

SUFFOLK COUNTY PLANNING COMMISSION

c/o Suffolk County Department of Economic Development & Planning
100 Veterans Memorial Highway, PO Box 6100, Hauppauge, NY 11788-0099
T: (631) 853-5191 F: (631) 853-4767

Theresa Ward, Acting Commissioner, Department of Economic Development and Planning
Sarah Lansdale, Director of Planning

Notice of Meeting

September 7, 2016 at 2:00 p.m.

**Rose Caracappa Auditorium,
W.H. Rogers Legislature Bldg.,
725 Veterans Memorial Highway, Smithtown, NY**

Tentative Agenda Includes:

1. Meeting Summary for July and August 2016
2. Public Portion
3. Chairman's Report
4. Director's Report
5. Guests
 - Inc. Village of Southampton
6. Section A 14-14 thru A 14-23 & A 14-25 of the Suffolk County Administrative Code
 - Gateway Plaza Development, Town of Huntington
0400 09900 0400 021000, 022.003, 022.004, 023, 024, 026, 026
 - Canal Properties, Town of Southampton
0900 20700 0400 022.001
0900 20800 0200 018001
 - North Sea Road Windmill Lane Office Business District Zoning Study
7. Section A-14-24 of the Suffolk County Administrative Code
8. Other Business:
 - 2016 Rules of Proceedings
 - Suffolk County Planning Commission Guidebook
 - PSDR – Parking Stall Demand Reduction

NOTE: The **next meeting** of the SUFFOLK COUNTY PLANNING COMMISSION will be held on October 5, 2016 2 p.m. Maxine S. Postal Auditorium, Evans K. Griffing Building, Riverhead County Center, 300 Center Drive Riverhead, New York 11901



Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Theresa Ward
Acting Commissioner

Division of Planning
and Environment

STAFF REPORT
SECTIONS A14-14 THRU A14-25 OF THE SUFFOLK COUNTY ADMINISTRATIVE CODE

Applicant: Gateway Plaza Development
Municipality: Huntington
Location: S/E/C New York Ave. (NYS Rte. 110) & Olive Street

Received: 8/3/2016
File Number: HU-16-04
T.P.I.N.: 0400 09900 0400 021000 et al
Jurisdiction: Adjacent to NYY Rte. 110

ZONING DATA

- Zoning Classification: C-6 Huntington Station Overlay and R-10 Residence
- Minimum Lot Area: 10,000. Sq. Ft.
- Section 278: N/A
- Obtained Variance: Yes

PROPOSAL DETAILS

Addendum to SCPC Staff Report dated June 3, 2015, “Huntington Station Gateway Neighborhood Plan” (see attached)

Applicants request Site Plan approval from the Huntington Town Planning Board for the construction of a three story building consisting of 16,516 SF of commercial/retail space and surface area parking on the ground floor and an additional 44,460 SF of living area on the second and third floors for 66 residential rental apartment units. The proposed apartments include studios and one bedroom units only.

The subject referral is an implementation phase of the Huntington Station Gateway Neighborhood Plan. The Gateway Neighborhood plan was referred to the Suffolk County Planning Commission by the Huntington Town Board on June 3, 2015. The Suffolk County Planning Commission resolved to approve the referred application subject to one modification and seven comments (see attached staff report and resolution).

The Planning Commission Modification stated:

The applicants shall provide a pedestrian circulation plan that provides a clear connection to the LIRR Huntington Station and Suffolk County Transit stops accounting for motor vehicle conflicts and pedestrian safety. The pedestrian circulation plan should also account for any proposed Bus Rapid Transit (BRT) location to be situated at the LIRR Huntington Station.

The Huntington Town Board, by resolution dated 8/28/16 indicates that the condition of the County Planning Commission has been addressed in the environmental supplement submitted to the Town.

Referral materials to the Suffolk County Planning Commission included a "Sight Distance, Que Analysis & Pedestrian Study" and a "Priority Investigation Location (PIL) Study (see attached). The Study reviewed existing pedestrian amenities in the study area and concluded that "from the review of the information obtained from the field survey and pedestrian counts it can be seen that the study area is adequately equipped with pedestrian amenities."

Notwithstanding the above, the referral materials to the Suffolk County Planning Commission did not indicate that further consideration to the Commission's resolution comments was given. The Commission noted for comments that:

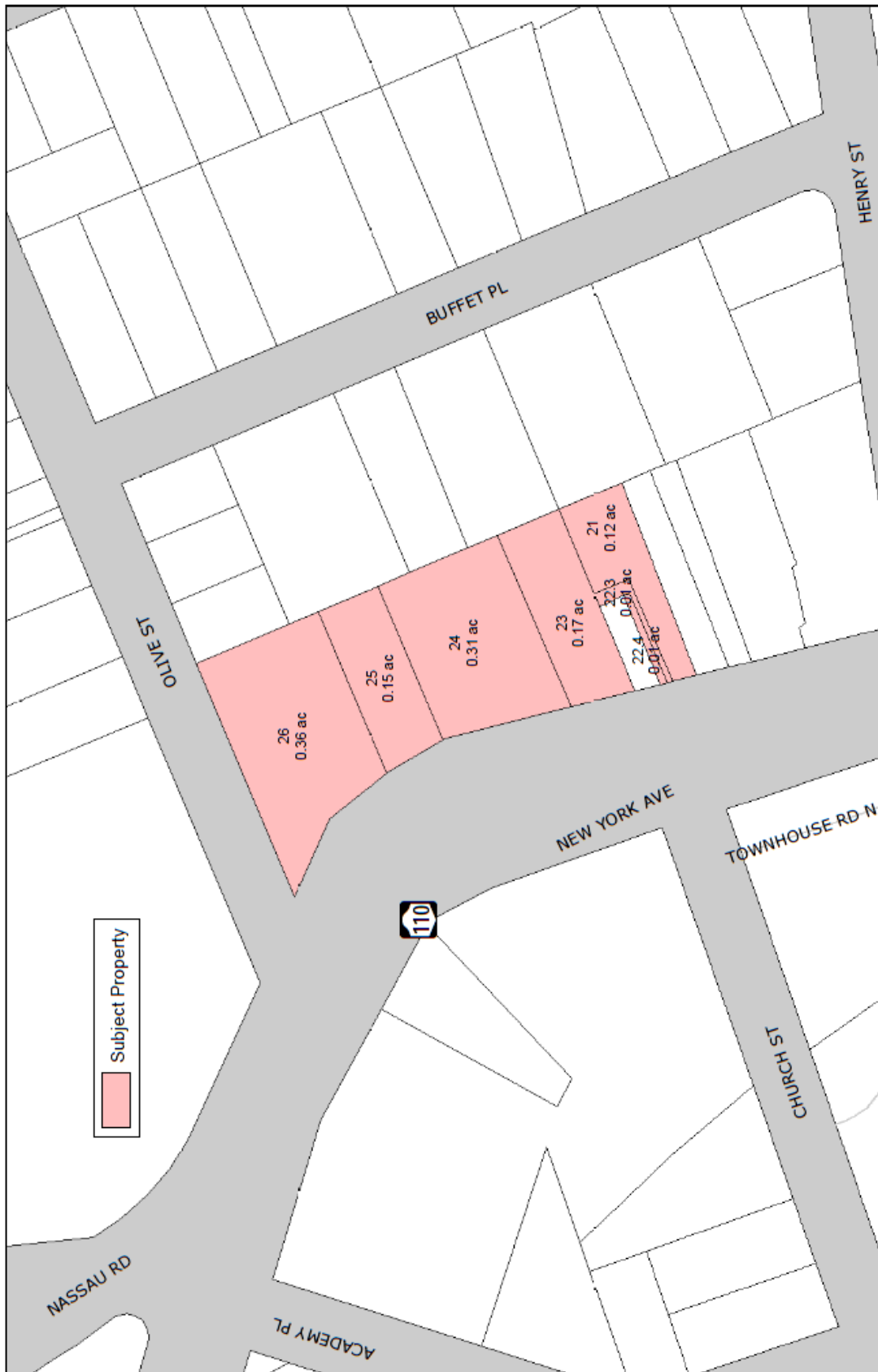
1. Ten percent (10%) of the units (12 units) should be set aside for workforce housing purposes.
2. The applicant should be encouraged to review the Suffolk County Planning Commission publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.
3. Waste water treatment and disposal issues should be reviewed by the Town of Huntington Department of Public Works and the Suffolk County Department of Health and the petitioner should be directed to contact and begin dialogue with the Town and any other appropriate regulatory authorities at the earliest possible opportunity.
4. The applicant should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable to residential uses.
5. The applicant should review the Planning Commission guidelines particularly related to public safety and incorporate into the proposal, where practical, design elements contained therein.
6. The applicant should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.
7. All residential dwelling units and structures in the Huntington Station Gateway Neighborhood Plan project should be required to be constructed using materials and techniques that will reduce interior noise levels in accordance with the recommendations of the Department of Housing and Urban Development or other authority that has promulgated standards for reduction of interior noise levels.

It is the belief of the staff that the Gateway Plaza Development referral remains consistent with the Huntington Station Gateway Neighborhood Plan (approved by the Suffolk County Planning Commission on June 3, 2015) and Horizons 2020: Huntington Comprehensive Plan Update - December 2008 (approved by the SCPC October 1, 2008). Reiterating the above comments would be appropriate since no commentary on the Commissions comments from the Town is provided in the current referral.

STAFF RECOMMENDATION

Approval of the Gateway Plaza Development site plan referral with the following comments:

1. Ten percent (10%) of the units (12 units) should be set aside for workforce housing purposes.
2. The applicant should be encouraged to review the Suffolk County Planning Commission publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.
3. Waste water treatment and disposal issues should be reviewed by the Town of Huntington Department of Public Works and the Suffolk County Department of Health and the petitioner should be directed to contact and begin dialogue with the Town and any other appropriate regulatory authorities at the earliest possible opportunity.
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Subject Property

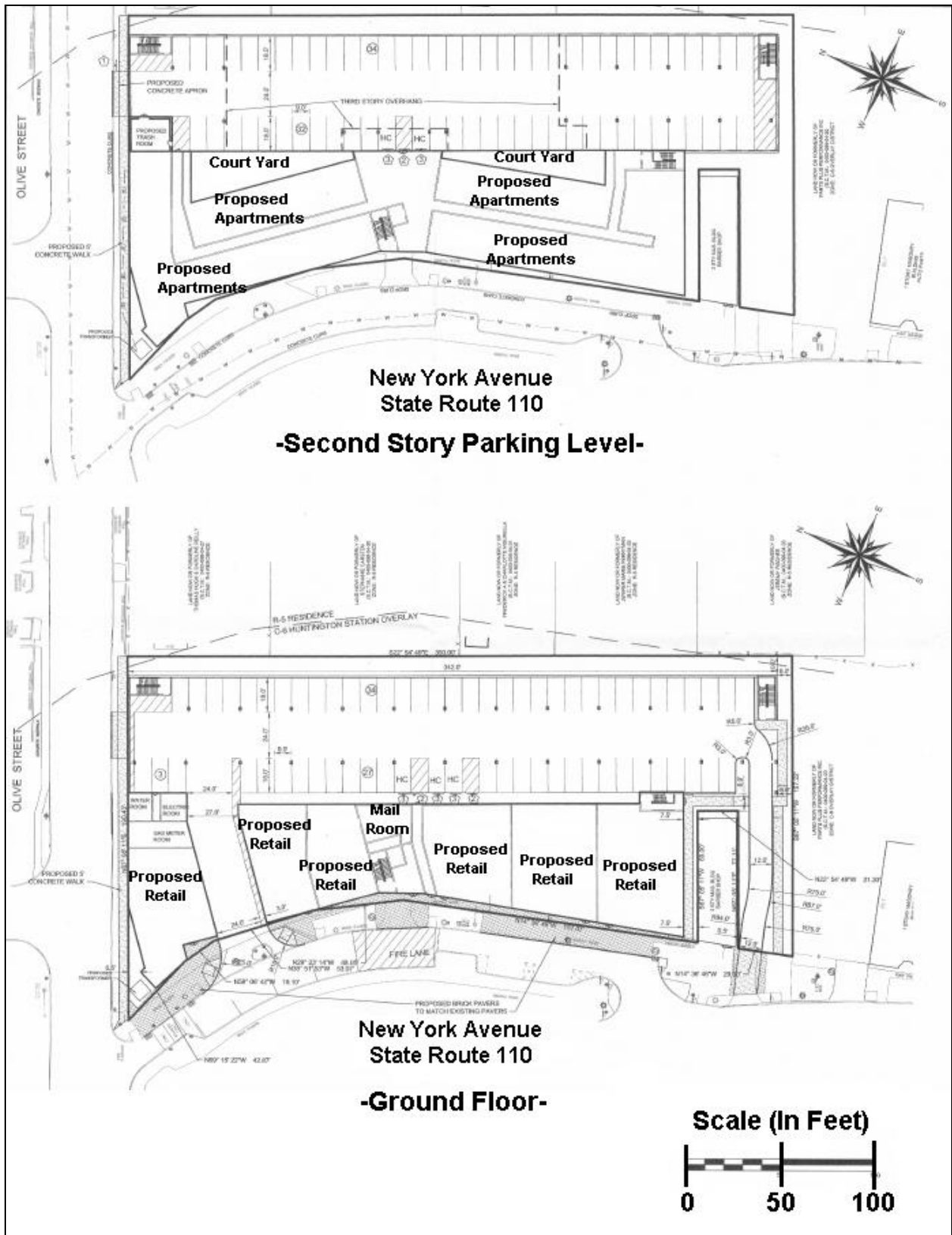
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 This property listing is based on the most current information available to the County Real Property Services Bureau (RPSB). It is not a final agency work product for the purpose of certifying and conveying data. It is not a final agency determination, it is not a final compilation of data. In some cases correct data has been left out and subsequent or inaccurate data has been included. The County of Suffolk is not responsible for any errors or omissions in this listing. The County of Suffolk is not liable for any damages, including consequential damages, arising from the use of this listing.

1 inch = 100 feet
 0 100 200 Feet

SUFFOLK COUNTY
 REAL PROPERTY SERVICES BUREAU
 100 NASSAU ROAD, SUDBURY, NY 11763

SCRP TAXMAP BASE, 2012
 Application: Gateway Plaza Development
 SCPD No.: HU-16-04
 Date: 09/07/2016

SCTM No.: 0400 09900 0400 021000, 0400 09900 0400 022003, 0400 09900 0400 023000, 0400 09900 0400 024000, 0400 09900 0400 025000, & 0400 09900 0400 026000



Z-1: Gateway Plaza Development
 SCPD: HU-16-04
 SCTM No: 0400-099.00-04.00-021.000 et al



Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Joanne Minieri
Deputy County Executive and Commissioner

Division of Planning
and Environment

STAFF REPORT
SECTIONS A14-14 THRU A14-25 OF THE SUFFOLK COUNTY ADMINISTRATIVE CODE

Applicant: Huntington Station Gateway Neighborhood Plan
Municipality: Huntington
Location: New York Ave. (NYS Rte. 110) corridor between Gateway Plaza (Olive St. and LIRR ROW, Huntington Station

Received: 4/27/2015
File Number: HU-15-02
T.P.I.N.: 0400 09900 0400 018001
Jurisdiction: Adjacent to NYS ROW (NYS Rte. 110)

ZONING DATA

- Zoning Classification: R3M & C6
- Minimum Lot Area: 3,000. Sq. Ft.
- Section 278: N/A
- Obtained Variance: No

SUPPLEMENTARY INFORMATION

- Within Agricultural District: No
- Shoreline Resource/Hazard Consideration: No
- Received Health Services Approval: No
- Property Considered for Affordable Housing Criteria: Yes
- Property has Historical/Archaeological Significance: No
- Property Previously Subdivided: No
- Property Previously Reviewed by Planning Commission: No
- SEQRA Information: Yes
- SEQRA Type: DEIS
- Minority or Economic Distressed: No

SITE DESCRIPTION

- Present Land Use: parking lots, commercial, residential and vacant
- Existing Structures: yes various detached single family homes and commercial block and wood bldgs.

- General Character of Site: level
- Range of Elevation within Site: 185 -210' amsl
- Cover: asphalt & buildings some landscaping
- Soil Types: Urban land and Carver soils
- Range of Slopes (Soils Map): 0-35%
- Waterbodies or Wetlands: recharge basin northern boarder Block 4

NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: Area Plan
- Layout: TOD
- Area of Tract: 7.29Acres
- Yield Map:
 - No. of Lots: 3
- Open Space: 0

ACCESS

- Roads: public: NYS Rte. 110; Olive Street; Broadway
- Driveways: private

ENVIRONMENTAL INFORMATION

- Stormwater Drainage
 - Design of System: CB-LP
 - Recharge Basins no
- Groundwater Management Zone: I
- Water Supply: public
- Sanitary Sewers: public

PROPOSAL DETAILS

OVERVIEW – Applicants request Area Plan approval from the Huntington Town Board for the demolition of existing public and private infrastructure in three distinct areas and the redevelopment of a total of 7.29 acres into a mixed use complex consisting of a 140 room hotel, a 250 seat catering/conference facility, 375 seats of restaurant/fast and casual dining and pub/tavern uses. There is also 8,516 SF of retail proposed. The proposal includes structured and surface parking. The area plan development also includes 117 (rental) dwelling units. The rental units will consist of 49 artist studio units (729 SF unit size), 34 studio units (431 SF) and 34 one bedroom units (579 SF).

The proposed hotel, located on the southern of the three redevelopment areas (Block 1/P7), will be approximately 83,296 SF and includes a Hotel Restaurant (2,000 SF) Hotel Banquet Space (4,000 SF), Hotel Meeting Space (2,000 SF) and Hotel Retail/Service (1,000 SF). There is 100,000 SF of Office space proposed and 880 SF of Office Retail/Service space. Structured parking, as well as, off-street and on-street parking stalls are proposed.

The middle redevelopment area (Block 4/P8) will consist of the Artist Studio Residences located in a building at the north end of the lot and public off-street and on-street surface parking stalls on the remaining area to the south.

The northern redevelopment area (Block 7/P 10), referred to as the Mixed-Use Gateway Plaza Development, will consist of retail space (8,516 SF), restaurants of specialty and casual nature (4,000 SF), a Wine Bar/Beer Pub/Tavern (2,000 SF), office space (2,000 SF) and residential units. Parking for the north redevelopment area consists of structured and surface off-street and on-street

parking stalls.

Total parking stalls for the proposed Huntington Station Gateway Neighborhood Plan equal approximately 1,057 spaces and is in conformance with the Town of Huntington requirements.

It should be noted that it has been resolved by the Huntington Town Board that the Huntington Station Gateway Neighborhood Plan is consistent with the Horizons 2020 Comprehensive Plan (Huntington Town Board Resolution 2015-206).

The Horizons 2020 Comprehensive Plan was reviewed and approved by the Suffolk County Planning Commission on October, 17 2008 (HU-08-12). The Commission's approval included one comment: "The Town should pursue with due diligence the completion of the various studies and plans referenced in the Horizons 2020 Comprehensive Plan update. The completion of these plans and studies are essential in order to effectuate the goals and objectives of the plan and to properly guide future policy."

Storm water runoff generated from the site is to be accommodated on site in subsurface leaching pools and drywell structures. Referral materials to the Suffolk County Planning Commission by the Town of Huntington indicate that a SWPPP will be prepared to ensure compliance storm water containment requirements pursuant to Town of Huntington law.

Wastewater generated by the proposed project is intended to be connected and conveyed for treatment and disposal to the Huntington Sewer District. Anticipated waste water discharge is approximately 58,875 gallons per day.

Vehicle Access to the subject site is proposed via ingress/egresses from New York Avenue (NYS Rte 110). Alternate access to the three development parcels may be achieved in the future from Olive Street (town Road) and/or Railroad Avenue (Town Road). Future access arrangements if necessary will be further analyzed during subsequent Site Plan stages of the development process.

The area of the Huntington Station Gateway Neighborhood Plan is generally a mix of "Public Service" (municipal surface parking lots) along the west side of the project area, a mix of residential use types (including multi-family and detached single-family dwellings), institutional/school and commercial uses further westward. On the east side of the NYS Rte. 110 corridor there is a roughly-even split of residential (including multifamily) and commercial sites. Residential land dominates the area further to the east of the state road ROW. Beyond the LIRR Huntington Station at the southern end of the project area industrial land uses form a corridor running east and west along the LIRR ROW.

The subject area of the Huntington Station Gateway Neighborhood Plan is not located in a Pine Barrens Zone of Suffolk County. The area is not within a State designated Critical Environmental Area (CEA). The Neighborhood Plan is not located within a Special Groundwater Protection Area (SGPA). A recharge basin to the north of the Plan area is mapped by the USACOE as a fresh water wetland (PUBHx).

STAFF ANALYSIS

GENERAL MUNICIPAL LAW CONSIDERATIONS:

New York State General Municipal Law, Section 239-I provides for the Suffolk County Planning Commission to consider inter-community issues. Included in such issues are compatibility of land uses, community character, public convenience and maintaining of a satisfactory community

environment.

The proposed rental apartment units are in close proximity – less than a quarter of a mile to the LIRR Huntington Station. Other uses proposed will provide a synergy with the residential component and existing residential and commercial uses in the area. The general public is not anticipated to be significantly inconvenienced by the proposed Huntington Station Gateway Neighborhood Plan. All motor vehicle traffic issues are proposed to be accommodated via numerous congestion mitigation projects itemized in a Traffic Impact Study (Nelson & Pope, LLP, December 2014) and in the submitted expanded Environmental Assessment Form (Voluntary DEIS) to the Town of Huntington.

LOCAL COMPREHENSIVE PLAN RECOMMENDATIONS:

The proposed Huntington Station Gateway Neighborhood Plan development is consistent with the Horizons 2020: Huntington Comprehensive Plan Update (December 2008). The Town plan was reviewed and approved by the Suffolk County Planning Commission on October 1, 2008. A portion of Huntington Station that encompasses the project area was a focal area of the plan and it is the belief of the staff that the proposed Gateway Neighborhood Plan is consistent with the goals and objectives of the plan.

SUFFOLK COUNTY PLANNING COMMISSION GUIDELINE CONSIDERATIONS:

The Suffolk County Planning Commissions has identified six general Critical County Wide Priorities and include:

1. Environmental Protection
2. Energy efficiency
3. Economic Development, Equity and Sustainability
4. Housing Diversity
5. Transportation and
6. Public Safety

These policies are reflected in the Suffolk County Planning Commission Guidebook (unanimously adopted July 11, 2012). Below are items for consideration regarding the above policies.

The development is proposed to connect to Huntington Sewer District. Early review by the Town of Huntington Department of Public Works is warranted and the applicant should be directed to contact and begin dialogue with the Town and any other appropriate regulatory authorities at the earliest possible opportunity.

While it is anticipated that all storm water runoff will be retained on site and comply with Town of Huntington and NYS SWPPP requirements there are little amenities demonstrated on the site plan submitted to the Suffolk County Planning Commission in the way of natural treatments to storm water runoff. The applicant should be directed to consult the Suffolk County Planning Commission Publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.

It is the belief of staff that noise issues related to the operation of the LIRR Huntington Station need further consideration. All residential dwelling units and structures in the Huntington Station Gateway Neighborhood Plan project should be required to be constructed using materials and techniques that will reduce interior noise levels in accordance with the recommendations of the Department of Housing and Urban Development or other authority that has promulgated standards for reduction of interior noise levels.

Little mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. The applicants should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, design elements contained therein.

This proposed development supports the Planning Commission's priority of Economic Development, Equity and Sustainability. This project should have a positive economic impact on the Huntington Station area in terms of construction jobs, tax revenue and support for the local businesses.

This development also supports the Planning Commission's priority on Housing Diversity by providing 117 rental apartment units in a walkable distance to major mass transit infrastructure in a region that is predominately single family detached homes. Little discussion however is provided in the referral materials to the Suffolk County Planning Commission on the Huntington Station Gateway Neighborhood Plan's compliance with the NYS Long Island Workforce Housing Act. Roughly 10% of the units (12 units) should be set aside for workforce housing purposes. It is not indicated how the Neighborhood Plan dovetails into the overall workforce housing plan for the area.

It is the belief of the staff that the applicant should provide a pedestrian circulation plan that provides a clear connection to the LIRR Huntington Station and Suffolk County Transit stops accounting for motor vehicle conflicts and pedestrian safety. The pedestrian circulation plan should also account for any proposed Bus Rapid Transit (BRT) location to be situated at the LIRR Huntington Station. Transit oriented development districts derive their viability from the multi-modal aspects of transportation provided by "TOD." Not demonstrating and implementing a pedestrian circulation plan highlighting walkability and connectivity to train, bus, BRT, bicycle, and other modes of transportation would be to ignore the intent of the Horizons 2020 Comprehensive Plan Update.

Little discussion is made in the petition to the Town and referred to the Commission on public safety and universal design. The applicant should review the Planning Commission guidelines particularly related to public safety and universal design incorporate into the proposal, where practical, design elements contained therein.

STAFF RECOMMENDATION

Approval of the "Area Plan" for the Huntington Station Gateway Neighborhood Plan with the following modifications and comments:

Modifications:

1. Ten percent (10%) of the units (12 units) shall be set aside for workforce housing purposes.

Reason: This development supports the Planning Commission's priority on Housing Diversity by providing 117 rental apartment units in a walkable distance to major mass transit infrastructure in a region that is predominately single family detached homes. Little discussion however is provided in the referral materials to the Suffolk County Planning Commission on the Huntington Station Gateway Neighborhood Plan's compliance with the NYS Long Island Workforce Housing Act. Roughly 10% of the units (12 units) should be set aside for workforce housing purposes. It is not indicated how the Neighborhood Plan dovetails into the overall workforce housing plan for the area.

