Road to higher ground at the Montauk Transfer Station. It also includes relocating existing businesses and services from the low lying area between Fort Pond and the Ocean and using this area for additional surface parking and recreational open space. Such relocations would likely need to be implemented through acquisition of property by the Town as open space.

Respond & Adapt: Areas in yellow represent additional low-lying and shorefront areas at risk for flooding and storm damage. In these areas, we propose techniques that build resilience through changes to infrastructure like raising buildings and infrastructure, shoreline armoring, and market-based relocation strategies that incentivize existing property owners and developers to gradually shift vulnerable uses to higher ground.

Infill & Accommodate: Areas in pink are areas that could accommodate uses relocated from lower areas as these lands are acquired by the town or as open space is created through the sale and sustainable redevelopment of private property.

Concept Diagram, Phase 1: Montauk Downtown

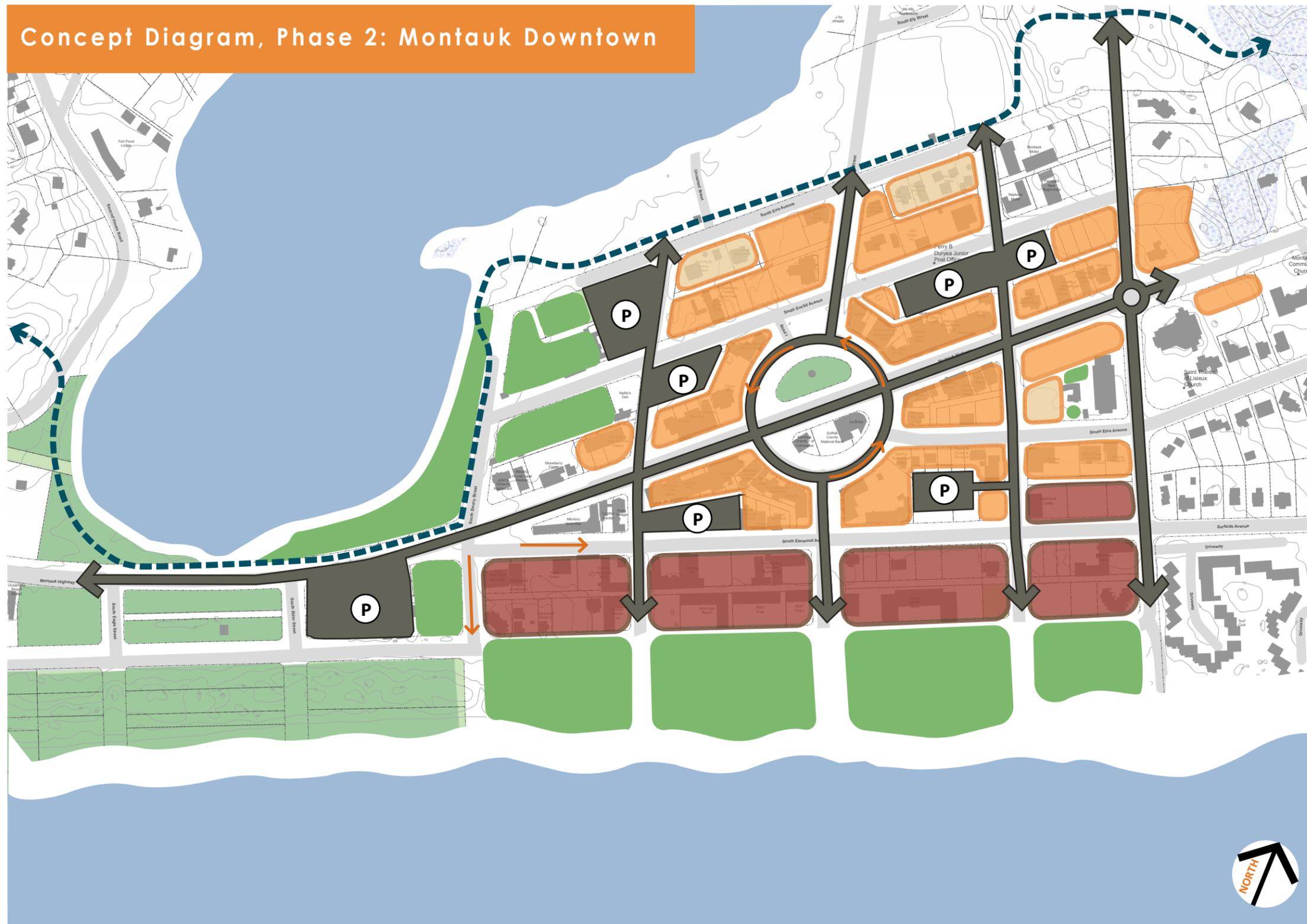


- Mixed Use Infill*
- Relocated Resort Use*
- Affordable Housing*
- Bike Route*
- Street Improvements*
- Green Space*
- P *Parking*
- One-way Traffic*

Downtown Masterplan: Phase 1

The first proposed improvements to downtown would relocate existing uses in the low, flood-prone area between Fort Pond and the Ocean. This land would be acquired by the town and protected as open space, or re-configured for additional surface parking for visitors to downtown. Displaced uses would be absorbed as infill within the downtown core. Wastewater improvements would also allow for existing one-story buildings downtown to be reconfigured as two story buildings with second story apartments. This infill would be directed to areas around Carl Fisher circle currently used for surface parking and other low-density nursery uses. Parking would be expanded in lower-lying areas outside of this core within easy walking distance. This combined with improved crosswalks and sidewalks would make the center of downtown into a more pedestrian-oriented, walkable area.

Concept Diagram, Phase 2: Montauk Downtown



- Mixed Use Infill*
- Relocated Resort Use*
- Affordable Housing*
- Bike Route*
- Street Improvements*
- Green Space*
- P *Parking*
- One-way Traffic*

Downtown Masterplan: Phase 2

The second phase of Downtown improvements would incentivize the relocation of hotel and resort uses from the ocean-side inland and improve the resilience of these businesses to storms. Existing resort zoning is restrictive enough that little or no development has occurred on the ocean-front in recent decades. We propose allowing potential resort/hotel developers to purchase and transfer development rights (hotel or condo units) from ocean-side property owners to the second row of resort uses, shown in red on the diagram to the left. This Transfer of Development Rights would be contingent upon incorporating resilience strategies into new hotel designs, such as floodable first floor parking with breakaway walls. Ocean-front parcels and the adjacent right of way, in turn, would be protected from development and renaturalized through dune grass planting and sand fencing.

