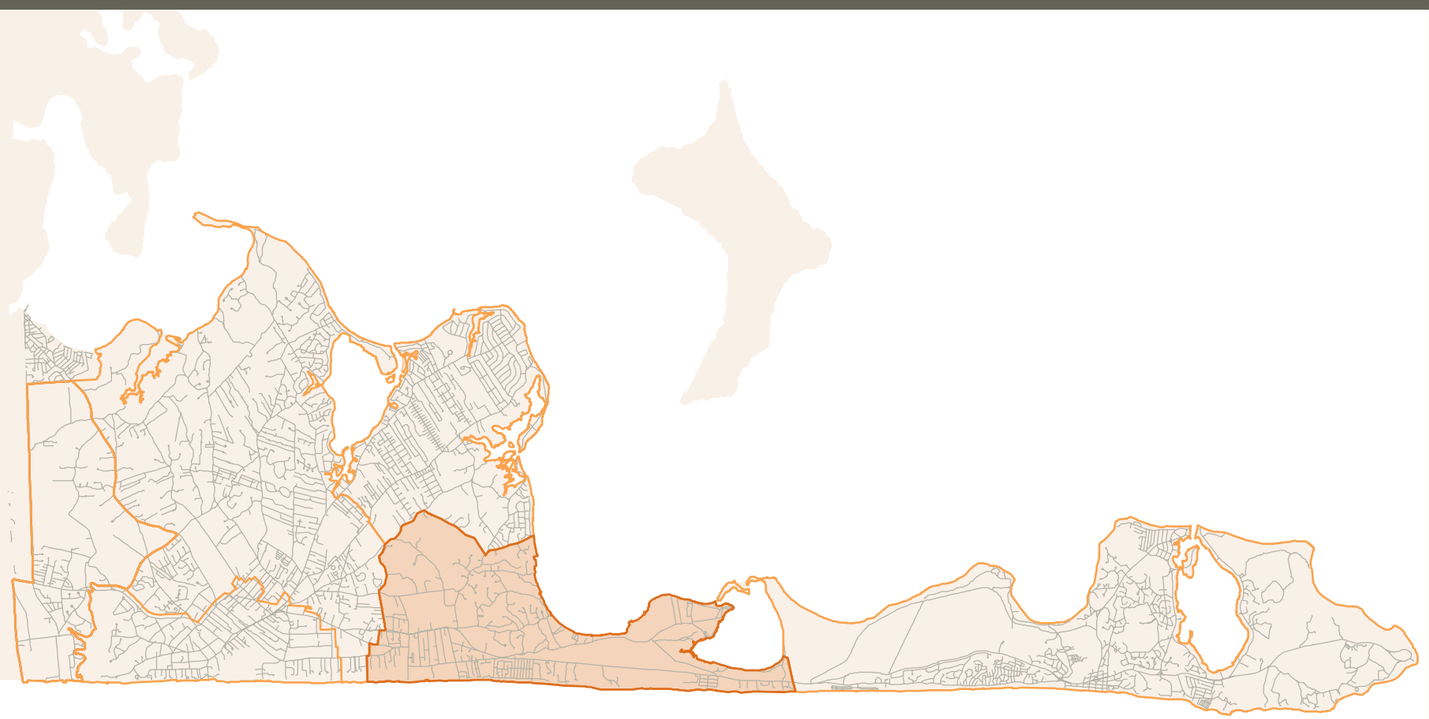

East Hampton
Hamlet Report

Amagansett

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Prepared For:
The Town of East Hampton, New York

November 8, 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 needed to serve their needs. As a result East Hampton faces ongoing challenges created by seasonal swings in population and activity, with related impacts on traffic, parking, housing, water supply, wastewater treatment, and a host of other factors.

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

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

The Amagansett District Boundary is shown in orange.

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

Amagansett's historic Main Street is one of the best preserved small villages in America. Set between the Atlantic Ocean and the town's second largest remaining area of working farmland, its scenic character is further enhanced by its original 18th century layout and historic buildings, tree lined streets and inviting pedestrian streetscape. It is an intimate, walkable Main Street, providing a community focal point and a tourist destination. But maintaining the small town feel of the historic center is a continuous challenge. Amagansett is at risk of becoming a victim of its own success. Development pressures to expand and change the historic area could undermine the very characteristics that define its charm. Seasonal traffic congestion and parking shortages threaten the pleasant pedestrian ambiance. Circulation and parking at the train station and the adjoining road intersection is dysfunctional, unattractive and unsafe. The eastern business area is an auto oriented strip development lacking attractive streetscape, landscaping and pedestrian amenities.

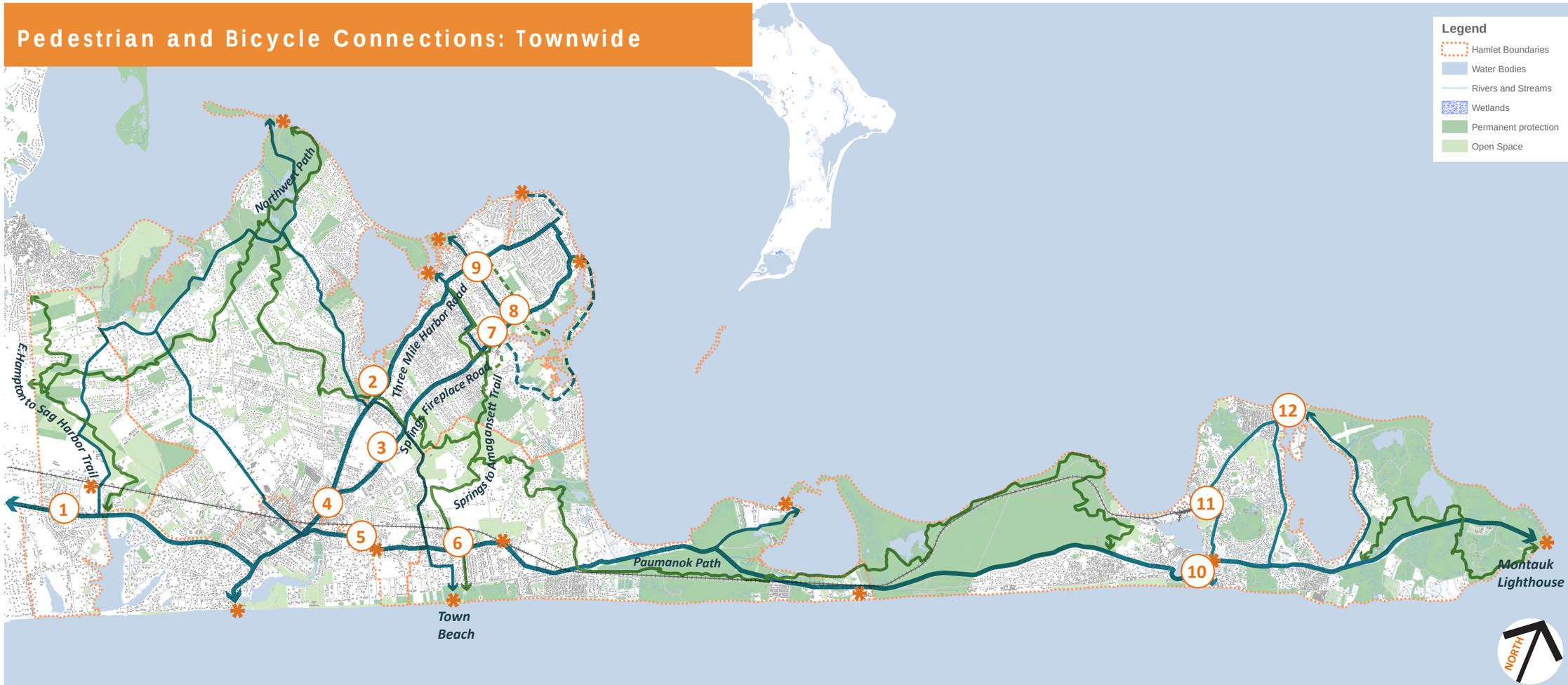
Fortunately, large scale commercial uses, including a supermarket and building supply yard, have been accommodated in the eastern business district without detracting from the vitality of the historic center. Situated to the east of the historic core and between the train station and a sweep of protected fields, this second business district will continue to evolve to serve a changing retail market. While the ownership pattern and other constraints present formidable challenges, there are many opportunities to enhance economic viability while creating a more walkable, safe and attractive area with a mix of homes and businesses.

This master plan is designed to help the town understand how Amagansett's commercial districts look and function today, and to explore ways that they could be improved to better serve the community in the future. The Methodology for the preparation of the Amagansett Master Plan Study featured data gathering, detailed analysis and extensive public participation. As described in the following section, an inventory and analysis was conducted with regard to historic and cultural resources, demographics, natural resources and environment, environmental challenges, demographics, zoning, land use, business uses and hamlet economy, residential and commercial 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 and background research, the consulting team prepared illustrative master plans for Amagansett's commercial centers that are meant to capture the community's shared vision of a preserved historic Main Street hamlet center and a complimentary, service-oriented, pedestrian friendly, eastern business district. Within the context of this vision, the illustrative master plans show one way that the Amagansett commercial districts can evolve over the coming decades. They are not growth plans, forecasts for the future, or the only possible potential layout. Nor are they meant to require a particular use or layout on a particular lot. But they are intended to provide the Town with a workable plan to manage future potential development if it happens. The plans illustrate fundamental planning and design principles that can protect Amagansett's historic center and shape the other commercial areas into more attractive, cohesive, functional and economically-vibrant places.

The ultimate goal of this study is to provide the Town of East Hampton with an inspirational, achievable plan which will enhance Amagansett's strengths while significantly improving the Hamlet's aesthetics, walkability, functionality and vitality. The 2005 Town Comprehensive Plan Vision and Goals, developed through a consensus building process, is the touchstone for the Amagansett Master Plan. Specific objectives and recommendations for Amagansett 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 Transit-Orientied Center, Montauk
12. Montauk Harbor Commercial Center

Existing Conditions

Geography

The study area of this report is the Amagansett School District, which encompasses the population centers of Amagansett and Napeague. From its northeastern boundary on Napeague Bay and Napeague Harbor, the school district extends west and south to East Hampton and the Atlantic Ocean. The western boundary of the district follows Abrahams Path south to the oceanfront, ending on Tyson Lane. Amagansett is bounded on the north by Barnes Hole Road, Red Dirt Road, and Accabonac Road. The district ends to the east at the entrance to Hither Hills State Park, where the Montauk School District begins.

Amagansett's landscape begins in the north at the terminal glacial moraine and extends south through the flat outwash plain to the Atlantic Ocean. The area called Napeague formed after the glacier's retreat as sediments were carried and deposited within the wide inlet. The hamlet is bounded on the south by the Atlantic Ocean, beaches and shoreline dune-fields. The southern portion of the outwash plain supports rich farmland and historic farming settlements. West of Napeague State Park and Fresh Pond, Amagansett is underlain by a glacial aquifer that flows toward the Atlantic Ocean and Napeague Bay. This aquifer is the main source of clean drinking water for the town. Protected open space to north of the railroad facilitates recharge of the aquifer.

Amagansett contains three main commercial centers. One is a group of restaurants and auto-oriented shops located at the intersection of Abrahams Path & Montauk Highway. A second commercial district further east on Montauk Highway today features the hamlet's IGA grocery store and Post Office. A third commercial area, the historic center of the hamlet, is located in the vicinity of Amagansett Library where NY 27 becomes Main Street.

Historic and Cultural Resources

Although archaeological evidence suggests that Native Americans occupied the South Fork of Long Island as far back as the Archaic Age (ca 4500-1300 BC), the visual and cultural character of Amagansett, today, is largely rooted in 17th and 18th century European settlement patterns. The first European settlement in Amagansett, like elsewhere in East Hampton, took place within the flat, fertile coastal plain. Early roads were connected from meadows at the major ponds to harbors and landings[1].

Farmsteads and historic rural homes found in the southern portions of the hamlet are the continuation of agricultural land uses from the 18th and 19th centuries. Amagansett Historic District, which runs along Main Street from Miss Amelia's Cottage east to the Train Station, includes a concentration of eighteenth and nineteenth century farmhouses. Other historic sites in the hamlet also date to this period, including St. Thomas Chapel, the Jeremiah Baker House, and Nicoll's Livery Stable.

Following the extension of the Long Island Railroad to Bridgehampton in 1870, the Town of East Hampton began to develop its reputation as a summer resort. The first areas to see an influx of summer visitors were the villages of Amagansett and East Hampton. Bluff Road Historic District encompasses one of the town's early summer colonies, featuring Shingle-Style cottages.

East Hampton's important maritime industry- whaling, fishing and coastal navigation- also had a strong influence on Amagansett's development. The Historic Amagansett Life Saving Station, one of a network of 35 lifesaving stations on Long Island's south shore, is dedicated to preserving the historic building and and all the people who served in the Amagansett U.S. Life-Saving and Coast Guard station from 1902- 1944.

Intensive development from the 1960s onward of second homes in large subdivisions shifted the economy of the area from an agrarian one to a resort community. In parallel with the shift from its agrarian origins, the town of East Hampton in the 20th century developed a national reputation for its arts community.

[1] East Hampton 2004 Comprehensive Plan

Saint Peter the Apostle Catholic Church is one of three churches in the Amagansett Historic District

The east-west route that is now Montauk Highway developed throughout the first half of the 20th century as the state of New York linked together existing local roads with new stretches of road to form NY27. The route's current alignment was largely in place by the late 1960s as the automobile became the central mode of transportation in the country. In the last half of the twentieth century, the transformation of Amagansett's main street into part of a major east-west transportation route played a pivotal role in shaping the mix of uses that now characterizes the historic center and the auto-oriented commercial centers to the east and west.

The Amagansett hamlet is also notable for its unspoiled, scenic character. The Napeague area, in particular, is designated as a New York Scenic Area of Statewide Significance for its unspoiled beaches, double dunes, farmland, meadows, scenic views, and rural character. Potential threats and historic preservation issues include the loss of remaining open space and farmland. 11% of the hamlet can be characterized as unprotected vacant land.

Demographics

The total population of Amagansett, including both Napeague and Amagansett Census Designated Places (CDP) is 1,365.2 This is the second lowest population of the East Hampton school districts. This population increased by 5.8% from 2000 to 2010. The median age in the hamlet is approximately 52, higher than the town-wide median age and second only to East Hampton Village.

As of the 2010 Census, 92.3% of Amagansett CDP residents identify as White, 1.1% as Black or African American, 0.2% as American Indian or Alaska native, 1.9% as Asian, 0% as Native Hawaiian or Other Pacific Islander,

[2] Census 2010.

and 3.8% as Some Other Race. In Napeague CDP, 95.5% of residents identify as White, 1.0% identify as black or African American, 0.5% identify as American Indian and Alaskan Native, 1.5% identify as Asian, 0% identify as Native Hawaiian and Other Pacific Islander. 0% identify as Some Other Race and 1.5% identify as two or more races. In terms of ethnicity 10.2% of the population in Amagansett CDP identify as Hispanic or Latino (of any race). In Napeague CDP, 3% identify as Hispanic or Latino (of any race).

Families in Amagansett and Napeague total 369. 119 of these families have children. The number of families with children is relatively low town-wide. Median household income in Amagansett CDP is $82,500. Median household income in Napeague is significantly lower, at $58,802.

Natural Resources and Environment

Amagansett's coastal setting and glacial landscape provide valuable natural resources and a unique habitat for many species. Though these resources are in some cases distant from the business centers and residential areas, they can still be affected by physical changes to the centers and associated impacts to surface and groundwater quantity and quality.

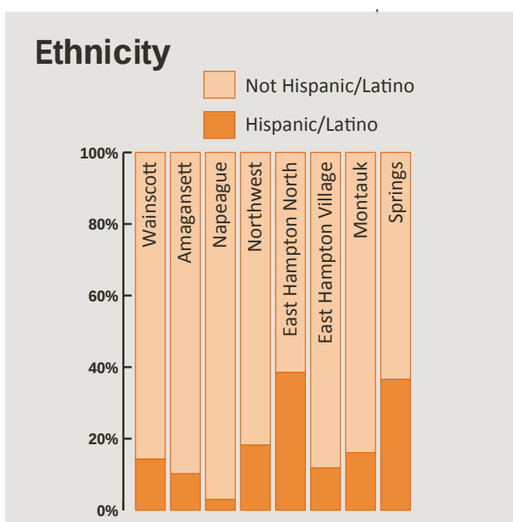
Surface Water: Surface water bodies in the district include Napeague Bay, Napeague Harbor , and Fresh pond. Napeague Harbor is one of the least developed, cleanest coastal bays on Long Island. The Harbor is a prime bird and shellfish habitat, with abundant conservation land located along its shoreline. This water body is a NYS Significant Coastal Fish and Wildlife Habitat. The area bordering the harbor is also today managed through Harbor Protection Overlay Zone and Local Waterfront Revitalization Program (LWRP) policies.

Groundwater: Amagansett is underlain by the eastern portion of East Hampton's largest glacial aquifer. On the eastern end of long island, fresh groundwater "floats" as a lens on top of saltwater groundwater, decreasing in thickness toward the coastline and having a maximum thickness landward of about 600 feet[3]. This groundwater flows generally in the direction of surface drainage, with a drainage divide to the north of the Long Island Railroad in Amagansett. This drainage divides areas where groundwater flows toward the ocean, which includes the major commercial centers, and areas where groundwater flows toward Napeague Bay. The northwestern corner of the hamlet, bordering on Accabonac Road, is particularly important as a groundwater recharge area because of its status as protected open space. The 2002 East Hampton Water Management Plan indicated that this area would be a future site for public well fields[4]. Existing public wells exist northeast of the Amagansett train station in the hamlet. These wells contribute clean drinking water to the town-wide water mains.

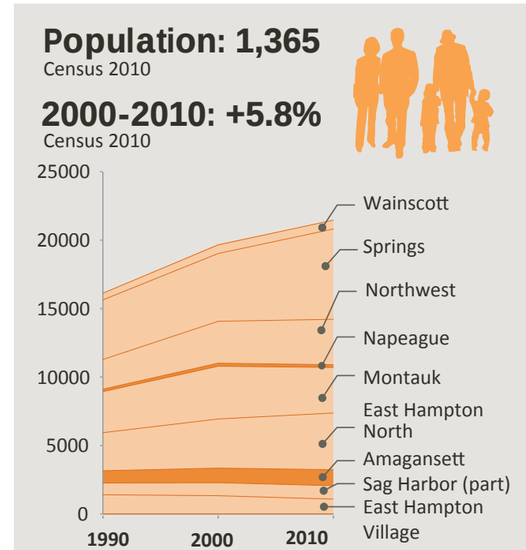
Environmentally Sensitive Areas: Environmentally sensitive areas in Amagansett include estuaries, ponds, wetlands, and critical habitat areas. At the center of Fresh Pond Estuary is Fresh Pond, a coastal pond partially recharged by the adjacent glacial aquifer. In this estuary, fresh groundwater mixes with salt water from Gardiners Bay, creating a unique habitat recognized as a NYS Local Significant Coastal Fish and Wildlife Habitat. This estuary is impacted by high nitrogen and bacteria levels.

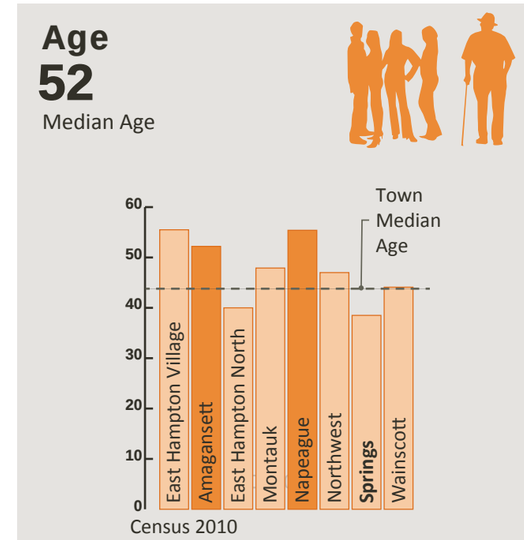
[3] East Hampton Town Water Resources Management Plan, Final Draft

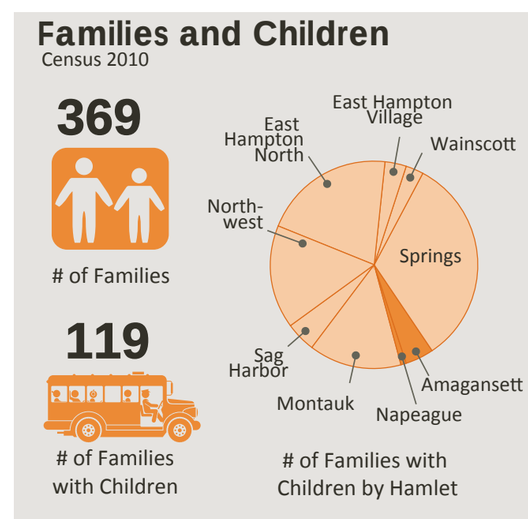
[4] Water Management Plan, Maps, 2002

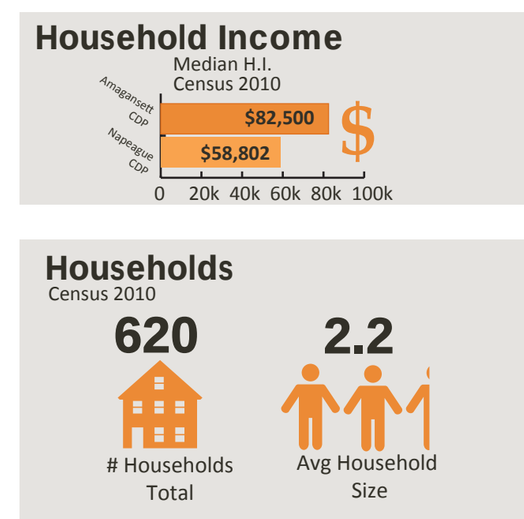


Population & Demographics | Amagansett









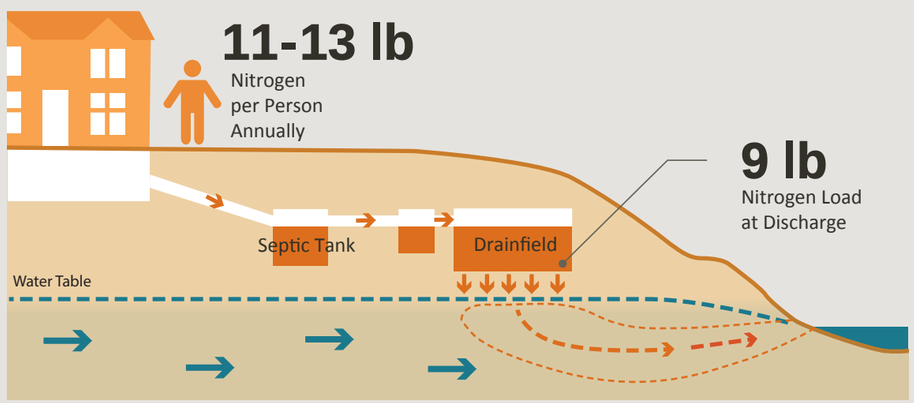
Data from the US Census Bureau as collected in the Community Housing Opportunity Fund Implementation Plan 2014

Amagansett Center

Orthophotography

Grove Street
Schelenger Road
Oak Grove Cemetery
Montauk Highway
Amagansett
Old Montauk Highway
Ramp
Abrahams Landing Road
Hawkins
Richard Road
Skimhampton Road
Bluff Road
Dune Hill Road
Saint Marys Lane
Melissa Way
Garden Way
Driveway
Dee Drive
Oak Lane
Hayes Lane
Hedges Lane
Marshall Lane
Wilson Lane
Stone Lane
Beach Lane
Bunker Hill Road
Pilgrim Lane
Amagansett School
East End Cemetery
South Fork Country Club
Amagansett Farmer's Market
Amagansett Square Drive
First Presbyterian Church
Unnamed Street
Forbes Lane
Hayes Lane
Hedges Lane
Marshall Lane
Melissa Way
Garden Way
Saint Marys Lane
Saint Marys Lane
Dune Hill Road
Bluff Road
Skimhampton Road
Richard Road
Amagansett Square Drive
Old Montauk Highway
Ramp
Abrahams Landing Road
Hawkins
Pilgrim Lane
Bunker Hill Road
Beach Lane
Stone Lane
Wilson Lane
Marshall Lane
Hedges Lane
Hayes Lane
Oak Lane
Grove Street
Schelenger Road
Dee Drive
Driveway
Ramp
Driveway
Driveway
Driveway

Typical Nitrogen Loading to Septic Systems



From US EPA via Lombardo Associates 2014

Protected areas include sensitive wetlands, wildlife, and shellfish habitat in the Napeague area as well as extensive wetlands bordering Fresh Pond.