2. The petitioner shall provide a pedestrian circulation plan that provides a clear connection to the LIRR Huntington Station and Suffolk County Transit stops accounting for motor

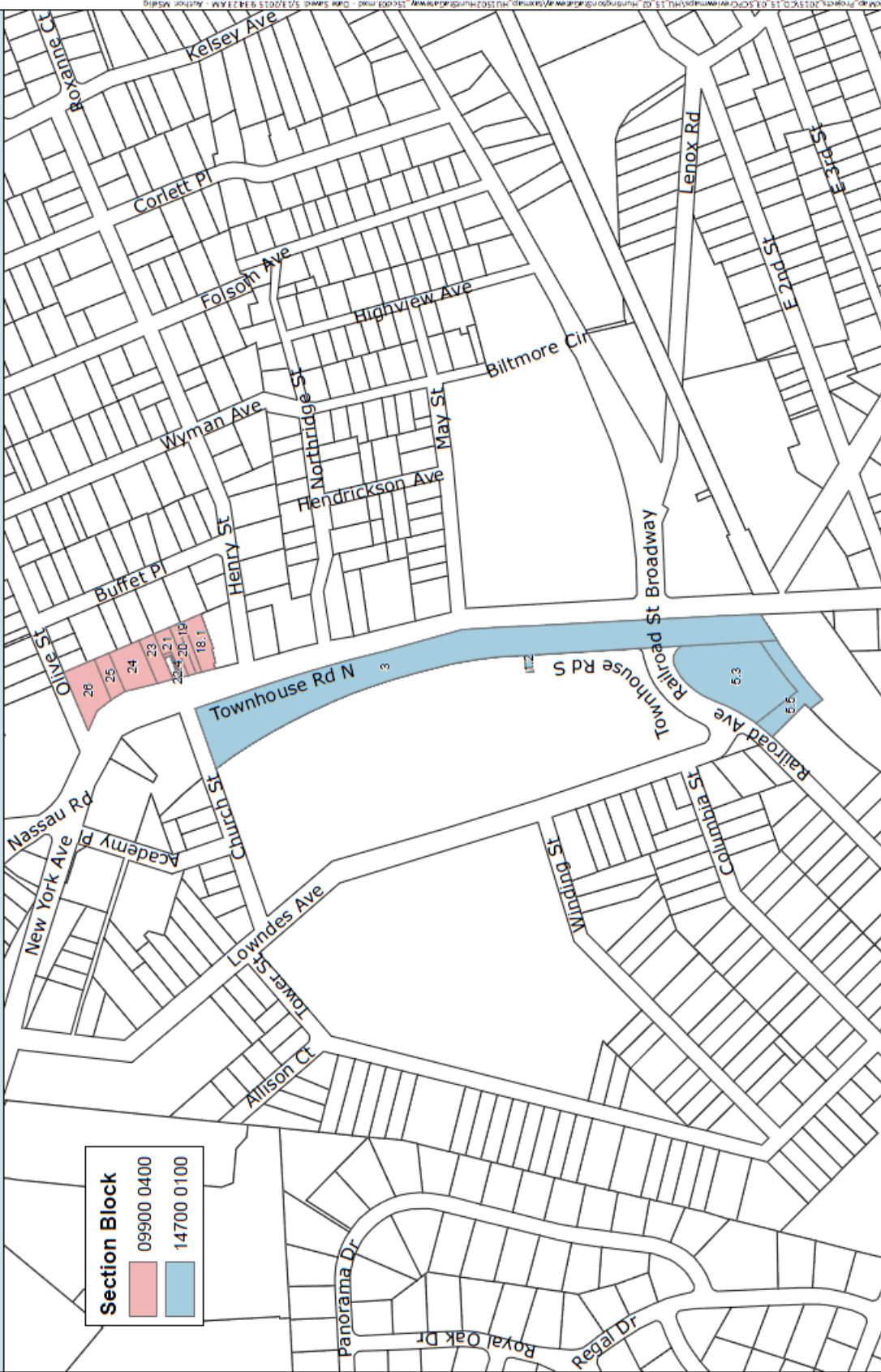
vehicle conflicts and pedestrian safety. The pedestrian circulation plan should also account for any proposed Bus Rapid Transit (BRT) location to be situated at the LIRR Huntington Station.

Reason: Transit oriented development districts derive their viability from the multi-modal aspects of transportation provided by "TOD." Not demonstrating and implementing a pedestrian circulation plan highlighting walkability and connectivity to train, bus, BRT, bicycle, and other modes of transportation would be to ignore the intent of the Horizons 2020 Comprehensive Plan Update.

Comments:

1. The petitioner should be encouraged to review the Suffolk County Planning Commission publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.
2. Waste water treatment and disposal issues should be reviewed by the Town of Huntington Department of Public Works and the Suffolk County Department of Health and the petitioner should be directed to contact and begin dialogue with the Town and any other appropriate regulatory authorities at the earliest possible opportunity.
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HUNTINGTON STATION GATEWAY NEIGHBORHOOD PLAN Town of Huntington - Suffolk County, New York



Section Block	
	09900 0400
	14700 0100

SCPTM No.: 0400 09900 0400 018001, 0400 09900 0400 019000, 0400 09900 0400 020000, 0400 09900 0400 021000, 0400 09900 0400 022003, 0400 09900 0400 022004, 0400 09900 0400 023000, 0400 09900 0400 024000, 0400 09900 0400 025000, 0400 09900 0400 026000, 0400 14700 0100 001002, 0400 14700 0100 003000, 0400 14700 0100 005003 & 0400 14700 0100 005005

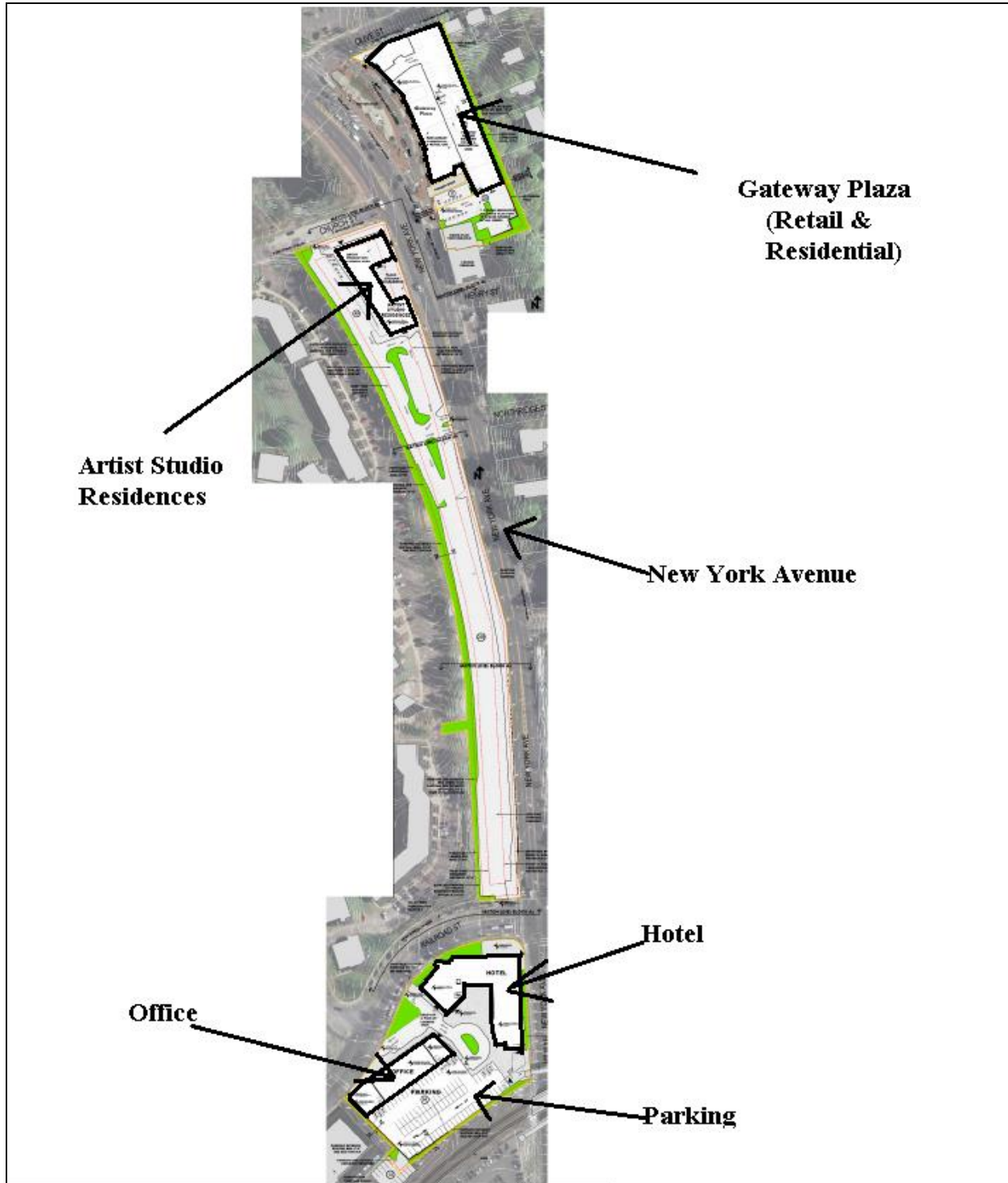
Application: Huntington Station Gateway
 SCDP No.: HU-15-02
 Date: 05/15/2015

SUFFOLK COUNTY
 Planning Board

1 inch = 400 feet
 0 400 800 Feet

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 The Planning Board of Suffolk County, New York, and the Planning Board of Suffolk County, New York, are hereby authorized to use the information contained herein for the purpose of identifying and compiling data. It is not a final agency determination. It is not a substitute for actual compilation of data. In some cases correct data has been left out and questionable or inaccurate data has been included. The Planning Board of Suffolk County, New York, and the Planning Board of Suffolk County, New York, do not warrant the accuracy of the information contained herein and do not hold itself to be liable in the connection of data and do not hold out as being complete or accurate in any way.
 Resigned from IFO, LLC, the provisions of the Freedom of Information Law (Public Officers Law Article 8 Section 84-b) by section 87(2)(g) CO-15-033, 5/12/15

Huntington Station Gateway Neighborhood Plan



Z-2: Huntington Station Gateway Plan
SCPD: HU-15-02
SCTM No: 0400-099.00-04.00-018.001 et al

Resolution No. ZSR-15-18 of the Suffolk County Planning Commission
Pursuant to Sections A14-14 to thru A14-25 of the Suffolk County Administrative Code

- WHEREAS, pursuant to Sections A14-14 thru A14-25 of the Suffolk County Administrative Code, a referral was received on April 27, 2015 at the offices of the Suffolk County Planning Commission with respect to the application of “**Huntington Station Gateway Neighborhood Plan**” located in the Town of Huntington
- WHEREAS, said referral was considered by the Suffolk County Planning Commission at its meeting on **June 3, 2015**, now therefore, Be it
- RESOLVED, that the Suffolk County Planning Commission hereby adopts the report of its staff, as amended, as the report of the Commission, Be it further
- RESOLVED, pursuant to Section A14-16 of the Suffolk County Administrative Code and Section 239-m 6 of the General Municipal Law, the referring municipality within thirty (30) days after final action, shall file a report with the Suffolk County Planning Commission, and if said action is contrary to this recommendation, set forth the reasons for such contrary action, Be it further
- RESOLVED, that the Suffolk County Planning Commission **Approves** the referral of Huntington Station Gateway Neighborhood Plan with the following modification and comments:

Modification:

1. The applicant shall provide a pedestrian circulation plan that provides a clear connection to the LIRR Huntington Station and Suffolk County Transit stops accounting for motor vehicle conflicts and pedestrian safety. The pedestrian circulation plan should also account for any proposed Bus Rapid Transit (BRT) location to be situated at the LIRR Huntington Station.

Reason: Transit oriented development districts derive their viability from the multi-modal aspects of transportation provided by “TOD.” Not demonstrating and implementing a pedestrian circulation plan highlighting walkability and connectivity to train, bus, BRT, bicycle, and other modes of transportation would be to ignore the intent of the Horizons 2020 Comprehensive Plan Update.

Comments:

1. Ten percent (10%) of the units (12 units) should be set aside for workforce housing purposes.
2. The applicant should be encouraged to review the Suffolk County Planning Commission publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.
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 7. All residential dwelling units and structures in the Huntington Station Gateway Neighborhood Plan project should be required to be constructed using materials and techniques that will reduce interior noise levels in accordance with the recommendations of the Department of Housing and Urban Development or other authority that has promulgated standards for reduction of interior noise levels.
- The Suffolk County Planning Commission Guidebook for policies and guidelines can be found on the internet at the below website address:
<http://www.suffolkcountyny.gov/Home/departments/planning/Publications%20and%20Information.aspx#SCPC>

Huntington Station Gateway Neighborhood Plan

COMMISSION ACTIONS ON ADOPTION OF RESOLUTION

	AYE	NAY	RECUSED	ABSENT
ACCETTELLA Jr., RAMON – Town of Babylon	X			
CALONE, DAVID – Chairman, At Large	X			
CASEY, JENNIFER - Town of Huntington	X			
CHARTRAND, MATTHEW - Town of Islip	X			
CHU, SAMUEL – At Large	X			
ESPOSITO, ADRIENNE - Villages over 5,000	X			
FINN, JOHN - Town of Smithtown	X			
GABRIELSEN, CARL - Town of Riverhead	X			
GERSHOWITZ, KEVIN G.- At Large	X			
KAUFMAN, MICHAEL - Villages under 5,000	X			
KELLY, MICHAEL – Town of Brookhaven	X			
PLANAMENTO, NICHOLAS - Town of Southold	X			
ROBERTS, BARBARA Town of Southampton				X
KRAMER, SAMUEL – Town of East Hampton	X			

Motion: Commissioner Casey

Present: 13

Seconded: Commissioner Chu

Absent: 1

Voted: 13

Recused: 0

DECISION: Approved

**PRIORITY INVESTIGATION
LOCATION (PIL) STUDY**

**HUNTINGTON STATION
GATEWAY DEVELOPMENT**

Huntington Station

Town of Huntington

July 2015

N & P JOB NO. 12019

NELSON & POPE
ENGINEERS & SURVEYORS



572 WALT WHITMAN ROAD, MELVILLE, NY 11747-2188 . (631)427-5665 . FAX(631)427-5620 . www.nelsonpoppe.com

Accident Analysis

Accident data (MV 104 reports) within the study area was provided to us by the New York State Department of Transportation. This data was reviewed and analyzed. Within the study area, there were a total of 135 accidents during a three year period from January, 2011, through December, 2013. There were no fatal accidents experienced during the study period. Accident rates were calculated for each of the ten intersections and the NYS Route 110 roadway segments between these intersections. These rates were then compared with average statewide accident rates for similarly configured intersections and roadway segments. The following table summarizes the accident data by location, severity and accident rates. Detailed calculations by location are included in the appendix of this report. Statistical reports are also included in the appendix of the report, which show each intersection's statistics, such as number of accidents per accident type, severity, season, time of day, and weather. Also appended are collision diagrams for each intersection, which illustrates the number of accidents per accident type and show whether an injury occurred.

TABLE 1: ACCIDENT SUMMARY BY SEVERITY AND ACCIDENT RATE

Location	Accident Severity					Intersection /Linear Section Accident Rate	
	Fatality	Injury	Property Damage	TOTAL (3 years)	Average (per year)	Calculated Accident Rate	NYSDOT Accident Rate
NYS Route 110 between Pulaski Rd and W 4 th St	0	2	1	3	1	2.10	1.38
NYS Route 110 at W 4 th St	0	0	0	0	0	0	0.10
NYS Route 110 between W 4 th St and Depot Rd	0	2	2	4	1.3	1.81	1.38
NYS Route 110 at Depot Rd	0	7	14	21	7	0.82	0.15
NYS Route 110 between Depot Road and E 2 nd St	0	0	0	0	0	0	1.38
NYS Route 110 at E 2 nd St	0	9	18	27	9	1.34	0.10
NYS Route 110 between E 2 nd St and Broadway/Railroad St	0	4	4	8	2.7	3.06	1.38
NYS Route 110 at Broadway/Railroad St	0	15	23	38	12.7	1.19	0.23
NYS Route 110 between Broadway/Railroad St and May St	0	2	3	5	1.7	2.26	1.38
NYS Route 110 at May St	0	0	0	0	0	0	0.06
NYS Route 110 between May St and Northridge St	0	2	1	3	1	1.86	1.38
NYS Route 110 at Northridge St	0	2	4	6	2	0.30	0.14
NYS Route 110 between Northridge St and Henry St	0	0	0	0	0	0	1.38
NYS Route 110 at Henry St	0	4	8	12	4	0.60	0.06
NYS Route 110 between Henry St and Church St	0	0	0	0	0	0	1.38
NYS Route 110 at Church St	0	3	1	4	1.3	0.19	0.06
NYS Route 110 between Church St and Olive St	0	0	0	0	0	0	1.38
NYS Route 110 at Olive St	0	0	0	0	0	0	0.15
NYS Route 110 between Olive St and Academy Pl/Nassau Rd	0	0	0	0	0	0	1.38
NYS Route 110 at Academy Pl/Nassau Rd	0	3	1	4	1.3	0.16	0.23
Total	0	55	80	135	45		
	0%	41%	59%	100%	100%		

As can be seen from Table 1, a majority of the accidents, 59% (80), involved property damage and 41% (55 accidents) involved injury. No fatal accidents were experienced during the study period. Table 1 indicates six of the ten analyzed intersections and five of the ten roadway segments exhibit

accident rates above statewide averages. The majority of the NYS Route 110 cross-section within the study area contains a 4-lane cross-section (two through lanes in each travel direction).

Table 2, on the next page, contains the accident data summarized by location and type of collision. Rear-end collisions were the most prevalent and accounted for 31% of the accidents. The second most frequent type of collision consisted of accidents involving cyclists/pedestrians at 15%. The third most frequent type of collision was right angle accidents, accounting for 13% of accidents. Overtaking and left-turn accidents were the fourth most prevalent collision type and each represented 10% of the total accidents. Other/Unknown types of accidents accounted for 7% of total accidents. Fixed Object accidents made up 4% of total accidents. Right-turn accidents, sideswipe accidents and collisions involving parked vehicles each accounted for 3% of accidents. Lastly, head-on collisions represent 1% of total accidents.

TABLE 2: ACCIDENT SUMMARY BY TYPE OF COLLISION

Location	Accident Type												Total
	Right Angle	Rear End	Parked	Left Turn	Right Turn	Head On	Fixed Object	Ped/Bicycle	Side-Swipe	Over-Taking	Backing	Other/Unknown	
NYS Route 110 between Pulaski Rd and W 4 th St	0	1	0	0	0	0	0	1	0	1	0	0	3
NYS Route 110 at W 4 th St	0	0	0	0	0	0	0	0	0	0	0	0	0
NYS Route 110 between W 4 th St and Depot Rd	0	3	0	0	0	0	0	1	0	0	0	0	4
NYS Route 110 at Depot Rd	2	7	0	5	0	0	1	1	0	2	0	3	21
NYS Route 110 between Depot Road and E 2 nd St	0	0	0	0	0	0	0	0	0	0	0	0	0
NYS Route 110 at E 2 nd St	5	4	0	4	2	0	0	4	1	4	0	3	27
NYS Route 110 between E 2 nd St and Broadway/Railroad St	0	4	0	1	0	0	0	1	1	0	0	1	8
NYS Route 110 at Broadway/Railroad St	5	14	2	2	1	1	1	7	2	2	0	1	38
NYS Route 110 between Broadway/Railroad St and May St	0	3	0	0	0	0	1	0	0	1	0	0	5
NYS Route 110 at May St	0	0	0	0	0	0	0	0	0	0	0	0	0
NYS Route 110 between May St and Northridge St	0	2	0	0	0	0	1	0	0	0	0	0	3
NYS Route 110 at Northridge St	2	2	0	0	1	0	0	0	0	1	0	0	6
NYS Route 110 between Northridge St and Henry St	0	0	0	0	0	0	0	0	0	0	0	0	0
NYS Route 110 at Henry St	3	1	2	0	0	0	2	3	0	1	0	0	12
NYS Route 110 between Henry St and Church St	0	0	0	0	0	0	0	0	0	0	0	0	0
NYS Route 110 at Church St	1	0	0	1	0	0	0	0	0	1	0	1	4
NYS Route 110 between Church St and Olive St	0	0	0	0	0	0	0	0	0	0	0	0	0
NYS Route 110 at Olive St	0	0	0	0	0	0	0	0	0	0	0	0	0
NYS Route 110 between Olive St and Academy Pl/Nassau Rd	0	0	0	0	0	0	0	0	0	0	0	0	0
NYS Route 110 at Academy Pl/Nassau Rd	0	1	0	0	0	0	0	2	0	1	0	0	4
TOTAL	18 <i>13%</i>	42 <i>31%</i>	4 <i>3%</i>	13 <i>10%</i>	4 <i>3%</i>	1 <i>1%</i>	6 <i>4%</i>	20 <i>15%</i>	4 <i>3%</i>	14 <i>10%</i>	0 <i>0%</i>	9 <i>7%</i>	141 <i>100%</i>

In the following sections, each location with an accident rate higher than the statewide average is analyzed to identify the problem(s) and possible causes of the problem(s).

NYS Route 110 between Pulaski Road and W 4th Street – This segment of roadway is approximately 0.07 miles long and experienced an accident rate of 2.1 accidents per million vehicle miles (MVM), compared to the statewide average of 1.38 MVM. During the three year study period a total of 3 accidents occurred on this segment of roadway. All were different types of collisions; bicycle, overtaking and rear end. The bicycle collision involved a cyclist that was struck in the northbound shoulder of Route 110 at 4:40 am. The driver of the vehicle fled the scene and no apparent factors were listed. The overtaking accident involved a motorist turning right into a commercial driveway as he was passed on the right by another vehicle. Passing improperly was cited as a contributing factor. The rear end accident involved 3 vehicles and occurred in the southbound direction. The motorist who caused the collision was following too closely, struck the vehicle in front of them forcing it into the next vehicle in the traffic stream. These accidents were mainly caused by driver behavior and are not correctible by signing or geometric improvements.

NYS Route 110 between W 4th Street and Depot Road – This segment of roadway is approximately 0.11 miles long and experienced an accident rate of 1.81 MVM, compared to the statewide average of 1.38 MVM. During the three year study period a total of 4 accidents occurred on this segment of roadway. Three of the accidents were rear end collisions and one involved a pedestrian. Two of the rear end accidents occurred in the southbound direction and one in the northbound direction. Contributing factors were listed as slippery pavement, driver inattention and following too closely. The pedestrian accident involved a motorist exiting a commercial driveway on the east side of Route 110 to head southbound. The vehicle then struck a pedestrian crossing Route 110 at an unmarked/uncontrolled location. These accidents were mainly the result of driver/pedestrian behavior and are not correctible by signing or geometric improvements.

NYS Route 110 at Depot Road – During the three year study period a total of 21 accidents occurred at this location. This equates to a calculated accident rate of 0.82 per million entering vehicles (MEV) compared to the statewide average of 0.15 MEV for similarly configured intersections. Of the 21 accidents, 33% (7 accidents) are attributed to rear end collisions and nearly 24% (5

accidents) are attributed to left-turn collisions. Other/Unknown type collisions accounted for 14% (3 accidents) of the accidents. Right angle and overtaking accidents each accounted for approximately 10% (2 accidents) of the accidents. Fixed object and pedestrian accidents each accounted for 5% of total accidents (1 accident each). The majority of rear end accidents occurred in the northbound direction, but also occurred in all directions. The most common contributing factor is following too closely. Other factors include driver inattention, slippery pavement and reaction to uninvolved vehicle. The left-turn accidents primarily occurred with vehicles making a southbound left-turn onto Depot Road. One accident involved a vehicle making a northbound left-turn into the LIRR parking lot. The main contributing factor to these accidents was failure to yield right-of-way. Other factors were traffic control disregarded and driver inexperience. Turning improperly was listed as the contributing factor for two of the other/unknown type collisions. Passing or lane usage improper was cited as a contributing factor for one of the overtaking accidents. The pedestrian accident was caused by pedestrian error/confusion. As can be seen by reviewing the contributing factors, these accidents were caused by motorists' actions and are not correctible by additional signage, signal modifications or pavement markings. We have reviewed the traffic signal timings; yellow change interval, all-red clearance interval and pedestrian walk/don't walk intervals based on formulas contained in the ITE Traffic Engineering Manual. We recommend that the State review the all-red clearance intervals at this location to ensure adequacy. All other intervals satisfy current engineering standards.

NYS Route 110 at E 2nd Street – During the three year study period a total of 27 accidents occurred at this location. This equates to a calculated accident rate of 1.34 MEV compared to the statewide average of 0.10 MEV for similarly configured intersections. Of the 27 accidents, 19% (5 accidents) are attributed to right angle collisions. Rear end, left-turn, pedestrian/bicycle and overtaking accidents, each accounted for 15% of the accidents (4 accidents per collision type). Other/unknown type accidents accounted for 11% of accidents (3 accidents). Right-turn accidents accounted for approximately 7% of accidents (2 accidents) and there was one sideswipe collision (4% of accidents). The main contributing factor of the right angle accidents was failure to yield right-of-way. All rear end accidents occurred in the northbound direction and the most common contributing factor was following too closely. All of the pedestrian accidents involved pedestrians crossing the road at an unmarked/uncontrolled location. Contributing factors were pedestrian

error/confusion, however, one accident involved a driver using a cell phone under the influence of alcohol. Most contributing factors of the left-turn accidents were failure to yield right-of-way and turning improperly. As can be seen by reviewing the contributing factors, these accidents were caused by motorists' actions and are not correctible by additional signage or pavement marking modifications. The installation of a traffic signal is not feasible at this location due to its proximity to the signal at Depot Road. E 2nd Street could be converted from a one-way eastbound roadway to one-way westbound operation with a left-turn restriction. However, this change could yield undesirable results at other nearby intersections.

NYS Route 110 between E 2nd Street and Broadway/Railroad Street – This segment of roadway is approximately 0.12 miles long and experienced an accident rate of 3.06 MVM, compared to the statewide average of 1.38 MVM. During the three year study period a total of 8 accidents occurred on this segment of roadway. Four of the accidents were rear end collisions. The remaining four accident types were left-turn, pedestrian, sideswipe and other/unknown. The rear end accidents occurred in both directions, 2 northbound and 2 southbound. The main contributing factors for these collisions was following too closely. The left turn accident was caused by failure to yield right of way. The pedestrian collision occurred because the street crossing was done at an unmarked/uncontrolled location and the pedestrian “ran across the roadway”. The sideswipe accident occurred because a motorist was positioned on the opposite side of the full yellow barrier line, encroaching into the lane of opposing traffic. The other/unknown collision was the result of improper passing or lane usage. These accidents were mainly the result of driver/pedestrian behavior and are not correctible by signing or geometric improvements.

NYS Route 110 at Broadway/Railroad Street – During the three year study period a total of 38 accidents occurred at this location. This equates to a calculated accident rate of 1.19 MEV compared to the statewide average of 0.14 MEV for similarly configured intersections. Of the 38 accidents, 37% (14 accidents) are attributed to rear end collisions. The second most prevalent accident type involved bicyclists/pedestrians and accounted for 18% of accidents (7 accidents). Right angle collisions accounted for 13% of accidents (5 accidents). Collisions involving parked vehicles, left turning vehicles, sideswipes and overtaking accidents each accounted for approximately 5% of accidents (2 accidents per each type). Right-turn, head-on, fixed object and

other/unknown type accidents each accounted for approximately 3% of accidents (1 accident per each type). The main contributing factor of the rear end collisions was following too closely. These accidents could be the result of general congestion, distracted driving and motorists rushing to make a LIRR train. Of the 7 accidents involving bicycles/pedestrians, 4 of the accidents involved bicycles and 3 involved pedestrians. In all but one of the 7 accidents, the cyclists or pedestrians were crossing against a green signal while utilizing the crosswalk or attempting to cross the roadway at an unmarked location. There was one accident where the pedestrian was crossing the eastbound approach (Railroad St) and a motorist making a permitted right turn on red, failed to yield to the pedestrian. Of the 5 right angle accidents, 2 involved motorists running a red light. Another involved a motorist making an illegal U-turn in the intersection. Other contributing factors were traffic control device disregarded and reaction to uninvolved vehicle. We have reviewed the traffic signal timings and found that the yellow change interval and all red clearance intervals to satisfy current engineering standards. The State may wish to review the pedestrian walk/don't walk times to ensure adequacy. These accidents were mainly the result of driver/pedestrian behavior and are not correctible by signing, timing or geometric improvements.