Concept Diagram, Phase 3: Montauk Downtown

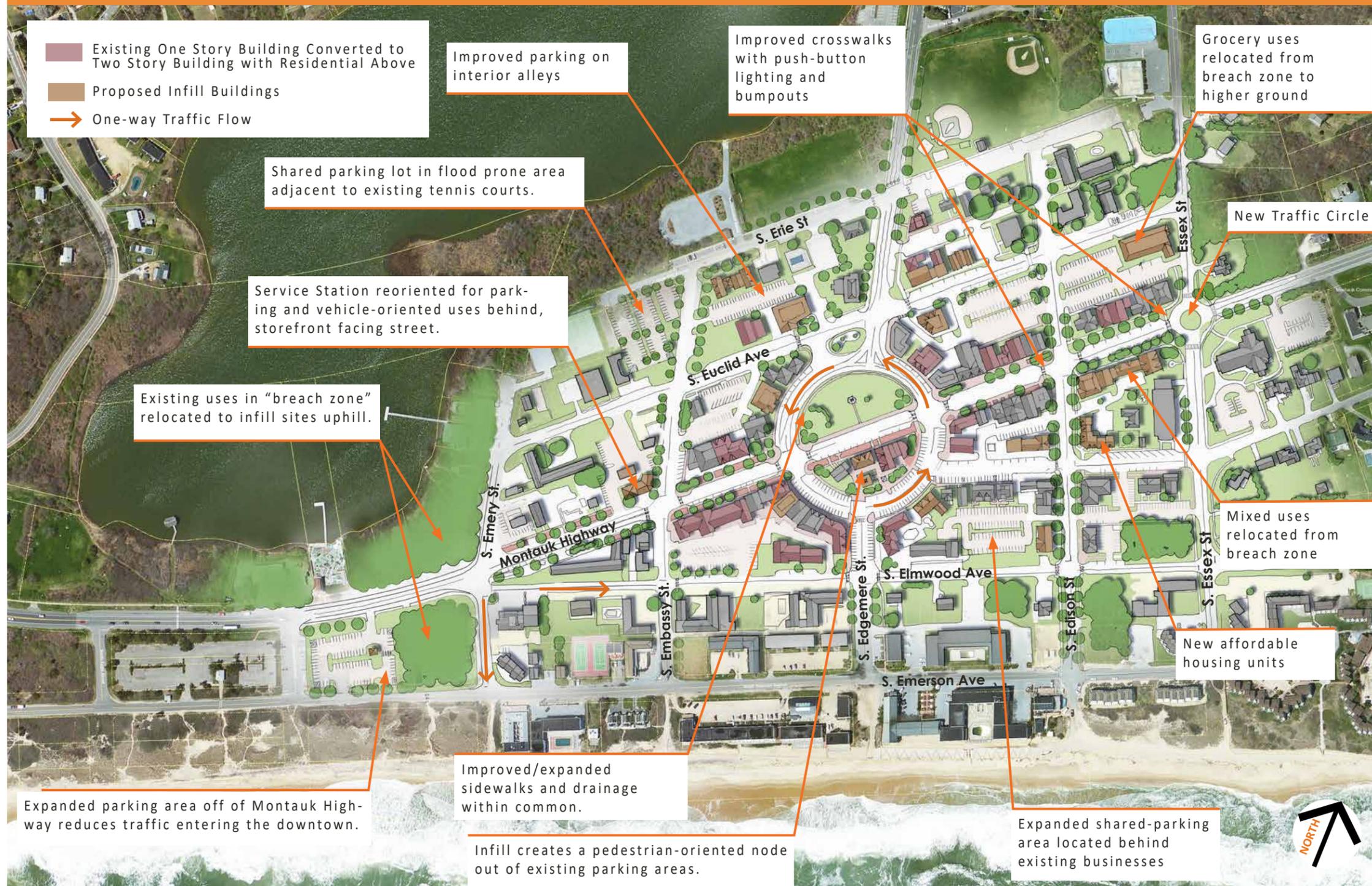


- Mixed Use Infill*
- Relocated Resort Use*
- Affordable Housing*
- Bike Route*
- Street Improvements*
- Green Space*
- P *Parking*
- One-way Traffic*

Downtown Masterplan: Phase 3

As sea level continues to rise, additional resort and mixed uses would be relocated upland to form a new resort/mixed use corridor along Essex Street. The development of this new corridor would gradually shift the center of downtown toward the intersection of Essex and Montauk Highway--higher ground. This phase also includes elevating Montauk Highway in the low area between Fort Pond and the ocean. We also propose incorporating alternative beach nourishment practices. For example, a "Feeder Beach," where nourishment sand could be deposited on the "updrift" side of the main beaches for downtown and allowed to distribute using natural currents. This has the potential to allow for cost savings in construction hours and to minimize disturbance to the naturalized dune area as the town faces more frequent and costly beach nourishment.

Recommended Master Plan, Phase 1: Montauk Downtown



Downtown Masterplan: Phase 1 (Illustrative)

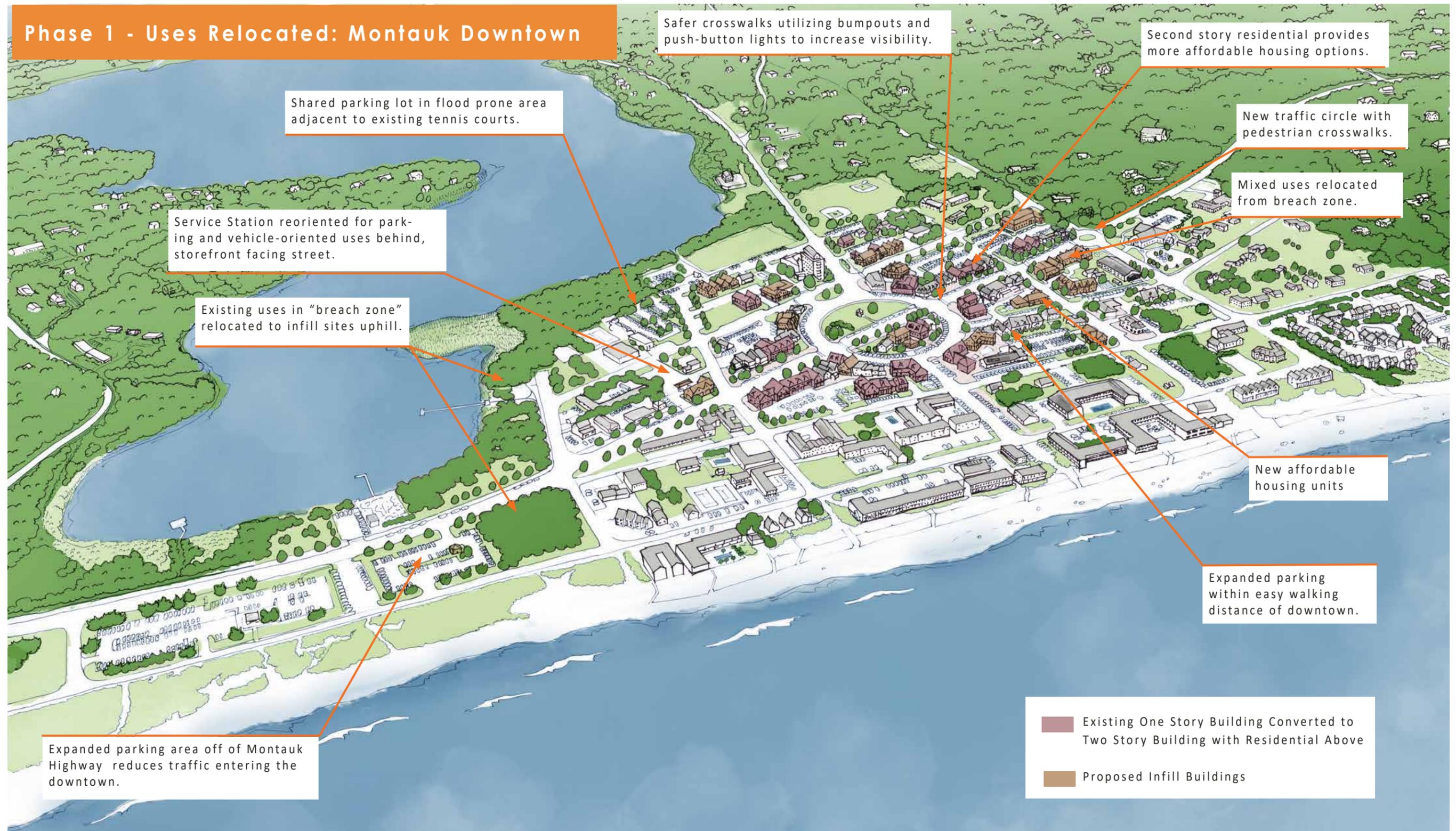
This illustrative masterplan provides one vision of how Phase 1 improvements could shape the landscape of Downtown Montauk. The configuration of buildings and infrastructure would emerge, over time, as the combined result of individual development projects guided by the Town. If desirable, design guidelines or a form-based-code could provide additional control over the architectural character of individual buildings and landscapes.