Other critical habitat areas include the following:

- Extensive beech and oak/hickory woodlands aquifer recharge area at Stony Hill
- Coastal scrub woodlands at Cranberry Hole
- Tributary streams prone to pollution from septic systems
- Atlantic Double Dunes US Fish and Wildlife Ecological Complex.

Agriculture and Fisheries: Amagansett still contains several large areas of farmland, some of which is currently not under conservation protection. The largest area of farmland extends north and south of town lane, totalling more than 300 acres. Part of this cluster of farm parcels extends south of the railroad to the edge of the historic district. Napeague Harbor is also regionally significant as a commercial and recreational fishing hub.

Environmental Challenges

Surface and Groundwater Pollution: One of the biggest on-going environmental challenges in the hamlet is surface and groundwater pollution. Fresh Pond Estuary, for example, is impacted by high nitrogen and bacteria levels. Septic systems within the hamlet contribute nitrogen to groundwater that makes its way into surface waters, generating harmful algal blooms. Other potential contaminates include leachate from landfills, pesticides, herbicides, fertilizers, and pollution from underground fuel storage tanks[5].

Habitat and Open Space Loss: Loss of sensitive habitat areas and open agricultural land is an on-going challenge in Amagansett. Of particular significance to the hamlet's future character is the area of farmland to the north of the historic center, behind Amagansett Free Library. The future disposition of this unprotected farmland could have a large impact on the historic and visual character of the hamlet.

[5] East Hampton Town Water Resources Management Plan, Final Draft

Deer Management: Increasing populations of white-tailed deer in East Hampton have reached an emergency level in East Hampton[6]. Over-browsing by deer has begun to shift the species composition of existing forests, nearly eliminating herbaceous plants and saplings and damaging populations of other wildlife that rely on these plants.

Light and Noise Pollution: Unshielded lights in Amagansett's commercial center and other areas create glare. Street lights, particularly older ones, also contribute light pollution. This light contributes to a gradual decline in the darkness of the night sky and reduces the visibility of the stars that help create an attractive rural character. The town's Dark Skies Initiative resulted in a Smart Outdoor Lighting Ordinance that requires lights on new construction to be fully shielded, and limits the intensity of landscape lighting. Current exempt lighting types include up-lighting for flags, tree up-lighting, and municipal street lighting.

Coastal Flooding, Climate Change and Resilience: [7] Low-lying areas of Amagansett 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 most of the Napeague area, the area around Fresh Pond, and the low lying land adjacent to the hamlet's ocean beaches. The hamlet's commercial centers are not at great risk of inundation in the near future. However, impacts at Napeague have the possibility of disrupting east-west transportation routes that serve the commercial centers. Similarly, impacts to surrounding residential areas directly affect the main customer base for businesses in the districts.

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[8].

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.

Zoning

Approximately 1700 acres in Amagansett and Napeague is zoned Parks and Recreation. This includes the Double Dunes and beaches, Napeague State Park, Fresh Pond Park, and the Amagansett Aquifer Area. Much of the rest of the land in Amagansett is zoned residential. Special districts in the hamlet include the Amagansett Historic District, comprised of Amagansett's historic center and residential land to the east and the Bluff Road Historic District extending to the Atlantic Ocean. Overlay districts include Agricultural, Water Recharge, and Harbor Protection Zones.

Commercial zones, consisting of 30 acres total in the Amagansett school district, include Central Business (CB) and Neighborhood Business (NB). The western half of the Amagansett historic district is zoned Central Business. The western Abrahams Path business area is zoned Neighborhood Business. Most of the same uses are permitted in CB zone and NB zone; the major difference between these zones are dimensional requirements with CB zoning allowing for more intense development on smaller lots than NB zone. Minimum ten foot front yard setback requirements in CB zone facilitates building placement

[6] Deer Management Plan 2013

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

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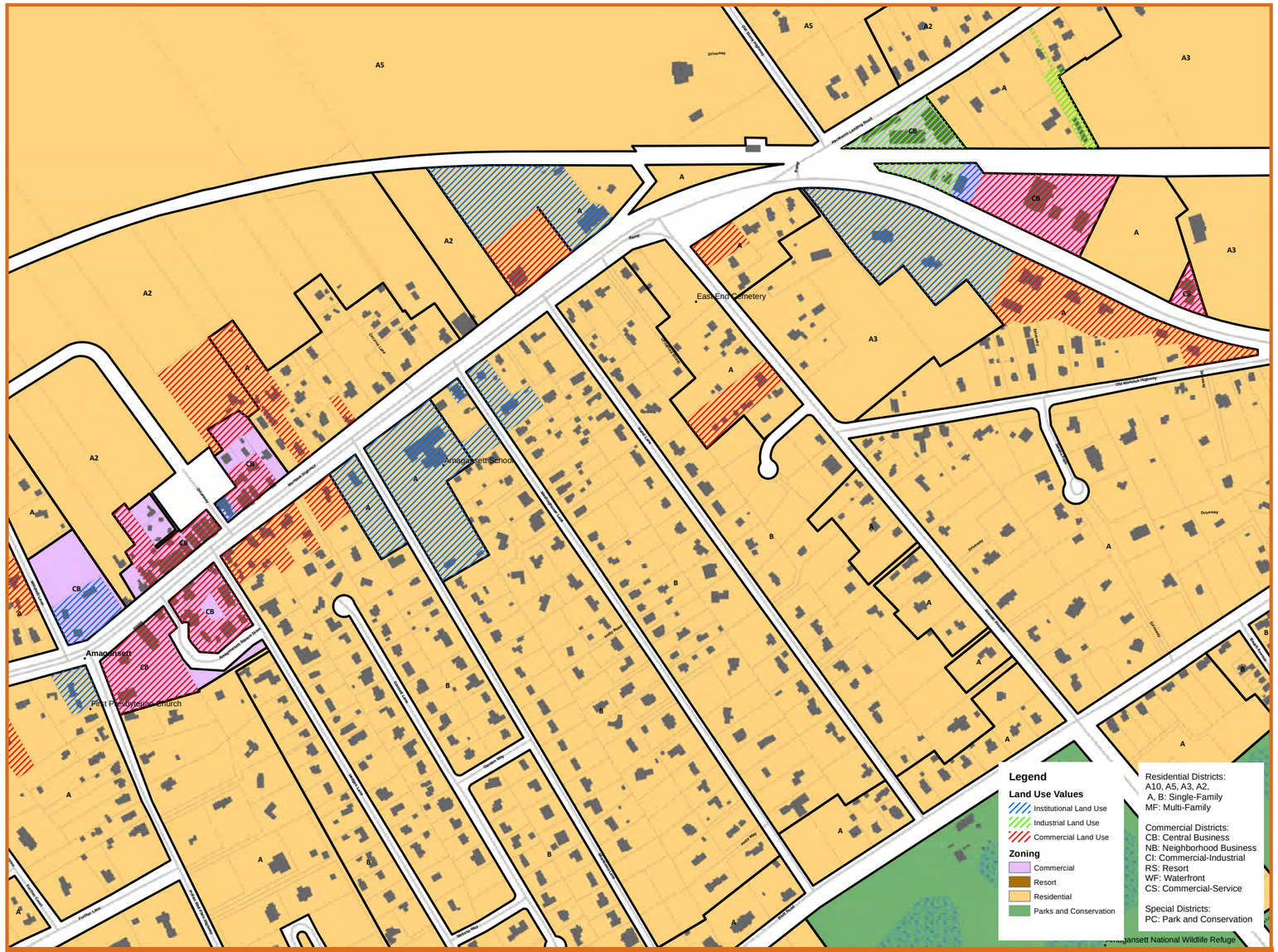


Amagansett Zoning and Land Use

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

Amagansett 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)
- Multi-Family districts (MF)

Commercial Districts

- Commercial Zoning: 30 acres total in Amagansett school district
- Central Business (CB): 21 Ac
- Neighborhood Business (NB): 6 Ac
- Commercial Industrial (CI): 3 Ac
- Business area zoned Commercial Business (CB)
- Western Abrahams Path vicinity business area zoned Neighborhood Business (NB)

Overlay Districts:

- Agricultural
- Water Recharge
- Harbor Protection

Special Districts:

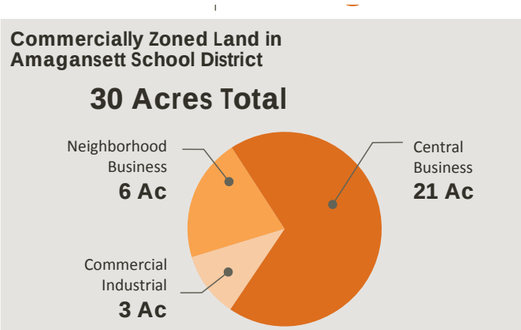
- Amagansett Historic District: Amagansett Center and eastern business district.
- Majority of the hamlet is zoned Parks and Conservation: Double Dunes and beaches, Napeague State Park, Fresh Pond Park, Amagansett aquifer area

CB: Central Business Key Zoning Requirements

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

close to the street, rear parking, reduced vehicular traffic speed and good walkability. Apartments over stores are allowed by special permit in CB & NB zones, available for moderate income families

There are a number of existing uses that do not conform with zoning. Non-conforming uses include a few restaurants, motels and contractor's businesses, mostly along Montauk Highway. The total number of non-conforming uses in the hamlet is 25, including those in Napeague.



Land Use

Open Space and Recreation: Amagansett has the second highest percentage of preserved open space in the town at 45%. This includes conservation land owned by private not-for-profit organizations as well as publicly owned lands. Major parks in the district include Napeague State Park to the east and Denniston Bell Park and Fresh Pond Park in the area around Fresh Pond. Coastal beaches and dunes are also protected in some areas, notably the Atlantic Double Dunes Preserve and Amagansett National Wildlife Refuge.

These parks offer public trails, boating opportunities, and other active and passive recreational amenities. Other active recreation opportunities in the district include two golf courses: South Fork Country club just to the north of Amagansett center on Old Stone Highway, and East Hampton Golf Club adjacent to the northern border of the school district. Some of the most heavily used ocean and bay public beaches in the Town are in Amagansett. The ocean beaches at Indian Wells and Atlantic Avenue are within walking distance to the historic central business area.

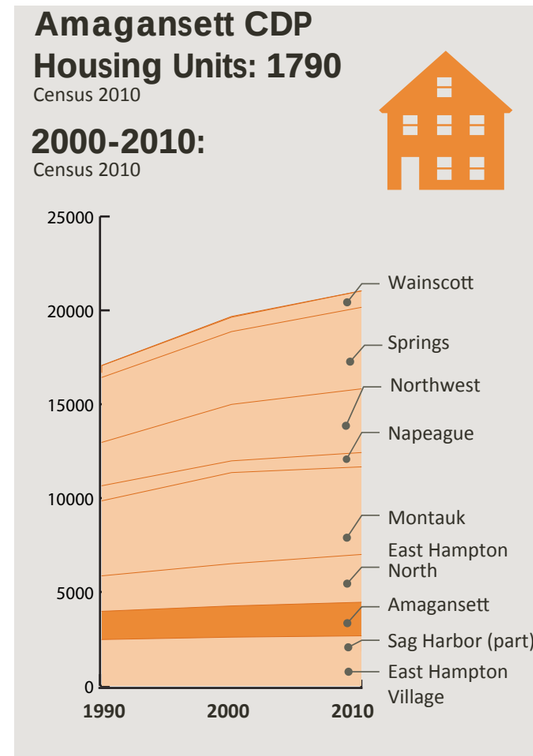
Other important open space areas in Amagansett are not currently protected. Much of the prime farmland north of the historic center is unprotected, although some of these properties have been recommended for future Community Preservation Fund acquisition.[9] As mentioned previously, the future disposition of the unprotected farmland properties to the north of the Amagansett Library will be critical to any long-term vision for the historic center.

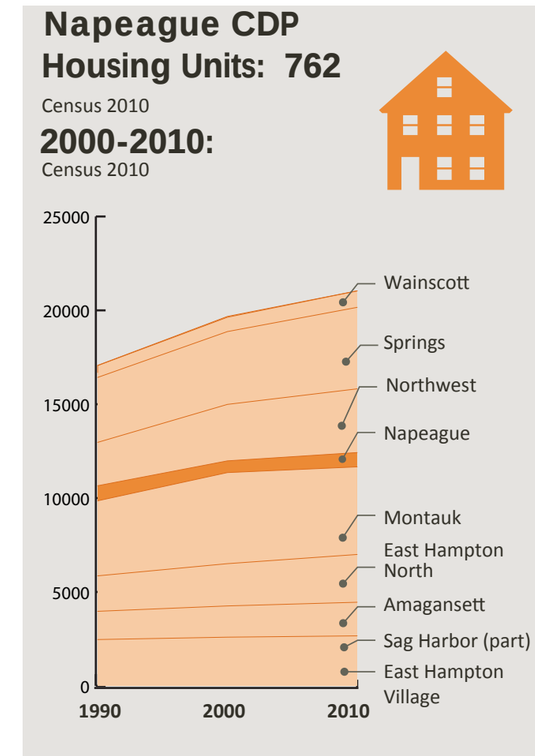
Residential Uses: Amagansett's existing residential land uses are predominantly low and medium densities. Amagansett and Napeague CDPs contain 2593 total housing units. 1790 of these are in Amagansett CDP and 803 are in Napeague CDP. The average household size in Amagansett CDP is 2.3 and in Napeague CDP is 1.9.

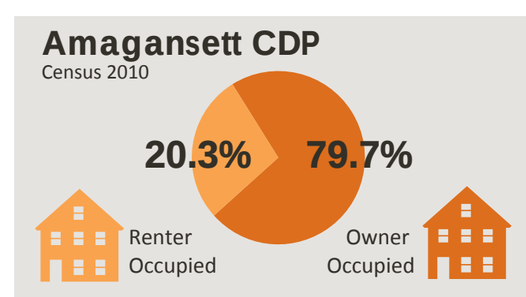
Because of its summer resort economy, the town of East Hampton contains a large number of seasonal second

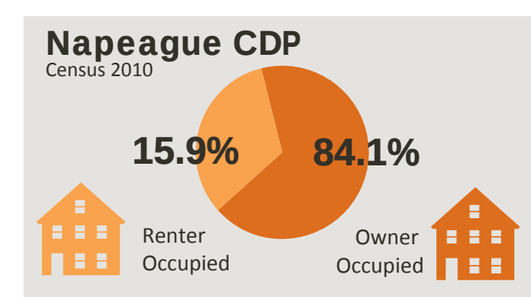
[9] 2011 East Hampton CPF Updates Map: Amagansett School District

Housing | Amagansett









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

homes. The Amagansett School District is no exception, with a majority of housing units not occupied for most of the year. In Amagansett CDP, 35% of housing units are year-round houses (624) and 65% are seasonal housing (1166). In Napeague CDP, only 19% of housing units are year-round houses (186) and 81% are seasonal housing (617).

Commercial and Industrial Uses: Amagansett contains two auto-oriented commercial districts. One of these districts is located at the intersection of Abrahams Path & Montauk Highway. A second commercial district further east on Montauk Highway today features an IGA grocery store and Post Office. A third commercial area, which corresponds to the historic center of the hamlet, is located in the vicinity of Amagansett Library where NY 27 becomes Main Street.

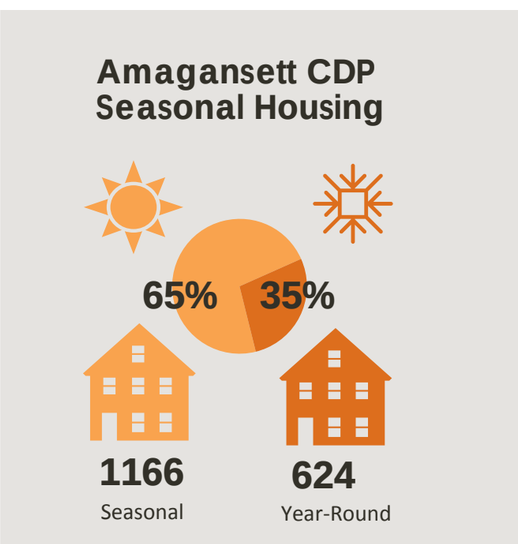
Industrial uses in the hamlet are quite limited, consisting primarily of storage and supply of building materials and logistical support for construction. These include Florence Building Materials on Abrahams Landing Road, and the Bistrian Supply Yard around the corner on Montauk Highway.

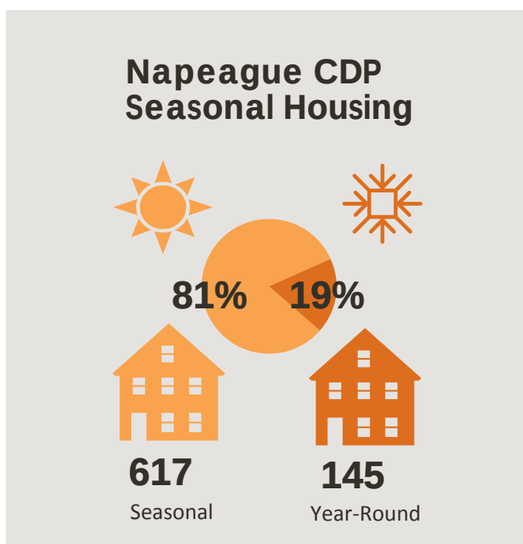
Institutional and Community Uses: Amagansett's existing community and institutional uses are concentrated within the historic center and along Montauk Highway. These uses include churches, the Amagansett School, firehouse, train station, Miss Amelia's Cottage, American Legion, and public parking.

Business Uses and Hamlet Economy

Amagansett has four distinct business districts, containing in total 126 businesses that take up some 471,882 square feet of building space. Each of the districts fronts on Montauk Highway, starting with the Western Corridor; transitioning at Windmill Lane to the Historic Center; an Eastern Corridor stretching from the train station to Bunker Hill Road; and finally Napeague. A recent inventory performed by RKG Associates found that about 20% of businesses provide services to full and part-time homeowners, including specialty building construction and design, building materials and supply stores, garden centers and landscaping companies, and maintenance services. The second single largest number of businesses comprise food services and drinking places, amounting to 12.7% of the total. Another 15% is made up of miscellaneous retailers and specialty shops such as equestrian clothing and gear, records, pet supplies, jewelry, beach and summer clothing, and hardware. The balance is made up of real estate and other professional services, health care, accommodations, and so on (see RKG's Hamlet Business District Plan for more detail).

Workshop participants gather for a walking tour that began at Amagansett Square, which hosts more than a dozen specialty shops and restaurants.





Economic Characteristics and Issues in the Focus Area:

This masterplan focuses on two of the commercial areas, the historic center and the eastern corridor. The center is a dynamic, walkable commercial center with shops lining a beautiful streetscape, farmland vistas, and nearby residential streets lined with beautiful homes. This walkable center offers specialty shops, restaurants, and public spaces for sitting, strolling and window shopping. A number of community and institutional uses exist within the center and along Montauk Highway: churches, school, library, firehouse, train station, Miss Amelia's Cottage, American Legion and public parking. The eastern business corridor contains more typical year round shopping center uses, such as the IGA supermarket, the Amagansett Post Office, a laundromat and additional food and beverage shops. The Consumer population of these centers draws primarily from year round and second home owners of Amagansett, Springs, and Montauk.

One of the on-going economic issues in Amagansett is the lack of affordable worker housing near the commercial centers. Even many of the business owners in these commercial areas are increasingly unable to afford real estate in the hamlet. Providing lower-cost housing in the hamlet is therefore linked to the long-term viability of these businesses.

Market Orientation for the Amagansett Business District:

- Large undeveloped properties north of Montauk Highway create opportunities for future housing development, but could impact the scenic vistas from the center.
- Amagansett's historic center offers a pleasant pedestrian environment for shopping and dining, but residents would like to see a more diverse selection of commercial uses.
- The historic hamlet center is well-located to meet the needs of both tourists and year-round residents.
- There is room to increase the retail footprint, but seasonal traffic congestion, limitations on parking, and a desire to preserve village character mitigate against too much growth.

Buildout Analysis

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. This assumes future development consistent with current zoning. In the Amagansett school district, this estimated residential buildout could result in an additional 403 housing units. The unprotected farmland north of Amagansett Center, zoned A2 Residential Agricultural Overlay District, is currently parcelled out into 8 residential lots and 4 blocks of preserved farmland/open space.

Septic requirements are a major limiting factor for the provision of lower-cost housing for the residents who work in Amagansett's commercial areas. The use of alternate septic treatment would allow for mixed uses and affordable housing in keeping with the character of this historic hamlet.