NYS Route 110 between Broadway/Railroad Street and May Street – This segment of roadway is approximately 0.10 miles long and experienced an accident rate of 2.26 MVM, compared to the statewide average of 1.38 MVM. During the three year study period a total of 5 accidents occurred on this segment of roadway. Three of the accidents were rear end collisions, one was a fixed object collision and the other was an overtaking collision. All rear end accidents occurred in the southbound direction. All vehicles involved in these collisions were queued waiting for the signal at Broadway/Railroad Street. The main contributing factors for all of these collisions was following too closely. One motorist also cited slippery pavement as his car skidded on sand. The overtaking accident involved a police vehicle that was responding to an emergency situation and struck another vehicle that was attempting to move from its path. The fixed object collision involved a motorist jumping the curb and striking a street sign, light pole and tree. Motorist then fled the scene. These accidents were mainly the result of driver behavior and are not correctible by signing or geometric improvements.

NYS Route 110 between May Street and Northridge Street – This segment of roadway is approximately 0.08 miles long and experienced an accident rate of 1.86 MVM, compared to the statewide average of 1.38 MVM. During the three year study period a total of 3 accidents occurred on this segment of roadway. Two of the accidents were rear end collisions and one was a fixed object. All rear end accidents occurred in the southbound direction. All vehicles involved in these collisions were queued waiting for the signal at Broadway/Rail Road Street. The main contributing factors for these collisions was following too closely. The fixed object collision involved a motorist jumping the curb and striking a street sign, light pole and tree. Motorist then fled the scene. These accidents were mainly the result of driver behavior and are not correctible by signing or geometric improvements.

NYS Route 110 at Northridge Street – During the three year study period a total of 6 accidents occurred at this location. This equates to a calculated accident rate of 0.30 MEV compared to the statewide average of 0.14 MEV for similarly configured intersections. Of the 6 accidents, 33% (2 accidents) are attributed to right angle and rear end collisions. The remaining two collisions consisted of a right-turn collision and overtaking collision (17% each). The right angle collisions were attributed to failure to yield right-of-way and driver inexperience. The rear end collisions were attributed to unsafe speed, unsafe lane changing and driver inattention. The contributing factor of the right-turn accident was turning improperly. The overtaking accident was caused by a motorist improper passing/lane use. As can be seen by reviewing the contributing factors, these accidents were caused by motorists' actions and are not correctible by additional signage or pavement marking modifications. The installation of a traffic signal is not warranted based on the frequency of collisions that could be corrected by its installation.

NYS Route 110 at Henry Street – During the three year study period a total of 12 accidents occurred at this location. This equates to a calculated accident rate of 0.60 MEV compared to the statewide average of 0.06 MEV for similarly configured intersections. Of the 12 accidents, right angle and bicycle/pedestrian collisions each accounted for 25% of accidents (3 accidents each type). Fixed object and parked vehicle collisions both accounted for 17% of accidents (2 each type). The remaining two collisions consisted of a rear end collision and an overtaking collision

(8% each). Of the 3 bicycle/pedestrian accidents, 2 involved pedestrians and one involved a cyclist. Both pedestrians were crossing Route 110 at an unmarked/uncontrolled location. Contributing factors were listed as pedestrian error/confusion, for both accidents. The contributing factors for the bicycle accident were failure to yield right-of-way and turning improperly. The contributing factor for all right angle accidents was failure to yield right-of-way. As can be seen by reviewing the contributing factors, these accidents were caused by motorists' and pedestrians' actions and are not correctible by additional signage or pavement marking modifications. The installation of a traffic signal is not warranted based on the frequency of collisions that could be corrected by its installation.

NYS Route 110 at Church Street – During the three year study period a total of 4 accidents occurred at this location. This equates to a calculated accident rate of 0.19 MEV compared to the statewide average of 0.06 MEV for similarly configured intersections. The 4 accidents consisted of right angle, left-turn, overtaking and other/unknown type collisions. The common contributing factor for all accidents was failure to yield right-of-way. Turning improperly and view obstructed/limited were also listed. As can be seen by reviewing the contributing factors, these accidents were caused by motorists' and pedestrians' actions and are not correctible by additional signage or pavement marking modifications. The installation of a traffic signal is not warranted based on the frequency of collisions that could be corrected by its installation.

Conclusions

The accident analysis for NYS Route 110 between Pulaski Road (CR11) and Academy Place/Nassau Road indicated that the majority of accidents involved rear end and pedestrian accidents. A review of the MV 104's notes that the contributing factors in the majority of these accidents are driver inattention, following too closely, failing to yield right-of-way and disregarding of signal indications. Almost all of the pedestrian accidents were caused by pedestrians crossing at unmarked/uncontrolled locations or not utilizing provided pedestrian push buttons to activate the pedestrian walk/don't walk timings of the traffic signal controller. The right angle collisions were mostly a result of drivers failing to yield right-of-way. NYS Route 110 is a busy minor arterial roadway which provides access to many commercial properties, institutional uses and mass transit. It may be possible to eliminate some potential conflicts by reconfiguring E

2nd Street and driveway accesses between Broadway/Railroad Street and Depot Road, however, additional analysis would be required to evaluate the effect these changes would have on traffic operations and is outside the scope of this study or related proposed development. Pedestrians should be encouraged to utilize existing marked crossings as well as provided push buttons and signals with countdown timers. This may be achieved through a community outreach program.

Recommendations

Below, listed by location, are general recommendations which should help to improve overall safety within the study area.

NYS Route 110 and Church Street – The existing stop line on Church Street is faded and needs to be refurbished. The sight distance to the north can be improved for motorists exiting Church Street by trimming the trees located on the northwest corner of the intersection.

NYS Route 110 and Henry Street – The existing faded stop sign should be replaced and the faded stop line should be refurbished.

NYS Route 110 and Northridge Street – The stop line on Northridge Street is faded and needs to be refurbished. Opposite Northridge Street is an access to the LIRR commuter lot. This access should have a full yellow barrier line, stop sign and stop line to further advise the motorist as they enter/exit the parking lot via NYS Route 110.

NYS Route 110 and May Street – The stop sign for May Street is blocked by foliage which needs to be trimmed to improve the visibility of the stop sign. The faded stop line needs to be refurbished as well.

NYS Route 110 and Broadway/Railroad Street – The signal display for the eastbound approach of Railroad Street is limited by foliage which needs to be trimmed. Due to the curvature of the eastbound Railroad Street approach an additional signal face should be placed on the strain pole located on the northeast corner to improve the signal visibility. Secondly, for both approaches to

NYS Route 110 (Broadway and Railroad Street) the signal faces should be changed from 8 inch to 12 inch to improve their visibility.

NYS Route 110 and E 2nd Street – The accidents occurring here are tied to the issues listed above. Secondly, motorists that desire to turn left into E 2nd Street create operational issues for those desiring to turn left onto Depot Road. Left-turns should be prohibited into E 2nd Street so that the only movement into this one-way eastbound street will be northbound right-turns.

**SIGHT DISTANCE, QUEUE ANALYSIS
&
PEDESTRAIN STUDY**

**HUNTINGTON STATION
GATEWAY DEVELOPMENT**

Huntington Station

Town of Huntington

July 2015

N & P JOB NO. 12019

NELSON & POPE
ENGINEERS & SURVEYORS



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SIGHT DISTANCE AND QUEUE ANALYSIS

Sight Distance

To assist in the evaluation of the proposed Huntington Station Gateway Development, Nelson & Pope was asked to investigate the sag vertical curve and determine stopping sight distance on NYS Route 110 in the vicinity of Broadway/Railroad St and the LIRR train and pedestrian bridges. This section of NYS Route 110 has a posted speed limit of 30 miles per hour and there is approximately a 4% downgrade on this portion of roadway. In order to perform a conservative analysis we used a speed of 35 mph for our analysis. Standard and observed values are summarized in the following table.

Table 1: Stopping Sight Distance Requirement

Roadway	Recommended Sight Distance (FT)		Recorded Sight Distance (FT)	
	3% downgrade	6% downgrade	Vehicle	Pavement
NYS Route 110	257	271	475	290

Upon review of the table above it can be seen that for a speed of 35 mph, 257 feet of sight distance is required for a 3% downgrade and 271 feet is required for a 6% downgrade. Field measurements indicate that a motorist can identify a vehicle at the lowest point of the roadway section from approximately 475 feet away and the lowest point of the pavement can be seen from approximately 290 feet. Therefore, ample sight distance is available.

Queue Analysis

Additionally, a queue analysis was conducted to assess the adequacy of the northbound left-turn storage at the intersection of NYS Route 110 and Broadway/Railroad St. The left-turn lane is 11 feet wide and provides 95 feet of storage with a 165 foot taper length. For the purpose of the Synchro analysis the storage was assumed to be 145 feet, the distance that can accommodate a car without blocking through traffic. According to the Synchro queue analysis of the Build Condition for the proposed Huntington Station Gateway Development, the longest 50th percentile queue (average) will be 52 feet and the longest 95th percentile queue will be 96 feet. Upon implementation of the proposed signal adjustments, the longest 50th percentile queue will be 43 feet and the longest 95th percentile queue will be 69 feet. It should also be noted that this queue will be metered by the upstream signal at NYS Route 110 and Depot Road. Based on these results we feel that the 95 foot storage and 165 foot taper length will adequately handle queue volume more than 95% of the time.

Furthermore, when considering the left-turn volumes under the Build Condition and available green time for the northbound movements, there is sufficient time available to process the forecast volumes. Based on forecast volumes and cycles per hour for each of the peak periods analyzed, the northbound left-turn movement will only need to process approximately 4 vehicles per cycle. A 4 vehicle queue will occupy approximately 80 feet of storage space of the provided 145 feet. Therefore, sufficient storage will be available in the northbound left-turn lane.

PEDESTRIAN STUDY

In order to determine the impact of the proposed project if any, on pedestrian amenities in the study area a pedestrian study was conducted to quantify the existing number of pedestrians using the amenities, identified any existing issues related to pedestrians, estimated the amount of pedestrian traffic that will be generated by the proposed project and identified any impacts created by the increase in pedestrian activity. In order to accomplish these tasks, the following was undertaken:

- A field survey of the existing pedestrian amenities was conducted during peak periods to identify any pedestrian flow issues and also identify any deficiencies on these pedestrian facilities. The following amenities were surveyed:
 - Sidewalks along Route 110 from Depot Road to Olive Street
 - Sidewalks along Railroad Street from Route 110 to Lowndes Ave
 - Sidewalks along Broadway from Route 110 to Biltmore Circle
 - Crosswalks and pedestrian waiting areas, traffic signal at the intersection of Route 110 and Broadway/Railroad Street.
 - Crosswalks at the intersection of Route 110 at Depot Road/2nd Street.
 - North and South Pedestrian Bridges.
- Pedestrian counts were conducted at the following location during the AM peak (5:00AM-8:30AM) and PM peak (5:00PM-7:30PM) of the Huntington Long Island Rail Road Station at the following locations:
 - Intersection of Route 110 and Broadway/Railroad Street (at all four approaches)
 - Intersection of Route 110 at Depot Road (northbound approach and westbound approach)
 - Intersection of Route 110 at E 2nd Street (westbound approach)
 - North Pedestrian Bridge
 - South Pedestrian Bridge
- In addition to the pedestrian crossing counts, pedestrian cluster counts were conducted at the four pedestrian waiting areas at the intersection of Route 110 at Broadway/Railroad Street. The maximum number of pedestrians waiting at these corners at a given time during the weekday AM and PM peak periods was observed and recorded.
- The data was reviewed and analyzed.

Pedestrian Circulation Plan

The following information was obtained from the field observations

- Sidewalks are available along the sections of Route 110, Broadway and Railroad Street in the vicinity of the study area.
- The intersection of Route 110 at Broadway contains crosswalks on all four legs of the intersections. This signalized intersection is equipped with pedestrian signals on all four corners. Handicap ramps are also available.

- The intersection of Route 110 at Depot Road contains crosswalk on the south leg of Route 110 and on the east leg of Depot Road with handicap pedestrian ramps at all corners. The intersection is also equipped with pedestrian signals with countdown timers.
- During the pedestrian counts a significant number of pedestrians were Jaywalkers and only few pedestrians were observed using the pedestrian push buttons. There were a significant number of bicyclists riding on the sidewalk.
- A significant number of pedestrians utilized the pedestrian bridges reducing the number of pedestrians crossing Route 110 to access the Train Station.

From the review of the information obtained from the field survey and pedestrian counts it can be seen that the study area is adequately equipped with pedestrian amenities.

The location of the proposed project will be connected to the existing pedestrian facilities and hence pedestrian travelling to and from the site will not have to cross Route 110 at any section with no crosswalks. The pedestrian circulation plan included in the appendix of this reports outlines how pedestrians will travel to and from the site using existing sidewalks, crosswalks and the two pedestrian bridges over Route 110.

Pedestrian data analyses

As previously mentioned pedestrian data was collected in the study area during the weekday AM and PM peak periods. The following is a summary of the pedestrian data collected. The detailed data is contained in the appendix of the report.

Table 2: Peak Hour Pedestrian Volumes

Location	Peak Hour	South Crosswalk		North Crosswalk		East Crosswalk		West Crosswalk		Total
		EB	WB	EB	WB	NB	SB	NB	SB	
Route 110 at Broadway/Railroad St	AM peak hour	27	4	34	9	8	46	3	22	153
	PM peak Hour	2	10	2	18	36	6	14	15	103
Route 110 at Depot Rd	AM peak hour	8	13			18	11			50
	PM peak Hour	29	47			23	18			117
Route 110 at E 2nd St	AM peak hour					20	8			28
	PM peak Hour					15	17			32
North Pedestrian Bridge	AM peak hour	109	6							115
	PM peak Hour	10	103							113
South Pedestrian Bridge	AM peak hour	72	1							73
	PM peak Hour	11	55							66

The table above is a summary of the number of pedestrian crossing at the crosswalks and pedestrians facilities in the vicinity of the project area and the Long Island Railroad (LIRR) Huntington Station during the weekday AM and PM peak periods. Sidewalks and crosswalks are present at intersections in the vicinity of the Train Station and the study areas. From our field observations and the review of pedestrian data collected at these pedestrian facilities during peak periods these pedestrian facilities are

adequate to accommodate the existing pedestrian activities. There was no overcrowding observed at the sidewalks, crosswalks and pedestrian bridges during the counts.

In addition to the pedestrian counts, the maximum number of pedestrians waiting at the four corners of the intersection of Route 110 and Broadway/Railroad Street to cross was recorded. The following table summarizes the data.

Table 3: Pedestrian waiting area data

Corner	Maximum Platoon	Available pedestrian standing area in Square feet (sf)	Total area per pedestrian required *	Number of pedestrians that can be accommodated
NW Corner	4	185 sf	8 sf per pedestrian	23
NE Corner	7	290 sf	8 sf per pedestrian	36
SE Corner	5	240 sf	8 sf per pedestrian	30
SW Corner	5	250 sf	8 sf per pedestrian	31

*2010 Highway Capacity Manual

The table above shows the maximum platoon of pedestrians waiting at the four corners of the intersection of Route 110 and Broadway. The maximum number of pedestrians observed waiting to cross the street from any of the four corners is 7. According to the 2010 Highway Capacity Manual, a body ellipse of 1.5 ft. by 2ft, with a total area of 3 sf is used as the basic space for a single pedestrian. This represents the practical minimum for standing pedestrians. In evaluating a pedestrian facility, an area of 8sf is used as the buffer zone for each pedestrian. From the review of the data, the maximum number of pedestrian observed can be accommodated by any of the four corners.

Future Pedestrian activities

As previously mentioned in the Traffic Impact Study, the Proposed Project would be within walking distance of the Huntington Station stop on the LIRR. Therefore, based on the recommendation of ITE, there is a need to adjust the trip generation totals to reflect the availability of transit. For instance, the decision to drive to work rather than take the bus, train or walk is heavily influenced by the modal choices one has around them. In order adjust the trip generation for the use of transit in the Study Area, Journey to Work data (2008-2012 American Community Survey 5-Year Estimates) for the Huntington Station CDP was obtained and reviewed to determine the percentage of transit use within the Study Area. Based on review of the data, it was determined that approximately 3.4% of the population within Huntington Station walk to work. Approximately 8.7% of work trips to Huntington Station are also public transportation. Based on the available data, it is anticipated that 3.4% of the trips from the proposed project will be pedestrian trips. However, for the purpose of the pedestrian study it is more conservative to apply the full transit credit of 12.1%. Applying the 12.1% credit, the proposed project will generate 49 pedestrian trips during the AM peak period and 65 pedestrian trips during the PM peak period. These numbers are lower than the current number of pedestrians at the main intersection (Route 110 at

Broadway/Railroad Street). Hence the maximum number of pedestrians from the proposed project that will be waiting at any of the four corners of the intersection of Route 110 at Broadway will be less than 7 people and hence can be accommodated in the available waiting area without causing any pedestrian flow issues.

Conclusions

The results of the sight distance analysis revealed that there is adequate sight distance available to see vehicles at the bottom of the sagging vertical curve under the LIRR Bridge when traversing the northbound travel lanes on NYS Route 110.

The results of the northbound left-turn queue analysis for the intersection of NYS Route 110 at Broadway/Railroad Street revealed that there is sufficient storage to accommodate volumes forecast under the Build Condition for all peak periods

Based on the results of the pedestrian study as detailed in the body of this report, it is the professional opinion of Nelson & Pope that the additional pedestrian activity that may result from the proposed project is not expected to cause any significant pedestrian flow and circulation issues. The site layout and the proposed driveway will connect to the existing pedestrian amenities and will allow for safe pedestrian flow and circulation.

ATTACHMENTS

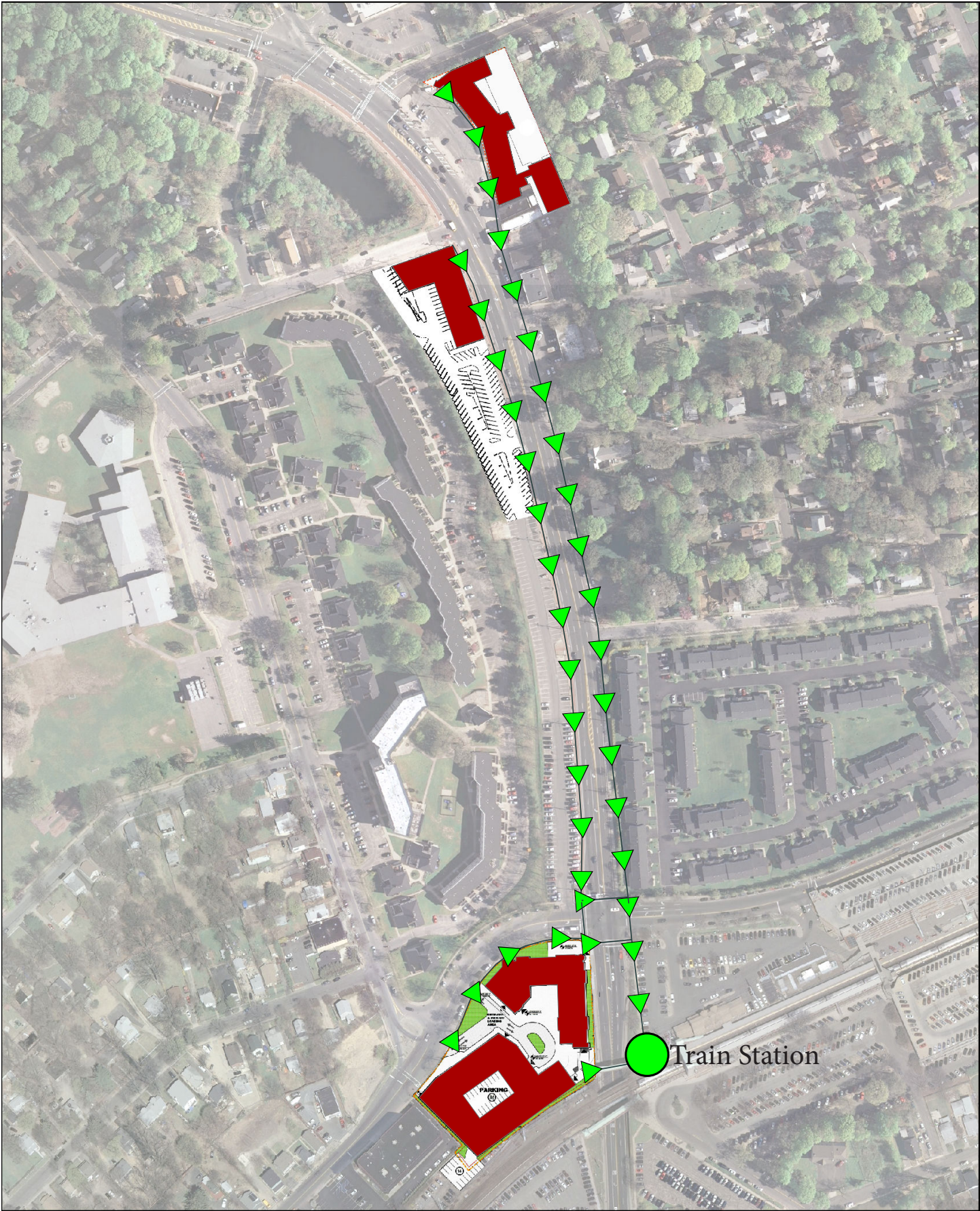
Route 110 @ Broadway/Railroad St																
North Crosswalk				East Crosswalk				South Crosswalk				West Crosswalk				
A East		B West		C East		D West		E North		F South		G North		H South		
Count	Notes	Count	Notes	Count	Notes	Count	Notes	Count	Notes	Count	Notes	Count	Notes	Count	Notes	
5:00 to 5:15		1	Jaywalker-1			1				1					1	
5:15 to 5:30																
5:30 to 5:45	1			1						2		1		1		
5:45 to 6:00				1	Jaywalker-1	3	Button-1 (3 people)	1		3		1		3	Button-1	
6:00 to 6:15	1		2		Jaywalker-1	3		1		3		3	Button-1	3		
6:15 to 6:30										1				2	Button-1	
6:30 to 6:45			3		Cyclist-1	4				2	Button-2			3	Button Jaywalker-1	
6:45 to 7:00	1		1	Jaywalker-1		5	Button-1 (3 people)			7	Button-1 Cyclist-1	1	Cyclist-1	7	Button-1 Cyclist-1	
7:00 to 7:15	1	Button-1	4		Jaywalker-2 Cyclist-1	10	Button-3 Jaywalker-2 Cyclist-2			2	Button-1 Cyclist-1			1		
7:15 to 7:30			6	Button-1	1	Cyclist-1	8	Cyclist-1	1	Cyclist-1	4	Cyclist-1	4	Button-1 Cyclist-1	6	Button-1
7:30 to 7:45	3	Jaywalker-1 Cyclist-1	15	Jaywalker-4 Cyclist-1	3	Button-1 Cyclist-1	17	Button-4 Cyclist-3 Jaywalker-1	3	Cyclist-2	7			2		
7:45 to 8:00	1		7	Button-2 Jaywalker-2	1	Cyclist-1	10	Button-2 Cyclist-1			10	Button-5 Cyclist-1		11		
8:00 to 8:15	1	Jaywalker-1	4	Jaywalker-1	1	Jaywalker-1	9	Button-2 Jaywalker-1 Cyclist-1	1	Button-1	7	Button-2	1	6	Cyclist-1 Jaywalker-1 Button-2 Wheelchair-1	
8:15 to 8:30	4	Jaywalker-1	8	Jaywalker-2	3	Button-1 Cyclist-1 Jaywalker-1	10	Button-2			3	Button-1 Cyclist-1	2	Button-1	3	
AM Peak	9		34			8		46	4		27		3		22	
5:00 to 5:15	3	Button-1 (2 people)	2		5	Button-1 Cyclist-2	4	Button-2	2	Button-1 Cyclist-1	1	Button-1	3	Cyclist-2		
5:15 to 5:30	7	Button-1 Jaywalker-3	1	Jaywalker-1	5	Button-1 Cyclist-2	2		3		1	Cyclist-1	3	Cyclist-1	2	
5:30 to 5:45	4	Button-1 Jaywalker-3	2		5		2	Button-1			2	Button-1	1		2	
5:45 to 6:00	7		1	Button-1	7	Button-3	9	Button-3 Cyclist-1	1		1	Button-1	3	Cyclist-1		
6:00 to 6:15	3		3	Button-2	3	Button-1 Cyclist-2	3	Button-1 Cyclist-1	2	Button-1 Cyclist-1			3	Cyclist		
6:15 to 6:30	6				4	Button-2 Cyclist-1			1	Button-1			2	Button-1	2	Jaywalker-1
6:30 to 6:45	6	Button-1	2		10	Cyclist-2	2	Button-1	5	Button-3 Cyclist-1			6	Button-1 (2 people) Wheelchair-1 Cyclist-1	1	Button-1
6:45 to 7:00	1				11	Button-1 Cyclist-5 Jaywalker-1	1		2		2	Button-1	2		11	Cyclist-1
7:00 to 7:15	2	Button-1 (2 people)			4	Cyclist-2 Jaywalker-1	1		1				4	Jaywalker-2	2	Cyclist-2
7:15 to 7:30	9	Button-1 (2 people)			11	Jaywalker-1 Cyclist-1	2	Cyclist-1	2	Cyclist-1			2	Cyclist-2	1	Cyclist-1
PM Peak	18		2	0	36		6		10		2		14		15	

LIRR Pedestrian Bridges							
North Bridge				South Bridge			
A West		B East		C West		D East	
Count	Notes	Count	Notes	Count	Notes	Count	Notes
5:00 to 5:15	1	10					
5:15 to 5:30		3					
5:30 to 5:45	3	14				4	
5:45 to 6:00		2		1			
6:00 to 6:15		18				5	
6:15 to 6:30		6	Cyclist-1			3	
6:30 to 6:45		25	Cyclist-2			10	
6:45 to 7:00		22		1		12	
7:00 to 7:15	3	30	Cyclist-1	1		14	
7:15 to 7:30	2	31				28	
7:30 to 7:45	1	26	Cyclist-1			20	
7:45 to 8:00		22				10	
8:00 to 8:15	1	13				3	
8:15 to 8:30	1	18				15	
AM Peak	6	109		1		72	
5:00 to 5:15	7	7		8		3	
5:15 to 5:30	16	2		4		2	
5:30 to 5:45	15	1		11	Cyclist-1	1	Cyclist-1
5:45 to 6:00	16	2		6		2	
6:00 to 6:15	19	6		9		1	
6:15 to 6:30	18	3		12		8	
6:30 to 6:45	44		Cyclist-1	16		1	
6:45 to 7:00	22	1		18		1	
7:00 to 7:15	1						
7:15 to 7:30	19			10		2	Skateboarders-2
PM Peak	103	10		55		11	

