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East Hampton
Hamlet Report

Wainscott



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Prepared For:
The Town of East Hampton, New York

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Introduction

East Hampton is defined by the unique character of its hamlets, villages and countryside. With large expanses of pristine ocean beaches, scenic vistas, preserved farmland, historic landscapes, significant fish and wildlife habitats, and high quality drinking water resources, the unique natural and cultural features of the town are largely intact. This world-class landscape has become the centerpiece of a vibrant summer community, attracting tens of thousands of second homeowners and tourists, as well as the small army of workers and professional needed to serve their needs. As a result East Hampton faces ongoing challenges created by seasonal swings in population and activity, with related impacts on traffic, parking, housing, water supply, wastewater treatment, and a host of other factors.

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

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



The Wainscott School District Boundary is shown below in orange.

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

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

the historic setting of the historic village. The permanently protected woodland along the south side of Montauk Highway forms an attractive natural feature which enhances the business area and provides a scenic buffer between residential and commercial uses.

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

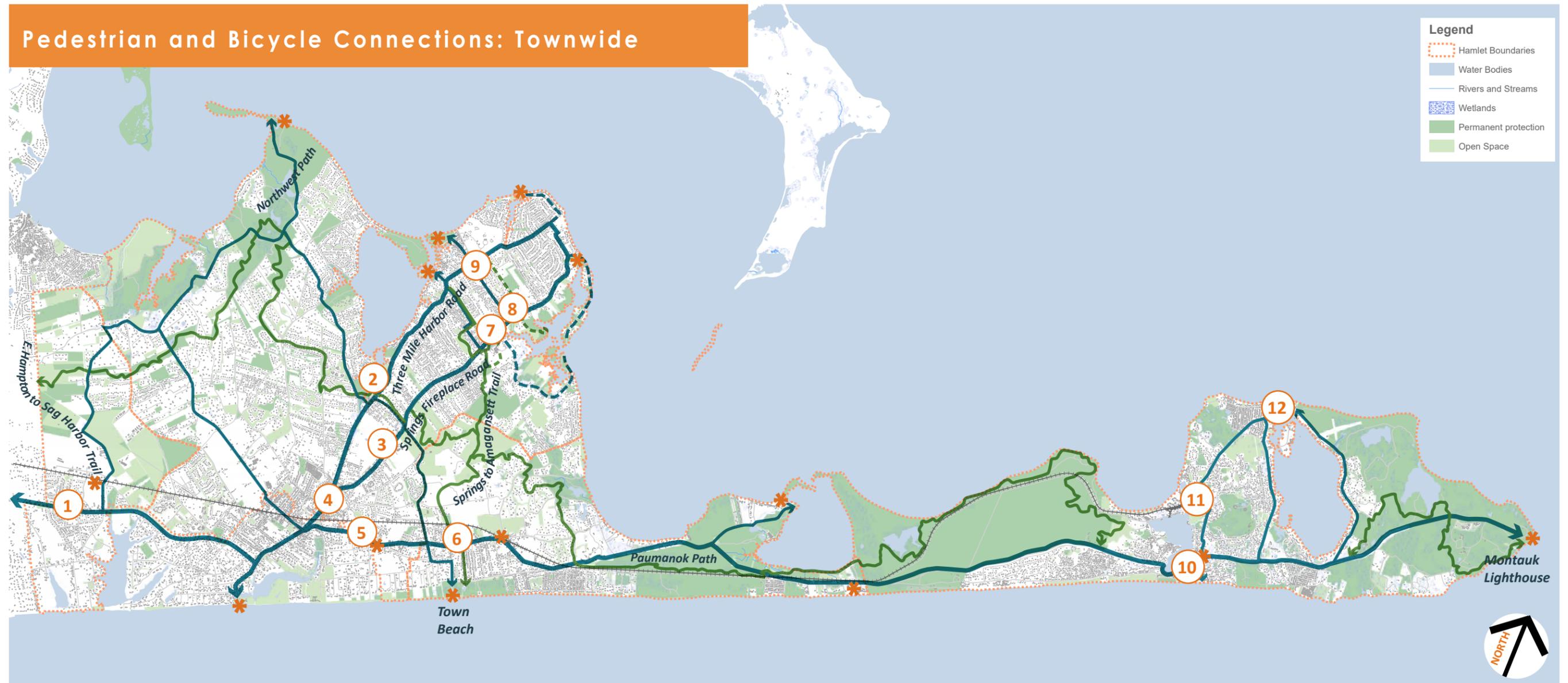
This master plan is designed to help the town understand how the Wainscott commercial district looks and functions today, and to explore ways that it could be improved

to better serve the community in the future. The Methodology for the preparation of the Wainscott Master Plan Study featured data gathering, detailed analysis and extensive public participation. As described in the following section, an inventory and analysis was conducted with regard to historic and cultural resources, demographics, natural resources and environment, environmental challenges, demographics, zoning, land use, business uses and hamlet economy, residential and commercial build-out and transportation and infrastructure. Public participation included an intensive two-day charrette process consisting of workshops, focus groups and walking tours which were open and advertised to the general public, business owners, year round residents, second homeowners and other stakeholders. The charrettes provided detailed public input and the opportunity for citizens to work together with town staff and the consulting team to develop creative recommendations for the Hamlet.

Based on the results of the charrettes, the consulting team prepared an illustrative master plan for Wainscott's commercial core that is meant to capture the community's shared vision of a more attractive, walkable, and economically vibrant commercial center. The illustrative master plan shows one way that the Wainscott commercial district could be redeveloped over coming decades, but it is not the only possible result of any potential changes the Town might make in planning policy or regulations. The purposed of this exercise is not to require a particular use or arrangement of uses on a particular lot. Rather, it is meant to explore and illustrate the fundamental planning and design principles that can shape the district into a more attractive, cohesive, functional and economically-vibrant place.

The ultimate goal of this study is to provide the Town of East Hampton with an inspirational, achievable plan which will enhance Wainscott's strengths while significantly improving the Hamlet's aesthetics, walkability, functionality and vitality. The 2005 Town Comprehensive Plan Vision and Goals, developed through a consensus building process, is the touchstone for the Wainscott Master Plan. Specific objectives and recommendations for Wainscott put forth in this report build on that long-term vision of what it is essential to East Hampton now and in the future.

Pedestrian and Bicycle Connections: Townwide



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



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

Existing Conditions

Geography

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

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

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

Historic and Cultural Resources

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

¹ East Hampton Comprehensive Plan: Geography and History



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

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

Following the extension of the Long Island Railroad to Bridgehampton in 1870, East Hampton began to develop its reputation as a summer resort and began to see an

² East Hampton Comprehensive Plan: Geography and History

increase in population, especially in the summer months. The Georgica Association—a residential association of homes on the west side of Georgica Pond—was established by 1892.

Intensive development from the 1960s onward of second homes in large subdivisions shifted the economy of the area from an agrarian one to a resort community. The east-west route that is now Montauk Highway (NY27A) developed throughout the first half of the 20th century as the state of New York linked together existing local roads with new stretches of road to form NY27. The route's current alignment was largely in place by the late 1960s as the automobile became the dominant mode of transportation in the country. The commercial center along Montauk Highway in Wainscott developed in the second half of the 20th century in conjunction with the increasing importance of this automobile route. In parallel with the shift from its agrarian origins, the town of East Hampton in the 20th century developed a national reputation for its arts community.

