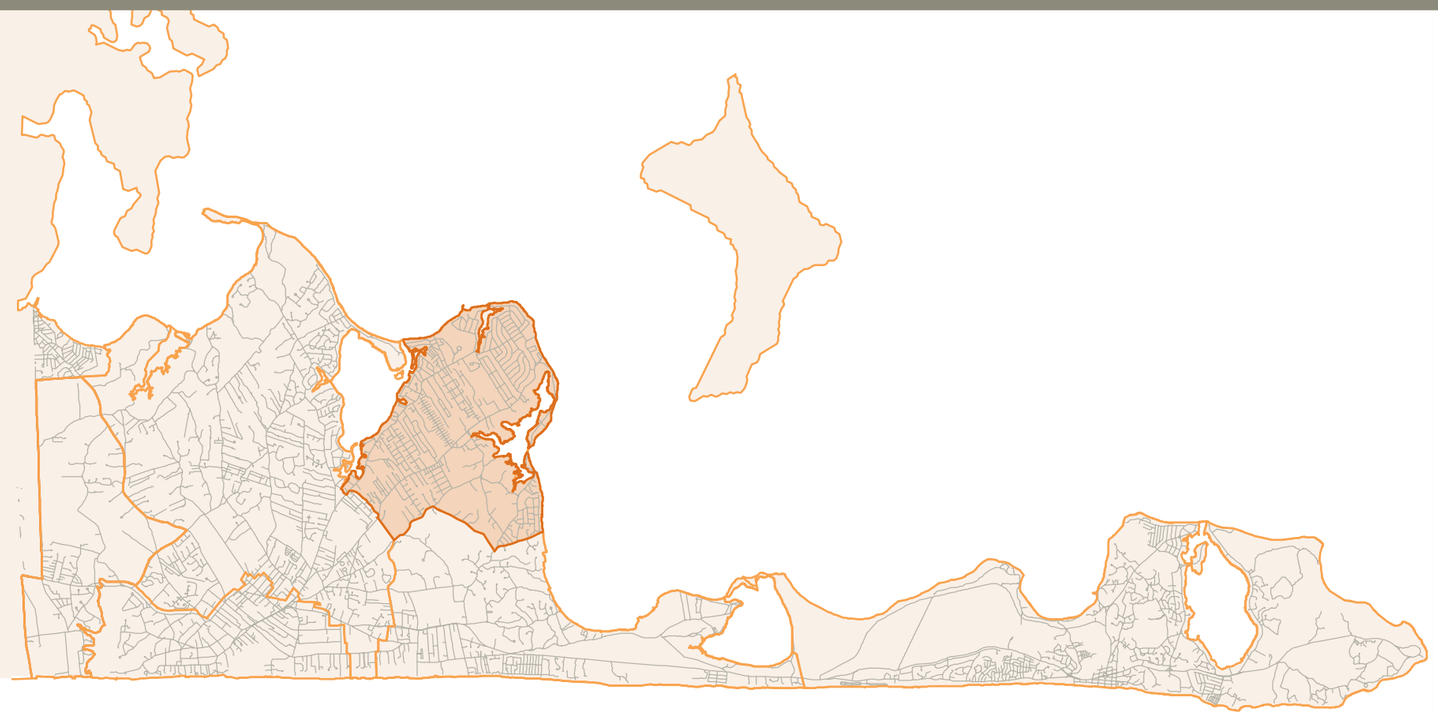

East Hampton
Hamlet Report

Springs

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The Town of East Hampton, New York

August 26, 2019

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Introduction

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

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

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

The Springs District Boundary is shown in orange.

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 town-wide Economic and Business analysis is provided in a companion document, though elements pertaining to the economy of Springs have been incorporated into this report.

Springs retains the rural charm and character of its original 19th century community, with historic buildings, commercial fishing operations, scenic harbors and sweeping open vistas. Its relatively remote location has helped insulate Springs from undesirable growth and change. Springs has only small business nodes, and the charming historic center surrounding Pussy's Pond and Ashawagh Hall is characterized by protected areas and community facilities, not commerce.

But Springs is experiencing the burdens of residential growth. Pollutants from road runoff, drainage and on-site septic systems have degraded Accabonac Harbor and Three Mile Harbor. Safe and attractive pathways for walkers and bikers to get to the beautiful resources that define Springs- the beaches, parks, historic areas, scenic vistas, cultural centers and artists' studios- are insufficient or non-existent. Home-based contractor businesses and code violation conditions have disturbed the peaceful quality of life in residential neighborhoods. Thus, although the Hamlet Plan was commissioned to focus on the business areas, the Plan for Springs encompasses the entire hamlet.

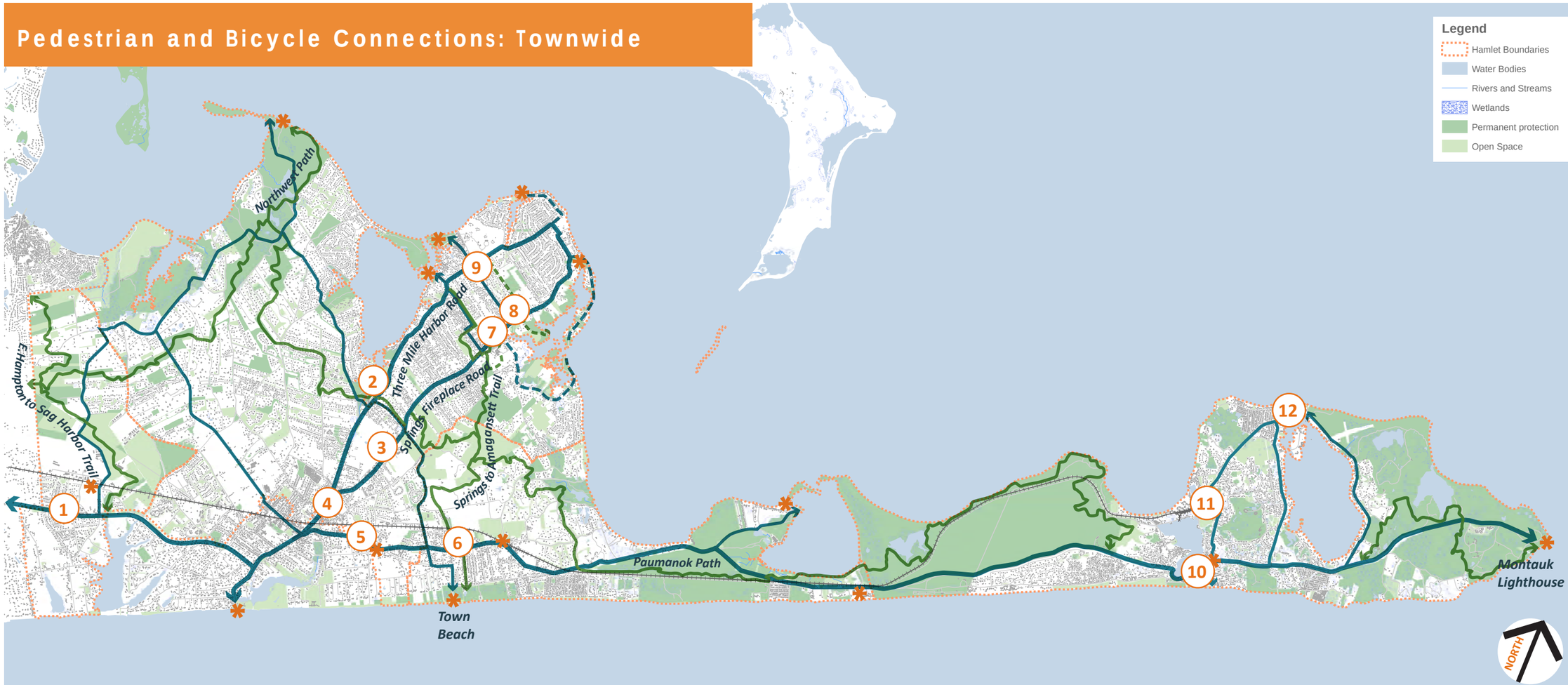
This master plan is designed to help the town understand how Springs looks and functions today, and to explore improvements to better serve the community in the future. The methodology for the preparation of the Springs Master Plan featured data gathering, detailed analysis and extensive public participation.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

Based on the results of the charrettes, the consulting team prepared conceptual master plans for three areas: Pedestrian and Bicycle Connections Hamlet-wide; a Maritime Walking District for Head of Three Mile Harbor; and the Neighborhood Business zone at the East end of Fort Pond Boulevard. Because of its potential impact on Spring residents, plans for the sand pit on Springs Fireplace Road have also been included in this document, even though the property is across the hamlet boundary in the hamlet of East Hampton.

The illustrative master plan for Fort Pond Boulevard East shows a potential way that the commercial district could be redeveloped over coming decades, but it is not the only possible result of any potential changes the Town might make in planning policy or regulations. The purpose of this visioning 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 protect the character of the neighborhood while gradually shaping the business area into a more attractive, cohesive, vibrant place, complimenting the Springs Historic Center.

These plans are intended to capture the community's shared vision of a high quality place to live, work, enjoy life, raise a family and connect with nature. The ultimate goal of this study is to provide the Town of East Hampton with an inspirational, achievable plan which will enhance Springs' 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 Springs Master Plan. Specific objectives and recommendations for Springs 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
2. Three Mile Harbor, Springs
3. Future Sand Pit Mixed Use Center and Contractor Park and Ride, East Hampton
4. North Main Street District, East Hampton
5. Pantigo Road Neighborhood Business District, East Hampton
6. Amagansett Commercial Center, Amagansett
7. Springs Historic District
8. East Fort Pond Boulevard Neighborhood Business District, Springs
9. West Fort Pond Boulevard Neighborhood Business District, Springs
10. Downtown Montauk Commercial Center, Montauk
11. Montauk Train Station
12. Montauk Harbor Commercial Center

Existing Conditions

Geography

Springs is bordered by Three Mile Harbor on the west, Gardiner's Bay on the north and east and Abraham's Path, Accabonac Road, Red Dirt Road and Barnes Hole road on the south. It is geographically unique in the town of East Hampton for its lack of frontage on the Atlantic Ocean or Montauk Highway.

The terrain of Springs is shaped by the glacial moraine that forms the rolling topography of the hamlet, particularly in its southern portions. The Accabonac Cliffs, bluffs along the northern shores and Barnes Hole and the hilly terrain north of Red Dirt Road show the greatest effects of the sand, gravel and glacial boulders deposited by the ice sheets 15,000 years ago. Central and northern portions of Springs consist of less dramatic glacial moraine forming a flat to mildly hilly forested terrain, the site of the majority of the hamlet's residential and scattered commercial development. Bluffs facing Gardiner's Bay shape the dramatic northern edge of the hamlet.

Historic and Cultural Resources

Springs' landscape of rural homesteads, waterfront landings and historic homes give the area a unique visual character with roots in the region's 17th and 18th century origins. The physical remnants of the hamlet's history provide a fabric of historic and cultural resources that distinguish Springs from other areas of Long Island. Major settlement in Springs did not occur until the 1730s, but the major roads were laid out decades before by East Hampton's earliest European settlers seeking access the areas' natural resources. Accabonac Road led to the fertile meadows at the southern end of Accabonac Harbor; Fireplace Road led to the meadows on the west end of Accabonac Harbor and to a boat landing to Gardiner's Island; and Three Mile Harbor-Hog Creek Road led to fertile fishing grounds.

When agricultural settlement commenced, it was located on the discrete pockets of fertile soil adjacent to Accabonac Meadows, Hog Creek and Three Mile Harbor. Smaller subsistence farms were developed on small scattered lots on less fertile soils. The scattered distribution of good farmland led to a decentralized settlement pattern and the division of all but a few farms into small parcels of land. The relative lack of desirability for farming and distance from the main settlement provided cheap land for the development of additional small lots providing housing for laborers and tradesmen serving the more prosperous East Hampton community and Gardiner's Island. To accommodate this growing need for laborer housing, development began to accelerate in the 1800s and Springs soon had a store, post office, school and some 60 houses. Springs no longer has a post office, and there has not been great expansion in the area of community and commercial uses developed in this earlier era.

The discovery and development of East Hampton as a resort community commencing in the late 1800s did not proliferate in Springs due to the lack of easy access to the rail road and lack of ocean amenities. But six large summer homes with sweeping bay views were built on Louse Point and in Barnes Landing during this time period. Smaller lots continued to be developed with smaller homes as year-round employment for shopkeepers, tradesmen and laborers expanded to serve the resort economy.

Most of the land in Springs was divided into small suburban and urban lot sizes in the early 20th century. Despite this early, somewhat haphazard development, Springs gained recognition as a scenic, rural and quiet community with a rich array of natural and cultural resources. In the 1940s, these qualities along with the availability of inexpensive farmhouses and barns suitable for studio space, attracted artists to Springs. Some of America's greatest artists settled in Springs, including Jackson Pollack, Willem deKooning, John Little, Constantino Nivola, Arshile Gorky and others. An artists colony still thrives here today.

The scenic beauty of the hamlet has also been recognized by the state of New York: Three Mile Harbor and Accabonac Harbor are designated Scenic Areas of Statewide Significance. Fireplace and Barnes Hole are designated Scenic Areas of Local Significance.

The Springs Historic District serves as the social and cultural heart of the hamlet, including religious and community buildings, Springs School and the general store. Commercial development is limited largely to local services in small nodes distributed around the hamlet.

Demographics and Population

Springs is the most populous and densest hamlet in the town of East Hampton. The total population of the hamlet is 6,592, and the hamlet has experienced the largest increase in population in town in recent years, increasing by 1,642 or 33% between 2000 and 2010. The population per square mile in Springs is approximately two to six times higher than any other hamlet in town.

The hamlet is also among the youngest of the hamlets. Springs has the lowest median age (38.5) and the second highest total number of families with children (726). The school-age population includes 733 students pre-K through 8th grade and 291 high school students attending East Hampton High School. Springs bears a heavy tax burden in its school district, having the second highest number of households (2,318) and families (1500).

Springs Census-designated Place (CDP) is one of the most racially and ethnically diverse areas of East Hampton. As of the 2010 Census, 83.3% of Springs CDP residents identify as White, 1.7% as Black or African American, 0.7% as American Indian or Alaska native, 1.5% as Asian, 0.0% as Native Hawaiian or Other Pacific Islander, and 11.3% as Some Other Race. 1.5% identify as Two or More Races. In terms of ethnicity, 36.6% of the population in Springs CDP identify as Hispanic or Latino (of any race). This is the second highest percentage of ethnically Hispanic or Latino people in any census-designated place in town, second only to East Hampton North CDP.

Natural Resources and Environment

The natural resources and geography of Springs provided the foundation for its early development and shape many of the characteristics of the community today. Springs is the only hamlet without ocean frontage and it lacks abundant fertile soils to sustain large farms. However, Springs contains meadows, harbors and bays valuable for salt hay, fishing, boat landings and access to Gardiner's Island. The hamlet also contains environmentally sensitive areas such as wetlands, critical marine organism and bird habitat areas. Today these resources provide a rich scenic character, abundant recreational opportunities and a high quality of life.

Surface Waters:

Two major water bodies, Three Mile Harbor and Accabonac Harbor, form the eastern and western boundaries of the hamlet. Accabonac Harbor is an environmentally rich and relatively unspoiled coastal estuary surrounded by wetlands, farmland, the historic settlement of Springs and scattered development. Three Mile Harbor is a more intensively developed saltwater pond surrounded by rolling hills of the moraine. A smaller salt pond, Hog Creek, cuts into the northern bluffs.

Groundwater:

In addition to being bounded on two sides by surface waters, Springs also contains important groundwater resources. On the eastern end of long island, fresh groundwater "floats" on top of saltwater groundwater, forming a lens with a maximum thickness landward of about 600 feet which decreases in thickness toward the coastline[1]. Mapped groundwater recharge areas exist at Barnes Hole between Neck Path and Red Dirt Road north and west of Abrahams Path and Accabonac Road.[2]

Environmentally Sensitive Areas:

Environmentally sensitive areas in Springs include estuaries, wetlands and ponds. Accobonac Harbor is one of East Hampton's most ecologically diverse and sensitive estuaries. A wide variety of marine organisms, shorebirds and waterfowl are found here. Extensive coastal wetlands characterize the edge of Accabonac Harbor, including a large area of mapped wetlands south of Accobonac Harbor from Shipyard Lane to Louse Point Road. Merrill Lake, Edwards Island, and Kaplan Meadows Sanctuaries provide conservation protection for large areas of Accobonac's coastal marsh complex.

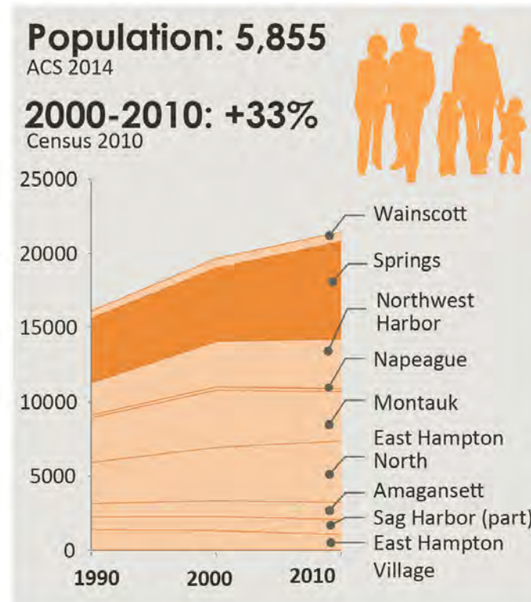
Other important wetland areas include the Three Mile Harbor wetlands systems at Sammy's Beach, Maidstone Park, and at the south end of harbor. Smaller wetland areas also exist, such as those to the south of Pussy's Pond between the pond and Sand Lot Road. These wetlands and sensitive estuarine ecosystems require ongoing conservation efforts and environmental controls.

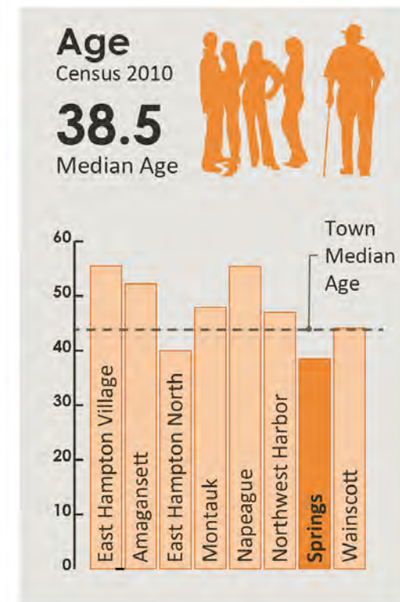
Springs' many estuarine environments are an important aspect of the hamlet's rural identity.

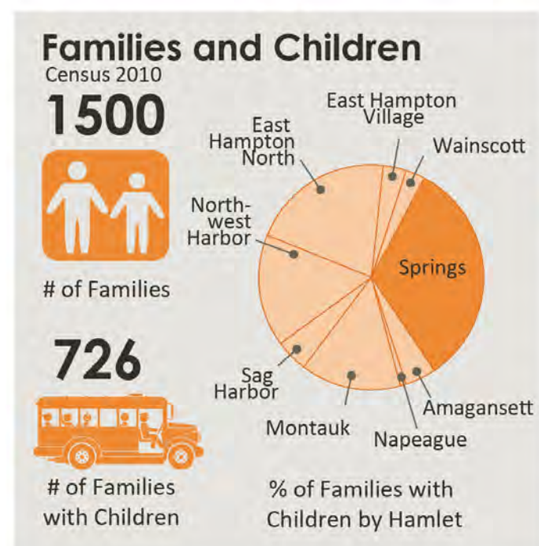
1 *East Hampton Town Water Resources Management Plan Final Draft*

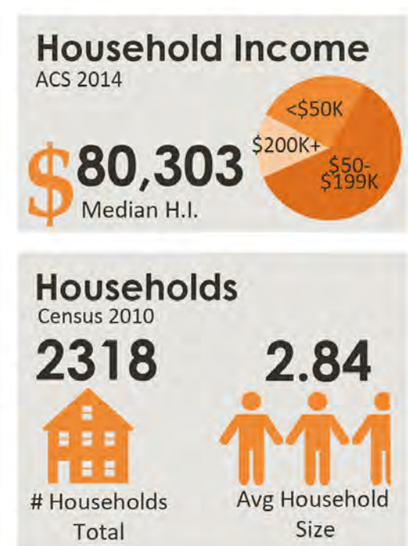
2 *Town of East Hampton Comprehensive Plan 2015*

Population & Demographics | Springs









Three Mile Harbor
Three Mile Harbor Mobile Home Park
Springs Fireplace Road
Springs Cemetery
Springs Presbyterian Church
Springs Community Presbyterian Church Cemetery
Oyster River Cemetery
Merrill Lake Sanctuary
Wood Tick Beach
Edwards Cemetery
Kaughn Meadows Sanctuary
Fireplace Lodge Girls Camp
Blue Bay Girl Scout Camp
Montauk Park
Hook Creek
Gerard Park
Gerard Drive
Dixie Way
Sunburst Lane
Wolf Way
Maritime Way
Road H
Road C
Dorset Road
Rutland Road
Kent Place
Kings Point Road
Apple Lane
Orchard Lane
Hillside Lane
Ashley Lane
Ashley Road
Three Mile Harbor-Hog Neck Road
Bay View Road
Bluff Road
Cedar Point Road
Cedar Point Lane
Cedar Point Park
Cedar Point Beach
Cedar Point Cemetery
Cedar Point Preserve
Cedar Point County Park
Cedar Point Park
Cedar Point County Park
Cedar Point Preserve
Cedar Point Beach
Cedar Point Cemetery
Cedar Point County Park
Cedar Point

Agriculture and Fisheries:

Springs lacks abundant fertile soils to sustain large farms. Despite these limitations, small pastures and wet meadows are located around Accabonac Harbor. The working waterfront of Three Mile Harbor is the home of small scale commercial fishing, guiding and recreational fishing. Shell fishing and recreational fishing also take place in Accabonac Harbor.

Environmental Challenges

Today, Springs faces a number of important environmental challenges, including habitat and open space loss, water pollution, light pollution, and the impacts of climate change.

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. Currently, algae blooms affect the southern section of Three Mile Harbor[3]. Periodic shellfish closures are common in Accabonac Harbor. Nitrogen from septic systems leaching into groundwater and making its way to surrounding water bodies is regarded as a major cause of these impacts.[4]

Habitat and Open Space Loss:

While many of the hamlet's sensitive areas are currently managed by the town or private not-for-profit conservation organizations such as the Nature Conservancy, further development along the shoreline of sensitive estuaries and wetlands is an on-going challenge. Land uses that increase impervious area inland also potentially degrade riparian and estuarine habitats downstream.

Deer Management:

Increasing populations of white-tailed deer in East Hampton has reached an emergency level in East Hampton according to the East Hampton Deer Management Working Group[5]. 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 Springs' industrial areas and neighborhoods create glare. Street lights, particularly older ones, also contribute to this light pollution. This light pollution contributes to a gradual decline in the darkness of the night sky.

Coastal Flooding, Climate Change and Resilience:

Low-lying areas of Springs 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 Accabonac Harbor and the shores of Three Mile Harbor and Hog Creek.

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

According to the New York State ClimAID 2014 report, Eastern Long Island can expect between 8" and 30" of sea level rise by 2050 and between 15" and 72" of sea level rise by 2100. This means that by 2050, for example, high tide will be between 8" and 30" above the current high tide.[6]

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

Residents highly value Springs' quiet residential neighborhoods in close proximity to its rich shoreline environments. However, nitrogen from residential septic systems harms water quality in these sensitive environments.

Zoning

Most of Springs is zoned residential, either A, A2, A3, A5, A10, or B. A small area near southern Three Mile Harbor is zoned Multifamily.

After residential, the next most common zone is Parks and Conservation.

The Springs Historic District includes the area around Ashawagh Hall, the Springs General Store, and the Pollock-Krasner House.

Springs has no commercial center, but there are a few small areas of commercial zoning. The east and west ends of Fort Pond Blvd are zoned Neighborhood Business, along with the parcel containing the Springs General Store on Old Stone Highway and the parcel containing Damark's Market Deli on Three Mile Harbor Rd. Several parcels along the Three Mile Harbor waterfront are zoned Waterfront. There is no Central Business zone in Springs. Neighborhood Business allows most of the same uses as Central Business, but with different dimensional requirements promoting lower density.

The waterfronts of Three Mile Harbor, Hog Creek, and Accabonac Harbor are within Harbor Protection Overlay District overlay zoning, which aims to protect East Hampton's coastal waterbodies by controlling stormwater runoff, requiring septic system upgrades, protecting vegetation, and controlling the installation and size of fuel storage tanks.

Water Recharge Overlay District covers a large area of land between Accabonac Rd and Neck Path. Most of this land is undeveloped and also protected under Parks and Conservation zoning. Water Recharge Overlay District is an overlay zone intended to protect East Hampton's drinking water aquifer.

In addition to regulations adopted as part of local zoning, East Hampton participates in the states Coastal Management Program (CMP), a voluntary program where towns

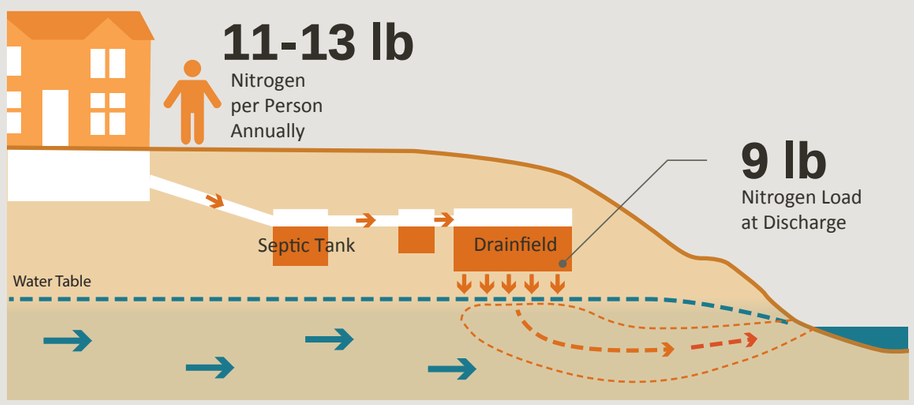
3 *Lombardo Associates: East Hampton Town Wide Wastewater Management Plan*

4 *NY DEC Sanitary Condition of Shellfish Lands*

5 Deer Management Plan 2013

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 Modeling Tools.