This is not intended to be a growth plan, but rather a strategy for relocating existing density from more vulnerable areas of Downtown Montauk and allowing property owners to build to density already allowed under zoning in areas less-susceptible to storm damage. Infill and second-story additions do have the potential to increase the amount of more affordable housing downtown. This phase also proposes specific locations for affordable housing development: for example, the corner of South Etna and South Edison.

Existing Conditions: Montauk Downtown



Phase 1 - Uses Relocated: Montauk Downtown



Phase 2 - Hotels Raised & Relocated: Montauk Downtown



Additional low-lying areas protected as Open Space and existing uses relocated uphill.

Additional mixed uses relocated from low-lying areas shift the center of downtown uphill to Essex Street and Montauk Highway.

Prospective hotel developers purchase ocean-side block and concentrate allowed density on second block from ocean. See Transfer of Development Rights diagrams.

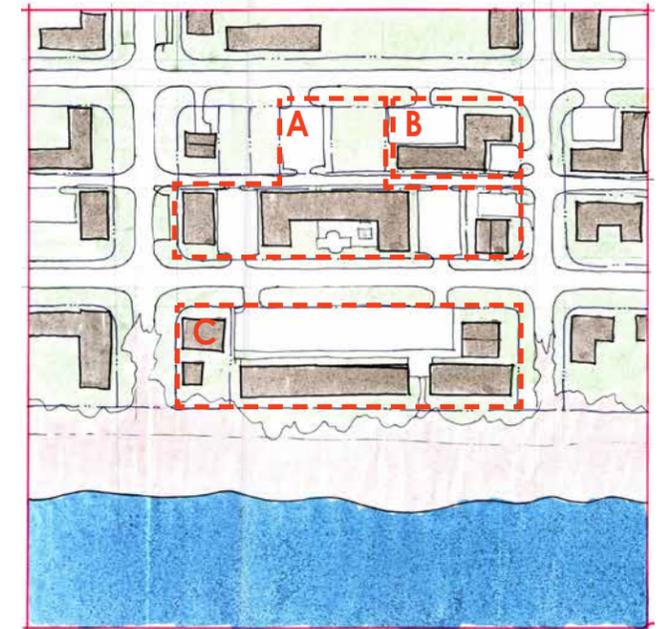
Existing first ocean-side block renaturalized with dune fencing and plantings. Dunes provide a buffer between ocean and downtown for storm surges.

Phase 3 - Resort Uses Shift to Essex: Montauk Downtown



Hotel uses relocated from ocean-front uphill to Essex Street and Montauk Highway.

Transfer of Development Rights - Typical Block - Existing Conditions



This diagram depicts an imaginary hotel block that is based on the typical lot dimensions and typical building sizes found along the Montauk oceanfront. In this imaginary block, as in reality, few if any existing developed properties meet the 15% building coverage maximum, the 84,000 square foot minimum lot size or the 6 or 12 units per acre maximum depending on unit type. This is because the hotels along the ocean were built at a time when different zoning requirements were in force. For example, building coverage in this imaginary block is as follows:

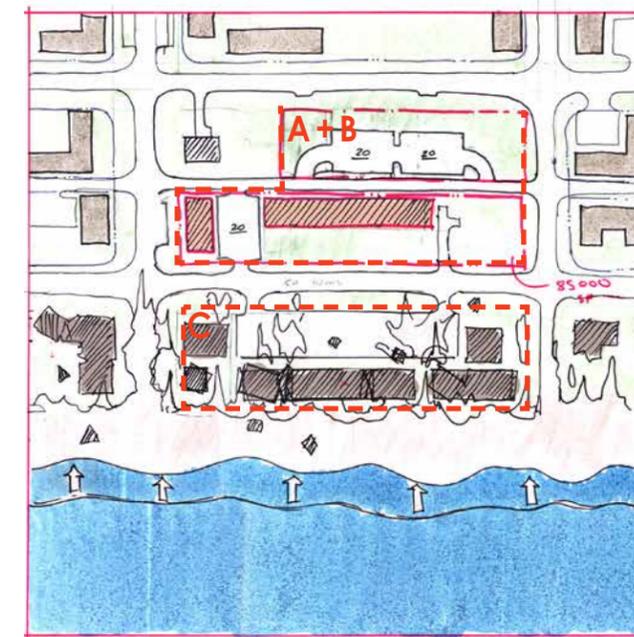
Owner A: These parcels under common ownership have a total area of 65,000 square feet. 28% of this total area is occupied by the building footprint.

Owner B: 28% of this 20,000 square foot lot is occupied by the building footprint.

Owner C: 28% of this 75,000 square foot lot is occupied by the building footprint.

Based on building coverage alone, none of these motels can expand. In this imaginary existing block, the hotels contain 40 units per acre, meaning a combined 165 units within parcels A, B, and C.