Route 110 @ Depot Rd												
South Crosswalk						East Crosswalk				E 2nd St		
A Westbound		B Eastbound		C Southbound		D Northbound		E Southbound		F Northbound		
Count	Notes	Count	Notes	Count	Notes	Count	Notes	Count	Notes	Count	Notes	
5:00 to 5:15	2			1				1				
5:15 to 5:30		1	Jaywalker-1			2				2		
5:30 to 5:45	2	4								2		
5:45 to 6:00	1	Jaywalker-1	1	Jaywalker-1				1				
6:00 to 6:15	3	Jaywalker-1	2	Jaywalker-2	2		2			1		
6:15 to 6:30	1		4		1		3	Cyclist-2	3		4	Cyclist-2
6:30 to 6:45	4	Jaywalker-2	3				2		1	Cyclist-1	2	
6:45 to 7:00	3		2	Jaywalker-1	3	Cyclist-1	4	Cyclist-2	3	Cyclist-1	7	Cyclist-4
7:00 to 7:15	4	Jaywalker-3	3	Cyclist-1	5	Cyclist-2	2	Cyclist-1	4	Cyclist-2	2	Cyclist-2
7:15 to 7:30	Jaywalker-1 4	Cyclist-1			2		5	Cyclist-2 Button-1			5	Cyclist-1
7:30 to 7:45	2		3	Button-1	1		7	Cyclist-3	1	Cyclist-1	6	Cyclist-3
7:45 to 8:00	3	Button-1	1	Jaywalker-1	3	Cyclist-1			2	Cyclist-2	1	Cyclist-1
8:00 to 8:15	6	Button-2			2				2		2	Cyclist-1
8:15 to 8:30	6	Button-1 Jaywalker-1	4	Button-2	5	Cyclist-1	3		2	Cyclist-1	1	
AM Peak	13		8		11		18		8		20	
5:00 to 5:15	2	Jaywalker-2	6	Button-2 Cyclist-2 Jaywalker-2	2	Cyclist-2	2	Cyclist-2	2	Cyclist-2	6	Cyclist-3 Jaywalker-1
5:15 to 5:30	9	Jaywalker-6 Cyclist-1	12	Jaywalker-10 Jaycyclist-2	3	Jaywalker-1 Cyclist-1	2	Cyclist-1			2	Cyclist-1 Jaywalker-1
5:30 to 5:45	8	Jaywalker-6	11	Jaywalker-5 Jaycyclist-3 Jaywalker-5	8	Cyclist-2	9	Cyclist-2	4	Cyclist-2	5	Jaywalker-1 Cyclist-2
5:45 to 6:00	20	Jaywalker-11	14	Jaycyclist-1	2		5		6	Cyclist-1	3	Jaywalker-1
6:00 to 6:15	10	Button-1 Jaywalker-5 Cyclist-3 Jaycyclist-2	14	Jaywalker-12 Jaycyclist-1	3	Button-1 Cyclist-2	5	Button-1 Cyclist-1	4	Cyclist-3	4	
6:15 to 6:30	9	Jaywalker-11	10	Jaywalker-10 Jaycyclist-1	5	Cyclist-1	4		2		3	Jaywalker-1 Cyclist-1
6:30 to 6:45	5	Jaywalker-4	6	Jaywalker-3 Jaycyclist-1	2	Cyclist-1	3		5	Cyclist-2	5	Cyclist-2
6:45 to 7:00	5	Jaywaler-2 Jaycyclist-1	5	Cyclist-1 Jaycyclist-2	2	Jaywalker-1	3	Cyclist-3	2	Cyclist-1	6	Cyclist-5
7:00 to 7:15	3	Jaywalker-2	11	Jaywalker-5 Jaycyclist-1	2	Button-1 Cyclist-1	3	Cyclist-1			2	Cyclist-1
7:15 to 7:30	1		3		4	Cyclist-1	4	Button1 Cyclist-1	2	Cyclist-1	1	Cyclist-1
PM Peak	47		49		18		23		17		15	

Pedestrian Cluster Counts

	NW Corner	NE Corner	SE Corner	SW Corner
5:00 to 5:15	1	1	1	1
5:15 to 5:30	1	1	1	1
5:30 to 5:45	1	1	1	1
5:45 to 6:00	1	1	1	2
6:00 to 6:15	2	2	1	1
6:15 to 6:30	1	1	1	1
6:30 to 6:45	1	1	1	1
6:45 to 7:00	3	1	1	2
7:00 to 7:15	2	1	1	1
7:15 to 7:30	2	2	1	2
7:30 to 7:45	2	1	3	1
7:45 to 8:00	3	3	3	1
8:00 to 8:15	1	2	1	2
8:15 to 8:30	2	2	2	1
	1	1	1	1
5:00 to 5:15	2	2	2	1
5:15 to 5:30	1	1	2	1
5:30 to 5:45	4	2	2	1
5:45 to 6:00	1	2	2	1
6:00 to 6:15	1	1	5	1
6:15 to 6:30	1	2	3	1
6:30 to 6:45	1	7	3	1
6:45 to 7:00	1	1	1	5
7:00 to 7:15	1	1	1	2
7:15 to 7:30	1	1	1	1
Maximum	4	7	5	5



Pedestrian Circulation Plan
Huntington Station, NY

0 50 100 150 200 Feet
7/20/15





Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Theresa Ward
Acting Commissioner

Division of Planning
and Environment

STAFF REPORT
SECTIONS A14-14 THRU A14-24 OF THE SUFFOLK COUNTY ADMINISTRATIVE CODE

Applicant: Canal Properties
Municipality: Southampton
Location: N/E/C Montauk Highway (CR 80) and North Road (CR 39)

Received: 7/29/2016
File Number: SH-16-05
T.P.I.N.: 0900 20700 0400 022001, 0900 20800 0200 018001
Jurisdiction: Adjacent to CR 80 and CR 39

ZONING DATA

- Zoning Classification: CPI, CE, Maritime Planned Development District (MPDD)
- Minimum Lot Area: . Sq. Ft.
- Section 278: N/A
- Obtained Variance: N/A

SUPPLEMENTARY INFORMATION

- Within Agricultural District: No
- Shoreline Resource/Hazard Consideration: Yes
- Received Health Services Approval: No
- Property Considered for Affordable Housing Criteria: Yes
- Property has Historical/Archaeological Significance: No
- Property Previously Subdivided: No
- Property Previously Reviewed by Planning Commission: Yes
- SEQRA Information: Yes
- SEQRA Type: DEIS
- Minority or Economic Distressed: No

SITE DESCRIPTION

- Present Land Use: Vacant
- Existing Structures: yes
- General Character of Site: level
- Range of Elevation within Site: 5' - 60' amsl
- Cover: buildings, asphaltl, rough areas, wooded
- Soil Types: Fill Land, sandy (Fs); carver series

- Range of Slopes (Soils Map): 0-35%+
- Waterbodies or Wetlands: Shinnecock Canal

NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: site plan
- Layout: curvi-linear
- Area of Tract: 7.18 Acres
- Yield Map:
 - No. of Lots: 37
 - Lot Area Range: Sq. Ft.
- Open Space: N/A

ACCESS

- Roads: CR 80 & CR 39
- Driveways: Private HOA

ENVIRONMENTAL INFORMATION

- Stormwater Drainage
 - Design of System: catch basins and dry well system
 - Recharge Basins: yes, Drainage Reserve Area
- Groundwater Management Zone: IV
- Water Supply: public
- Sanitary Sewers: on-site waste water treatment plant (WWTP)

PROPOSAL DETAILS

Addendum to SCPC Staff Report dated December 3, 2014, “Canoe Place Inn Maritime Planned Development District” (see attached)

Applicants request Site Plan approval from the Southampton Town Planning Board for the construction of a 37 unit townhouse project (each with 3 bedrooms; on average 2,000 SF/unit in floor area), a 1,900 SF clubhouse, pool, drainage reserve area, a 17 boat private marina, and a public canal access path to a viewing/fishing platform and floating dock. The site plan request also includes the construction of an off-site wastewater treatment facility and an easement to the Town of Southampton for public trail access to be used for passive recreation in connection with the Paumanok Path.

The subject property is located along the eastern shore of the Shinnecock Canal and is bound to the east by CR 39 (North Road). Across CR 39 to the east is the proposed location of the Waste Water Treatment Plant on the “Eastern Property”. The “Canal Property” where the townhouse development is proposed, is approximately 4.5 acres in size and includes a vacant bait shop, two vacant restaurants, parking area and underwater lands that were formally a marina. The Eastern Property is approximately 2.7 acres in area and is wooded.

The subject referral is a request to implement a third phase of the Canoe Place Inn, Canal East Maritime Planned Development District (CPI CE MPDD). This PDD zoning category was reviewed and approved by the Suffolk County Planning Commission on December 3, 2014 (see attached resolution). The Suffolk County Planning Commission included the following comments with their resolution:

1. The petitioner should continue dialogue with the Suffolk County Department of Health Services, Suffolk County Department of Public Works and the Suffolk County Sewer Agency with regard to the permitting of the Nitrex wastewater treatment systems proposed.

2. The Petitioners should continue dialogue with the NYS DOT and the SCDPW regarding proposed roadway improvements to Montauk Highway (NYS Rte. 27A/CR 80, Newtown Road (CR 62) and North Shore Road (CR 39).
3. It is noted that a drainage reserve area, located at the southern end of the Canal Property, is a large depression set in the grade that will capture and recharge a portion of the storm water runoff into the surrounding soil. Low points situated throughout the site are intended to collect storm water runoff and direct it into the recharge system. The petitioners should be encouraged to review the Suffolk County Planning Commission publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, additional design elements contained therein.
4. The most landward limit of tidal wetlands associated with the shoreline of the Shinnecock canal should be flagged in the field by a qualified expert, verified by the appropriate agencies, and noted as such, shown on all surveys, sketches, map, plans, etc. and all regulatory setbacks for disturbance and construction taken from said most landward limit.
5. There is no mention in the referral materials to the Suffolk County Planning Commission on the petitions compliance with the NYS Long Island Workforce Housing Act. It is noted that the residential component is a voluntary reduction in allowable yield however, it is not apparent that as part of a mixed use development, a lesser percentage than the maximum allowable floor area ratio is being proposed for the entire CPIMPDD and thus would exempt the project from the Act. This should be re-emphasized and further clarified or accommodation to the Housing Act should be made by the project sponsor.
6. No mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. The petitioners should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable for the commercial, residential and clubhouse components of the proposal.
7. The petitioners should review the Planning Commission guidelines particularly related to public safety and incorporate into the proposal, where practical, design elements contained therein.
8. The petitioners should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.

STAFF ANALYSIS

The current site plan application addresses a number of the Commission comments above.

It is not apparent but probable, that while attending to some of the trepidations raised by public comment; regarding WWTP maintenance traffic and access, the shifting of the WWTP access road and the realignment of the Nitrex system lab/maintenance building; the applicant found the need to review with the County the conformance of all setbacks and WWTP expansion area requirements regulated by the Suffolk County Department of Health Services. This is not apparent however, in the current referral.

The Town of Southampton SEQRA Findings Statement (see attached) for the CPI CE MPDD

identified roadway improvements for the Canal Property project and includes 0.59 acres of land from Suffolk County, currently used for right-of-way at the intersection of Montauk Highway and North Road at in the southeastern portion of the subject property. As requested by the Suffolk County Department of Public Works, the proposed construction of public roadway improvements is to address existing and potential traffic safety concerns at the intersection with Montauk Highway (CR 80). The roadway improvements to be constructed by the applicant include:

- Removing the ramp from southbound North Road to westbound Montauk Highway;
- Regrading this area to more smoothly transition the land surface between the Canal Property and North Road;
- Landscaping and installation of a public parking area and walkway to the proposed viewing platform;
- Realigning North Road to provide a “T” intersection with Montauk Highway;
- Minor roadway improvements on Montauk Highway east and west of the “T” intersection and removing the ramp of westbound Montauk Highway to northbound North Road.

It is noted, that in order to take a more comprehensive approach to traffic issues along Montauk Highway the development of the Canoe Place Inn property to the west of the Shinnecock Canal also includes roadway work on approximately 0.32 acres of county right of way at the intersection of Montauk Highway and Newton Road. At the request of Suffolk County Department of Public Works roadway improvements to be provided by the applicant include:

- Removing the ramp from southbound Newtown Road to westbound Montauk Highway; Regrading this area to more smoothly transition the land surface between the CPE and Montauk Highway;
- Landscaping and beautifying the intersection;
- Construct a southbound to eastbound acceleration lane on Montauk Highway;
- Construct a deceleration lane at the new site access on Montauk Highway;

Environmental protection issues regarding the proposed site plan include development in and adjacent to areas of tidal wetlands and elements related to storm water runoff containment and treatment. All activity at the subject site along the shoreline is subject to the jurisdiction, review and permitting by the NYS Department of Environmental Conservation. This includes identifying the most landward limit of tidal wetlands, the rehabilitation of the boat basin/marina area, concrete and steel bulk-heading, the rock embankment, the concrete retaining wall, the proposed drainage reserve area, and the construction/rehabilitation of the proposed recreational public deck and floating dock.

Area above the 10' topographic contour or behind existing bulk-heading is not subject to DEC tidal wetland regulations. With regard to storm-water runoff the applicant will be required to meet town regulations and State Storm Water Pollution Prevention regulations. The applicant is proposing catch basins-to-dry wells and the proposed drainage reserve area at the southwest corner of the property. It is not apparent however, if the applicant has considered any green methodologies for storm water treatment. Buffer areas between parking areas and the county roadway or within the landscaped common areas of the residential units may be suitable for bio-swales, rain-gardens or the like.

Considering Commission comment No. 5. above regarding affordable housing, the Town of Southampton SEQRA Findings Statement indicates that “the applicant will also be required to comply with the Long Island Workforce Housing Act requirements in Chapter 216 of the Town Code.”

There does not appear to be any additional consideration of energy efficiency, public safety or

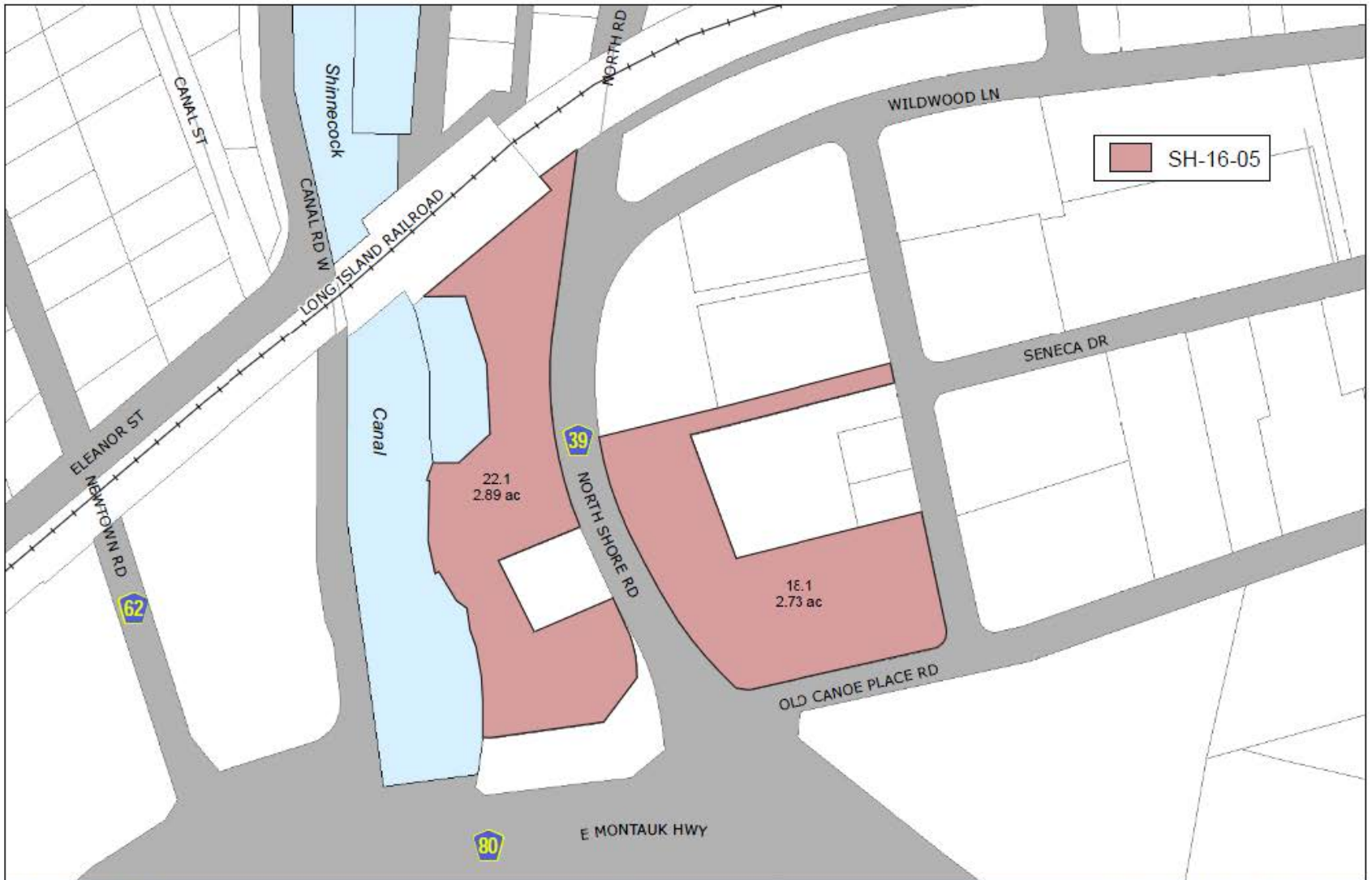
universal design since the change of zone application after a review of provided referral material to the Suffolk County Planning Commission. It should be noted however that the Town of Southampton has energy efficiency requirements within the Town Code.

It is the belief of the staff that the Canal Properties site plan referral from the Town of Southampton remains consistent with the Canoe Place Inn Canal East Maritime Planned Development District (approved by the Suffolk County Planning Commission on December 3, 2014). Reiterating some of the above comments would be appropriate since it is not apparent in the referral materials if all of the comments were considered.

STAFF RECOMMENDATION

Approval of the Canal Properties site plan referral with the following comments:

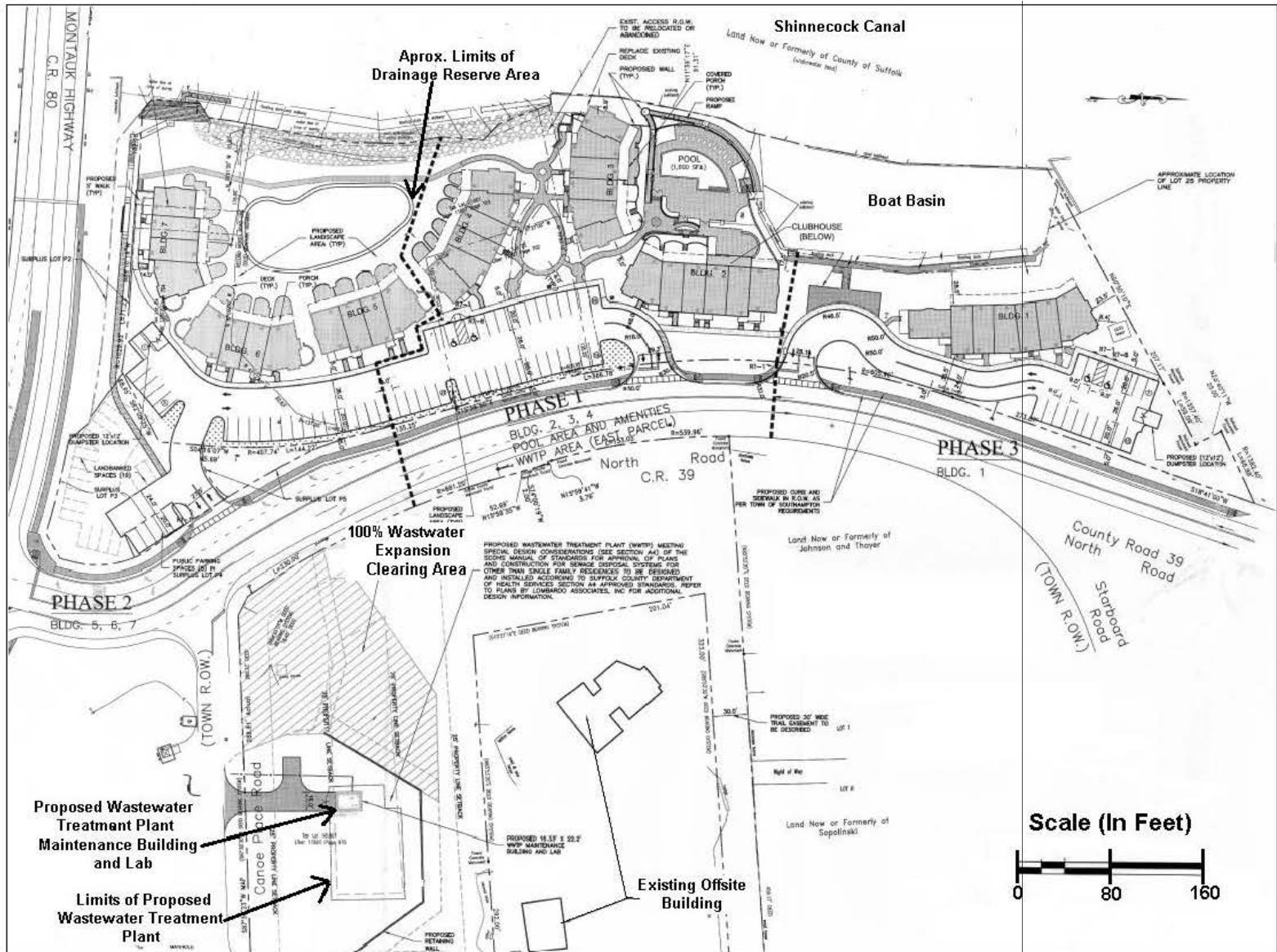
1. The applicant should be encouraged to review the Suffolk County Planning Commission publication on Managing Stormwater-Natural Vegetation and Green Methodologies and incorporate into the proposal, where practical, design elements contained therein.
2. Waste water treatment and disposal issues with regard to the permitting of the Nitrex wastewater treatment systems proposed should continue to be reviewed by the Suffolk County Department of Health and the Suffolk County Department of Public Works.
3. The Petitioners should continue dialogue with the SCDPW regarding proposed roadway improvements to Montauk Highway (CR 80) and North Shore Road (CR 39).
4. The applicant should continue to review development plans for the subject property with the New York State Department of Environmental Conservation and seek all necessary permits and approvals.
5. The applicant should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable to residential uses.
6. The applicant should review the Planning Commission guidelines particularly related to public safety and incorporate into the proposal, where practical, design elements contained therein.
7. The applicant should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.



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 Excerpted from (FOIL) the provisions of the Freedom of Information Law (Public Officers Law Article 8 Section 84-42) by section 87.2(g) CO-16-002, 08/19/16



SCRIP TAXMAP BASE, 2012
 Application: Canal Properties
 SCPD No.: SH-16-05
 SCTM No.: 0900 20700 0400 022001 & 0900 20800 0200 018001
 Date: 08/22/16



Z-2: Canal Properties
 SCPD: SH-16-02
 SCTM No: 0900-207.00-04.00-022.001 et al



Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Joanne Minieri
Deputy County Executive and Commissioner

Division of Planning
and Environment

STAFF REPORT
SECTIONS A14-14 THRU A14-25 OF THE SUFFOLK COUNTY ADMINISTRATIVE CODE

Applicant: Canoe Place Inn (R Squared Development, LLC) Planned Development District
Municipality: Southampton
Location: NW/C E. Montauk Hwy (NYS Rte. 27A) & New Town Rd.; NW/C E. Montauk Hwy. (NYS Rte. 27A) & North Shore Rd. (CR. 39); NE/C North Shore Rd. (CR. 39) & Old Canoe Pace Rd.

Received: 10/27/2014
File Number: SH-14-03
T.P.I.N.: 0900 20700 0500 003000
Jurisdiction: Adjacent to NYS 27A; Adjacent to CR 39.; Adjacent to right-of-way of channel line (Shinnecock Canal); Within 500' Shinnecock Locks (NYS/SC).

ZONING DATA

- Zoning Classification: RWB & MTL
- Minimum Lot Area: 40,000. Sq. Ft.
- Section 278: N/A
- Obtained Variance: N/A

SUPPLEMENTARY INFORMATION

- Within Agricultural District: No
- Shoreline Resource/Hazard Consideration: Yes
- Received Health Services Approval: No
- Property Considered for Affordable Housing Criteria: Yes
- Property has Historical/Archaeological Significance: Yes
- Property Previously Subdivided: No
- Property Previously Reviewed by Planning Commission: No
- SEQRA Information: Yes
- SEQRA Type: DEIS
- Minority or Economic Distressed: No

SITE DESCRIPTION

- Present Land Use: vacant

- Existing Structures: yes, wood framed bldgs.
- General Character of Site: level
- Range of Elevation within Site: 0 - 50' amsl
- Cover: buildings., asphalt, trees, brush, wetland vegetation
- Soil Types: Carver and fill land (sandy) associations
- Range of Slopes (Soils Map): 0-35%
- Waterbodies or Wetlands: Shinnecock Canal

NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: Planned Development District (PDD)
- Layout: Curvi-linear
- Area of Tract: 13.3 Acres
- Yield Map: N/A
- Open Space: No

ACCESS

- Roads: Existing: CR 80/NYS 27A; Newtown Rd. CR 62; North Shore Road (CR 39)
- Driveways: private

ENVIRONMENTAL INFORMATION

- Stormwater Drainage
 - Design of System: CB - LP
 - Recharge Basins: no
- Groundwater Management Zone: IV
- Water Supply: public
- Sanitary Sewers: proposed STP

PROPOSAL DETAILS

OVERVIEW: Applicants petition the Southampton Town Board for a change of zone on approximately thirteen (13) acres from Resort Waterfront Business (RWB) and Motel (MTL) to Maritime Planned Development District (MPDD) in the hamlet of Hampton Bays.

The subject application consists of seven properties; two west of the Shinnecock Canal and five to the east. On the two western properties, or the Canoe Place Inn Properties (CPI Properties) the petitioner seeks to change the zone on approximately six acres (6 ac.) from RWB to allow renovation the historic Canoe Place Inn building (4 ac.) for use as an inn with 20 guest units, a catering facility (with a 350 person maximum room occupancy), a 70 seat restaurant with a 20 seat bar area and a 120 seat outdoor seating area. On an adjacent (2 ac.) parcel the project sponsors propose the renovation of five existing cottages for extended stay non-residential guest units. To handle waste water from these properties a new on-site passive Nitrex denitrification system consisting of a conventional septic tank-leach pool/drain field and a nitrate-nitrogen removing permeable reactive barrier (PRB) will be installed (see FEIS).

East of the Shinnecock Canal, four parcels (4.6 ac.) zoned MTL, collectively called the “Canal Property,” are also to be rezoned to MPDD to allow the redevelopment of the site (former restaurants) to a 37 unit townhouse complex (~ 8.3 units/ac), a clubhouse (1,900 SF.), pool and private marina.

In addition to the above a fifth (2.7 ac) parcel referred to as the “Eastern Parcel” will contain a community sewage treatment system to handle waste water from the proposed townhouse development along the Canal. The collection system will have septic tanks on site serving the Canal

buildings with the effluent then pumped to the Eastern Parcel for purification by a Nitrex treatment system and then final disposal via leaching pools on the Eastern Parcel (see FEIS).

Referral materials to the SCPC indicate that the storm water runoff generated on the CPI properties will remain on site utilizing leaching pools surrounding the main building. The Canal Property will utilize a recharge system that consists of drywell structures and a drainage reserve area. The Eastern Property will utilize drywells. All storm water runoff treatments are to be in conformance with NYS DEC requirements.