Typical Nitrogen Loading to Septic Systems



From US EPA via Lombardo Associates 2014

partner with state agencies to prepare a Local Waterfront Revitalization Plan (LWRP). The recommendations of the LWRP promote water-based businesses, commercial and recreational fishing, wetland protection, water quality improvements and wildlife habitat protection. By law, state and federal agencies are required to act only in ways consistent with the approved LWRP.

Land Use

As the only hamlet with no frontage on Montauk Highway or the Atlantic Ocean, Springs lacks two of the main assets contributing to the prosperity of the Town's other commercial centers. The hamlet lacks a significant commercial district or recognizable center and largely consists of medium density residential land uses. As reported by participants in the charrette, however, many residents appreciate Springs quiet character and don't want it to change.

Open Space and Recreation:

Not including Gardiner's Island, Springs has the second lowest amount of open space (8.3%) in the town of East Hampton. This includes extensive, largely privately owned open space surrounding Accabonac Harbor consisting of small meadows, salt marshes, woodlands and dune fields. Sammy's Beach and Maidstone Park straddle the entrance to Three Mile Harbor. Extensive woodlands on hilly terrain in Barnes Hole north of Red Dirt Road and east of Accabonac Road cover an important groundwater recharge area. Smaller open space areas are located at the entrance to Hog Creek and scattered throughout the hamlet.

Springs includes a mix of active recreation sites under public, private and non-profit ownership. Public active recreation sites include an actively used dog park, and hiking trails at Maidstone Park and in the town-owned land just south of Three Mile Harbor. The 170.8 acre Nassau County Girl Scout Camp located along Gardiner's Bay is a regional recreation destination for children. Three Mile Harbor and Accobonac Harbor provide recreational boating opportunities. Small bayside beaches like Sammy's Beach provide seasonal swimming, sunbathing and fishing opportunities.

Residential Uses:

A total of 4,340 housing units, primarily single-family detached, exist in Springs.[7] Housing units increased by 12% from 2000 to 2010. The number of housing units per square mile in Springs is 1.6 to 2 times higher than other hamlets. In addition to having the highest density of residential development in East Hampton, residential land use occupies almost three quarters of the land area, the highest of all the hamlets. Lower density land uses are concentrated in the vicinity of Accabonac Harbor.

The town of East Hampton, like many ocean resort communities, has a large number of seasonally occupied homes. However, Springs contains the second lowest number of second homes in town. More than half of the housing in Springs (53.4%) is occupied year round, with 45.6% seasonally occupied. 76.8% of homes in hamlet are renter occupied while 23.2% of these homes are owner -occupied.

Finding affordable housing is a significant challenge in Springs as it is through the town of East Hampton. The average home price in East Hampton Town has risen dramatically since 1999 (215%) relative to the increase in median family income (43%).

Institutional:

Springs has the largest acreage in institutional land uses, with 217.64 acres. Comprised of a school, Community House, Fire House, church, museum and camp. The largest block of institutional land is part of the 170.8 acre Nassau County Girl Scout Camp located along Gardiner's Bay.

Commercial and Industrial Land Uses:

Springs has the lowest acreage and percentage of land area in commercial use. Small commercial nodes exist at Three Mile Harbor, Springs Fireplace Road Sand Pit (in the Hamlet of East Hampton) and the historic center. Institutional land uses are concentrated in the historic center and in the vicinity of Maidstone Park.

Seasonal marinas, restaurants and boat shops along the east side of Three Mile Harbor occupy approximately 50 of the 66 acres of commercial land in Springs. The marina and dock areas are zoned "Waterfront." Three Mile Harbor and its marina uses, Hog Creek, and Accobanoc harbor are within the East Hampton Local Waterfront Revitalization Program (LWRP) coastal boundary. LWRP projects and plan recommendations promote water based businesses, commercial and recreational fishing, wetland protection, water quality improvements and wildlife habitat protection.

One unique characteristic of Springs is the large number of unpermitted home occupancy businesses. This trend has had a noticeable impact on traffic and noise in the residential neighborhoods of Springs, as the area has seen an increasing number of large commercial vehicles parked in driveways, running loud engines all night or early in the morning, and making daily trips to and from Montauk Highway. Springs' reputation as the "least unaffordable" hamlet, may explain why many of the town's tradespeople and laborers operate out of this hamlet, often in group housing arrangements that violate occupancy regulations. Of East Hampton's hamlets, Springs has the distinctly highest rate of ordinance enforcement cases of housing violations, including overcrowding of dwelling units and excessive vehicles on properties.[8] Altogether, this trend highlights East Hampton's acute need for affordable housing; as well as space for contractors' vehicles, equipment, and businesses.

Business Uses and Economic Characteristics

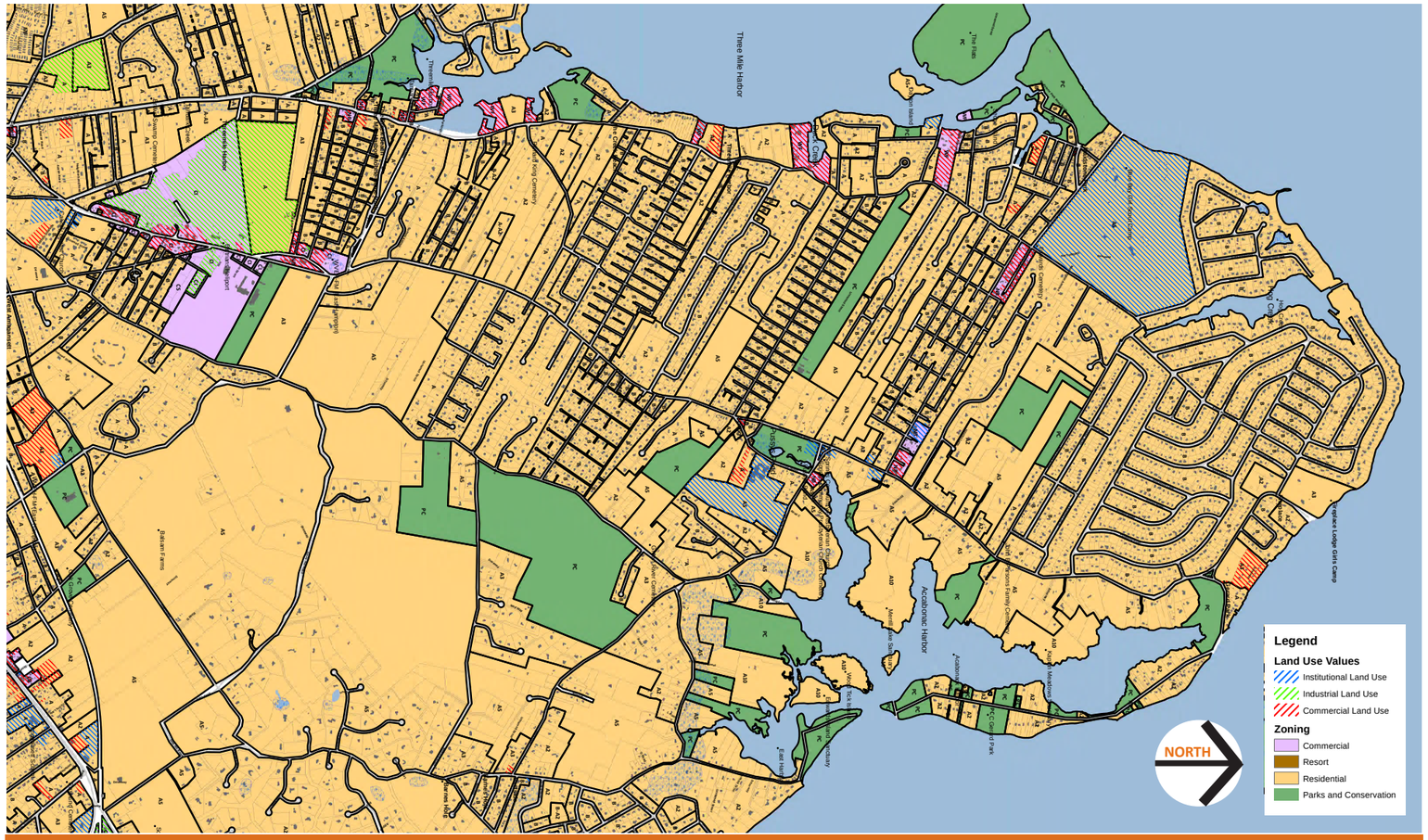
A number of different types of businesses exist in Springs, from private landscaping and construction contractors, to auto mechanics, to restaurants and lodging. RKG Associates has inventoried these businesses as well as analyzed current economic conditions and trends in the hamlet and region. See RKG's Hamlet Business Plan for an in-depth look at their findings.

Springs is impacted by its limited local market for goods and services and its distance from Montauk Highway, Village and business centers. However, the Arts Economy is a notable feature of the hamlet.[9]

7 2010 US Census

8 2014 Community Housing Opportunity Fund Implementation Plan

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



Springs 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.

Springs Hamlet Zoning Overview

Residential Districts:

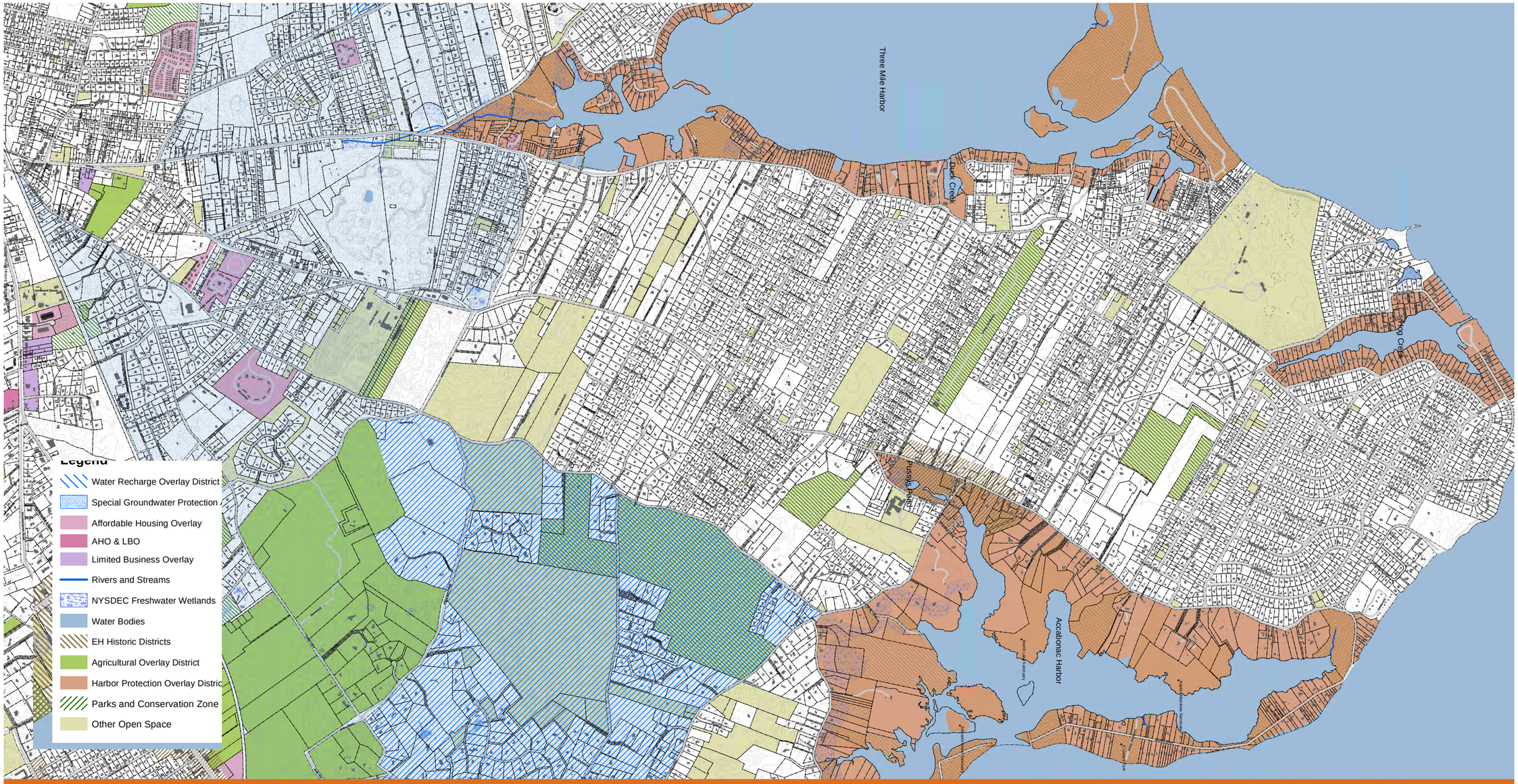
- Residence District A10 (A10)
- Residence District A5 (A5)
- Residence District A3 (A3)
- Residence District A2 (A2)
- Residence District A (A)
- Residence District B (B)

Commercial Districts

- Neighborhood Business (NB)
- Waterfront (WF)

Overlay Districts, Other:

- Affordable Housing Overlay (AHO)
- Water Recharge Overlay District
- Harbor Protection Overlay District
- Special Groundwater Protection Area
- Parks and Conservation Zone



Springs

Overlay Zones

NB: Neighborhood Business Key Zoning 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

The town of 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. However, East Hampton poses problems and challenges for artists who live and work in a community where skyrocketing real estate prices make it difficult to find affordable studio, performance and living space. Artists' homes in the Springs historic center include Thomas Moran, Jackson Pollack and contemporary artist Cindy Sherman. As a result Springs has become a focus for the Arts Economy of the town.

Other businesses in the hamlet include accommodations, such as Sunset Cove and East Hampton Point; automotive businesses including Hampton Auto Collision, Kalbacher's, and Springs Auto; various storage, service commercial, and offices; numerous contractors including many businesses which operate unofficially out of residences; easting establishments like Springs Pizza, Wolfie's Tavern, Michael's, Bay Kitchen & Bar, Harbor Bistro, East Hampton Point, and Harbor Grill; a number of retail businesses such as Springs General Store, Barnes Deli, Old Stone Market, Maidstone Market and Deli, Damark's, Springs Wines & Liquors, and Epic Strength; recreation businesses which include many marinas; and semi-public community facilities like the Pollock-Krasner House, Fireplace Art Project, and Ashawagh Hall.

Build Out

According to a 2011 residential buildout performed by the Planning Department[10], the town as a whole could see a 13% increase in the total number of housing units. A buildout calculates the maximum amount of future homes or other development that could be built under-current zoning. In the Springs school district, the residential buildout is estimated to be 631 additional housing units[11]. Springs contains the largest number of vacant single family and separate lots one half acre or less in size of any East Hampton Hamlet.

Springs' limited commercial zones are generally built out, but could probably be redeveloped at somewhat higher density. The town's parking requirements, which stipulate a minimum of one space for every 180 square feet of retail floor area, often limits the extent of development - essentially the available space for parking runs out before the amount of building floor area reaches its maximum.

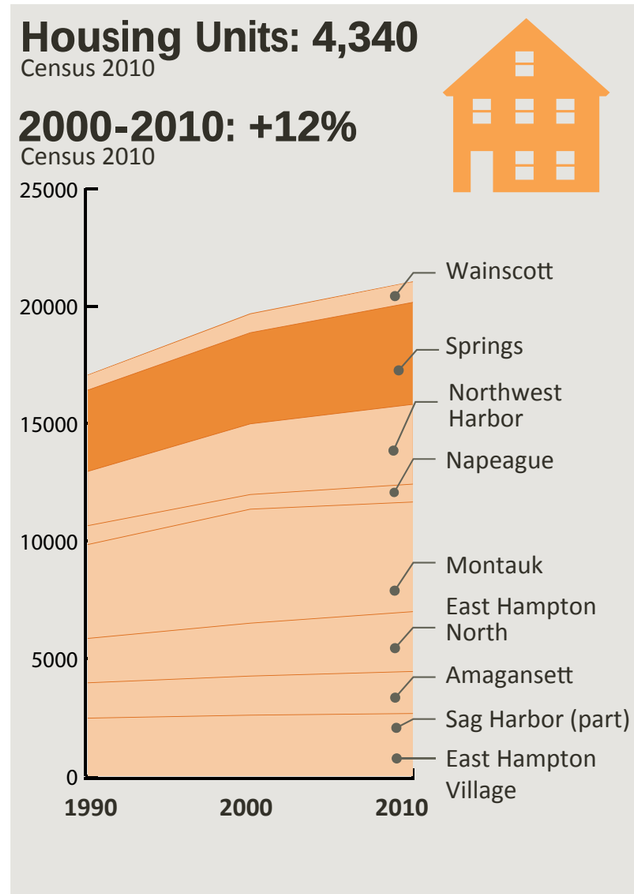
For example, a 10,000 square foot lot could hold a two story building with a 4,000 s.f. footprint. That 8,000 s.f. area would require 44 parking spaces, covering at least 12,000 square feet. However zoning restricts total lot coverage to 7,000 square feet. So without a larger lot, the building would be limited to less than 3,000 square feet in total floor area.

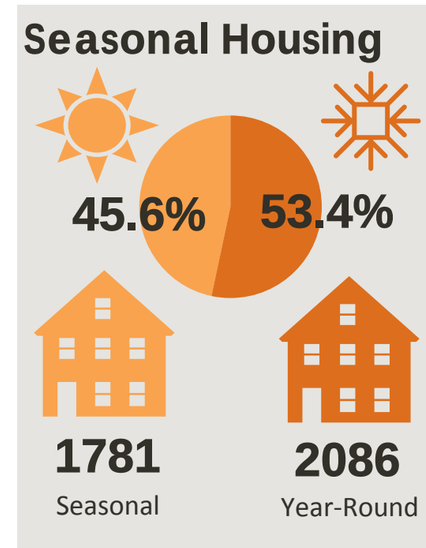
Just south of the boundary of Springs, there is considerable potential for industrial and commercial expansion at the sand pit. There is also the possibility for mixed-use redevelopment here.

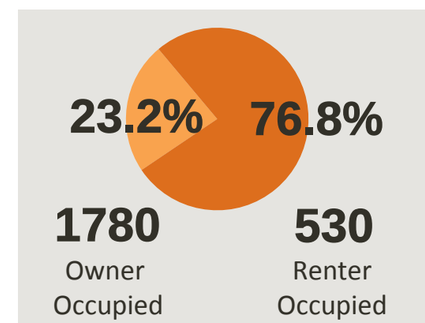
10 2014 Community Housing Opportunity Fund Implementation Plan

11 2014 Community Housing Report

Housing | Springs







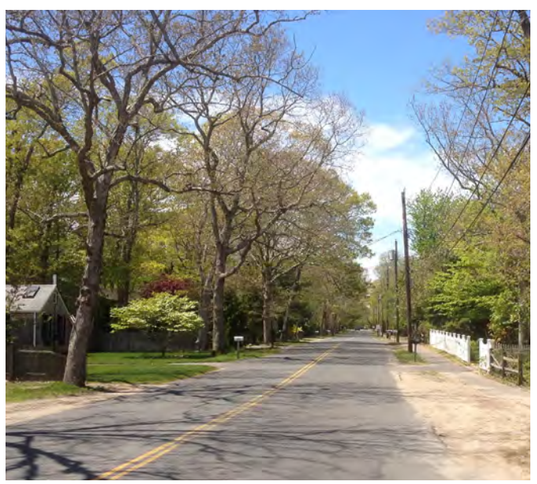
Transportation [12]

Roadways:

Springs Hamlet is served by two principal roadways emanating within the Village of East Hampton to the south. These are Three Mile Harbor and Springs-Fireplace Roads. Three Mile Harbor Road is maintained by the Suffolk County Department of Public Works (SCDPW) as County Road (CR) 40 from the northern limit of the Village of East Hampton (Cedar Street) to the vicinity of Copeces Lane. Springs-Fireplace Road between CR 40 and Woodbine Drive is maintained by SCDPW as CR 41. Old Stone Highway is a Town road which provides access to Springs from Amagansett. Accabonac Road and Abraham's Path are other Town roads which provide access to Springs from the south. All roads are two-lane roads.

Approximate average daily traffic volumes on these roadways are as follows:

[12] Transportation Element, East Hampton Comprehensive Plan 2005, Based on L.K. McLean Associates 1997 Report



Springs is the only hamlet not along Montauk Highway. The main roadways in Springs only serve the hamlet.

Three Mile Harbor Road:

- 10,300 (near Morris Lane, between CR 41 and Copeces Lane)
- 3,000 (near Washington Street)

Springs-Fireplace Road:

- 9,200 (between Abrahams Path and Woodbine Drive)

Old Stone Highway:

- 6,000 (near Barnes Hole Road)

Heavy traffic, particularly during the summer months, is a significant concern for Springs hamlet, like other areas of Town. Though traffic remains a top concern among residents, there is also perceived public mandate in town to avoid certain traffic infrastructural changes in order to preserve rural character. These include:

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

The posted Speed Limit on the County portion of Three Mile Harbor Road is 40 MPH; on the Town portion (north of Copeces Lane, which lacks the wide shoulders of the County Road), the speed limit is 35 MPH. The Town portion of Springs-Fireplace Road has a posted Speed Limit of 30 MPH, which extends onto the northern portion of the County Road until the vicinity of Higbee Place. South of that point, the Speed Limit is 40 MPH. The County road is characterized by concrete travel lanes and asphalt shoulders; the Town portion is asphalt and has minimal shoulders.

The Springs General Store is one of a handful of retail businesses in Springs, within the Neighborhood Businesses zone.

A significant amount of commercial traffic utilizes Springs-Fireplace Road northbound from the Village of East Hampton to the large industrial uses, including the "sand pit" and Town Solid Waste and Highway facilities, located on both sides of the roadway. These facilities are located just south of the southern Springs hamlet boundary.

Pedestrians:

With few exceptions, there is a lack of sidewalks along the main roadways serving Springs. Any pedestrians generally walk on the grass area adjacent to the roadway pavement, or on the outside of the shoulder. Despite that, there was no strong support expressed by residents attending the charrette to have sidewalks constructed along most of those roadways.

Bicyclists:

There are no bicycle amenities such as on-road bike lanes or off-road bike paths in the area. There is a designated NY State Bike Route along Montauk Highway; North Main Street/Three Mile Harbor Road/Springy Banks Road and Springs-Fireplace Road (to Hog Creek Road) have been designated as unmarked bike connecting routes to the State route. Despite that, there was a lack of support expressed by residents to have bike lanes constructed along main roads, such as the County portion of Springs-Fireplace Road.

Transit:

Springs is served by Suffolk County Transit's Route 10B, a one-way loop route through Springs which extends as far west to Bridgehampton, with a connection to Route S92 at the East Hampton LIRR Station. Service is from Monday to Saturday at approximately 90 minute intervals. Route S92 is a major County route which connects East Hampton with Orient Point by way of Riverhead. (see map on the following page).

Springs is served by Suffolk County Transit's Route 10B, which connects to other routes at the East Hampton Village Train Station.

Springs is also served by the recently launched South Fork Commuter Connection, a coordinated rail and bus system providing workers with a public transportation option during peak commuting hours. The program combines a series of new morning eastbound and afternoon westbound LIRR commuter trains with Town sponsored shuttle buses. The shuttle buses meet the trains and transports commuters to locations along a fixed route, designed to provide "last mile" transportation to workplaces and commercial centers. In the afternoon, the buses travel the route in reverse to shuttle workers back to the train stations. At the East Hampton Train Station, shuttle buses travel to various locations within the Village of East Hampton and Springs including: Springs School, Bistrian Gravel Corp., and the East Hampton Fire Department on North Main Street and Cedar Street. The program is scheduled to operate Monday through Friday year round except for legal holidays and Fridays during the summer.

Three Mile Harbor is one of Springs' great ecological, recreational, and scenic resources. East Hampton's 2015 Town Wide Wastewater Management Plan recommends a neighborhood waste water system for southern Three Mile Harbor.

Instead of a commercial center, Springs has a few limited areas of Neighborhood Businesses zoning. Small neighborhood-oriented businesses like Springs Pizza and Springs Wines & Liquors at the east end of Fort Pond Blvd are among the few retail businesses in Springs.

Parking:

Parking at commercial businesses generally occurs in off-street parking areas. Some businesses have "head-in" parking lots, requiring motorists to back out onto adjacent streets when leaving the lots. To optimize safety all maneuvers into and from off-street parking spaces would ideally be separated from the adjacent roadway; in most cases, lack of sufficient property area precludes this from happening.

Infrastructure and public facilities

Springs is the only hamlet without public water, public well fields or industrial uses. Water supply in the hamlet is exclusively from individual site wells. Wastewater is managed through individual septic systems.

The vast majority of these individual septic systems in Springs provide only secondary treatment of effluent: nitrogen and phosphorous are not removed and therefore enter the groundwater.[13] 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. Some specific problem areas include: downgradient of landfill and south side of Harbor View Avenue, Gardiner's Avenue, and Fort Pond Boulevard. Other drinking water and surface water pollution issues include contamination from boat and marina discharge.

The town of East Hampton's 2015 Town Wide Wastewater Management plan recommends a neighborhood waste water system for Three Mile Harbor, especially the southern Three Mile Harbor Area. The report also recommends upgrades to septic systems in specific problem areas to achieve Advanced Tertiary Treatment. Nitrex Permeable Reactive Barriers are recommended for spe-

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

cific problem areas, including Three Mile Harbor Road and Springy Banks Road. Alternative treatments, such as Oyster/shellfish aquaculture, have also been proposed in Springs as a nitrogen removal tool.