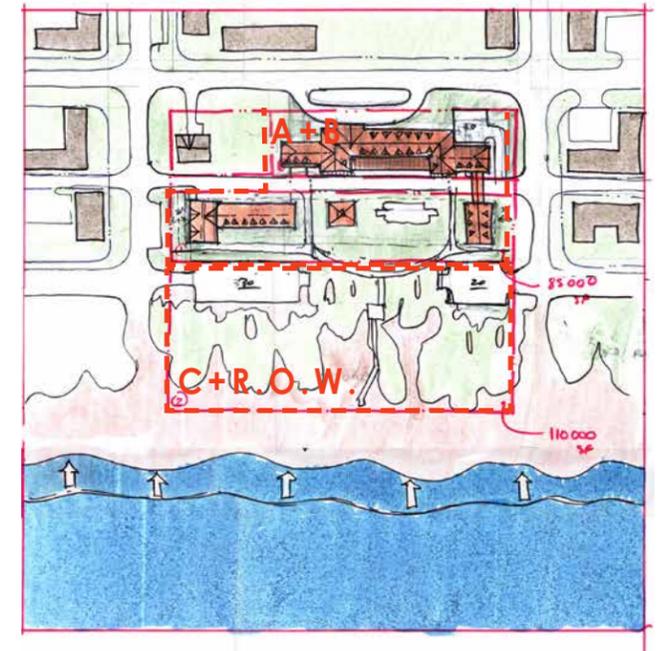
Transfer of Development Rights - Typical Block - Future, No Action



If Owners A and B were to combine their properties for redevelopment, the 15% maximum lot coverage would restrict the new seaside hotel to a footprint approximately 50% smaller than existing buildings. Given that there is a two floor maximum hotel height, this footprint could accommodate approximately 56 hotel rooms each having 450 square feet. Applying the current zoning maximum density requirements would further reduce the potential number of motel units to 23 units.

All these requirements have tended to prevent property from being redeveloped in the two blocks near the ocean and have protected this area from higher density development. However, the existing hotels in the most seaward row are currently susceptible to damage from coastal storms. They also take up the space that might otherwise be occupied by natural dunes, which would provide shelter for downtown. As sea levels continue to rise, the risk of damage to these buildings will likely increase. Beach nourishment costs by the town will also likely increase as the rate of coastal erosion increases.

Transfer of Development Rights -Typical Block - Future, Transfer of Development Rights

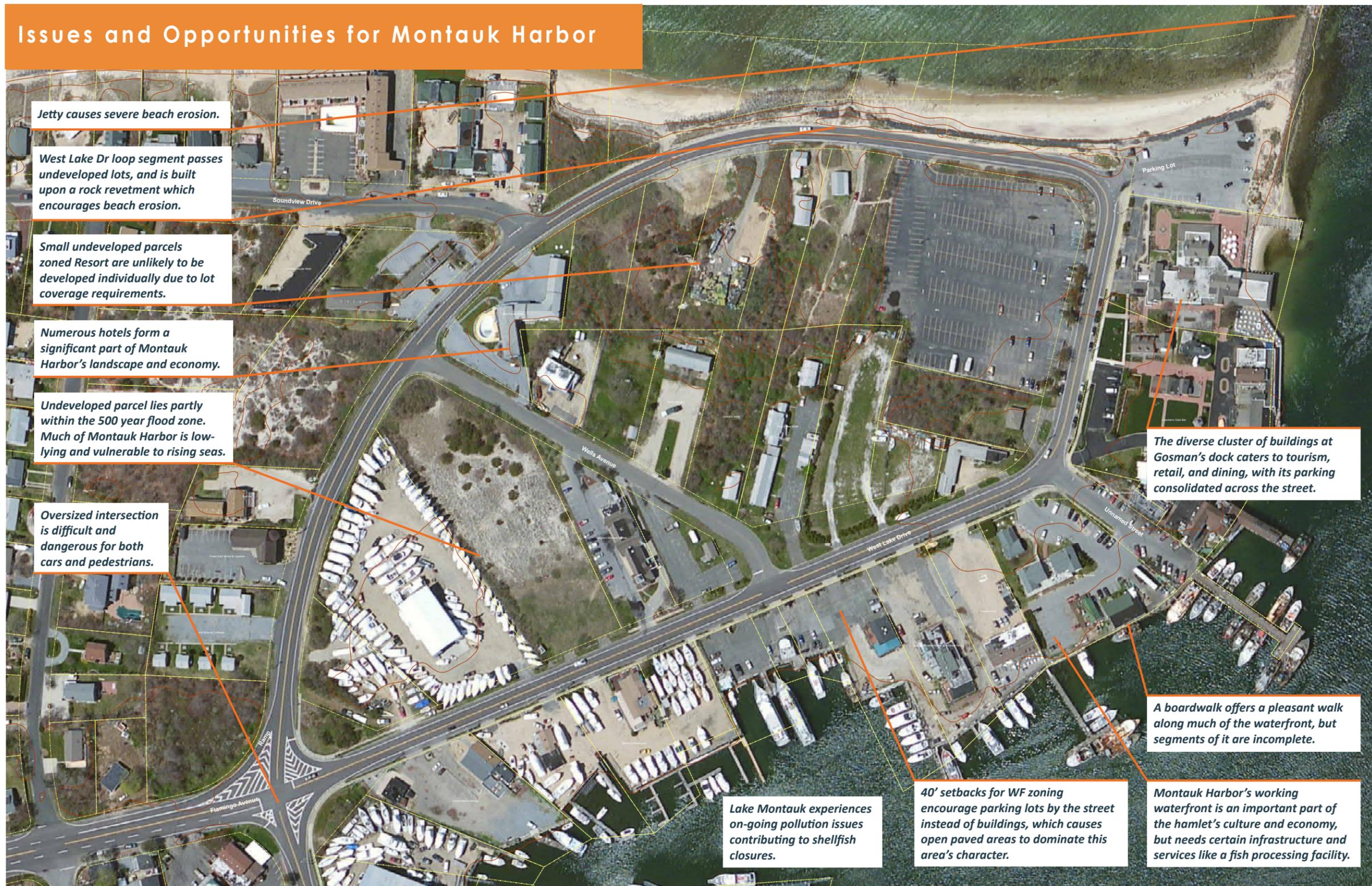


A Transfer of Development Rights approach could allow existing hotel owners to profitably redevelop their property, while also allowing the first row of hotels in Montauk to be returned to an area of natural dune-building. In this approach, a developer interested in building in the second row of hotels could increase the allowable density by purchasing property on the first row (for example, from Owner C). The developer could then count the area from parcel C as well as the abandoned right of way toward the lot size used to calculate the building potential and gain unimpeded seaside views and direct beach access over newly built dunes.