[10] 2014 Community Housing Opportunity Fund Implementation Plan

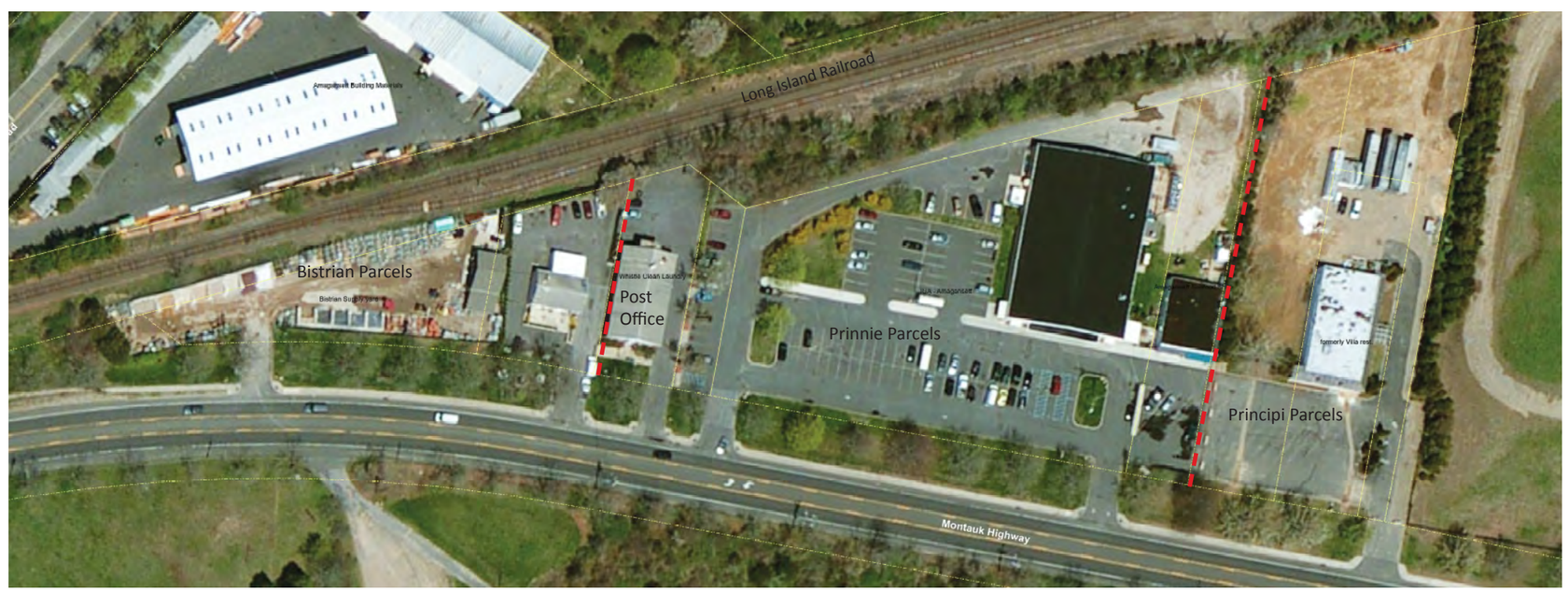
Currently, the Central Business zoning in the center would allow a relatively modest amount of additional development. This would be largely be characterized by additions to existing buildings, or their replacement with somewhat larger structures. However, the lack of shared wastewater service and the difficulty of accommodating the amount of parking required under zoning (1 space for every 180 s.f. of building area for retail and office use) prohibits what zoning allows. Assuming the wastewater question is resolved, many of the one story commercial buildings in the downtown could be expanded with second story affordable apartments. Parking could be supplemented by further expanding public parking areas using development fee-in-lieu payments.

In the Central Business District on the East end of Amagansett (including the Post Office and IGA, see map, below) there is more room for expansion under the current zoning. Overall level of development is limited by a 50% maximum building coverage combined with a two-story height limit. The real limit to development, however, is the minimum parking requirement.

To compare the area of existing buildings to what is allowed under zoning, floor area of buildings was estimated using aerial photographic maps (below). The resulting area of each building was then compared to the number of parking spaces provided on site, again estimated based on aerial photographs. This was then compared with the number of spaces required per square foot of floor area in the Central Business zone.

As shown in the table at right, there are some 178 spaces on site (not including informal parking in unpaved areas). These spaces serve about 37,700 square feet of commercial floor area, amounting to one space for every 212 square feet. As noted on the map below, according to tax records the various parcels in the district appear to be owned primarily by three entities: Bistrian, Prinnie and Principi.

	Existing Buildings and Parking			
	Site	Building Area (Square Feet)	Parking Spaces Provided	Spaces Required @180
Bistrian	A	NA		
Bistrian	B	2500	8	13.9
Prinnie	C	5500	29	30.6
Prinnie	D	21,500	105	119
Prinnie	E	2700	10	15
Principi	F	5500	26	30.5
	Total	**37700**	**178**	**209**
			212 s.f. /space	



Commercial Buildout for "Amagansett East" Business District

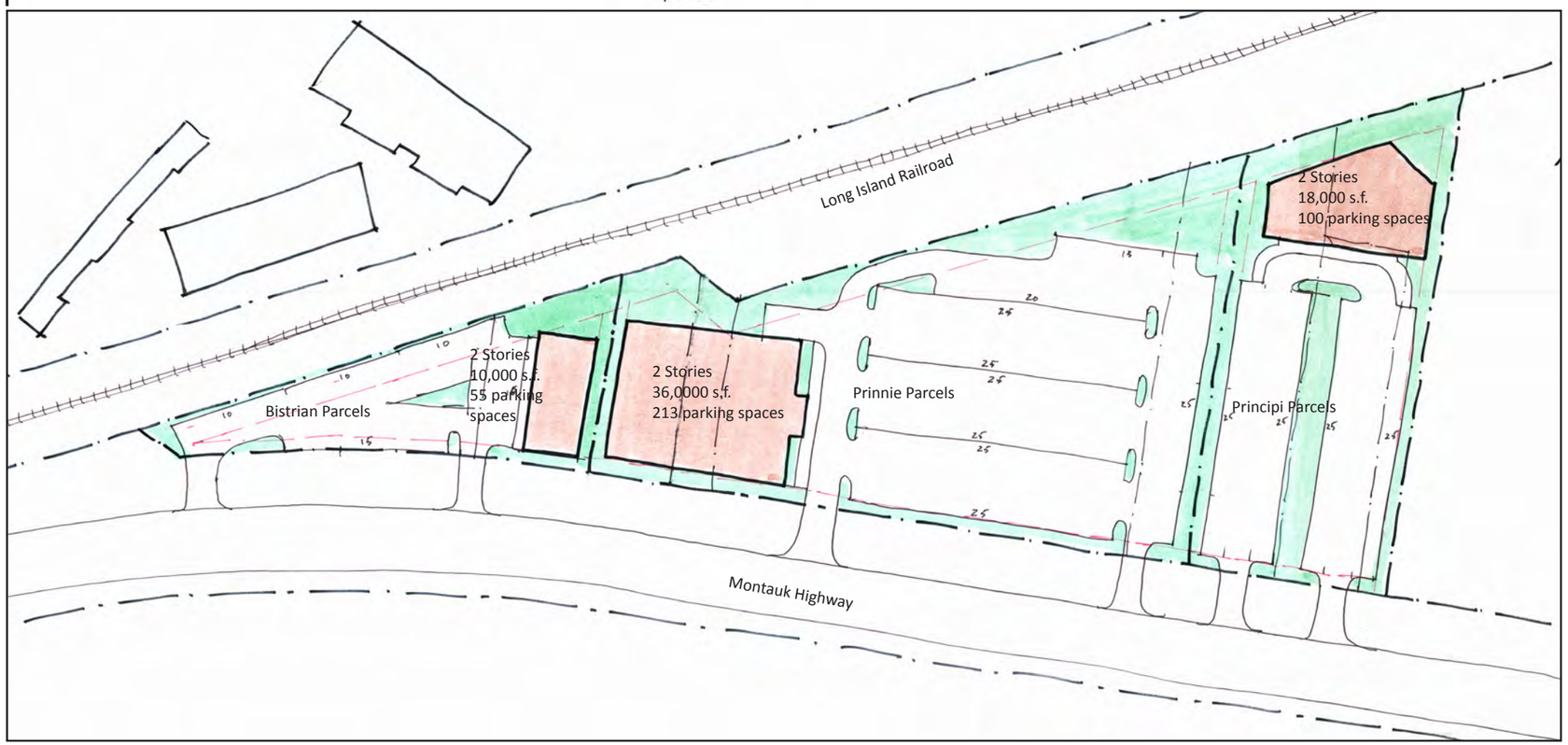
In order to estimate the maximum allowable yield under current Central Business zoning - the "buildout" - it was assumed that a developer would tear down all of the existing buildings and replace them with structures laid out in a more efficient pattern. This would likely mean consolidating uses into a single two-story building and putting all parking into a single parking lot. To maintain some sense of realism, parcels were joined together, but only if they had the same ownership name. If all parcels were assembled under a single owner, it is likely that the site could support a somewhat higher buildout.

The site plan (lower right) illustrates a possible buildout, taking into account required building setbacks from property lines and provision of reasonable driveway access to each parcel. The triangular lot boundary serves as a significant constraint, especially on the west side of the district.

As shown in the table at right, parking is the limiting factor in the full buildout. While the 50% building coverage would allow up to 115,054 square feet in total building footprint, or up to 230,000 s.f. in two-story buildings, there is not enough room on the site for the 1,278 parking spaces that would be required. Limited by parking and lot configuration, as shown in the sketch at right there is room for about 64,000 square feet of total building floor area, which would require 356 parking spaces. This would represent an increase over existing development levels amounting to 26,300 square feet and 190 parking spaces.

Please keep in mind that this is not a recommended plan by the town or the consultants, nor have the owners been involved in exploring this possibility. It is simply an exercise in determining the maximum amount of development that is possible under current zoning.

Potential Buildout Under Current Zoning				
Area of Parcels in one ownership	Max building footprint at 50% building coverage	Maximum impervious cover at 80%	Theoretical buildout at 1 space per 180 sf of building area and 350 sf per space.	Buildout tested with plan layout with two-story buildings.
43,116	21,558	34,493	11,700	10,000
121,282	60,641	97,026	32,952	36,000
65,710	32,855	52,568	17,853	18,000
230,108	**115,054**	**184,087**	**62,505**	**64,000**
				368 parking spaces



Transportation

Roadways: Amagansett is served from the east and west by Montauk Highway, and from the north by Abraham's Path and Old Stone Highway. Montauk Highway is a State roadway (NY 27). Abraham's Landing Road extends from Montauk Highway northeasterly to Napeague Bay.

Montauk Highway is the main route through Amagansett, serving all of its commercial centers. Through the Amagansett hamlet center, Montauk Highway has one lane of travel in each direction with a center median, which includes 2-way left turn lanes as well as exclusive left turn lanes at intersections. On-street parking occurs on the roadway shoulder. The posted speed limit is 30 MPH; east of Abraham's Landing Road the speed limit is 35 MPH.

Abraham's Path, Old Stone Highway and Abraham's Landing Road are two-lane Town roads with 30 MPH speed limits.

The approximate average daily traffic volume on Montauk Highway is 9,000 vehicles, based on the latest available NYSDOT count data taken in October of 2007. A 2013 traffic count taken in July on Old Stone Highway estimated the average AADT at 6,000 vehicles. The actual count data at that location estimated an AADT of about 7,700 vehicles on Saturday, July 13, indicating that the summer Saturday traffic volume was about 30% higher than the average estimate for the year. Abraham's Landing Road, which carries an AADT of about 2,000 vehicles, intersects with Old Stone Highway immediately north of Montauk Highway and the LIRR track, just east of the Amagansett train station.

Overall, there is a reluctance in East Hampton for solving traffic problems by:

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

On-street parking and carefully demarcated travel lanes help to reduce speeds and increase the pedestrian-friendliness of the historic center.

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

Parking: There are currently 160 spaces in the municipal lot behind Amagansett Library, with a parking deficit in the center of 90 spaces. This deficit could be reduced under the town's current effort to expand the parking lot on an adjoining parcel. Parking shortages during the busiest times will likely continue.

Pedestrians and Bicyclists: The historic hamlet center today remains a mixed use, walkable center. Sidewalks exist in the hamlet center area along both sides of Montauk Highway, continuously on the north side of the street and along most of the south side. There is an existing hiking trail from Amagansett to Springs. Automobile-oriented development characterizes much of the commercial area on Montauk Highway outside of the center. Montauk Highway is a designated bike route (NY Bike Route 27). East and west of the hamlet center the roadway's shoulders are designated as bike lanes.

Transit: Amagansett is served by Suffolk County Transit's Route 10C, which connects the East Hampton LIRR Station with Montauk. Service consists of five eastbound and four westbound bus routes per weekday. In the summer, a connection is provided in Montauk to the S94 Shuttle from Montauk Village to the Montauk Point Lighthouse. The LIRR's Amagansett train station on the railroad's Montauk Branch is located at the east end of the historic hamlet center. Off-season service is generally 4-5 trains per day in each direction in the winter. In the summer season, normal weekday service is increased to 5-6 trains per day in each direction, with additional service provided on weekends, including Friday afternoon express train service from Penn Station. Amagansett also accommodates eastbound and westbound bus stops for the Hampton Jitney, a private bus service providing transportation to NYC.

Amagansett 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 transport 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 Amagansett Train Station, Town shuttle buses travel to various locations including the Hamlet Center, the Bluff Road and Atlantic Avenue Town Offices and the Post Office. Although the train continues to Montauk, shuttle bus connections to Montauk employment centers are provided from Amagansett at the present time. The program is scheduled to operate Monday through Friday year round except for legal holidays and Fridays during the summer.

Infrastructure and public facilities

Public water supply: Stony Hill is in the East Hampton Water Recharge Overlay District and is a Priority Drinking Water Protection Area. Public wells in the hamlet include the Red Dirt Road well field. Public water mains extend primarily along Montauk Highway serving the historic district, the IGA shopping center, and Napeague. The compact residential development between the historic business center and the ocean is also served with public water.

Wastewater: Wastewater in Amagansett is managed through individual septic systems. The vast majority of these individual septic systems in Amagansett provide only secondary treatment of effluent: nitrogen and phosphorous are not removed and therefore enter the groundwater.[11] Old and ineffective septic systems, combined with less than 100' distance between wells and septic systems in many locations, create on-going drinking water and surface water pollution concerns.

East Hampton's 2015 Town Wide Wastewater Management Plan Neighborhood Plan recommends upgrades to septic systems to achieve Advanced Tertiary Treatment in specific problem areas.

Neighborhood wastewater systems are recommended for densely developed areas such as the historic center. Nitrex permeable barriers are also recommended in high density locations.

Schools and other public facilities: Amagansett Schoolhouse offers Pre-K through 6th grade public education in the hamlet. East Hampton High School accepts older students from Amagansett on a tuition basis. Townwide, school taxes as a percentage of median real estate value is 1.1%, the lowest on Long Island except for Shelter Island. Concerns have been expressed over the potential impacts to the Amagansett School from the 6 acre proposed affordable housing development project. [12]

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[11] East Hampton Town Wide Wastewater Management Plan 2015 - Lombardo Associates, Inc.

[12] 2014 Community Housing Opportunity Fund Implementation Plan

Charrette Process

Overview

A key element of the Amagansett 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, to provide an opportunity for shared fact-finding and analysis, and to generate and discuss physical planning ideas specific to the hamlet. The charrette consisted of workshops, focus groups, and tours that were open and advertised to the general public, including businesses, year round residents, second home owners and other stakeholders. These events provided the opportunity for local citizens to work together with town staff and the consulting team to develop creative and detailed recommendations for Amagansett's commercial districts.

Charrette Process

The Amagansett Charrette took place on Friday, June 3rd and Saturday, June 4th, 2016. The American Legion Hall at 15 Montauk Highway provided the venue for indoor Charrette activities. Public events included a public walking tour, a public listening workshop, and a public visioning workshop.

Public Walking Tour: The Amagansett public walking tour was organized to provide participants with the opportunity to direct the consultant team in a walk-through of the key sites in the hamlet. The walking tour gathered at the Amagansett Library, 215 Main Street, at 10:30 AM on Friday, June 3rd. Because of traffic noise, the assembled group participants moved across the street to the green at Amagansett Square for an introduction to the purpose of the tour and to assemble a list of sites to visit. Walking tour participants agreed to walk northeast along Main Street to the property east of the Cirillo's Market IGA, the proposed location of a future affordable housing project.

During the walk, the tour stopped at several other sites along Main Street. One such site was the area around the Amagansett Train Station. The discussion here focused on the vehicles using the Train Station lot as long term parking, which was concerning to many of the walk participants. The group also walked northeast from the Train Station to the Abrahams Landing Road railroad crossing and the intersection with Old Stone Highway. Inefficient and potentially dangerous traffic patterns were the focus of the discussion here. The nearby power substation and the buffer plantings adjacent to the substation were also discussed.

After arriving at the vicinity of the IGA, the proposal for the affordable housing project in the adjacent property was discussed. The director of the East Hampton Housing Authority participated in the walk and explained the current status of the proposal to the group. The benefits and drawbacks of the St. Michaels Lutheran Church housing development across the street was also discussed as an example of more recent affordable housing development in the area.

A public walking tour gave residents an opportunity to point out key places, issues, and opportunities within the historic center.

A light rain began as the group walked back to Amagansett Square. The consultants and a few members of the walking tour stopped at the Amagansett Farmers Market, where the group discussed local agriculture and the work of the Farmers Market before returning to the parking lot behind the Amagansett Library. Here, several members of the walking tour and the consultant team had a discussion regarding this area of downtown and the farmland behind the parking lot. The conversation focused on the great opportunity for targeted redevelopment of downtown and potential combinations of farmland conservation and small scale development that could provide affordable housing and business space for the year-round, working residents of Amagansett, who struggle to live and work in the hamlet.

Public Listening Workshop: The next public Charrette event took place the same evening, Friday, June 3rd at 6:30 in the American Legion Hall. A mix of interested citizens, local community and organization leaders, and town officials participated in the workshop. 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 maintain Amagansett's vibrant commercial center and make the hamlet a better place to live and work.

Participants in the visioning workshop used three-dimensional building models to explore potential redevelopment scenarios for the eastern commercial area.

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

After this introductory presentation, the attendees were divided into small groups and given maps, markers, and sticky notes for a focused discussion of Amagansett through the framework of strengths, weaknesses, opportunities, and threats. Discussion at each table was led 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

The various redevelopment strategies developed by small groups at the charrette helped to identify the best planning and design approaches that can be incorporated into any future plans for the area.

marked with a black marker. Connectivity issues—such as areas that need more sidewalks, trails, bike routes, and improved vehicular circulation—were marked in blue. After discussion, 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 Visioning Workshop: The next public event of the charrette was a public visioning workshop held on the morning of Saturday June 4th in East Hampton American Legion Hall. The central activity of the workshop was a physical model-building and drawing exercise used to explore ideas for traffic, parking, sidewalks, open space, and neighborhood design. The focus was the eastern corridor area, extending from the train station to the site of the proposed affordable housing development near the Cirillo IGA.

The visioning workshop began with a brief introductory presentation that summarized the goals of the model-building exercise and described some examples of successful walkable, mixed-use redevelopment projects in similar communities. The current proposal for the affordable housing development was also described in this presentation. The consultant team emphasized that the exercise was intended to provide workshop participants the ability to provide specific feedback on the physical design of their community. After the introductory remarks, workshop participants broke into small groups of 5-10 people for the model-building exercise.

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

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

Charrette Results

Key Problems and Opportunities

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

Traffic and Parking: Seasonally heavy traffic in Amagansett, as with elsewhere in East Hampton, is a perennial problem affecting many residents (2). These traffic issues are compounded by absent, unsafe or inefficient turning lanes and curb cuts. One key problem area mentioned by many workshop participants was the intersection of Abrahams Landing Road with Montauk Highway, Old Stone Highway and the Long Island Railroad track crossing (10), with the two roadways intersecting just north of the crossing, and Abrahams Landing Road intersecting with Montauk Highway just south of the crossing. Since Old Stone Highway carries about three times the traffic of Abraham's Landing Road, motorists heading to or from it must execute a turn immediately north of the tracks. A right turn lane on westbound Montauk Highway, for motorists heading to these roads, is needed.

The need for more parking downtown (4) and at the Amagansett Rail Station (9) was mentioned in several workshops. A number of workshop participants raised concerns about apparent abuse of long-term parking at the Rail Station—leaving vehicles here for several months at a time. Participants suggested greater parking enforcement in this area would help preserve the long-term parking for railroad users.

Bike and Pedestrian Improvements: A consensus seemed to emerge from workshops regarding pedestrian and bike improvements on Main Street/Montauk Highway (8). Participants hoped that the sidewalk on the south side of Montauk Highway could be widened to accommodate bicyclists, and that the design of new pedestrian connections and improvements reflect the rural character of Amagansett. This included a desire to move sidewalks back from the road and make them permeable wherever possible. Because of a wide right-of-way available on Montauk Highway, participants suggested meandering the sidewalk. Improving crosswalks was a theme across many groups of workshop participants. Improved/new crosswalks in vicinity of the train station are particularly desirable (9). In the hamlet center, pedestrian crosswalk safety should be enhanced. East of the hamlet center, in the vicinity of the IGA supermarket, crosswalk safety should also be improved.

Further from downtown, in Napeague Meadow, workshop participants suggested the need for improved infrastructure for safe crossings. In this area, limited infrastructure creates a dangerous environment for pedestrians.

Train Station/Parking: The workshops identified a need for additional parking at the train station (9). Vehicles parked long-term are occupying numerous spaces. Parking on the north side of the LIRR track, with a separate pedestrian crossing of the railroad track, should be considered.