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.

Springs School offers pre-K through 8th grade to residents of the hamlet. High school students attend East Hampton High School.

Charrette Process

Overview

A key element of the Springs Hamlet Study public participation process was the use of an intensive, two-day charrette. The purpose of the charrette was to facilitate a discussion of issues and concerns in each hamlet, to provide an opportunity for shared fact-finding and analysis, and to generate and present physical planning ideas specific to the hamlet. The two day charrette consisted of workshops, focus groups and tours that were open and advertised to the general public, including businesses, stakeholder groups, year round residents, second home owners and traditionally under-represented groups. These events provided the opportunity for local citizens to work together with town staff and the consulting team to develop creative and detailed recommendations for each hamlet. Discussions and questions during the charrette process conveyed community interest in improved pedestrian and bicycle connectivity and continued protection of the hamlet's sensitive environment through improved wastewater management. Participants also voiced their concerns about development resulting in increased traffic and perceived loss of open space and community character.

During the site tour, charrette participants pointed out the lack of safe sidewalks along many of the Hamlet's major roads.

At the public listening workshop, charrette participants shared their views on what works well and what needs improvement in Springs.

Charrette Process

The Springs Charrette took place Wednesday and Thursday, May 18th -19th, with most events held at Ashawagh Hall on Springs Fireplace Road in Springs. Public events included a site tour, a listening workshop and a final public forum.

Site Tour:

The public site tour, which began at 2:30 PM on Wednesday, was intended as an opportunity for the public to introduce the consultant team to their neighborhood, including key sites, opportunities and threats. A group of citizens attended the walk, which began at Ashawagh Hall. Before the walk, the consulting team briefly introduced the project and asked for ideas about locations and issues that could be addressed on the walk.

After an approximately half-hour general discussion, the group decided to begin with a walk north on Springs Fireplace Road past the Pollock-Krasner House to the small Neighborhood Business area on Fort Pond Boulevard. The discussion during this walk focused on the need for safe sidewalks and pedestrian/bike trail networks in the area. Other concerns discussed included residential overcrowding and contractor parking in the residential areas of Springs. Next, the group returned to Ashawagh Hall and drove over to the vicinity of the Three Mile Harbor Boat Yard. An idea was presented for a possible Maritime Walking District in this area as well as improved bike and pedestrian connections along the Three Mile Harbor Road corridor. The group walked along Boat Yard Road to Gardiners Cove Road discussing planning opportunities for this area. Finally, the group visited the One Stop shopping center area on 293 Springs Fireplace. The conversation here focused on the potential of adding second story residential units in this area, which is allowed under current zoning.

Other sites discussed but not visited included the Sand Pit (in the East Hampton School District), the Springs Dog Park, Maidstone Park and the area along Girard Drive. Lack of parking and adequate policing of existing parking spaces at Maidstone park was brought up as a concern. Other on-site specific issues from this discussion included public concern about the Springs Tax rate relative to other hamlets and the possibility of consolidating or redrawing school district boundary lines.

Public Listening Workshop:

The next public charrette event took place the same evening, Wednesday May 18th at 6:30 in Ashawagh Hall. The purpose of this event was for the public to share ideas and opinions about what is working well and what needs to be fixed in order to make Springs a better place to live and work.

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

After this introductory presentation, attendees were divided into smaller groups at tables. Each group used maps, markers, and sticky notes to record the results of a focused discussion of Springs through the framework of strengths, weaknesses, opportunities and threats. Discussion at each table was guided by a facilitator from the consultant team.

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

Small groups gathered around maps of the hamlet to discuss problems and opportunities for the future of Springs.

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 consultants and the other groups. This discussion was followed by a few more general comments and questions from the audience and brief concluding remarks from consultants.

Public Forum:

The next day, Thursday, May 19th, the consulting team worked on concepts during the day. The team met with participants to discuss the Public Listening Workshop and agree on a set of design ideas to develop for a Public Forum to be held that evening at 6:30 p.m. Based on the feedback from the Listening Workshop, the team decided to develop a range of proposal alternatives for public comment—ranging from large scale connectivity and infrastructure concepts to site-specific limited redevelopment ideas. The consulting team sketched plans and diagrams of these options in the afternoon and organized this material for the evening presentation.

The Public Forum that evening began with a brief introduction by the consulting team. Next, the consulting team presented the ideas, plans and drawings generated that afternoon and responded to questions and comments from the public. Questions and comments were numerous and led to an animated and critical discussion that lasted several hours. The public forum ended with brief concluding remarks from the consulting team.

Charrette Results

Key Problems and Opportunities:

Some prominent themes from the Public Listening Workshop and Site Tour included pedestrian and bike safety, limiting commercial development and preserving open space, improving traffic and limiting contractor vehicles in residential areas, improving wastewater and watershed management, and providing more educational and cultural opportunities for residents and visitors. In the following text, numbers in parentheses correspond to callouts on the Springs Issues and Opportunities Diagram.

Pedestrian and Bike Safety:

One of the major themes of both the Site and Tour and Public Listening Workshop was the need for improved pedestrian walkability and bike safety along major routes and within neighborhoods. Springs Fireplace Road (6) and Three Mile Harbor Road (11) were the primary focus areas of this discussion, with many anecdotal stories of injuries and deaths along Three Mile Harbor Road, in particular. Several people expressed skepticism that Three Mile Harbor could ever be made safe for bike travel, while others expressed a more optimistic desire for dedicated bike lanes, sidewalks, and other infrastructural changes.

Additionally, many comments were made regarding the need for off-road pedestrian trails. There is already a network of trails in the area, including the 45-mile long Paumanok Path, which runs from the Southampton Town line to Montauk Point, and the 4.5-mile Springs to Amagansett Trail. Good portions of these trails are on open space lands currently owned by the Town and Suffolk County, as well as the Peconic Land Trust, one of whose stated objectives is to conserve walking trails, providing recreational opportunities (5). Beyond recreation, many workers in Springs do not drive, and therefore must bike to work. There is, accordingly, a need for "shared use" bike and pedestrian paths.

Despite the consensus on the need for safer pedestrian and bike routes, charrette participants were divided over the acceptable methods for achieving this end. The focus of this disagreement was the desire to preserve the rural character of Springs. Some suggested that narrow, winding paths could be acceptable but that widening roads for bikes could damage the integrity of the rural landscape. Others felt that wider roads, wider ADA accessible sidewalks and parallel parking in some places would be acceptable changes to assure safety. A number of people mentioned the need for improved crosswalks and lowered speed limits to improve safety.

Commercial Development and Open Space:

In general, groups expressed a strong preference for limiting additional commercial development and preserving open space. In the Listening Workshop and Site Tour, opinions ranged from absolutely no new development to a cautious interest in very small-scale redevelopment of locations such as Fort Pond Boulevard (1) (13) in order to provide amenities such as a café or small markets within walking distance of residential areas.

Traffic and Parking:

In addition to pedestrian safety improvements such as lowered speed limits and crosswalks, comments from the Listening Workshop also included concerns about traffic and parking in Springs.

In terms of traffic, a number of comments concerned the number and size of vehicles parked in residential areas by contractors. These people were frustrated by the noise and traffic associated with these vehicles and felt that the town was not adequately enforcing its own policies about commercial/industrial uses in residentially-zoned areas. Other comments included the desire for lowered speed limits and reduced opportunities for left turning. Many comments were made about speeding motorists on Three Mile Harbor and Springs-Fireplace Roads. The offset intersections of Abraham's Path with Springs-Fireplace Road were also identified as problematic.

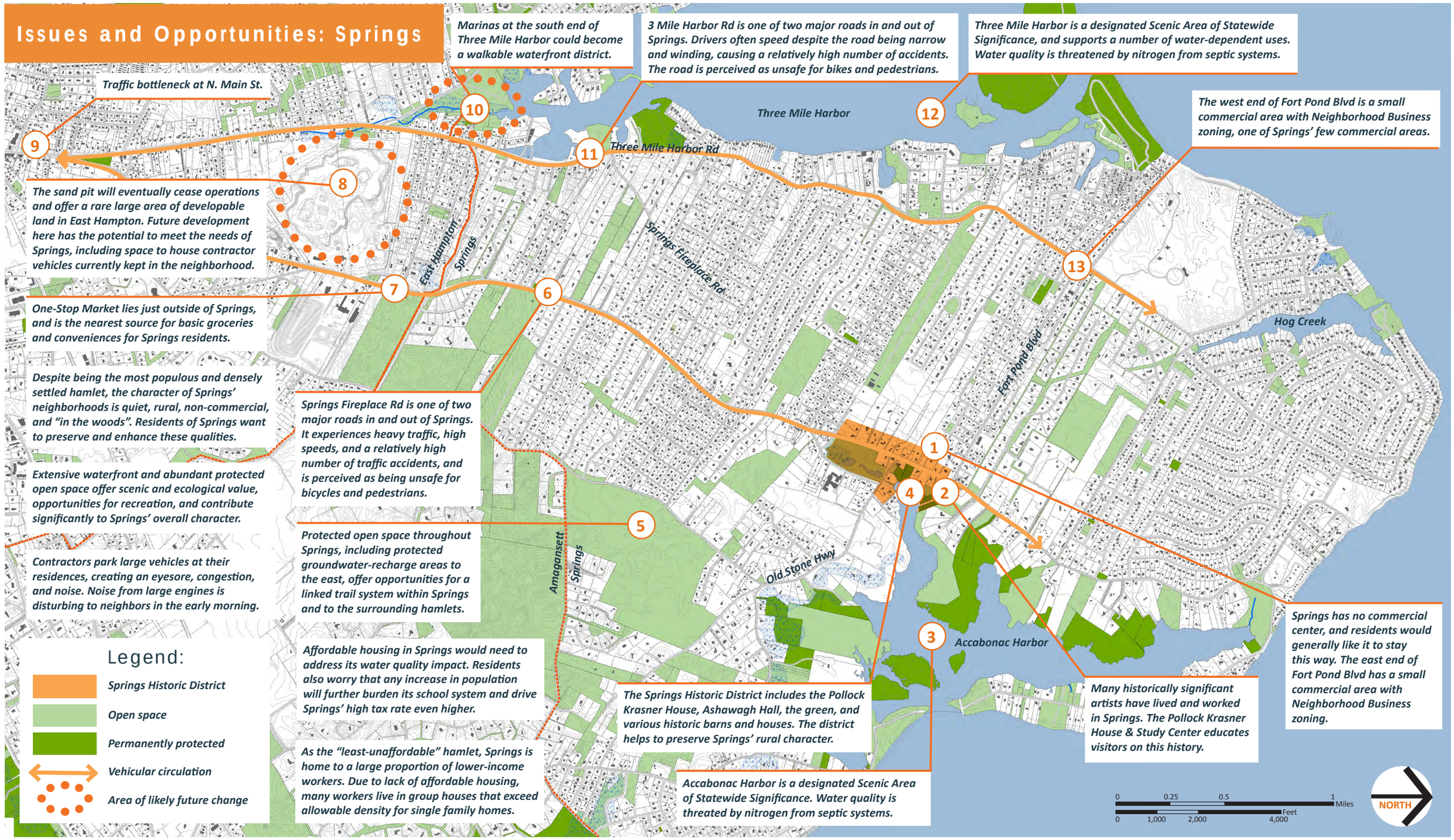
It was noted at the charrette that the Suffolk County Department of Public Works is advancing two projects, design of which was begun in 2016, which will improve the County-maintained portions of Three Mile Harbor (CR 40) and Springs-Fireplace (CR 41) Roads. These are essentially pavement and drainage rehabilitation projects, which will also address, in accordance with the County's Complete Streets legislation, the adequacy of pedestrian and bicycle amenities along the roadway corridors.

One general transit issue identified was the long time intervals between buses.

Preliminary Design Ideas:

The preliminary design ideas presented by the consulting team at the Public

Issues and Opportunities: Springs



Marinas at the south end of Three Mile Harbor could become a walkable waterfront district.

3 Mile Harbor Rd is one of two major roads in and out of Springs. Drivers often speed despite the road being narrow and winding, causing a relatively high number of accidents. The road is perceived as unsafe for bikes and pedestrians.

Three Mile Harbor is a designated Scenic Area of Statewide Significance, and supports a number of water-dependent uses. Water quality is threatened by nitrogen from septic systems.

Traffic bottleneck at N. Main St.

The west end of Fort Pond Blvd is a small commercial area with Neighborhood Business zoning, one of Springs' few commercial areas.

The sand pit will eventually cease operations and offer a rare large area of developable land in East Hampton. Future development here has the potential to meet the needs of Springs, including space to house contractor vehicles currently kept in the neighborhood.

One-Stop Market lies just outside of Springs, and is the nearest source for basic groceries and conveniences for Springs residents.

Despite being the most populous and densely settled hamlet, the character of Springs' neighborhoods is quiet, rural, non-commercial, and "in the woods". Residents of Springs want to preserve and enhance these qualities.

Springs Fireplace Rd is one of two major roads in and out of Springs. It experiences heavy traffic, high speeds, and a relatively high number of traffic accidents, and is perceived as being unsafe for bicycles and pedestrians.

Extensive waterfront and abundant protected open space offer scenic and ecological value, opportunities for recreation, and contribute significantly to Springs' overall character.

Protected open space throughout Springs, including protected groundwater-recharge areas to the east, offer opportunities for a linked trail system within Springs and to the surrounding hamlets.

Contractors park large vehicles at their residences, creating an eyesore, congestion, and noise. Noise from large engines is disturbing to neighbors in the early morning.

Affordable housing in Springs would need to address its water quality impact. Residents also worry that any increase in population will further burden its school system and drive Springs' high tax rate even higher.

The Springs Historic District includes the Pollock Krasner House, Ashawagh Hall, the green, and various historic barns and houses. The district helps to preserve Springs' rural character.

Springs has no commercial center, and residents would generally like it to stay this way. The east end of Fort Pond Blvd has a small commercial area with Neighborhood Business zoning.

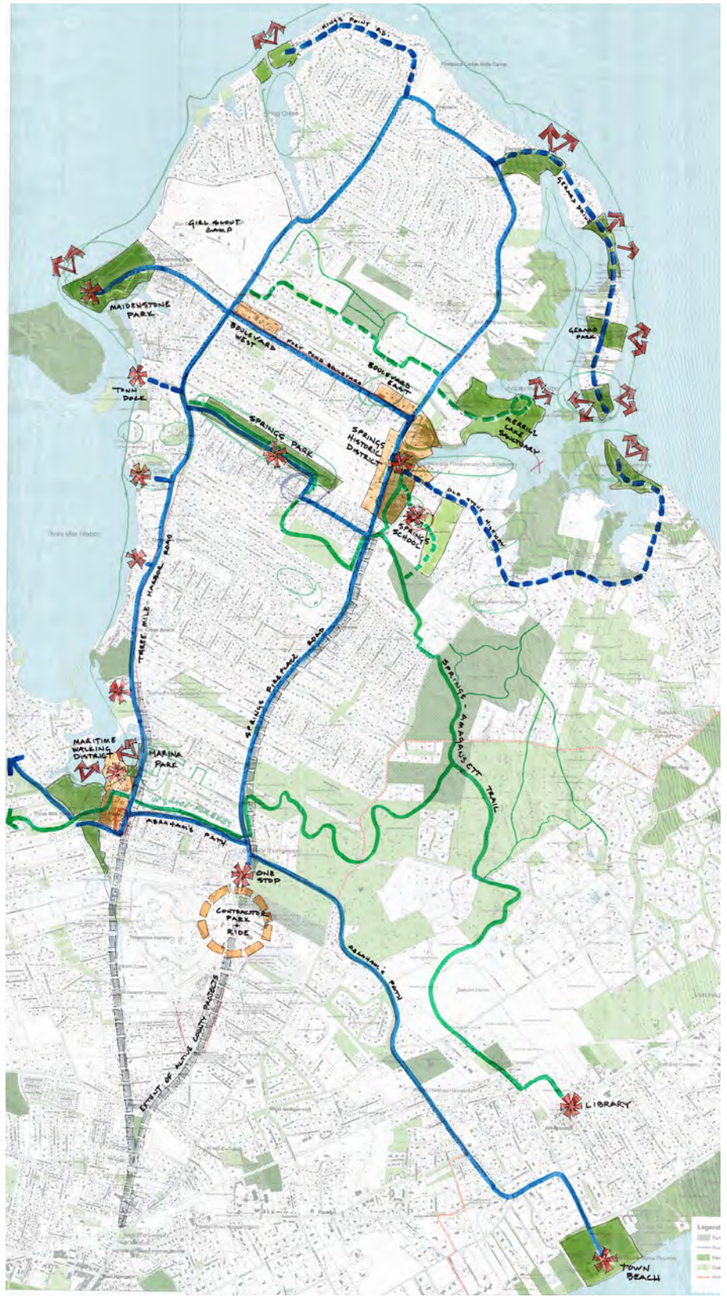
Many historically significant artists have lived and worked in Springs. The Pollock Krasner House & Study Center educates visitors on this history.

As the "least-unaffordable" hamlet, Springs is home to a large proportion of lower-income workers. Due to lack of affordable housing, many workers live in group houses that exceed allowable density for single family homes.

Accabonac Harbor is a designated Scenic Area of Statewide Significance. Water quality is threated by nitrogen from septic systems.

Legend:

- *Springs Historic District*
- *Open space*
- *Permanently protected*
- *Vehicular circulation*
- *Area of likely future change*



Above: Springs' major roads lack infrastructure for pedestrians and bicyclists. Left: Connectivity plan from Springs Charrette.

Forum included the following: a pedestrian and bike "connectivity masterplan"; "Complete Streets" alternatives for Three Mile Harbor Road and Springs Fireplace Road; a concept for limited, small-scale redevelopment of the Fort Pond Boulevard Neighborhood Business Area; a concept for new industrial spaces and contractor parking in the Sand Pit; and pedestrian improvements in the vicinity of Three Mile Harbor Boat Yard. These concepts were developed to respond to the key problems and opportunities described in the Public Listening Workshop and Site Tour. Reactions to these preliminary design ideas ranged between support for some and outspoken opposition to others.

Connectivity Masterplan:

The consultant team prepared an overall sketch master plan linking together key shopping, scenic, and recreation areas with safer bike and pedestrian infrastructure. These nodes of activity included proposed and existing amenities and other points of interest. Some of the key nodes included a proposed Maritime Walking District at Three Mile Harbor, a proposed "Contractor Park and Ride" by the East Hampton sand pit, the Springs Historic District, Town Beach, Springs Dog Park, Springs School, and Merrill Lake Sanctuary. Several of the proposed nodes within this connectivity masterplan were further developed through additional preliminary sketches.

Blue lines on the connectivity masterplan represent suggested bike route improvements. Some of these areas already have dedicated bike lanes or shared lanes. The intent is to link these existing amenities with additional bike lanes, shared lanes, or bike paths in order to create safe, continuous bike routes. Major bike routes proposed in the masterplan include a bike route on Abraham's Path from Town Beach to Three Mile Harbor, and a bike circuit linking Springs Fireplace Road and Three Mile Harbor Road. Other bike improvements include improved East to West bike connections on Fort Pond Boulevard from the Springs Historic District to Maidenstone Park, and a route connecting Gardiner Ave, Springs Park Dog Park, and Gann Road. Another route proposed in the masterplan is a scenic bike route along Gerard Drive and Old Stone Highway.

Green lines in the connectivity masterplan represent proposed walking and hiking routes. These routes include existing trails and sidewalks that could be improved and connected with new paths. As with the bike routes, these corridors are intended as general suggestions. Many options exist for specific pedestrian infrastructure that could be selected to respond to local site conditions and community preferences.

Public reaction to the connectivity masterplan was generally positive. Critical commentary generally highlighted broader concern about infrastructure projects detracting from rural character. Accordingly, participants expressed concern for construction that widened roads or otherwise impacted the rural landscape.

Complete Streets:

Building on the Connectivity Masterplan, the consultant team presented a set of slides intended to show the range of options available to transform existing road right-of-ways into multifunctional corridors safely accommodating bicycles, pedestrians, and vehicles — "Complete Streets." Typical street cross sections, including Three Mile Harbor Road and Springs Fireplace Road, were used to illustrate the amount of space available for improvements and what new functions could fit within the public right-of-ways. Images of road improvements like shared bike lane arrows, pedestrian crosswalks, dedicated bike lanes, and multi-use paths were also presented alongside the cross-sections.

While the broader goal of improving pedestrian and bike safety and connectivity was lauded, participants reacted negatively to photos depicting wide paved multi-use paths and sidewalk improvement projects from denser communities. The comments clearly indicated participants' concern that any infrastructure improvement projects be compatible with the rural character of the hamlet.

Fort Pond Boulevard Neighborhood Business Area:

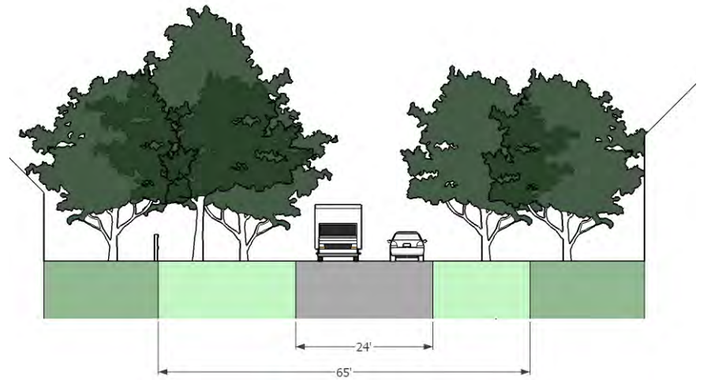
One node from the Connectivity Masterplan that was developed further by consultants and presented in the Public Forum was a concept for limited re-

When considering future redevelopment of the commercial area at Ft Pond Blvd and Springs Fireplace Rd, Charrette participants strongly emphasized the importance of preserving the small scale, rural neighborhood character of the hamlet.

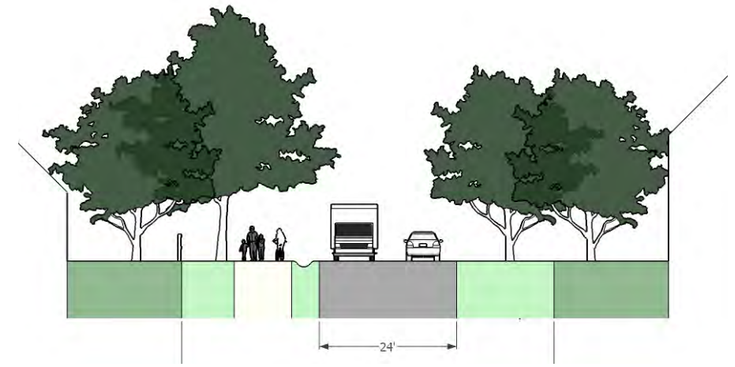
development of a small area on the west end of Fort Pond Boulevard, from Malone Street to Springs Fireplace Road.

The sketch plan of this area includes repurposed existing buildings in brown along with proposed buildings in orange. The concept is consistent with the current NB zoning and small business use in this area. The plan shows a compact, mixed use redevelopment of two blocks on the north side of Fort Pond Boulevard. In addition to replacing some of the poorer-condition buildings in this area, the plan reduces curb cuts and provides parking behind the buildings as well as street-parallel on-street parking on Fort Pond Boulevard.

Reaction to the Fort Pond business area plan included strong skepticism about potential changes to the character of the neighborhood. Participants voiced concern that any changes to these areas blend into the existing architectural character and density. At least some of this concern seemed to be fueled by a misunderstanding of the scale and intent of the plan as presented. The consultant team explained that the sketch was intended to illustrate a potential future state for the site as a result of zoning policies, rather than a one-time development. Even with this explanation, it was clear that participants were very interested in limiting development and preserving, as much as possible, existing buildings and the eclectic architectural style of the neighborhood context.



Abraham's Path, existing



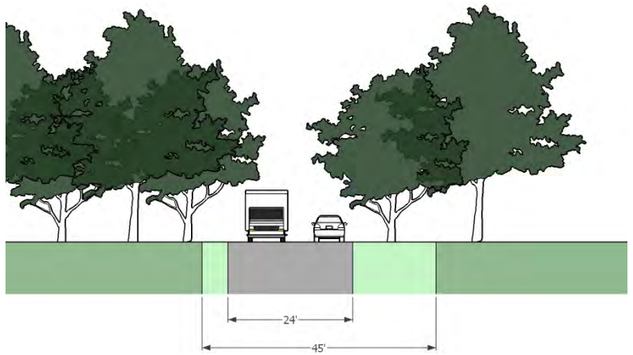
Abraham's Path with a multi use path

Springs Fireplace Rd, existing

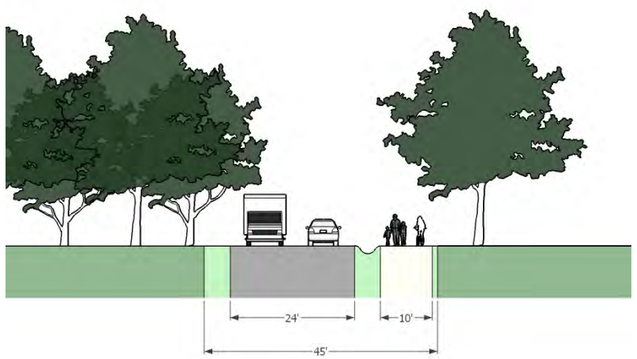
Springs Fireplace Rd with full bike lanes

Springs Fireplace Rd with a multi-use trail

Springs Fireplace Rd with sharrows and sidewalks



Three Mile Harbor Rd (north), existing



Three Mile Harbor Rd (north) with a multi-use trail

Sand Pit:

Another node that was developed further by the consultant team was area of the Sand Pit along Springs Fireplace Road. The sketch of this area shows a portion of the sand pit redeveloped to provide an area that could cater to industrial and contractor business uses that require garages and parking areas for larger vehicles and equipment.

