East Hampton Hamlet Report

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Prepared For:
The Town of East Hampton, New York

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

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

These trends have been evolving for decades, and were reflected in The 2005 East Hampton Comprehensive Plan. One recommendation of that plan was the creation of detailed plans for the Town’s commercial areas and an evaluation of the Town’s ability and desire to meet future commercial needs. As a result, in 2016 the Town of East Hampton commissioned the preparation of this Master Plan for Montauk’s main commercial business districts. At the same time, the Town commissioned the preparation of Master Plans for five additional hamlet centers, together with a Townwide business district analysis and an economic strategy to sustain the hamlet commercial districts in the future. The Town of East Hampton retained a consulting team led by Dodson & Flinker, Inc.,
Community Design and Rural Preservation Specialists, together with subcontractors LK McLean Associates P.C., Consulting Engineers, Fine Arts & Sciences LLC, Environmental and Community Planning Consultants and RKG Associates, Economic, Planning and Real Estate Consultants. The Economic and Business analysis, which informed this Plan for Montauk, is provided in a companion document.

Montauk’s extraordinary scenic and natural resources have made it a desirable destination for tourists and place to live for year round and second home owners. Touched by many of the most significant events including both world wars, and influential people of their times, Montauk has a rich and colorful history. Montauk’s development as a beach resort dates to the 1881 Frederick Law Olmsted subdivision improved with Shingle Style summer cottages designed by McKim, Meade and White—now recognized on the National Register of Historic Places. Another era which adds to the unique character of Montauk and not typically seen in a beach-oriented community is the Tudor Revival Style of more attractive, walkable, and economically vibrant districts look and function today, and to explore ways that they could be improved to better serve the community in the future. The Methodology for the preparation of the Montauk Master Plan Study featured data gathering, detailed analysis and extensive public participation. As described in the following section, an inventory and analysis was conducted with regard to historic and cultural resources, demographics, natural resources and environment, environmental challenges, demographics, zoning, land use, business uses and hamlet economy, residential and commercial buildout and transportation and infrastructure. Public participation included an intensive four-day charrette process consisting of workshops, focus groups and walking tours which were open and advertised to the general public, business owners, year round residents, second homeowners and other stakeholders. The charrettes provided detailed public input and the opportunity for citizens to work together with town staff and the consulting team to develop creative recommendations for the Hamlet.

Based on the results of the charrettes, the consulting team prepared illustrative master plans for Montauk’s Downtown, Harbor Area and Station Area. The Plans are intended to capture the community’s shared vision of more attractive, walkable, and economically vibrant commercial centers. The illustrative master plans show one potential way that the Montauk’s main commercial areas could be redeveloped over coming decades, but they are not the only possible result of changes the Town might make in planning policy or regulations.

But Montauk is at risk of becoming a victim of its own success and its recent popularity as a “Hamptons Hotspot” is putting tremendous pressures on the peace and tranquility of the community. Travel + Leisure Magazine rated Montauk the most expensive beach town in the US for August 2017 and soaring real estate values have made it increasingly difficult for workers and families to live in Montauk. The Town has stepped up enforcement and enacted new legislation in response to local outrage over the behavior and traffic jams resulting from throngs of partiers. But improved infrastructure, pedestrian amenities, coordinated parking, coastal resiliency and more are needed to protect and preserve Montauk.

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

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The purpose of this exercise is not to require a particular use or arrangement of uses on a particular lot. Rather, it is meant to explore and illustrate the fundamental planning and design principles that can protect Montauk’s main commercial centers into more attractive, cohesive, functional, and economically-vibrant places.

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

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

### Geography

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

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

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

### Historic and Cultural Resources

Archaeological evidence suggests that Native Americans occupied the South Fork of Long Island as far back as the Archaic Age (ca 4500-1300 BC). The visual and cultural character of Montauk today bears the mark of the Montauk Tribe that occupied the hamlet as well as the strong influence of European settlers that supplanted them in the 17th century and 20th century resort development.

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

The Montauketts continued to live at Indian Field, east of Lake Montauk; the hamlet was the last area in East Hampton with reserve land for the Montauk tribe. Many known Native American burial grounds exist in the hamlet. European settlers in the region, like the native tribes that occupied this land previously, recognized the important opportunities for fishing and shell-fishing in the region. Among other pursuits the Montauketts, displaced by livestock companies, joined the burgeoning whaling industry out of Northwest Harbor and Sag Harbor in the 17th and 18th centuries.
Following the extension of the Long Island Railroad to Bridgehampton in 1870, the Town of East Hampton began to develop its reputation as a summer resort and began to see an increase in population, especially in the summer months. In 1920, developer Carl Fisher purchased 9,000 acres at Montauk and began the process of creating what he hoped would become one of the most important resorts on the east coast. Fisher’s plans for the area were never fully realized because of the 1929 stock market crash and subsequent depression. However, the road network, major buildings, and surrounding residential subdivisions constructed by Fisher contribute to the distinctive visual character of the hamlet today.