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

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

Demographics

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

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

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

³ 2010 US Census

in Wainscott is 2.3 and average family size is 2.9. The median household income is \$68,523⁴.

Natural Resources and Environment

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

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

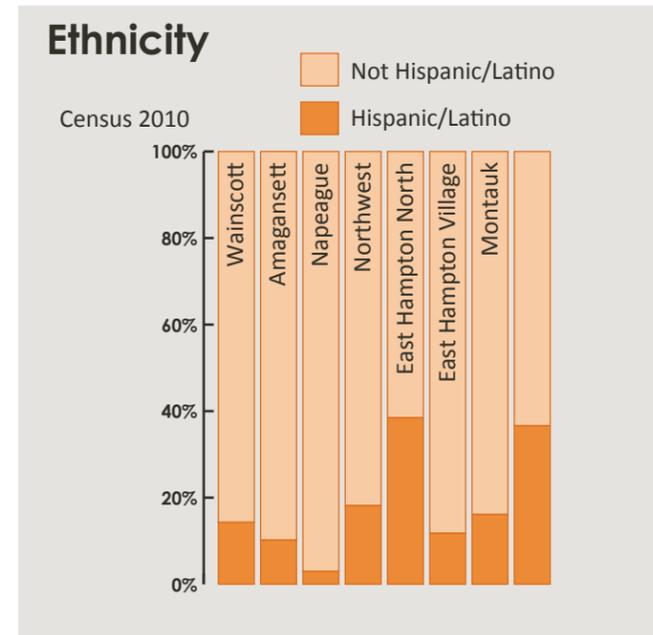
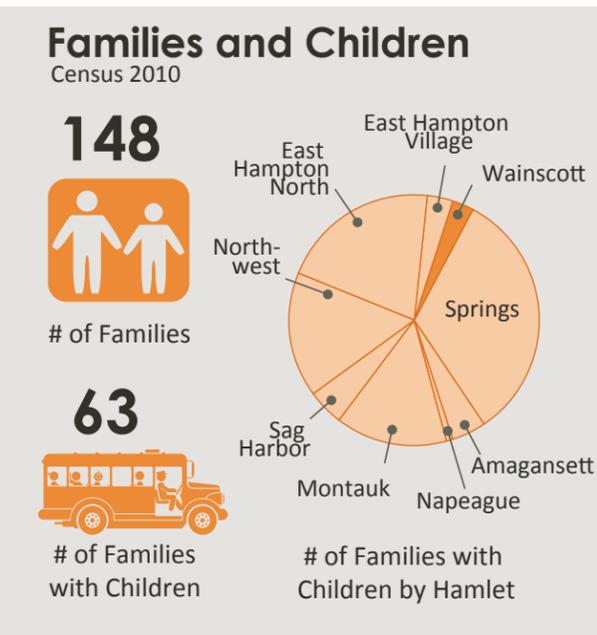
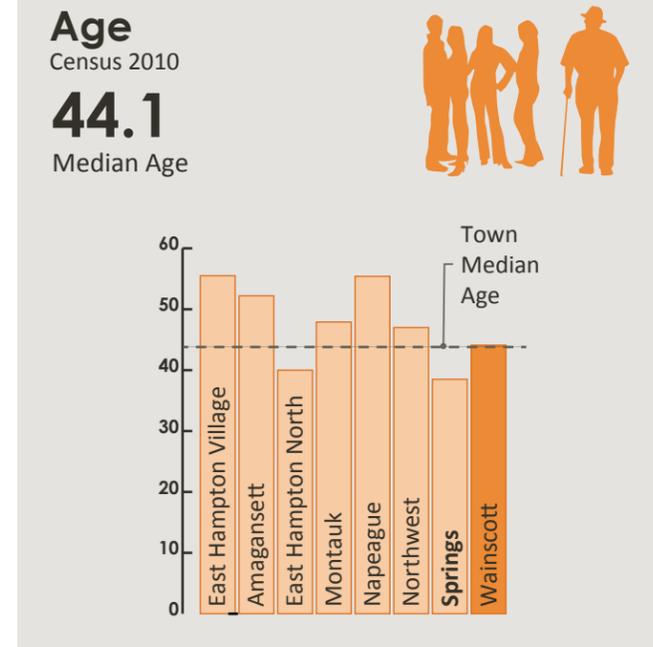
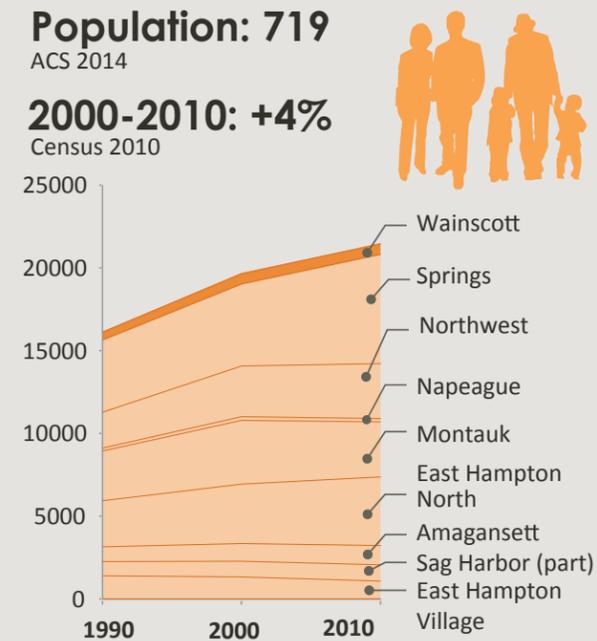
Groundwater: Wainscott is unique in the town of East Hampton for its groundwater, having the largest volume of ground and drinking water resources in the entire town.⁵ On the eastern end of long island, fresh groundwater "floats" as a lens on top of saltwater groundwater and decreases in thickness toward the coastline with a maximum thickness landward of about 600 feet⁶. The hamlet's aquifer is generally located north of the airport and provides the main supply of drinking water for the town. Much of the town is a recharge area for high capacity public wells, with Sag Harbor Turnpike wellfield being

⁴ ACS 2014

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

⁶ East Hampton Town Water Resources Management Plan Final Draft

Population & Demographics | Wainscott



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



Wainscott Business District

Orthophotography

Wainscott



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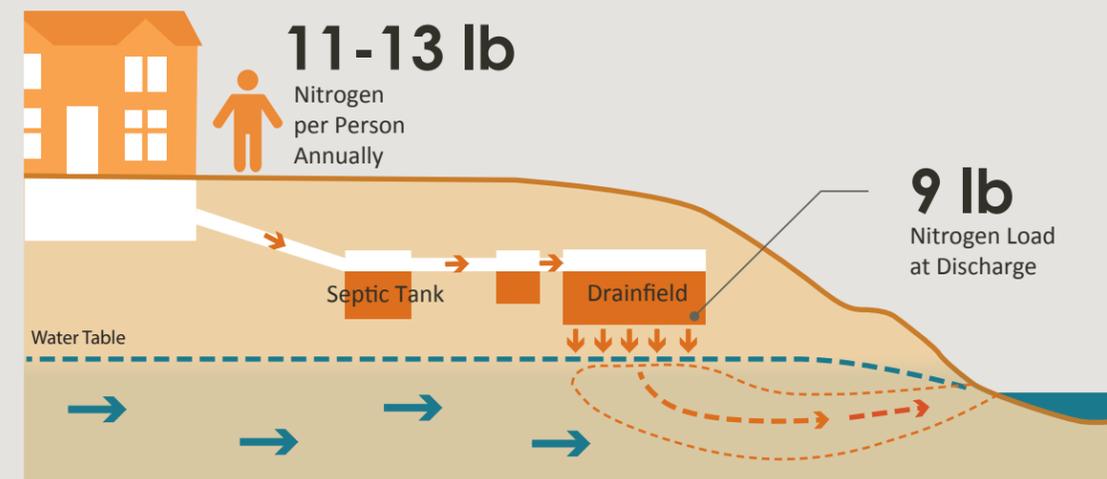




Wainscott Business District

Linework Base Map with business names

Typical Nitrogen Loading to Septic Systems



From US EPA via Lombardo Associates 2014

the largest in the town.