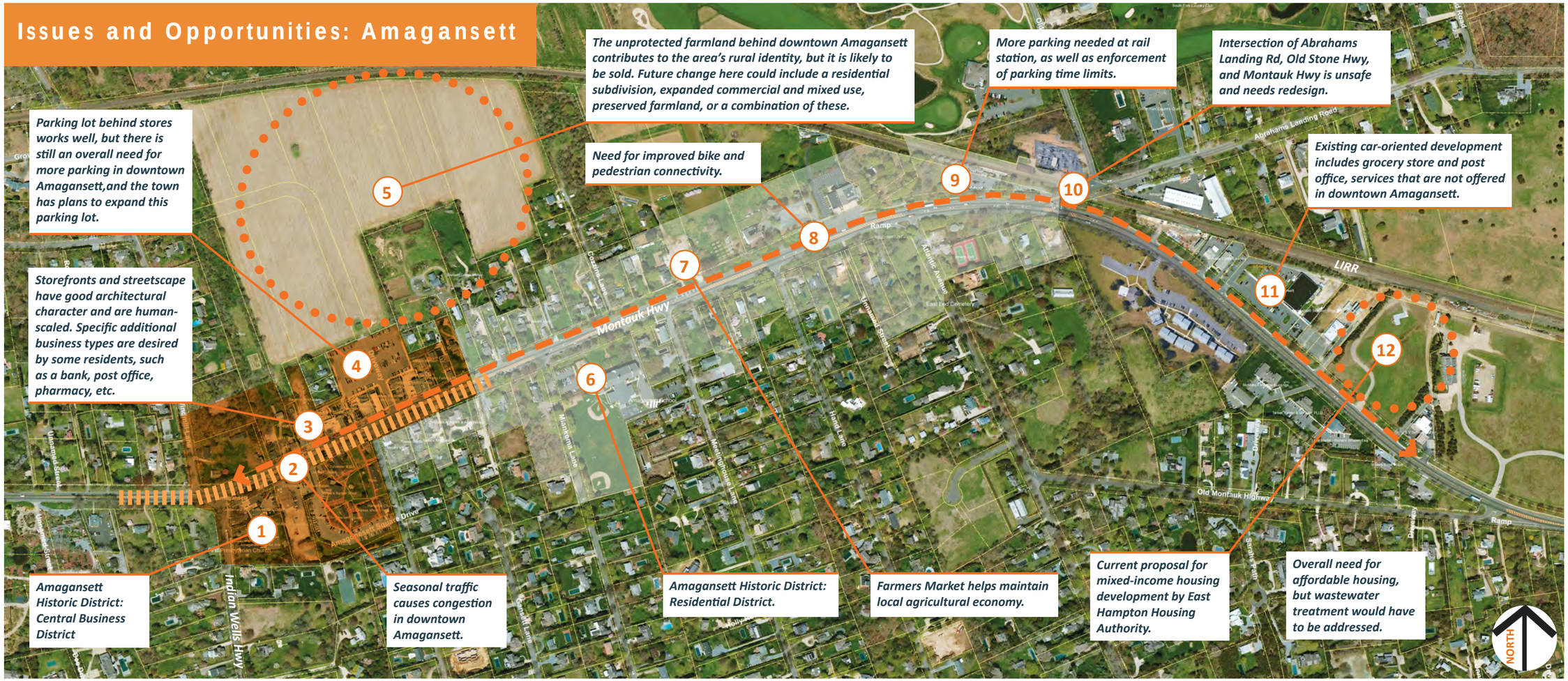
Shuttle train service on the LIRR Montauk Branch is needed.

One person suggested that a Transportation Hub be created off Montauk Highway, which could accommodate taxis and a shuttle bus. The bus would circulate around an Amagansett "Hub" area. Bike lanes could be provided on roads in the Hub Area. Bike racks are needed in the hamlet center.

Open Space: Rural character is extremely important to the residents of Amagansett, and accordingly workshop participants emphasized the protection of existing open spaces and agricultural land (5). This includes support of agricultural food production as well as horse farms. Beyond this, there was interest expressed in additional active recreation uses, such as a dog park or dog run.

Commercial Development: Workshop participants recognized the need to preserve some areas and guide the redevelopment of others. This included preserving the farmland behind downtown Amagansett (5) and addressing the future of the properties adjacent to the IGA (12), which are either for sale or likely will be sold and developed in the near future. Potential new commercial uses for these sites mentioned in the workshops included a small grocery store, dry cleaner, hair/nail service, shoe repair, and bank. There was some

Issues and Opportunities: Amagansett



Parking lot behind stores works well, but there is still an overall need for more parking in downtown Amagansett,and the town has plans to expand this parking lot.

Storefronts and streetscape have good architectural character and are human-scaled. Specific additional business types are desired by some residents, such as a bank, post office, pharmacy, etc.

The unprotected farmland behind downtown Amagansett contributes to the area's rural identity, but it is likely to be sold. Future change here could include a residential subdivision, expanded commercial and mixed use, preserved farmland, or a combination of these.

Need for improved bike and pedestrian connectivity.

More parking needed at rail station, as well as enforcement of parking time limits.

Intersection of Abrahams Landing Rd, Old Stone Hwy, and Montauk Hwy is unsafe and needs redesign.

Existing car-oriented development includes grocery store and post office, services that are not offered in downtown Amagansett.

Amagansett Historic District: Central Business District

Seasonal traffic causes congestion in downtown Amagansett.

Amagansett Historic District: Residential District.

Farmers Market helps maintain local agricultural economy.

Current proposal for mixed-income housing development by East Hampton Housing Authority.

Overall need for affordable housing, but wastewater treatment would have to be addressed.

Legend:

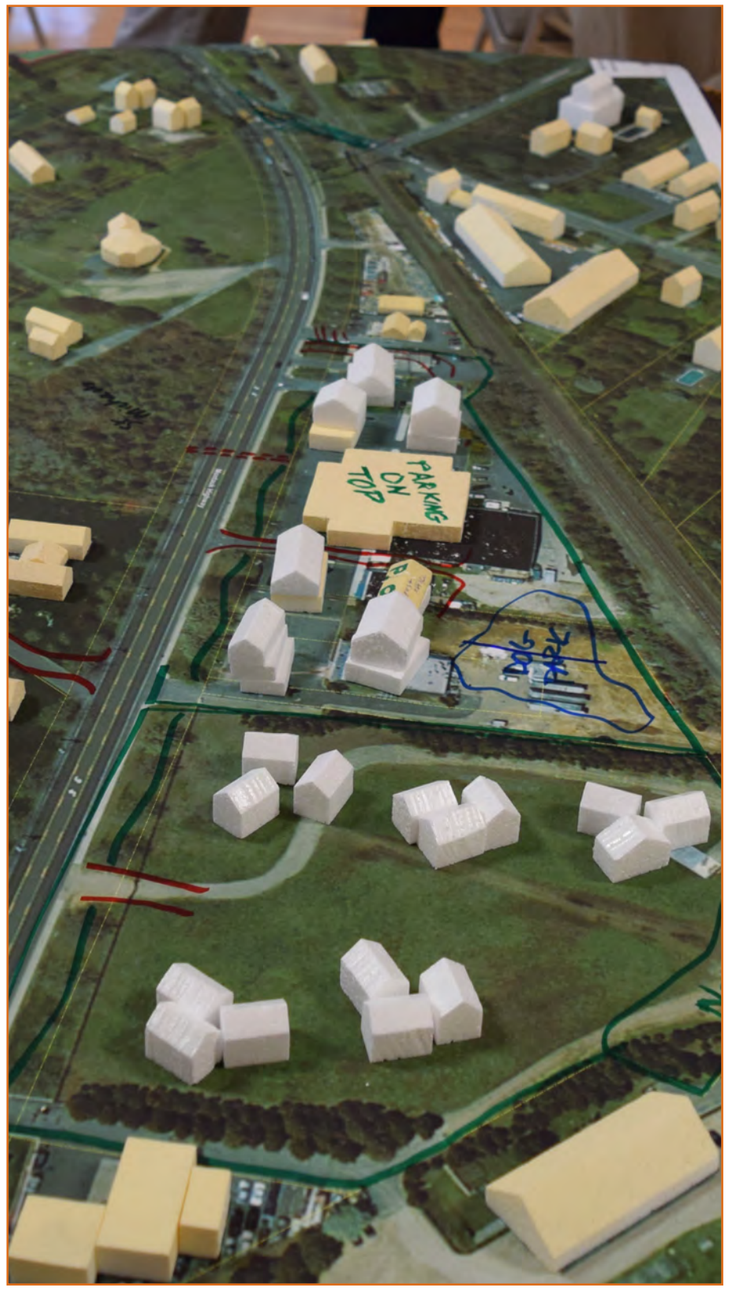
Amagansett Historic District: Central Business District

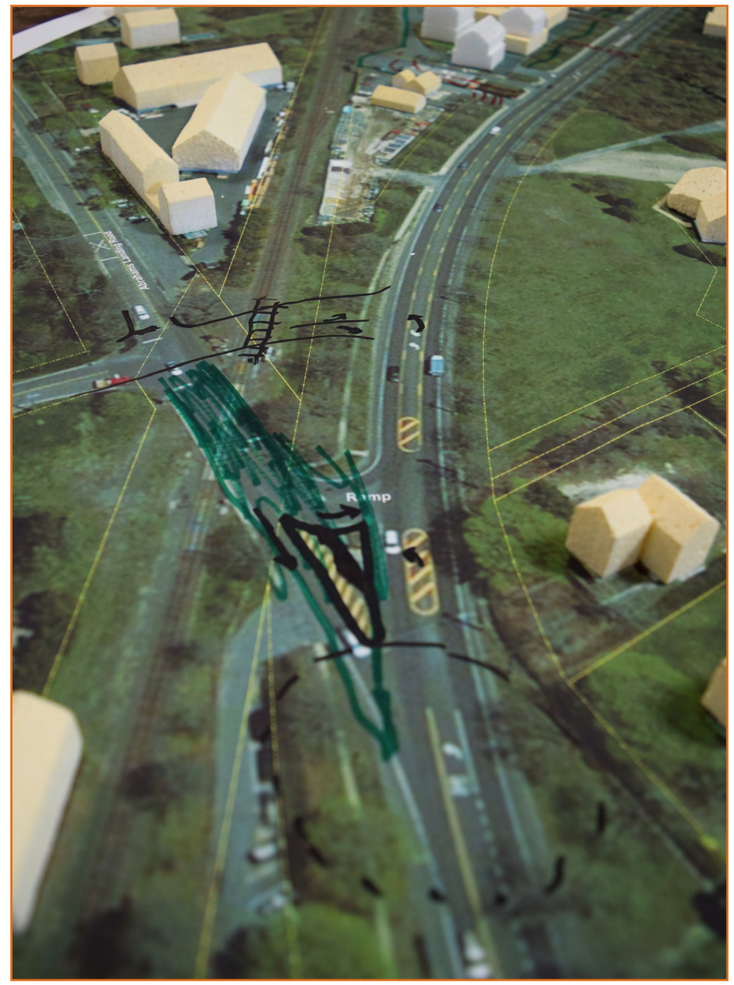
Amagansett Historic District: Residential District

Area of likely future change

Pedestrian circulation

Traffic congestion





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

disagreement, however, about whether there was any need in town for new commercial spaces, given the growth of online shopping.

Affordable Housing: The need for affordable housing for younger working families, in particular, was mentioned often in the workshops. A desire for affordable housing as part of any mixed use development of parcels north of the historic center (5) was mentioned by several groups, in addition to East Hampton Housing Authority's plans to develop mixed-income housing on the site adjacent to IGA (12).

Wastewater: Workshop participants recognized the considerable environmental problems and barriers to development posed by the use of septic throughout Amagansett. Workshop participants expressed mixed opinions about a neighborhood package wastewater treatment in the center of Amagansett, but many recognized that this infrastructure is the key to maintaining an active mix of uses and supporting affordable housing development in the area.

Preliminary Design Ideas

The public visioning workshop exercises produced proposals for the stretch of Montauk Highway from the vicinity of the Amagansett Train Station to the proposed affordable housing development East of the IGA. The preceding public listening workshop and site tour also generated a number of design ideas. The major ideas from these proposals are summarized below, by area.

Farmland behind Amagansett Center: The owners of this property, the Bistrian Family, participated in the charrette process and emphasized that this farm land will likely not stay in agricultural use in perpetuity. Other workshop participants expressed concern that this area could be developed for single-family housing and that the hamlet might miss an opportunity to accommodate other needs. These needs include affordable housing, additional retail and service businesses, expanded recreational facilities such as a dog park, or an emergency medical center.

Train Station: Design ideas for this area included better enforcement of existing regulations on parking, improvements to the adjacent streetscape, and expanded parking. In the modeling exercise and previous charrette events, participants emphasized that long-term parking is currently abused in the train station lot. Greater enforcement could prevent vehicles from being parked in this lot for months at a time. Improvements to the streetscape, including improved sidewalks and bike infrastructure, would allow for better movement between the train station and nearby business centers. At least one group suggested that the parking for the train station could be expanded to the west.

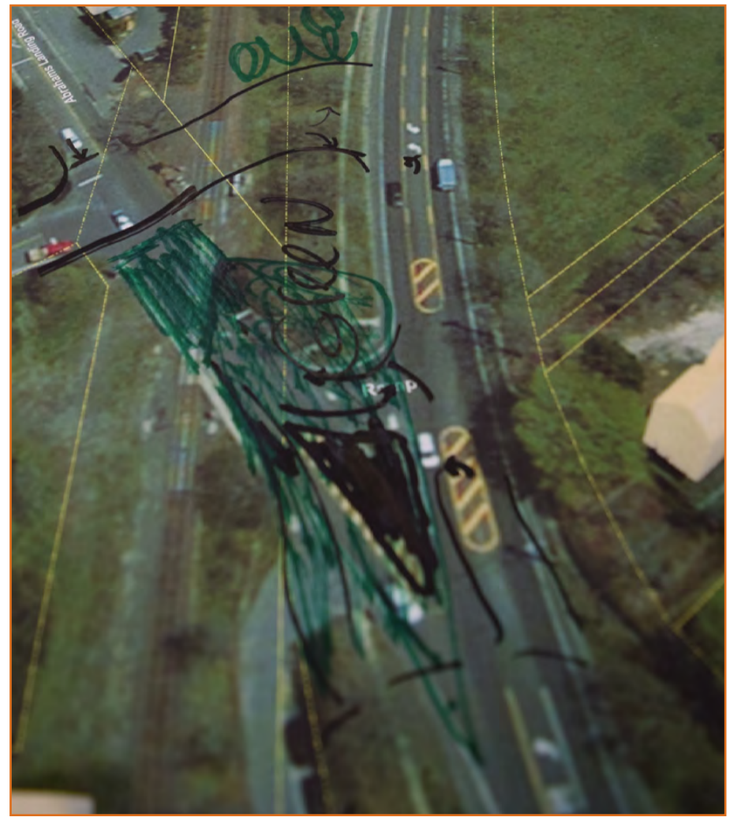
Intersection of Abrahams Landing Road with Montauk Highway, Old Stone Highway and the Long Island Railroad Track: Ideas for this intersection focused on realignment of roads to provide simpler, right angle intersections between roads and improved turning lane configurations to improve traffic flow. Along with these improvements to automobile traffic flow, many groups also proposed changes to pedestrian and bike circulation, to create safer and more efficient ways to move east-west on Montauk Highway.

Properties North of Montauk Highway and East of the Railroad Station: The focus of the public visioning workshop was on envisioning the physical plan for this area.

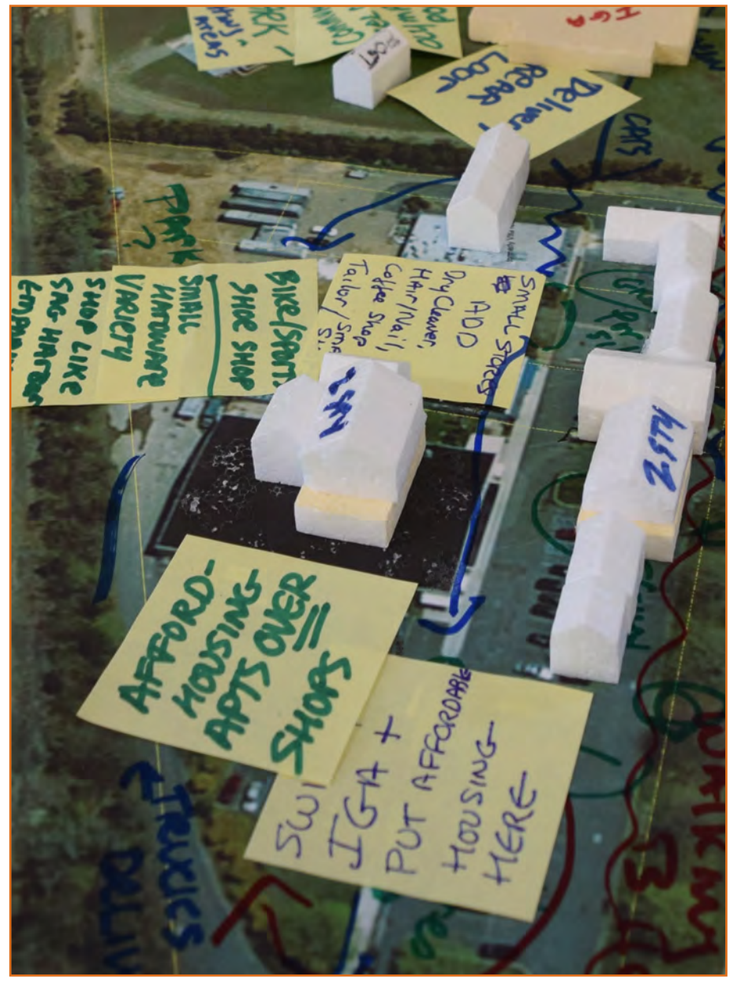
- **IGA Property:** Design ideas included reconfiguring the IGA property to move the grocery closer to the road with parking behind, or moving this to the west. Some groups proposed leaving the IGA and adding additional mixed use buildings along the Montauk Highway frontage. Other uses suggested in the modeling workshop included a dog park, additional parking, expanded retail areas, and emergency medical facilities.

- **Future Affordable Housing Site:** Participants were asked to provide feedback on the configuration of the future affordable housing development west of the IGA. Proposals ranged from more clustered housing set back from the road to more evenly distributed housing. Some groups suggested incorporating this housing into a mixed use area encompassing both the IGA lot and the current lot proposed for affordable housing.

Corridor-Wide Improvements: Many groups suggested improvements to the existing streetscape, expansion of pedestrian and bike routes, reduction in curb cuts, and additional street trees and green buffering vegetation. Proposals also suggested a desire for safe pedestrian and bike routes on the south side of Montauk Highway, while preserving or enhancing the existing green buffer on this side of the road.



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



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

Reaction and Take-Aways informing next steps

Properties North of Montauk Highway and East of the Railroad Station: In reviewing the results of the public visioning workshop, the design team envisions two alternative master plans for the area between Montauk Highway and the railroad. Both alternatives could be phased over time and implemented through larger projects or a number of smaller projects guided by zoning regulations.

Alternative 1: The most modest vision for this area would largely accommodate the existing configuration of some of the larger parcels, such as the IGA and the future affordable housing complex. In this vision, streetscape improvements could be combined with smaller-scale mixed use development in the vicinity of the IGA and the affordable housing complex. This alternative could include modest reconfiguration of the parking lot by the existing train station, with parking enforcement.

Alternative 2: An alternative vision would involve more coordination of pending and potential redevelopment in order to shape an improved, mixed-use area extending from the railroad to the future affordable housing development. This could be developed in phases, beginning with more modest improvements to streetscape and parking. Over time, the post office and IGA would be incorporated into a mixed use village organized along a new interior street paralleling Montauk Highway. Changes to this area would improve the functionality and aesthetics of the business area. The construction materials yard would ultimately be replaced with a mix of uses that would compliment rather than compete with the historic business center, creating a link to the Long Island Railroad Station. Reconfiguration of the intersection of Abrahams Path and Montauk Highway would improve traffic conditions and pedestrian safety. This alternative could include modest expansion and reorganization of the parking lot adjacent to the train station with greater parking enforcement.

Hamlet Center Master Plan

Introduction

Amagansett's commercial center is one of the most historic and best preserved small villages in America.[1] With tree lined streets, human scaled buildings, historic structures, farmland vistas and open space, the commercial center retains the rural charm of its original 18th century "Main Street" settlement. The historic center is cherished as a highly walkable community featuring a variety of small shops and eateries, connected with sidewalks on both sides of the street. Large scale, auto oriented development has not encroached into the historic center but has been accommodated in a second business district to the east. Dominated by larger, more modern commercial buildings including a food store, gas station and laundromat, this eastern district compliments the Historic Center businesses with convenience shopping center type uses. Situated between the train station and a scenic sweep of protected land, there are good opportunities to improve the functionality and aesthetics of the eastern business area.

But maintaining the small town feel of the historic center is a continuous challenge. Amagansett is at risk of becoming a victim of its own success. Growth and change in the historic area could undermine the very characteristics that define its charm. Seasonal traffic congestion and parking shortages threaten the pleasant pedestrian ambiance. Public transportation usage is hindered by lack of adequate parking at the train station and the Jitney Bus stop. The eastern business area is arranged like strip highway development rather than a pedestrian friendly setting, and lacks an attractive streetscape, landscaping and interconnected walkways. Biking and walking, especially from the train station to the Post Office, is unsafe and uninviting. The development and redevelopment of land in the eastern portion of this area presents an opportunity to enhance the business district ambiance, but the ownership pattern could hinder implementation.

1 East Hampton Scenic Resources Protection Plan, Proposed Scenic Areas of Statewide Significance, April 2003

Overall Goal of the Amagansett Hamlet Plan

The Town of East Hampton Comprehensive Plan is the foundation and the basis for the Amagansett Hamlet Plan. Within the context of the Comprehensive Plan, the specific goal of this Plan is to provide the Town of East Hampton with inspired, achievable plans which both preserve the extraordinary historic and scenic charm of Amagansett's central business area while significantly improving the aesthetics, functionality and vitality of the eastern business area for people of all abilities. Elimination of existing barriers for people with disabilities as defined by the Americans with Disabilities Act is of critical importance for planning, development and redevelopment in Amagansett and throughout the Town. The two Amagansett Concept Plans depict an aspirational vision for the hamlet. They are not specific blueprints, but overall guides depicting how the potential growth currently allowed by zoning can be managed to compliment rather than detract from the rural and small town character of its historic center.

General Objectives to Meet Issues of Concern

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

Objective 1- Preserve and enhance the existing scenic, rural and historic character of the core commercial district

Issue overview-

As discussed, the detailed Amagansett plans focus on 2 business areas: Amagansett Center and Amagansett East. The core area, referred to as the Amagansett Historic District business district, is a small, charming, walkable "Main Street" district. Its rural and historic setting with significant landscape vistas make it one of the prettiest small towns in America. It is both a premier summer resort and a vibrant year-round community. Development pressures to expand and change the business district could undermine the very characteristics that define its charm. Preserving the existing character and preventing changes which would threaten the identity of the Amagansett historic business district is a primary concern.

Objective 2-Maintain small town charm and walkability of the Amagansett Historic business area.

Issue overview-

The Amagansett Historic business area retains the rural charm and pattern of its original 18th century layout. The human scale of the buildings, the compact layout of interesting shops and eateries, the street trees, landscaping and sitting areas create an inviting pedestrian setting. Miss Amelia's Cottage, the Amagansett Library and other historic structures mixed throughout the core anchor the historic setting and provide for interesting walking experiences. The green within the Amagansett Square retail complex functions as an attractive public meeting place. Preserving the compact, small town charm and walkability is a major concern.