### Demographics

Montauk has the third highest total population of East Hampton’s hamlets, at 3,326, but also experienced the largest drop in population, -14%, between 2000 and 2010. The median age in Montauk is 47.8, which is the third highest median age in town and above the town-wide median age. The median household income in Montauk is $73,000.

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

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

#### Historic Buildings and Structures:

- Montauk Point Lighthouse
- Historic Montauk Association: National Register Historic District
- Montauk Manor
- Montauk Tennis Auditorium
- Caleb Bragg Estate
- AN/FPS-35 Radar Antenna & Tower WWII & Cold War Era Defense
- Carl Fisher’s Downtown Plan (“Miami of the North”)

In addition to the rich history of human settlement of the Montauk Peninsula, the area also is unique for its protected, undeveloped land. Among other things, Montauk contains the largest block of maritime forest left on Long Island. The areas dunes and beaches are fundamental to the scenic beauty of the peninsula.

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

1 As of the 2010 U.S. Census
Montauk’s downtown is centered on a central open space (facing page, top), with many one and two story mixed use buildings (above, bottom). Hotels (facing page, middle; above, top), many of which are located directly behind the beaches (facing page, bottom), are an important part of the summer economy.
Montauk Train Station Area
Orthophotography
Montauk’s train station area lies alongside Fort Pond Bay (facing page, top), and is overlooked by the historic Montauk Manor hotel (above, bottom). The train station (facing page, bottom; above, top) is the easternmost end of the LIRR line.
Montauk Harbor’s economy and character are shaped by its fishing industry (facing page, top) and coastal landscape (above, bottom). Its tourism economy is currently poised for significant redevelopment (facing page, middle and bottom) with Gosman’s Dock up for sale.
Natural Resources and Environment

**Surface Water:** The largest surface water body in Montauk is Lake Montauk, a 1,072.2 Acre bay off of Block Island Sound. Lake Montauk is a NYS Local Significant Coastal Fish and Wildlife Habitat. Other surface water bodies include Fort Pond and Oyster Pond. Fort Pond is the second largest fresh water pond on Long Island and is a Coastal Fish and Wildlife Habitat. This pond is separated from Block Island Sound and from the Atlantic Ocean by narrow, low-lying sandy land that is susceptible to overwash and even inlet formation in strong coastal storms.

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

**Environmentally Sensitive Areas:**

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

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

**Environmental Challenges**

**Surface and Groundwater Pollution:** One of the most notable environmental challenges in the hamlet is the impact of surface and groundwater pollution on aquifers and sensitive surface waters. Septic systems within the hamlet contribute nitrogen to groundwater that makes its way into surface waters, generating harmful
Montauk Harbor

Linework Base Map overlaid with FEMA floodplains. Velocity Zone and 100 year flood zone shown in light blue. 500 year floodplain shown in orange.
algal blooms. Other potential contaminants include leachate from landfills, pesticides, herbicides, fertilizers, and pollution from fuel underground storage tanks.

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

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

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

Resilience, Climate Change and Sea Level Rise: Today, areas of Downtown Montauk and the Montauk Dock area are at risk from flooding in coastal storms. As climate changes, rising seas and more frequent and intense storms will increase the area impacted by coastal flooding. Although the timing and amount of sea level rise is uncertain, scientific models today provide a range of possible sea level rise scenarios. According to the New York State ClimAID 2014 report, Eastern Long Island can expect between 8” and 30” of sea level rise by 2050 and between 15” and 72” of sea level rise by 2100. This means that by 2050, for example, high tide will be between 8”
Montauk Downtown Zoning and Land Use

Base zoning shown in solid colors, with land use as a transparent hatch. A limited business overlay allows some commercial use in residential zones.
Coastal erosion and storm surges will provide additional impacts in Montauk. As sea level rises, coastal erosion will likely continue to change the shape of beaches and coastal wetlands. An example of this on-going change is the shoreline in Downtown Montauk, which has moved 44’ inland from 2000 to 2012. This equals a rate of nearly 3’ per year, which if continued could create 300’ of shoreline erosion by 2100. Storm surges from coastal storms and hurricanes, on top of these higher tide elevations, will create flood impacts that extend further inland than the same sized storms today.

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

**Land Use**

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

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

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

Private recreation sites and park lands and beaches in Montauk are home to a range of active and passive recreational opportunities and an extensive network of trails. Fort Pond and Lake Montauk provide recreational boating and fishing opportunities. These water-based recreational activities are particularly important for the commercial center at Montauk Dock.

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

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

Commercial and Industrial uses: The major commercial centers include the Montauk Downtown and the Montauk Dock Area. Montauk Downtown is one of the highest-density commercial areas in the town, with high rise buildings and oceanfront motels alongside one story and two story beach-oriented retail stores and restaurants. Montauk Dock includes restaurants and shops along with a working waterfront.