The concept includes a "Contractor Park-and-Ride" where contractors could park larger vehicles that are not allowed to park in residential areas to the north. Workers could arrive by vehicle (or by bicycle) in the morning, assemble at the site, and board trucks for daily work activities. Public transportation might also allow employees of these businesses to move between this shared parking area and homes throughout Springs. The sketch shows an enhanced green buffer between this redeveloped area and Springs Fireplace road. The buffer includes pedestrian and bicycle improvements supporting the Connectivity Masterplan. The sketch of the area also suggests consolidated curb cuts and a back road to reduce traffic problems caused by inefficient vehicle turning patterns.

In terms of roadway access to the sand pit, there was a positive public reaction to a proposed "park and ride" lot at the site. The lot would provide a place for large trucks to park overnight.

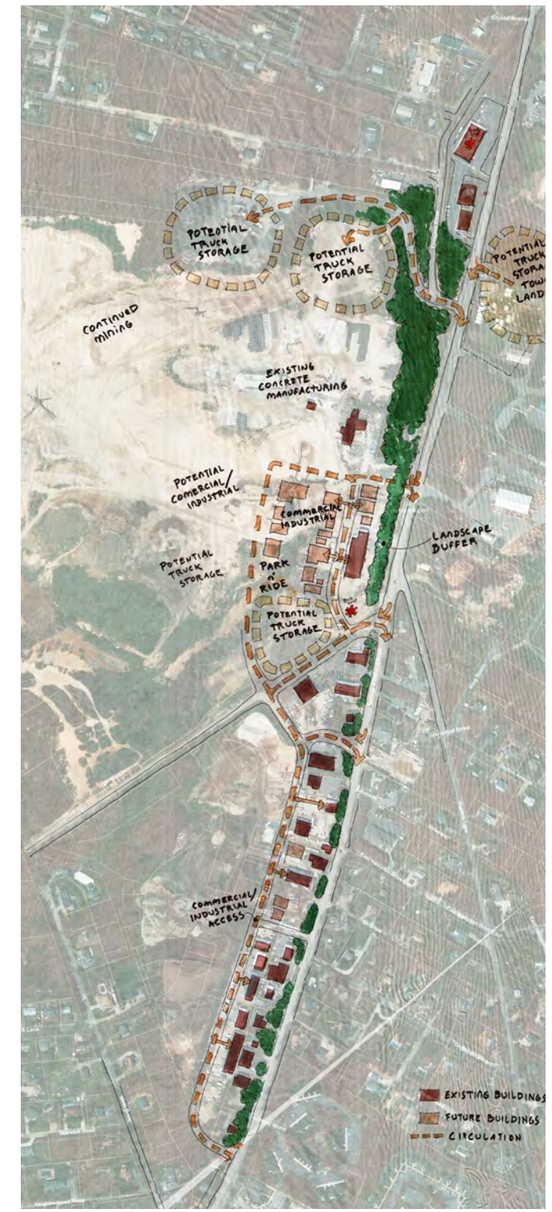
Positive feedback was also received for a proposed extension of Washington Avenue, a north-south street parallel to Springs-Fireplace Road, to the north. This concept would reroute much of the traffic from the industrial parcels south of the sand pit area onto the existing driveway to Springs-Fireplace Road which currently serves the sand pit. This would provide an opportunity to remove some of the many existing commercial driveways along Springs-Fireplace Road. This would improve traffic safety by reducing the number of "conflict points" along the roadway where motorists must slow (or stop, to await gaps in oncoming traffic) to enter the driveways, and make left or right turns onto the roadway to exit commercial sites.

Southern Three Mile Harbor Marinas:

In addition to concepts for Fort Pond Boulevard and the Sand Pit, the consultant team presented an additional diagram providing more detail to the idea of pedestrian improvements at The Head of Three Mile Harbor. This included a walking loop around the existing harbor and connecting this area to the walking trails in the adjacent conservation area to the south and west of the marina.

Participants generally responded favorably to the idea of pedestrian improvements, while also voicing concerns about further commercial development of this area. Criticism of the proposal suggested that any development here would open the door for further expansion of commercial uses, jeopardizing the rural character of the area and increasing traffic.

Charrette participants were generally open to the idea of pedestrian improvements in the marina area, as long as it wouldn't entail expanded commercial development.



Ideas for the East Hampton sand mine included places to keep the large contractor trucks and equipment which currently disturb residents in Springs' quiet neighborhoods.

Hamlet Master Plan

Overview

Nestled between Accabonac and Three Mile Harbors and recognized statewide for their scenic and natural habitat significance, Springs has a unique rural character with considerable charm and beauty. The cluster of intact historic farmhouses and barns helps maintain the rural character and preserves linkages to its nineteenth century agrarian economy. Inshore fishing and shellfishing activities are important parts of the economy, but also connect Springs to its unique natural and cultural character. This rich array of natural and cultural resources along with the availability of inexpensive buildings suitable for studio space, attracted some of America's greatest artists to the area in the 1940s, and an artist colony still thrives today.

Springs has the smallest commercial base of all the hamlets and the central historic Ashawagh Hall area is dominated by community and institutional uses rather than business establishments. Its slightly out of the way location, with no Montauk Highway or ocean frontage, has helped protect Springs from undesirable commercial development pressures, traffic congestion and other changes.

But Springs is experiencing the burdens of residential growth. The relatively lower real estate prices in Springs, compared to other parts of East Hampton, has spurred a 33% increase in population over a ten year period (2000 – 2010). Tax rates are the highest in the Town and with the influx of school aged children, education costs will continue to be an issue. Quality of life problems have also stemmed from the growth of home contractors in residential neighborhoods and the overcrowding of homes for employee housing. The high number of ordinance enforcement cases in Springs reflects the magnitude of the problems and the Town's continuing response. But school tax rates and budgets are not within Town government jurisdiction, and other growth pressures are not easily addressed.

Pedestrians, bicyclists and residents don't feel safe from speeding vehicles and traffic on Springs' two main roads, initially laid out in colonial times. There are no pedestrian or bicycle routes between Three Mile Harbor Road and Springs Fireplace Road, nor are there adequate connections to the beaches, parks, recreation and scenic areas. Pollution from stormwater runoff and septic systems has seriously impaired the water quality and fish and wildlife habitats within the harbors and bays.

Overall Goal of the Springs Plan

The Town of East Hampton Comprehensive Plan is the foundation and the basis for the Springs Hamlet Plan. Within the context of the Comprehensive Plan, the specific goal of this Plan is to provide the Town of East Hampton with an inspired, achievable plan which preserves the extraordinary historic and scenic charm of Springs while improving connectivity, functionality, and the environment for people of all abilities. Elimination of existing barriers for people with disabilities as defined by the Americans with Disabilities Act is also of critical importance for planning, development and redevelopment of Springs and throughout the Town.

The conceptual neighborhood plans presented in this report are not growth plans, but concepts which anticipate potential upgrades and redevelopment needs over time. Without increasing density, for example, the plan for the East end of Fort Pond Boulevard illustrates the potential for a gradual reconfiguration and improvement of the area - for consideration if and when owners decide to redevelop their properties. Increased landscaping, outdoor seating opportunities, coordinated parking and improved circulation are provided. The concept is not a specific blueprint, but an overall guide depicting how changes can be managed to compliment rather than detract from the rural and small town character of Springs.

General Objectives to Meet Issues of Concern

A series of general objectives have been developed to address the issues raised during the public workshops, charrettes and planning process. Each objective is followed by a brief discussion of the specific area of concern.

Objective 1- Preserve and enhance the existing scenic, rural and historic character of Springs.

Springs has a unique character recognized for its bucolic, rural charm and historic features. Many facets of life in the nineteenth century are represented by the mix of historic farmhouses, barns, community and commercial buildings concentrated within the Springs Historic District. With the highest residential density of all the hamlets, future development and growth pressures could spoil the area's charm and rural setting. Preserving Springs largely as it exists today while enhancing and improving the natural environment and residential qualities is a primary concern.

Objective 2- Improve water quality and reduce pollution loading to Accabonac Harbor and Three Mile Harbor

Accabonac Harbor and Three Mile Harbor have experienced shellfish closures, algal blooms and other severe water and habitat degradation problems. Stormwater runoff and nitrogen loading from on-site septic systems have been identified as primary pollutant sources. On-going pilot projects including the installation of permeable reactive barriers to intercept nitrogen rich groundwater before entering the waterbodies and other pollution prevention controls are being evaluated. Innovative alternative systems effective at reducing nitrogen loading from on-site single family septic systems are available. Expanded application and implementation of various water quality pollution prevention controls is a critical need.

Objective 3- Improve safety and connectivity for pedestrians, bicyclists and residents

Springs lacks safe, attractive pedestrian and bicycle paths connecting residents to places they want to go. Three Mile Harbor Road, laid out in colonial days, is a winding, narrow roadway with no place for bicyclists or walkers. Preserving the mature trees, aesthetics and rural character of Three Mile Harbor Road while providing safety improvements is challenging. East-west bike and pedestrian routes between Three Mile Harbor Road and Springs Fireplace Road and safe paths to the ocean and bay beaches, parks, recreation areas and scenic viewpoints are needed. Most shopping and commercial needs are met outside of Springs, but there are no shuttle buses or alternative modes of transportation available to get to shopping areas.

Objective 4- Provide alternative vehicle parking options for home contractor businesses

Springs residents have experienced disturbances to the peaceful quality of life from home contractor businesses operating out of their homes. While the physical work such as plumbing or painting is conducted off-site, the overnight parking of commercial and work vehicles at residences has created conflicts with adjoining residents. The conflicts have become acute in the more densely developed neighborhoods where there are limited opportunities to buffer the noise, fumes and associated impacts from adjacent residences.

Objective 5- Protect and enhance the walkability, cohesiveness, attractiveness and functionality of the Head of Three Mile Harbor

The Paumonak Path is a hiker's dream, traversing some of the most beautiful and remote parts of East Hampton. One of the few segments that follows roads and skirts development, just to the east of the boardwalk traversing the Head of Three Mile Harbor, provides the opportunity for enhanced connections to adjacent scenic waterfront views, boating activities, parkland and local eateries. Coordination with the proposal to improve the parking and circulation at Damarks Deli is available. Development of a low key, Maritime Walking District to complement Paumonak Path should be explored.

Objective 6- Protect and enhance the walkability, cohesiveness, attractiveness and functionality of the east end of Fort Pond Boulevard.

Opportunities to stroll and appreciate the scenic and historic center of Springs is restricted by lack of sidewalks and other pedestrian amenities. Walking from the historic center to the cluster of businesses at the intersection of Fort Pond Boulevard and Springs Fireplace Road is not safe. While existing head-in parking and informal architectural style are in keeping with the character of the area, there is an opportunity to gradually improve both the appearance and functionality of the area.

Conceptual Framework:

The diagrams on the following pages illustrate a conceptual framework for Springs. They show how many of the hamlet's concerns can be addressed through a comprehensive approach to preserving Springs' rural character, improving pedestrian and bicycle connectivity, providing facilities for home contractor businesses, and coordinating future redevelopment in existing commercial areas. More detailed plans are provided for three areas that were identified as important opportunities in the charrette: the Head of the Harbor/Maritime Walking District; the Limited Business zones along Fort Pond Boulevard; and the Springs Fireplace Road Sand Pit. It is assumed that the precise configuration of improvements will vary somewhat from these plans, but that these concepts can be used as a guide to ensure that if and when changes in the hamlet's built environment occur, the rural character of Springs is preserved and enhanced.

Hamlet-wide Pedestrian and Bicycle Connections:

The following diagram suggests a master plan for pedestrian and bicycle connectivity throughout Springs, linking neighborhoods with the various beaches, parks, recreation areas, scenic viewpoints, commercial areas and community facilities throughout the hamlet. It also shows how these local walking and biking routes are tied into the townwide network of trails.

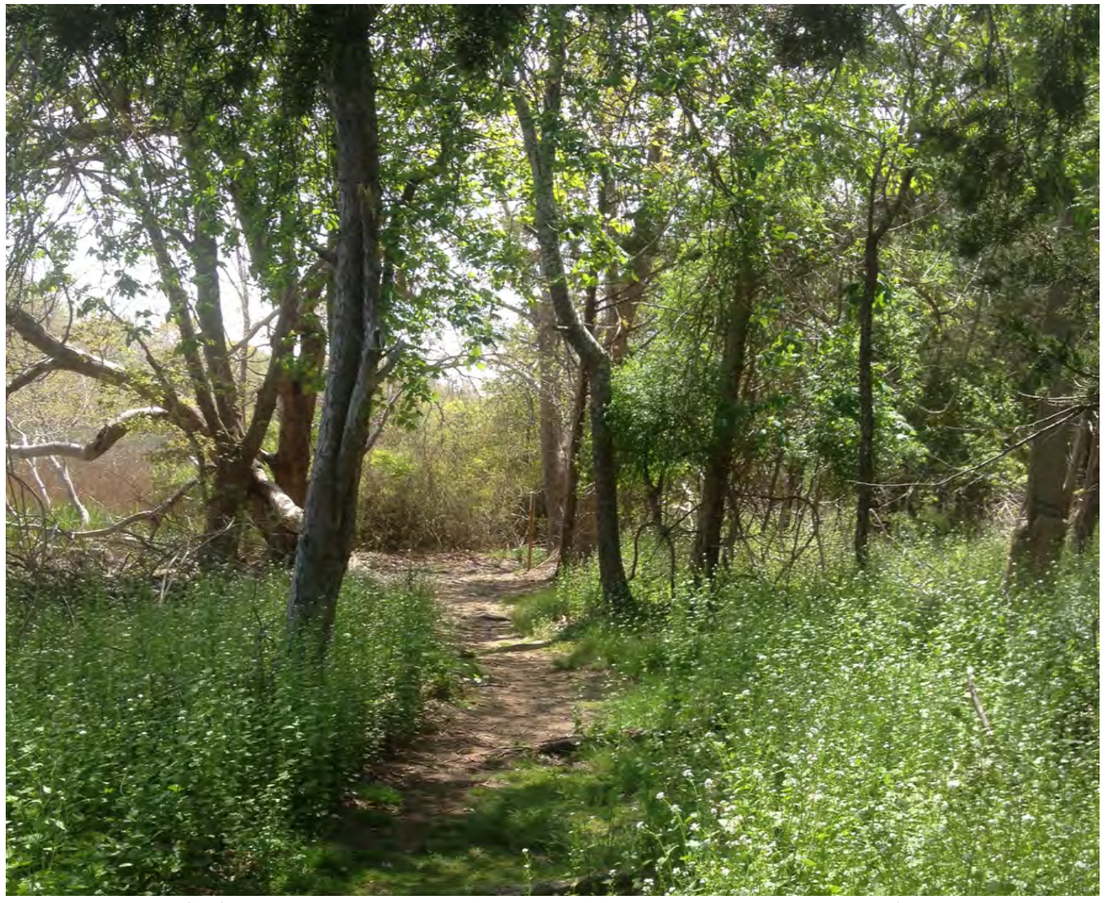
The plan suggests creating primary bike routes on Three Mile Harbor Rd, Springs Fireplace Rd, Fort Pond Blvd, Springs Dog Park via Gardner Ave, and Abraham's Path, connecting to the proposed townwide bike network shown on page 3 of this report. These primary bike routes could be achieved by installing separate multi-use trails parallel with roads, or marked bike lanes along roadways which are sufficiently wide enough to accommodate them. In addition to recreation, bike lanes will also serve workers in Springs who bike to work on these major routes. Accommodating bikes while preserving the mature trees, aesthetics, and rural character of the narrow and winding Three Mile Harbor Rd will be challenging, and deserves detailed study. Vehicular speed and accident analyses should be conducted along Three Mile Harbor Rd and Springs Fireplace Rd as part of this effort, to determine the viability of lowering speed limits on these roadways.

The plan suggests creating secondary bike routes on Old Stone Highway out to Louse Point, on Gerard Drive out to Gerard Park and on King's Point Rd out to Maidstone Park. These secondary connections could be achieved with dedicated bike lanes along the edges of roadways, or with sharrows where roadways are otherwise too narrow. Sidewalks should be constructed along major roadways in order to improve community walkability and to connect residences with neighborhood retail sites. The town should provide input into Suffolk County's projects to improve Three Mile Harbor and Springs Fireplace Roads, as a step towards implementing these improvements.

The plan suggests linking the various trail systems throughout Springs. Additional trail connections can be provided to extend the Springs-Amagansett Trail north to the Town's Springs Park and beyond to the East Hampton Point Marina and the Town Dock on Three Mile Harbor. A secondary East-West trail has been identified just north of Fort Pond Boulevard. Additional North-South neighborhood trails and sidewalks could link each neighborhood block into what could be continuous, interconnected system. Wherever these trails cross roadways, it is important that traffic signs warning motorists of trail crossings are installed.

By its nature, the trail system is geared toward hikers. The surfaces and grades of the trails are not considered accessible under the Americans with Disabilities Act and current ADA design standards. Therefore some of the key trail links should be upgraded to accommodate individuals with disabilities. This does not require paving trails with asphalt, but can be accomplished with the use of hard-packed stone dust, organic binding agents, or alternative paving systems using various polymer-based binders mixed with aggregate.

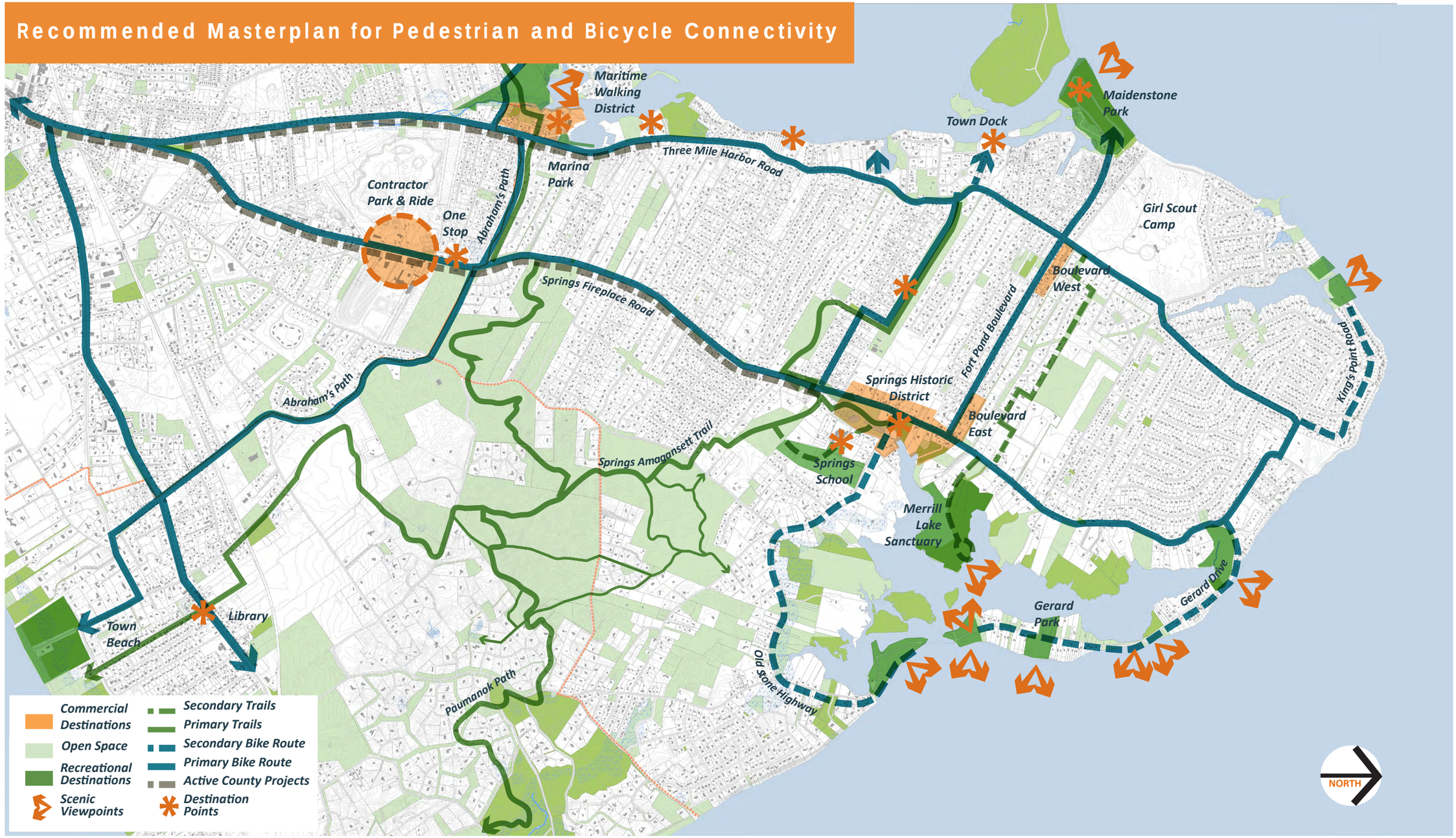
The Town should consider upgrading one or two of the major East-West trail connectors to multi-use paths. These shared use paths are typically a minimum of 10-feet wide, with paved surfaces and grades that can be successfully navigated by those with disabilities as well as bicycles. Based on numerous comments about the need for shared use paths, conversion of key portions of the existing trail system to that type of facility would strongly enhance recreational opportunities for Springs residents.



Springs already benefits from numerous individual trails throughout its parks and open spaces. Springs' overall walkability and access between neighborhoods and places of interest could be enhanced by linking these trails into a hamlet-wide trail network.

Transit plays an important role in this hamlet-wide connectivity vision. The town should petition Suffolk County Transit to increase the frequency of the existing bus service on Route 10B, particularly at times when workers are commuting to and from places of employment.

Recommended Masterplan for Pedestrian and Bicycle Connectivity



Recommended Approach - Three Mile Harbor Maritime Walking District

Three Mile Harbor Maritime Walking District:

Plans have been put forward in recent years for a Maritime Walking District at the head of the harbor, and in general the concept received support at the Spring Charrette. Current zoning divides the area into several districts, including Waterfront (WF) for the marinas, Residential A for the residential lots, and two small Neighborhood Business (NB) zones at the intersection of Three Mile Harbor Road with Soak Hides Road and Gardiner Cove Road.

From a conceptual standpoint it makes sense to explore an alternative zoning strategy for the head of the harbor that would allow for a more robust mix of uses and additional homes and businesses. For now, residents are comfortable with the status quo. Further study will be needed to determine how best to deal with existing issues, much less accommodate additional growth. Provision of shared wastewater treatment will need to be addressed, as well as strategies to make homes, parks, marinas and other uses more resilient to the challenge of rising sea levels.

There are many possible improvements to the area that can be made immediately, however. The plan to the left describes a conceptual framework for a maritime walking district at the head of Three Mile Harbor, with a focus on improved connectivity for bicycles, an interconnected system of walking trails, and enhancements to the town park. Today many visitors to the district come for a single purpose - to walk the Paumanok Trail, put a boat in at the town dock, or stop at Damark's for a sandwich - without knowing about other opportunities in the area. A continuous system of pathways, with signage that helps people navigate, would enhance the recreational value of the area.

The centerpiece perhaps would be a continuous path along the waterfront from Gardiner's Marina to the overlook at Cathy Lester Preserve. The path would have to be carefully designed to avoid conflicts with boat launches and other waterfront uses, but could unite the entire area. Improvements to public space at the Town Dock and waterfront could include additional parking, landscaping, picnic shelters, benches and other park amenities.

A plan for a connected system of walking paths and bike routes could help resolve existing conflicts while enhancing the recreational value and quality of life for residents as well as visitors. Waterfront paths already existing along much of the marina frontage; with careful design and management these can be knit together into a walkway along the entire waterfront from Gardiner's Marina to Gardiners Cove Road and the Paumanok Trail. Improvements to existing park facilities at the entrance to the town dock (lower left) could make better use of existing open space. With care, the character of the traditional lanes along Gardiner Cove Road and Boatyard road (below) can be protected while enhancing their use for walking and biking.

East Fort Pond Blvd: Existing Conditions

Phase I

Phase II

Phase III

Fort Pond Boulevard Neighborhood Business Areas:

Two areas on the east and west end of Fort Pond Boulevard are zoned for Neighborhood Business (NB). Existing businesses in the area include neighborhood services such as pizza, wines & liquors, convenience foods, deli, automobile repair and marine services. There are a number of office and storage buildings for local landscaping companies and other contractors. Mixed in among the businesses are single family homes, and the Springs Fire Department occupies a site near the East end of the Boulevard.

Largely built-out under current zoning density, most of the lots have structures on them. The existing Limited Business Zoning allows for development or redevelopment on a minimum 10,000 square foot lot with 70 feet of frontage. Lot coverage is limited to 40% by structures, and 70% overall including driveways and other impervious surfaces. The intent of the zoning—reinforced by those who attended the charrette—is to allow for a modest amount of commercial use in Springs, while maintaining the quiet streets and small-town atmosphere prized by residents.

There is a clear need and desire to avoid over-development, traffic and noise in what is largely a residential hamlet. Springs is unpretentious and retains an authenticity of place already lost in many other communities. Replacing the existing neighborhood flavor with blandness and uniformity will destroy its soul. While there are opportunities to make these small business districts work better and look more attractive, extreme caution must be followed. Residents have made clear that limiting development and preserving, as much as possible, existing buildings and the eclectic architectural style of the neighborhood context is essential. Although much of the architecture is utilitarian in design and has little to do with local history, residents like the low height and limited overall size of existing buildings. Many of the businesses have convenient head-in parking along the street. However the resulting spread of pavement, backing out into traffic, and lack of sidewalks is both unsightly and dangerous. The relatively low density allows for trees and other vegetation to flourish, but there is little in the way of public space for walking, sitting or recreation.