Objective 3-Facilitate and enhance parking accommodations for public transportation and business area shoppers

Issue overview-

In addition to the ease of pedestrian mobility within the Historic business district, Amagansett's desirability is enhanced by the availability of regular public transit services to NYC via the Hampton Jitney and the Long Island Rail Road. However, parking at the Jitney stop is insufficient both in terms of availability of spaces and overnight accommodations. The parking lot at the train station is both unsightly and dysfunctional and lacks sufficient parking stalls, circulation, access, and landscaping. Parking regulations needed to improve functionality and eliminate misuse of the lot for seasonal parking and abandoned vehicles are not in place. The Town is in the process of purchasing land to expand the municipal parking lot, but the lot lacks landscaping and pedestrian connectivity to the businesses and to the new public rest room facility. Parking integration with potential development from the few small CB zoned lots needs to be considered.

Objective 4-Improve unsafe roadway design

Issue Overview-

One of the main arterial roadways leading into Amagansett is beset by an awkward and dangerous intersection. The safety problems stem from the configuration of the Old Stone Highway, Abraham's Landing Road, and Montauk Highway intersection. High traffic volumes and delays in making left turns have created back-up conditions with vehicles straddling, and sometimes stacking directly on the at-grade train tracks. The area also lacks safe pedestrian and bicycle passageways connecting the train station to the Post Office and the eastern business area.

Objective 5- Improve the cohesiveness, functionality and aesthetics of the eastern Amagansett business area

Issue overview-

The eastern Amagansett business area extends from the train station to V & V Service Station. Without home delivery mail service, Amagansett residents visit this area on a regular basis to go the Post Office and often combine the trip with a visit to the IGA for typical consumer needs. But other than the shared access and shared trips between the Post Office and the IGA, there is no cohesive pattern or relationship among the remaining land uses. With large parking areas between the highway and the buildings, the business area looks and functions like an auto oriented shopping center, in sharp contrast to the compact walkable Amagansett Historic business district. Without cooperation between adjoining landowners, pending and potential development can reinforce this disjointed and unattractive pattern of development. Adequate vehicular and pedestrian connections to the office park, senior housing, and proposed moderate in-

come housing development are needed. While the eastern Amagansett area has the potential to meet more of the convenience shopping needs of Amagansett residents (bank, pharmacy , etc.), attracting these type of uses has proven difficult. Landscaping and street trees are sparse.

Objective 6- Improve bicycle and pedestrian connectivity

Issue overview-

The Amagansett Historic Center is separated from the eastern Amagansett business area by a mixture of Amagansett's essential buildings and uses, including the grade school, two churches, the firehouse historic farmhouses, and the Amagansett Farmer's Market. Improved bicycle and pedestrian connections linking these attractive and community-type uses to the train station and the business areas are lacking.

Conceptual Framework

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

Roadway Improvements: White arrows on the diagram illustrate key connections to surrounding areas. Circulation for cars and trucks will be enhanced by limiting the number of major access points to the Montauk Highway and creating a grid of interior connections that cross lot boundaries. This concept can be implemented in different ways; for example, by simply connecting parking lots and driveways adjacent to the town parking lot in the village core; or by creating a new interior street connection with parking, sidewalks and street trees, as suggested for the IGA block. Consolidation of access points on Montauk Highway would be reinforced with redesign of crosswalks and turning lanes, and redesign of the Abrahams Landing Road intersection.

Building locations: Existing building zones are shown in grey. As appropriate, one story buildings would be converted to accommodate second-story apartments. New buildings could be built in several areas, shown in orange, that are ideally situated for mixed-use infill.

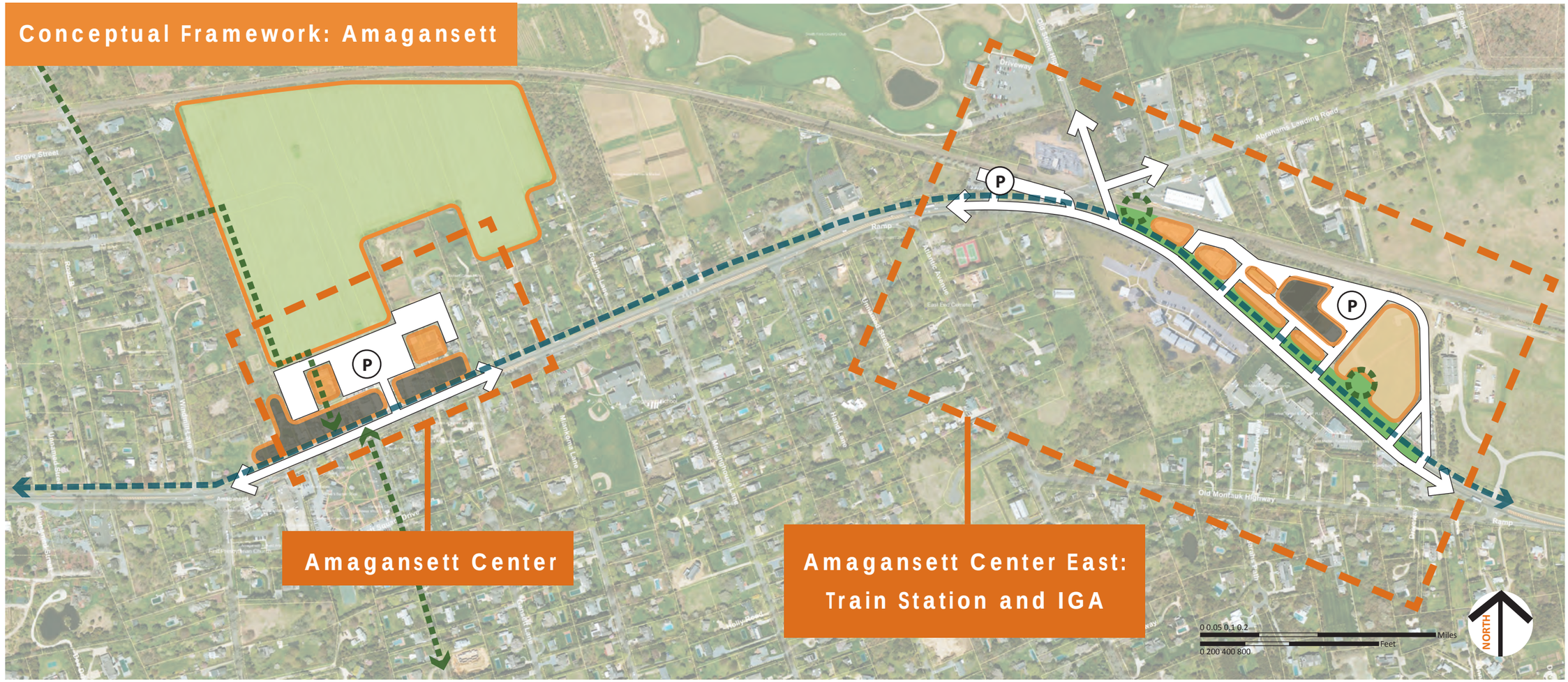
Access and Parking: This is shown in white, with larger parking areas marked with a "P". Fundamental to the master plan concept is to treat each parcel as part of the whole district rather than each lot having a separate driveway and parking lot. By sharing access points and consolidating parking areas,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

Pedestrian Improvements: Shown in green, a network of pedestrian paths and sidewalks provides for safe, continuous and accessible access. Building on existing sidewalks along Montauk Highway, the pedestrian system would extend into each parcel to connect every building and parking lot. The system would link a series of gathering spaces, building on existing nodes at Amagansett Square and extending east to public park space at the proposed affordable housing site.

Bike Path: Shown in blue, the principal bike route would continue to follow Montauk Highway.

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

Conceptual Framework: Amagansett



Legend:

- *Mixed Use Infill*
- *Protected Farmland*
- *2nd Story Apartments & Pedestrian Improvements*
- *Affordable Housing*
- *Bike Route*
- *Pedestrian Routes and Gathering Spaces*
- *Street Improvements*
- *Green Space*
- *Parking*

Recommended Master Plan: Amagansett Center

Recommended Master Plan - Overview: Amagansett East

Proposed Buildings and Parking based on Conceptual Masterplan			
Site	Building Area (s.f.)	Parking Provided	Parking @ 180
A	6450	21	36
B	2900	20	16
C	5500	27	30.6
D	21500	149	180
E	2700	shared	
F	6000	shared	
G	2200	shared	
H	4800	29	27
I	3250	21	18
J	2750	6	15.3
Total	**58050**	**273**	**322.9**
		212.6/ space	

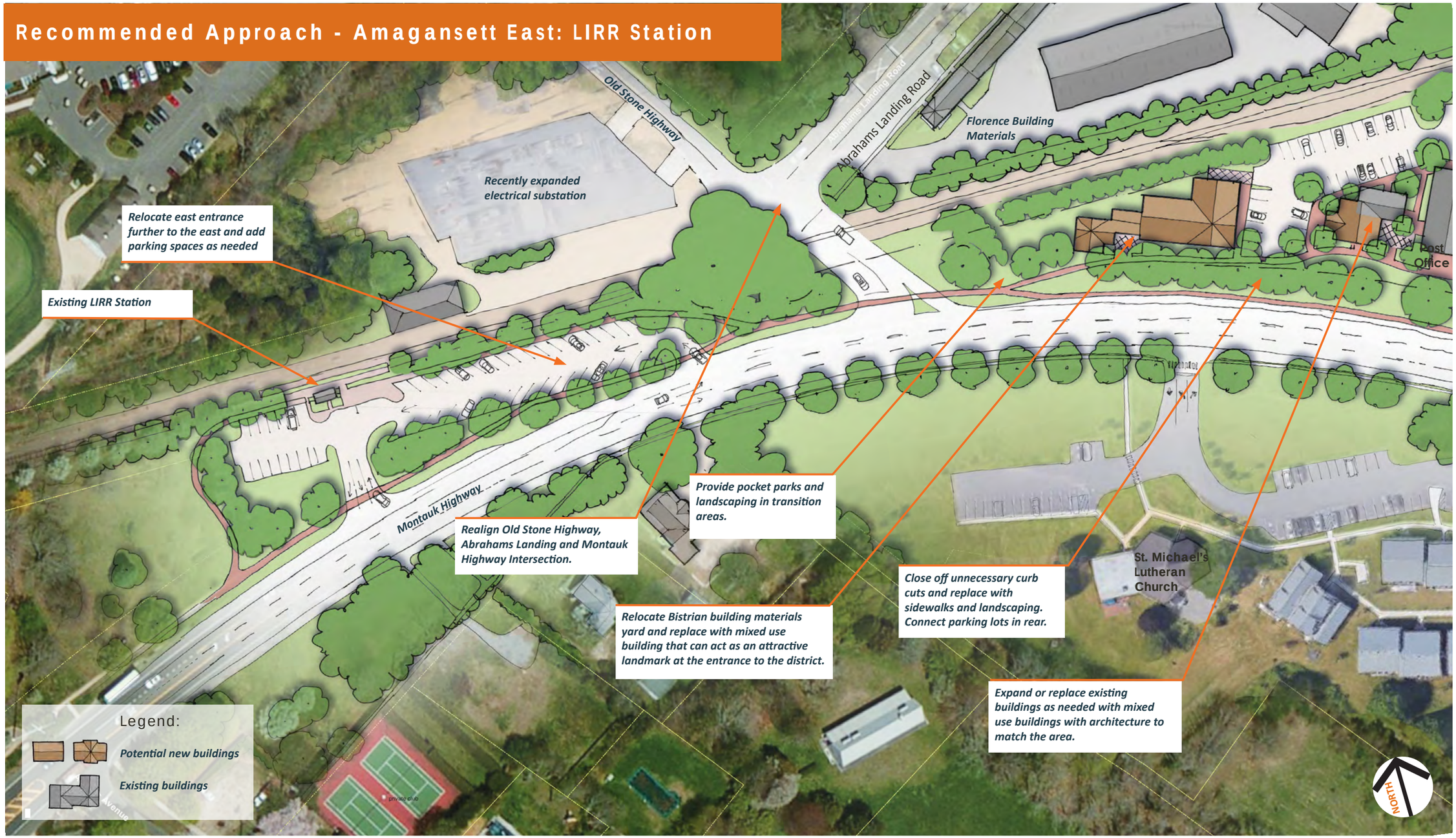
A Vision for the Future

This illustrative master plans for Amagansett Center (previous page) and Amagansett East (above) show one way that these commercial districts could be redeveloped over coming decades. The purpose of this exercise is not to require a particular use or arrangement of uses on a particular lot. Rather, it is meant to explore and illustrate the fundamental planning and design principles that can shape the district into a more attractive, cohesive, functional and economically-vibrant place.

Under the current Central Business zoning for these areas, owners have the right to develop new buildings or rebuild old ones at higher density than exists today. As older buildings outlive their usefulness, this master plan can serve as a template of how new buildings, roads, pedestrian areas, landscaping and parking can be arranged across multiple lots - creating an attractive, vibrant village setting that is truly more than the sum of its parts.

While the Plan accommodates new development, it is not a plan for growth. Compared to existing zoning, the Master Plan reduces and redistributes potential buildout in a fashion designed to better serve the needs of the year round population and the business community. As shown above and in the table at right, the total floor area of existing and proposed buildings in the Amagansett East area amounts to 58,050 square feet in this scenario, less than the 64,000 estimated buildout under current zoning. The amount of parking to service these uses as shown provides a ratio of one space per 213 square feet of building floor area, which matches the current parking ratio of parking on the site.

Recommended Approach - Amagansett East: LIRR Station



Recommended Approach - Amagansett East: IGA Area

Design Recommendations: Transportation Improvements

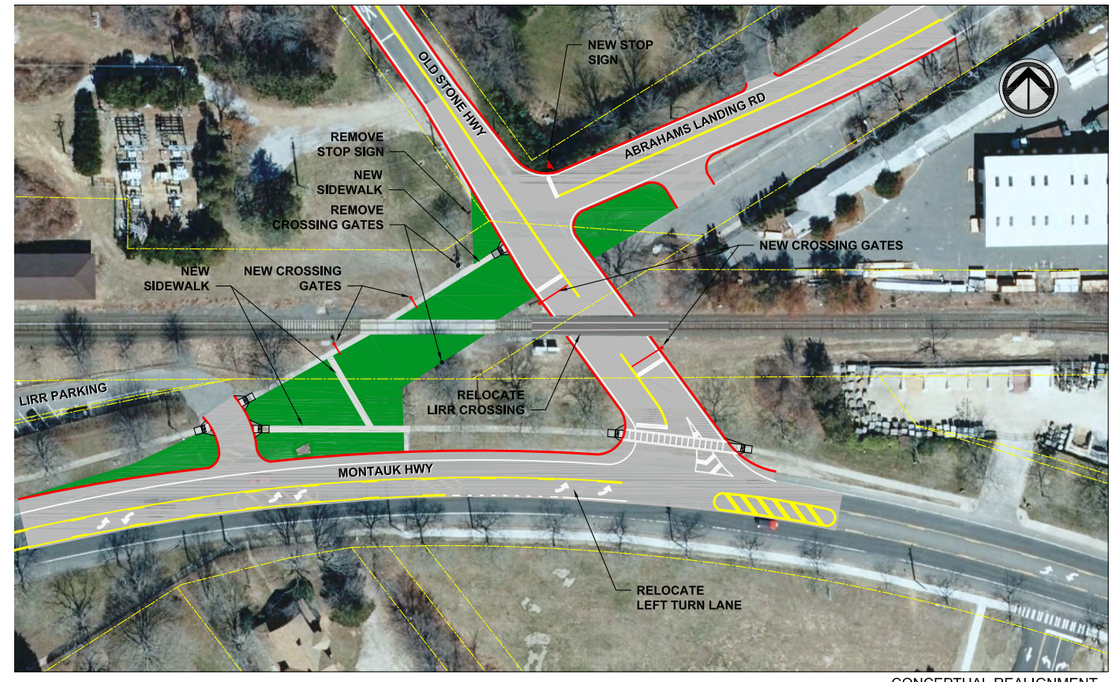
Roadways: The concept of realigning Old Stone Highway and Abrahams Landing Road at the LIRR crossing was introduced at the charrette, with support from those present. A refinement of that concept is shown on the following page. This would realign the roadways to make heavier-traveled Old Stone Highway cross the LIRR east of the existing crossing. Approval from the NY State Department of Transportation as well as the LIRR would be needed. With the LIRR advancing a project to raise two roadway crossings in East Hampton, possibly the crossing relocation work could be included in that project.

Pedestrians: The Town is progressing with a project, funded by the NY State Dormitory Authority, to enhance safety by installing in-pavement roadway lighting (or similar) systems for the crosswalk at Hedges Lane in the hamlet center, as well as at the existing crosswalk at IGA, east of the hamlet center.

Bicyclists: Marked bicycle lanes on Montauk Highway do not extend through the hamlet center, where on-street parking occurs, due to insufficient pavement width. Since there is a wide Right-of-Way along Montauk Highway, expansion of the sidewalk on one side of the street into a two-way "shared use" path for bicyclists and pedestrians, particularly east of the main commercial area, is possible but would require further investigation. An example of this concept, currently being constructed along NY Route 347 in the Nesconset area, is shown below. The path could meander somewhat, could include an attractive surface, and would include benches and bike racks at several locations, where desirable.

Transit/Parking: In the hamlet center, the Town is progressing with a project which could add approximately 85 parking spaces as an addition to the large municipal lot on the north side of Montauk Highway. The new spaces would be constructed northeast of the existing lot.

A shared use path for bicyclists and pedestrians such as this one in Nesconset could make biking and walking more viable options for transportation and recreation, and would require further study.



L. K. McLEAN ASSOCIATES, P.C.
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CONCEPTUAL REALIGNMENT
OF
OLD STONE HIGHWAY AND
ABRAHAMS LANDING ROAD
SCALE 1"=50'±

At the LIRR station, in conjunction with the proposed roadway realignment at the LIRR crossing, additional parking could be created on the south side of the track, where the pavement is being removed. This is preferable to constructing the parking spaces on the north side, which would require those motorists who park there to cross the track.

Improved LIRR service on the South Fork, to alleviate both morning and evening traffic congestion on Montauk Highway, as well as the additional tourist season weekend congestion, has been proposed for more than 30 years. Encouragingly, the revival of the "South Fork Commuter Connection," which in the past temporarily provided more commuter service between Speonk and Montauk during the morning and evening rush hour, is currently being discussed with the LIRR by the Towns of Southampton and East Hampton.

Amagansett Recommendations and Implementation

A. Comprehensive Plan

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

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

3. Adopt the Amagansett Hamlet Plan as an addendum to the Comprehensive Plan. This Master Plan has been developed to provide the Town of East Hampton with an inspirational, achievable concept plan to help preserve the charm and walkability of Amagansett's historic commercial center and reshape the eastern corridor into a complimentary, service oriented, pedestrian friendly business district. The Amagansett 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 Amagansett.

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 Amagansett:

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

B. Protect and Enhance the Natural Environment and Historic Character

1. Protection of the natural environment and the unique character of Amagansett is the foundation of the Amagansett Hamlet Plan. Forceful measures to protect and restore the environment, particularly groundwater 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 environmental, growth management, sustainability, and energy planning.

2. Preserving the rural and natural features is essential not only for the environment, but also for the economic viability of the community. The second home industry and tourism, the largest businesses driving the economy, are dependent on the desirability of Amagansett, comprised of pristine beaches, scenic vistas, farmland, historic landscapes, clean drinking water, high quality bays and harbors, significant fish and wildlife habitats, and pristine woodlands. The environment and the economy are inextricably linked. Paramount environmental threats to Amagansett are loss of farmland, protected open space, and degradation to water quality.

3. Land Preservation: East Hampton has taken proactive and forceful measures to protect the environment through land preservation. Over 45% Amagansett's land area has been protected through acquisitions, mandatory cluster subdivisions, and other planning techniques. With approximately $25 million dollars per year available for open space and farmland protection from the Community Preservation Fund (CPF) and some of the most far reaching planning regulations in the country, East Hampton will continue to preserve additional lands.

Development pressures and skyrocketing land values will continue to make land preservation efforts challenging. Adequate staffing and a strong commitment to preservation are required. Implementation of the Amagansett Hamlet Plan is predicated on the Town's continued diligence in protecting farmland, critical watershed lands, open space and scenic vistas. Acquisition is also the most effective means to protect the Stony Hill Priority Drinking Water Protection area. Preservation of lands within the Fresh Pond and Napeague Harbor Watersheds is also a priority in Amagansett.

4. Scenic Vistas and Historic Resources: Much of the farmland north of the Historic Amagansett Center is not currently protected from residential development, although it is recommended for acquisition in East Hampton's CPF Plan. Preservation of this farmland is essential not only for the continuation of the agricultural industry but also for preservation of the spectacular landscape vistas, important for maintaining Amagansett's history and identity. Balancing the need for agricultural buildings with the need to protect scenic farmland views, even on preserved farmland has been challenging. Amagansett's unspoiled beaches, double dunes, farmland, meadows, and rural character have received recognition as Scenic Areas of Statewide Significance, but additional preservation techniques are needed to protect Amagansett's scenic resources.

The Amagansett and the Bluff Road historic districts have some special zoning protections, but there are additional structures and sites associated with Amagansett's history which have no protection. Special landmark designation and other programs should be evaluated and implemented to help protect these resources.

5. Water Quality Protection: The need for surface quality protection and improvements requires actions in addition to land acquisition. Unlike many of the waterbodies in East Hampton Town, Napeague Harbor is open to shell fishing year round and the continued protection of the high quality waters must be a priority.

By public referendum in 2016, the Community Preservation Fund, which has generated over $315 million dollars in revenues in East Hampton (through 2015), was expanded to allow up to 20% of the funds raised to be used for water quality improvements. To provide a systematic approach to using these funds strategically, the Town developed the East Hampton Water Quality Improvement Plan. Improvements identified in the Water Quality Improvement Plan for Napeague Harbor include: residential cesspool and septic system upgrades with nutrient removal, shellfish seeding, installation of oyster reefs, sea grass protection and restoration, invasive vegetation control, and promotion of native plant growth. (see Napeague Harbor Watershed Improvements Recommendations in Appendix C for more details.)

C. Pattern of Development

1. Retain the present configuration of the Central Business (CB) zoning district in Amagansett Center. The Central Business zone facilitates compact development and minimal setbacks appropriate for the existing village-type setting. The CB zoning district allows development of new second story apartments, contributing to a vibrant downtown center. (Potential Sewage treatment constraints limiting development of second

story apartment is addressed separately). Most of the core business district is within the Amagansett Historic District Central Business District where development and redevelopment is regulated by detailed, site specific guidelines to help preserve the historic buildings and character of the area. Continued enforcement of the existing historic district regulatory guidelines for architecture, rhythm of spacing, scale, color, materials, windows and architectural details is critical to help implement the goals of the Amagansett Master Plan.