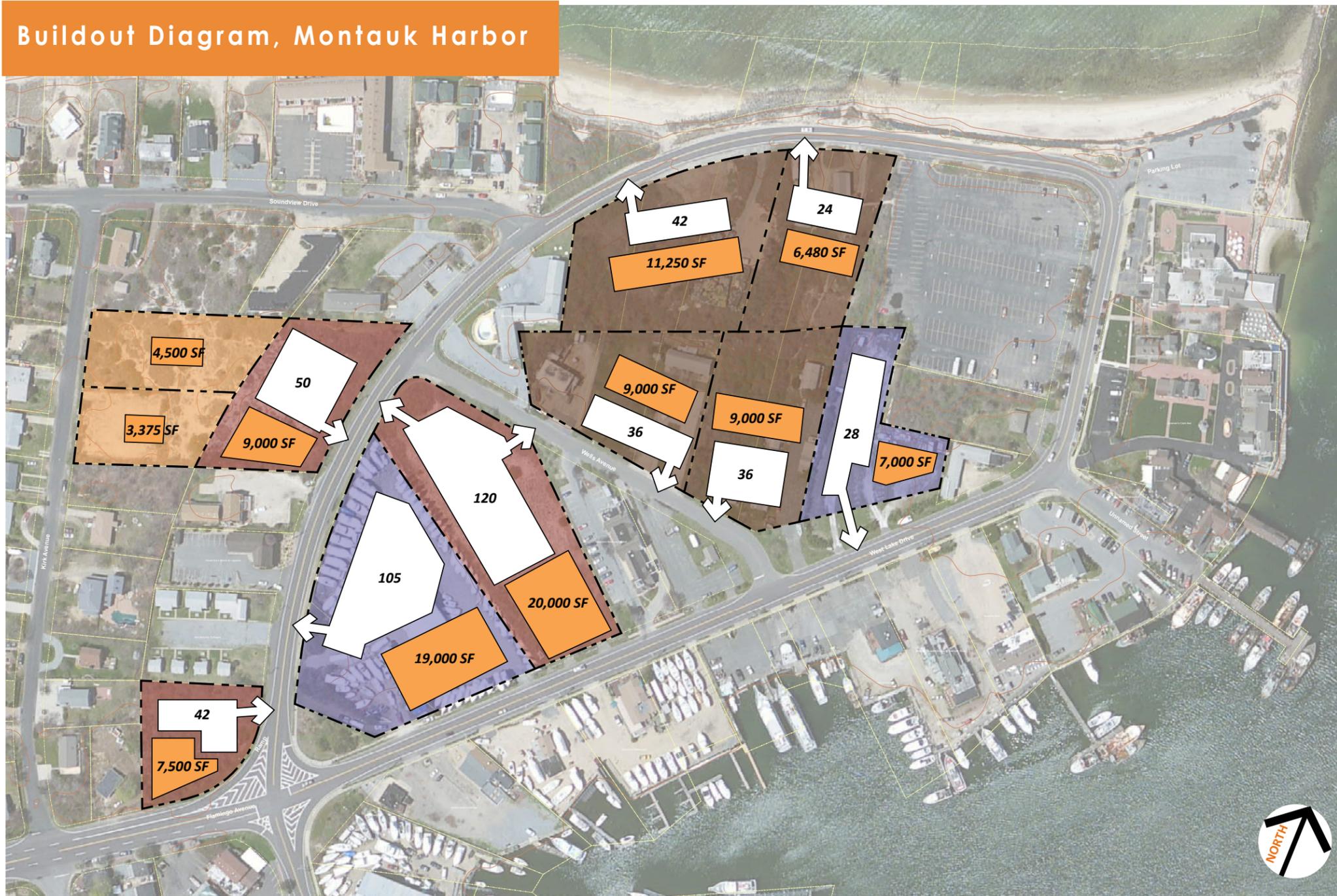
In exchange for this Transfer of Development Rights, the developer could be required to incorporate aesthetic and resilience strategies into their new hotel, such as tastefully designed, floodable first floor parking. Parking under new buildings could be tastefully masked from the street and garden spaces using a combination of existing site topography, porches, and architectural/vegetative screenings.

In this illustration, the new seaside motel could accommodate 75 motel rooms and complies with the maximum building lot coverage, unit size, parking, height and layout design zoning requirements through a TDR exchange. However, without advanced sewage treatment, Suffolk County Health Department standards would restrict new development on the combined acreage to 8 motel or 5 resort type units. Provided advanced sewage treatment were provided, current zoning would limit the hotel to 54 motel units. This is based on a lot area of 195,000 sf, including the abandoned right-of-way (lot area/3630).

Issues and Opportunities for Montauk Harbor



Buildout Diagram, Montauk Harbor



Legend:

- # Maximum-size potential new building under current zoning
- # Parking spaces required for maximum buildout
- Extent of each developers' ownership to achieve maximum buildout
- Waterfront zoning; commercial land uses
- Resort zoning & land use
- Central business zoning; office or retail land use
- Residential zoning; single-family land use

Montauk Harbor Conceptual Framework

The illustrative masterplan provides one vision of how potential redevelopment could shape Montauk Harbor. This is not intended to be a growth plan, but rather a strategy for reorganizing individual landowners' future developments in a way that organizes Montauk Harbor's simultaneous identities as fishing village, retail center, waterfront resort, and low-lying waterfront susceptible to rising seas. Current buildout under today's zoning is shown on the diagram to the left. The conceptual framework, shown on the right, and illustrative plan which follow, reorganize this same square footage, as a tool to help guide future development decisions.

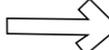
A mixed use fishing village along the central stretch of West Lake Drive would provide services for the working population of Montauk, as well as affordable housing in upstairs apartments. The plan for this village also includes housing in the interior of the block, as cottage style development. The area surrounding Wells Avenue is low lying and falls within the 500

This buildout diagram shows the approximate extent of future development or redevelopment that is allowed under current zoning, as applied to selected parcels in the study area where change is likely in the future. Zoning provides for limits on lot coverage and building size in the different zoning districts that make up the study area, and also requires a minimum number of parking spaces per given area of buildings, according to the proposed use. In the Central Business zone, this means that the parking requirement actually limits the maximum size of the building, which otherwise could take up 50% of the lot. In the Resort district, building coverage is limited to 15%, leaving plenty of room for parking.