(CB) Central Business: Core of downtown with shops, delis, cafes, tourist services. Dimensional requirements:
- 3,000 sf min lot area
- 50% max building coverage on lot
- 2 stories max
- 30 ft max height (35 ft for gabled roof height)
- 10 ft front setback (corner lots have 2 fronts)
- 10 ft side setbacks
- 25 ft rear setback

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

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

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

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

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

Businesses that serve tourists and second home owners account for 60% of the total number of businesses in the hamlet. This includes the accommodation industry category, which has the highest number of businesses (74) and occupies the most land area (56.1% of total building floor area), followed by Food Services & Drinking Places (53 businesses, 12.9% of total building floor area), and Food & Beverage Stores (31 businesses or 10.0% of total). Most of these businesses are concentrated in Downtown Montauk and Montauk Harbor. (See RKG’s Hamlet Business District Plan for more detail).

Economic Characteristics and Issues in the Focus Area:

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

Downtown Montauk contains a variety of businesses typical of a traditional downtown, including supermarkets, banks, delis, restaurants, pharmacies, bars, gas stations and laundromats. Additionally, Downtown Montauk includes many of the largest hotels and resorts with conforming hotel land uses.

Montauk CDP Seasonal Housing

- Owner Occupied: 26.7%
- Renter Occupied: 73.3%

Montauk CDP Year-Round Housing

- Owner Occupied: 63.1%
- Renter Occupied: 36.9%

Data from the US Census Bureau as collected in the Community Housing Opportunity Fund Implementation Plan 2014
in East Hampton. Downtown businesses alone account for 26% of businesses in East Hampton Town’s unincorporated areas. The accommodations category, including hotels/resorts, account for 42 businesses or 22.3% of the total businesses in the hamlet and cover the largest amount of acreage (37.94 acres in the hamlet. The largest facilities include Surf Club, Royal Atlantic, Montauk Blue Hotel, and Atlantic Terrace. All of these businesses have ocean frontage are used by those visiting the beach and are therefore doubly susceptible to storms and beach erosion. Food Services & Drinking places are the second largest business category (31 businesses), followed by Miscellaneous Store Retailers (27 businesses). The fourth largest category is Food & Beverage Stores (24 businesses). One of the most pressing issues for Downtown Montauk is how to expand local affordable housing for workers in these service industries. Another key issue is how to minimize damage to Downtown businesses from rising seas and more frequent and severe storms.

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

Buildout Analysis

Residential: According to a 2011 residential buildout performed by the Planning Department², the town as a whole could see a 13% increase in the total number of housing units. This assumes future development consistent with current zoning. In Montauk, this residential buildout is estimated to be 623 housing units. This is down from an estimate of 1,020 in 2005.

Transportation (hamlet overview with focus on commercial centers)

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

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

² 2014 Community Housing Opportunity Fund Implementation Plan
County Road 49 consists of one travel lane in each direction, with shoulders. Posted speed limits are 30 MPH from Carl Fisher Plaza to just north of Lion's Field and in the harbor area, and 40 MPH elsewhere.

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

The estimated average daily traffic (ADT) volume on Montauk Highway west of downtown, in the segment paralleled by Old Montauk Highway was calculated to be 12,000 vehicles, based on the latest available NYSDOT count data taken in August of 2015. East of downtown, while a count taken in August of 2011 equated to an estimated ADT of 7,900 vehicles, the actual daily count recorded on a Saturday was 14,800 vehicles, or 87% higher than on an “average” day. (The 2015 count west of downtown did not include a weekend.)

Data from two count locations on County Road 49, obtained in July 2014, indicates an estimated ADT of 9,400 vehicles, while a count taken in August of 2011 equated to an estimated ADT of 7,900 vehicles, the actual daily count recorded on a Saturday was 14,800 vehicles, or 87% higher than on an “average” day. (The 2015 count west of downtown did not include a weekend.)

The estimated ADT was 6,900; the actual Saturday count was 13,100, nearly double the estimated ADT.

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

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

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

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

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

**Transit:** Montauk is served by Suffolk County Transit’s Route 1OC, which connects the East Hampton LIRR Station with Montauk. Service consists of five eastbound and four westbound bus routes per weekday. In the summer, a connection is provided in Montauk to the S94 Shuttle to the Montauk Point Lighthouse. The LIRR’s Montauk train station on the railroad’s Montauk Branch is located north of downtown, approximately a mile north of Montauk Highway. On weekdays off-season (October through May) service is currently 6 eastbound and 5 westbound trains, with one additional eastbound train on Friday evenings. In season, three additional eastbound trains are provided on Friday afternoons/evenings, and one additional westbound train is provided on Monday mornings.

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

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

**Infrastructure and public facilities**

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

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

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

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**1** Comprehensive Plan – Montauk Report

Schools and other public facilities:

East Hampton High School accepts students from Montauk on a tuition basis. School Taxes, which make up the majority of property taxes within each school district, support the Montauk public schools. School taxes in Montauk are the second highest in Town. Townwide, school taxes as a percentage of median real estate value is 1.1%, the lowest on Long Island except for Shelter Island.
Overview

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

Charrette Process

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

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

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

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

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

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

After completing the Downtown Portion of the walk, the group relocated by car to Montauk Harbor for the second half of the walking tour. The group gathered at the parking lot off of West Lake Drive at the Gosman’s Property. After reviewing maps of the area prepared by the consultants, the group began
by walking south through Gosman’s to the Town Road Pier. Here, the group discussed the continuing value of Montauk Harbor as a working waterfront, and the relationship between this role and the tourist economy of the area. Next the group walked along the edge of the harbor, discussing potential pedestrian infrastructure improvements. Many walk participants felt that creating a continuous boardwalk along the harbor would greatly add to the sense of place and ability to use the harbor for passive recreation.