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

Pine Barrens north of the airport are remnants of an Atlantic Coastal Pine Barrens ecoregion that once extended across the coastal plain of New Jersey, Cape Cod, and Long Island. These unique habitat areas are characterized by sandy soils that support pitch pine/scrub oak barrens. The sandy soils of Wainscott's pine barrens are also vital to groundwater recharge in the hamlet. The northern area of the hamlet is designated as a Priority Drinking Water Protection Area. Most of the hamlet's existing open space, consisting of large forested areas and pine-barrens, lies within this protection area.

Dunes and beaches along the Atlantic coast in Wainscott are sensitive to encroaching human development and changes associated with sea level rise. Beaches on Long Island are important habitat for many species. For example, beaches in the area are breeding ground for Piping Plover, a New York State Endangered Species.

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

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

Environmental Challenges

Surface and Groundwater Pollution: One of the

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

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

Deer Management: Populations of white-tailed deer in East Hampton have reached an emergency level in East Hampton according to the Town's adopted deer management plan.⁹ Over-browsing by deer has begun to shift the species composition of existing forests, nearly eliminating herbaceous plants and saplings and damaging populations of other wildlife that rely on these plants.

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

⁷ East Hampton Town Water Resources Management Plan Final Draft

⁸ East Hampton Town Water Resources Management Plan Final Draft

⁹ Deer Management Plan 2013

is noise pollution from the East Hampton airport. Particularly on summer weekends, the noise of private helicopters bringing second-home owners to and from New York City and up-island detracts from the tranquility of the surrounding areas.

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

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

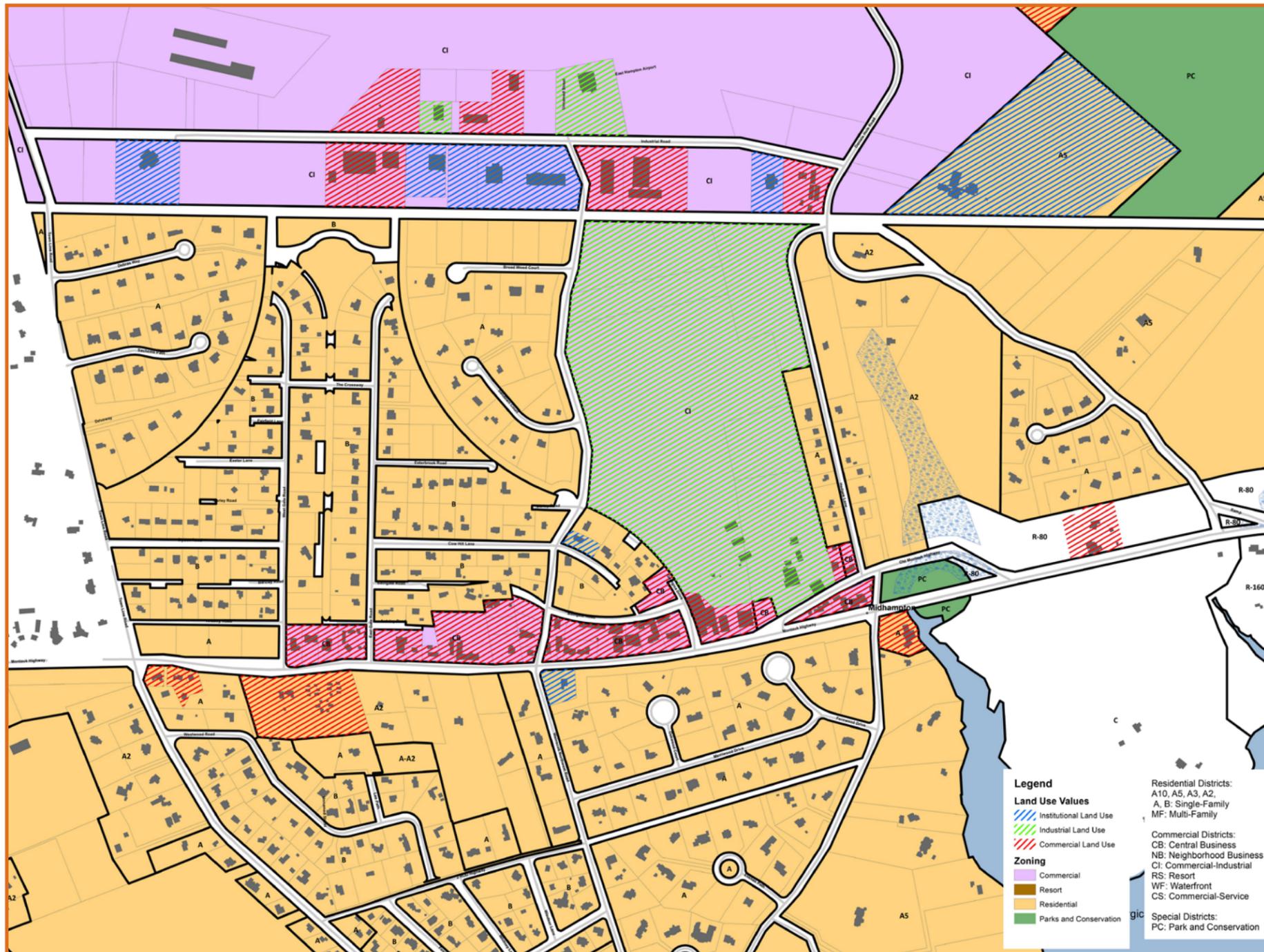
According to the New York State ClimAID 2014 report, Eastern Long Island can expect between 8" and 30" of sea level rise by 2050 and between 15" and 72" of sea level rise by 2100. This means that by 2050, for example, high tide will be between 8" and 30" above the current high tide¹¹.

Coastal erosion and storm surges will create additional impacts. As sea level rises, coastal erosion will likely change the shape of beaches and coastal wetlands. Storm surges from coastal storms and hurricanes, on top of these higher tide elevations, will create flood impacts that extend further inland than the same sized storms today.

Zoning

¹⁰ Sea Level Rise projections and information in this report were obtained from the NYS DEC's recommended 2011 ClimAID Report and 2014 ClimAID Supplemental. Storm surge impacts were estimated from the Nature Conservancy Coastal Resiliency Network Digital Modelling Tools.

¹¹ Sea Level Rise projections and information in this report were obtained from the NYS DEC's recommended 2011 ClimAID Report and 2014 ClimAID Supplemental. Storm surge impacts were estimated from the Nature Conservancy Coastal Resiliency Network Digital Modelling Tools.