Off street parking provided includes 334 stalls and is in excess with Town of Southampton Code requirements.

The subject site that includes the CPI Property has frontage on Montauk Highway (NYS Rte. 27A/CR 80) and Newtown Road (CR 62). A restricted right turn only ingress/egress is proposed for Montauk Highway at the far western end of the two properties and an unrestricted ingress/egress for Newtown Road at roughly the midpoint along the frontage. The Canal Property has frontage on Montauk Highway (CR 80/NYS Rte 27A) and North Shore Road (CR 39). Three access points to CR 39 are proposed. All three access points appear to be unrestricted ingress/egress.

As indicated in FEIS materials, as part of the referral to the Commission, public road improvement are to be provided as part of the petition. It is not apparent in the referral materials if the petitioners have had conversations with the NYS DOT and the SCDPW regarding the proposed improvements that include but are not limited to: removing the ramp from southbound Newtown Road to westbound Montauk Highway; constructing a southbound to westbound acceleration lane on Montauk Highway; and constructing a westbound deceleration/ acceleration lanes at the new site access on Montauk Highway for the CPI Property; removing the ramp from the north Shore Road to westbound Montauk Highway; realigning North Shore Road to create a "T" intersection with Montauk Highway and make minor improvements to Montauk Highway and remove the westbound Montauk Highway to northbound North Shore Road. The Petitioners should continue dialogue with the NYS DOT and the SCDPW regarding proposed roadway improvements to Montauk Highway (NYS Rte. 27A/CR 80, Newtown Road (CR 62) and North Shore Road (CR 39).

The subject properties abut the ROW of the MTA LIRR to the north, with the exception of the Eastern Property. The Canal Property borders the shoreline of the Shinnecock Canal to the west and roadways to the south and east. Roadways form the east and south boundaries of the CPI Property while residential land is further to the west and north. The Eastern Property is adjacent to roadways to the west and south and residential land to the north and east. The area is predominantly residential with a mix of highway commercial uses and marinas.

Zoning in the area is a mix of detached single family zoning 15,000 – 60,000 SF minimum lot size, Resort Waterfront Business, and Motel. The Proposed PDD would eliminate most of the RWB and a small part of the MTL zoning between the LIRR ROW and Montauk Highway.

The proposed project is not located in a Suffolk County Pine Barrens Zone. The subject parcel is not located in a Special Groundwater Protection Area (SGPA). The site is situated over Hydro-geologic Management Zone IV. No State or Town regulated freshwater wetlands occur on or near the subject property. The subject parcel (Canal Property) is adjacent to the Shinnecock Canal, a waterway in which the County has established channel lines. The Canal also includes a State/County operating lock system. Shoreline along the subject property includes tidal wetland vegetation and Littoral Zone regulated by the NYS DEC.

The subject property is predominantly disturbed and cleared land with the exception of the Eastern Parcel that is mostly forested with oak and pine trees. Approximately 1.7 acres of open space will

remain on the Eastern Parcel which accounts for approximately 40% of that parcel. Several structures, paving, curbs, lighting and other infrastructure can be found on all properties with the exception again of the Eastern Parcel.

An investigation of the potential for pre-historic and historic era cultural resources on the properties comprising the subject site was conducted by the petitioners. It was concluded by the NYS Office of Parks, Recreation and Historic Resources that the project would have no impact upon cultural resources in or eligible for inclusion in the State and National Register of Historic Places.

Additional information on the MPDD and the related Final Environmental Impact Statement (FEIS) can be accessed via the following link: <http://ny-southampton.civicplus.com/693/Canoe-Place-Inn-Canal-Property>

STAFF ANALYSIS

GENERAL MUNICIPAL LAW CONSIDERATIONS: New York State General Municipal Law, Section 239-l provides for the Suffolk County Planning Commission to consider inter-community issues. Included in such issues are compatibility of land uses, community character, public convenience and maintaining of a satisfactory community environment.

It is the belief of the staff that the proposed CPI Maritime Planned Development District has been designed to be generally consistent with the prior uses of the CPI site and the existing character of the community. The proposal includes the removal of vacant deteriorating buildings and rehabilitation and adaptive reuse of the principal structure. There is a reduction in density on the residential component and a maintaining of the scale of the MPDD proportionate to the property and in keeping with the character of the area.

For the convenience of the public and for maintaining a satisfactory community environment public access to the water is proposed in the form of walkways, viewing areas and fishing platforms. An easement is proposed on the Eastern Parcel to accommodate the Paumanok Path. In addition, rehabilitation of the Canoe Place Inn property as public use (inn, catering facility, and restaurant) and retaining historic features a fabric is important to community character.

The CPIMPDD as proposed reinforces the year round tourism industry and simultaneously promotes the second home industry. The CPIMPDD creates an attractive public gateway into the Hampton Bays area.

LOCAL COMPREHENSIVE PLAN RECOMMENDATIONS: It is the belief of the staff that the proposed action generally conforms to the recommendations of the Town of Southampton's various plans for the area including the Shinnecock Canal Public Access Sites and Maritime Planned Development District Plan (1997), the Town of Southampton Comprehensive Plan Update (1999) and the Hampton Bays Corridor Strategic Plan (Revised July 2010).

The main thrust of the Hampton Bays Corridor Strategic Plan (2010) is to rehabilitate and put into adaptive reuse, due to its historic significance and meaning to the community, the CPI building and property. For the Canal Property the Plan envisioned a complex of waterside restaurants and shops similar to the Gosman's Dock pierside development in Montauk. The Eastern Property was designated for motel. The 1999 Comprehensive Plan update identified "heritage tourism" as a sector of the economy that was growing. The Plan recognized Southampton as being well suited to maximize this opportunity. By rehabilitating the historic CPI the petitioners attempt to take advantage of the unique character of Southampton and its high quality of historic resources. The Shinnecock Canal Public Access Sites and Maritime Planned Development District Plan (1997) includes a recommendation for an estate conference center on the CPI site, theme development on

the Canal Property and rezoning to housing on the Eastern Property.

In the opinion of staff the proposed CPIMPDD is in substantial compliance with local comprehensive plan recommendations. The historic CPI structure is proposed to be rehabilitated as a catering facility, restaurant, inn and cottages available for conferences. The overall development will result in the implementation of many elements of the comprehensive planning process including public access and use (small conference center, restaurants, walkway and viewing/fishing platform) and, creation of water dependent, enhanced and related uses supportive of the tourism and second home industry. The proposed condominium complex “clusters” residential density from the Eastern Property to a water enhanced use along the Canal that incorporates public access easements to the waterfront. While the Canal property is not developed into a mixed use site along the line of the Gosman’s Dock, public access is provided and retail and commercial establishments that might impact the commercial business district of Hampton Bays or Southampton Village is eliminated.

SUFFOLK COUNTY PLANNING COMMISSION GUIDELINE CONSIDERATIONS:

The Suffolk County Planning Commissions has identified six general Critical County Wide Priorities and include:

1. Environmental Protection
2. Energy efficiency
3. Economic Development, Equity and Sustainability
4. Housing Diversity
5. Transportation and
6. Public Safety

These policies are reflected in the Suffolk County Planning Commission Guidebook (unanimously adopted July 11, 2012). Below are items for consideration regarding the above policies:

Submission materials to the Commission indicate that NYS DEC requirements for storm water runoff treatment will be met. The petitioners should also be encouraged to review the Suffolk County Planning Commission publication on *Managing Stormwater-Natural Vegetation and Green Methodologies* and incorporate into the proposal, where practical, design elements contained therein. It is noted that a drainage reserve area, located at the southern end of the Canal Property, is a large depression set in the grade that will capture and recharge a portion of the storm water runoff into the surrounding soil. Low points situated throughout the site are intended to collect storm water runoff and direct it into the recharge system.

It should be noted that the proposed development is not located in a floodplain. However, the shoreline of the Canal Property is not entirely bulk-headed along the shore of the Shinnecock Canal. The most landward limit of tidal wetlands associated with the shoreline of the Shinnecock canal should be flagged in the field by a qualified expert, verified by the appropriate agencies, and noted as such shown on all surveys, sketches, map, plans, etc. and all regulatory setbacks for disturbance and construction taken from said most landward limit.

No mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. The petitioners should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable for residential and clubhouse components of the proposal.

There is no mention in the referral materials to the Suffolk County Planning Commission on the petitions compliance with the NYS Long Island Workforce Housing Act. It is noted that the

residential component is a voluntary reduction in allowable yield however, it is not apparent that as part of a mixed use development, a lesser percentage than the maximum allowable floor area ratio is being proposed for the entire CPIMPDD and thus would exempt the project from the Act. This should be re-emphasized and further clarified or accommodation to the Housing Act should be made by the project sponsor.

Locational amenities for attached unit complexes are few within a half mile walk from the proposed condominium complex. Groceries, services, and medical facilities located in Hampton Bays and Southampton Village are miles from the subject property. Suffolk County Transit has bus routes that operate along Montauk Highway and Newtown Road (S92 and 10E respectively) that connect to points east, north and west. It is noted that the proposed CPI restaurant will be located within the MPDD and that sidewalks are proposed to connect the various elements of the development together.

Little discussion is made in the petition to the Town and referred to the Commission on public safety and universal design. The applicant should review the Planning Commission guidelines particularly related to public safety and universal design and incorporate into the proposal, where practical, design elements contained therein.

STAFF RECOMMENDATION

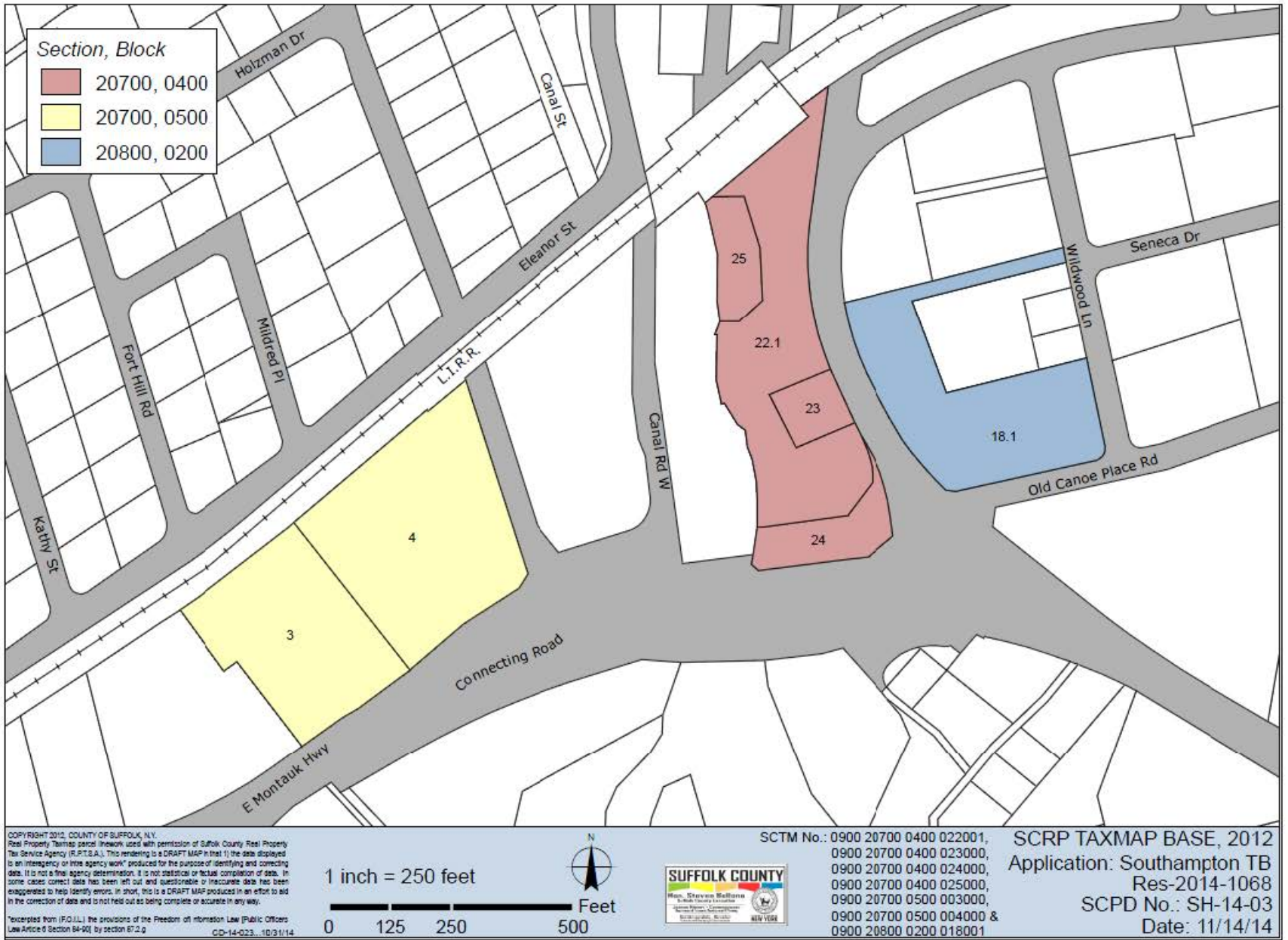
Approval of the Canoe Place Inn Maritime Planned Development District with the following comments:

Comments:


1. The petitioner should continue dialogue with the Suffolk County Department of Health Services, Suffolk County Department of Public Works and the Suffolk County Sewer Agency with regard to the permitting of the Nitrex wastewater treatment systems proposed.
2. The Petitioners should continue dialogue with the NYS DOT and the SCDPW regarding proposed roadway improvements to Montauk Highway (NYS Rte. 27A/CR 80, Newtown Road (CR 62) and North Shore Road (CR 39).
3. It is noted that a drainage reserve area, located at the southern end of the Canal Property, is a large depression set in the grade that will capture and recharge a portion of the storm water runoff into the surrounding soil. Low points situated throughout the site are intended to collect storm water runoff and direct it into the recharge system. The petitioners should be encouraged to review the Suffolk County Planning Commission publication on *Managing Stormwater-Natural Vegetation and Green Methodologies* and incorporate into the proposal, where practical, additional design elements contained therein.
4. The most landward limit of tidal wetlands associated with the shoreline of the Shinnecock canal should be flagged in the field by a qualified expert, verified by the appropriate agencies, and noted as such, shown on all surveys, sketches, map, plans, etc. and all regulatory setbacks for disturbance and construction taken from said most landward limit.
5. There is no mention in the referral materials to the Suffolk County Planning Commission on the petitions compliance with the NYS Long Island Workforce Housing Act. It is noted that the residential component is a voluntary reduction in allowable yield however, it is not apparent that as part of a mixed use development, a lesser percentage than the maximum

allowable floor area ratio is being proposed for the entire CPIMPDD and thus would exempt the project from the Act. This should be re-emphasized and further clarified or accommodation to the Housing Act should be made by the project sponsor.

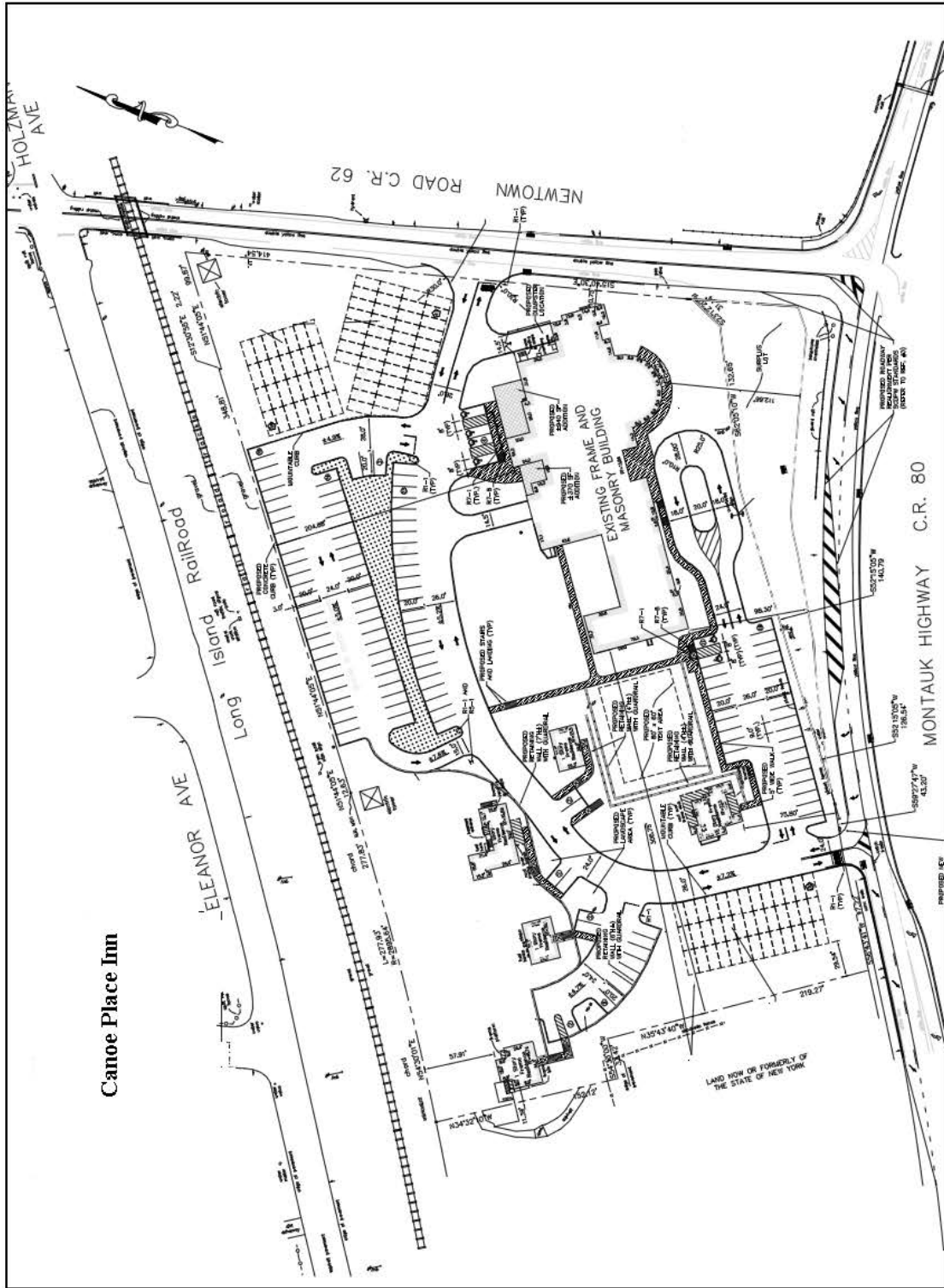
6. No mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. The petitioners should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable for the commercial, residential and clubhouse components of the proposal.
7. The petitioners should review the Planning Commission guidelines particularly related to public safety and incorporate into the proposal, where practical, design elements contained therein.
8. The petitioners should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.





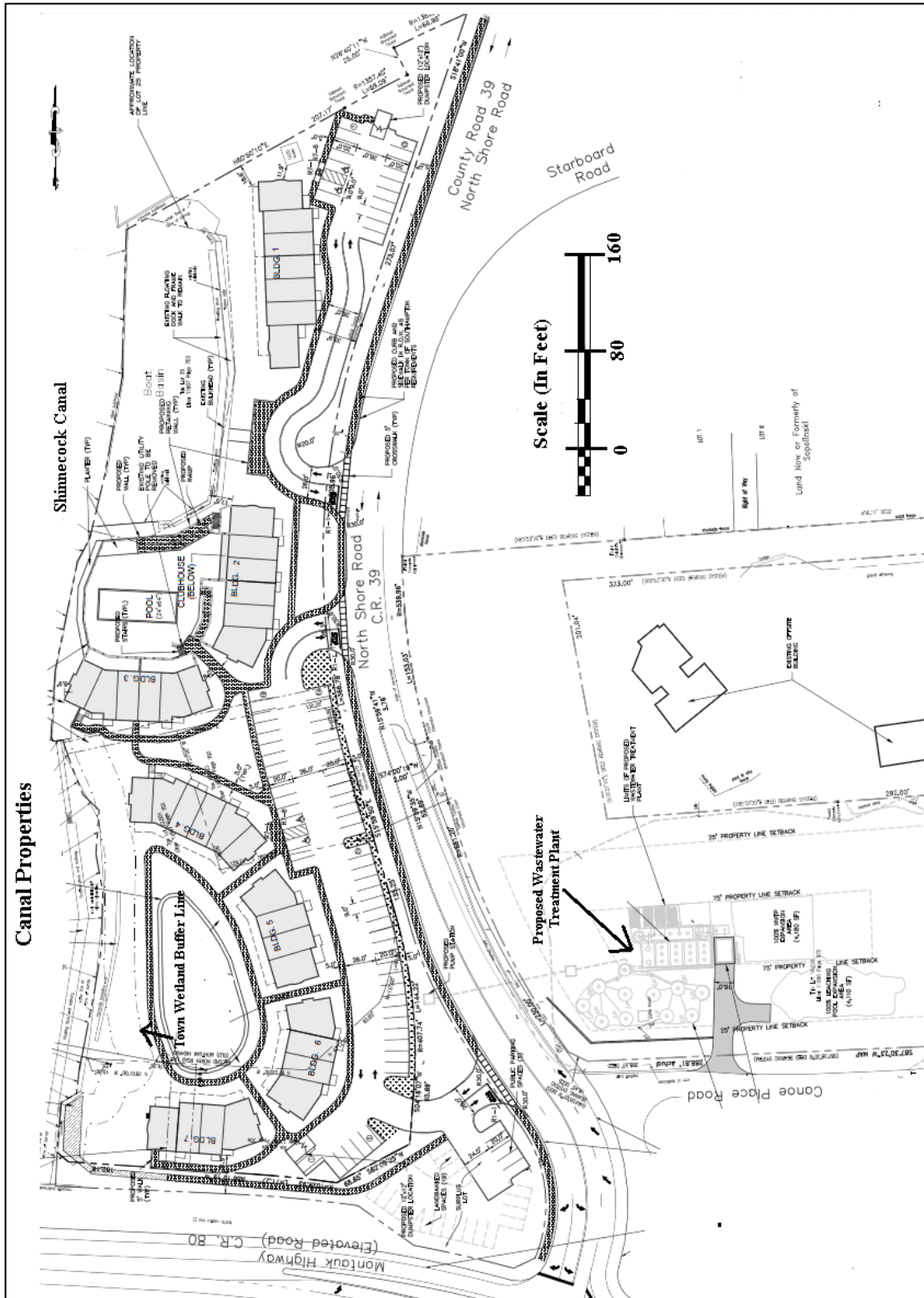
	<p>FIGURE 1-1 LOCATION MAP</p> <p>Source: ESRI Web Mapping Service Scale: 1 inch = 200 feet</p>	<p>CPI, Canal & Eastern Properties MPDD</p> <p>Draft EIS</p>
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Z-2: Canoe Place Inn
 SCPD: SH-14-03
 SCTM No: 0900-207.00-05.00-003.004 et al.



Canoe Place Inn

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Resolution No. ZSR-14-27 of the Suffolk County Planning Commission
Pursuant to Sections A14-14 to thru A14-25 of the Suffolk County Administrative Code

WHEREAS, pursuant to Sections A14-14 thru A14-25 of the Suffolk County Administrative Code, a referral was received on October 27, 2014 at the offices of the Suffolk County Planning Commission with respect to the application of "**Canoe Place Inn (R Squared Development, LLC) Maritime Planned Development District (CPI MPDD)**" located in the Town of Southampton

WHEREAS, said referral was considered by the Suffolk County Planning Commission at its meeting on **December 3, 2014**, now therefore, Be it

RESOLVED, that the Suffolk County Planning Commission hereby approves and adopts the report of its staff, as amended, as the report of the Commission, Be it further

RESOLVED, pursuant to Section A14-16 of the Suffolk County Administrative Code and Section 239-m 6 of the General Municipal Law, the referring municipality within thirty (30) days after final action, shall file a report with the Suffolk County Planning Commission, and if said action is contrary to this recommendation, set forth the reasons for such contrary action, Be it further

RESOLVED, that the Suffolk County Planning Commission **Approves** the change of zone referral for the CPI MPDD subject to the following comments:

1. The petitioner should continue dialogue with the Suffolk County Department of Health Services, Suffolk County Department of Public Works and the Suffolk County Sewer Agency with regard to the permitting of the Nitrex wastewater treatment systems proposed.
2. The Petitioners should continue dialogue with the NYS DOT and the SCDPW regarding proposed roadway improvements to Montauk Highway (NYS Rte. 27A/CR 80, Newtown Road (CR 62) and North Shore Road (CR 39).
3. It is noted that a drainage reserve area, located at the southern end of the Canal Property, as a large depression is set in the grade that will capture and recharge a portion of the storm water runoff into the surrounding soil. Low points situated throughout the site are intended to collect storm water runoff and direct it into the recharge system. The petitioners should be encouraged to review the Suffolk County Planning Commission publications on the Study of Man Made Ponds in Suffolk County and *Managing Stormwater-Natural Vegetation and Green Methodologies* and incorporate into the proposal, where practical, additional design elements contained therein.
4. The most landward limit of tidal wetlands associated with the shoreline of the Shinnecock Canal should be flagged in the field by a qualified expert, verified by the appropriate agencies, and noted as such, shown on all surveys, sketches, map, plans, etc. and all regulatory setbacks for disturbance and construction taken from said most landward limit.
5. There is no mention in the referral materials to the Suffolk County Planning Commission on the petitions compliance with the NYS Long Island Workforce Housing Act. It is noted that in the residential component there is a voluntary reduction in allowable yield however, it is not apparent that as part of a mixed use development, a lesser percentage than the maximum allowable floor area ratio is being proposed for the entire CPIMPDD and thus would exempt the project from the Act.

This should be re-emphasized and further clarified or accommodation to the Housing Act should be made by the project sponsor.

6. No mention of the consideration of energy efficiency is provided in the referral material to the Suffolk County Planning Commission. The petitioners should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein applicable for the commercial, residential and clubhouse components of the proposal.
 7. The petitioners should review the Planning Commission guidelines particularly related to public safety and incorporate into the proposal, where practical, design elements contained therein.
 8. The petitioners should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.
- The Suffolk County Planning Commission Guidebook for policies and guidelines can be found on the internet at the below website address:
<http://www.suffolkcountyny.gov/Home/departments/planning/Publications%20and%20Information.aspx#SCPC>

**Proposed Canoe Place Inn (R Squared Development, LLC)
 Planned Development District
 Town of Southampton**

COMMISSION ACTIONS ON ADOPTION OF RESOLUTION

	AYE	NAY	RECUSE	ABSENT
ACCETTELLA Jr., RAMON – Town of Babylon	X			
BERRY, GLYNIS – At Large		X		
CALONE, DAVID – Chairman, At Large	X			
CASEY, JENNIFER - Town of Huntington	X			
CHARTRAND, MATTHEW - Town of Islip	X			
ESPOSITO, ADRIENNE - Villages over 5,000	X			
FINN, JOHN - Town of Smithtown	X			
GABRIELSEN, CARL - Town of Riverhead				X
GERSHOWITZ, KEVIN G.- At Large	X			
KAUFMAN, MICHAEL - Villages under 5,000	X			
KELLY, MICHAEL – Town of Brookhaven	X			
KRAMER, Samuel – Town of East Hampton			X	
PLANAMENTO, NICHOLAS - Town of Southold	X			
ROBERTS, BARBARA Town of Southampton	X			

Motion: Commissioner Accettella

Present: 11

Seconded: Commissioner Roberts

Absent: 1

Voted: 12

Recuse: One

DECISION: Adopted

State Environmental Quality Review Act
Statement of Findings

 ORIGINAL

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CANOE PLACE INN (CPI), CANAL & EASTERN PROPERTIES
Maritime Planned Development (MPDD) Application
Environmental Impact Statement
December 31, 2014; last revised January 12, 2015

Pursuant to Article 8 of the New York State (NYS) Environmental Quality Review Act (SEQRA) of the New York State Environmental Conservation Law and Title 6 of the NYS Code of Rules and Regulations (6 NYCRR) Part 617, the Town Board of the Town of Southampton makes the following findings.