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

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

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

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

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

The next charrette event, a public vision workshop for the Montauk Downtown area, took place the following day, Thursday, September 15th, at 6:30 p.m. This workshop began with the consulting team presenting a brief overview of the issues and opportunities identified at the Wednesday workshop. Next, participants circulated through stations to review draft plans and work with consultants to explore additional alternatives within five focus areas: housing, coastal resilience, hamlet economy, and transportation. For each focus area, facilitators presented key concepts and maps and introduced exercises developed to gather public feedback. Facilitators presented this feedback and additional ideas generated in small groups. The workshop concluded with general discussion and conclusions.

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

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

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

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

- Water quality in the harbor is threatened by polluted runoff, septic systems and illegal dumping from some of the boats that visit the harbor each summer. Eel grass beds, shellfish and finfish are all affected.

- Montauk is the #1 fishing port in New York, landing $17 million worth of fish, but two docks where they currently unload are for sale. If these are lost the fishing boats will follow.

- The fishing industry supports year-round jobs and families that represent the lifeblood of Montauk - but may not be able to survive without a concerted effort to keep fishing viable and maintain housing and services that fishermen can afford.

- The harbor can continue to serve multiple economic roles - commercial fishing, charters, marinas and tourism - but needs a master plan to explore opportunities such as a continuous waterfront walk, shared parking and beautification.

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

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

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

Key Problems and Opportunities

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

Montauk Downtown

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

- The 5-legged intersection of Montauk Highway and South Elmwood Avenue/South Emery Street experiences traffic congestion and allows too many motorist turning movements, causing safety concerns. Consider making both streets one-way for one block each, in directions away from Montauk Highway.

- Remove parking spaces near those intersections where motorists’ sight distance is obstructed by parked cars.

- The Montauk Highway/Old Montauk Highway/Second House Road intersection consists of multiple two-lane connecting roadways. Consider a roundabout to improve safety, and to “calm traffic” for eastbound motorists on Montauk Highway who are entering the developed downtown area.
• Improve street lighting in areas of high pedestrian activity south of Montauk Highway.

• Improve one-way signing to prevent wrong-way movements on South Elder Street (adjacent to the IGA store).

• Institute one-way counter-clockwise traffic flow at the Carl Fisher Plaza traffic circle.

• Improve signage directing motorists to Town parking lots.

• Consider making South Elmwood Avenue one-way eastbound and South Emerson Avenue one-way westbound in the area between South Emery Street and South Essex Street.

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

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

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

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

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

Bicyclists: Below are key suggestions:

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

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

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

Montauk Harbor

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

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

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

Pedestrian and Recreational Infrastructure: Many participants suggested that the existing boardwalks through the waterfront areas could be better linked together to provide easier public access to the waterfront. This could include creating multi-use spaces that fishermen could use for work and tourists could also use. Other recreational opportunities mentioned include an interpretive program for visitors including ecology, history, and information about the fishing industry. Others suggested the area could benefit from a movie theater or pop-up drive-in.
Bicycles: Participants emphasized the need to add more bike racks in convenient places. Another suggestion was to create separate bike lanes on County Road 49, from the harbor area to the south.

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

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

Transit Center Area

General:

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

Transit:

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

Roadways:

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

**Pedestrians:**
• Provide sidewalks along County Road 49 from the station to downtown.

**Bicyclists:**
• Add bike racks at the station.
• Create bike lanes along County Road 49 from the station to downtown.

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

**Reaction and Take-Aways informing next steps**

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

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

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

Overall Goal of the Montauk Hamlet Plan

The Town of East Hampton Comprehensive Plan is the foundation and the basis for the Montauk Hamlet Plan. Within the context of the Comprehensive Plan, the specific goal of this Plan is to provide the Town of East Hampton with inspired, achievable, cohesive plans which significantly improve the aesthetics, functionality and vitality of the business areas which provide goods and services for people of all abilities. Elimination of existing barriers for people with disabilities as defined by the Americans with Disabilities Act is also of critical importance for planning, development and redevelopment of Montauk and throughout the Town. Potential growth and change should be managed to complement rather than detract from the rural and small town character of the Town.

General Objectives to Meet Issues of Concern

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

Downtown Montauk

Objective 1: Maintain, improve and revitalize downtown Montauk’s remarkable and charming character.

Situated directly on the Atlantic Ocean, downtown Montauk has a truly unique character. It is a seasonal resort and year round community where restaurants, retail stores, offices, community facilities, motels and ocean beaches are all contained within walking distance. A majority of East Hampton Town’s hotels were built more than 50 years ago, a condition which could have a profound effect on the hamlet of Montauk where approximately 64% of East Hampton’s hotels are located. Several older hotels have been converted to employee housing in the downtown area and the need for continued investment and upgrades to businesses and resort facilities must be anticipated. Montauk’s recent popularity as a “Hampton’s Hotspot” is also changing its character and real estate values have soared. These conditions provide both opportunities and challenges to improve downtown Montauk and its unique character.