Wainscott Commercial Center: Zoning vs. Land Use

Map Explanation

Wainscott Hamlet Zoning Overview

Residential Districts: 2671 Ac

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

Commercial Districts: 17.2 Ac

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

Special Districts:

- Parks and Rec Zoning: 761 Ac

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

CB: Central Business Key Zoning Requirements

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

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

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

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

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

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

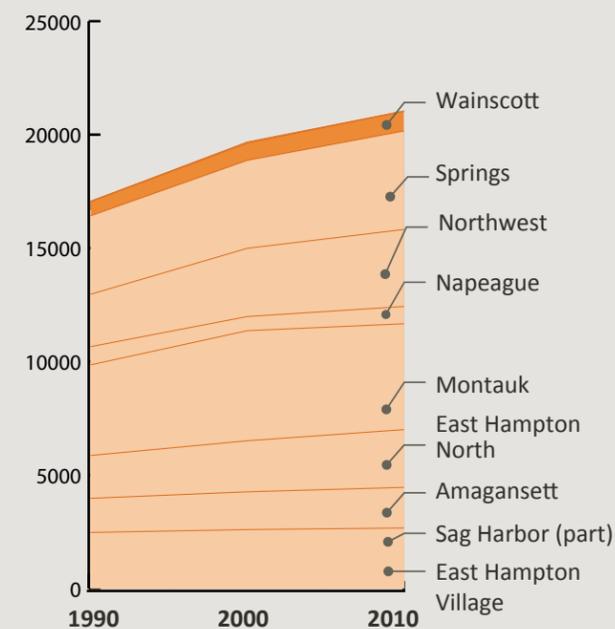
Land Use

Land use in Wainscott is primarily characterized by low and medium density residential and agricultural uses. Some commercial uses, such as restaurants, retail and offices exist in the hamlet, but these are primarily confined

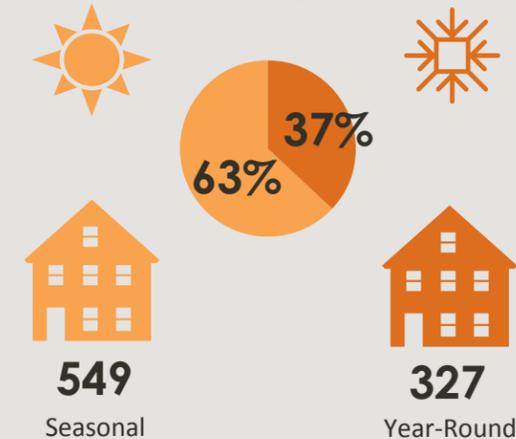
Housing | Wainscott

Housing Units: 876

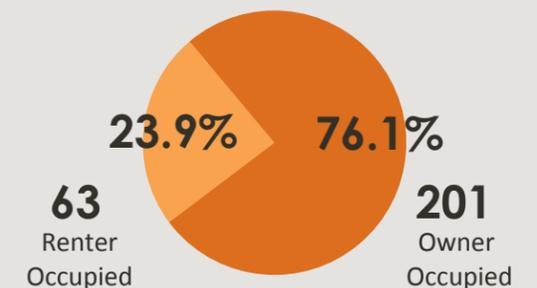
2000-2010: +15%



Seasonal Housing



Owner Occupied Housing



Households

Census 2010

264



Households Total

2.3

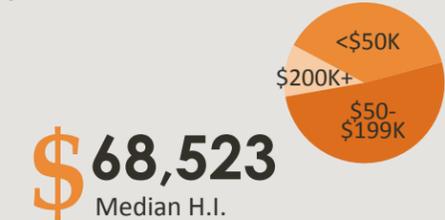


Avg Household Size

Data from the US Census 2010

Household Income

ACS 2014



to the business center. On-going land use issues in the hamlet include:

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

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

Recreation areas and facilities:

- Active Recreation Facilities
- Passive Recreation
- Trails

Residential Uses: A total of 876 housing units exist in Wainscott. This represents the lowest number of housing units among the hamlets of East Hampton¹⁴. The number of housing units increased by 15% between 2000 and 2010. Wainscott’s residential land uses are characterized by low density north of the airport and medium density between the airport and Montauk Highway. The southern part of the hamlet is characterized by very large sec-

12 East Hampton Planning Dept., 2017

13 Comprehensive Plan Wainscott

14 2010 US Census

ond homes on large lots. No high density or mixed use residential currently exists in Wainscott.

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

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

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

The 2005 East Hampton Comprehensive Plan stated the following goals for the Wainscott commercial area and sand pit:

- Prevent the Gateway to East Hampton from turning into a congested commercial highway strip
- Bury power lines



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

- Coordinated landscape, signage and lighting plan
- Coordinated parking and highway access plan to limit curb cuts onto Montauk Highway and to incorporate changed traffic patterns resulting from the new light
- Locate the Post Office on the north side of the highway
- Coordinate the existing commercial-center with the potential new uses at the reclaimed sand pit site.
- Revise zoning for the center.

Business Uses and Hamlet Economy

Relative to the rest of East Hampton, Wainscott businesses are the least focused on tourism, but offer important ser-

vices to year round residents and second-homeowners. A recent inventory performed by RKG Associates found that 40% of the businesses in the district provide support for the design, construction, decoration and maintenance of buildings and landscaping. An additional 17.5% comprise food & beverage stores and restaurants, and some 10.% provide Health Care Services. The balance includes

a mix of personal and professional services and miscellaneous retail. (See RKG's Hamlet Business Plan for more detail.)

Market Orientation for the Wainscott Business District:

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

Arts Economy¹⁵:

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

The greatest challenge for artists who live and work in East Hampton is skyrocketing real estate prices that make it difficult to find affordable studio, performance and living space.

Buildout

According to a 2011 residential buildout performed by the Planning Department¹⁶, the town as a whole could see

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

¹⁶ 2014 Community Housing Opportunity Fund Implementation Plan

a 13% increase in the total number of housing units. This assumes future development consistent with current zoning. The number of additional residential units possible under current zoning in Wainscott in 2011 was 178 units



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

This number was down from an estimate of 348 in 2005 due to conservation/watershed protection.

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

mum building area is reached.

The major commercial expansion potential in Wainscott is in and around the sand pit. Currently zoned Commercial-Industrial, if there was enough market demand the pit could be subdivided and redeveloped with hundreds of thousands of square feet of new buildings. (Note that all of these estimates are contingent on provision of an approved wastewater system for each new building.)

Transportation

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

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

the road. The posted speed limit is 40 MPH.

Daniel's Hole Road and Stephen Hands Path are two-lane Town roads with 30 MPH speed limits. Daniel's Hole Road provides access to the Town Airport, located about ½ mile north of Montauk Highway.

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

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

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



Designated Suffolk County public transit routes

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

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

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

Public Transportation: Wainscott is served by Suffolk County Transit's Route 10B, a one-way loop route between Springs and Bridgehampton, with connections to Route S92 at the East Hampton LIRR Station and in Bridgehampton. Service is from Monday to Saturday at approximately 90 minute intervals. Route S92 is a major County route which connects East Hampton with Orient Point by way of Riverhead. See map below.

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

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

Infrastructure and Public Facilities

Public Water Supply: Public water supply in Wainscott is comparatively limited. Public water mains extend west from East Hampton Village along Daniels Hole Road and Industrial Road. A southern branch of the public water mains runs along Wainscott NW road through the

business center and then extends along Sayre's Path and Wainscott Main Street, terminating on Town Line Road in the vicinity of Daniel's Lane.