Only a limited amount of new commercial development is possible within the CB zone, in the vicinity of the town parking lot. The Master Plan depicts an approach to assure that development of these lots will be harmonious and compatible, but a few lots in this area are not within the Historic District. The farmland to the north of the municipal parking lot is not within the Central Business or Historic District but is critical to the integrity of Amagansett's historic and scenic character. The agricultural landscape connects Amagansett to its rural origins and historic resources. While some of this land is already configured as indivisible lots, the existing A2 Residence, Agricultural Overlay District zoning will prevent the unnecessary loss of this open space, to the extent possible. The businesses on the south side of Montauk Highway east of the Amagansett Square shopping area are characterized by low intensity uses within free standing, residential type buildings, and heavily vegetated settings. The historic character and function of this area as a transition between the compact business core area and the surrounding residential development is preserved by the existing A Residence Limited Business Overlay District zoning. No change to the boundaries of the Central Business zoning district are recommended for the core Amagansett center.

2. Retain the current configuration of the Central Business, A Residence Limited Business Overlay and A Residence Affordable Housing Overlay zoning districts in the eastern Amagansett business corridor. In contrast to the walkable Amagansett center, changes to the auto oriented eastern Amagansett business area are desirable. The senior citizen housing development and the cluster of office buildings on the south side of the highway do not relate to the retail development on the north side of the highway. The shopping center and surrounding uses on the north side of the road lack a cohesive, attractive public realm. Integrating the future affordable housing development to the east of the shopping center is critical. Rezoning or readjusting the boundaries won't address these concerns, but other tools, such as design guidelines and shared parking standards discussed below are recommended.

D. Design

1. Augment the Amagansett Historic District to include all the lots within the CB zone.

As mentioned, there are a small handful of lots surrounding the Amagansett municipal parking lot which are not within the Historic District. While these properties do not contain historic buildings or structures, their development and redevelopment are critical to maintaining the overall cohesive character of the Historic District. Non-historic building properties are already included within the Historic District and their development is regulated by guidelines tailored to non-historic buildings. Expanding the Historic District boundaries to include the unprotected remaining lots within the Central Business District is recommended to provide guidelines and additional review to help maintain the architectural integrity and character of Amagansett, in a manner consistent with neighboring properties.

2. Develop and adopt an Amagansett Business Overlay District (ABOD) with design guidelines for the eastern business area.

The Amagansett East IGA Area Master Plan provides an approach to guide the future development and redevelopment of private properties to improve the attractiveness, safety, mix of uses, and pedestrian friendly environment of the business area. Currently, new development within business districts is required to meet zoning and site plan standards pertaining to physical compatibility, protection of residential areas, parking, access, lighting, water supply, fire protection, waste disposal, protection of agricultural lands, and providing a streetscape that maintains green spaces and "protects the established character of the district." (Sec. 255-6-60). In connection with site plan review, Architectural Review Board approval is also required for buildings, structures and signs with more specific guidance applicable to the Agricultural Overlay District and Historic Districts. The Amagansett East area does not have the historic buildings and setting required to establish an Historic District, but more specific, clear and consistent guidelines are required to implement the Master Plan. 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.

Amagansett East Business Overlay District: One way to apply regulations tailored specifically to the Amagansett Business Area East 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 an Amagansett East 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 Central Business, A Residence Limited Business Overlay, and A Residence Affordable Housing Overlay zoning districts should be included.

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

I. Architectural Design and Siting of Buildings:

A. Siting of Structures

B. Authenticity

C. Overall Building Shape, Massing and Proportions

D. Building Height and Scale

E. Roofs

F. Design and Orientation of Façades and Entrances

G. Design of Windows

H. Surface Appearance

I. Porches, Arcades, Canopies and Awnings

J. Secondary Elements: towers, cupolas and chimneys

K. Service Areas, Mechanical Systems, HVAC Equipment

Building design should reflect and enhance the character and small town charm of Amagansett. The architecture should relate to the form, materials, details and other characteristics of Amagansett's historic commercial buildings, but should not imitate the historic buildings. The design should strengthen pedestrian orientation with details such as entranceways, orientation and windows providing links to surrounding buildings, public spaces and amenities. Buildings should reflect a human, small town feel and should appear intimate rather than overbearing. Larger buildings should break up the façade with architectural methods including modulation, color, texture, entries, materials, and detailing and help create an interesting walkable environment. 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.

Buildings should be sited to shape an attractive pedestrian setting, enclosing small parks and plazas. Infill development should replace some of the asphalt parking along Montauk Highway to create an attractive village-type setting. Buildings along the street frontage should draw shoppers into the retail area, softening but not blocking views of the IGA and other interior businesses. Setbacks

should provide visual buffers and area for landscaping to protect pedestrians from the high traffic Montauk Highway corridor.

II. Design of 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

Development should enhance, compliment, and provide connections to the Public Realm. 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.

The Amagansett Post Office functions as a neighborhood meeting place. The Master Plan links this asset with safe, attractive walkways to the retail area and places to sit. Spaces between buildings are reserved for new small parks and plazas. Walkways connect people to places they want to go. The system of pathways link businesses to each other, to parking areas, and through parking lots. The layout encourages a "park once and walk to multiple shops" environment.

III. Design of 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 reflect the extraordinary natural and cultural landscapes found in Amagansett. 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, rich gardening traditions and the one mile of London Plane trees bordering both sides of Montauk Highway. The following are important overall goals:

- Spatial definition - Trees and other landscape plantings should be used to reinforce the pattern of private and public spaces, not just for decoration. The landscape should enhance the sense of place, creating a human-scale and pedestrian-oriented environment.
- Screening and framing – Plantings and site features should promote and enhance design compatibility between different land uses, while ensuring attractive views from streets and adjacent properties.
- High quality materials-To provide an attractive, inviting pedestrian experience and reinforce the sense of place, high quality material should be used.
- Sustainability – Over-reliance on one species is discouraged to reduce the risks and prevent the spread of blights and pests, although massed plantings of the same variety should be allowed for design purposes. Plans should emphasize native and/or drought-tolerant plants, and minimize the clearing and grading of existing vegetation.

IV. Streetscape Design/ Complete Streets:

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

B. Building Orientation and Setbacks

C. On-Street Parking

D. Pedestrian Walkways

E. Bicycle Accommodations

F. Accessibility

G. Site Elements and Street Furnishings

H. Screening Elements: Walls, Fences and Hedges

I. Signage

J. Lighting

K. Grading and Drainage

L. Services, Utilities and Stormwater Management, Buried Power Lines

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

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

The Amagansett Master Plan applies complete streets principles and streetscape design techniques. The existing parking lot and access driveways are converted to an internal, support roadway system lined with attractive buildings, sidewalks, and landscaping. The design shifts the focus of development from vehicles to pedestrians and an attractive village-type setting. New development is linked to the support roadway system and to the adjacent development for efficient vehicular circulation. The internal roadway improves circulation on Montauk Highway as well, by reducing turning movements, curb cuts, and congestion.

V. Vehicular Circulation and Access Management:

A. Access Management

B. Hierarchy of streets

C. Vehicular Connections Across Lot Lines

D. Parking Location and Connectivity

E. Amount of Parking Required

F. Pedestrian Connections

G. Low-Impact Development Techniques

Development should incorporate access management techniques to reduce, share or minimize accesses onto Montauk Highway, the Town's major roadway. Unnecessary curb cuts should be removed and replaced with pedestrian amenities. As described, the Complete Streets design incorporates several access management techniques to reduce traffic congestion and safety problems stemming from the multiple curb cuts, access driveways and stand-alone parking lots along Montauk Highway. Adjoining properties share one access driveway. Access drives and parking lots connect to a supporting interior roadway. Parking lots are shared and interconnected to allow travel between multiple businesses without the need to exit onto Montauk Highway. Specific standards include:

- Accesses driveways and parking areas should be configured to provide an internal connecting roadway or an interconnected design improving internal vehicular circulation.
- Parking lots should connect to adjoining lots and parking lots.

- New and existing access driveways onto Montauk Highway should be minimized and reduced through shared configurations and accesses onto an internal roadway or interconnected parking lot design.

- Shared parking lots should be considered (discussion and considerations for regulations provided in separate section)

VI. Parking Lot Design:

A. Dimensional Standards

B. Surfacing Materials

C. Low-Impact Design for Drainage

D. Signage

E. Lighting

F. Shared Parking

Parking lots should conform to a cohesive business district wide layout, interconnecting with other parking lots and internal roadways where available; be shared with adjoining parcels when possible; be landscaped and well screened; be designed to filter and cleanse runoff; and incorporate pedestrian safety. A key feature of the Amagansett Master Plan is the reuse and redesign of the existing parking lot to create a village type setting served by an internal street, lined by attractive buildings, sidewalks and landscaping. Angled and parallel parking line the new street, similar to a typical downtown streetscape. The displaced parking stalls are accommodated in a new parking area close to the rail road tracks and screened from view. Adding a second entranceway to the IGA entranceway on the east side of the building would make this new parking area convenient for shoppers. By configuring parking lots to cross property boundaries, the most efficient layout is achieved. The parking areas are strategically sited and sized to accommodate existing businesses and projected demand from new mixed use development. The interconnected design reduces the need for curb cuts and maximizes access management. Heavy landscaping within and surrounding the parking lots soften their appearance, provide shade and help filter and recharge runoff. Walkways and landscaping through the parking lots are designed to provide pedestrian safety.

Existing Commercial Structures

Adaptive Reuse

An example of adaptive re-use of existing commercial structures: an existing one story structure in the Amagansett parking lot is added to in order to create additional residential and affordable space while creating a more cohesive street front. (Photo montage by Greg Zwirko, Zwirko & Ortmann Architects)

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.
- 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 designs 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

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.

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.

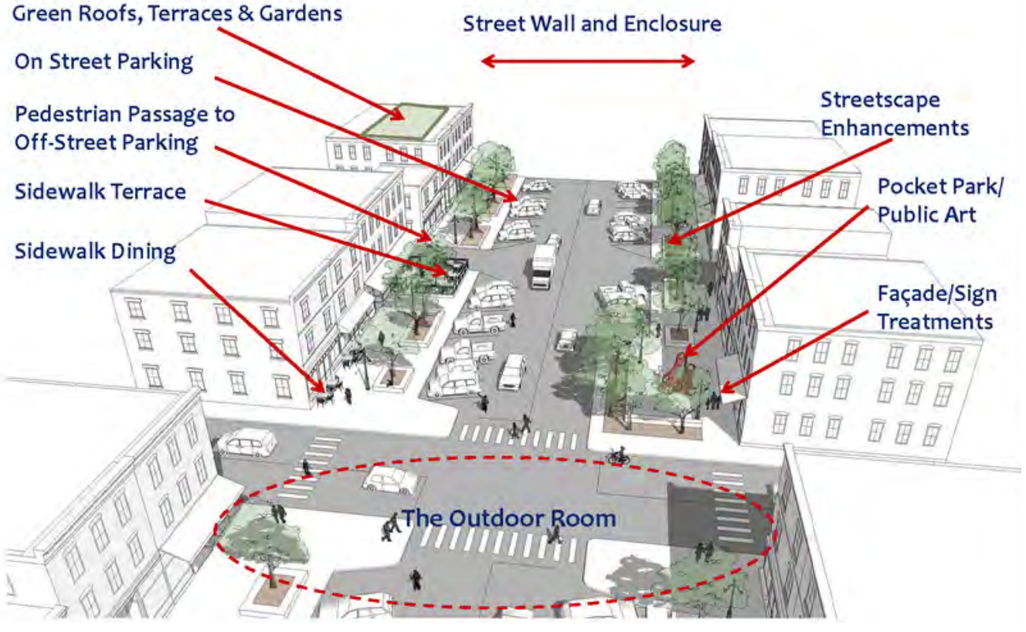
3. A Form Based Code for Amagansett?

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

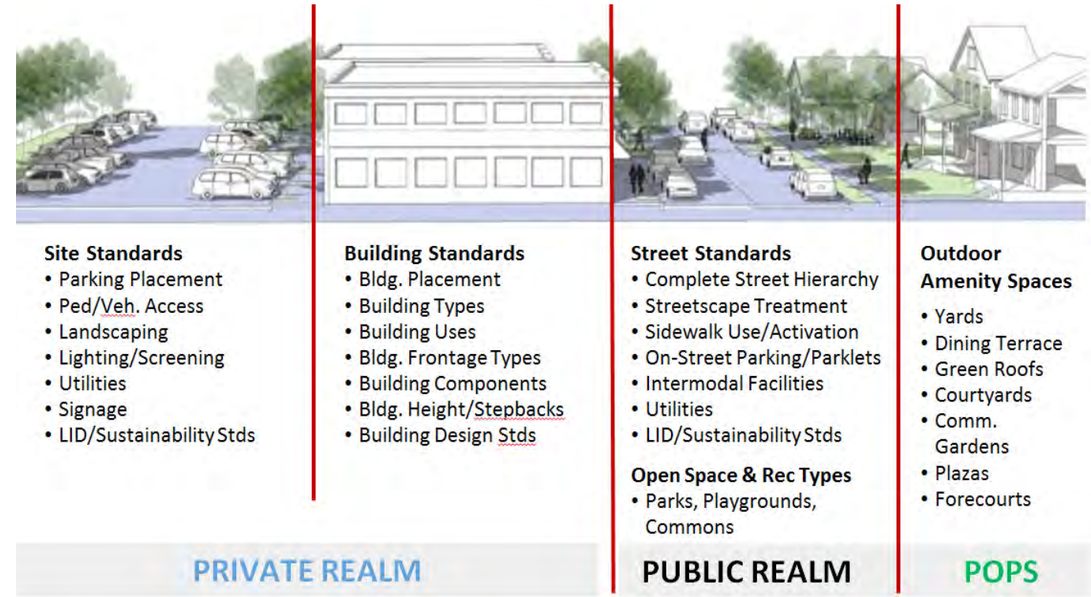
A form-based code typically includes five main elements

- Regulating Plan. A plan or map of the regulated area designating the locations where different building form standards apply, based on clear community intentions regarding the physical character of the area being coded.

- Public Space Standards. Specifications for the elements within the public realm (e.g., sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.).



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



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

- Building Form Standards. Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.

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

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

Form-based codes also sometimes include:

- Architectural Standards. Regulations controlling external architectural materials and quality.

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

- Signage Standards. Regulations controlling allowable signage sizes, materials, illumination, and placement.

- Environmental Resource Standards. Regulations controlling issues such as storm water drainage and infiltration, development on slopes, tree protection, solar access, etc.

- Annotation. Text and illustrations explaining the intentions of specific code provisions.

Implementing the master plan.

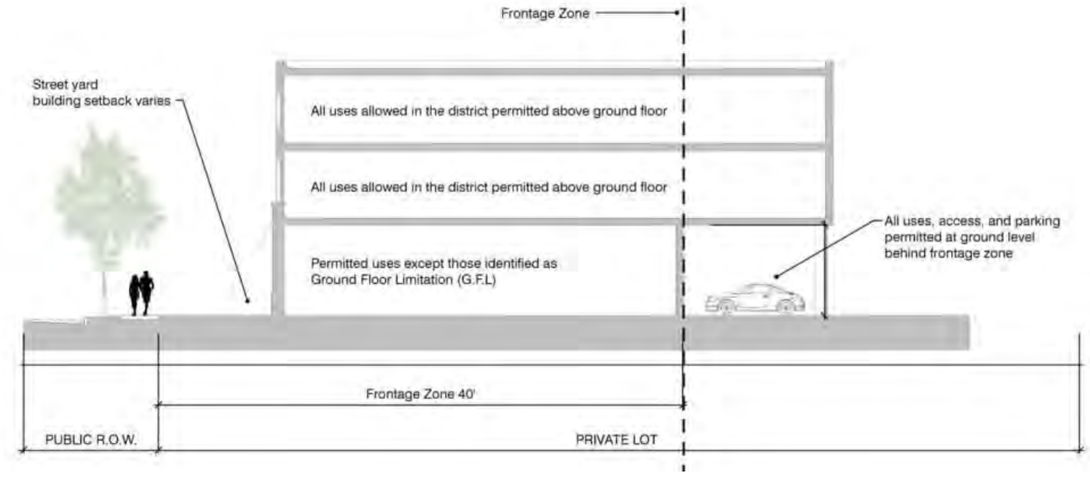
Most form-based codes are based on detailed master plans that include both the public right-of-way and the

private lots within a corridor, neighborhood or village center. The code is designed to implement a unified plan that crosses lot lines and includes both public and private space, incorporating the public right of way, streets, sidewalks, etc., as well as the private building lots, structures, driveways and parking lots. To provide for the flexibility needed to adapt to changing market demand, form-based codes typically describe a range of acceptable densities, dimensions, and setbacks for new buildings, and may even include a range of acceptable building types, and allow landowners and developers the freedom to work from a menu of options.

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

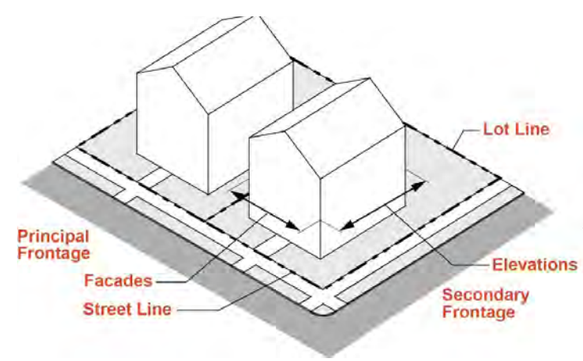
The Public Realm and the Private Realm

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

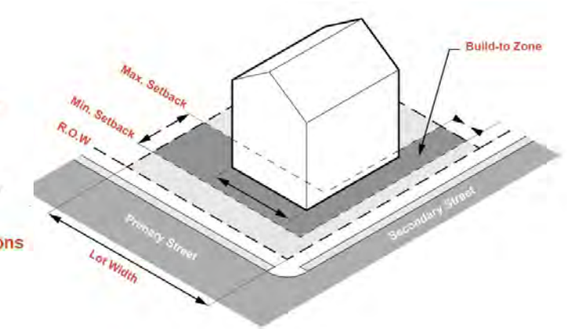


Form-based codes can prescribe specific uses for those parts of a building facing active pedestrian zones, ensuring that those uses are a good fit for a lively public space or thoroughfare.

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



Lot Frontage and Building Orientation



Build-To-Zone and Building Placement

Describing Height of a Building with a Flat Roof compared to that with a Pitched Roof

Maintaining transparent fenestration along pedestrian corridors is important to maintaining comfort and visual interest.

fences and hedges, controlled with gates and signs, and supplemented by useful transitional features like porches and stoops. An important function of the form-based code, therefore, is to manage the organization and design of public and private space so that the area works equally well for residents, workers and visitors.

Form-based codes incorporate many of the elements of traditional design guidelines, illustrated with diagrams and photographs that emphasize how each element is designed and how it fits with everything around it. Traditional site planning and architectural standards typically applied to the private realm during site plan review are often supplemented by standards for the design of public streets, sidewalks and parks. This can also include standards for courtyards and plazas and other outdoor spaces that are privately owned but open to the public – Pri-

F. GENERAL COMMERCIAL BUILDING

1.1. DEFINITION AND PERMITTED USES

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

1.2. LOT STANDARDS

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

1.3. DESIGN STANDARDS

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

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

vately-Owned Public Space, or POPS. While there can be considerable flexibility in the allowed mix of uses, for the design as little as possible is left to chance.

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

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

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

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

E. Parking:

1. Amagansett East: Parking is one of the most prominent features and comprises perhaps one of the largest negative aspects of the Amagansett East business area. The parking area occupies more land area than the businesses themselves. The Amagansett East Master Plan depicts a potential configuration for interconnected, shared parking lots, strategically located to serve existing and potential new development. Continuous parking lots cross lot lines to provide a cohesive layout making an efficient use of space. The parking area for the proposed residential development is connected to the business area parking lot. It reduces the amount of paved surfaces, helps to shift the focus from an auto dependent to a pedestrian friendly environment and improves access management.

East Hampton's parking requirements are designed to prevent traffic congestion on adjoining roadways and to promote other elements of sound community plan-

ning. 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. Within Central Business Districts, the Planning Board may require or permit fees in lieu of parking to meet all or some of the requirements.

Tools to help improve the parking configuration and overall functionality of the Amagansett East Business area include shared parking regulations and a parking management district.

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.

Approach and 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.

Shared parking is more efficient and 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 to consolidate businesses into a walkable configuration. Within the Town's Central Business zoning district, the parking requirements for retail and office uses effectively reduces building coverage to less than the 50% allowed by zoning. Thus, a modest increase in building coverage could be permitted without exceeding the maximum allowed by zoning in the Central Business Zoning District.

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 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 B for sample model ordinance and contractual agreement).

The Amagansett municipal parking lot and the privately owned Amagansett Square parking lot are good examples of shared parking configurations. Reductions in requirements for shared parking configurations are being successfully applied on Long Island and across the country. The 2016 Suffolk County Parking Stall Demand and Reduction Study, for example, 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 Amagansett East: Through use of a shared parking configuration, the Master Plan redesigns the existing IGA area parking into a more efficient, cohesive layout for pedestrians as well as vehicles. The increased parking efficiency provides the opportunity to create an internal roadway to improve traffic circulation and reduce safety problems along Montauk Highway. More land is available for landscaping, pedestrian amenities and redevelopment of existing properties.

The variety and proximity of uses informed the shared parking design but no formal parking study was conducted. The Plan is not intended to substitute for or eliminate the need for a site specific, further parking study. For illustration purposes and consistent with local and regional shared parking standards, the plan depicts a parking ratio of approximately one stall per 212.6 square feet of business floor area, or approximately 15% fewer stalls compared to existing retail parking standards.

Shared parking example:

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

Property A is 40,000 square feet. The Central Business Zone allows 50% building coverage and 80% total coverage, but to meet the parking requirements of 1 space per 180 square feet of retail space, development was limited to 9,600 square foot building with 56 parking stalls.

(400 s.f. +180s.f.) x = 32,000 s.f.

x= 55.1 or 56 parking spaces required

56 x 400 = 22,400 parking area or 56 % lot area

32,000 – 22,400 = 9,600 sf bldg. size or 24% of total lot area

(400 sf used as estimate for each parking stall, aisle and turnaround 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 56 to 50 stalls.