Objective 2: Enhance the business area’s unique aesthetic qualities harmonious with its beach resort and “Fisher Tudor” character.

The aesthetic qualities and architectural style of downtown Montauk are unique and ecletic. The dense grid pattern of development was established in the 1920’s and a few Tudor Revival Style buildings, pink sidewalks and additional Carl Fisher design features remain prominent. But the overall character today represents a variety of styles, including beach chic, with no one dominant architectural style. Redevelopment and new development could threaten this delicate mix of styles and unique character.

Objective 3: Reduce traffic congestion and improve vehicular circulation and parking

Seasonally heavy traffic on Montauk Highway Rte. 27 creates mobility problems in downtown Montauk. Managing seasonal traffic congestion and parking is especially challenging because downtown Montauk is an ocean beach destination as well as a business area. Devoting too much land to parking lots and road infrastructure would negatively impact Montauk’s rural character and walkability. Traffic flow and parking solutions should encourage alternative transportation systems including the LIJIT, the pilot summer bus shuttle bus service, shared ride and taxi services, the Suffolk County Bus Service, the Hampton Jitney, walking, biking and other modes of travel.

Objective 4: Enhance and improve walkability and pedestrian safety

The existing pattern of development, featuring a central plaza, small lots, wide roadways and service alleys, promotes a desirable, walkable downtown environment. But the downtown needs improved sidewalks, lighting and crosswalks to enhance safety and pedestrian mobility. Plans to coordinate pedestrian enhancements with vehicular circulation improvements, including some one-way street designations have been developed for the Town, but reaching a consensus has been difficult to develop. Improvements should be integrated with an overall streetscape plan.

Objective 5: Encourage mixed use development accommodating year round affordable workforce housing

The need for affordable and workforce housing has reached critical levels in the Town, and in Montauk, the shortages have caused young families to relocate to Springs and other areas. The extreme disparity between median house price and median income in East Hampton has caused emergency services volunteers, senior citizens, public employees and other year-round residents to be priced out of the market. There are a scattering of second story apartments in the downtown area, which contributes to a vibrant mixed use business area, but without some type of improved sanitary waste treatment, environmental conditions and small lot size prevent most new second story affordable housing developments. The critical demand for seasonal employee housing should not overshadow the need to provide year round affordable housing in the downtown and other areas of Montauk.

Objective 6: Provide opportunities to meet seasonal employee housing needs.

The shortage of employee housing has acute impacts on Montauk business owners, homeowners, tourists and employees themselves. Lack of affordable employee housing makes it difficult for business owners to hire qualified employees who are often forced to pay for expensive employee housing or hire fewer employees. Some seasonal employees live in unsafe conditions and work several jobs to pay for substandard housing. Private homes are used for employee housing affecting the residential neighborhoods. Increasing numbers of employees are commuting from up west, contributing to heavy traffic congestion.

Objective 7: Implement community wastewater and stormwater runoff improvements.

Wastewater management and stormwater runoff improvements in downtown Montauk are essential not only for the viability of the business district but for the fundamental health of the economy based on the relatively pristine condition of the environment. Shallow depth to groundwater conditions, flooding, small lot size and antiquated septic systems have caused wastewater contamination of ground and surface waters. Septic systems and cesspools are considered inadequate if they need to be pumped more than a few times a year. In 2010 it has been reported that some business owners pump their septic systems almost daily during the summer season. According to the Lombardo Associates Comprehensive Wastewater Plan prepared for the Town, the septic systems on up to 90 percent of the properties in the downtown area need improvement, but 73 percent of those sites lack the space for the installation of an upgraded system. Accordingly, the Lombardo Associates study recommended additional, centralized wastewater treatment for downtown Montauk. Abatement of non-point source pollution, which has contributed to impaired surface water conditions, harmful algal blooms and shellfish closures, is also essential.
Objective 8: Increase resiliency and reduce risks from projected flooding, storms, sea level rise.

The risks from coastal flooding, erosion, and sea level rise are among the most important issues for downtown Montauk. As climate changes, rising seas and more frequent and intense storms will increase the area impacted by coastal flooding. The erosional forces are occurring in real time and will continue to change the shape of beaches and landforms. A multi-faceted approach for resiliency strategies, based on sound science is essential for planning for the future.

Montauk Harbor

Objective 1-Support the needs of the commercial and recreational fishing industries

With $17 million of annual fish landings, Montauk Harbor is the number one fishing port in New York State. Declining fish stocks and increased regulations threaten the viability of the industry nationwide. While the Town has limited or no influence over these major issues, concerted efforts to support the industry at the local level are needed. Affordable housing for fishermen, packing and loading facilities, docks and other infrastructure are critical.

Objective 2: Reinforce and enhance the picturesque historic and maritime character of the area, without displacing the fishing industry.