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

East Hampton's 2015 Town Wide Wastewater Management Plan Neighborhood plan recommends upgrades to septic systems to achieve Advanced Tertiary Treatment in specific problem areas. Elsewhere, such as Stone Road, Nitrex Permeable Reactive Barriers are recommended. General recommendations include using organic fertilizers for lawns and farm fields. Existing NYS laws regarding fertilizer use near waterbodies need to be enforced. Planted buffer strips should be expanded along the banks of Georgica Pond

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

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

- Tax rate per 1000 average: \$1,967

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

- Total school tax estimate: \$1,886

Wainscott's school tax rate is the lowest of the hamlets. Townwide, school taxes as a percentage of median real estate value is 1.1%, the lowest on Long Island except for Shelter Island. Attempts to develop affordable housing in Wainscott have been stymied due to concerns over the limited capacity of Wainscott's small historic school house to accommodate additional school aged children.¹⁸

¹⁸ 2014 Community Housing Opportunity Fund Implementation Plan

Charrette Process

Overview

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

Charrette Process

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

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

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

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



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

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

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

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

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



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

those in attendance were divided into small groups with maps, markers, and sticky notes for a focused discussion of Wainscott through the framework of strengths, weaknesses, opportunities and threats.

Strengths were circled or traced on maps with a green marker. These included areas and buildings to be protected, preserved or emulated. Weaknesses were circled on maps with a red marker. These included problem areas in terms of traffic safety and congestion, access and parking, pedestrian circulation, and aesthetic issues. Economic issues—stores and services used and needed—were marked with a black marker. Connectivity issues—such as areas that need more sidewalks, trails, bike routes, and improved vehicular circulation—were marked in blue.

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

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



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

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

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

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

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

Charrette Results

Key Issues and Opportunities

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

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

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

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

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

Parking

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

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

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

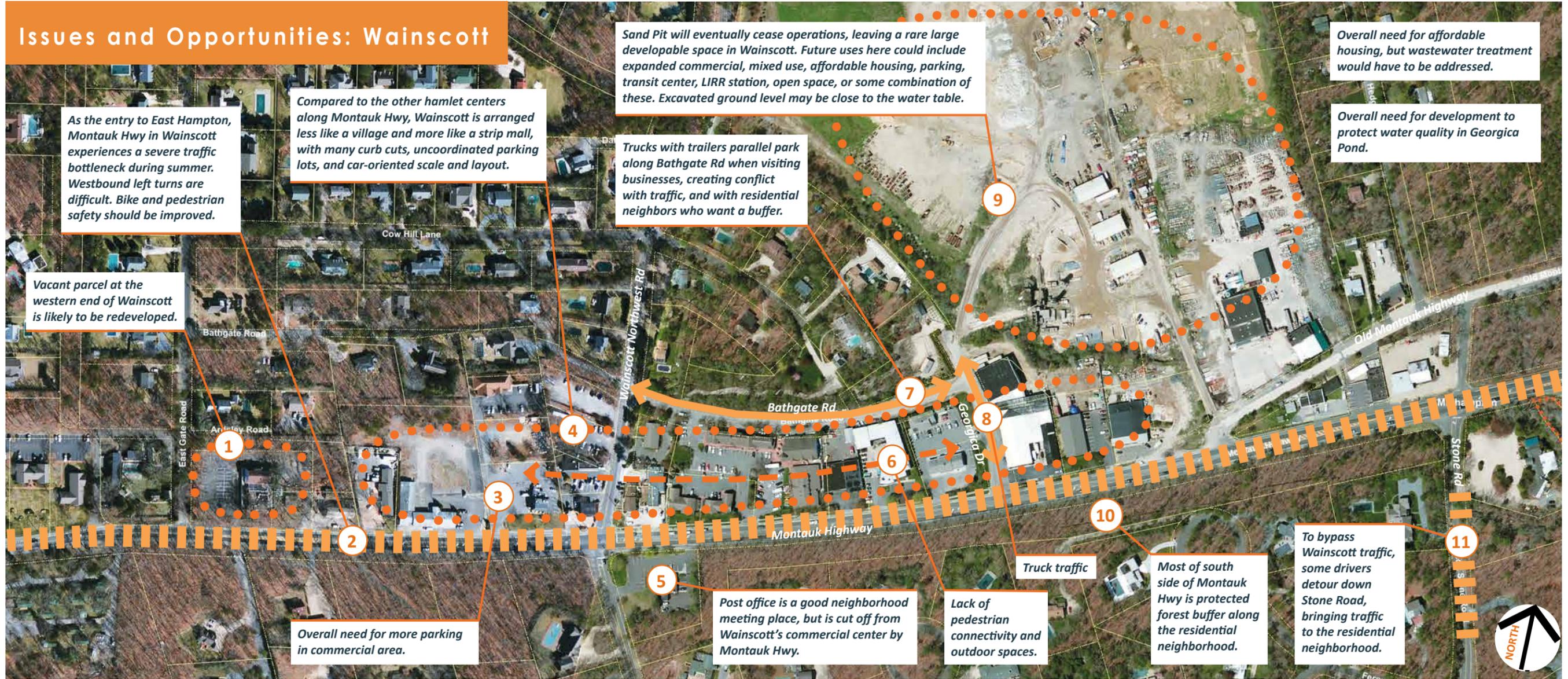
Participants pointed out the need to support town efforts for a continuous network of bike paths, noting ongoing plans for a bike path parallel to the railroad tracks. They also suggested a shared use path on the south side of Montauk Highway that could take advantage of the strip of town-owned land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

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

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

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

Issues and Opportunities: Wainscott



Legend:



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

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

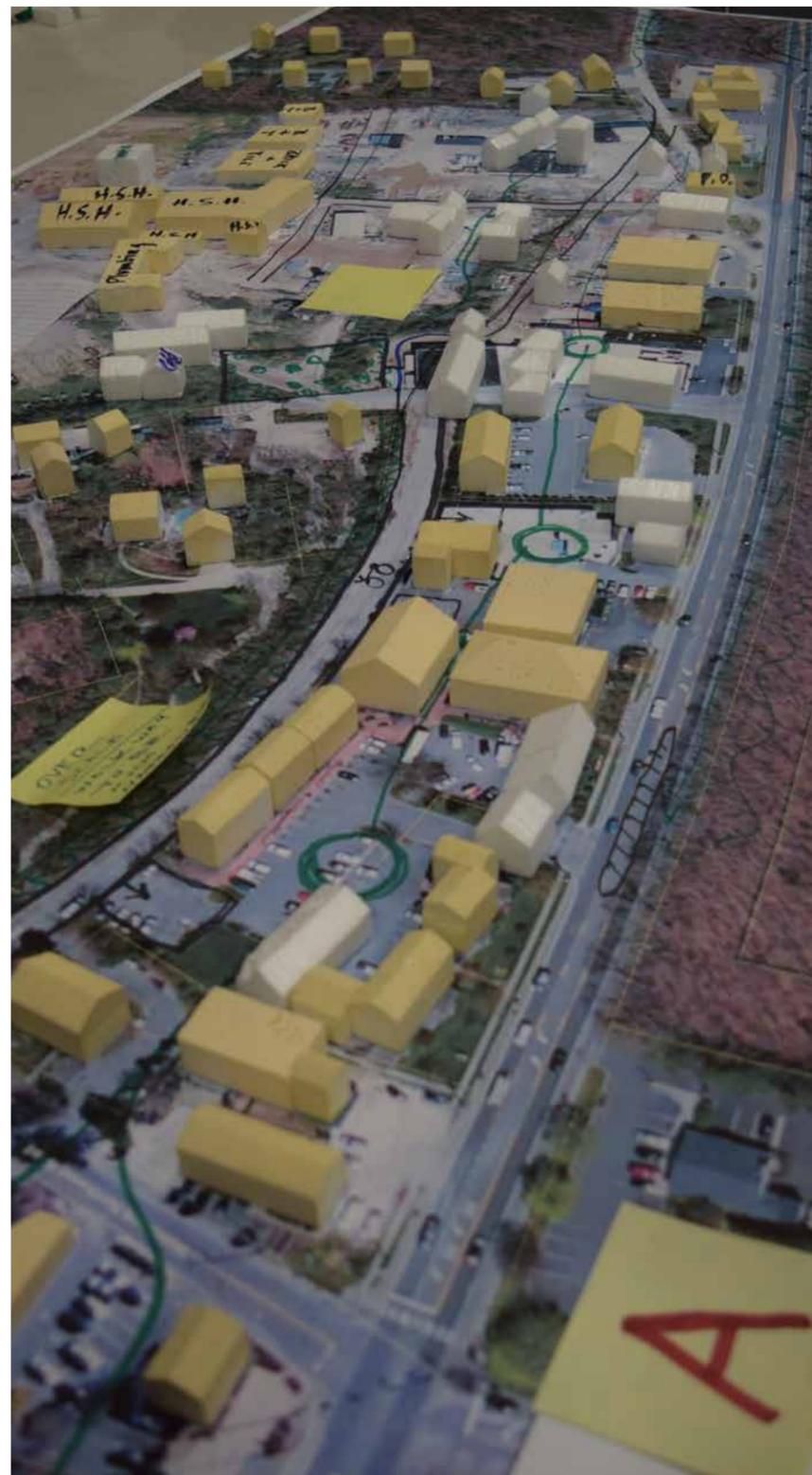
Visioning Workshop Ideas

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

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

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

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



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

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

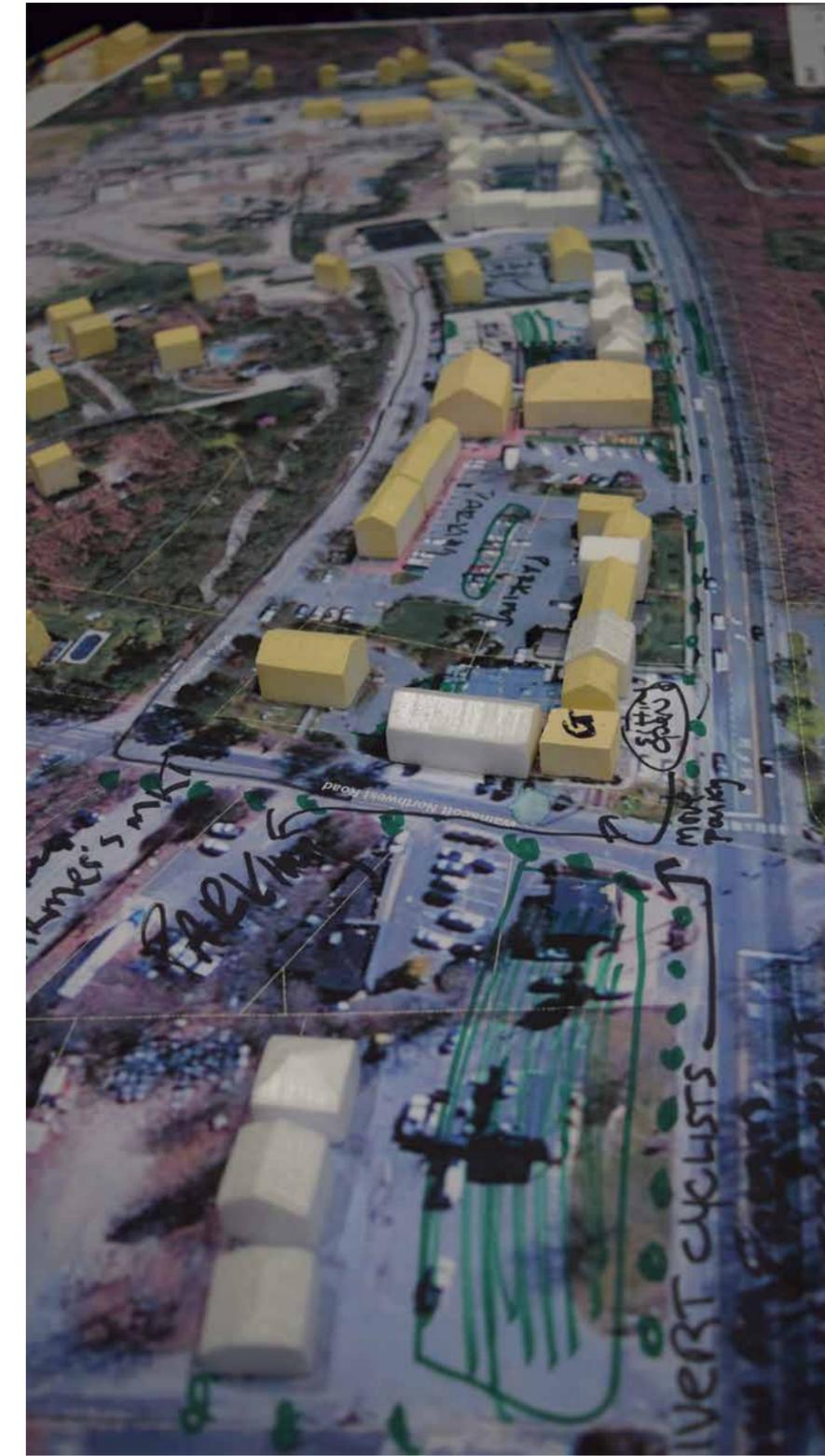
The area currently occupied by Home Sweet Home, Wainscott Hardware, and South Fork Animal Hospital is another area proposed for redevelopment. This redeveloped area would be separated from Montauk Highway with a wider green buffer. The buildings of the new development would be smaller scale commercial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

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

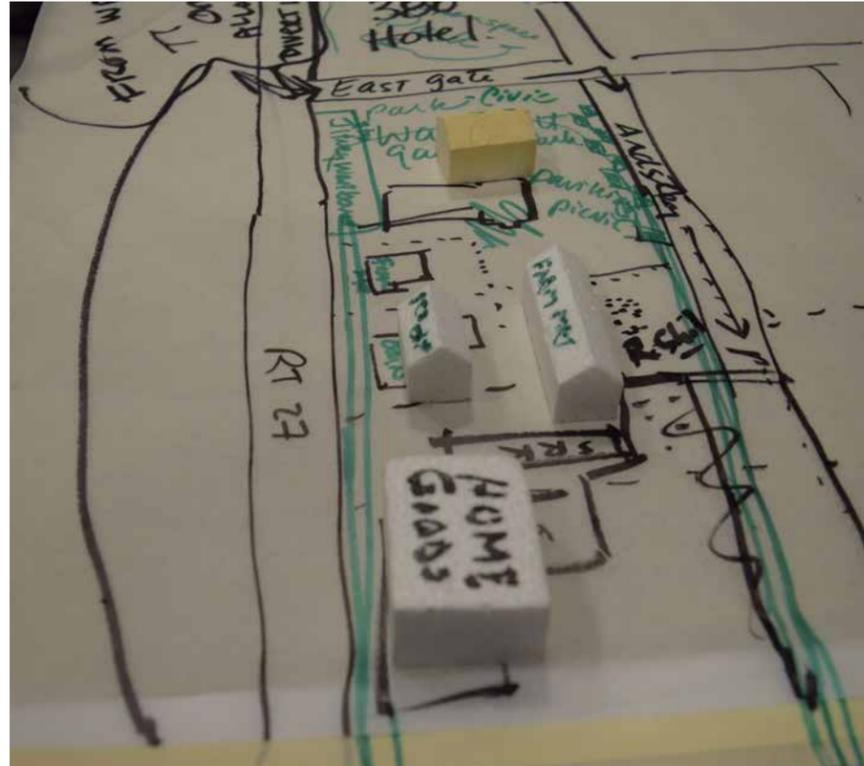
Proposal C: This proposal envisions a Wainscott business center, bookended with parks, that provides a more distinct identity as a walkable village. On the western side of the site where a car wash is currently proposed, this proposal suggests other uses, such as a new post office fronted by a park on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

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

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



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



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

farmers market as an important feature in the business center.