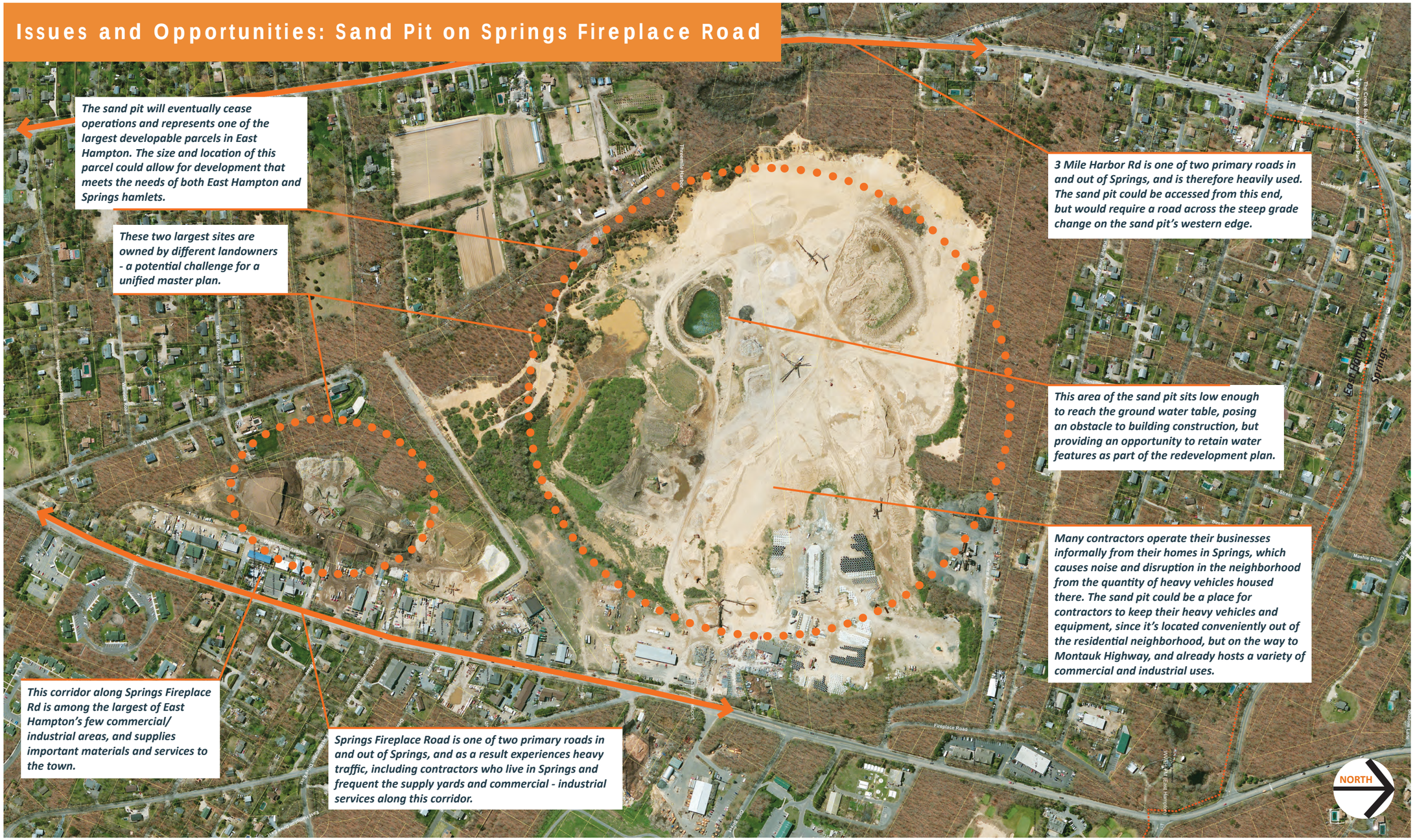
The plans shown on the opposite page are not intended to be a template to make all development conform to. Nor are they intended to impose a uniformity of style or form. Instead, they show one way that these small Neighborhood Business zones could be redeveloped over time to be more functional and attractive. For illustrative purposes, they are focused on the East end of Fort Pond Boulevard, and divided into phases to emphasize that redevelopment is likely to happen only incrementally, if at all. As properties are redeveloped, however, there is an opportunity to make improvements that benefit land owners and businesses, while ensuring that Springs' historic and rural character is preserved and enhanced.

Residents appreciate the understated buildings as well as the canopy of trees and other vegetation in the district, but the streetscape is dominated by front yards paved for parking, telephone poles and a tangle of overhead wires.

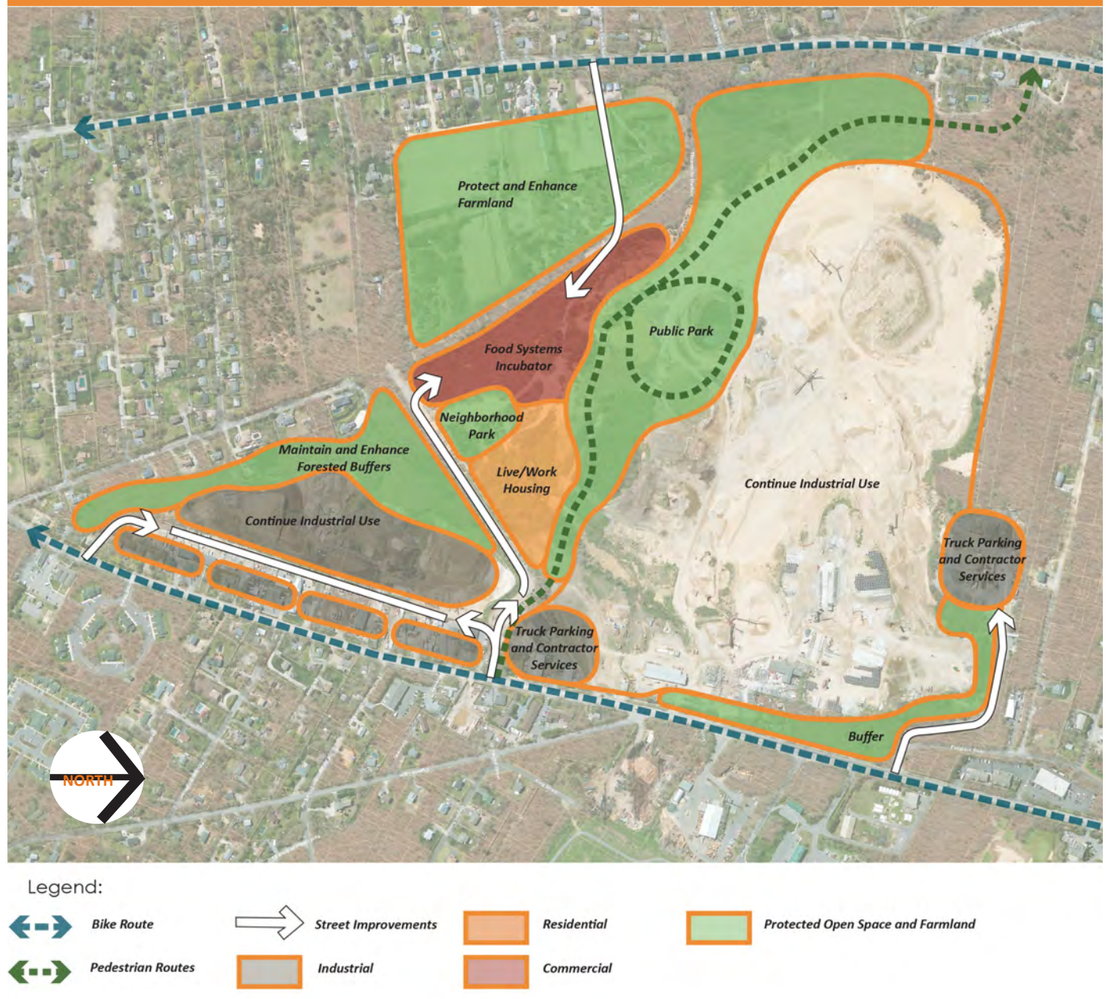
Utilitarian structures provide affordable space for local car repair and other businesses, but have little to do with local traditions.

A small office building does a better job at fitting into the residential character of the neighborhood, but has no sidewalk to connect to the rest of the area.

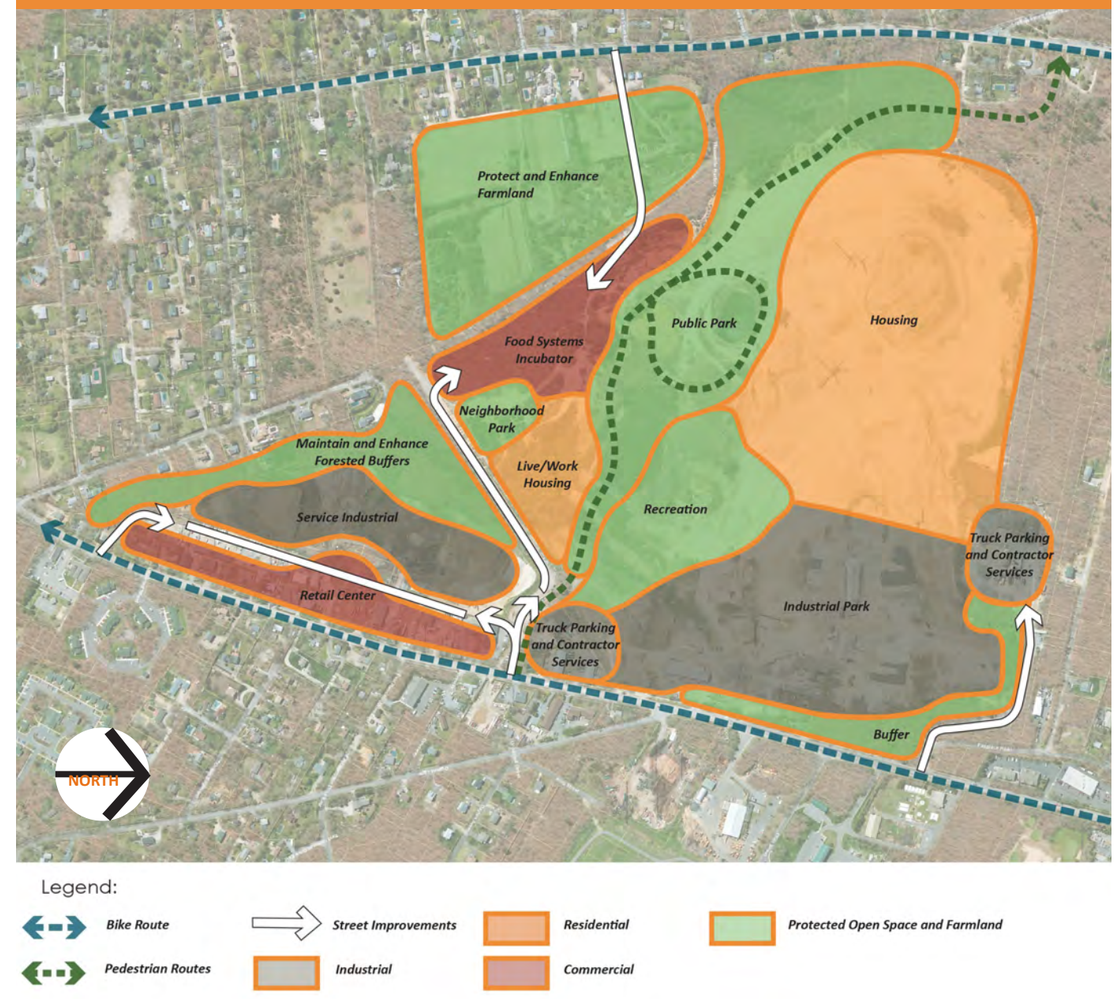
Issues and Opportunities: Sand Pit on Springs Fireplace Road



Conceptual Framework: Sand Pit - Phase I



Conceptual Framework: Sand Pit - Phases II and III



With many different parcels and multiple owners, this vision will likely only be achieved if each landowner and business recognizes the value of the plan and agrees to do their part. The town can help by making appropriate improvements to the streets, sidewalks, landscaping, etc. within the public right-of-way.

Sand Pit: Phase I

Redevelopment of the East Hampton Sand Pit is considered in detail in the East Hampton Hamlet Report, but a summary of recommendations is provided here as it concerns Springs. Once the sand pit is played out, current zoning allows for a residential subdivision of single-family homes on the north end and subdivision for commercial-industrial uses on the balance of the property. The purpose of the following design recommendations is to suggest an alternative development approach which might better address East Hampton's current and future needs. However, the commercial/ industrial corridor encompasses an area larger than the sand mine and adjacent properties. The development pattern is haphazard and uncoordinated and a more comprehensive evaluation of traffic issues, open space, streetscape and build-out potential of the area between Three Mile Harbor Road, Abrahams Path, Accabonac Road and the northern end of North Main Street is warranted. Concern about potential groundwater pollution from the active mining and com-

mercial industrial activities is particularly high because the area is part of a NYS designated Special Groundwater Protection Area. Potential human health hazards from fugitive dust generation is also an issue. Thus while these plans suggest an approach, the Town Board has committed to developing a groundwater monitoring plan for the sand mine operation and conducing a traffic and buildout study of the larger Springs Fireplace Road Corridor area.

Phase I begins a long-term process of reclamation and redevelopment. The sand pit will continue production on the north half of the study area, while redevelopment begins to the south and west. Phase I also suggests locating sites for truck parking and contractor services adjacent to the sand pit. This could take the form of a "contractor park 'n ride", offering a hub to which individual contractors drive, ride, or carpool in the morning to access their parked vehicles and stored equipment.

Sand Pit: Phase II and III

Phase II allows for a limited area of retail redevelopment along Springs Fireplace Road, with heavier service commercial uses moving back away from the road. Phase III occurs after the sand pit has ceased operation, opening up available space to meet East Hampton's future needs for housing, open space, commercial, office and/or continued industrial use. A full description of planning recommendations for the East Hampton Sand Pit is provided in the East Hampton Hamlet Report.

Springs Recommendations and Implementation

A.Comprehensive Plan

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

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

3. Adopt the Springs Plan as an addendum to the Comprehensive Plan. This Master Plan has been developed to provide the Town with an inspirational, achievable concept plan which will enhance the vitality of the Town of East Hampton—a plan which preserves the extraordinary historic and scenic charm of Springs while improving connectivity, functionality and the environment. The Springs Hamlet Plan is not designed to be a specific blueprint for development, but a guide setting forth a direction and objectives for future Town actions. As an addendum to the 2005 Comprehensive Plan, the Plan will help inform private property owners as well as other levels of government, agencies and organizations, about the Town's preferences and priorities for projects and development in Springs.

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

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

B. Protect and Enhance the Natural Environment and Historic Character

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

2. Preserving the rural and natural features of the hamlet is essential not only for the environment, but also for the economic viability of the community. The second home industry and tourism are the largest businesses driving the economy in East Hampton. And while Springs has the highest percentage of year-round occupancy compared to East Hampton's other hamlets, second homes comprise 47% of the occupied housing. Tourists and second homeowners support the marinas, restaurants and motels along Three Mile Harbor and all the bay beaches are major recreation areas. These businesses are dependent on the desirability of Springs, which in turn is based on scenic vistas, historic landscapes, clean drinking water, high quality bays and harbors, significant fish and wildlife habitats, and pristine woodlands and beaches. The environment and the economy are inextricably linked. Major environmental threats to Springs are degradationof water quality and the loss of open space.

The Springs' natural environment is an essential part of the hamlet's identity and economy.

3. Land Preservation

Most of the land in Springs was divided into small suburban and urban size lots in the early 20th century. Today, Springs is the most populous and dense hamlet in the Town. Planning practices applied over the past four decades, including the Urban Renewal process and upzonings have helped to reduce the potential residential buildout, but more than half the residences occupy ½ acre or smaller sized lots. Ground and surface water quality impairments have stemmed from residential cesspools and septic systems. The density of residential development has contributed to other quality of life problems. The high population of school aged children burdens the hamlet with the highest school tax rate in the Town. Compounding the problems that have arisen from the large amount of residential development, Springs has the lowest acreage of preserved open space of all the hamlets. Acquiring land will help to address critical environmental and quality of life issues associated with continued residential development and will provide opportunities for trail connections, wetlands protection, flood control, stormwater pollution control, historic preservation, habitat protection, groundwater protection, passive open space, beach and recreational lands, and other quality of life improvements. The Girl Scout Camp is one of the Town's largest remaining parcels of land. With approximately $25 million dollars per year available for open space protection from the Community Preservation Fund (CPF), the Town should renew its continued commitment to acquiring and preserving additional lands in Springs.

4. Scenic Vistas and Historic Resources

Continued protection of Springs' extraordinary scenic, rural and historic landscapes is essential. The Springs Historic District guidelines help preserve the overall setting and architectural integrity in the area surrounding Ashawagh Hall, but there are other culturally and historically

important properties in need of protection outside this core area. CPF funds have been used to acquire one such property, the Brooks-Parks house and studios, currently undergoing restoration and conversion into a community center. In addition to continued acquisition, evaluation and implementation of historic landmark legislation and other measures are recommended to protect individual properties.

The exceptional scenic qualities of Accabonac Harbor and Three Mile Harbor, designated as Scenic Areas of Statewide Significance, require continued protection through acquisition and other programs.

5. Water Quality Improvements: In addition to land protection and density control, the need for water quality improvements is a high priority in Springs. Pathogen contamination has resulted in shellfish closures in both Accabonac and Three Mile harbors. Deteriorated water quality conditions in Three Mile Harbor have also caused algal blooms and low oxygen levels contributing to wildlife die off. These severe water quality degradation conditions stem from human activities and development within the watersheds. The largest sources of pollution are stormwater runoff and cesspools and septic systems discharging excessive nutrients into the groundwater which permeates the surface waters. Boating activities also contribute surface water pollution.

By public referendum in 2016, authorized uses for the Community Preservation Fund, which has generated over $315 million dollars in revenues in East Hampton (through 2015), were expanded to allow up to 20% of the funds raised to be used for water quality improvements. Based on a 10 year average of CPF revenue 0(2005-2015), approximately $4,600,000 could be available annually for water quality improvement projects. Over the life of the CPF WQIP, approximately $152,000,000 could be available for water quality improvement projects. This funding will allow the Town of East Hampton to make significant improvements to water quality using a targeted approach in each watershed of concern.

The Town has developed the East Hampton Water Quality Improvement Plan to provide a systematic approach to using CPF funds strategically and has developed pilot projects in both Three Mile Harbor and Accabonac Harbor. It is recommended that Springs be identified as a priority area for water quality improvement projects and funding due to the following:

- All properties in Springs are within the watersheds of either Accabonac Harbor or Three Mile Harbor, classified as New York State impaired water bodies.
- Springs has the highest population and residential density within the Town.
- Drinking water is predominantly from on-site wells.
- Residential development occupies relatively small lots with many lacking the area needed to provide the minimum separation between on-site wells and septic systems.
- Many populated sections of Springs are within flood hazard areas.
- Residential and commercial development is within Town designated Harbor Protection Overlay Districts.

Detailed lists of watershed recommendations are provided in Appendix D for Accabonac Harbor and Three Mile Harbor. Recommendations include:

- Septic system upgrades with innovative alternative nitrogen reducing systems for Springs School, residential, commercial and municipal properties.
- Decentralized Community Systems for neighborhoods along Three Mile Harbor.
- Installation of Permeable Reactive Barrier (PRB) for nitrogen removal from groundwater in key locations.
- Non-point source pollution control projects including bioretention, revegetation and shoreline stabilization for over 50 specific locations.
- Invasive species removal and control.
- Shellfish seeding and habitat restoration.
- Investigate the need for additional pump-out stations for Three Mile Harbor.

C. Pattern of Development

1. Retain the current zoning configurations. Detailed and parcel specific refinements were made to the zoning boundaries in 2005 as part of the implementation of the East Hampton Town Comprehensive Plan in order to reduce future potential residential development, to protect the natural environment and to prevent degradation of the hamlet's rural, historic character. As mentioned, the density of residential development has diminished quality of life in Springs and has impaired the natural environment. Extension of public water and providing other infrastructure to Springs neighborhoods should not be used to justify the granting of variances and creation of new small lots. The rationale supporting the existing zoning configurations continues to apply to conditions today.

2. Create a Commercial Vehicle Parking Special Use and Amend the Zoning Use Table.

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

such as plumbing or painting is conducted off-site, the overnight parking of commercial and work vehicles at residences has created disturbances to the peaceful quality of life in many residential neighborhoods. The conflicts have become acute in the more densely developed neighborhoods where there are limited opportunities to buffer residents from the noise, fumes and associated commercial truck impacts.

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

One potential approach to alleviate the financial pressures and to provide an incentive for contractors to park their commercial vehicles outside residential zones is to offer affordable, safe alternatives. Several commercial industrial property owners have leased small land areas for commercial vehicle parking purposes without Town approval and have indicated a desire work with the Town to legalize and expand these operations in accordance with all applicable standards and regulations. Commercial vehicle parking is not a defined or permitted use in the Zoning Code. While the availability of affordable leasable parking areas may not be a solution for all commercial contractors, creating a new use, Commercial Vehicle Parking, would provide a legal mechanism to facilitate the establishment of a workable approach for some businesses. Potential locations for such use include privately and publicly owned commercially-zoned properties on either side of Springs Fireplace Road. The new use is intended for parking of vehicles only. Operations requiring storage of materials, other than incidental as defined in Special condition (5 , office space and other related business needs will remain part of the Service Commercial Use.

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

Definition

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

Draft Special Permit or supplementary standards for Contractor Vehicle Parking Use

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

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

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

4. Perimeter security fencing shall be provided within a screened area

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

6. Operation of Contractor Vehicle Parking Use:

   (a) Parked vehicles must have valid registration licenses

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

   (c) No washing or maintenance of vehicles.

   (d) No dumping or discarding of materials

   (e) No materials including building, landscaping, paving, excavations, stone, gravel; equipment; portable or permanent containers; tanks; pipes; vaults; toxic or hazardous materials of any kind may be stored or kept on site except within storage shed as described

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

D. Design

1. Springs Historic District Area

The unique visual character of Springs is retained in the mix of 19th century farmhouses, barns, community buildings and commercial buildings in the vicinity of Accabonac Harbor and Ashawagh Hall. To retain and preserve the integrity of the historic buildings and the rural setting the Springs Historic District was established in 2004. The Historic District provides specific guidelines for the Architectural Review Board to apply to assure that development is harmonious with the historic character of the hamlet. Guidelines for design, scale, height, massing, rhythm of spacing, proportion and materials for construction are provided (East Hampton Zoning Code Appendix C). The Springs Historic District has worked well to retain the unique character of Springs and no changes are proposed for the area.

2. Develop and adopt an Overlay District or design guidelines for the Neighborhood Business Districts at the east and west ends of Fort Pond Boulevard

Regulating Design

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

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

The Neighborhood Business Districts at the east and west ends of Fort Pond Boulevard have a low key, small town feel. Most of the buildings have utilitarian design with little or no connection to the local history and many of the businesses have head- in parking along the street. Springs residents expressed a desire to retain the low density, low height, and rural character of these areas. But the street side spread of asphalt parking forcing cars to back out into traffic and lack of sidewalks is both unattractive and unsafe. Further, potential for upgrades, reconstruction and infill development could change the character of the area to an ordinary, cookie-cutter or typical shopping center design.

The Springs Master Plan provides an approach to guide the future development of safe, attractive, Fort Pond Boulevard Neighborhood Business Districts harmonious with the character of Springs. Currently, new development within neighborhood business districts is required to meet zoning and site plan standards pertaining to general physical compatibility, protection of residential areas, parking, access, lighting, water supply, fire protection, waste disposal, protection of agricultural lands, and maintaining a streetscape that maintains green spaces and "protects the established character of the district." (Sec. 255-6-60. In connection with site plan review, Architectural Review Board approval is also required for buildings, structures and signs with more specific guidance applicable to the Springs Historic District, as described. But there are no specific standards to assure that development s harmonious with the community's vision of Springs. To prevent undesirable changes, more specific regulations are required which speak to building design, mass, proportions, rhythm of spacing between buildings, integration with surrounding development, pedestrian and vehicular linkages, parking lots, landscaping, streetscape and other elements.

Fort Pond Boulevard Overlay District: One way to apply regulations tailored specifically to the Springs Neighborhood Business areas is to create an Overlay District with clear and consistent standards fostering the desirable character of the community. As part of development review by the Planning Board, the regulations set forth in a Springs Fort Pond Boulevard Neighborhood Business Overlay District would be applied as additional standards. Codification of these additional standards would help clarify what the town would like to see and provide more certainty and predictability in the review process to property owners, developers and residents. The standards should apply to municipal improvements as well as private property development. All the properties within the Fort Pond Neighborhood Business Zoning Districts should be included and no properties within the Springs Historic District.

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

I. Architectural Design and Siting of Buildings:

A. Siting of Structures

B. Authenticity

C. Overall Building Shape, Massing and Proportions

D. Building Height and Scale

E. Roofs

F. Design and Orientation of Facades and Entrances

G. Design of Windows

H. Surface Appearance

I. Porches, Arcades, Canopies and Awnings

J. Secondary Elements: towers, cupolas and chimneys

K. Service Areas, Mechanical Systems, HVAC Equipment

Building design should reflect and enhance the historic character and small town charm of Springs. The architecture should relate to but should not imitate the historic

Springs' rural identity should be protected and enhanced whenever public realm improvements are made.

buildings in Springs. Buildings should reflect a human, pedestrian scale and should appear intimate rather than overbearing. Façade articulation and other architectural features should be used to break up the mass of larger buildings or long stretches of walls facing pedestrian pathways. The design should strengthen pedestrian orientation with details such as entranceways, street orientation and windows providing links to surrounding buildings, public spaces and amenities. Buildings should be sited to shape and reinforce an interesting walkable environment and enclose small sitting areas, green space and plazas. Development should help to eliminate unappealing gaps between buildings. The scale of development should reflect a relationship to the contiguous properties with a mixture of roof heights to avoid monotony. Special attention should be given to corner buildings which have significant influence on the visual character and pedestrian environment. Building should be located close to the streets with parking to the rear. More detailed guidelines should be developed for the Architectural Review Board site plan standards.