More than any other location in East Hampton, the Harbor area is characterized as a working fishing village. The nautical character has also made the dock area an attractive tourist destination. Improvements are needed, but preserving the area as working waterfront, is essential. Preventing displacement of the water dependent uses is critical for the continuation of the fishing industry. The harbor can continue to serve multiple economic roles – commercial fishing, charters, marinas and tourism - but needs a master plan to maintain the emphasis on fishing and explore beautification opportunities appropriate to the Harbor, rather than a Disneyland idealized version.

Objective 3: Improve traffic circulation and parking

Traffic is not as major an issue as it is for downtown Montauk, but converting the West Lake Drive and Flamingo Avenue intersection to a roundabout could help improve functionality and aesthetics while also reducing driver confusion and pavement. Existing parking lots also detract from visual quality of the area and ingress and egress causes vehicular backups at times. Reorganized and shared parking configurations are needed to improve efficiencies, aesthetics and functionality.

Objective 4: Improve pedestrian and bicycle connectivity

Inadequate bike and pedestrian paths discourage walking and bicycling to the area and through the area. Part of the attraction and “feel” of the area is derived from the ability to walk around within the working waterfront. For this reason, completing the missing segments of the existing shore side boardwalk has been a priority for several decades.

Objective 5: Develop seasonal worker and year round affordable housing in a fashion which enhances the maritime character

The shortage of affordable year round housing is a serious problem for fishermen and all the employees in the Harbor area. With housing prices outstripping incomes of employees, many workers are being forced to live elsewhere, reducing the connection these individuals to the community. Seasonal employee housing is also lacking, and seasonal workers often live in illegal and unhealthy conditions. A few motels in the area have been informally converted to housing, but the living conditions are generally overcrowded and unsafe. Permanent solutions are needed and affordable housing developments should reinforce and support the fishing village character of the area.

Objective 6: Implement community wastewater and stormwater runoff solutions to improve water quality and habitat

Resilience Strategy Alternatives | Montauk

- Property raising + beach nourishment
- Beach nourishment only
- Property eventually lost due to storm damage, rising high tide, or shoreline erosion
- Property protected as open space before shoreline retreat and businesses/residences relocated inland
- Relocating to higher ground

Sea Level Rise and Resilience Montauk
Wastewater management and stormwater runoff improvements are essential for the health of Montauk Harbor, the fishing industry and the business district as a whole. Boat waste, stormwater runoff, onsite cesspools and septic systems have been identified as significant pollution sources to Lake Montauk, which has experienced shellfish closures, bathing beach closures, and other water quality impairments. A wastewater collection system for the dock properties with transmission to the proposed Montauk Fire Department wastewater treatment site, as recommended in the Lombardo Associates Comprehensive Wastewater Plan and the Water Quality Improvement Plan is needed. Similarly, implementation of multiple stormwater abatement projects identified in several Town studies is essential.

**Objective 7: Increase resiliency and reduce risks from projected flooding, storms, sea level rise.**

The Montauk dock area is highly susceptible to rising seas levels, coastal flooding, and storms. Due to its importance, the dock area has been identified as part of the Town’s Critical Facilities. A long term strategic approach is needed to protect the infrastructure and buildings.

**Montauk Station**

**Objective 1: Improve traffic circulation and parking**

The Train Station area is traversed by a tangle of uncoordinated streets and improvements. Cars, buses and taxis crowd the train station lot at arrival and departure times and lack of a designated turnaround causes circulation problems.

**Objective 2: Increase resiliency and reduce risks from projected flooding storms, sea level rise**

The Station area is highly susceptible to rising seas levels, coastal flooding, and storms. Due to its importance, the area has been identified as part of the Town’s Critical Facilities. A long term strategic approach is needed to protect the infrastructure and buildings.

**Objective 3: Improve bicycle and pedestrian connectivity**

The Station is a car-dominated area, physically isolated from both the Downtown and Harbor areas. The Station could benefit from pedestrian and bicycle infrastructure connecting to the key business area destinations.

**Objective 4: Improve the visual quality to reflect the historic character of the area**

The historic Montauk Manor and Playhouse are visible from the Station, but otherwise the area lacks cohesive, welcoming, attractive features and improvements.
Overall Conceptual Framework

The diagrams on this and following pages illustrate a conceptual framework for Montauk Downtown and Montauk Harbor. They show how many of the hamlet’s concerns can be addressed through a comprehensive approach to access, parking, roadway improvements, pedestrian networks, building location, and open space acquisition. This conceptual framework also includes a phased strategy to build community resilience to coastal flooding and changing shorelines. Over the coming decades, this phased strategy would move existing residential and commercial uses and infrastructure out of low/shorefront areas and replaces these uses with naturalized buffer areas to mitigate storm damage to property and provide space to accommodate a changing shoreline. These diagrams depict general coastal protection strategies that could be applied to Montauk, but they are not a mandate or a directive to relocate buildings, structures or uses.

The diagram to the left illustrates a framework of improved bicycle and pedestrian routes that link Montauk Downtown, Harbor, and Train Station and connect these destination points to other areas of East Hampton. Four coastal resilience strategies, described below can be applied to Montauk Downtown and Harbor.