Concept Diagram, Montauk Harbor



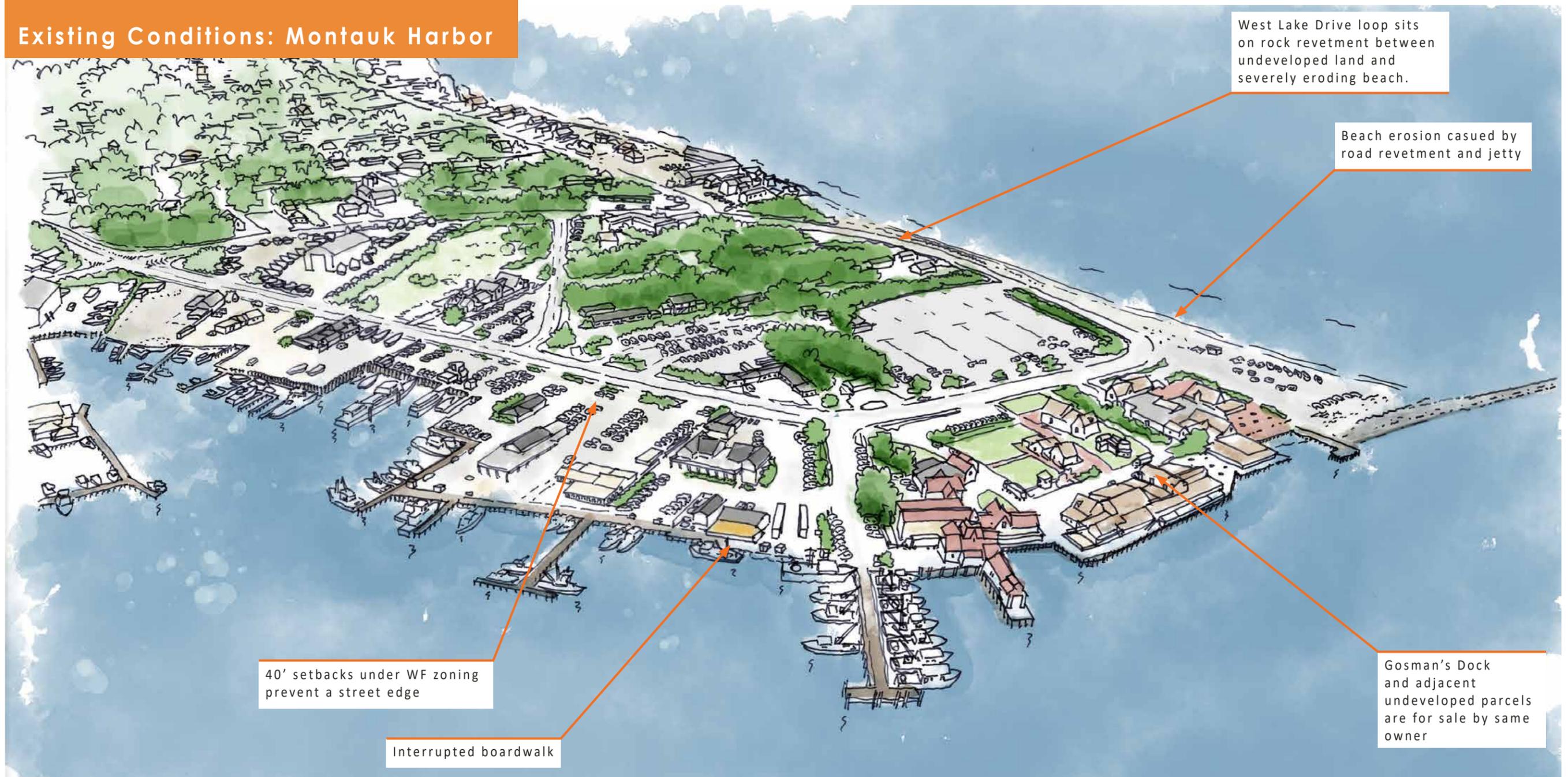
Legend:

-  **Neighborhood Districts**
-  **Pedestrian Routes and Gathering Spaces**
-  **Street Improvements**
-  **Bike Lanes**
-  **Green Space**
-  **Parking**
-  **Truck Turnaround**

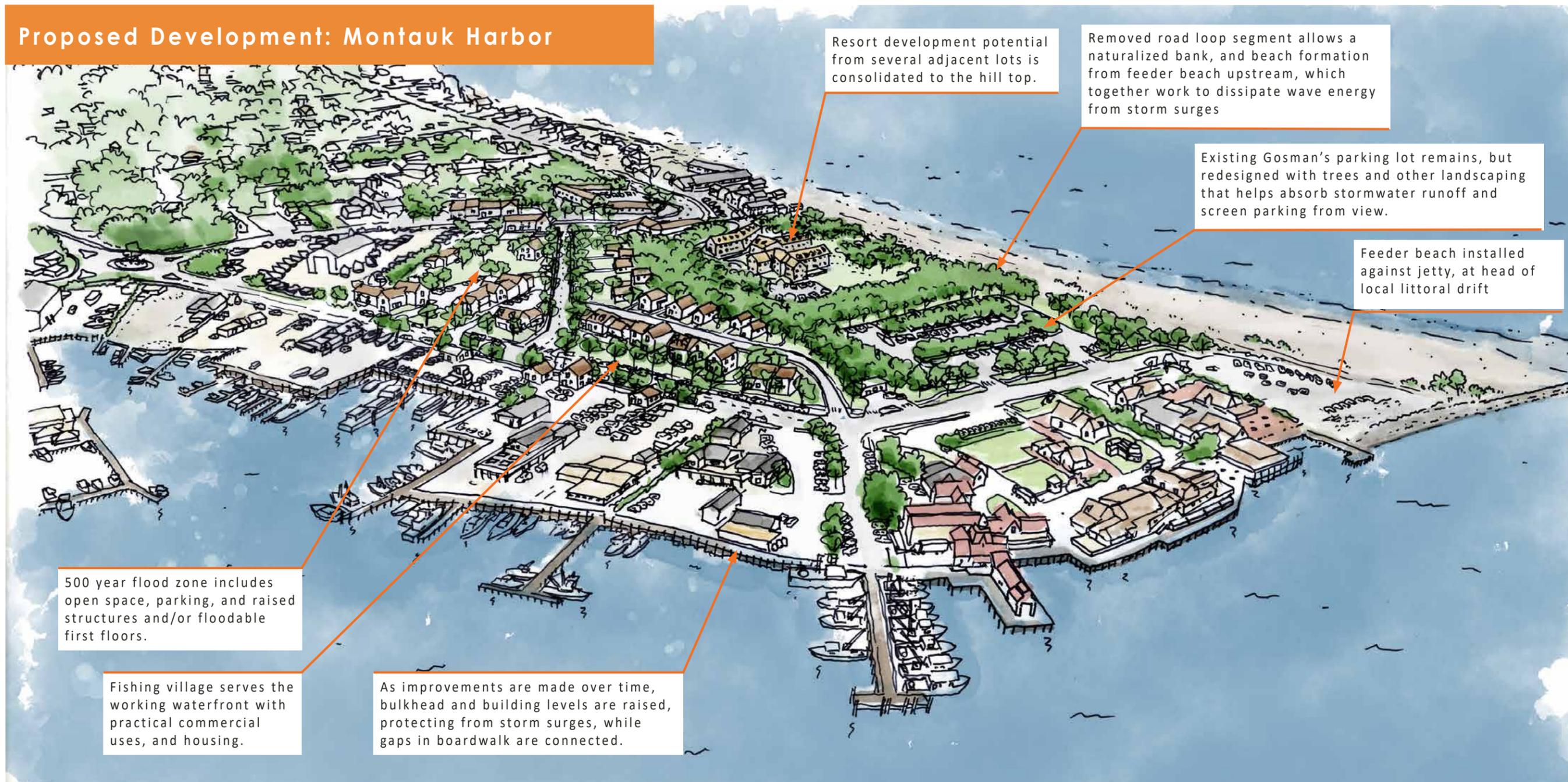
year flood zone, and is therefore more susceptible to rising seas. Appropriate development in this area would be “floodable uses” such as park space, parking, and buildings with either elevated or “floodable” first floors. The currently undeveloped waterfront lots along the northern segment of West Lake Drive are zoned Resort and sit on higher ground than the surrounding neighborhood. This high elevation could be utilized to minimize flood damage from future storm surges in high sea level rise scenarios. Consolidating the development potential of a group of these lots into one resort centered on the hilltop would be the best way for resort development to occur here.