II. Design of the Public Realm:

A. Shaping Public and Civic Space

B. Integrating the Project with the Surrounding Neighborhood

C. Design of Parks and Public Spaces

D. Pedestrian Connectivity

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

As depicted on the East Fort Pond Boulevard Phased potential development illustrations, over time, parking in the front of businesses can be replaced with café seating, walking paths, landscaping and plazas. As lots are developed, sidewalks, street trees and streetscape improvements can provide safe and attractive paths for walking between businesses. As part of the Overlay District requirements, each development application should be

required to consider the public realm and provide sidewalks, pedestrian and streetscape improvements paths, linkages to adjoining businesses, parking areas and public amenities.

III. Design of the Landscape:

A. Parking lots and driveways

B. Streetscape

C. Highway Corridors

D. Office/Commercial Planting Standards

E. Multifamily Residential Planting Standards

F. Buffer Planting, Screening and Framing

G. Sustainability

H. Spatial Definition

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

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

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

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

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

IV. Streetscape Design/ Complete Streets

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

B. Building Orientation and Setbacks

C. On-Street Parking

D. Pedestrian Walkways

E. Bicycle Accommodations

F. Accessibility

G. Site Elements and Street Furnishings

H. Screening Elements: Walls, Fences and Hedges

I. Signage

J. Lighting

K. Grading and Drainage

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

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

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

V. Vehicular Circulation and Access Management:

A. Access Management

B. Hierarchy of streets

C. Vehicular Connections Across Lot Lines

D. Parking Location and connectivity

E. Amount of Parking Required

F. Pedestrian Connections

G. Low-Impact Development Techniques

Development should incorporate access management techniques to reduce, share or minimize accesses and turning movements onto the adjoining through streets: Fort Pond Boulevard, Springs Fireplace Road on the east and Three Mile Harbor Road on the west. The Fort Pond Boulevard East Master Plan depicts a potential layout limiting road accesses to a few, well-marked entrances. As much as possible access to all parcels should be from existing side streets such as Park Street and President Street. Parking lots shared between businesses and connected across lot lines improve internal circulation and reduce the need for multiple driveways. With fewer driveways breaking up the street frontage, space is freed up for continuous sidewalks and streetscape improvements. Parallel on-street parking along Fort Pond Boulevard can reduce the need for paved parking lots and meet short term parking needs. Specific standards include:

- Parking lots and access driveways should connect to interior roadways where they exist.
- Parking lots should connect to adjoining lots and parking lots.
- New and existing access driveways should be minimized and reduced through shared configurations across lot lines
- Reduction in parking standards may be allowed in exchange for shared parking arrangement (also refer to shared parking section)

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

A. Dimensional Standards

B. Surfacing Materials

C. Low-Impact Design for Drainage

D. Signage

E. Lighting

F. Shared Parking

Parking occupies more land area than buildings in a business district. Reorganized, coordinated parking would provide major safety, visual and environmental benefits to Springs residents and businesses. Parking should be well screened and located to the rear of buildings. Shared parking should be considered to replace the unsafe head-in parking configurations and provide efficiencies that reduce the overall need for parking. Installation of street trees, landscaping and sidewalks are feasible and should be required as part of an overall parking design strategy. Parking efficiencies stemming from improved design and connections across lot lines can reduce the amount of paving and land area devoted to parking. Stormwater runoff should be filtered, cleansed and contained on site with bioswales, raingardens and other appropriate techniques.

VII. Environmental Performance/Sustainability:

Certification through LEED or other environmental performance indicators should be encouraged for all projects. New development should support the Town's Energy Policy, which was adopted with the goal of meeting 100% of the Town's electrical needs with renewable

energy sources by the next decade. The Energy Policies include recommendations for commercial areas and business development. Expedited permitting and other incentives could be built into any site plan standards to encourage implementation.

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

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

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

D.Parking

East Hampton's parking requirements are designed to prevent traffic congestion on adjoining roadways and promote other elements of sound community planning. Each business is treated as a stand-alone entity and is required to provide a minimum number of off-street parking stalls based on size of building or occupancy and type of use in accordance with the Schedule of off-street parking requirements (Section 255-11-45 East Hampton Town Code.) The parking regulations allow a commercial development's parking requirements to be met on an adjacent or neighboring property provided the total number of parking stalls equals the sum of the requirement for each individual use. Up to 30% of the parking requirements can be located on prepared grass areas under certain conditions. To help improve parking configurations and overall functionality of the business areas a shared parking ordinance is recommended.

Shared Parking

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

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

Incentives: Successful shared parking ordinances have provided zoning incentives for developers. As mentioned, shared parking within a central business area with compatible uses generally reduces the parking need for each individual land use. Therefore, a shared parking ordinance that allows an appropriate reduction in parking for each use can be implemented without creating parking shortages. Allowing an increase in floor area proportional to the reduction in area needed for parking enhances the incentive and helps consolidate businesses into a walkable configuration. Within the Town's Neighborhood Business zoning district, the parking requirements for retail and office uses reduces the effective building coverage to less than the 40% allowed by zoning. Thus, a modest increase in building coverage could be permitted without exceeding the maximum allowed by zoning in the Neighborhood Business Zoning District.

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

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

Despite the heavy dependence on the automobile on Long Island, shared parking configurations and reductions in parking requirements are being successfully applied. The 2016 Suffolk County Parking Stall Demand and Reduction Study found that a 25% parking reduction and an increase in floor area in connection with shared parking is appropriate in certain applications. Without use of a shared parking ordinance, some LI municipalities allow for parking reductions in shopping malls, a setting similar to the mix of businesses in a downtown area. In Huntington Town, for example, retail parking requirements within regional shopping centers are 25% lower than for retail in other settings. Southampton Town zoning allows a reduction of up to 1/3 of the parking requirements provided a reduced demand can be demonstrated, all the required parking can be met on-site and the applicant agrees to install the remaining parking stalls in the future should the need arise.

Application in Springs: Applying shared parking techniques in Springs would provide the opportunity to create more efficient parking layouts, reducing the amount of paving, improving vehicular circulation and freeing up land for pedestrian amenities. A major benefit is that it provides an incentive for adjoining land owners to work together to create a single parking lot with the best possible configuration. On the street, head-in parking could be replaced with sitting areas, sidewalks and street trees, improving safety for pedestrians and vehicles. Encouraging property owners to develop shared parking arrangement can be achieved through incentives in the zoning ordinance.

Shared parking example

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

of 1 stall per 180 square feet of floor area.

Property A is 20,000 square feet. The Neighborhood Business Zone allows 40% building coverage and 70% total coverage, but to meet the parking requirements of 1 space per 180 square feet of retail space, development was limited to22% of the lot area with 24 parking stalls. Each space is assumed to take up 400 square feet, including stall, aisle and turnaround area.

(400 s.f. +180s.f.) x = 14,000 s.f. (Note: 14,000 sf is 70% of 20,000 sf lot area)

x= 24 parking spaces required

24 x 400 = 9,600 sf or 48% of lot area devoted to parking

14,000 –9,600= 4,400 sf bldg. size maximum for 1 story bldg. 22% or of total lot area

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

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

(400 +250) x = 14,000

X = 21 parking spaces

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

E. Maritime Walking District

Recommendation: The Hamlet Plan includes a preliminary concept for creating a Maritime Walking District at the Head of Three Mile Harbor. The potential was discussed for developing a more vibrant mix of uses in the area to help to meet Springs residents' commercial needs without trips to the Village and to enhance recreational and tourist opportunities in the area. However, impaired surface and ground water quality conditions, the need to protect Tanbark Creek, wetlands and other sensitive environmental resources, shallow depth to water table constraints, the risks from flooding and sea level rise and potential traffic problems severely limit potential development options in this area. But creating a Maritime Walking District focusing on improved connectivity for bicycles and hikers could both enhance recreational opportunities and reduce stormwater runoff pollution.

The Paumonak Path traverses some of the most beautiful and a remote parts of East Hampton, but the Head of Three Mile Harbor is one of the few trail segments that follows roads and borders development. Minor improvements and signage along Boatyard Road and a segment of Three Mile Harbor Road would provide a safe route for hikers to pick up refreshments at Damark's Deli for example. To the north, the installation of a continuous path traversing private and public waterfront properties would provide major recreational enhancements. With careful design and management, these waterfront paths can be knit together into a walkway along the entire waterfront from Gardiner's Marina to Gardiners Cove Road and the Paumanok Trail. Improvements to existing park facilities at the entrance to the town dock could make better use of existing open space.

Implementation: Both Boatyard and Gardiner's Cove Roads are maintained by the Town Highway Department and the minor improvements suggested could be made as part of routine roadway resurfacing projects. The Town could conduct meetings with private marina and property owners in the area to determine interest and develop strategies for creating a waterfront walkway. The land could be obtained through private donations, Town acquisition or as part of a redevelopment application. Simple agreements or granting of access easements could serve the same purpose, though likely to threaten continuity over time as properties change hands. Property acquisition, by whatever means, could be used as the required local match for NY State grants including EPF Local Waterfront Revitalization Plan funding.

F. Springs Fireplace Road sandpit

Recommendation: Recommendations and implementation for redevelopment of the Springs Fireplace Road are provided in the East Hampton Hamlet Report, but an overview is provided here as it concerns Springs. Although mining activities and other operations are projected to continue for another two decades, developing a community consensus for reuse of the site has been a long standing recommendation of the Town Comprehensive Plan. The central location and size of the site offers potential to meet future commercial, recreational, residential and industrial needs. Concept plans are offered as a starting point. However, traffic and more detailed environmental analyses will be a pre-requisite before reaching a consensus on any particular plan.

The concept plans helped focus the community on the need for further analysis. Accordingly, the Town Board has decided to commission a more comprehensive, expansive study of the Springs Fireplace Road Corridor. The study will include all the land between Three Mile Harbor Road, Abrahams Path, Accabonac Road and North Main Street and will generally consider existing and potential build out land use, road and traffic conditions (circulation, capacity, access management, safety, turning lanes, ingress and egress, truck maneuverability, road configuration, maintenance). Recommendations to improve traffic conditions and mitigate adverse impacts from potential development will be provided. In a separate effort, the Town Board is developing a groundwater monitoring plan for the existing mining operations in order to take a proactive approach to environmental protection.

G. Transportation and Access

1. Develop System of Pedestrian and Bicycle Improvements and Connections

Springs lacks safe, attractive pedestrian and bicycle paths connecting residents to places they want to go. The Masterplan for Pedestrian and Bicycle Connectivity suggests a layout to link neighborhoods with the various beaches, parks, recreation areas, scenic viewpoints, commercial areas and community facilities throughout the hamlet. The plan also shows how the walking and biking paths connect to the Townwide network of trails. Implementation will generally require more detailed studies, coordination with Suffolk County Department of Transportation for select roadways and securing funding. Potential funding sources include Suffolk County Department of Public Works (SCDPW) and New York State Department of Transportation (NYSDOT) .Acquisition of key linkages needed for extension of the unpaved trails network can be funded with Town CPF funds.

2. Primary Bike Routes

Primary bike routes are suggested for Three Mile Harbor Rd, Springs Fireplace Rd, Fort Pond Blvd, Springs Dog Park via Gardner Ave, and Abraham's Path with extensions to Indian Wells Beach. These primary bike routes could be developed by installing separate multi-use trails parallel to the roads, or by marked bike lanes along sufficiently wide roadways. Accommodating bikes while preserving the mature trees, aesthetics and rural character of the narrow and winding Three Mile Harbor Rd will be challenging and will require detailed study. Vehicular speed and accident analyses should be conducted along Three Mile Harbor Rd and Springs Fireplace Rd as part of this effort to determine the viability of lowering speed limits and other traffic calming measures for these roadways. As a first step to implementing these improvements, the Town should provide input into the design of current Suffolk County projects for Three Mile Harbor and Springs Fireplace Roads. While these are essentially pavement and drainage rehabilitation projects, they are also required to address, in accordance with the County's Complete Streets legislation, the adequacy of pedestrian and bicycle amenities along the roadway corridors. It is noted that the current Three Mile Harbor Road project pertains only to the county-owned section extending from the North Main Street to approximately Copeces Lane. Developing and constructing primary bike paths will require additional detailed studies and funding.

3. Secondary Bike Routes to Beaches and Scenic Water Views

Secondary bike routes are proposed for Old Stone Highway out to Louse Point, on Gerard Drive out to Gerard Park, and on King's Point Rd out to Maidstone Park. These secondary connections could be developed with dedicated bike lanes along the edges of roadways or with sharrows where roadways are otherwise too narrow. Sec-

ondary bike path improvements should be included in Town roadway maintenance and reconstruction projects.

4. Trail Connections

The plan suggests routes for linking the various trail systems throughout Springs. Additional trail connections can be provided to extend the Springs-Amagansett Trail north to the Town's Springs Park and beyond to the Town Dock on Three Mile Harbor. A secondary East-West trail has been identified just north of Fort Pond Boulevard. Additional North-South neighborhood trails and sidewalks could link each neighborhood block into what could be continuous, interconnected system. Wherever these trails cross roadways, it is important that traffic signs warning motorists of trail crossings are installed. Land for the existing trails network has been systematically obtained through the subdivision review process and acquisitions. Town CPF funds can be used to acquire additional key parcels that may be needed.

5. Multi-use ADA Compliant Paths

Recreational opportunities for all Springs residents would be enhanced by constructing multi-use paths compliant with the Americans with Disabilities Act design standards in environmentally suitable locations. This would not necessarily require paving with asphalt but could be accomplished with the use of hard-packed stone dust, organic binding agents, or alternative paving systems using various polymer-based binders mixed with aggregate. However, only select areas should be considered for multi-use paths. Open space parcels protecting high quality surface and groundwater recharge, biodiversity, important blocks of vegetation and wildlife habitats require the highest levels of protection and should not should not be considered suitable. As a starting point, a multi-use east-west trail connector between Springs Fireplace and Three Mile Harbor Roads providing access to Springs Park should be considered. The Town could seek NYS DOT funding for ADA compliant multi-used paths, as construction costs are high.

6. Sidewalks

A Safe Routes to Schools grant has provided funds to connect the existing sidewalk on Springs Fireplace Road from Woodbine Drive to School Street. Additional sidewalks along Town Roads should be developed as needed. Development and redevelopment projects in the Fort Pond Boulevard business areas should be required to install sidewalks as part of the approval process.

7. Public Transit

Springs is underserved by public transportation. The Suffolk County Transit bus service Route 10B provides a one way loop through Springs which operates at 90 minute intervals. Increasing frequency of the bus service would provide a large improvement for Springs residents, particularly during typical commuting hours. The Town should petition the County Transit system to increase service.

8. South Fork Commuter Connection

With no train station and having limited Suffolk County bus service, shuttle bus service is a particularly suitable transit approach to serve Springs. After decades of planning, collaboration and coordination between State Legislators, the East End Towns and the MTA, the South Fork Commuter Connection, was launched in the spring of 2019. The program, a coordinated rail and bus system providing workers with a public transportation option during peak commuting hours, serves various locations in Springs. The Town's continued commitment to promote and collaborate with LIRR to provide the "last mile" shuttle bus service to Springs is essential. Preliminary ridership figures indicate that the program is already a success and every effort should be made to fund, continue and expand this program. Continued efforts to build ridership are needed. Enhanced outreach to employers to encourage them to allow flexibility in the schedules of employees who would like to use the service and to establish their own transportation between train stations and work places is needed. Continued evaluation and assessment of the pilot program should consider changes to schedules, improvements in LIRR infrastructure, parking lot enhancements, enhanced bicycle and pedestrian connectivity from the train stations and other adjustments.

The South Fork Commuter Connection should be considered a first step in providing improved transit on the South Fork. In addition to providing services to meet commuter needs, expanding public transit options to meet more of the overall needs of year round and seasonal residents must be pursued.

9. Additional Shuttle Services

Explore expanded or new shuttle bus services to service Springs. Combine a park and ride or shuttle service to support use of Commercial Vehicle Parking areas outside residential areas.

Action Plan Matrix

Recommendation	Type Of Action	Responsible Entity	Tentative Schedule	Potential Funding
Comprehensive Plan				
Continue to Follow & Implement 2005 Plan	Policy	TB, PB, ZBA, ARB	On-going	NA
Continue to Implement Amendments and coordinate with on-going studies	Policy	All Town Agencies	On-going	NA
Adopt Springs Plan as an Addendum	Local Law	TB, PB referral, PD, TA	Short term	16
Protect & Enhance the Natural & Historic Character				
Require and enforce strict environmental, sustainability and energy standards for all new and existing development	Code enforcement, Building and Zoning code amendments (energy standards) development application review	TB, PB, ZBA, PD, NR, BI, CE, TA	On-going	16
Actively contine to aquire and preserve open space and historic properties	Policy, Cluster Subdivsions	LAM, PB, PD, TB, CPF committee, non-profit land trusts, private owners	On-going	17, Private, Land Trusts
Protect & Enhance historic resources and scenic vistas	Programs, local laws, acquisitions	TB, PB, PD, TA, LAM	On-going	16, 17
Implement Water Quality Improvements	Programs	TB, NR, property owners, non-profit orgs., research orgs,	On-going	4, 5, 6, 7, 8, 9, 10, 12, 17, Private
Pattern of Development				
Retain the existing zoning patterns	Policy	TB, PD, PB, ZBA	On-going	NA
Create Commercial Vehicle Parking Use	Local Law	TB, PD, TA, PB referral	Short term	16
Design				
Retain existing Springs Historic District	Policy	TB	On-going	NA
Create Fort Pond Blvd. Overlay Districts and guidelines	Local Law/zoning amendment	TB, PB, PD, TA, ARB	Short Term	NA
Parking				
Develop and adopt Shared Parking Regulations	Local Law	TB, TA, PD, PB referral	Short Term	16

Action Plan Implementation Matrix Legend

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

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

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

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

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

Recommendation	Type Of Action	Responsible Entity	Tentative Schedule	Potential Funding
Maritime Walking District				
Assess/implement minor road improvements, install signs on Gardiners and Boatyard Roads	Road maintenance/improvement project	HW, NR	Short Term	14, 16
Meet with private property owners, Trustees	Outreach	TB, TT, private property owners	Short Term	16
Obtain land for waterfront trail	Acquisition or easements	Private property owners, TB, LAM, PD	Short Term	Private donations, 4, 17
Prepare design, incorporate water quality improvements, construct waterfront walkways	Capital Project	TB, TT, NR, TE, outside contractor	Short Term	3, 7
Springs Fireplace Rd. Corridor				
Conduct a more detailed, comprehensive traffic study of the larger area extending from Three Mile Harbor Rd., Abrahams Path, Accabonac Rd. and North Main St. to improve traffic, visual quality, existing and buildout conditions. Begin a dialog with Property owner and develop a public review process	Study	TB, with input from property and business owners, PB, PD, NR, CACs, community residents, outside contractor	Short Term	16
Connectivity and Transportation				
Develop primary bike routes	Study, Capital Project	TB, SCDPW	Short term	13
Develop secondary bike routes	Capital Project	TB, HD	Short term	14, 16
Develop trail connections	Cluster subdivsions, acquistion	PB, PD, LAM	On-going	17
Develop multi-use ADA Compliant paths	Capital project	TB	Long term	11, 23
Install sidewalks	Capital project	TB, HD, SCDPW	On-going	11, 14, 16 23
Improve public bus service	Policy/lobby	TB	On-going	13
Continue to support, expand and make adjustments to improve South Fork Commuter Connection	Program	MTA, LIRR, TB	On-going	LIRR, NYS, Private, TB
Encourage private shuttle services	Policy/outreach	TB , private companies	On-going	private funding

Action Plan Implementation Matrix Legend

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Appendix A: New York State Grants and Programs

1. NYS Community Development Block Grant Program:

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

Fundable projects:

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

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

Annual grant application through New York State Consolidated Funding Application

Additional Resources:

Office of Community Renewal at New York State Homes and Community Renewal,

38-40 State St, Albany, New York 12207,

(518) 474-2057,

email HCR_CFA@nyshcr.org

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

2. New York Main Street Program (NYMS)

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

Fundable Projects:

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

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

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

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

3. Empire State Development Strategic Planning and Feasibility Studies Program:

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

4. Local Waterfront Revitalization

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

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

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

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

5. Environmental Improvements

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

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

Additional Resources

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

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

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

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

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

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

Eligible Types of Projects

• Wastewater Treatment Improvement –

• Non-agricultural Nonpoint Source Abatement and Control

• Land Acquisition Projects for Source Water Protection

• Salt Storage

• Aquatic Habitat Restoration

• Municipal Separate Storm Sewer Systems (MS4s)

Wastewater Treatment Improvement – 15% local match required

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

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

Contact

NYS Department of Environmental Conservation

Division of Water, Koon Tang, (518) 402-8238

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

Non-Agricultural Nonpoint Source Priorities

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

Contact

New York State Department of Environmental Conservation

Division of Water, Ken Kosinski, (518) 402-8086

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

Contact

New York State Department of Environmental Conservation

Division of Water, Ryan Waldron, (518) 402-8244

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

Contact

New York State Department of Environmental Conservation

Division of Water, Lauren Townley, (518) 402-8283

• Beach Restoration

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

Contact

New York State Department of Environmental Conservation

Division of Water, Karen Stainbrook, (518) 402-8095

• Other NPS Projects

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

Contact

New York State Department of Environmental Conservation

Division of Water, Jacqueline Lendrum, (518) 402-8086

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

Contact

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

• Aquatic Habitat Restoration- 25% match

Connectivity Projects located in New York State:

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

Contacts

Statewide Connectivity Projects:

NYS Department of Environmental Conservation

Division of Fish and Wildlife, Josh Thiel, (518) 402-8978

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

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

Contact

New York State Department of Environmental Conservation

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

7. Clean Water State Revolving Fund (CWSRF)

CWSRF, jointly managed by Environmental Facilities Corporation and NYS DEC, provides low-interest rate fi-

nancing to municipalities to construct water quality protection projects including wastewater treatment facilities and nonpoint source projects such as stormwater runoff management. The program distributes over $1 billion annually.

8. Environmental Facilities Corp. - Green Innovation Grant Program

Funding Available: $15 million

DESCRIPTION:

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

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

Green Infrastructure Practices eligible for funding:

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

Contact

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

9. Sustainability Planning and Implementation

Climate Smart Communities Grant Program

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

Fundable projects related to flood risk reduction include:

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

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

Contact:

Office of Climate Change,

New York State Department of Environmental Conservation,

Office of Climate Change,

625 Broadway, Albany, NY 12233, 518-402-8448,

climatechange@dec.ny.gov.

10. NYS Urban Renewal

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

11. NYS Department of Transportation

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

Programs with potential applicability to East Hampton include:

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

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

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

Appendix B: Draft Parking Lot Design Guidelines

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

a. Be designed in conjunction with site and building foundation landscaping materials

b. Be complementary to adjacent sites and buildings

c. Be consistent with Wainscott's overall streetscape design

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

a. Standard for size of landscape islands, number required per xx number of parking stalls or parking lot size

b. Preservation of existing trees and vegetation should be a priority and shall be given special consideration for parking lot landscaping requirements

c. Large planting medians should incorporate pedestrian cross paths.

3. Material Selection

a. Canopy trees are recommended in parking lots to provide shade during summer months.

b. Plantings should be resistant to disease and insects and be salt, pollution and heat tolerant.

c. Native plantings and species consistent with the Wainscott Streetscape should be used

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

a. How pedestrians will be protected from vehicular traffic

b. How main entrances are linked to the parking lot

c. How traffic will be properly managed and controlled.

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

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

Appendix C: Examples of Shared Parking Agreements

Example: Portland Metro, Shared Parking Ordinance

1. Shared Parking: Definition

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

2. Intent of Ordinance

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

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

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

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

3. Application of Shared Parking

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

A. Applicants for new developments or **significant redevelopment*** of site(s) shall examine the feasibility of using shared parking arrangements . *(Significant redevelopment could be defined as increasing building size or land uses so that the site's trip generation and/or parking demand would increase by a certain percentage similar to (2) below.)*

B. Shared parking arrangements shall be considered when the number of parking spaces requested by the developer/applicant is more than **10*** percent higher or more than **10*** spaces higher than the **minimum** number of parking spaces required by Code for a site, whichever is more.