**Relocate:** Relocating infrastructure and businesses within the lowest and most vulnerable areas to higher ground should be considered.

**Respond & Adapt:** Additional low-lying and shorefront areas at risk for flooding and storm damage should be considered for respond and adapt techniques. In these areas, techniques that build resilience through changes to infrastructure like raising buildings and infrastructure, beach and dune nourishment, living shorelines, reinforcing existing shoreline armoring, and market-based relocation strategies that incentivize existing property owners and developers to gradually shift vulnerable uses to higher ground should be considered.

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

**Evolve:** As sea level continues to rise, new upland areas to accommodate relocated business uses should be identified.
Part of the overall concept plan for downtown Montauk is to improve coastal resiliency without losing the number of hotel rooms or businesses which help make the area a vibrant center. One technique which has a good potential to achieve this goal is a Transfer of Development Rights Program. A Transfer of Development Rights approach could allow existing hotel owners to profitably redevelop their property, while also allowing the first row of hotels in Montauk to be returned to an area of natural dune-building. In this example, a developer interested in building in the second row of hotels could increase the allowable density by purchasing property on the first row (for example, from Owner C). The developer could then count the area from parcel C as well as the abandoned right of way toward the lot size used to calculate the building potential and gain unimpeded seaside views and direct beach access over newly built dunes.

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

In this illustration, the new seaside motel could accommodate 75 motel rooms and comply with the maximum building lot coverage, unit size, parking, height and layout design zoning requirements through a TDR exchange. However, without advanced sewage treatment, Suffolk County Health Department standards would restrict new development on the combined acreage to 8 motel or 5 resort type units. Provided advanced sewage treatment was provided, current zoning would limit the hotel to 54 motel units. This is based on a lot area of 195,000 sf, including the abandoned right-of-way (lot area/3630). Thus, while this illustration depicts how a TDR program could be applied to downtown Montauk, there are many policy, density and related regulatory details which would need to be developed, analyzed through SEQRA, vetted with property owners and the public; hearings and other requirements would need to be met before a TDR program could be adopted. It is also important to note that as proposed, a TDR program is being offered as a voluntary option, not a mandatory program for property owners.
This diagram depicts an imaginary hotel block that is based on the typical lot dimensions and typical building sizes found along the Montauk oceanfront. In this imaginary block, as in reality, few if any existing developed properties meet the 15% building coverage maximum, the 84,000 square foot minimum lot size or the 6 or 12 units per acre maximum depending on unit type. This is because the hotels along the ocean were built at a time when different zoning requirements were in force. For example, building coverage in this imaginary block is as follows:

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

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

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

Based on building coverage alone, none of these motels can expand. In this imaginary existing block, the hotels contain 40 units per acre, meaning a combined 165 units within parcels A, B, and C.
If Owners A and B were to combine their properties for redevelopment, the 15% maximum lot coverage would restrict the new seaside hotel to a footprint approximately 50% smaller than existing buildings. Given that there is a two floor maximum hotel height, this footprint could accommodate approximately 56 hotel rooms each having 450 square feet. Applying the current zoning maximum density requirements would further reduce the potential number of motel units to 23 units.

All these requirements have tended to prevent property from being redeveloped in the two blocks near the ocean and have protected this area from higher density development. However, the existing hotels in the most seaward row are currently susceptible to damage from coastal storms. They also take up the space that might otherwise be occupied by natural dunes, which would provide shelter for downtown. As sea levels continue to rise, the risk of damage to these buildings will likely increase. Beach nourishment costs by the town will also likely increase as the rate of coastal erosion increases. A TDR program could help allow property owners to upgrade their property while at the same time, improving coastal resiliency of all of downtown Montauk.
Issues and Opportunities for Montauk Harbor

- Jetty causes severe beach erosion.
- Oversized intersection is difficult and dangerous for both cars and pedestrians.
- Undeveloped parcel lies partly within the 500 year flood zone. Much of Montauk Harbor is low-lying and vulnerable to rising seas.
- Small undeveloped parcels zoned Resort are unlikely to be developed individually due to lot coverage requirements.
- Numerous hotels form a significant part of Montauk Harbor’s landscape and economy.
- West Lake Dr loop segment passes undeveloped lots, and is built upon a rock revetment which encourages beach erosion.
- Lake Montauk experiences on-going pollution issues contributing to shellfish closures.
- 40’ setbacks for WF zoning encourage parking lots by the street instead of buildings, which causes open paved areas to dominate this area’s character.
- Montauk Harbor’s working waterfront is an important part of the hamlet’s culture and economy, but needs certain infrastructure and services like a fish processing facility.
- The diverse cluster of buildings at Gosman’s dock caters to tourism, retail, and dining, with its parking consolidated across the street.
- A boardwalk offers a pleasant walk along much of the waterfront, but segments of it are incomplete.

Lake Montauk experiences on-going pollution issues contributing to shellfish closures.
In the Resort district, building coverage is limited to 15%, leaving plenty of room for parking. To achieve maximum buildout, the parking requirement actually limits the maximum size of the building, which otherwise could take up 50% of the lot. In the Central Business zone, this means that the parking requirement actually limits the maximum size of the building, which otherwise could take up 50% of the lot. In the Resort district, building coverage is limited to 15%, leaving plenty of room for parking.