(400 +250) x = 32,000

X = 49.2 or 50 parking spaces

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

2. Amagansett Center Parking:

Background: Most of the parking within Amagansett Center is already configured as shared parking. The centrally located parking lots serve multiple property owners in a compact, cohesive fashion, reinforcing the pedestrian setting. The business area has a good mix of restaurants and shops, which have different peak hours of operations. Thus the same parking stalls occupied by the retail shops

and businesses operating during the day serve to meet some of the peak evening parking needs of restaurants and bars.

The Amagansett Center Master Plan depicts a potential configuration for permitted infill development and associated parking on the north side of Main Street. New structures and existing structures are integrated within a pedestrian only landscaped plaza. Rather than having a series of smaller-sized parking lots divided by arbitrary lot lines, coordination across property boundaries provides the opportunity to create a consolidated, efficient parking layout. Underutilized land behind Stephen Talkhouse, for example, connects to the municipal lot for shared use by multiple property owners.

1. Planned Expansion of Municipal Lot: Unrelated to the shared parking configurations, there is a 90 space parking deficit in Amagansett Center. Generally speaking, the deficit stems from business establishments predating the requirements for on-site parking. Use of the municipal lot for overnight Jitney parking compounds the parking shortages. In response to this demonstrated need, the Town Board is seeking to acquire land to expand the municipal parking lot.

   However, the expansion of the municipal lot will not have the capacity to meet the parking needs of all new potential development. If available properties were developed according to their maximum commercial potential, approximately 256 additional parking spaces would be required, an amount , exceeding the capacity of the existing and expanded lot [1]. To prevent future deficits, new development should be required to provide an appropriate amount of new parking. Applying a shared parking configuration and modest reduction in parking requirements in accordance with a Shared Parking Ordinance would be suitable.

2. Physical Improvements: Recently, a public comfort station has been installed within the municipal parking lot and realignment of the parking lot is planned in connection with the project. As mentioned, the Town is seeking to acquire land and expand the public lot. Opportunities to improve the design and appearance of the existing parking lot should be considered as part of the improvements planned. The Master Plan depicts a system of raised pathways providing safe pedestrian access to the comfort station and between buildings. Shade trees break up the expanse of pavement and are designed to provide shade to parked cars. Stormwater is contained, filtered and cleansed through a system of planted bioswales. Installation of bike racks, vehicle charging stations can be accommodated.

3. Parking Management: To help insure the efficient use of the municipal lot for the targeted user groups, implementation of a parking management strategy is recommended. The strategy should be designed to support the needs of the business area and users of non-auto modes of transportation, such as the regular bus service to NYC. Consideration should be given to allocating some or all of the additional parking lot to overnight parking for bus riders and all day employee parking. Spaces closer to the businesses should be reserved for shorter visits and shopper convenience. The regulations should be designed to prevent beach-goers from usurping parking availability. Street parking regulations should be integrated into the overall parking management strategy for optimal efficiency. The type of enforcement and staffing requirements are also integral to the strategy.

Creating a Parking Management District (PMD) is a potential approach for Amagansett Center. Parking management districts are typically designated by local jurisdictions to regulate parking supply to meet the specific needs of an area. It provides a municipality with the flexibility to refine their off-street parking requirements for a defined area or district. Parking management districts can be used to regulate parking turnover requirements. Further, parking management districts can be utilized to more efficiently manage both private and public parking supplies, thus reducing the need to construct additional parking supply. For example, private parking lots could be leased and maintained by the town and for zoning purposes, the property owners would be credited for the number of parking spaces leased into the "common lot." These lots would be operated like a municipal parking lot, with access points for loading and unloading at particular businesses.

Key components of successful parking management districts include supply management strategies, such as providing central shared parking and incorporating on-street parking into assessment of parking needs. The parking supply in a parking management district can be managed on a project-by-project basis or through the development of centralized or shared parking facilities.

E. Community Wastewater or Innovative/alternative onsite wastewater treatment systems (I/A OWTS)

All existing development in Amagansett is served by individual cesspools or sanitary systems and the Suffolk County Department of Health Services (SCDHS) is responsible for permitting wastewater disposal for new development. The SCDHS standards specify the maximum permitted wastewater design flow for all development according to Groundwater Management Zones (GWMZ) and Amagansett, within GWMZ IV, has a 600 gallon per day (gpd) per acre limit. Commercial waste loads are computed by the type and size of development. For example, waste loading for a deli is computed based on .12 gpd per building square footage and with a 650 sf second story apartment, computations must include an additional 225 gpd. The combined waste load of the apartment and the commercial business must be accommodated. (see insert for an example of how the standards would apply to a hypothetical commercial business lot). The SCDHS standards for on-site conventional septic systems restrict development to a density much lower than the existing development pattern. As shown in the example, the size of a deli on a 40,000 sf lot would be restricted to 12.5 % of the lot area.

Most business operations within Amagansett Center don't meet the Suffolk County Department of Health minimum lot size requirements for the proper functioning of conventional on-site septic systems. Some of the septic systems are located beneath the municipal parking lot. While the SCDHS has allowed the municipal parking lot acreage to help meet the design flow requirements of business establishments, the parking lot has no remaining capacity to offset additional development requirements. Compounding the problem with small lot size, some of the systems don't function properly due to old and outdated technology. Further, nitrogen discharge from conventional septic systems can exceed 50 mg/l, over 5 times the New York State drinking water standard. Adequate wastewater treatment is a severe limitation to even modest enhancements and changes to the land use mix within Amagansett Center. Without addressing sewage waste treatment, these pre-existing conditions will heavily influence the future direction, layout pattern and viability of the hamlet center.

The compact development pattern and the number of establishments provide opportunities for a cooperative solution to treat wastewater and reduce nitrogen loading. Development of a decentralized community system or another innovative alternative onsite wastewater treatment system is recommended to reduce environmental impacts and support the highly walkable, compact, mixed use Amagansett Center. Solutions could range from advanced systems for individual lots or shared systems for clusters of businesses. The decision to develop suitable wastewater improvement infrastructure will rest with the business and property owners to be served. Consistent with past practices, the Town should allow the proposed addition to the municipal parking to help meet lot sanitary flow requirements for. The Town can further help to implement waste treatment by providing technical support, research and development of financing options, grants, loans and special district formation.

F. Mixed Use Development and Workforce Housing-

Second Story Apartments: Amagansett Center is a vibrant village style business district with a good mix of businesses and second story apartments. Encouraging development of additional second story, workforce apartments is recommended to enhance vitality of the center. Apartments within the business district will foster efficient use of land and infrastructure and will also reduce

1 Amagansett Parking Study 2009 prepared by the East Hampton Planning Department

auto dependency and further roadway congestion. Further, second story residential space can help to create a more cohesive street front on Main Street, as illustrated by the photomontage on pp. 31 prepared by the American Institute of Architects East End Section. Zoning regulations in the Central Business District and Limited Business Overlay District already allow development of second story affordable housing.

In order to meet SCDHS requirements, the East Hampton Affordable Housing Credit Program was developed by the Town in 2007 to allow sanitary credits from preserved open space to be transferred to affordable housing developments. This program has been successfully applied to enable the development of affordable apartments in Amagansett. However, the sanitary credits available for transfer are extremely limited and a more comprehensive approach to sewage waste treatment will be required to facilitate development of additional workforce housing units.

Affordable Housing Overlay Districts:

Since 1984, an 8 unit per acre Affordable Housing Overlay District (AHO) has allowed non-profit groups, governmental and quasi-governmental agencies to build affordable housing at a higher density than that which would otherwise have been possible under the underlying zoning. In accordance with this zoning provision, the St. Michael's 40 unit senior citizen project was developed in the Amagansett East area and a non-age restricted workforce housing complex is in the planning stage for the 5 acre parcel of land between the IGA and the V & V gas station. Both these sites meet the following criteria:

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

G. Transportation: Recommendations for transportation improvements are offered to improve vehicular, pedestrian and bicycle safety, circulation and efficiency. A brief description of each project and potential implementation measures follow.

1. Road Reconfiguration: One of the major arterial roadways leading into Amagansett, Old Stone Highway, is beset by an awkward and a potentially dangerous series of intersections with Abraham's Landing Road, a LIRR at grade road crossing, a train station parking lot access and Montauk Highway. Heavy summer traffic conditions lead to backups, especially for left-hand turning movements and the short stacking lane for queuing vehicles straddles the at-grade railroad tracks. As described in the Transportation Improvements section, a safer, less confusing realignment of the intersections is feasible within existing Right-of-Ways. In addition to improved vehicular safety, the design helps to improve attractiveness and pedestrian connectivity along Montauk Highway with realigned bikeways, crosswalks, sidewalks, landscaping and room for pocket parks. Implementation requires coordination and approval from the LIRR and the NYS Department of Transportation. The opportunity to fund and include these comparatively minor improvements into the already approved LIRR project to raise two railroad road crossings in East Hampton should be pursued.

2. Amagansett Train Station Parking Lot

a. Design

The Amagansett Train Station, opened June 1, 1895, is steeped in history. But the parking lot is unattractive and dysfunctional. The Amagansett East: LIRR Station plan depicts a redesign to improve traffic circulation, access, capacity and attractiveness. As part of the Old Stone Highway intersection redesign, the east access is replaced with a safer, ingress only entrance onto Montauk Highway to improve internal circulation. Angled parking replaces the informal, inefficient parking area in the eastern end of the lot, serving to increase parking capacity and improve traffic flow. No new parking or improvements encroach into the green landscaped area just west of the parking lot. Landscaping for the parking lot can complement and augment the draft plan to screen the denuded electrical substation to the north. Development of landscaping plans for the area should be coordinated with the Amagansett Village Improvement Society. Readjustments to the layout will be required if the Old Stone Highway realignment plan is not implemented. Funding, more detailed plans and coordination with the NYS Department of Transportation and the LIRR will be required for implementation.

b .Train Station Parking Management

Either as part of the physical improvement project or separately, a management plan to regulate time limits and use of the train station parking lot should be developed and implemented. Abandoned vehicles and long term parking prevent the efficient and equitable use of the parking lot for train passengers. Implementation requires development of a parking management plan by the Town.

3. Pedestrian Crosswalks: To improve pedestrian safety, installation of in-pavement roadway lighting (or similar) systems for 3 crosswalks at Hedges Lane, Amagansett School, and IGA have been approved and funded by the New York State Dormitory Authority.

4. Montauk Highway Bicycle and Pedestrian Shared Use Path-Montauk Highway is a designated bike route (NY Bike Route 27). The roadway's shoulders are designated as bike lanes, but due to insufficient pavement width and on-street parking, marked bicycle lanes do not extend through the hamlet center. As Montauk Highway has a wide right-of-way, there is the opportunity to expand the sidewalk on one side of the roadway into a two-way shared use path for bicyclists and pedestrians. Funding for a more detailed study is required for implementation.

5. Pedestrian/Bicycle Connections to the Beach: The two largest municipal ocean beaches west of Montauk are in Amagansett. To improve safety, sidewalks and bike routes should be installed along one or more of the north south streets extending from Main Street to Bluff Road.

6. Continue to raise awareness and support for, and make adjustments to, the South Fork Commuter Connection to the Amagansett Train Station.

Amagansett is served by the 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 meeting the travelers at the Amagansett train station. The Town's commitment to promote and partner with LIRR to provide the "last mile" shuttle service is essential. Continued evaluation and assessment of the program should help inform adjustments and improvements to the system. Improved train station design, traffic circulation, access and attractiveness as previously described, will also maximize effective use of the South Fork Commuter Connection to Amagansett.

Action Plan Matrix

RECOMMENDATION	Type of Action	Responsible Entity	Timeframe	Potential Funding Sources
Comprehensive Plan				
Continue to follow and implement 2005 Plan	Policy	TB, PB, ZBA, ARB	On-going	NA
Continue to implement amendments and coordinate with on-going plans and studies	Policy	All Town Departments	On-going	NA
Adopt Amagansett Hamlet Plan as an addendum	Local Law	TB, PB referral, PB, TA	Short term	16
Protect & Enhance Natural & Historic Character				
Require & enforce strict environmental, sustainability and energy standards for all new and existing development	Code enforcement, zoning & building code potential amendments, development application review	TB, PB, ZBA, PD, NR, BI, CE, TA	On-going	16
Forcefully continue to preserve farmland, watershed lands, open space and historic properties	Acquisition, Policy, Cluster Subdivisions, CPF updates	LAM, PB, PD, TB, CPF Committee, non-profit land trusts, private property owners	On-going	17, Private Land Trusts, Private
Investigate and implement methods to protect scenic views and historic resources	Study, local law	PD, TA, LAM, outside consultant	Short term	16
Implement Water Quality Improvements	Programs	TB, NR, private property owners, non-profit organizations	On-going	4, 5, 6, 7, 8, 12, 17, Private
Pattern of Development				
Retain the existing zoning configuration	Policy	TB, PD, PB, ZBA	On-going	NA
Historic Character & Design				
Expand Amagansett Historic District	Local Law	TB with PB referral, PD, TA	Short term	16
Alternative ImplementationTechniques				
Develop and adopt Overlay District Standards	Local Law	PD, ARB, TA, TB	On-going	16
Develop and adopt a Form Based Code	Local Law	Outside consultant, PD, PD,TA, ARB, TB	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 = New York Metropolitan Transportation Council; NYSDEC = New York State Department of Environmental Conservation; NYSDOT = New York State Department of Transportation; PB = EH Planning Board; PD=EH Planning Department; SCDPW = Suffolk County Department of Public Works; TA = EH Town Attorney's Office; TB = EH Town Board; TE = EH Town Engineer; TT = EH Trustees; ZBA = EH Zoning Board of Appeals;

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

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

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

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

RECOMMENDATION	Type of Action	Responsible Entity	Timeframe	Potential Funding Sources
Parking				
Develop & Adopt Shared Parking Regulations	Local Law	PD, TA, TB, PB	Short term	16
Acquire land and expand Municipal lot	Direct Gov't Action	TB	Pending	?
Develop Parking Management Strategy for Municipal lot & on-street parking	Direct Gov't Action	TB, TE, PD	Short term	14, 15, 16
Evaluate establishing a Parking Management District	Research	TB, PD, Private property owners	Short term	16
Wastewater Management				
Assess private property owner interest in developing decentralized community system or I/A OWTS	Town coordinated property owner meeting or survey	TB, NR, private property owners, Business Association	Short Term	16
Technical assistance, development of plans, financing options	Research	NR,TA, Outside Consultant	Short Term	5, 6, 7, 8, 12, 14, 16
Mixed Use & 2nd Story Workforce Housing				
Publicize availability of Affordable Housing Credit Program	Public outreach	PD, AHDO	On-going	16
Wastewater Management Implementation as listed above	Town coordinated property owner meeting or survey	TB, NR, private property owners, Business Association	Short Term	5, 6, 7, 8, 12, 14, 16
Transportation				
Realign Montauk Hwy/Abraham's Landing Rd/Old Stone Hwy intersection	Capital Project	NYS DOT, TB, LIRR	Short term	LIRR, 11, 14
Redesign Train Station Parking Lot & Access	Capital Project	TB, LIRR	Medium term	LIRR, 11, 14
Develop Train Station Parking Management Plan	Capital Project	TB, TE	Short term	14
Install warning systems at 3 crosswalk locations	Capital Project	NYS DOT, TB,	short term	11a
Study/Implement shared use path along Montauk Hwy	Conduct Study	Outside Consultant	Medium term	18, 22, 23
Provide pedestrian/bike connections to the Beach from Main Street	Capital Project	TB, TE	short-medium term	14
Promote and support South Fork Commuter Connection	Program	LIRR,MTA, TB	On-going	LIRR, NYS, Private, Town

Appendix A: Draft Parking Lot Design Guidelines

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

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

b. Be complementary to adjacent sites and buildings

c. Be consistent with Amagansett'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 Amagansett Streetscape should be used

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

a. How pedestrians will be protected from vehicular traffic

b. How main entrances are linked to the parking lot

c. How traffic will be properly managed and controlled.

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

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

Appendix B: Shared Parking Agreements

Portland Metro, Shared Parking Ordinance

1. Shared Parking: Definition

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

2. Intent of Ordinance

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

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

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

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

3. Application of Shared Parking

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

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

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

Overall, jurisdictions may wish to consider the following:

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

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

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

4. Calculation of Parking Spaces Required with Shared Parking

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

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

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

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

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

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

Parking for offices = 2.7 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.

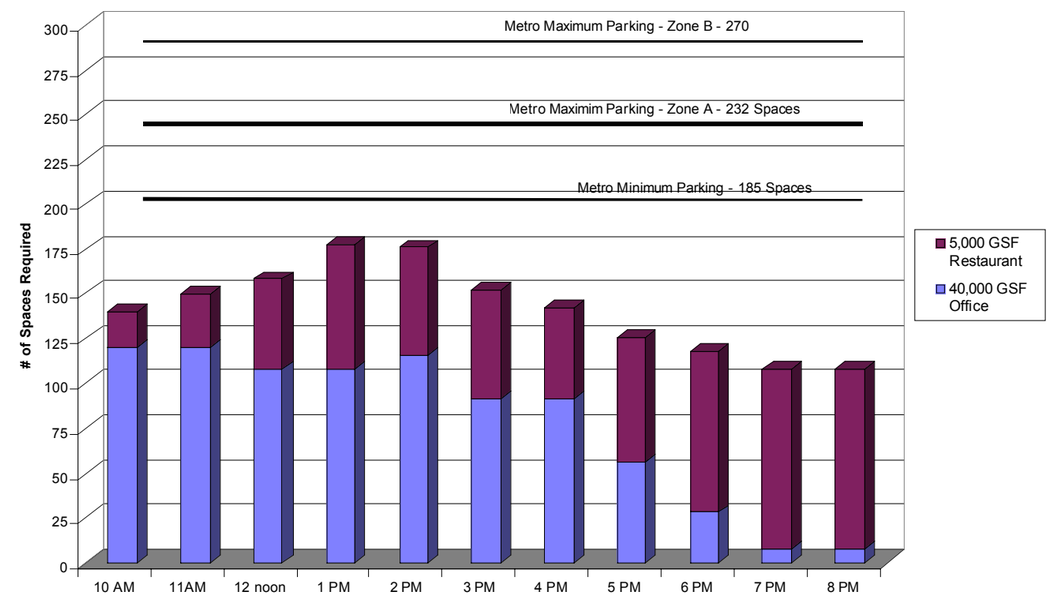
Example:
Minimum Parking Required by Metro Title 2 rates from Independent calculations for two uses *185 spaces*
Peak Hour Parking Needs with Shared Parking *178 spaces*
Net Savings 7 spaces

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.

* 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.

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

City of San Diego Shared Parking Agreement

THE CITY OF SAN DIEGO

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

_____

_____

_____

(THIS SPACE IS FOR RECORDER'S USE ONLY)

SHARED PARKING AGREEMENT

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

RECITALS

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

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

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

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

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

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

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

Continued on Page 2

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: _____

_____
Deputy Director

Business and Process Management, Development Services

Date: _____

_____
Party/Parties Supplying Spaces

Date: _____

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

Reset Button Page 2

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

Appendix A
Watershed Reccommendations

NAPEAGUE 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
	Residential septic system upgrades to nitrogen reducing units
AHR	Expand shellfish seeding areas and install oyster reefs to protect and enhance the shellfish population in the watershed
	Expansion of the oyster gardening program to include more members and/or more growing areas thus increasing filtration with additional oyster culture as well as increased habitat provided by the culture systems
	Algae culture upgrades, larviculture upgrades, nursery system upgrades
	Oyster shell recycling program which would reduce the addition of oyster shells into landfills and provide habitat and substrate for shellfish culture
	Facilitate the protection and restoration of the eelgrass population
	Implement invasive vegetation control and promote the growth of native plants
PPP	Develop signage to inform the public regarding laws, public safety and human impacts
	Develop public outreach program to provide public "good housekeeping" tools
	Limit any additional development in the floodprone area between cherry hill and lazy point, and to phase out housing on the Town Trustee owned land. This land could then be retained for public access and recreational use

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

Appendix D: Potential Funding Sources

New York State Grants and Programs

1. NYS Community Development Block Grant Program-

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

Fundable projects:

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

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

Annual grant application through New York State Consolidated Funding Application

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

2. New York Main Street Program (NYMS)

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

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

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

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

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

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

4. Local Waterfront Revitalization

The Town of East Hampton has a successful track record for obtaining funding from the NYS Department of State Local Waterfront Division Program competitive grant program available to Towns and Villages having an approved Local Waterfront Revitalization Plan (LWRP).
Geographic areas eligible for funding include the entire hamlet of Montauk; Three Mile Harbor Accabonac Harbor, Georgica Pond, Wainscott Pond and a portion of their watersheds. Funding is available through the following grant categories:
Preparing or Implementing a Local Waterfront Revitalization Program (LWRP)

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

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

5. Environmental Improvements

New York State DEC/EFC Wastewater Infrastructure Engineering Planning Grant Program
The NYS Department of Conservation in conjunction with the NYS Environmental Facilities Corporation offers grants to municipalities to help pay for the initial planning of eligible Clean Water State Revolving Fund water quality projects. Municipalities on Long Island with a population less than 50,000 and having a Mean Household Income of $85,000 or less are eligible for up to

$30,000 to finance engineering and planning services for the production of an engineering report (East Hampton Town complies with MHI criteria). 20% local match is required.
Additional Resources
http://www.dec.ny.gov/pubs/81196.html or www.efc.ny.gov/epg

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

The Department anticipates having up to $87 million available for WQIP projects, including up to $1 million available for projects to abate nitrogen loading in Long Island.
The Department may potentially receive additional funding for qualifying projects (e.g., wastewater treatment, nonpoint source abatement and control, aquatic habitat restoration) located in Nassau and Suffolk counties. Should such funding become available, the Department reserves the right to award funding for scored and ranked projects, consistent with the method of award described in this grant opportunity. In addition, the Department may potentially receive additional funding for qualifying beach restoration projects. Should such funding become available, the Department reserves the right to award funding for scored and ranked projects, consistent with the method of award described in this grant opportunity.