Name of Action: Canoe Place Inn (CPI), Canal & Eastern Properties MPDD Application

SEQRA Classification: Type I Action

Brief Description of Action: The proposed project would redevelop the CPI Property by rehabilitating the dilapidated CPI structure for use as an inn (20 units), a catering facility (350-person capacity), and a restaurant (70 indoor seats and 120 outdoor seats), and in-kind renovation of the five existing cottages. The Canal Property is proposed to be redeveloped with 37 townhouse units, with a clubhouse structure and private 17-boat marina. The Eastern Property is proposed to be developed with a Nitrex™ Waste Water Treatment Facility (WWTF) serving the townhouses. The CPI Property will be served by an upgraded conventional septic system, with a Permeable Reactive Barrier (PRB) installed along the eastern and southern site boundaries, to treat nitrogen generated on-site and from upgradient areas, to protect groundwater and surface water quality in Shinnecock Canal and Shinnecock Bay.

Location: The 5.65-acre CPI Property is located on the corner of Newtown Road and Montauk Highway on the west side of the Shinnecock Canal. The 4.50-acre Canal Property is located on the eastern side of the Shinnecock Canal with frontage on North Highway, and includes the underwater boat basin parcel to the north. The 2.68-acre Eastern Property is on the eastern side of North Highway opposite the Canal Property, and is a "U"-shaped parcel fronting on Old Canoe Place Road zoned.

SCTM No.: CPI Property (Zoned RWB): 900-207-5-3 & 4
Canal property (Zoned RWB): 900-207-4-22.1, 23 & 24
Eastern Property (Zoned MTL): 900-208-2-18.1

RECEIVED

2015 JAN 13 PM 4: 56

TOWN OF SOUTHAMPTON
TOWN CLERK'S OFFICE

Lead Agency: Town Board
Town of Southampton
116 Hampton Road
Southampton, New York 11968

Lead Agency Contact: Town of Southampton
Department of Land Management
Long Range Planning Division
116 Hampton Road
Southampton, New York 11968
Contact: Kyle Collins, Town Planning/Development Administrator
(631) 287-5735

Date Final EIS Filed: October 16, 2014

Statement of Certification:

The Town Board of the Town of Southampton, as Lead Agency, has reviewed the Draft Environmental Impact Statement (hereinafter referred to as the Draft EIS) and the Final Environmental Impact Statement (hereinafter referred to as the Final EIS) and certifies that:

- It has considered the relevant environmental impacts, facts and conclusions disclosed in these documents;
- It has weighed and balanced the relevant environmental impacts with social, economic and other considerations;
- It has considered and addressed all public comments on the Draft EIS;
- The requirements of 6 NYCRR Part 617 have been met;
- Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action described below is one that avoids or minimizes adverse environmental impacts to the maximum extent practicable.
- Adverse environmental impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigation measures that were identified as practicable during the environmental review process.

Summary of the SEQRA Process:

- On February 23, 2012, the Town Board received the applicant's formal application to establish an MPDD on the subject site.
- On March 27, 2012, the Town Board commenced the SEQRA process to coordinate Lead Agency status.
- On May 8, 2012, the Town Board assumed Lead Agency status and adopted a Positive Declaration for the proposed project. This necessitated preparation of a Draft EIS.
- On July 10, 2012, the Town Board issued a final written scope of contents for preparing the Draft EIS on the proposed project.

- On November 9, 2012, the applicant submitted the Draft EIS to the Town Board with additional information provided to the Town Board on November 26, 2012.
- On January 14, 2013, the Town Board issued comments on the submitted Draft EIS, necessitating revisions to and re-submission of that document.
- On May 2, 2013, the applicant submitted the revised Draft EIS to the Town Board, with additional information provided to the Town Board on May 9, 2013.
- On June 25, 2013, the Town Board deemed the revised Draft EIS as complete for public and agency review and comment, scheduled public hearings, and directed that a Notice of Complete Draft EIS be forwarded to and published by the NYSDEC's Environmental Notices Bulletin.
- Public hearings were held by the Town Board on the Draft EIS on August 13, 2013, September 10, 2013, October 22, 2013, and December 10, 2013.
- At the end of the December 10, 2013 public hearing, the Town Board closed the public hearing, with a 30-day written comment period to run through January 9, 2014. Verbal and written public comments, and written agency comments received during the public hearings and the comment period were responded to in the Final EIS.
- In response to some of the above-referenced comments, the applicant undertook a number of changes to the project, on which the responses presented in the Final EIS were based.
- On May 7, 2014, the Final EIS was submitted to the Town Board. The Town Board forwarded traffic and hydrologic information in the Final EIS to Cashin Associates and the FPM Group, respectively, for technical reviews.
- On July 28, 2014, the Town Board issued comments on the submitted Final EIS, necessitating revisions to and re-submission of that document.
- In September 2014, the applicant submitted the revised Final EIS to the Town Board.
- On October 16, 2014, the Town Board accepted the Final EIS as complete, and directed that a Notice of Complete FEIS be forwarded to and published by the NYS Department of Environmental Conservation (NYSDEC) Environmental Notices Bulletin.
- On November 12, 2014, the Town Board held a public hearing on the proposed Maritime PDD zoning legislation and conducted additional hearings on November 25 and December 9, 2014. Written comments were accepted for 10 additional days.

Existing Property Conditions:

CPI Property

The CPI Property is a 5.65-acre parcel comprised of two tax lots located on the corner of Montauk Highway (CR 80) and Newtown Road (CR 62) within the southwestern quadrant of the Shinnecock Canal area. The site is currently occupied by a large, old and deteriorated structure that has a fire-rated occupancy of 1,857 persons. The building is not built to current building code standards and when previously operated as a nightclub, was an intense use that generated traffic, noise and disturbance in the neighborhood based on substantial activity. During periods when the building is not in operation (currently, as requested by the Town), it is an attractive nuisance. There are also five individual cottages currently on the west part of the site which are vacant and in extreme disrepair and have been subject to vandalism and unauthorized activity. The majority of the site (2.07 acres) is comprised of Successional Southern Hardwood forest, with an additional 1.14 acres of Successional Old Field.

Canal & Eastern Properties

The Canal Property is a 4.50-acre parcel comprised of four tax lots (including one 0.52-acre underwater lot) located north of Montauk Highway, directly adjacent to the eastern shore of the Shinnecock Canal. The Canal Property contains two restaurants and a bait shop totaling 14,150 SF, a two-story house with two apartments (total of 2,600 SF) and a marina (estimated 17 slips). The majority of natural habitat on the site consists of Pitch Pine-Oak Forest (0.52 acres) with the remaining natural habitat comprised of Successional Southern Hardwood forest (0.44 acres).

The Eastern Property is a 2.68-acre property comprised of a single tax lot located north of Canoe Place Road and east of North Shore Road. The Eastern Property is currently vacant and undeveloped and is completely wooded (Pitch Pine-Oak forest).

Description of Action:

The project description that is included above under “Brief Description of the Action,” is the project that was the subject of the Final EIS. This project was modified, improved, and reduced in size and mass from the project that was the subject of the Draft EIS in order to respond to public and agency comments. The original project involved 40 townhomes on the Canal Property with greater mass and disturbance. This was changed through the EIS process. The proposed use on the CPI property remained much the same with the addition of the proposed PRB. On both properties, proposed roadway realignments and improvements with coordination with Suffolk County Department of Public Works (SCDPW) may result in additional land available for additional landscaping and grading and a public access to the canal and parking for the Canal property. Overall, the evolution of the plan reduced impacts and improved the proposed project. These changes are outlined in more detail below.

The Plan as described in the Final EIS

It must be understood that the SEQRA process anticipates that changes to a project may occur in response to comments and community input as the review process proceeds, or as updated information on site design, tenants, building configuration and architecture, and/or related evolutionary changes in the project are made. The following changes were made to the project that was described and analyzed in the Draft EIS (the “Prior Plan”); the revised project (the “Revised Plan”) was the basis on which the responses were prepared and included in the Final EIS.

CPI Property

- An estimated 0.32 acres of surplus land from Suffolk County, currently used for right-of-way at the intersection of Montauk Highway and Newtown Road, are included in the southeastern portion of the CPI Property in consideration for applicant-funded and -constructed public roadway improvements, as requested by SCDPW in order to address existing traffic safety concerns at this intersection.
- The roadway improvements include:
 - removing the ramp from southbound Newtown Road to westbound Montauk Highway;
 - regrading this area to more smoothly transition the land surface between the CPI and Montauk Highway;
 - landscaping and beautifying the intersection;
 - construct a southbound to westbound acceleration lane on Montauk Highway;
 - construct a deceleration lane at the new site access on Montauk Highway;

- these improvements will cost an estimated \$480,000, to be paid by the applicant.
- Changes to the location of the outdoor tent area as recommended by the noise consultants retained by the applicant to study the noise concerns identified in the DEIS comments. The tent area has been relocated from the north side of the building to the west lawn, thereby maximizing the separation from the nearest Eleanor Street neighbors as well as using topography and new landscaping features for fixed, permanent acoustic shielding. A fixed position and orientation for musical events is described such that noise is directed toward the southeast and away from the neighbors to the north and west.
- A new, on-site septic tank/leaching pool system will be installed to treat the wastewater generated on the CPI site. The proposed design flow of this new system will be 67% less than the grandfathered flow recognized for CPI, providing a reduction in nitrogen recharged to groundwater beneath this site.
- A Permeable Reactive Barrier (PRB) will be installed along portions of the downgradient (southern and eastern) borders of the property. This feature will remove nitrogen from the new on-site sanitary system as well as non-project wastewater such as stormwater, and will also remove nitrogen in groundwater emanating from off-site, upgradient locations as it passes beneath the site and through the PRB. In this way, the quality of groundwater that outflows to Shinnecock Canal and Shinnecock Bay will be improved over existing conditions, thus a positive benefit on the quality of marine surface waters.
- Under these design conditions, the project is expected to remove 1,197 pounds (lbs.) per year of nitrogen in addition to removing all of the nitrogen associated with the entire CPI project. The applicant has indicated that this additional nitrogen removal is the equivalent of wastewater nitrogen discharged from approximately 35 homes.

Canal Property

- The number of townhouses has been reduced from 40 to 37 units and the average size of the units (2,000 sq. ft.) has been reduced by approximately 10%. This reduction, which decreases the total proposed building area by 20% and the site coverage by more than 22%, will then reduce many other impacts including fewer residents, fewer vehicle trips, less water used and less wastewater to be treated at the WWTF, less taxes paid, less school taxes generated, etc.
- The floor area of the resident's clubhouse has been reduced from 6,000 square feet (SF) to ±1,900 SF. It is expected to contain men's and women's rooms (with toilets and showers), a small, catering-type kitchen, a self-serve bar and a small fitness room as well as pool equipment.
- The number of townhouse buildings has been reduced, from nine in the Prior Plan to seven in the Revised Plan, and the buildings have been redistributed around the site so that they no longer overlap to allow for two significantly wider view corridors between buildings from North Shore Road to the Shinnecock Canal. As a result, observers to the east will have wider views between structures across the site to and beyond the Shinnecock Canal, to the west.
- The amount of regrading on the site has been reduced by changing the elevations of the proposed buildings to better reflect the existing grades. This will also allow the noise wall to be eliminated entirely from the Revised Plan.
- The original walkway/gazebo depicted in the DEIS has been replaced by an access path and public viewing/fishing platform in the site's southwestern corner, allowing visual and physical access to the Shinnecock Canal.
- A public parking area and path to the canal, accessed from North Shore Road near its intersection with Montauk Highway, has been located to provide easy public access to the canal.

- The existing floating dock, with ongoing maintenance provided by the applicant, will be made available for public access and transient boaters
- The applicant will provide a conditional passive public easement along the property's entire frontage of the Shinnecock Canal (i.e. extending from the southern property line adjoining Montauk Highway right of way to the northern property line adjoining the MTA property). The easement is considered conditional in that it will become effective at such time the Town secures the adjoining public easement connections over the MTA and Suffolk County locks property. A covenant will be required to this effect.
- A 25-foot naturally vegetated non-disturbance and non-fertilization wetland buffer will be established upland of the wetlands in the area south of the bulkheaded areas of the site. The proposed buildings have been shifted landward to respect the proposed 25-foot natural buffer, and buildings have been relocated to be placed outside of the area of NYSDEC tidal wetlands jurisdiction.
- The proposed buildings on the north part of the site have either been placed landward of previously bulkheaded areas recognized by NYSDEC as the limit of jurisdiction, or beyond the crest of the bluff for areas landward of the boat basin/floating dock basin.
- An estimated 0.59 acres of surplus land from Suffolk County, currently used for right-of-way at the intersection of Montauk Highway and North Shore Road, are included in the southeastern portion of the Canal Property in consideration for applicant-funded and -constructed public roadway improvements, as requested by the SCDPW to address existing traffic safety concerns at this intersection.
- The roadway improvements include:
 - removing the ramp from southbound North Shore Road to westbound Montauk Highway;
 - regrading this area to more smoothly transition the land surface between the Canal Property and North Shore Road;
 - landscaping and installation of a public parking area and walkway to the proposed viewing platform;
 - realigning North Shore Road from roughly mid-point of the Canal Property's frontage on Newtown Road to Montauk Highway, to provide a "T"- intersection on Montauk Highway;
 - make minor roadway improvements on Montauk Highway east and west of the T-intersection, and removing the now-isolated ramp of westbound Montauk Highway to northbound North Shore Road; these improvements are estimated to cost an estimated \$1.07 million, to be paid by the applicant.
- The Town's parking requirement will be met including the construction of 74 parking stalls (including four accessible spaces), 19 landbanked stalls located in the surplus right-of-way area, and five spaces for the public to access the proposed viewing platform.

Eastern Property

- In response to concerns of the neighbors along Wildwood Lane, the vehicle access to the Nitrex™ system building has been relocated to Canoe Place Road to eliminate any maintenance traffic from the existing neighborhood roads.
- The Nitrex™ system lab/maintenance building has been shifted to conform to all applicable setbacks as regulated by the SCDHS.
- The northern part of the Eastern Property is not proposed to be altered and will remain vacant and wooded in the Revised Plan. The applicant will provide an easement for public trail access to this part of the site, to be used for passive recreation in connection with the Paumanok Path, to the Town.

- In response to Town concerns over the amount of clearing required for the Concept Plan provided in the FEIS, a third alternative was drafted which limits the clearing required to 30% without WWTP expansion area and 50% for clearing with WWTP expansion area. The likelihood of expansion being required by Suffolk County Health is low; however it is recognized as the worst-case scenario. The Planning Board will oversee the clearing and re-vegetation plans for all parcels, with input from the Town Conservation Board and Chief Environmental Analyst. The local law includes a provision that allows the Planning Board to require limits of clearing or retention of significant sized trees, if any, as part of the site plan review *for all parcels* as well as limitations on fertilizer-dependent landscaping.

Revised Density Exchange

Similar to what is proposed in the Draft EIS, the density exchange for the Revised Plan would transfer the existing potential development yields of each of the three subject properties among the three sites, in order to place development on the two properties that are proposed for development. The Revised Plan, like the Prior Plan, requests more residential units than the total existing potential yield of the three properties. However, the Town's PDD ordinance is designed to address such a situation, and sets procedures and standards to achieve an increase through use of Community Benefits as per NYS Town Law §261-b. Determining the increase in density, when seeking to transfer yield from one site to another, and particularly when it is necessary to first convert the yield from one type of unit to another, is a multi-step process; one must first establish the site's existing yield, then convert this yield to an equivalent-unit yield. This process was detailed in the Draft EIS. Updating that analysis for the Revised Plan finds that the number of units in the Revised Plan exceeds the number of units being transferred to the Canal Property by 8 units. As a result, the Revised Plan will require provision of Community Benefits to compensate for the increase. The Revised Plan will provide Community Benefits (within a larger set of Public Benefits) that are well in excess of the required compensatory benefits (based on dollar value). As a result, the benefits of the revised Plan exceed the requested increase in yield over existing and as-of-right conditions.

The project does not propose the use of transfer of development rights or Pine Barrens Credits (PBCs) to offset the increased density, but instead utilizes a comparison method as provided for in §330-248 that indicates that the value of the rehabilitation of the Canoe Place Inn, construction of the proposed public viewing/fishing platform and associated parking, roadway modifications, contribution of \$300,000 to upgrade the Shinnecock Canal Maritime Park, \$50,000 toward roadway improvements immediately surrounding the Eastern property, and provision of Paumanok Path trail easement exceeds the current market value of PBC or TDR purchase. The applicant will also be required to comply with the Long Island Workforce Housing Act requirements outlined in Chapter 216 of the Town Code.

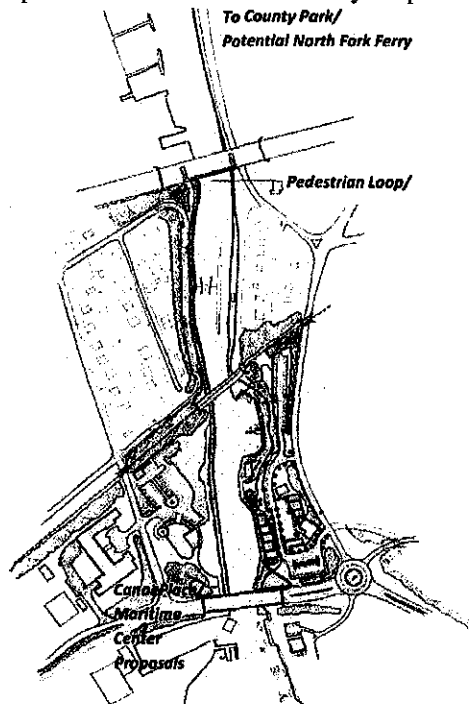
The Revised Plan, like the Prior Plan, meets the goals for land use and development identified by the Town and community, specifically in that the historic CPI building and use will be retained and rehabilitated for use by the public through significant investment by the property owner. The redevelopment of these sites will improve the community character in the area and eliminate the deteriorated, blighted and underutilized condition that now exists on the CPI Property.

Overall Public Benefits of the Revised Plan

The anticipated qualitative benefits of the Revised Plan to the community also include conformance with key elements of land use plans, aesthetic and economic benefits. Most significantly, the proposed PDD project fulfills the community objective of maintaining and rehabilitating the CPI building. This objective has been expressed by the Town and community.

In summary, the following public benefits are anticipated to result from the Revised Plan:

1. Rehabilitation of the CPI Property as a public use (inn, catering facility, and restaurant) and retaining historic features and fabric to the extent practicable, resulting in improved aesthetics on the site and retention of a structure that is important to community character.
2. New public access easement from North Shore Road over the Canal property with a viewing/fishing platform with access to the existing floating dock
3. The applicant will provide a conditional passive public easement along the property's entire frontage at the Shinnecock Canal (i.e. extending from the southern property line adjoining Montauk Highway right of way to the northern property line adjoining the MTA property) to become effective at such time the Town secures the adjoining public easement connections over the MTA and Suffolk County locks property. The objective of providing the Canal promenade and passive public access is to create a continuous pedestrian connection from the South, across the subject parcels to connect to the north to the County Parkland. The Hampton Bays Corridor Strategic Plan and DGEIS depict the following schematic of the pedestrian loop connection that this plan and its implementation would ultimately help realize.



4. A \$300,000 contribution towards improvement/enhancement to the Shinnecock Canal Park and additional design services and renderings provided for said park improvements to be provided by the applicant.

5. Roadway safety improvements at the intersections of Montauk Highway (CR 80) and Newtown Road (CR 62) and Montauk Highway (CR 80) and North Shore Road (CR 39), subject to further approval of Suffolk County and the Town of Southampton.
6. Easement to the Town for public access to be used for passive recreation in connection with the Paumanok Path on the Eastern Property.
7. The increase in taxes generated on the subject properties amortized over 10 years (\$7.200 million) for a total estimated Public Benefit associated with the proposed project of \$14.085 million.
8. The substantial investment in the subject CPI Property will substantially upgrade the site and immediate vicinity and enhance surrounding property values.
9. Rehabilitation of the CPI building will create an aesthetically and architecturally appealing structure and use on the site, reminiscent of its history.
10. Rehabilitation of the CPI Property is proposed to include a new septic tank/leaching pool system for its sanitary wastewater, and use of a PRB, which are expected to, in combination, capture and treat more nitrogen beneath this site than is contained in the sanitary wastewater generated on the site. That is, this system would not only treat the wastewater generated at the CPI, but would also remove nitrogen in recharge generated in areas to the north and west as it passes beneath the site. As a result, the quality of groundwater seeping into the Shinnecock Canal will be improved, and thereby incrementally improve the quality of marine surface waters.
11. The creation of an attractive public gateway into Hampton Bays.
12. Generation of substantial annual tax revenue (estimated at \$807,398) compared to \$180,249 under existing conditions.
13. The proposed project will provide substantial construction-related jobs and operation employment including; building, amenities and grounds (systems, pool, landscaping, etc.) maintenance-related jobs, management jobs, housekeeping jobs and other hospitality-related jobs and services.
14. The proposed project will bring high-spending vacation residents to the Hampton Bays area resulting in direct sales, sales tax and related "ripple effect" economic benefits to the community, Town and County.
15. Redevelopment of the Canal Property will include an upgrade of the sanitary system resulting in environmental benefits, including a reduction in the nitrogen levels discharged into the Shinnecock Canal from existing uses.

In total, the proposed Public Benefits package is estimated by the applicant at \$14.085 million. As previously mentioned, the Revised Plan does not propose the use of transfer of development rights or PBCs as the value of the proposed public benefits exceeds the value of the increased density of 8 units.

Overall Site Layout

The Revised Plan has been developed as a means of balancing the economic goals of the applicant with the environmental protection, and land use and planning goals of the Town and community. It assumes redevelopment of the three component properties similar to those of the Prior Plan, though the majority of the changes are located on the Canal Property, where fewer residential units, in fewer buildings are proposed. Nevertheless, significant and beneficial changes are proposed on the CPI and Eastern Properties as well. Thus, the Revised Plan would not only mitigate the potential impacts of the Prior Plan, but would introduce additional mitigation measures and beneficial development features that would not have been provided by the Prior Plan.

The proposed application involves the rehabilitation of the former Canoe Place Inn, and development of 37 townhouses on the Canal Property. The Eastern Property is located north of Montauk Highway and east of North Shore Road; a portion of it would be occupied by the Nitrex™ WWTF to serve the townhome development on the Canal Property.

CPI Property

The Revised Plan assumes the same rehabilitation program for the CPI structure that was described in the Draft EIS.

In response to public concerns regarding noise impacts from outdoor events (typically, such as weddings, wedding receptions, bar or bat mitzvahs, etc.), the applicant retained a noted noise consultant and pursuant to their recommendations has moved the location of the tent area (where outdoor events will be held) from the northern side of the CPI to the western side, to maximize the separation from the nearest receptors, which are the homes on Eleanor Street. Other noise-mitigating features include using a fixed position and orientation for musical events (so that noise is directed toward the southeast and away from receptors), and grading for the tent area that includes tiered retaining walls and screening vegetation so that topography would shield receptors to the north and west.

As noted earlier, the CPI Property will be increased by approximately 0.32 acres (to 5.97 acres), by the acquisition or incorporation of surplus land from Suffolk County along the site's southeastern portion. An estimated 0.32 acres of land owned by Suffolk County and used for right-of-way at the intersection of Montauk Highway and Newtown Road is proposed to be added to the southeastern portion of the CPI Property.

The applicant will re-grade the land surface in this area, and will construct public roadway improvements in this area. These improvements conceptually include removing the ramp from southbound Newtown Road to westbound Montauk Highway, and making minor lane improvements westerly from the intersection of Newtown Road at Montauk Highway. Final design of the roadway improvements will be made with SCDPW input during the permitting process. These improvements would cost an estimated \$480,000.

If the county land transfer does not happen, the public roadway improvements noted above would not be provided, and the grading and landscaping proposed in the site's front yard would be revised downward accordingly. The area of land to be graded would be reduced, the volume of soil excavated for fill or removal would be reduced, and the proposed drainage system would be revised to relocate drainage facilities outside of this area. However, there would be no changes in the proposed building rehabilitation program, nor would there be any changes in the outdoor improvements program of the Revised Plan. Of particular note is that the existing traffic safety issues at the intersection of CR 80 and Newtown Road would not be addressed.

The wastewater generated on this site will be handled by use of a new, on-site septic tank/leaching pool system; in addition, in order to provide further nitrogen reduction in groundwater beneath this site, a PRB is proposed to be installed along a portion of the downgradient (southern and eastern) borders of this property. This feature will remove nitrogen from the new on-site sanitary system and stormwater, and

will also remove nitrogen in groundwater emanating from upgradient off-site locations as it passes beneath the site and through the PRB. In this way, the quality of groundwater that outflows to Shinnecock Canal and Shinnecock Bay will be improved, thus benefiting the quality of marine surface waters.

The proposed PRB will be installed below the ground surface, located in groundwater. The area below the ground surface but above groundwater is referred to as the vadose or unsaturated zone. At the CPI Property, groundwater in the area of the PRB is located approximately 10 feet below the ground surface. Existing and proposed landscape vegetation grows in the vadose/unsaturated zone and would not survive if the roots were in groundwater. Landscape vegetation receives its needed nutrients and water for growth from atmospheric deposition (rain and wet and dry deposition of nutrients) and irrigation/fertilizers. The PRB removes only nutrients from water that passes through it, and water that passes through the PRB is not reachable by landscape vegetation. Consequently, the vegetation on land above the PRB will not be affected by the PRB.

Canal Property

The number of townhouses has been reduced from 40 to 37 units. This reduction will then reduce a number of other impacts, such as fewer residents, fewer vehicle trips, less water used and less wastewater to be treated at the WWTF, less taxes paid, less school taxes generated, etc.

The proposed buildings have been shifted landward to address the Town Conservation Board's concerns regarding tidal wetlands; a 25-foot natural buffer is proposed, and all buildings in the southern portion of the site (where the buffer exists) are outside the buffer and are setback more than 25 feet from the wetland line. The amount of grading has been reduced by utilizing existing grades to the extent possible by lowering the elevation of the larger resident's parking area relative to North Shore Road. The noise wall has been eliminated from the Revised Plan. These changes will also reduce impacts to observers of the canal. There are two views toward the northeast from the CR 80 Bridge, two views eastward from Newtown Road, and two views northwesterly from the CR 80/North Shore Road intersection. These simulations depict the differences in the appearance of this property between the Prior Plan and the Revised Plan, particularly the reduction in the density of development and decrease in building bulk in the latter scenario.