Overall, jurisdictions may wish to consider the following:

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

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

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

4. Calculation of Parking Spaces Required with Shared Parking

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

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

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

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

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

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

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

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

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

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

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

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

Peak Hour Parking Demand for Combination of Uses= 178 spaces

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

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

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

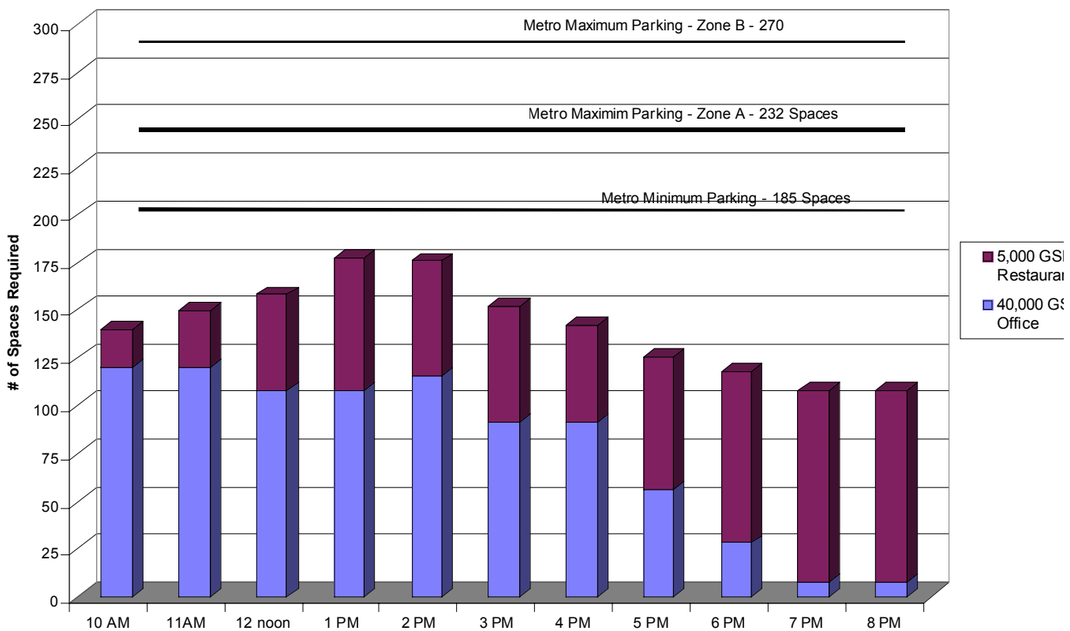
Example:
Minimum Parking Required by Metro Title 2 rates from Independent calculations for two uses *185 spaces*
Peak Hour Parking Needs with Shared Parking *178 spaces*
Net Savings 7 spaces

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

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

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

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



5. Distance to Parking Spaces and Pedestrian Connection Requirements

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

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

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

6. Captive Market Parking Requirements

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

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

7. Agreement Between Sharing Property Owners

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

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

8. Shared Parking Plan

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

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

Example: Portland Metro, Shared Parking - Model Agreement

Appendix B: Model - Shared Use Agreement for Parking Facilities
Effective:_____

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

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

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

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

Lessor hereby represents that it holds legal title to the facilities

The parties agree:

1. USE OF FACILITIES

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

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

2. MAINTENANCE

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

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

3. UTILITIES and TAXES

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

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

4. SIGNAGE

   This section should describe signage allowances and restrictions.

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

5. ENFORCEMENT

   This section should describe any facility usage enforcement methods.

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

6. COOPERATION

   This section should describe communication relationship.

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

7. INSURANCE

   This section should describe insurance requirements for the facilities.

   -SAMPLE CLAUSE-

-NO SAMPLE CLAUSE PROVIDED-

9. TERMINATION

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

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

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

10. SUPPLEMENTAL COVENANTS

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

-NO SAMPLE CLAUSE PROVIDED-

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

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

Model - Shared Use Agreement for Parking Facilities

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

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

The parties agree:

1. USE OF FACILITIES
This section should describe the nature of the shared use (exclusive, joint sections, time(s) and day(s) of week of usage.
-SAMPLE CLAUSE-*[Lessee shall have exclusive use of the facilities. The use shall only be between the hours of 5:30 PM Friday through 5:30 AM Monday and between the hours of 5:30 PM and 5:30 AM Monday through Thursday.]*

2. MAINTENANCE
This section should describe responsibility for aspects of maintenance of the facilities. This could include cleaning, striping, seal coating, asphalt repair and more.
-SAMPLE CLAUSE-*[Lessor shall provide, as reasonably necessary asphalt repair work. Lessee and Lessor agree to share striping, seal coating and lot sweeping at a 50%/50% split based upon mutually accepted maintenance contracts with outside vendors. Lessor shall maintain lot and landscaping at or above the current condition, at no additional cost to the lessee.]*

3. UTILITIES and TAXES
This section should describe responsibility for utilities and taxes. This could include electrical, water, sewage, and more.
-SAMPLE CLAUSE-*[Lessor shall pay all taxes and utilities associated with the facilities, including maintenance of existing facility lighting as directed by standard safety practices.]*

4. SIGNAGE
This section should describe signage allowances and restrictions.
-SAMPLE CLAUSE-
[Lessee may provide signage, meeting with the written approval of lessor, designating usage allowances.]

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

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

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

8. INDEMNIFICATION
This section should describe indemnification as applicable and negotiated. This is a very technical section and legal counsel should be consulted for appropriate language to each and every agreement.
-NO SAMPLE CLAUSE PROVIDED-

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

10. SUPPLEMENTAL COVENANTS
This section should contain any additional covenants, rights, responsibilities and/or agreements.
-NO SAMPLE CLAUSE PROVIDED-

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

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

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

STATE OF NORTH CAROLINA
COUNTY OF WAKE

SAMPLE
Shared Parking Agreement

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

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

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

1. SHARED USE OF OFF STREET PARKING FACILITIES

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

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

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

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

2. TERM

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

3. SIGNAGE

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

4. COOPERATION

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

5. SUPPLEMENTAL COVENANTS

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

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

_____ (Lessor)	_____ (Date)
_____ (Lessee)	_____ (Date)
_____ (Planning Director)	_____ (Date)

_____**COUNTY, NORTH CAROLINA**

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

(Official Seal)

_____
Signature of Notary Public

_____
My Commission Expires

_____**COUNTY, NORTH CAROLINA**

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

(Official Seal)

_____
Signature of Notary Public

_____
My Commission Expires

Example: Town of San Diego, Shared Parking Agreement

THE CITY OF SAN DIEGO

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

_____

_____

_____

(THIS SPACE IS FOR RECORDER'S USE ONLY)

SHARED PARKING AGREEMENT

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

RECITALS

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

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

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

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

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

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

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

Continued on Page 2

4. The provisions and conditions of this Agreement shall run with the land for those properties referenced in paragraph 1 of this document and be enforceable against successors in interest and assigns of the signing parties.

5. Title to and the right to use the lots upon which the parking is to be provided will be subservient to the title to the property where the primary use it serves is situated.

6. The property or portion thereof on which the parking spaces are located will not be made subject to any other covenant or contract for use which interferes with the parking use, without prior written consent of the City.

7. This Agreement is in perpetuity and can only be terminated if replacement parking has been approved by the City's Director of the Development Services Department and written notice of termination of this agreement has been provided to the other party at least sixty (60) days prior to the termination date.

8. This Agreement shall be kept on file in the Development Services Department of the City of San Diego in Project Tracking System (PTS) Project Number: _____ and shall be recorded on the titles of those properties referenced in paragraph 1 of this document.

In Witness whereof, the undersigned have executed this Agreement.

_____
Applicant

Date: _____

_____
Party/Parties Supplying Spaces

Date: _____

_____
Deputy Director

Business and Process Management, Development Services

Date: _____

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

Reset Button Page 2

East Hampton Town Water Quality Improvement/Watershed Plan Recommendations for Accabonac Harbor Watershed

Appendix A
Watershed Reccommendations

ACCABONAC HARBOR WATERSHED	
WWT	Promote rebate incentive program for septic system upgrades in ecologically sensitive and flood prone areas
	Develop educational programs and work with environmental groups to educate the public on the importance of septic system maintenance
	Septic system upgrades for commercial and municipal properties
	Septic system upgrades for residential properties
	Neighborhood/community septic systems in high density areas
	Septic system upgrade for springs school
	Demonstration project for the use of a permeable reactive barrier (PRB) for nitrogen removal along shoreline
Stormwater Control Reccommendations (2015 Accabonac Harbor Subwatershed Management Plan)	
NPS	Junction of Louse Point and Old Stone Hwy: traffic island bioretention area
	Junction of Louse Point and Old Stone Hwy: wet swale along right-of-way
	Unpaved driveways along Louse Point Road: driveway stabilization; paved gutter to vegetated swale and deep-sump structure
	Northern end of Louse Point Road: path stabilization (e.g., water bars and/or revegetation)
	Northern end of Louse Point Road: parking lot paving or gravel stabilization; bioretention area
	Louse Point Road boat launch: trash management; path stabilization (e.g., water bars and/or revegetation)
	Louse Point Road boat launch: pavement removal; bioretention area
	Junction of Old Stone Hwy and Neck Path: traffic island bioretention area
	Junction of Old Stone Hwy and Accabonac Road: traffic island bioretention area
	Junction of Old Stone Hwy and Neck Path: constructed wetland in right-of-way
	Junction of Accabonac Road and Neck Path: paved drainage flumes to reduce erosion
	Old Stone Hwy: bioswale in right-of-way
	Landing Lane boat ramp & parking area: parking lot paving or gravel stabilization; path stabilization; revegetation
	Barnes Country Market parking lot: pavement removal; bioretention area; parking realignment
	Front of School on School Street: bioretention area/"Green Street" (northern-most site)
	Front of School on School Street: bioretention area/"Green Street"; pave on-street shoulder parking
	School bus loop on School Street: bioretention area
	Front of School on School Street: bioretention area/"Green Street"; pave on-street shoulder parking
	Back of School: rain barrels; educational activities/signage
	Parsons Street/Springs trail: constructed wetland; educational signage
	Parsons Street/Old Stone Rd intersection: bioretention area; educational signage
	Church at junction of Springs-Fireplace Rd and Old Stone Rd: bioretention area
	Pussy's Pond Park on School Street: bioretention area; educational signage
	Pussy's Pond Park on School Street: bank stabilization/revegetation; water fowl management; educational signage
	Springs General Store: pavement removal; bioretention area; curb and gutter installation
	Ashawagh Hall: Bioswale
	Commercial properties at Old Stone Hwy and Fort Pond Road: pave access road or stabilize with gravel
	Commercial properties along Old Stone Hwy: pave right-of-way parking or stabilize with gravel
	End of Talmage Farm Lane: pavement removal; vegetated swale; bioretention area (north side of intersection)
	Norfolk Dr & Underwood Drive: pavement removal; bioretention area
	Underwood Drive: installation of oil-grit separators and/or deep-sump catchbasins for pretreatment; install new leaching catchbasin
	End of Gerard Point: path stabilization with reinforced drainage swale and revegetation

Town of East Hampton Water Quality Improvement/Watershed Plan Recommendations for Accabonac Harbor (p.2)

Appendix A
Watershed Reccommendations

ACCABONAC HARBOR WATERSHED (CONTINUTED)	
NPS	Low points southwest end of Springs-Fireplace Road: bioretention areas and/or tree pits
	Springs Fire Dept: bioretention area (front of building)
	Springs Fire Dept: installation of oil-grit separators and/or deep-sump catchbasins for pretreatment; conversion of overflow parking to permeable pavements
	Waters Edge and Carriage Lane: pavement removal; bioretention area
	Waters Edge and Carriage Lane: pavement removal and planting area
	Shipyard Rd: pavement removal; bioretention area
	Harrison Ave neighborhood cul-de-sacs: cul-de-sac planter conversion to bioretention areas
	Teak Rd wetland: improved peak flow detention with outlet control structure retrofit; invasive vegetation control
AHR	Limiting development in ecologically sensitive and flood prone areas such as the bay mouth spits of Gerard Drive is critical to retaining their natural protective features, to avoid overstressing groundwater resources, and to prevent pollution of surrounding surface waters
	Relocation of existing artificial channels or restoration of historic channels should be considered as a way to ameliorate flooding and water quality problems
	Expand shellfish seeding areas and install oyster reefs to protect and enhance the shellfish population in the watershed
	Facilitate the protection and restoration of seagrass population if the habitat is deemed restoration ready
	Implement invasive vegetation control and promote the growth of native plants

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

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

Project Type Legend

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

Appendix E: Public Comments for Springs

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

Public Comments on Draft Springs Hamlet Plan

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
1	6/2/2017	Kristi Hood	More diverse community input needed: the process did not reach Spanish speaking and working people.	As a participant in the hamlet study in Springs, I must strongly state that if the Springs has a 36% Spanish population, why was NO attempt made to reach out to 1/3 of the community? The events were timed in direct conflict with the working community. The bulk of the attendees were over 60, white, many were real estate agents (with a vested interest in gentrifying the area) and second home owners. It was not even vaguely representative of the actual community that is described by the study itself. Look at the numbers.... I wonder the advantages of trying to do anything in Springs or East Hampton for the benefit of the community when the community wasn't represented. There were some good an interesting ideas, but without full community input how can the right decisions be made?	All meetings were taped and broadcast repeatedly on LTV in an attempt to reach the all of the public The public comment period on draft report extended from June through Sept. Additional public comments will be solicited during the public hearing, not scheduled as of this date.
2	6/2/2017	John Mullen	Need to widen Old Stone Highway, the primary access to the east side of Springs.	Please add to the recommendations the widening of paving outside of the white line along Old Stone Highway, the primary access road to the east side of Springs. Just three feet of paving outside of the white line would be much safer. It is currently a very dangerous road for pedestrians and bicycles. A few years ago on Old Stone Highway a pedestrian was killed by a truck's side mirror at a location where there was a steep bank right next to the white line on the paving.	This recommendation can be evaluated.
3	6/16/2017	Dan Friedman	Economic changes mean there is no need to support the tourist economy, nor to rebuild shopping centers.	As promised, here are additional comments on the Springs Hamlet Study Presentation: a. The assumption that the "Tourist Economy" is essential to our economic base and must remain a key industry is invalid. I think that you may need to review the projected impacts of the Tourist Industry on both the second home and residential base. The knock-on effects become destructive. Look forward, not back. We have peaked tourism and exceeded it's role in a healthy future economy.	a. The economic study reported the second home economy is the number one driver of East Hampton's economy with tourism occupying second place.
				b. Less noticeable, but equally false, is the requirement to rebuild and recycle our shopping centers. I cite this as just one example of the potpourri of projections of today's environment to create an unsupportable future.	b. The false "requirement to rebuild and recycle our shopping centers" is not contained in the reports.

Public Comments on Draft Springs Hamlet Plan
Prior to 11/15/18 Public Hearing

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
4	9/18/2017	Carol Saxe	Limit commercial sprawl; concentrate future commercial in Town Marina area; need bike path on 3 Mile Harbor Rd.	I would like to have my comments on the Hamlet Plans for Springs added to the record. I attended all of the Hamlet Study meetings in Springs, participated in the discussions and listened to the comments of those in attendance. Unfortunately, I believe the Planners got several things wrong as far as Springs is concerned. They either didn't listen carefully or they had another agenda. My comments are as follows: a- Springs residents do NOT want any further development of disparate commercial areas such as Fort Pond and would prefer to see all the future commercial development in Springs in one area. The Harbor Marina area extending towards Damark's and the Service Station / Tackle shop was seen as most desirable. The Fort Pond area lies in close proximity to Accabonac Harbor and would be better targeted for public acquisition when and if the opportunity arises.	a. The concept plan for Fort Pond Blvd. is not a growth plan but a reorganization of exiting and potential development in accordance with existing zoning. Septic upgrades, stormwater runoff treatment, acquisitions and other necessary environmental mitigation is recommended for the Accabonac Harbor watershed including the Fort Pond Blvd. area. Similarly, mitigation and upgrades are recommended for the Head of Three Mile Harbor , but new commercial growth in the Damark's area was generally opposed during the public workshops due to severe environmental constraints.
				b.- Three Mile Harbor Rd. ,NOT Springs Fireplace Rd, is dangerous for pedestrians and cyclists and entirely without shoulders or pedestrian paths. Maidstone Park is used by many local families. From Maidstone stretching down to the Head of the Harbor and Town Marina are several businesses. Due to the lack of through streets running North and South between Three Mile Harbor Rd and Springs Fireplace Rd, a bike path of some sort should be a priority on Three Mile Harbor Rd….NOT Springs Fireplace Rd which already has sidewalks and shoulders for a substantial distance. The plans for bike paths ignore the public input and safety concerns of the community. A second priority would be continuing the bike paths down Hog Creek Rd and then down Springs Fireplace to Old Stone Hwy to connect with existing shoulders and sidewalks	b. Springs Fireplace Rd. is slated for sidewalks to help improve safety for school children. TMH and Springs Fireplace roads are both recommended for bike and pedestrian improvements and traffic calming.
				c- I pass the IGA almost every day of the year and I have never seen Collins avenue and the IGA corner as a problem. However, I do feel that the planners idea to make that street one way will CAUSE problems and be an unpleasant disaster.	c. Observations and comments at the East Hampton charrettes suggested traffic congestion and backups are problems in this area. A traffic study is recommended before any changes are implemented.

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
		Carol Saxe con't		d. The Planners for the most part have ignored the fact that we are a residential and resort community surrounded by water and yet there are pitifully few opportunities for people to enjoy the waterfront with amenities like casual dining, etc. The development of the Town Marina area with a pedestrian walkway would be a welcome addition . To have Food Trucks at the beaches is noisy, polluting and unsightly. It's unfortunate that the planners did not take this into consideration and offer some better alternative.	d. The plans highlight the waterfront as destination points and scenic viewpoints and propose improved transportation and mobility projects connecting to these valuable assets. The proposed Maritime Walking District provides enhanced opportunities for passive waterfront viewing and recreation.
5	10/25/2017	Phyllis Italiano	No increased development	We don't need any increased development. I wish the Town Board would buy up every available lot/acre and end all building. Recognize that the water we drink is directly below us.	Protecting and restoring the environment is the foundation for the Hamlet Plans.
6	10/15/2017	John Potter	Comments	a. Preserve/enhance the existing scenic, rural and historic character of Springs: The Comprehensive Plan of 2005 supports this view of Springs and called for more open space/ recreation land and small lot purchases. While there has been good use of CPF funds to acquire land, particularly surrounding critical habitat like Accabonac Harbor and 3 Mile Harbor, it would be helpful to articulate targets and goals for acquisitions.	a. The CPF Plan has criteria to guide decision makers on acquisitions to preserve/enhance open space, scenic, recreation and historic resources.
				b.Improve water quality and reduce pollution loading to Accabonac Harbor and Three Mile Harbor: The TOEH has recently approved incentives for nitrogen reduction in waste water systems that will benefit water quality. As well, the Trustees have opened the culvert in the northern part of Accabonac harbor with the hope of increasing circulation and reducing pollutants. More needs to be done though, and as research identifies the major sources of nitrogen and other pollutants, we hope the CPF funds can be dedicated to these high priority remediation efforts	b. The Hamlet Plan reinforces these priorities.
				c. More access to safe walking/running/ bicycle pathways is needed: While many roads in Springs do not lend themselves to safe bicycle/car interaction without significant changes to roadway or adjacent pathways, there are the main corridors identified in the study that will provide for these amenities. With the repaving of CR40 (3 Mile Harbor Road) and CR 41(Springs Fireplace Road) scheduled for early 2019, the time is right to insure these roads are redesigned to incorporate pedestrian/bicycle pathways.	c. Town Planners and the Consulting Team have been coordinating with the SCDPW on these projects.
				d. Provide alternatives for home contractor businesses vehicle parking in nonresidential areas: Providing economic options for parking oversized vehicles and trailers used by contractors that live in Springs is a good idea, and private commercial vehicle storage space is available in the Springs Fireplace Road corridor. We see limits to the practicality of this recommendation though.	d. A multi-pronged approach to the issue of commercial vehicle parking in residential lots is advisable. Encouraging controlled vehicle parking storage in the Springs Fireplace Rd. area is recommended.

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
		John Potter con't		e.-Enhance Paumanok Path connections to the Damark's, Head of Three Mile Harbor, maritime area: Expanding walking trails in Springs and improving the public access at the head of 3 Mile Harbor is an excellent objective. Specific action plans including any acquisitions, or ordinance changes seem like the next step.	e. General implementation measures offered in the Plan include acquisitions or easements, capital improvements, highway department projects.
				f. Protect/enhance the walkability, cohesiveness, attractiveness and functionality of the business districts at each end of Fort Pond Boulevard. - The Springs Hamlet Study makes the observation that the hamlet lacks a business district and proposes a neighborhood Business Zoning District on Fort Pond Boulevard. In conversation with local business owners, there does not seem to be much interest in or support for a formal business center. Businesses that serve Springs residents on/near Fort Pond Blvd. (primarily retail food and beverage stores, and restaurants) will probably not need a dedicated zoning district. Some of these businesses are only marginally successful because they are within a rural, and residential community without concentrated employment (and consequent demand for services). Commercial businesses that serve the TOEH and East End are not well located so far from EH village and the other hamlets for which they provide services. The proximity to the Springs Historic District needs to be considered. A more detailed market study of the types of businesses and the demand for their services would be helpful.	f. No new Neighborhood Business Zoning is proposed for Fort Pond Blvd. The Hamlet Plan depicts a potential layout, in accordance with existing zoning when and if there is future redevelopment and demand. Currently, some of the properties within the Fort Pond Blvd. NB zone are in residential use.
				g. Expanded Affordable and Mixed Use Housing Opportunities: Springs is the "affordable" hamlet in the TOEH and has seen significant growth as a result. There may be recommendations to enhance the access to more affordable housing in Springs that make sense, but "affordable housing" will only be successful town wide if it is distributed town wide and not concentrated within one hamlet. It seems the hamlet studies recognize this.	g. Recognizing that Springs already provides defacto affordable housing, there are no recommendations to expand affordable housing opportunities in Springs.
				h. Other Hamlets- Transportation- The major access routes between Springs and the Village and other hamlets are the Springs Fireplace Corridor (CR41) and 3 Mile Harbor Corridor (CR40). These have become heavily trafficked routes for commuting and commercial activities, and include the TOEH Recycle Center and TOEH highway Department. The S-F corridor from North Main Street to Abraham's path has seen periodic flooding, drag out from the sand gravel and construction services, and (particularly in the summer) odors from private waste transfer operators. It has created a blighted appearance, and lacks adequate traffic management and pedestrian crossings. It also should be remembered that there are numerous residences along this corridor. From a transportation perspective, the East Hampton Hamlet Study has made suggestions regarding traffic management. More clearly needs to be done and with the repaving planned for the CR41 in early 2019, the timing is right for a more comprehensive plan.	h. Recommendations for improvements to the Springs Fireplace Rd. corridor are contained in the Springs Hamlet Plan.

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
		John Potter con't		i. The commercial/industrial portion of Springs Fireplace Road (between North Main St and Abraham's Path) offers a better location for businesses that serve customers throughout the TOEH. This should be planned for and given a higher priority than rationalizing the Fort Pond Blvd. commercial activities.	i. As mentioned, no new development is planned for Fort Pond Blvd., but a plan for coordinating redevelopment when and if it occurs in the future is provided. Schematic plans and a call for continued planning for the Springs Fireplace Rd. corridor are provided in both the Springs and East Hampton Hamlet Plans.
				j. The EH Hamlet Study considers alternate uses of the Sand Pit after its commercial life, but given numerous commercial developments planned and underway in the area, a Master Plan for this commercial/industrial center of the TOEH seems needed.	j. The Active Sand Mine will require the development of a NYSDEC approved Reclamation Plan. The Hamlet Plan recommends the development of a Concurrent Reclamation Plan to provide a phased approach for reuse and restoration of areas no longer available for mining and continuation of the planning process for the Springs Fireplace Rd. corridor.
			Recommendations for Future Phases	1. Develop a Master Plan for the Environmental Friendly Development of the Commercial/Industrial Springs Fireplace(County Road 41) Corridor. Amend the EH Hamlet Study to expand plan for current and near term growth in commercial & industrial activities in the corridor. Amend the Springs Hamlet Study to Focus near Term Commercial/Industrial Investment in the S-F Corridor; Continue to Research Demand for the Fort Pond Boulevard Commercial Area	1- As mentioned, a general concept plan for the Springs Fireplace Rd. corridor has been prepared and continued study is recommended due to continuing mining activities.
				2. Provide Hamlet Consultant and Citizen Input to Suffolk County on the Re-Design of County Road 41: Springs Fireplace Road Anticipated Traffic Increases from EH School Bus Depot and New Commercial Projects Currently in TOEH Planning Consider extending turning lane for southbound traffic from Waste Scavenging Site South to Queens Lane Swales & catchments to reduce road flooding County Role in Curbing/ Pedestrian and Bicycle Access	2- Input from the hamlet consultants, Town officials and the public has been offered to the SCDPW for the CR 41 project. Continued study and improvements to the Springs Fireplace Rd. transportation corridor is recommended.
				3. Provide Hamlet Consultant and Citizen Input to TOEH and Town Highway Department:	
				a. Safe Intersections between County Road 41 at Abraham's Path and Queen's Lane	a. These intersections can be evaluated as part of the further study recommended for the Springs Fireplace Rd. corridor.

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
		John Potter con't		b. TOEH Role in Curbing/ Pedestrian and Bicycle Access/ Commercial Entrance/Exit requirements	b. As properties develop, the Town coordinates with SCDPW on curb cuts, ingress and egress, sidewalk and bike path improvements. Further study of the area, in cooperation with the sand mine property owners is recommended.
				c. TOEH and Highway Dept. Action to eliminate sand, gravel and mud drag out and excessive odor from commercial operations along the corridor	c. These issues can be evaluated in the further study recommended for this corridor.
				4. Develop Site Plan Guidelines for Existing Facilities and Future Development:	4. The Hamlet Plans offer supplemental guidelines for architecture , siting of buildings, design of the public realm including bicycle and pedestrian access, landscape design, streetscape design, vehicular circulation and access management, parking lot design, environmental performance and resilience.
				a. Recommend Zoning Changes and creation of an Enterprise Zone	a. A zoning code amendment to create a Commercial Vehicle Parking use is offered but no zone changes are recommended at this time. Further study of the Springs Fireplace Rd. corridor could include zone change recommendations in the future.
				b. Screening, Plantings, Fencing standards	b. General guidelines are offered in the Hamlet Plan.
				c. Bicycle and Pedestrian Safe Access and Crossings	c. Guidelines are offered in the Hamlet Plan.
				d. Evaluate Lighting, safety and Security Options for Existing Businesses	d. The Town has developed lighting standards which address safety and security.
				e. Evaluate Light Truck Parking Facility	e. Site plan and special permit standards for a new Commercial Vehicle Parking Land Use are offered in the Hamlet Plan.
				5. Provide Design Input to the Re-Design of County Road 40 – 3 Mile Harbor – Hog Creek Road ; Safety Improvements for Abraham's Path – Damark Market – Bonac Power neighborhood	5- The Town and consultants have provided input into the re-design of CR 40.
				6. Traffic Management Plan for North Main Street – Anticipate LIRR Trestle Raising will increase heavy truck flow by fall 2018	6- It is anticipated that traffic patterns will change after the LIRR trestle work is completed and a follow-up study is recommended.