Common Themes and Design Approaches

Several common themes emerged from the modelling workshop which were shared by all of the groups:

Desired uses: participants agreed that a more diverse mix of uses, including retail, office, housing and community functions, would enhance the vitality of the district and make it work better for Wainscott residents. Incompatible uses that are currently mixed together - such as industrial and commercial services next to shops and restaurants - would work better if consolidated within specific areas. Redevelopment of the gravel pit offers a great opportunity to create a home services and supply cluster, which would open up areas along the Montauk Highway frontage for “pedestrian-friendly” retail, office and residential uses.

Traffic and Parking: the district has grown haphazardly, with most lots developed separately, each with its own access drive and parking lot. Participants agreed that connecting roads and parking areas across the rear of lots would provide for more efficient circulation and allow for access to Montauk Highway to be consolidated at the most logical points. Duplicate curb cuts along the highway frontage could be removed and replaced with new buildings or landscaping. Additional parking could be created by connecting parking lots across lot lines, making more efficient use of space and helping customers. The town should consider installing roundabouts on Montauk Highway to improve traffic flow and enhance access to the district.

Village character: While recognizing the need to accommodate the automobile, participants want the business district to be an attractive, walkable village center that provides a welcoming gateway to Wainscott and the Town of East Hampton. Architecture should be based on local traditions in the use of form and materials, and scaled to fit the context. Montauk Highway should be lined with attractive landscaping and continuous tree-shaded sidewalks. Buildings should be surrounded with landscaped pedestrian spaces, connected by a continuous internal path system.

Hamlet Center Master Plan

Introduction

With large expanses of pristine ocean beaches, scenic vistas, preserved farmland, historic landscapes, significant fish and wildlife habitats, and high quality drinking water resources, the unique natural and cultural features of Wainscott are largely intact. Wainscott Main Street retains the charm and character of its original 19th century settlement, with historic buildings, working farms and sweeping vistas of Wainscott Pond. The more recent development of the business district along Montauk Highway has not encroached into the historic setting. The permanently protected woodland along the south side of Montauk Highway is an attractive natural feature enhancing the business area and provides a scenic buffer between residential and commercial uses. The heavy industrial sand mining activities north of Montauk Highway has ceased operating, leaving a large opportunity for attractive redevelopment and preservation appropriate to Wainscott.

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

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

Overall Goal of the Wainscott Hamlet Plan

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

General Objectives to Meet Issues of Concern

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

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

Issue overview -

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

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

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

Issue overview-

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

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

Issue Overview-

The building design as well as the pattern of development in the Wainscott business district reflects a highway strip

character. Buildings are neither functionally nor visually related to each other or the district as a whole. The attractiveness of buildings varies widely and there is no cohesive or identifiable architectural style. In contrast to a typical walkable village setting, many parking lots rather than buildings are adjacent to Montauk Highway. The detached buildings and parking layout creates visually unappealing gaps and discontinuity. The layout interferes with the safety and functionality of the pedestrian environment, interrupting continuous walkways with vehicular crossings. The area lacks consistent and attractive street trees, landscaping, lighting, signage, walkways, alleyways, amenities and other features of a cohesive streetscape design. There is no sense of arrival or transition into the business area.

Objective 4- Improve parking and access management

Issue overview-

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

Objective 5- Reduce Traffic Congestion and Improve Circulation

Issue overview-

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

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

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

Issue overview-

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

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

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

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

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

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

Issue overview-

The need for affordable and workforce housing has reached critical levels in the Town. The extreme disparity between median house price and median income in East Hampton has caused emergency services volunteers, senior citizens, public employees and other year-round residents to be priced out of the market. The Town has developed and implemented a variety of affordable housing programs and developments, but due to concerns with potential impacts on its two-room school house, none have been developed in Wainscott. Mixed use development with second floor apartments and small scale housing complexes can help to meet affordable

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

Conceptual Framework

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

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

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

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

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

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

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

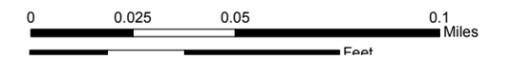
Conceptual Framework: Wainscott



Legend:

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

Wainscott

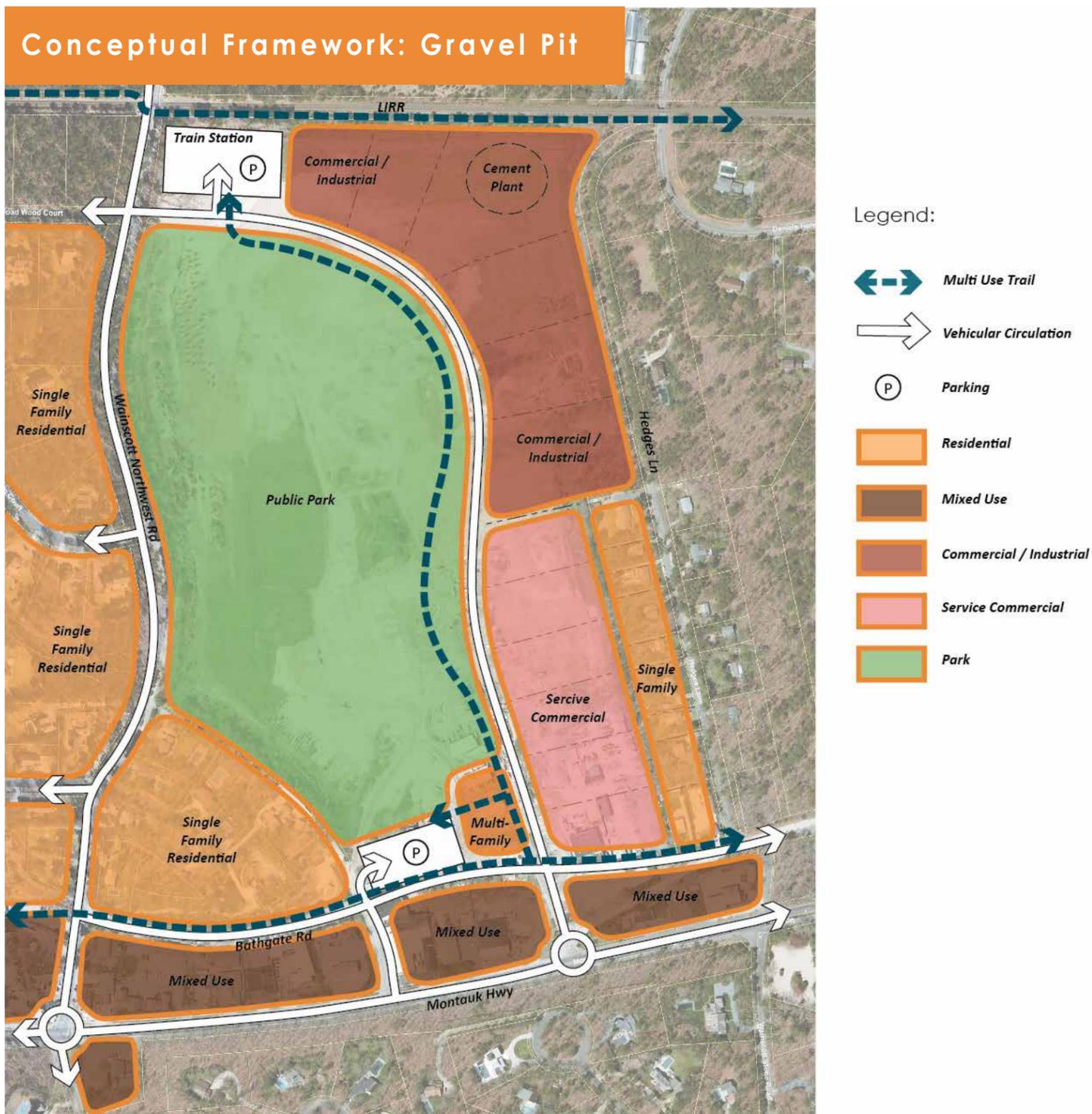


The gravel pit represents the largest single property in the area and, because of its size and location, will have an oversized influence on the future of Wainscott. Under current Commercial-Industrial zoning, the pit could be subdivided into dozens of separate lots and turned into an office or industrial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

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

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

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



Illustrative Master Plan Overview: Wainscott



A Vision for the Future

This illustrative master plan shows one way that the Wainscott commercial district could be redeveloped over coming decades. The purposed of this exercise is not to require a particular use or arrangement of uses on a particular lot. Rather, it is meant to explore and illustrate the fundamental planning and design principles that can shape the district into a more attractive, cohesive, functional and economically-vibrant place.

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



Illustrative Master Plan - West Side



East Hampton Hamlets Study
 Town of East Hampton

DODSON FLINKER
 Landscape Architecture and Planning

RKG Associates
 Fine Arts and Sciences
 LK McLean Associates

Illustrative Master Plan - East Side



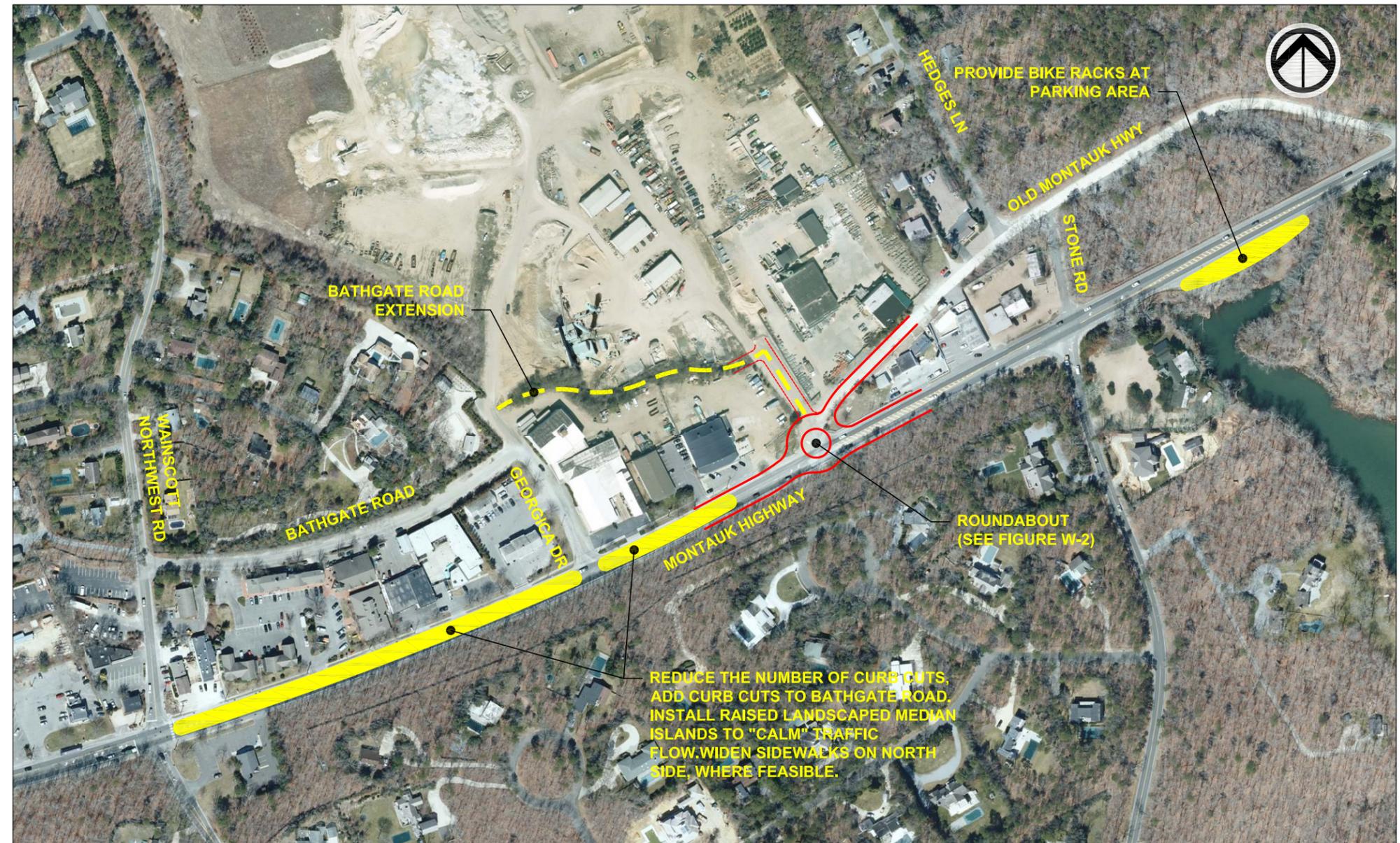
Design Recommendations: Transportation Design

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

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

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

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



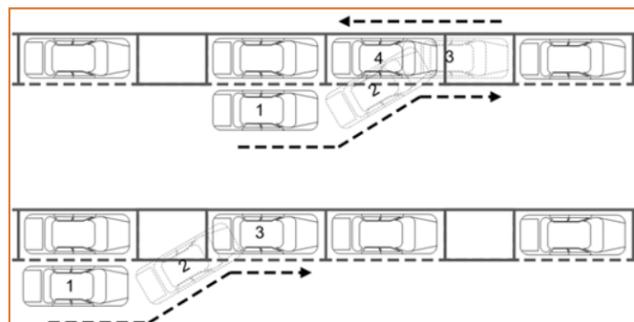
LKMA L. K. McLEAN ASSOCIATES, P.C.
CONSULTING ENGINEERS 437 SOUTH COUNTRY RD., BROOKHAVEN, NEW YORK 11719

0 200'±

KEY ROADWAY RECOMMENDATIONS
WAINSCOTT

FIGURE W-1

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



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

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

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



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ROUNDBABOUT CONCEPT
MONTAUK HIGHWAY AT OLD MONTAUK HIGHWAY
WAINSCOTT

FIGURE W-2