The number of townhouse buildings has been reduced, from nine in the Prior Plan to seven in the Revised Plan, and the buildings have been sited so that they no longer overlap (to allow for wider separations between buildings). As a result, observers to the east will have wider views between structures across the site to and beyond the Shinnecock Canal, to the west. The Canal Property is proposed to be redeveloped with 37 townhouses, all of which would contain three bedrooms, with a \pm 1,900 SF clubhouse area, pool and private boat basin. The Town Board finds that the proposed residential structures are proposed to be three-story with a maximum height of 33.5 feet; and the total habitable size including walk-out basements will not exceed 74,000 sq. ft. for the entire development. The average size of units will be approximately 2,000 sq. ft. The waterfront gazebo has been replaced by an access path and public viewing/fishing platform in the site's southwestern corner with connection to the existing floating dock, allowing visual and physical access to Shinnecock Canal subject to necessary approvals, with liability insurance and indemnification to be provided by the Town. Ongoing maintenance of the floating dock and viewing/fishing platform will be the responsibility of the applicant. A parking area for the public to use

when visiting the public viewing platform has also been added. There are Town-regulated tidal wetlands in the area, so that Town Planning Board approval of a tidal wetlands permit for this feature will be required.

The conceptual plans indicate architecture that is based on the historic character of 'bayhomes' or waterfront manors that are typical of Southampton. The Revised Plan has reduced the massing and scale from the initial proposal and the architectural design and other site features will continue to be worked out through the site plan process. For example, the project's architectural character and building material color will be required to minimize visual disharmony between the project and the surrounding natural vegetation and built environment, including the Shinnecock Canal, and the road and railroad bridges. Limits of clearing and re-vegetation plans will be required to ensure the site development fits in to its surrounding context and ample landscaping is provided to soften the views of the townhomes from the Canal, North Road and Montauk Highway.

The clubhouse has been reduced in size to approximately 1,900 SF and will be located in the basement level in a portion of Building 2. The clubhouse is expected to contain men's and women's rooms (with toilets and showers), a small, catering-type kitchen, a self-serve bar and a small fitness room. The townhomes will be accessed via a driveway and parking area in the northern portion of the site (serving Building 1) and a larger, divided driveway in the central portion of the site serving the remaining buildings connecting to a third driveway which will access the parking area at the southern end for the public viewing platform.

All existing buildings and uses on the Canal Property would be eliminated as a result of the redevelopment. Seven separate buildings, each housing four, six or seven townhouse units will be located throughout the Canal Property; the pool and deck area will be located in the central portion of the site near the canal. The boat basin will be privately used by residents of the proposed residential development; however, the applicant proposes to provide land in the southwestern portion for, as well as fund construction of, a public canal access path and viewing/fishing platform and existing floating dock. The private boat basin has space for approximately 17 boats, which will be available for sale to residents of the townhomes on a first-come, first-served basis. Annual maintenance fees will be collected from any residents who purchase a slip. Water and electric service will be provided for the boat basin; however, gasoline and pump-out facilities are not planned or necessary as boat basin/floating dock support services are abundant in close proximity to the Canal Property. Off-street parking will be provided throughout this property (98 spaces including 79 constructed stalls [including five spaces for public use for the viewing platform], and 19 landbanked stalls that can be constructed should the need arise).

An estimated 0.59 acres of surplus Suffolk County-owned land currently used for right-of-way at the intersection of Montauk Highway and North Shore Road would be incorporated through purchase or easement into the southeastern portion of the Canal Property, in consideration for applicant-funded and -constructed public roadway improvements in this area as requested by SCDPW. The roadway improvements conceptually include removing the ramp from southbound North Shore Road to westbound Montauk Highway, regrading the area between the existing Canal Property and North Shore Road to more smoothly transition the land surface in this area, landscaping and installation of a public parking area and walkway to the proposed viewing/fishing platform, realigning North Shore Road from roughly mid-point of the Canal Property's frontage on North Shore Road to Montauk Highway, to provide a "T"-

intersection on Montauk Highway, make minor roadway improvements on Montauk Highway east and west of the T-intersection, and removing the now-isolated ramp of westbound Montauk Highway to northbound North Shore Road. Final design of the improvements will be made with SCDPW input during the permitting process. The applicant estimates these improvements would cost \$1.07 million.

If the county land transfer does not happen, the public roadway improvements noted above would not be provided, and the grading and landscaping proposed in the southern and southeastern portions would be revised accordingly. The acreage graded would be reduced, the volume of soil excavated for fill or removal would be reduced, and the proposed drainage system would be revised to relocate drainage facilities outside of this area. The public viewing/fishing platform and associated public parking area would not be constructed and an alternative public access would instead be provided, subject to additional review and approval of the Town Board. However, there would be no other changes in the proposed yield or layout of this site. Of particular note is that the existing traffic safety issues at the intersection of CR 80 and North Shore Road would not be addressed.

Eastern Property

In response to a number of public comments expressing concern that maintenance traffic would impact the homes along Wildwood Lane, the vehicle access for the WWTF has been moved to Canoe Place Road. Nevertheless, the Eastern Property will remain mostly naturally-vegetated. The Nitrex™ system lab/maintenance building has been shifted to conform to all applicable setbacks as regulated by the SCDHS.

The northern part of the Eastern Property is not proposed to be altered and will remain vacant and wooded. The applicant will provide an easement for public access to this part of the site, to be used for passive recreation in connection with the Paumanok Path, to the Town. The connection itself will be designed, constructed and maintained by the Town.

Relevant Project Impact Discussions and Findings:

Soils and Topography

Reference to the Draft EIS indicates that a total of 10.37 acres would be cleared for the Prior Plan, and that 11.17 acres would be cleared for the Revised Plan. The difference between these two acreages is that, due to the revised WWTF layout, there would be an additional clearing of 0.80 acres of natural vegetation on the Eastern Property. However, as a result of the third alternative for the Nitrex WWTF layout, the total area to remain natural (without expansion) would increase to 70% of the site, or 1.875 acres or the same amount to remain natural for the Eastern Property in the Prior Plan.

With respect to volumes of soil excavated for development, the Draft EIS indicated a total of 22,700 cubic yards (CY) of cut for the Prior Plan, while the Revised Plan would disturb 18,414 CY. Specifically, the CPI Property would experience about the same volume of cut under either scenario (3,000 CY), while the Canal Property would undergo excavation of 18,500 CY under the Prior Plan, but 7,414 CY under the Revised Plan. This 60% reduction is due to the applicant's response to reduce earthwork on this property. For the Eastern Property, there was an increase in soil excavation, in the Revised Plan as the Nitrex™ system was been shifted onto a more steeply-sloped portion of that property, necessitating increased

grading for this facility. This shift in the WWTF location is the applicant's response to community concerns about odors from the Nitrex™ WWTF. However, for the third alternative for the Nitrex WWTF, the total net cut is decreased from approximately 8,000 CY removed to approximately 1,851 CY without expansion and approximately 2,027 CY with expansion.

As was the case for the Prior Plan, as much of the cut material as possible will be retained and reused as fill on the property from it was excavated, but it is expected that much of this material will have to be removed and disposed of as fill (for use elsewhere), or landfilled in an approved facility.

Finding 1. The Revised Plan and third alternative for the Nitrex WWTF results in the same area of clearing required when compared to the plan described and analyzed in the DEIS.

Finding 2. The Revised Plan and third alternative for the Nitrex WWTF will decrease the volume of soil disturbed during grading required compared to the plan described and analyzed in the Draft EIS by 10,435 CY, or 45%.

Finding 3. The three USTs on the Canal Property will be removed and, if necessary, remediated per applicable NYSDEC procedures and requirements. This will ensure that existing contaminant sources on the site are properly controlled.

Finding 4. The Site Plan will be designed by a NYS-licensed professional engineer, and will meet Town drainage and SWPPP requirements. The Revised Plan will then be subject to the review and approval of the Town during the Site Plan application, ensuring that no impacts to geologic resources will occur. Professional design and town review of final site plans will ensure that stormwater is properly managed on the subject property.

Water Resources

The amount of water used by the Revised Plan for domestic use (21,845 gallons per day [gpd]) would be less than that of the Prior Plan (23,975 gpd), as a result of the proposed reduction of three townhouses in the former. As the amount of water used for landscape irrigation is also less for the Revised Plan (1,105 gpd versus 1,972 gpd), total water usage for the Revised Plan (22,226 gpd) is less than that of the Prior Plan (25,947 gpd).

The same Nitrex™ system and septic system will be used on the Eastern Property and CPI Property, respectively, for either the Revised or Prior Plan, and similar stormwater systems are proposed for all three properties in either the Revised or Prior Plan. However, the Revised Plan includes two areas of surplus land to potentially be acquired or incorporated from Suffolk County that were not a part of the Prior Plan. These two areas contribute stormwater runoff to overall site recharge values, so that the Revised Plan will recharge more water to the Upper Glacial Aquifer (19.70 million gallons per year [MGY]) than the Prior Plan (17.95 MGY).

The Revised Plan includes a PRB on the CPI Property as a supplement to the septic system there, so that more nitrogen will be removed from groundwater in the Revised Plan than for the Prior Plan. As a result,

the amount of nitrogen load to groundwater would be higher in the Prior Plan (691 lbs) than for the Revised Plan (71.69 lbs). Thus, impacts to groundwater quality would be reduced in the Revised Plan.

Finding 5. The Revised Plan will decrease the amount of water used for combined domestic and irrigation purposes compared to the plan described and analyzed in the Draft EIS by 3,721 gpd, or 14.3%. Based on analysis contained in the Draft and Final EIS, water use is not expected to cause a significant adverse impact.

It is noted here that in conversations and correspondence with the Hampton Bays Water District and their consultant, H2M that during peak demand periods, the existing water distribution system of the Hampton Bays Water District may be taxed to meet the anticipated fire flow demand of the proposed Canal Place Development located on the east side of Shinnecock Canal. The proposed fire flow demand is comprised of 1,000 gpm needed fire flow as per ISO requirements plus 350 gpm fire standpipe demand as provided by developer. Under this combined demand of 1,350 gpm, portions of the distribution system will see residual pressure fall below minimum requirements set forth by the New York State Health Department. In order to avoid the occurrence of these lower pressures, one of two things must happen. First an additional supply of water must be provided to the easterly portion of the canal to supplement the existing water main crossing. This can be achieved by either providing an additional crossing of the canal, by upgrading the existing interconnections maintained with the Suffolk County Water Authority to automatic or by providing a source point east of the Canal. Secondly the fire flow demand must be reduced. The ISO requirements cannot be reduced; therefore any reduction in needed fire flow will need to be to the fire sprinkler demand. The local law accounts for this and requires referral of the site plan to the Water District and their satisfaction that the option provided by the applicant to provide additional water supply (such as the upgrade of existing interconnections) will assure there is a sufficient amount at the correct pressure for the worst case scenario (i.e. the occurrence of a fire on a hot summer day).

Finding 6. The Revised Plan will increase the amount of water recharged on the subject sites compared to the plan described and analyzed in the Draft EIS by 1.75 MGY, or 9.7%. The increase in recharge will replenish water resources through aquifer recharge.

Finding 7. The Revised Plan will utilize the same Nitrex™ system as would have been provided under the Prior Plan. This system provides state-of-the-art nitrogen removal for maximum groundwater protection and based on modeling contained in the Draft and Final EIS, significant adverse impacts from wastewater are not expected as a result of the project.

Finding 8. The Revised Plan includes a PRB to be installed on the CPI Property, so that more nitrogen in groundwater will be removed at this location than is generated on the CPI Property. This is due to the removal of nitrogen in groundwater that is generated on off-site properties to the northwest, as it passes beneath the CPI Property. Installation of this system will ensure that no groundwater impacts will occur from the on-site use and will improve groundwater conditions downgradient of the subject site.

Finding 9. The building will be designed to comply with the NYS Fire Safety Code and Federal Emergency Management Agency Flood Plain elevation requirements. The Site Plan will then be

subject to the review and approval of the Town during the Site Plan application, ensuring that no impacts to the project from flooding will occur.

Finding 10. The applicant shall develop an acceptable monitoring program for Planning Board approval the PRB as part of site plan review. Additional groundwater elevation information will be required in connection with the final design- i.e. the installation of monitoring wells will be required to depict the pre-development condition to assess accurate groundwater depth information and groundwater flow for baseline conditions. The information from this analysis will inform the design/placement of the Permeable Reactive Barrier. A long-term monitoring program for designed systems will also be required.

Ecology

The Revised Plan would involve removal of an estimated 5.78 acres of natural vegetation, while the Prior Plan would remove 4.98 acres, with the difference being 0.81 acres of natural vegetation on the Eastern Property (Prior Plan) as opposed to 1.61 acres of natural vegetation clearing on the Eastern Property. However, as a result of the third alternative for the Nitrex WWTF layout, the total area to remain natural (without expansion) would increase to 70% of the site, or 1.875 acres or the same amount to remain natural for the Eastern Property in the Prior Plan.

While the applicant has proposed 100% clearing on the CPI and Canal properties to indicate the worst case scenario in the DEIS and FEIS, the Town Board finds that to mitigate impacts to the greatest extent, the applicant must provide a limit of clearing plan and re-vegetation plan to the Town Planning Board as part of the site plan process. The local law has therefore identified that the Planning Board is charged with ensuring that as much natural existing vegetation is retained as possible, with particular special consideration given to retaining the natural vegetation on the boat basin berm as well as any large caliper tree species on any of the subject properties. Such trees will have to be identified on the clearing plan and verified in the field by Staff. In addition, the Wastewater Treatment Facility and associated fencing etc. will have to be screened from view to the maximum extent practicable.

In response to Town input after the Draft EIS was adopted, the Revised Plan will also re-vegetate the portion of the canal bank south of the existing bulkhead, to a depth of 25 feet from the established tidal wetland line. This area will be planted with appropriate tidal wetland species after the conclusion of the construction process. Prior to the commencement of construction, the area will be staked with silt fencing and haybales and any other appropriate measures approved in the SWPPP to avoid sedimentation to the Canal. The Chief Environmental Analyst will be consulted along with the Town Engineer for protocols for ensuring the highest level of protection to surface waters during construction.

Finding 11. The Revised Plan and third alternative for the Nitrex WWTF results in the same area of clearing required when compared to the plan described and analyzed in the DEIS.

Finding 12. The Revised Plan includes revegetating the area between the Shinnecock Canal and a line 25 feet from the Town wetland limit, using appropriate wetland species. This expanded natural vegetation wetland setback will reduce overland flow over unstabilized soils in the existing parking lot which currently impact the canal; contrasted with the habitat, stormwater control and water quality mitigation that the installed buffer will provide.

Land Use, Zoning and Plans

Land Use - The proposed redevelopment of the CPI Property is the same for the Prior and Revised Plans, and includes the rehabilitation of the CPI building in a similar use and configuration as its historic conditions. Rehabilitation of the CPI building and cottages will be “in kind” or the same as current conditions. Rehabilitation and the continued public use of the CPI building is a major public benefit that has been identified as being important to the community. The existing character of the property will be retained through maintaining the existing buildings on the site, and the value to the community will be enhanced through rehabilitation of the buildings and public accessibility.

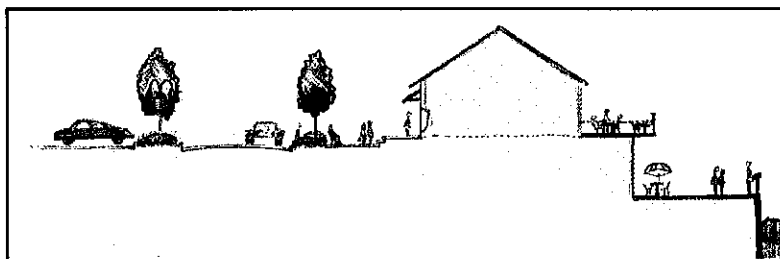
The townhomes are expected to attract second home owners and would be subject to greater summer seasonal and tourism-related use potential due to the water-enhanced location, access to maritime and other forms of recreation (beaches, boating, fishing golf and parks), and location in the Hamptons with access to tourism-based activities (recreation, shopping, dining, sightseeing). As a result, it is expected that occupants will bring revenue to Hampton Bays and the surrounding area via consumer spending (patronage of businesses, sales taxes, economic ripple effect) and tax revenues, with little burden on community services (especially the school district) during much of the year. The use concept will strengthen the local economy and tax base and reduce burden on services.

The boat basin and floating dock will be privately used by residents of the proposed townhouses. The private boat basin has space for approximately 17 boats that will be available for sale to residents of the townhomes on a first-come, first-served basis. Annual maintenance fees will be collected for this amenity. Water and electric service will be provided; however, gasoline and pump-out facilities are not planned, as marina support services are abundant in close proximity to the Canal Property.

The primary land use effect of either the Prior or Revised Plan will be to generate an additional seasonal multi-family housing development where it did not occur previously, and removal of a seasonal water-enhanced use (Tiderunners) and associated transient boat slips available for patrons of the restaurant.

Public testimony and opposition to the application cites the following Hampton Bays Corridor Study/GEIS recommendation for the Canal property:

On the eastern shore of the canal, the existing waterside restaurant points the way to a potential expansion of such uses into ‘Canalside East,’ a complex of shops and restaurants similar to the Gosman’s Dock pierside development in Montauk. Such an attraction is consistent with the intent of the recommended 1996 plan and would provide an important anchor to this end of the Hampton Bays corridor.



The Town Board recognizes the current townhouse proposal on the Canal property does not provide a complex of shops and restaurants on these parcels as discussed in this recommendation. This zone change petition has caused the Town Board to rethink the current patterns of development along the north and south sides of the Shinnecock Canal and ways in which the economy and vibrancy of Hampton Bays can be effectively revitalized and integrated with ongoing improvements and plans related to the central business district. While it is a fundamental goal of the Town to encourage and facilitate water enhanced and dependent uses in waterfront locations, a major component of this application and the revitalization effort is the rehabilitation of the Canoe Place Inn that will serve its original and historic function as an Inn/Tavern and destination for travelers as well as a much needed venue for parties and events. In addition this property is considered a gateway and its revitalization will serve as a major attraction and economic stimulus for the area as a whole.

The Hampton Bays Corridor Study discusses the previous plans for CPI and indicates:

Redevelopment of the CPI site as a PDD would incorporate provisions for public benefits. As noted, a much desired public benefit for this project is preservation and adaptive reuse of the existing structure.

Although not directly on the water, the rehabilitation of this important historic structure will serve as the new water enhanced use and community amenity and fulfills the public benefit goals stated above. This application is unique in that it achieves a major goal for the retention and rehabilitation of an historic structure and use. The Corridor Study also recommends planning for the park in tandem with any CPI development proposal:

Although the history of the CPI site and the maritime history to be celebrated at the park are separate and distinct, the area would benefit from some joint site planning to avoid conflicts in access and circulation, plan for intermodal transportation connections, and ensure that the experience of the park is enhanced, rather than hampered, by the adjacent development.

Based on this, the applicant has offered to contribute \$300,000 plus design services and conceptual renderings for park improvements to the Town property that is directly adjacent to the CPI and fronts on the Shinnecock Canal. By rehabilitating the CPI and the adjacent park, the Town Board is fulfilling several Comprehensive Plan objectives such as providing for increased public use of the Town property which currently contains the Parks Department offices but has long been considered the prime location for creation of a Maritime Heritage Center. The components being put into place at this time will set the stage for realization of this goal:

Within the southern loop, the Maritime Heritage Center would be an important western anchor. It could link beneath the Montauk Highway bridge to dock service provided by the existing marina, for educational and excursion trips that would explain the ecology of the bay to schoolchildren, families and adult visitors. Along the canal front the Center would incorporate fishing and sightseeing along an improved esplanade, with landscaping and decorative rail at the water's edge.

By allowing for the 'high end' construction of residential townhomes and accepting the public access trail/parking area, viewing/fishing platform, floating dock and conditional passive easement along the property's frontage on the Shinnecock Canal as well as the trail easement connecting to the Paumanok Path, the Town Board is creating a land use pattern that is consistent with the residential uses to the east while still providing for traditional public access and pass/re-pass Public Trust rights along the Canal. (See attached image). The resort nature of the townhouses along with the CPI guest units and cottages are intended to rekindle the tourist nature of this very special area and bring economic stimulus to the existing waterfront marinas and restaurants along with the revitalization of the Village Business District on Main Street. The potential to create a waterfront business complex with small shops, ice cream and pier access similar to the Gosman's concept is not considered completely lost because of the Townhouse development on the Canal property. The possibility still exists on other more sizeable properties and the feasibility of which would be more appropriate will be explored by the Town in collaboration with the Hampton Bays community and other stakeholders. The Town Board finds that these development projects are not in conflict with one another or the overall objectives for the Canal. Indeed, that is why the Board elected to consider the Maritime PDD for parcels that are not adjacent but nonetheless related.

The uses and access contemplated with this zone change along with the park improvements will set the stage for additional revitalization in the remaining RWB districts and the Town Board remains committed to facilitate additional water dependent and enhanced uses that can be coordinated with this MPDD into a cohesive whole. By putting these critical pieces into play at this juncture, the Town Board seeks to have Hampton Bays and the Town of Southampton benefit as a world-class resort destination.

Zoning - As the Revised Plan and the Prior Plan involve the same change in zone to MPDD for all three component properties, as well as the same level of conformance to applicable Town zoning requirements for this district, there are no differences between these two scenarios with respect to zoning impacts.

Land Use Plans - As the Revised Plan and the Prior Plan are not significantly different in terms of use and yield, it is expected that their levels of conformance to the recommendations and/or goals of the following land use plans evaluated in the Draft and Final EIS's are the same as well:

- Town Comprehensive Plan Update
- Shinnecock Canal Public Access Sites and Maritime Planned Development District Plan
- Hampton Bays Corridor Strategic Plan Draft Generic EIS
- Peconic Estuary Conservation and Management Plan
- Long Island South Shore Estuary Reserve Program, Comprehensive Management Plan
- Long Island's South Shore Bayway - Strategic Implementation and Marketing Plan Final Report
- New York State's Coastal Management Program
- Suffolk County Comprehensive Water Resources Management Plan
- Town of Southampton Community Preservation Project Plan

Finding 13. Similar to the Prior Plan, the primary land use effect of the Revised Plan will be to rehabilitate and continue the public use of the CPI building (a major public benefit important to the community), and generate a seasonal multi-family housing development. The rehabilitated CPI,

although not directly on the water, will serve as the new water enhanced use and community amenity. The Eastern Property will remain substantially in a natural state, and will be used for the Nitrex™ WWTF to be constructed to serve the proposed townhouse units.

Finding 14. The proposed project conforms to the Town's long-term goals for use under the PDD ordinance (Section 330-240E), as well as to the requirements of the MPDD District (Section 330-246E) and the standards for Community Benefits associated with a PDD contained in Section 330-245I and NYS Town Law Section 261-b.

The inn/catering with restaurant and cottage units at the Canoe Place Inn are considered to be water enhanced uses, while the proposed townhouses are intended to be second homes that will enhance the tourist nature of the area. Inasmuch as a significant portion of the project proposal is considered water-enhanced and the townhouse project provides opportunities for creating passive public access to the water along the property frontage of the Shinnecock Canal once all connections are secured as well as includes the accessory water-dependent viewing/fishing platform with associated parking and existing floating dock for transient boating and/or fishing, it is considered compatible with the goals and objectives of the Maritime PDD designation.

As described in the legislative intent of the local law, in terms of the land use goals and objectives for implementing the Town's pending Water Protection Plan as well as the South Shore Estuary Reserve (SSER) and Peconic Estuary Plan (PEP CCMP), public and private development that brings people to the waterfront to live, eat, shop, relax, recreate and participate in cultural events is considered positive because, when done properly with the necessary environmental controls, it has the potential to foster a sense of connection with and stewardship of the Town's water resources. By providing the necessary legal instruments to ensure for passive public access to the waterfront along with the incorporation of a scenic viewing/fishing platform and existing floating dock access, as well as revitalizing a major historic asset (CPI) to its former glory and therefore providing an attractive gateway into Hampton Bays, the project is considered to be consistent with the goals of waterfront revitalization.

Finding 15. Similar to the Prior Plan, the Revised Plan generally conforms to the applicable recommendations of the land use plans evaluated in the Draft and Final EIS's.

Finding 16. The permitting process for Canoe Place Inn and the Canal Townhomes will occur simultaneously and construction will commence within 150 days of issuance of a Building Permit.

Finding 17. No dwelling unit shall be eligible for an accessory apartment permit as defined in Town Code §§330-11.1 and 330-11.2.

Finding 18. Prior to the issuance of a building permit, the applicant shall submit a payment to the Town of Southampton in satisfaction of its obligation under the provisions of the Long Island Workforce Housing Act.

Finding 19. A 30-foot wide easement, the precise location to be determined during site plan review and in consultation with the Town's Trails Advisory Board located on the Eastern Property shall be deeded to the Town of Southampton for passive recreational pedestrian access to the Paumanok Path. The Department of Land Management will facilitate planning for the Trail connection as part of the site plan review.

Finding 20. New public access easement from North Shore Road over the existing County ROW with a viewing/fishing platform on the Canal property shall be constructed and maintained by the applicant with access to the existing floating dock subject to necessary approvals, with liability insurance and indemnification to be provided by the Town.

Finding 21. The Eastern Property shall have no associated development rights and be forever limited to the construction of the Suffolk County Department of Health Services-approved Nitrex System, maintenance building, access road and fence. Other than what has been described in the DEIS and FEIS, and indicated in the local law, there will be no associated storage of any kind or any type of accessory uses permitted on the Eastern property.

Community Character

The Revised Plan includes a number of site plan changes for the Canal Property that were made in response to public comments that concern aesthetic-related aspects of the Prior Plan. These changes include a revised grading plan (so that the apparent building heights would be lowered), a reduced yield and reduced building count (to reduce the intensity and density of use), an enhanced natural wetland re-vegetation program (to enhance natural appearance and function), and the elimination of the noise barrier along North Shore Road. Together, these revisions plus a significant amount of landscaping and the use of high quality materials in connection with architecture that is based on historic proportions and forms will significantly reduce the potential for adverse impacts on the visual appearance of the Canal Property and on the character of the Shinnecock Canal Corridor. The local law also requires that a *comprehensive and unified pedestrian access and circulation plan shall be submitted with the final site plan. The plan shall incorporate all public sidewalks, streetscape improvements including trees and the internal pedestrian circulation for the public viewing/fishing platform and floating dock as well as conceptual plan related to the conditional passive access easement along the Canal*, which will allow for the cohesive planning of all landscaping and pedestrian improvements related to the MPDD.

Finding 22. As result of the plan revisions, the potential for impacts to community character from the Revised Plan would be reduced from those of the plan described and analyzed in the Draft EIS. In either case, based on analysis contained in the Draft and Final EIS, no significant adverse impact is expected to result to community character, and the proposed project will improve the character of the eastern gateway to Hampton Bays and significantly improve the visual and aesthetic appearance of the CPI site.

Finding 23. All outdoor events, including outdoor parties, weddings and other events at the Canoe Place Inn, shall be held only in the "outdoor tent area" as shown on the Canoe Place Inn conceptual site plan and the final approved site plan for Canoe Place Inn.