Public Comments on Draft Springs Hamlet Plan

	Date	Commenter	Subject/Summary	Public Comment	Consultant Comment
7	4/26/2018	Springs CAC	SCAC comments on Objectives (p.21) and implementation (p. 30); supports restatement & refinement of 2005 Comp Plan Goals in Hamlet Plan	Obj.1: Preserve/enhance existing scenic, rural & historic character of Springs. Additional specific steps are required: expand small lot purchases; changes to zoning to keep appropriate new construction w/I existing neighborhoods; a scenic road designation is needed for SPF, TMH Rd., Accabonac Rd., Old Stone Hwy.	1. Plan recommends Town renew its continued commitment to acquiring and preserving additional lands in Springs (p. 30). Zoning changes to protect the character of existing neighborhoods will be part of the implementation, follow up phase. The Town conducted a Scenic Inventory Study and has designated TMH, Accabonac Harbor and other areas which include portions of the roads mentioned as Scenic Areas of Statewide Significance
				Obj 2: Improve water quality, reduce pollution loading to Acc. Harbor, Hog Creek & TMH. A plan for coastal resiliency & coastal retreat is needed & should guide future CPF purchases & other investments; expand water mains & distribution systems where possible; allocate more resources for maint. Of town preserves e.g. Pussy's Pond	2 Separate studies (underway) will help address coastal resiliency and retreat: Town CARP Study & PEP Climate Ready Assessment Plan. The Town Natural Resources Department, in conjunction with other organizations is implementing several water quality improvement projects In Accabonac Harbor including: Intallation of bio-retention areas; installation of permeable reactive barriers; replace, expand and upgrade Springs School septic system
				Obj. 3: Improve safety & connectivity for peds, bycl., residents. Supports Ped & bicycle. Connect plan (p.23) & suggest priorities: THM SFR loop & use CR40 and CR41 renovation project to install ped & bike paths. Investigate rideshare/shuttle bus system; incentives for private operators	3 Comment supportive of the Plan
				Obj.4: Provide alts. For home contractor business vehicle parking in nonresidential areas. Support concept. Transp. To/from a commercial vehicle parking area needs to be solved. Approach commercial landowners in SPR corridor to ID potential locations; ID potential operators of storage & Transp. Services	4 Comment supportive of the Plan
				Obj.5: Enhance Paumanok Path connections to Damark's Head of TMH maritime area. Work w/ interested property owners to develop a feasible plan. Develop acquisitions, or ordinance change recommendations. Integrate with pedestrian and bicycle loop.	5 Comment supportive of the Plan.
				Obj 6: Protect/enhance the walkability, cohesiveness, attractiveness and functionality of the business districts at each end of Fort Pond Blvd. A market study of the existing and potential commercial activities in the Fort Pond Blvd. area to insure demand. Land use changes to insure "oversized: commercial development is prevented. Zoning that protects and preserves our small businesses.	6 No additional commercial zoning is recommended in the plan. A pattern for redevelopment is offered for when businesses upgrade and infill occurs. No zoning changes are recommended at this time but will be considered as part of implementation follow-up.

	Date	Commenter	Subject/Summary	Public Comment	
		Springs CAC con't		7. Add'l areas of Comment: Springs is the "affordable" hamlet in TOEH and has seen sign growth as a result. Affordable housing will only be successful is distributed Townwide & not concentrated in 1 hamlet. The hamlet study seems to recognize this. Explore opportunities to retain the existing single family affordable housing in Springs by Town or Housing Authority acquis. of restrictive covenants, financial ass't on certain properties.	7. Supportive of the Plan. The Housing Office and Housing Authority continue to investigate suitable affordable housing options.
				8. Comments on other Hamlet Studies: TOEH should coordinate the SC designs of CR 40 and 41 with adjacent town roads.	8. Supportive of the Plan
				9. Other Hamlet Study comment: As part of resurfacing projects, the time is right to redesign CR 40 & 41 to incorporate bike and ped paths, bus stops, Support concept. Transp. To/from a commercial vehicle parking area needs to be solved. Approach commercial landowners in SPR corridor to ID potential locations; ID potential operators of storage & Transp. Services water main extensions, burying power lines where appropriate and affordable	9. Supportive of the Plan
				10. Other Hamlet Study comment: CI development town North Main ST. & Abrahams Path should be a high priority for further planning & should include attractive roadside quality. Phase One of the Sand Pit Master Plan should be implemented immediately to guide future development in the area. The Master Plan should be expanded to include both sides of SPF and adjacent areas between TMH Rd. and Accabonac Path north to Abrahams Path	10. Supportive of the Plan. Consideration should be given to expanding the study area for the next phase of the Sand Pit Master Plan.
				11.Final Comments: Study is difficult to read. Should be written more clearly to relate specific action plans & design recommendations by objectives. What is time period of implementation? Clarify of style and objectives will help make this planning effort more successful. Support concept. Transp. To/from a commercial vehicle parking area needs to be solved. Approach commercial landowners in SPR corridor to ID potential locations; ID potential operators of storage & Transp. Services	11. The Plan offers 6 general objectives to meet the issues of concern (P.21), a conceptual framework to meet the objectives, narrative and an Action Plan Matrix describing 22 recommendations to implement the objectives.
8	2/8/2018	Mark Mendelman	Three Mile Harbor Walking District	The Study "misses the boat" with respect to potential THM Walking District; this is a unique area that deserves consideration of additional commercial zoning and revitalization, businesses in support of maritime, resort & rec industries; rezoning to LBO and applying form based code building standards would keep area from becoming "urban"; long term vision for the area should be a destination point and small hamlet center.	The severe environmental constraints in the area limit development potential. Public comments urged limiting new commerical development in Springs.

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

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
1	11/15/18	John Potter, Springs CAC member	Supports Goals	Improving water quality is a Townwide goal. Continued efforts are needed	Supportive of the Plan.
			Improve bike/ped corridors	Opportunities to provide a 5' bike path as part of County Rd. 40 & 41 repaving projects. Urges coordination with County to make this happen	Town officials continue to coordinate with County officials on these road projects.
			Home Contractor Businesses	The contractor situation seems to be improving but more issues are likely to emerge.	Plan suggests a means to help alleviate contractor parking problems.
			Springs Fireplace Rd. corridor *	More needs to be done- a Comprehensive Plan for the larger area to address traffic and multiple issues. Wainscott Hamlet may provide some concepts and ideas applicable to the corridor.	Springs Fireplace Road is one the highest traveled roads in the Town, flanked by an unsightly commercial industrial development lacking meaningful buffers or setbacks from the street. The corridor contains the largest and heaviest industrial uses in the Town including an active sand mine. Most of the lots surrounding the 133 acre sand mine property are small, substandard lots each served by separate access driveways and parking lots. The CI uses and the haphazard pattern of development has led to excessive turning movements, truck maneuverability problems, traffic backups, airborne pollution and dirty road conditions. Three objectives were developed to meet the concerns articulated during the public workshops: • Improve access management along the Springs Fireplace Road Corridor • Improve the Visual Quality along the Springs Fireplace Road Corridor • Develop an appropriate plan for the redevelopment of the active sand mine and adjacent properties. Current zoning of the sand mine site allows residential development in the north end of the property and commercial industrial development on the remaining property. Based on the input received during the charrettes, the Hamlet Plan offers design recommendations suggesting an alternative development approach which might better address East Hampton's current and future needs. As the site is large and is still being actively mined, a phased approach, starting with reclaiming areas already mined, was developed. The goal of the concept plan is to encourage redevelopment that solves existing problems and improves conditions for the surrounding community. The Concept Plans are offered as a starting point for future planning of the site. Extensive additional planning work, including traffic capacity, road safety, road access, water supply, wastewater, neighborhood impact, air quality and other environmental analyses will be required before a Master Plan or zoning Plan for the property can be developed.
			Scenic/Rural qualities	Commends Town for small lot acquisitions, encourages continued efforts. Consider expanding the historic zones	Supportive of the Plan.
			Scenic Corridor/byways	Define TMH & SFP roads as scenic corridors	While there is no specific "scenic corridor designation" for county roads, Town officials will continue to work with County DPW to retain the scenic character of these

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

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
2	11/15/2018	Robert Pine	Springs Fireplace Rd. corridor *	Increased traffic, decline in quality of life in SFR corridor. Hamlet Study provides a good vision but more is needed to transform it into a Master Plan. Both sides of road need to be evaluated and expand to TMH Rd. Town should acquire the parcel between the entrance & exit of the Recycling Ctr.. Purchase would stop the 125 car wash application. "Gorilla parking" area next to Queens La. without permits shouldn't be allowed to continue. Has observed sewage transfer and other unregulated activities on this site. Town does good job in sweeping & cleaning roadway regularly, but why don't the businesses creating the problems contribute? Suggests the development in SH Town between RR and Blackman Street be used as a model for redevelopment of this area.	A further, expanded study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (See response to commenter 1)
3	11/15/2018	Carl Irace, Citizens to Preserve the East End	Springs Fireplace Rd. corridor *	Plan doesn't go far enough to preserve the gateway of Springs. Recommends purchase of vacant parcels in corridor esp. parcel between entrance and exit of recycling center. Expand study to TMH Rd., Abrahams Path, Accabonac Rd.	A further, expanded study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts, acquisition and other concerns. (see response to commenter 1)
4	11/15/2019	Frank Riina	Springs Fireplace Rd. corridor *	Unchecked commercial development occurring is a threat. Every business has 15 vans. Redevelopment of the sand mine as depicted- 30 to 40 new businesses could create 1000 more vehicle trips using multipliers, plus there are other potential developable lots in the area. Traffic study needed . Impossible to evaluate future development in isolation without traffic study and Master Plan with public input. Code enforcement is needed. Hope Town decides to preserve & protect rather than develop	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns.
5	11/15/2018	Tina Plesset	Springs Fireplace Rd. corridor *	Largely satisfied with Hamlet Plan except Sand Pit. Entire area - Abrahams Path, TMH, Accabonac Rd. needs to be studied. Prepare a Master Plan. Advisory group should include businesses, property owners, residents	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns.

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

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
6	11/15/2018	Martin Drew	Springs Park	The 40 acre Springs Park has been taken over exclusively as a dog park- needs to be available for other active recreation.	The Town develops management plans for Town owned parks.
			Pollack Krasner House	Need parking signs, stop allowing perpendicular parking, improve roadway & shoulder. Should park on property	The Pollock Krasner House has responded to complaints about on-street parking.
			Ashawagh Hall	Shouldn't be allowed to charge for use. Used for special events every weekend creating uncontrolled traffic and parking problems	Fees for use of Ashawagh Hall is not within the purview of the Town.
			New Pop-up store	Violates Springs Historic District regs.	The Town Code Enforcement Office investigates and follows-up on complaints about code violations.
			Duck Creek Farm	New uses approved will create parking problems on adjacent streets. Plenty of room to designate off street parking on-site	
			Springs School	Overcrowded school is causing septic discharge into Accabonac Harbor	The Springs school has received a substantial grant to install a new nitrogen reducing wastewater system.
7	11/15/2018	Jim Carforo	Springs Fireplace Rd. corridor *	Supports preparation of a Master Plan and traffic study for the area. Commends Board on small lot acquisitions.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
8	11/15/2018	Loring Bolger Springs CAC chair	Springs Fireplace Rd. corridor *	Big concern to all Springs residents. Suggests working with property owners.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
			Form Based Code	Not favored for Fort Pond Blvd. Don't want to convert to a formulated area.	Form based code or architectural guidelines are not designed to homogenize the appearance of a business district.
9	11/15/2018	Phyllis Italiano	Springs unique qualities	Springs is a year round, unpretentious community. Maidstone Park is a jewel. Buy every lot that's left.	The Town has an active and aggressive acquisition program including small lots in Springs.
10	11/15/2018	Alex Rodriguez	Springs Fireplace Rd. corridor *	Development must be stopped until there's a Master Plan for the Corridor. Planners in NYC preserved the Catskills to make living in NYC viable. Springs is in a similar balance.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
11	11/15/2018	Stuart Close	Springs Fireplace Rd. corridor *	Too much development has been pushed to the corridor already. Put on a moratorium and prepare a Master Plan.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
12	11/15/2018	Kathleen Collin	School Bus Depot *	Questioned how decision was made to located the EH School Bus depot on Springs Fireplace Rd. Springs residents didn't get to vote on this but will pay the price by traffic.	Supervisor Van Scoyoc responded that the property was formerly occupied by the Scavenger Waste Treatment Plant. After that facility closed, the property was not needed by the Town and the School District was looking for a site. The facility will include a bus maintenance area which, through a shared services arrangement, could be used for Springs school buses as well.

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

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
13	11/15/2018	David Budda	Three Mile Harbor Walking District	Supports this concept, knows that some marina owners also interested. Encourages walkways along the water.	Supportive of the Plan.
			General	Generally supportive of the Plan- hopes it doesn't get shelved. No commercial center in Springs but idea of design overlay is intriguing	Supportive of the Plan.
			Bike Paths	Advocates mixed use paths; get bikes off roadways; need east west cross paths such as Abrahams Path & Fort Pond Blvd.	Supportive of the Plan.
14	11/15/2018	Dan Hayes	Bike ways	Anything that can be done to improve bike safety would be welcome. Even 2' extra of macadam would help	Plan recommends improving safe areas for bikes.
15	11/15/2018	Annie Falero	Springs Quality of Life *	Quality of life is deteriorating. Air quality on Springs Fireplace Rd. unhealthy.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
16	11/15/2018	Chris Gannisch	Springs Fireplace Rd. corridor *	The particulate matter and air pollution on Springs Fireplace Rd. are health risks- American Heart Association reports the risks from exposure including cardiovascular disease and reduced life expectancy	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns.
17	11/15/2018	Martin Drew	Maidstone Park Beach	Parking booth is needed to check Town permits for parking	If this is an issues, the Town can investigate the need for a parking booth.
			Commercial Vehicle Parking	Contractors parking on their residential properties have been doing what's allowed by the code.	The Town has not acted to penalize small business owners with vehicles parked on their lots. The Hamlet Plan proposes a means to alleviate the conflict associated with commercial vehicle parking in residential zones.
18	email to Town Clerk	Gerard Giliberti	Springs Fireplace Rd. Corridor *	Urges Town Board to conduct a Master Plan study of the Springs Fireplace Rd. corridor and place area under a development moratorium under study is completed.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
19	email to Town Clerk	Jacqui & Dennis Donlon	Sand Pit *	Concerned with the proposed commercial industrial development of this sandpit. The addition of large scale commercial /retail industrial complex will negatively affect the already congested traffic corridor and will put the Springs population at risk medically and economically.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)

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

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

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

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
25	email	Irena Brigani	Springs Fireplace Rd. corridor *	Springs Fireplace Rd. has become increasingly congested. The Hamlet study calls for substantial increase in commercial development. Need a traffic study before develop plan for future potential development. Then Master Plan development. Moratorium until Master Plan completed.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
26	11/11/2018 email	Valerie Green	Springs Fireplace Rd. corridor *	same as above	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
27	11/12/2018 email	Patrick Carroll	Springs Fireplace Rd. corridor *	same as above	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
28	11/11/2018	Margaret Backman	Springs Fireplace Rd. corridor *	Recommends Master Plan development and immediate attention to the air pollution generated by the sand mine. Can't wait 10 years to develop a plan.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
29	11/8/2018 letter	Steve Coffey	Springs Fireplace Rd. Corridor *	Conduct Master Plan and impose a moratorium	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
30	11/11/18 email	Judith Weiss	Springs Fireplace Rd. Corridor *	Area experiences considerable traffic already. The new bus depot, planned high school vocational technology center will increase traffic. Several additional new commercial developments in planning or construction phase: car wash, large business park, contractor parking lot. The sand pit can accommodate additional development and traffic. Please take all into consideration in planning for this area	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
31	11/14/18 email	David Farber	Springs Fireplace Rd. corridor *	Development must stop until a Master Plan is put in place. The corridor has become a dumping ground for everything the rest of the Town does not want	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)

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

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
32	11/7/2018	Barry Bistrian, Fireplace Development Corp.	Bistrian Gravel Mine site *	Most appropriate long term use for site is commercial industrial. No plans for the site except to continue to mine as use as sand and gravel mine until its stores are exhausted and to continue non-mining industrial uses indefinitely. Mining activities expected to continue for another 2 decades. Even when mining ceases, the other industrial businesses will continue including: processing and supply of road materials, concrete products and the like, sand and gravel supply from offsite, masonry supply center, producer of precast materials. The land is already disturbed and lends itself to continuation of commercial industrial uses rather than redevelopment as residential. Property could absorb businesses that can't be accommodated in other parts of town and is suitable to accommodate small business uses and other businesses that cannot foresee today. Town should not constrain ability of this property to adapt to and absorb future commercial opportunities	Further study would include meetings with and engaging the property owner about existing and future plans for the property. (see response to commenter 1)
33	11/15/2018	Bette Smith	Springs Fireplace Rd. corridor	Springs Fireplace corridor is one of 2 main entrances to Springs and has daily impacts on lives of residents. Already face increased traffic from new bus depot and planned vocational high school. Increasing commercial development in this area will adversely affect Springs residents with environmental and traffic impacts.	
34	rec'd 11/20/18	Deidre James email to Town Clerk	Springs Fireplace Rd. corridor *	Impose a moratorium until traffic study assessing impact of further development	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
35	11/23/18 email	Jacqui & Dennis Donlon (2nd email)	Springs Fireplace Rd. Corridor *	Develop a Master Plan for the Springs Fireplace Rd. corridor that pairs capacity with development and in conjunction with Springs citizens. Impose a moratoria until Plan developed.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)

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

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
36	11/26/18 letter	Jacqueline Esposito & Joseph Segilia	Springs Fireplace Rd. corridor *	Concerned with proposed plans for a car wash and retail center along the SFP corridor. Urged Board to halt development until Master Plan developed. Raised specific questions about the development proposals.	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
37	11/10/2018	David Farber (2nd letter)	Springs Fireplace Rd. corridor *	Development must stop until a Master Plan is put in place. The corridor has become a dumping ground for everything the rest of the Town does not want	A further study could address road access, traffic capacity, safety issues, water supply, wastewater, road maintenance, landscaping, neighborhood impacts, environmental impacts and other concerns. (see response to commenter 1)
38	12/6/2018	Martin Drew	TDR, Public and quasi-public facilities	Need a Master Plan- will eliminate wasteful spending acquiring land. Art shows at Duck Creek Farm are putting up signs illegally. Ashawagh Hall has parking issues, illegal banner signs and their easement has expired. Pollack Krasner House needs to park on their own property. Springs School is overcrowded and is dumping 5000 gallons of effluent into Accabonac Harbor. Need to consolidate school districts and prevent 3 to 4 families living in one house.	The Town has an active acquisition program to help preserve sensitive and important open space and properties. The TDR program in Southampton is part of a regional Pine Barrens Plan which does not apply to the existing conditions in East Hampton. The more limited TDR program in East Hampton helps to facilitate the development of affordable housing. The Springs School has received a substantial grant and is developing a plan to replace the existing septic system with a nitrogen removing, state of the art design.
39	12/6/2018	Zach Cohen	Form Based Zoning	Opposes Form Based Code for Springs- will make it look suburban, would hurt existing drive-by businesses, would ruin existing eclectic style.	While there may not be a consensus to develop a Form Based Code for Springs, it should be noted that Form Based Codes do not impose suburban layouts and design schemes on existing development.
40	2/19/2019 & 10/20/19	Judy Friedman	Fort Pond Blvd.	a. Fort Pond Blvd. Plan is less than perfect- didn't recognize the multiple owners. Plan should be modified to provide some sort of commercial overlay district. Springs needs a commercial area even though it has no "center". Preserve as much of the natural area as possible.	a. The Illustrative Plan for Springs Fireplace Rd. was based on a property map. The concept envisioned a future with multiple property owners cooperating to provide common accesses and parking areas to improve walkability, aesthetics and functionality. The illustrative plan is not a blueprint, and will not dictate what property owners must do, however.
			Visual Impacts	b. Development in Springs should look good- both the architecture and the landscaping.	b. Consistent with recommendations in the Plan.
			*Also see comments about Springs Fireplace Rd. corridor in the East Hampton Hamlet Plan		

General Public Hearing Comments on Hamlet Plans (prepared 2/21/19)

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
1	12/18/2018	Debra Foster	more specific and clarified in order to ensure that board members consistently uphold the goals of the Comprehensive Plan, Zoning Code and Special Permit regulations and their pledge to protect the health, safety and quality of life of our residents and visitors. The following specific standards to the Zoning Code should clarify the above adopted goals and be discussed, modified, if necessary, and adopted before we lose our valued community character.	a. Coverage: Reduce the percentage of coverage allowed in all zoning districts. Currently, new construction appears massive in scale. Setbacks, and the pyramid law are sorely inadequate. Examples are the large size and mass of the Home Goods store (17,000 sq.ft. and 100 car parking lot) that is so out - of - scale with surrounding commercial and residential sites at the gateway to East Hampton, the under construction huge two-story Damark's building that is just 2 INCHES to groundwater, and proposed cell tower in Springs surrounded by wetlands and abutting small residential lots and a wooden church built in the 1800's.a.	a. Reducing building coverage on an individual lot may frustrate implementation of some of the Concept Plans which depict plans for parking, pedestrian paths and building coverage that crosses lot lines. Evaluating coverage restrictions should be part of the future implementation component.
				b. COMPATABILITY : A site plan application that proposes a structure that is over 1000 sq. ft. and/or more than 20 feet in height, must submit a scaled representation demonstrating a cross section of the height and overhead mass of the proposed structure(s) that include any structures and tree lines within a 300 radius of the property line on which the proposed structure is located.	b. These and other building compatibility standards offered in the reports should be further developed as part of the future implementation component.

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		Debra Foster con't		c. MODIFICATIONS: When a site plan application has received a preliminary majority verbal agreement and/or written conditional or final approval from the Planning and/or Zoning Board(s) but has not met all the conditions of approval, or received a building permit or made any improvements on the site, and then comes back to a Planning and/or Zoning Board for a request for change of use or modification that changes the size, height, appearance, location and mass of the proposed structures must submit a new application, new SEQRA designation, and new special permit application, if applicable. (Note: this regulation also applies to the ARB.)	c. These and other policy changes for development approvals should be considered by the individual review Boards (Planning, Zoning, etc.)
				d. Only 2 six month extensions may be adopted after preliminary conditional approval is granted to an application. During that year, if newly adopted zoning regulations would impact any requirement(s) of the conditional approval, the applicant must be notified and a new submission is required in order to be in compliance with the new applicable zoning code regulation(s).	d. This and other policy changes for approvals should be considered by the individual review Boards (Planning, Zoning, etc.)
				e. DESIGNATED HISTORIC DISTRICTS AND HISTORIC STRUCTURES: Any structure or unit used for storage such as fuel or a generator of power that is proposed within 200 ft. of an historic home, barn or other historic structures or a designated historic district must be buried.	e. This suggestion will require further review and input to assure compliance is feasible and not cost prohibitive.
				f. SITING: The depth to ground water for any structure cannot be approved if its foundation is sited less than 4 vertical feet above ground water at natural grade.	f. While protection of groundwater quality and quantity is a high priority in East Hampton, the ramifications of this recommendation could be extensive and need further review.
				g. CELL TOWERS: For location of all cell towers in a residential zone, the distance from the fall zone radius plus the height of the cell tower must be met. No cell tower may be constructed within 300 yards of a designated historic district, historic home, cemetery, or within a designated area of scenic significance.	g. The Town has adopted comprehensive regulations pertaining to cell towers including: "No habitable structure or outdoor area where people congregate should be within a fall zone of two times the height of the personal wireless service facility or its mount. No adjoining property line may be within the fall zone of a radius equal to the height of the personal wireless service facility or its mount." Height of structures are to be kept to a minimum- no higher than the uppermost height of nearby buildings within 300 feet. To the greatest extent possible, personal wireless service facilities should be concealed within existing structures or where camouflaged conditions surround them, or on inconspicuous mounts.

General Public Hearing Comments on Hamlet Plans (prepared 2/21/19)

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		Debra Foster con't		h. The phrase "These standards are directory, not mandated" should be removed from the cell tower section of the zoning code.	h. The ramifications of this suggestion needs further review and consideration.
				i. Adjoining property owners abutting a proposed cell tower should be notified of the site plan application as soon as the Planning Board receives an application.	i. Adjoining property owners are notified when the application is complete and scheduled for a public hearing.
				j. To complete an application for a cell tower, a scale model representation must be submitted showing the surrounding height of trees/vegetation and any buildings within 300 ft. of the property line.	j. Review suggestion with the Planning Board and Planning Department.
				k. A cell tower must not be located where any variances are required from wetlands, setbacks, etc.	k. Review suggestions with Planning Board, Planning Department and Planning Board attorney.
				l. Size: The size and square footage of a commercial structure should not exceed 10,000 square feet.	l. This suggestion may run counter to layouts offered Concept Plans. This type of recommendation should be reconsidered as part of future implementation plan development.
2	12/18/2018	Debra Foster	Excerpt from Nantucket Code for consideration	Open Areas- (1) except for lots within the CDT District, a lot containing a commercial building, structure or use shall have a minimum of 20% of the land as open space free from impervious surfaces. (2) Impervious surfaces here include but are not limited to , paved and gravelled areas, walkways and sidewalks, patios, game courts, pools, buildings and other structures and areas designated for parking or locaing, provided, however that in computing the percentage of open area, brick sidewalks may be counted as open area up to a maximum of 10% of the lot or site	All recommendations and comments will be considered as part of the future development of code provisions to implement the Plan.
3	12/6/2018 and 12/3/18 letter	Glen Hall, Chair of EH Disabilities Board	ADA compliance	Expand the goals/tenet of the Hamlet Studies to specifically include removal of existing barriers for people with disabilities throughout the Town as defined by ADA. Accessibility and equal opportunity for all should be incorporated into all Town planning.	Town Policy and the Plan are supportive of this goal.