As redevelopment or upgrades to infrastructure occur, the working waterfront along the docks could be gradually raised in-place, to fortify the neighborhood against rising seas, while filling in the missing links to the boardwalk. The link of West Lake Drive between Gosman’s Dock and Soundview Drive could be removed entirely, replaced by a naturalized bank and feeder beach. This would help make the hamlet center more resilient in the face of rising seas, by absorbing wave energy from storm surges. This would also provide a public scenic and recreational amenity.

Existing Conditions: Montauk Harbor



Proposed Development: Montauk Harbor



Resort development potential from several adjacent lots is consolidated to the hill top.

Removed road loop segment allows a naturalized bank, and beach formation from feeder beach upstream, which together work to dissipate wave energy from storm surges

Existing Gosman's parking lot remains, but redesigned with trees and other landscaping that helps absorb stormwater runoff and screen parking from view.

Feeder beach installed against jetty, at head of local littoral drift

500 year flood zone includes open space, parking, and raised structures and/or floodable first floors.

Fishing village serves the working waterfront with practical commercial uses, and housing.

As improvements are made over time, bulkhead and building levels are raised, protecting from storm surges, while gaps in boardwalk are connected.

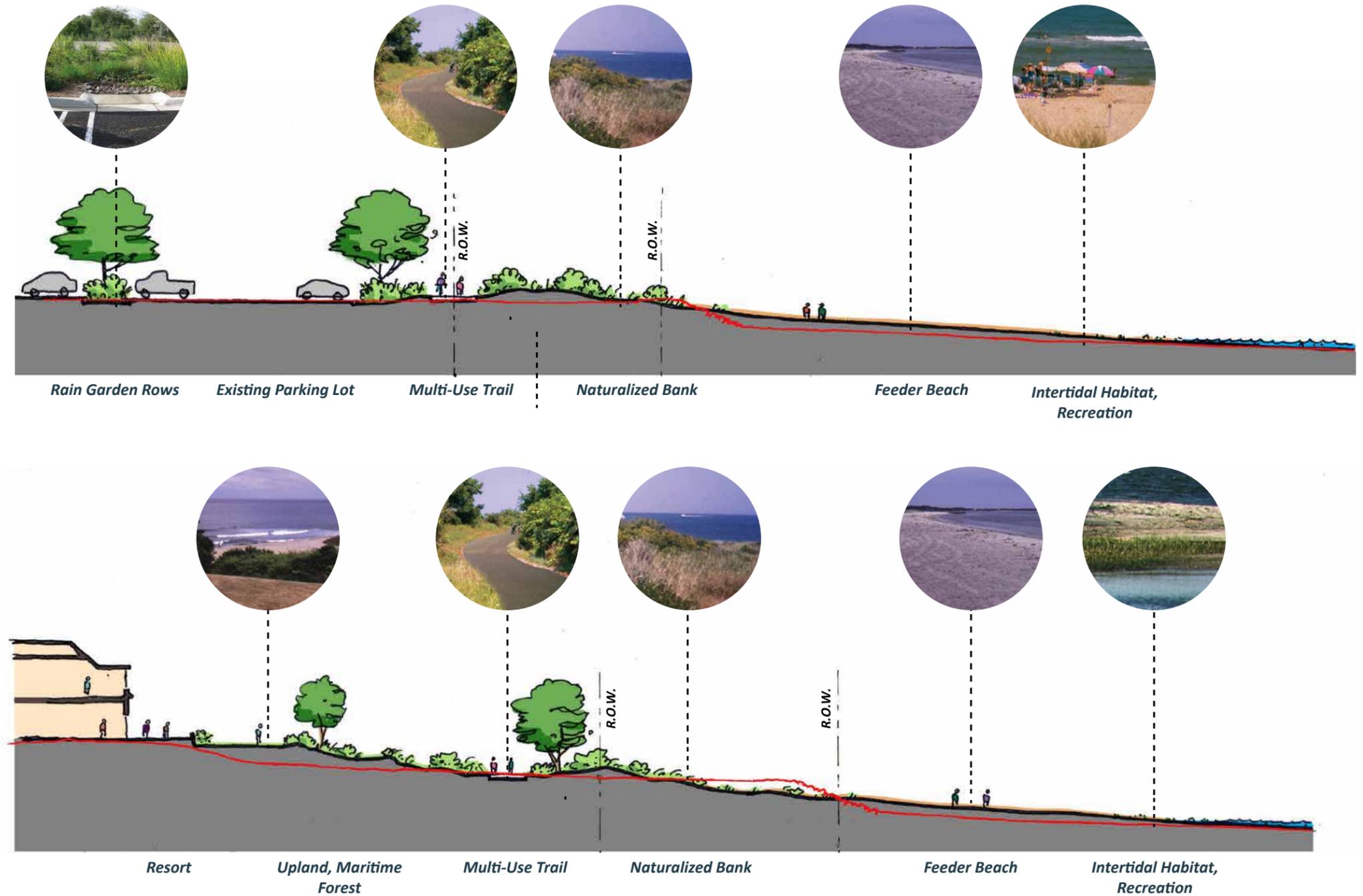
Naturalized Bank

The northern waterfront of Montauk Harbor, along West Lake Drive, suffers from severe beach erosion due to increased wave energy from the Lake Montauk channel's jetty and from the rock revetment upon which West Lake Drive sits. Because the road is arranged in a loop, this portion of West Lake drive is not entirely necessary beyond allowing trucks to turn around, which could be achieved through reorganizing the large parking lot across from Gosman's dock. Therefore, it would be possible to remove West Lake Drive between Gosman's Dock and Sound View Drive and replace the road and adjacent armored bank with a naturalized bank.

A gradual slope stabilized with native vegetation, giving way gradually to a wider and thicker beach, would more effectively sustain itself than the quickly eroding thin strip of beach currently at the toe of the rock revetment. A naturalized bank such as this would also more effectively dissipate wave energy during storm surges, helping to prevent damaging flood events in future sea level rise scenarios.