Finding 24. Outdoor musical events at the Canoe Place Inn will be restricted to noon to 10:00 PM on Sundays through Thursdays and noon to midnight on Fridays and Saturdays.

Finding 25. Music sound from outdoor events at the Canoe Place Inn shall not exceed the decibel levels provided in Chapter 235 at or beyond the line of the property on which such noise is being generated.

Finding 26. The Canoe Place Inn will not be demolished but will be constructed pursuant to the approved site plan and annotated construction drawings and will remain a functioning Inn upon completion of the work.

Preparation of preliminary design plans and specifications for the rehabilitation and adaptive re-use of the *Canoe Place Inn* will be based upon the observations and recommendations contained within the *Historic Structure Report*. Inasmuch as the intent of the project is to preserve surviving architectural fabric that is documented to be associated with the historic building, every reasonable precaution must be taken to ensure that this fabric is preserved and enhanced. A detailed program for how existing features will be identified, stabilized and protected throughout the construction project will form a significant component of the rehabilitation and adaptive reuse strategy. All historic elements, including but not limited to exterior detailing, doors and windows, architectural trim, roof and wall coverings, as well as interior details of architectural significance and load-bearing foundations, walls, floors and roof supports will be identified in this plan. No work will commence or proceed if any element or feature identified in the plan is considered to be compromised by the project until such condition has been addressed and corrected. The Town Board has required that the applicant retain a local historic preservation consultant, qualified by the Planning Board, to oversee the program and report on milestones and progress so that the concurrent work on the townhouse development can have CO's released.

Finding 27. Individual residents shall not alter or change exterior facades, construct additions or any other type of appurtenance other than those approved by the Planning Board through the site plan process.

Community Facilities and Services

It is anticipated that the usages of public utilities (water supply and energy) would be lower for the Revised Plan than for the Prior Plan, due to the reduction in townhouses. Additionally, solid waste generation would be expected to be lower for the Revised Plan than for the Prior Plan (1,701 lbs/day versus 1,724 lbs/day), as there would be fewer residents (93 capita versus 100 capita, respectively) to generate such wastes. As for services, there would be little difference in the potential need for emergency services such as police and fire protection despite the lower number of townhouses in the Revised Plan. With respect to schools, while either scenario would generate an estimated three (3) school-aged children, the nature of the townhouse ownership would minimize the probability that these children would attend Hampton Bays Union Free School District schools, as these children would not likely reside on the site on a year-round basis. Thus, the potential enrollment and fiscal impacts on the school district for either scenario would be the same.

Finding 28. Analyses indicate that the magnitude of impacts to community services for the Revised Plan would be somewhat reduced compared to those of the Prior Plan, which were found to be not significant in the Draft EIS. As a result, no significant impact upon community facilities and services is expected.

Transportation

The Revised Plan would generate slightly fewer vehicle trips during peak traffic hours than the Prior Plan because of the elimination of three townhouses on the Canal Property. The TIS indicated that the Prior Plan would not adversely impact local traffic conditions; therefore, it is expected that the Revised Plan would likewise have a smaller potential for such an impact. In addition, the TIS had indicated that no

roadway mitigation would be necessary for the Prior Plan, so that the Revised Plan would also not require such mitigation. Nevertheless, the applicant is seeking to acquire or incorporate two small areas of surplus Suffolk County-owned land so that road and intersections improvements can be made at the intersections of Montauk Highway and Newtown Road (CPI Property) and Montauk Highway at North Shore Road (Canal Property). These improvements would enhance the flow of traffic at these locations by improving traffic safety and reducing traffic friction.

Finding 29. No significant traffic impacts were identified in the TIS for the Prior Plan and, as the Revised Plan would generate fewer vehicle trips, impacts from the Revised Plan are not expected.

Finding 30. As the TIS for the Prior Plan did not indicate the need for any off-site roadway improvements, the revised Plan likewise does not need any such improvements. Nevertheless, the Revised Plan includes minor land additions (from surplus county lands) to the CPI and Canal Properties, to enable intersection improvements, which would improve the operating conditions at Montauk Highway and Newtown Road (CPI Property) and Montauk Highway at North Shore Road (Canal Property).

Finding 31. The project site design will be subject to the review and approval of the Town and County traffic engineering specialists, ensuring that safe and proper conditions for traffic are maintained.

Finding 32. Roadway improvements at the intersection of Montauk Highway (CR 80) and Newtown Road (CR 62) will occur in substantial conformance with the Canoe Place Inn Concept Site Plan and as approved by the Suffolk County Department of Public Works, shall be constructed by the owner prior to the issuance of a certificate of occupancy for the Canoe Place Inn building.

Finding 33. Roadway improvements to the intersection of Montauk Highway (CR 80) and North Shore Road (CR 39) in substantial conformance with the Canal Eastern Property Concept Site Plan and as approved by the Suffolk County Department of Public Works, shall be constructed by the owner prior to the issuance of a certificate of occupancy for the last Townhouse building to be constructed.

Finding 34. A five-car parking area and pedestrian access walk shall be constructed in the Montauk Highway (CR 80) right-of-way along the southern boundary of the Canal Property from North Shore Road (CR 39) to the public viewing/fishing platform also to be constructed by the owner prior to the issuance of a certificate of occupancy for the last building in Phase I of the Townhouse development. Construction shall be subject to all necessary governmental approvals and pursuant to a separate agreement between the owner, Suffolk County and the Town of Southampton.

Finding 35. The Canoe Place Inn will be rehabilitated and completed concurrent with the construction of the Townhouses. The local law accounts for this by requiring the following: a phasing plan shall be submitted as part of the site plan application, reviewed and approved by the Planning Board to ensure the concurrent and timely construction of the townhouses and the CPI rehabilitation. In connection with the construction drawings and methodology plan required in item (j) below, milestones shall be identified for the CPI rehabilitation that the release of Certificates of Occupancy (CO) for townhomes shall be based on (e.g. for every 25% completion of work for CPI, a group of CO's may be released). The Planning Board shall ensure that all work on the Canoe Place Inn site is completed prior

to the issuance of the last group of townhouse CO's.

Historic and Archaeological Resources

CPI Property - The NYS Office of Parks, Recreation and Historic Preservation (OPRHP) issued a letter on August 28, 2007 which indicated the following with respect to the potential for cultural resources on this site: "...it is the OPRHP's opinion that your project will have No Impact upon cultural resources in or eligible for inclusion in the State and National Register of Historic Places."

Canal and Eastern Properties - Based on the results of the Phase I Archaeological Investigation of these two properties, "No historic artifacts or features were encountered. No prehistoric artifacts or features were encountered. The [Canal Property] is mostly developed with mid to late twentieth century buildings. No further work is recommended."

Finding 36. Similar to the Prior Plan described and analyzed in the Draft EIS, impacts to archaeological resources would not be expected from the Revised Plan, as no such resources exist on the project site.

Conclusions:

Based on the comparative impact analysis above, the Revised Plan would mitigate potential adverse impacts to the site and area's natural and human resources to a higher degree than would occur for the Prior Plan. It would address a number of Town and community concerns related to aesthetics and character, public recreational spaces, flooding and wetland protection, while satisfying the goals, capabilities and fiscal motivations of the applicant. As such, the Revised Plan represents a realistic and attractive option for redevelopment of the subject site.

Alternatives Considered:

For the Draft EIS, the applicant reviewed several reasonable alternatives to the proposed project, which included:

- Alternative 1: No Action - assumes that the subject properties remain in their current zonings, but that the buildings and facilities are fully utilized.
- Alternative 2: Full As-of-Right Build-Out - assumes development of the project properties under their existing zoning categories (namely RWB and MTL), as follows:
 - CPI Property: new 49,187 SF (338 seat) restaurant
 - Canal Property: new 17,176 SF (238 seat) restaurant
 - Eastern Property: new 21,032 SF (160 seat) restaurant

The analyses in the Draft EIS for the Alternatives concluded as follows:

- Alternative 1 - The analysis in the Draft EIS supports a conclusion that this alternative would not be seen as preferable on the part of the owner in view of his inability to realize an equitable return on investment in the land for the seasonal nightclub and cottage rental operations, which are the only sources of income in this scenario for the CPI Property as well as the underutilized Canal Property. This alternative would not be preferable to the Town or the neighbors, as the CPI Property would remain in a state of disrepair, and vacancy during much of the year.

- Alternative 2 - The analysis contained in the Draft EIS suggests that the applicant, the Town and the community would not likely prefer implementing this scenario. An equitable return on investment is not expected from development of three restaurants, and such a use (particularly the amount of it in a small locality), the loss of a desired land use (CPI), and impacts associated with traffic would not be acceptable to the Town or community.

Facts and Conclusions Relied on to Support the Decision:

The Draft EIS and Final EIS have fully disclosed all pertinent information in order to arrive at the conclusions presented above.

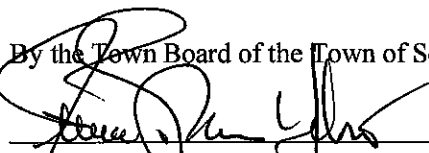
Based upon the foregoing, having considered the relevant environmental impacts, facts and conclusions disclosed in the Final EIS having weighed and balanced relevant environmental impacts with social, economic and other considerations; and having set forth the rationale for its decision in the foregoing Findings, the Lead Agency now certifies that the requirements of 6 NYCRR Part 617 have been met and further certifies that, consistent with social, economic and other essential considerations, from among the reasonable alternatives available, the Revised Plan avoids or minimizes adverse environmental impacts to the maximum extent practicable.

State Environmental Quality Review Act
FINDINGS STATEMENT SIGNATURE PAGE
Certification to Approve/Undertake

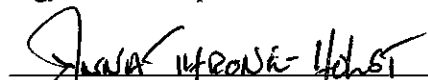
Having considered the Draft and Final Environmental Impact Statements for the proposed MPDD and having considered the preceding written facts and conclusions relied upon to meet the requirements of 6 NYCRR Part 617.11, this Statement of Findings certifies that:

1. The requirements of 6 NYCRR Part 617 have been met.
2. Consistent with social, economic and other essential considerations from among the reasonable alternatives available, the Proposed Action is the one that avoids or minimizes adverse environmental impacts to the maximum extent practicable, and that adverse impacts will be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures and safeguards that were identified as practicable.

By the Town Board of the Town of Southampton, 116 Hampton Road, Southampton, New York 11968.



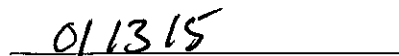
Signature of Responsible Official



Name of Responsible Official



Title of Responsible Official



Date

Copies of this Findings Statement have been filed with:

Applicant

Town Board (as Lead Agency)

Commissioner, NYSDEC

NYSDEC, Region 1 Office, Stony Brook

Environmental Notices Bulletin

Parties of Interest on record

Involved Agencies:

Town Board

Town Planning Board

Suffolk County Department of Health Services

Suffolk County Department of Public Works

New York State Department of Environmental Conservation - Albany

New York State Department of Environmental Conservation - Region I

Interested Agencies:

New York State Department of Transportation

New York State Historic Preservation Office

Suffolk County Planning Commission

Southampton Town Engineer

Southampton Town Building Division
Southampton Town Fire Marshal
Southampton Town Highway Department
Southampton Town Conservation Board
Southampton Town Architectural Review Board
Southampton Town Director of Transportation and Traffic Safety
Southampton Town Landmarks and Historic Districts Board
Hampton Bays Fire District
Hampton Bays Water District
Hampton Bays Citizens Advisory Committee
Hampton Bays Ambulance
Hampton Bays Chamber of Commerce
Hampton Bays Historical Society
Hampton Bays Beautification Committee
Hampton Bays Civic Association
Shinnecock Canal Maritime Heritage Museum Committee



Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Theresa Ward
Acting Commissioner

Division of Planning
and Environment

STAFF REPORT
SECTIONS A14-14 THRU A14-25 OF THE SUFFOLK COUNTY ADMINISTRATIVE CODE

Applicant: North Sea Road-Windmill Lane Office Business District Zoning Study
Municipality: Inc. Village of Southampton
Location: North Sea Road, Windmill Lane and North Main Street

Received: 7/29/2016
File Number: SH-16-05
T.P.I.N.: 0900 20700 0400 022001, 0900 20800 0200 018001
Jurisdiction: Adjacent to CR 80 and CR 39

SUPPLEMENTARY INFORMATION

- Within Agricultural District: No
- Shoreline Resource/Hazard Consideration: No
- Received Health Services Approval: NA
- Property Considered for Affordable Housing Criteria: Yes
- Property has Historical/Archaeological Significance: Yes
- SEQRA Information: Yes
- SEQRA Type: Unlisted
- Minority or Economic Distressed: No

PROPOSAL DETAILS

OVERVIEW – The Inc. Village of Southampton proposes to adopt the “Village of Southampton North Sea Road Windmill Lane Office Business District Zoning Study.” As indicated in the Study the project area includes land with frontage along sections of North Sea Road, Windmill Land and a small section of North Main Street which are generally oriented north-south, and minor segments of several east-west neighborhood side streets.

The study area comprises a total of approximately 61 acres including public streets and right of ways. There are a total of 77 tax lots within the study area with an average lot size of approximately 0.63 acres.

The study area is within the North Sea Road Office District in the north-central section of the

Incorporated Village. The study area and OD are located south of County Road 39 and the Villages Highway Business (HB) zoning district and north of the Village's Village Business (VB) district. The study area also is partially within one of the Village's Historic Districts. The Historic District is in essence overlay district intended to protect and preserve important historic resources and maintain and enhance the Village's "unique character and cherished identity." The overlay district imposes a requirement for review and issuance of a "Certificate of Appropriateness" from the Villages' Board of Architectural Review and Historic Preservation for certain development or demolition activities within the boundaries.

The primary focus of the study, according to the document, was to identify issues or obstacles to orderly development, address land use needs, and develop a viable strategy that resolves identified deficiencies and provides a blueprint for the future. After adoption of the study the Villages Comprehensive Plan will be amended and will be a framework for future zoning code amendments intended to improve future land development within the study area.

The study has examined existing conditions in the area, conducted a land use and zoning analysis, researched economic and market trends, and considered traffic and transportation issues.

STAFF ANALYSIS

The study found that currently there are several pre-existing nonconforming retail land uses in the study area. Some of these land uses have been operating for many years and have had considerable success in providing necessary goods and services to the community and maintaining a valued presence. Relying on market study information, it was also found that there is an additional unmet demand for approximately 109,000 square feet of retail space in the local market area.

Also, revealed in the North Sea Road-Windmill Lane study was that there are several medical and professional offices that currently exist in the OD. Many of these offices uses have been quite successful and have maintained a solid presence in the Village as indicated by their longevity.

The market study however, indicates that there is a stronger demand for retail business space than medical/professional office space in the area. This may be due to limited available land and vacant building space for retail and personal service business development in the VB and HB zoning districts. As a result few opportunities currently exist in the village to meet the demand for additional retail and personal service business development.

The North Sea Road Windmill Lane Office Business District Zoning Study concluded that a "carefully considered long-term zoning strategy is required to integrate properly scaled, adequately designed and compatible, retail uses into the fabric of the OD.

The Study recommends the creation of a new "Office-Limited Retail" Overlay District (OLR Overlay District) to be applied to a portion of the existing OD and amend the Village Code to create the new overlay district.

The Office-Limited Retail Overlay District would be crafted to allow small specialty retail business uses that will serve the Village's year round population, provide a greater mix of uses, goods, services and activities in the OLR and that are suitable for integration into the district. It is suggested that uses that should be allowed in the OLR include those that have been demonstrated by this study to be in high demand in the local market area based on market studies, realtor and past community input, and have been determined appropriate thorough rigorous zoning analyses, and that are or can be shown to be compatible with existing adjacent land uses and adjoining zoning district, while enhancing the overall quality and functionality of the OD and Village. Certain existing nonconforming uses such as food markets that have served the community well and are considered

assets to the district are also appropriate and they have been demonstrated to play an important role in the OD and greater community.

The Study also recommends that “to control any potential negative externalities from such uses and to more easily facilitate the assimilation of these uses into the OLR Overlay District, additional land use options should only be permissible through the Special Exception (SE) permit process to be administered by the Board of Trustees and should be limited to those properties having direct frontage on North Sea Road. The Study (see link to Comprehensive Plan: <http://www.southamptonvillage.org/gallery//NorthSeaRoadWindmillLaneODStudy.pdf>) on page 54 lists additional land uses that are recommended to be included as SE uses in the OLR. The Study does note that convenience stores would not be an appropriate use in the OLR Overlay District due to the high level of vehicle activity and turnover. In addition, the study indicates that extended hours and 24/7 businesses should also be prohibited.

Typical SE uses for the Overlay would include but is not limited to:

- Small market or food stores
- Health and personal care stores
- Limited-service eating establishments
- Personal service shops
- Exercise clubs, yoga or similar studios
- Shoe stores
- Hardware stores
- Office supply stores
- Sporting goods/hobby/musical instrument stores

The North Sea Road Windmill Lane study recommends several special exception standards, additional dimension zoning requirements, parking, access, circulation and design guidelines for buildings and public spaces.

STAFF RECOMMENDATION

Approval of the Inc. Village of Southampton North Sea Road Windmill Lane Office Business District Zoning Study with the following comments:

1. The Inc. Village of Southampton is successfully moving through a modernizing process of its Comprehensive plan and continues in the development of an updated and revised zoning ordinance. The update of the North Sea Road corridor zoning district in this area will help to ensure that future development of the Village adheres to goals of the community as reflected in the planning process attributable this endeavor.
2. The Village should Complete the State Environmental Quality Review Process (SEQRA) for this update of the Comprehensive Plan prior to its adoption.
3. For the development of the final plan recommendations the Village is encouraged to review the Suffolk County Planning Commission publication on *Managing Stormwater-Natural Vegetation and Green Methodologies* and incorporate into the recommendations, where practical, design elements contained therein.
4. For the development of the final plan recommendations the Village is encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate, where practical, elements contained therein.

5. For the development of the final plan recommendations the Village is review the Planning Commission guidelines particularly related to public safety and incorporate into the proposal, where practical, design elements contained therein.
6. For the development of the final plan recommendations the Village is encouraged to review the Planning Commission guidelines particularly related to universal design and incorporate, where practical, design elements contained therein.

SUFFOLK COUNTY PLANNING COMMISSION

c/o Suffolk County Department of Economic Development & Planning
100 Veterans Memorial Highway, PO Box 6100, Hauppauge, NY 11788-0099
T: (631) 853-5191 F: (631) 853-4767

Theresa Ward, Acting Commissioner, Department of Economic Development and Planning
Sarah Lansdale, Director of Planning

AGENDA

September 7, 2016 at 2:00 p.m.

**Rose Caracappa Auditorium,
W.H. Rogers Legislature Bldg.,
725 Veterans Memorial Highway, Smithtown, NY**

1. Meeting Summary for July and August 2016
2. Public Portion
3. Chairman's Report
4. Director's Report
5. Guests
 - Inc. Village of Southampton
6. Section A 14-14 thru A 14-23 & A 14-25 of the Suffolk County Administrative Code
 - Gateway Plaza Development, Town of Huntington
0400 09900 0400 021000, 022.003, 022.004, 023, 024, 026, 026
 - Canal Properties, Town of Southampton
0900 20700 0400 022.001
0900 20800 0200 018001
 - North Sea Road Windmill Lane Office Business District Zoning Study
7. Section A-14-24 of the Suffolk County Administrative Code
8. Other Business:
 - 2016 Rules of Proceedings
 - Suffolk County Planning Commission Guidebook
 - PSDR – Parking Stall Demand Reduction

NOTE: The **next meeting** of the SUFFOLK COUNTY PLANNING COMMISSION will be held on October 11, 2016 11 a.m. Maxine S. Postal Auditorium, Evans K. Griffing Building, Riverhead County Center, 300 Center Drive Riverhead, New York 11901

COUNTY OF SUFFOLK



STEVEN BELLONE
SUFFOLK COUNTY EXECUTIVE

SUFFOLK COUNTY PLANNING COMMISSION SUMMARY OF REGULARLY SCHEDULED MEETING

Jennifer Casey
Chairwoman

Sarah Lansdale, AICP
Director of Planning

Date: September 7, 2016
Time: 2:00 p.m.
Location: Rose Caracappa Legislative Auditorium
William H. Rogers Legislature Building
North County Complex
Hauppauge, New York 11788

Members Present (10)

Samuel Chu – Town of Babylon
Samuel Kramer – Town of East Hampton
Jennifer Casey – Town of Huntington
Nicholas Morehead – Town of Shelter Island
John Finn – Town of Smithtown
Barbara Roberts – Town of Southampton
Nicholas Planamento – Town of Southold (arrived late)
Adrienne Esposito – Villages Over 5,000 (left early)
Michael Kaufman – Villages Under 5,000
Errol Kitt – At Large

Staff Present (6)

Sarah Lansdale – Director of Planning
Andrew Freleng – Chief Planner
Ted Klein – Principal Planner
John Corral – Senior Planner
Christine DeSalvo – Senior Clerk Typist
Richard Weinschenk – Assistant County Attorney (Counsel to the Commission)

Call to Order

- The Suffolk County Planning Commission meeting of September 7, 2016 was called to order by Chairwoman Jennifer Casey at 2:05 p.m.

The Pledge of Allegiance

Adoption of Minutes

- The adoption of the July 2016 Meeting Minutes. Motion to adopt the minutes as written was made by Commission member Kaufman, seconded by Commission member Kramer. Vote Approved: 9 ayes, 0 nays, 0 abstentions (Planamento had not arrived yet).
- The adoption of the August 2016 Meeting Minutes. Motion to adopt the minutes as written was made by Commission member Kaufman, seconded by Commission member Kramer. Vote Approved: 9 ayes, 0 nays, 0 abstentions (Planamento had not arrived yet).

Public Portion – Six (6) members of the public addressed the Commission about two applications on the agenda.

Chair’s Report – Chairwoman Casey updated the Commission of the following:

- The Chair announced that the next meeting of the Suffolk County Planning Commission will be held in the Maxine S. Postal Auditorium, Evans K. Griffing Building, Riverhead Center on October 11th at 11 a.m.; noting the meeting is not taking place as usual, on the first Wednesday of the month, and will also be at an earlier time of the day.
- Chairwoman Casey stated that this year’s Federation Conference is coming in the Fall with a date yet to be determined, and deferred to 2nd Vice Chair Chu to update the Commission on the Conference; Mr. Chu indicated that this year’s Conference will have a simplified format with a ‘Developer Retrospective Panel’, as well as a ‘Town Planning Commissioner’s Roundtable’, and the ‘Land Use Law Update Session’. Chairwoman Casey stated that the Conference will be take place in the morning instead of being a later afternoon/early evening event which it has been in past years. Mr. Chu mentioned that the actual date of the conference will be confirmed very soon and that it is expected to be scheduled sometime during the week of October 24th-28th.

Guest Speaker – Brett Robertson, representative of the Village of Southampton, gave a presentation overview of the Villages rationale for the North Sea Road-Windmill Lane Office Business District Zoning Study.

Section A14-14 thru A14-25 of the Suffolk County Administrative Code

Gateway Plaza Development; the application is referred by the Town of Huntington, received on August 3, 2016 - the Commission’s jurisdiction for review is that the application is adjacent to New York Avenue (S.R. 110). The applicant seeks site plan approval from the Town of Huntington Planning Board for the construction of a three story building consisting of 16,516 SF of commercial/retail space and surface area parking on the ground floor and 44,460 SF of living area on the second and third floors for 66 residential rental units. The proposed apartments include studios and one bedroom units only.

Section A14-14 thru A14-25 of the Suffolk County Administrative Code (continued)**Gateway Plaza Development (continued)**

The staff report recommended approval of the site plan application and offered seven (7) comments for their consideration and use by the Town of Huntington Planning Board. After deliberation the Commission resolved to adopt the staff report and approve the site plan application with seven (7) comments.

The motion to approve the site plan application with seven (7) comments for their consideration and use by the Town of Huntington Planning Board was made by Chairwoman Casey and seconded by 1st Vice Chair Esposito, Approved; 10 ayes, 0 nays, 0 abstention.

Section A14-14 thru A14-25 of the Suffolk County Administrative Code

Canal Properties; the application is referred by the Town of Southampton, received on July 29, 2016 - the Commission's jurisdiction for review is that the application is adjacent to Montauk Highway (S.R. 27A), Newtown Road (C.R. 62), and the channel line of the Shinnecock Canal. The applicant seeks site plan approval from the Town of Southampton Planning Board for the construction of a 37 unit townhouse project (each with 3 bedrooms; on average 2,000 SF/unit in floor area), 1,900 SF clubhouse, pool, drainage reserve area, a 17 boat private marina, and a public canal access path to a viewing/fishing platform and floating dock. The site plan request also includes the construction of an off-site wastewater treatment facility and an easement to the Town of Southampton for public access to be used for passive recreation in connection with the Paumanok Path.

The staff report recommended approval of the site plan application and offered seven (7) comments for their consideration and use by the Town of Southampton Planning Board. After deliberation the Commission resolved to generally agree with the staff report and approve the site plan application with seven (7) comments.

The motion to approve the site plan application with seven (7) comments for their consideration and use by the Town of Southampton Planning Board was made by Commission member Roberts and seconded by Commission member Kaufman, vote to Approve; 9 ayes, 0 nays, 1 recusal (Kramer).

North Sea Road-Windmill Lane Office Business District Zoning Study; the application is referred by the Village of Southampton, received on July 29, 2016 - the Commission's jurisdiction for review is that the application is an amendment to the Zoning Code/Map, and being in an area adjacent to County Roads 39 and 80 . The Village of Southampton proposes to adopt the 'Study' which comprises a total area of approximately 61 acres including public streets and right-of-ways. There are a total of 77 tax lots within the study area with an average lot size of approximately 0.63 acres. The 'Study' area is within the North Sea Road 'Office' District, between the Village's 'Highway Business' and 'Village Business' Zoning Districts; and partially within one of the Village's 'Historic' Districts.

Section A14-14 thru A14-25 of the Suffolk County Administrative Code (continued)

- **North Sea Road-Windmill Lane Office Business District Zoning Study (continued);** The primary focus of the 'Study', according to the document, was to identify issues or obstacles to orderly development, address land use needs, and develop a viable strategy that resolves identified deficiencies and provides a blueprint for the future. After adoption of the 'Study' the Village's Comprehensive Plan will be amended and will be a framework for future zoning code amendments intended to improve future land development within the study area.

The staff report recommended approval of the 'Zoning Study' and offered six (6) comments for their consideration and use by the Village of Southampton. After deliberation the Commission resolved to generally agree with the staff report and approve the adoption the Zoning Study with seven (7) comments.

The motion to approve the adoption the Zoning Study with seven (7) comments for their consideration and use by the Village of Southampton was made by Commission member Kaufman and seconded by Commission member Roberts, vote to Approve; 9 ayes, 0 nays, , 0 abstention (1st Vice Chair had left before vote).

Other Commission Business

- The Commission agreed to table the adoption of the 2016 Rules of Proceedings.
- The Chair announced that the Planning staff has been working on a 'Parking Reduction Model Code' and Chief Planner Andy Freleng indicated that it would be ready for adoption by the Commission very soon.

Meeting Adjournment (3:45 p.m.)

- The motion to adjourn the meeting was made by Chairwoman Casey and seconded by 2nd Vice Chair Chu; Vote Approved: unanimously.