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

Wastewater Treatment Improvement – 15% local match required:

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

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

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

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

Non-Agricultural Nonpoint Source Priorities
• **Decentralized Wastewater Treatment Facilities for Failing On-Site Treatment Systems**-funding for construction
Contact
New York State Department of Environmental Conservation
Division of Water, Ken Kosinski, (518) 402-8086

• **Green Infrastructure Practice/Stormwater Retrofits- Installation of stormwater retrofits** designed to capture and remove the pollutant of concern (POC) causing a water quality impairment.
Contact
New York State Department of Environmental Conservation
Division of Water, Ryan Waldron, (518) 402-8244

• **In-Waterbody Controls for Nutrients**-projects that reduce internal loading of nutrients (mainly phosphorus) within waterbodies. For waterbodies experiencing internal nutrient cycling leading to excessive algae and plant growth, low water clarity, and other water quality impairments. Eligible
practices to address these issues include but are not limited to: hypolimnetic aeration, hypolimnetic withdrawal, and dredging.
Contact
New York State Department of Environmental Conservation
Division of Water, Lauren Townley, (518) 402-8283

• **Beach Restoration**
The Department may potentially receive additional funding for qualifying beach restoration projects. Projects may include, but are not limited to, porous pavement, bioinfiltration/bioretention, rain gardens, stormwater tree trenches, greenways, beach re-naturalization, beach sand enrichment/nourishment, beach sloping/grading, constructed wetlands, or trumpeter swan or coyote decoys.
Contact
New York State Department of Environmental Conservation
Division of Water, Karen Stainbrook, (518) 402-8095

• **Other NPS Projects**
All other nonpoint source projects that do not fall into the above best management practices will be considered under this section.
Contact
New York State Department of Environmental Conservation
Division of Water, Jacqueline Lendrum, (518) 402-8086

Land Acquisition Projects for Source Water Protection- 25% match Protection of Groundwater Drinking Water Supplies – Applicants can apply for funding to purchase land or conservation

easements adjacent to groundwater wellheads actively used for public drinking water.
Contact
New York State Department of Environmental Conservation
Division of Water, Jacqueline Lendrum, (518) 402-8086

Aquatic Habitat Restoration- 25% match
Connectivity Projects located in New York State:
Eligible applications must focus on work that improves aquatic habitat connectivity at road/stream crossings or dams, with the primary intent to improve the natural movement of organisms. There is a maximum grant amount for this category of $250,000.
Contacts
Statewide Connectivity Projects:
NYS Department of Environmental Conservation
Division of Fish and Wildlife, Josh Thiel, (518) 402□8978

Municipal Separate Storm Sewer Systems (MS4s)- 25% local match
Development of Retrofit plans for existing unmanaged and/or inadequately managed stormwater runoff to MS4s discharging to impaired watersheds with approved TMDLs (MS4 General Permit Part IX). There is no maximum grant amount for this category however typically grants range from $20,000 to $400,000
Contact
New York State Department of Environmental Conservation
Division of Water, Ethan Sullivan, (518) 402-1382

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

8. Environmental Facilities Corp. - Green Innovation Grant Program
Funding Available: $15 million
DESCRIPTION:
The Green Innovation Grant Program (GIGP) provides grants on a competitive basis to for projects that improve water quality and demonstrate green stormwater infrastructure in New York. GIGP is administered by the New York State Environmental Facilities Corporation (EFC). Municipalities, private entities, state agencies are eligible for funding of between 40% and 90% of project costs. Projects selected for funding incorporate unique ideas for stormwater management, utilizing green infrastructure design and cutting edge technologies.

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

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

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

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

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

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

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

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

Improvement Plan.

Programs with potential applicability to East Hampton include:

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

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

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

Appendix E: Public Comments for Amagansett

Public Comments on Draft Amagansett Hamlet Plan submitted prior to 11/1/18 Public Hearing

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
1	9/20/2017	Cindy Sherman	No overdevelopment; preserve farmland	PLEASE DO NOT CARELESSLY OVER-DEVELOP THE AREA AROUND AMAGANSETT. WE MUST PROTECT THE REMAINING FARMLAND AS PART OF OUR HERITAGE. MORE ROADS WILL NOT SOLVE THE TRAFFIC PROBLEM. THANK YOU.	Comment consistent with and supportive of Plan
2	9/19/2017	Laurie Anderson	No overdevelopment; preserve farmland	I am in complete accord with these points a.I agree with the study's conclusion that Amagansett is "one of the best preserved small villages in America," a proud distinction that will be lost forever with over development. Careless over development will destroy this valuable "small town feel," leading to lower property prices, more competition for existing local businesses, and a diminished quality of life for all. b. I agree with the study's conclusion that traffic will not be improved by adding more roads and more lanes. We also agree that it is dangerous to encourage heavy use of back roads through residential areas. It has been well established that more roads lead to more—not less—traffic! c. I agree with the study's conclusion that Amagansett's agricultural heritage is the foundation of its particular beauty, and that preserving the farmland north of Main Street is critical to preserving the village's unique character. In short, I strongly support: no reckless development of precious open space and farmland, no new roads, and no additional threats to Amagansett's special agricultural	Comment consistent with and supportive of Plan
3	9/19/2017	Edwina Von Gal	Preserve farmland, allow only modest changes	Please count me as a person strongly in favor of saving the historic quality of our town by preserving farmland, by not creating more roads, and by allowing only the most thoughtful and modest changes to the developed areas.	Comment consistent with and supportive of Plan
4	9/19/2017	Janet and Frank Schwitter	No development needed; preserve farmland.	We agree fully with the reports conclusions. No development is needed. There is enough destruction already witness the lanes and all the $5 million houses. The farmlands must be preserved otherwise the character will continue to erode and eventually disappear. We oppose any further development We have owned homes in Amagansett for over 30 years.	Comment consistent with and supportive of Plan

Public Comments on Draft Amagansett Hamlet Plan

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
5	6/3/2017	James MacMillan	If you want to address parking need to control the number of bedrooms through zoning. Don't need more retail.	Hello. It seems surprising to me that a study addressing parking was conducted without addressing the origin of the problem...house size. We keep allowing houses offering 6 bedrooms on half acre lots and even 8 and 10 on one acre lots on Atlantic ave. A home owner will have guests and tenants will certainly keep it full. 6 adults could easily be 4 cars per half acre. Where can they go? We can black top all of our valuable green spaces. Build 3 story garages..etc.. but we will never solve the problem without addressing the root of the problem...zoning. Our recent scale back was a failure and did nothing to address the bedroom count. Let's start with that please. And by the way...residential home owners i know all say that we DO NOT need any additional retail space. Most people moved here to get away from that scenario.	Study did not examine residential house size and no. of bedrooms. Hamlet Plan does not call for increase in amount of retail space compared to existing zoning, just provides suggestions for layout.

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
6	9/29/2017	Scott Crowe	No intensive development; preserve small town feel; no more roads; preserve agricultural heritage. Attachment: *Dodson and FlinkerSave Our Farmland Amagansett.pdf*	We read your recent report with much interest. There have been troubling calls for intensive development of Amagansett, which our organization of concerned residents strongly opposes. Your study has concluded that "Potential threats and historic preservation issues include the loss of remaining open space and farmland. 11% of the hamlet can be characterized as unprotected vacant land." We have the chance to retain and enhance the Hamlet's beauty - or we can sit back and watch it be destroyed. Our community group of over 200 members, Save Out Farmland believes: We agree with the study's conclusion that Amagansett is "one of the best preserved small villages in America," a proud distinction that will be lost forever with over development. Careless over development will destroy this valuable "small town feel," leading to lower property prices, more competition for existing local businesses, and a diminished quality of life for all. We agree with the study's conclusion that traffic will not be improved by adding more roads and more lanes. We also agree that it is dangerous to encourage heavy use of back roads through residential areas. Induced demand is a well-established fact that more roads lead to more—not less—traffic! We agree with the study's conclusion that Amagansett's agricultural heritage is the foundation of its particular beauty, and that preserving the farmland north of Main Street is critical to preserving the village's unique character. In short, we strongly support: no reckless development of precious open space and farmland, no new roads, and no additional threats to Amagansett's special agricultural heritage! We have also included our groups original submission to your firm from December 2016. We sincerely appreciate the opportunity to express our feedback and for all of your	Comment consistent with and supportive of Plan
7	9/19/2017	Susan Williams	Preserve historic integrity and farmland	We need to use every resource and creative thoughts we have to preserve the historic integrity and farmland of Amagansett!!! We can't afford not to!!!!	Comment consistent with and supportive of Plan

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
8	9/18/2017	David Juracich	Preserve small town feel; no more roads; preserve farmland.	I am in 100% agreement with the Save our Farmland case study I agree with the study's conclusion that Amagansett is “one of the best preserved small villages in America," a proud distinction that will be lost forever with over development. Careless over development will destroy this valuable “small town feel,” leading to lower property prices, more competition for existing local businesses, and a diminished quality of life for all. I agree with the study's conclusion that traffic will not be improved by adding more roads and more lanes. We also agree that it is dangerous to encourage heavy use of back roads through residential areas. It has been well established that more roads lead to more—not less—traffic! I agree with the study’s conclusion that Amagansett’s agricultural heritage is the foundation of its particular beauty, and that preserving the farmland north of Main Street is critical to preserving the village’s unique character. In short, I strongly support: no reckless development of precious open space and farmland, no new roads, and no additional threats to Amagansett’s special agricultural	Comment consistent with and supportive of Plan

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
9	9/29/2017	Shari Thompson	No overdevelopment; protect historic character; no more roads; preserve farmland.	I have owned the house at 270 Bluff Road, in Amagansett, since the early 1980s; I served on the Bluff Road Historic District Committee when the Bluff Road Historic District was formed; and I am in complete agreement with your recommendations. I agree that we need to push back against overdevelopment. Amagansett's Main Street Historic District is, as you say, "one of the best preserved small villages in America"; its farmhouses, barns, and views of open farmland are living reminders of our agricultural past. If development is allowed to run rampant, the small-village feeling of Amagansett, which is often described with words like "bucolic" and "hamlet," will be lost. Looking at your aerial views of the center of Amagansett, I was surprised to see how thickly settled it already is, and walking my dogs on the lanes, I feel I could be in any upscale suburb. Fortunately, the Bluff Road "cottages," dating back to the early 1900s, are protected. I agree also that having more roads and lanes will not ease traffic but will make it worse, and will bring in more traffic. This summer, the traffic on Main Street was bumper-to-bumper on weekdays as well as on weekends, and it was hard to find a parking space on Main Street or in the parking lot behind the Amagansett library. If we have more roads and lanes, there will be more traffic coming into town. And Bluff Road, I might note, is now a bypass to Route 27---we might have the GPS to thank for this---and there has been so much traffic that the two-way stop sign at Atlantic Avenue and Bluff is now four-way. I agree, thirdly, that the farmland north of Main Street should be preserved, in keeping with the Main Street Historic District. Thank you for all of your careful and thoughtful work. If we lose our heritage to	Comment consistent with and supportive of Plan

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
10	9/18/2017	Eric Rosenbaum	Limit development; preserve beaches.	As a tax paying resident of the town of East Hampton for 25 years, and the last 18 in the hamlet of Amagansett, I have witnessed what I consider to be utterly drastic changes to this once peaceful haven. The over development of residential as well as commercial properties (like CVS) has taken away so much of the original charm that first attracted me to this area. Why this is being allowed to continue is beyond my comprehension. Many of the newer houses are sub standard in quality, overly massive, and in the type of style that does not befit a beach community such as ours. Why should builders and developers who make no contributions to the area, be allowed to line their pockets while simultaneously destroying natural beauty. When is it time to say enough is enough? As an avid cyclist in the area, the last thing I need to see are more cars honking their horns at me, or playing "chicken" with me as I ride by bike. I strongly urge you to be cognizant of what we stand to lose, which can never be replaced. Adding yet more homes, streets and lanes will only increase congestion,noise,litter, and crowding at our moist precious resource, our beaches. These are problems that currently exist, and until solutions are found, I cannot imagine allowing further reckless development of my town. Please, let's not "pave	Comment consistent with and supportive of Plan
11	9/18/2017	Jason Keighery	No reckless development; no new roads; preserve farmland.	We firmly agree with below: Save Out Farmland believes: We agree with the study's conclusion that Amagansett is “one of the best preserved small villages in America," a proud distinction that will be lost forever with over development. Careless over development will destroy this valuable “small town feel,” leading to lower property prices, more competition for existing local businesses, and a diminished quality of life for all. We agree with the study's conclusion that traffic will not be improved by adding more roads and more lanes. We also agree that it is dangerous to encourage heavy use of back roads through residential areas. It has been well established that more roads lead to more—not less—traffic! We agree with the study’s conclusion that Amagansett’s agricultural heritage is the foundation of its particular beauty, and that preserving the farmland north of Main Street is critical to preserving the village’s unique character. In short, we strongly support: no reckless development of precious open space and farmland, no new roads, and no additional threats to Amagansett’s special agricultural	Comment consistent with and supportive of Plan

Public Comments on Draft Amagansett Hamlet Plan

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
12	9/18/2017	Nicole Young	No overdevelopment; no more roads; preserve farmland.	It matters greatly to me and my heirs that Amagansett is protected. I concur with these points: We agree with the study's conclusion that Amagansett is “one of the best preserved small villages in America," a proud distinction that will be lost forever with over development. Careless over development will destroy this valuable “small town feel,” leading to lower property prices, more competition for existing local businesses, and a diminished quality of life for all. We agree with the study's conclusion that traffic will not be improved by adding more roads and more lanes. We also agree that it is dangerous to encourage heavy use of back roads through residential areas. It has been well established that more roads lead to more—not less—traffic! We agree with the study’s conclusion that Amagansett’s agricultural heritage is the foundation of its particular beauty, and that preserving the farmland north of Main Street is critical to preserving the village’s unique character. In short, we strongly support: no reckless development of precious open space and farmland, no new roads, and no additional threats to Amagansett’s special agricultural	Comment consistent with and supportive of Plan

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
13	6/4/2017	Katy Casey	Supports connection between Principi parcel and town housing project; however, car wash exit won't work.	I was only able to attend the overview presentation to the Board and the Amagansett specific sessions. Congratulations on an excellent study of where we are now and where we might want to be. I appreciate the importance of putting thought into the design of the community and we have lots of opportunities presenting themselves now. JoAnne Pahwul shared your redesign of AMG 531 (central business district east affordable housing proposal) about 2 months ago, which we did not disclose outside of our development team. The shared driveway on the east side of our parcel does not work. The car wash exit, which is on a 30' easement on the west side of V&V, is already too narrow for their egress and they are encroaching beyond the easement. Our engineers took a look and rejected that suggestion but we are certainly willing to work with your suggestions on the west side of AMG 531. That Principi parcel between us and IGA is key and the Town should buy it at their first opportunity. Equally important is the Bistrian 33 acres on the NW corner of the historic district. I sympathize with the Bistrians regarding the paper road linking the municipal lot and Windmill Lane. The community at large benefits from that open space - aesthetically, commercially, environmentally, and financially. We cannot expect the Bistrians to carry the cost of enhancing the neighborhood at their own expense. That said, it is not worth what the owners are asking and the fact that the Town and the Bistrian family are at an impasse is a failed negotiation and I hang that on the Town. EHHA paid about $850,00 per acre for AMG 531, only 4.6 acres. Smaller parcels are worth less per acre that larger tracts (counter intuitive but true). Somewhere between $15M and $17M is fair for both seller and purchaser and I am sure the Bistrians have an appraisal supporting $33M and the Town has one supporting $12M. The Bistrians aren't going to let it go for less than fair market value and the Town has a responsibility to spend public funds wisely. Thank you for all your good work. I have a lyric rolling around in my head - the difficult	The concept plans are not intended to be precise blueprints for future development, but are intended as guides. It is anticipated changes to the layouts depicted will be required.
14		Peter Garnham	Supports realignment of Old Stone Highway at Montauk Highway; IGA area redevelopment not practical; disappointed with many issues that were not addressed.	My comments regarding the Amagansett Hamlet study are concerned more with the omissions than the substance, with these two exceptions. a. The only proposal with merit is the realignment of the Old Stone Highway-Devon Landing Road-Montauk Highway intersection, although more thought is needed to take account of actual traffic movements there. The MTA will no doubt drag the process into a long battle. It is hoped that the extremely ugly PSEG project can be much better screened; it is an eyesore.	a. Town representatives have contacted the MTA on this project but no funding or commitment has been secured as of this date.

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		Peter Garnham con't		b. The proposal for the redevelopment of the IGA site is not practical. That recently revamped store has its receiving, processing, refrigeration, and storage areas on the north side of the building, so if parking were moved to the back (north side) of the structure shoppers would have to walk around the building to enter the front doors. I cannot see the Cirillo family agreeing to that, and the inconvenience to shoppers would no doubt create public opposition.	b. Retail buildings undergo changes and upgrades over time. The concept plan for the IGA site suggested adding a 2nd entrance to the east side of the building along with a new parking area convenient to that entrance.
				c. Coming from the west, Amagansett actually begins at the Montauk Highway-Abraham's Path intersection. From there to Indian Well Plain Highway-Windmill Lane , the road is properly called West Main Street.	c.Street numbers are assigned by the Town Assessor's Office; this comment will be referred to that office.
				Confusingly, Main Street numbering begins at the Brent's Store and American Legion Hall properties. This fact causes considerable confusion, since all the West Main Street properties use their street number as a Montauk Highway number when it should be a Main Street address.	
				Montauk Highway numbers end on the westerly side of the Abraham's Path/Cross Highway intersection, and pick up again on the east side of the hamlet where Montauk Highway meets Old Montauk Highway. It defies logic that my house, which is about 100 yards west of Brent's Store, is 612 Montauk Highway, while the Town property at 555 Montauk Highway is some way east of the IGA. This error by the Assessor's Office heavily impacts deliveries to the area.	
				d.No attention was paid to the West Main Street area of Amagansett, which has residential properties on the north side, and almost all commercial properties on the south side. These properties – a retail store/delicatessen (Brent's Store)two large nurseries (C. Whitmore and The Bayberry), a preexisting C.I use (Whitmore Landscaping truck maintenance), and a former bank site – are all ripe for redevelopment as the current owners age and retire. On the north side, the American Legion Hall site itself is inviting for possible commercial use.	d. The Study focused on the areas of concern raised by the citizens participating in the charrettes. The American Legion is zoned A Residential. Planning is a continuous process and the Brent's Store area can be studied at a future date.

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		Peter Garnham con't		e. As a historian, it was upsetting for me to see the former Field property northeast of the existing hamlet parking lot proposed for use as additional parking. This will inevitably require the removal of the old silo and barn which are the last surviving remnants of Amagansett's last dairy farm. No landscaping of that new lot is proposed, which will negatively impact the Gansett Green Manor property which uses the northerly part of its property for weddings and other events. They will now get a lovely view of a parking lot, with its attendant litter and noise.	e. This comment does not correspond to current Town Board plans with respect to the Field property. In terms of the Concept Plans, it is noted that they are not intended to be blueprints, but guides to future development. In the specific instance, the plan recommends a second vehicular access onto Montauk Hwy. extending from the municipal parking lot
				f. No mention was made of the Town-owned paper road leading from the main parking lot to Windmill Lane.	f. There was a great deal of opposition to opening this paper road registered during the charrettes. The Amagansett Concept Plan recommends the farmland parcel be acquired or protected to the maximum extent.
				g. The Main Street Historic District was only fleetingly mentioned in the presentation, which failed to differentiate it from the Amagansett Bluff Road Historic District. Properties within the Main Street Historic District are already pressing to expand existing commercial uses (e.g. Ille Arts), and current residential properties will continue to seek permission for commercial uses. These pressures must be resisted, even if the subject failed to gain mention in the study presentation.	g. The implementation section recommends expanding the Main Street historic district and adhering to the historic district guidelines for all new development and redevelopment.

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		Peter Garnham con't		h.Overall, I found the presentation and its proposals significantly underwhelming. Studies of this sort, and I have seen too many of them over the years, need much more input from people who truly know the area. I hope there will be much more public discussion before the Town moves forward with these proposals.	h. A 4 month public comment period was provided after the presentation. Additional comments will be solicited and accepted during the public hearing on the Plan, date not yet established
15	10/4/2017	James MacMillan Amagansett CAC Chair	Prefer Hamlet the way it is	a. Thank you for the intensive work evaluating Amagansett. The Hamlet study was discussed at the July meeting of the Amagansett Citizens Advisory Committee. I have attached the minutes for your review. The one recommendation from the study that was fully supported by the committee was fixing the intersection at Old Stone Highway and Montauk Highway. That would remedy the traffic flow and would be a safety improvement.	a. Comment consistent with and supportive of Plan
				b. In general, most people prefer our hamlet as it is and think it is special in its own way.	b. Comment consistent with and supportive of Plan
				c. The addition of new apartments above businesses on Main Street was not received well as it would certainly change the character of the village. Mr. Cantwell also pointed out that due to board of health requirements, it would be expensive or impractical to address the septic/waste water requirements. Also new retail in already busy areas was rejected.	c. Existing zoning allows 2nd story apts. in commercial zones. Without advanced sewage treatment, apartment over stores on Main Street will not be feasible.
				d. Some property owners of parcels adjacent to the public parking lot did not want a historic designation on those sites but preferred ARB review in its place.	d. ARB review applies to all commercial development regardless of historic district designation. Within an historic district, the ARB and property owners are guided by written standards as well as the general provisions.

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		James MacMillan Amagansett CAC Chair cont't		e. Additional retail buildings as depicted in the concept plans for the IGA area is not needed and not desirable	e. The concept plan depicts a potential for development with coordinated access and parking across property lines. No zoning or other changes are proposed to allow or facilitate additional development.
16	5/8/2018	ACAC character committee	Keep the hamlet the way it is and don't overdevelop for development's sake	a. Do not develop and adopt the Amagansett East Business overlay district or change the form-based code governing key areas.	a. Board decision needed. Note: buildout under existing code is approx. 64,000sf compared to 58,050 sf under concept plan.
				b. Absolutely do not want new mixed used structures along the street frontage of the IGA area. The consensus of the committee is to not allow retail development along the Amagansett east business overlay due to traffic congestion and there is no need for chain stores in our hamlet.	b. Existing zoning allows additional development.
				c. At this time complications due to septic requirements and on-going parking congestion lead us to not recommend pursuing second story apartments above retail on Main Street.	c. Existing zoning allows 2nd story apts. In commercial zones. But without advanced sewage treatment or TDR of sewage rights, apartments over stores on Main Street will not be feasible.
				d. We do recommend keeping as much open “green space” as possible. We feel this is one of the most important factors in preserving the character of Amagansett for future generations. It not only adds value to our hamlet and its residential properties but it is one of the first impressions of Amagansett's beauty that visitors remember.	d. Comment consistent with Plan.
				e. The lack of affordable worker housing in Amagansett is currently being addressed by the proposed 531 Montauk Highway -- but we still do recommend a more thorough traffic study and a long term analysis on the effects on our hamlet in respect to this project.	e. Planning Board is reviewing the 531 Housing Project.
				f. We do recommend and support to realign Old Stone Highway, Abraham’s Landing Road and Montauk Highway intersection with Amagansett Train Station reconfiguration without the addition of traffic lights.	f. Supports plan.

	Date	Commenter	Subject/Summary	Comment	Consultant Comment
		ACAC character committee con't		g. We fully support that 555 Montauk Highway should be preserved as open space and passive recreation only and never be developed as discussed and agreed upon	g.Consistent with the Plan.

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

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

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

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

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. Where 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.

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		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.