A key component of a naturalized bank in this area would be a feeder beach located at the eastern end of the waterfront, against the jetty, since this is where the most severe scouring currently occurs. The westward direction of the littoral drift in along this waterfront would allow sand from this feeder beach to nourish the beach to the west along the naturalized bank.

Recommended Design Elements: Naturalized Bank



Issues and Opportunities: Montauk Station



Montauk Train Station Issues and Opportunities

The train station in Montauk is the last stop for the Long Island Rail Road, and serves as many people's first impression of Montauk. While the historic Montauk Manor serves as a grand visual landmark, the train station area is an otherwise indifferent welcome to the hamlet. This low-lying area has a small pocket of Neighborhood Business commercial zoning and a haphazard street layout, which could be reorganized to provide services for the neighborhood and train passengers, better taxi and bus circulation, an aesthetically appealing welcome to Montauk, and resilience against future sea level rise. This car-dominated area is removed from both downtown and Montauk Harbor, and could benefit from pedestrian and bicycle infrastructure connecting to those key destinations.

Recommended Master Plan, Option 1: Montauk Station



Montauk Station Illustrative Masterplan

Passengers disembarking from the train could be greeted by a small mixed use block, backdropped by the iconic view of Montauk Manor on the hill beyond. By realigning Tuthill Rd in coordination with a new block of mixed use buildings, the confusing traffic situation can be resolved while offering services to the neighborhood and train passengers. Parking would be located in the interior of the block, behind 1-1/2 - 2 story buildings.

With a focus on multi-modal service, the site would accommodate many transit options to downtown and other areas, including cars, buses, taxis, sidewalks, pedestrians and bikes, with parking and drop off areas coordinated among them. All new development would be raised in coordination with improvements to the rail head, in order to make the area more resilient against future storm surges from rising seas.

The level of future redevelopment will be dependent on several factors - the real estate market, capacity for shared wastewater treatment, and the need for parking to serve the train station, etc. Option 2 (opposite page) therefore shows an alternative with just two new buildings, and more room devoted to parking and open space.

In both options, improvements to traffic circulation will be key to successfully resolving conflicts between the many different users of what could become a true multi-modal transit center. The major change would be to move Tuthill road to the West onto what is now private land, with a clear "T" intersection at Manor Road, and a similarly improve junction with the train station access road. The two intersections with Flamingo Avenue would be upgraded to roundabouts, smoothing traffic flow and reducing the severity of accidents.

In Option One, taxis would pick up and discharge passengers from parallel spaces along the new "Main Street" just north of the existing depot building. Buses would use a bus stop east of the depot in front of the park adjacent to the southern roundabout. In Option Two, the end of Tuthill Road/ Main Street is shown as one-way southbound, with angle parking allowing for a larger amount of taxi. Buses would be in the same area along the proposed park.

Recommended Master Plan, Option 2: Montauk Station



Recommended Design Elements: Transportation

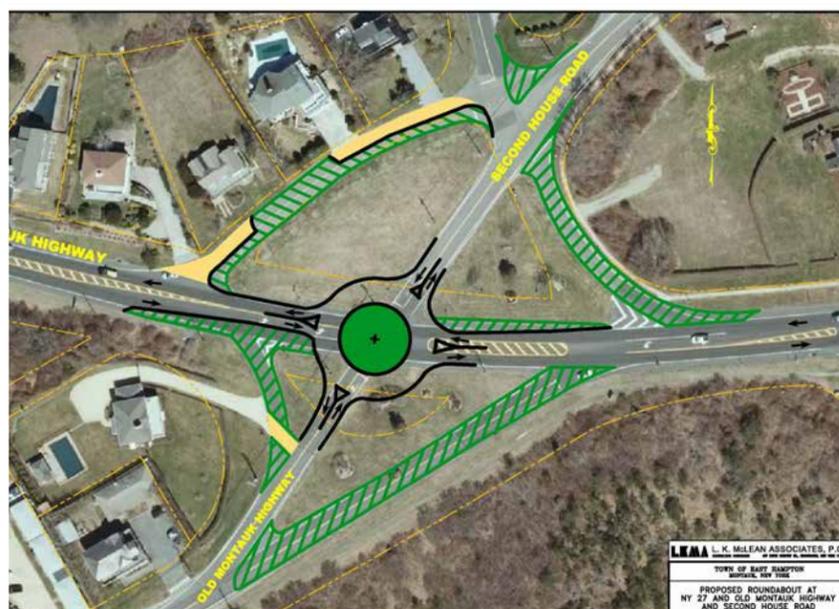
Downtown area

In the short term, the Town has advertised for proposals from bus companies to operate a circulator bus service, with the goal of having that begin in Summer 2017. Also in Summer 2017, under a State grant, construction will begin on enhanced motorist warning systems at two crosswalk locations on Montauk Highway

- At South Elder Street (7-11 on north side, IGA on south)
- On the west side of Carl Fisher Plaza (west intersection)

Other improvements, such as the elimination of on-street parking to enhance motorists' sight distance at intersections, the establishment of a taxi stand on the south portion of Carl Fisher plaza, the provision of bike racks, and institution of the two one-way, one block long segments of South Elmwood Avenue and South Emery Street, can be accomplished in the short term.

Figure 1: Proposed roundabout at Second House Road.



Other traffic circulation and safety improvements such as the construction of a roundabout at the Old Montauk Highway/Second House Road intersection (Figure 1), installation of sidewalks, and construction of a shared-use path would take considerably more time.

To complement the proposed roundabout on the west side of downtown, a roundabout at South Essex Street and Montauk Highway (illustrated in Figure 2), can calm traffic approaching from the east, and provide safer pedestrian crossings.

With respect to street lighting, upgrading of existing lighting at spot locations can be done in the short term. More widespread improvements, such as upgrading to LED, Dark Skies-compliant lighting in the downtown area would involve the creation of new Town specifications for this lighting and would take longer.

Some of the key recommendations for this area are shown in Figure 2, which was presented at the conclusion of the charrette.

Figure 2: Roundabout at South Essex Street



Harbor Area

A sketch of the proposed roundabout at the intersection of County Roads 49 and 77 appears in Figure 3.

Figure 3





Figure 4

Train Station Area, and Connectivity to Downtown

A sketch plan showing how access and improved traffic circulation for cars, taxis, buses (circulator and Suffolk Transit), and pedestrians can be provided to a new Transportation Hub at the LIRR station is shown in Figure 4. Taxis and buses are separated from other train station traffic by establishing new taxi stand and bus stop locations on a realigned Tuthill Road. Manor Road and Tuthill road could be converted to one-way to ensure that taxis and buses arrive and park in an orderly fashion. Bike racks should be provided at the station. Connectivity to downtown for pedestrians and bicyclists can be enhanced by providing sidewalks and bike lanes along the County Road 49 corridor.