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

A mixed use fishing village along the central stretch of West Lake Drive would provide services for the working population of Montauk, as well as affordable housing in upstairs apartments. The plan for this village also includes housing in the interior of the block, as cottage style development. The area surrounding Wells
Avenue is low lying and falls within the 500 year flood zone, and is therefore more susceptible to rising seas. Appropriate development in this area would be “floodable uses” such as park space, parking, and buildings with either elevated or “floodable” first floors. The currently undeveloped waterfront lots along the northern segment of West Lake Drive are zoned Resort and sit on higher ground than the surrounding neighborhood. This high elevation could be utilized to minimize flood damage from future storm surges in high sea level rise scenarios. Consolidating the development potential of a group of these lots into one resort centered on the hilltop would be the best way for resort development to occur here.

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

West Lake Drive loop sits on a rock revetment between undeveloped land and severely eroding beach.

Road revetment and jetty cause beach erosion.

Gosman’s Dock and adjacent undeveloped parcels are for sale by same owner.

40’ setbacks under WF zoning prevent a street edge.

Incomplete boardwalk.
Proposed Development: Montauk Harbor

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

Littoral drift carries sand westward from feeder beach.

Removed road loop segment is replaced by a naturalized bank, which together with beach formation from feeder beach upstream, dissipates wave energy from storm surges. This landscape also provides a recreational and scenic public amenity.

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

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

Gosman’s Dock continues to offer retail and dining.

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

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

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

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

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

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

Since 2017, the Town of East Hampton has operated a free summer shuttle bus service circulating through the hamlet of Montauk. Starting March 2019, the South Fork Commuter Connection, a year-round coordinated rail and bus service, has provided workers with a public transportation option during peak commuting hours. The shuttle buses meet the trains and transport commuters to locations along a fixed route, designed to provide "last mile" transportation to workplaces and commercial centers. In the afternoon, the buses travel the route in reverse to shuttle workers back to train stations. Although the LIRR has a Montauk stop, bus connections to Montauk employment centers are provided from Amagansett Train Station at the current time, also, under a state grant, enhanced motorist warning systems have been installed at three crosswalk locations on Montauk Highway:

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

The Town has coordinated with the State to adjust the signage and continues to work with the State to improve and correct the lights installed as part of these crosswalk projects in order to help make these crosswalks compatible with Montauk and local standards.

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

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

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

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

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

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

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**Train Station Area, and Connectivity to Downtown**

Bike racks should be provided at the station. Connectivity to downtown for pedestrians and bicyclists can be enhanced by providing sidewalks and bike lanes along the County Road 49 corridor. Encouragingly, Suffolk County has awarded the Town a $400,000 Grant toward the creation of a multiuse path extending for 5,000 linear feet from the LIRR station on Flamingo Ave. to the hamlet’s downtown. While the path along Flamingo Avenue and Edgemere Street has yet to be designed, it is envisioned as a means of connecting the two points in order to safely promote alternative modes of transportation such as cycling and walking as well as to enhance the South Fork Commuter Connection.
implementation tools and techniques

introduction to recommendations and implementation

as a premier resort community with some of the planet’s most precious and sensitive resources, east hampton encounters special challenges and opportunities when it comes to community planning. preserving the natural resources is critical not only for the sake of the environment but for preserving the unique qualities that draw residents, second homeowners and tourists to east hampton in the first place. for the economy to thrive, east hampton requires a healthy and attractive environment.

concerns over impacts to the natural environment, quality of life and traffic have given rise to stringent development controls in east hampton and their effective application has prevented many poorly conceived development proposals. now, new tools are needed not only to help prevent bad development from occurring but to help make the desired improvements.

the hamlet plans are designed to keep things the way they are, only better. but without a consensus, it could be tempting to say that nothing will be done to implement the plans. thus, continuing the community dialogue and consensus building process is key to implementation.

a. comprehensive plan

1. maintain and reaffirm the 2005 town of east hampton comprehensive plan as the touchstone for future development and land use decisions for montauk.

2. the 2005 adopted town of east hampton comprehensive plan including the vision, goals and recommendations continues to remain in effect and has provided the foundation for the development of the montauk plan. the more detailed analysis and concepts provided in this montauk plan should be considered as an addendum not a replacement of the 2005 comprehensive plan.

3. adopt the montauk hamlet plan as an addendum to the comprehensive plan. this master plan has been developed to provide the town of east hampton with inspirational, achievable concept plans to help preserve and enhance the charm and vitality of montauk’s downtown, harbor and train station areas. the montauk plan is not designed to be a specific blueprint for development but a guide setting forth a direction and objectives for future town actions. as an addendum to the 2005 comprehensive plan, the plan will help inform private property owners as well as other levels of government, agencies and organizations, about the town’s preferences and priorities for projects and development in montauk.

4. continue to implement and coordinate with environmental plans and amendments to comprehensive plan. planning is a continuous process and the 2005 comprehensive plan has been amended and augmented over time. together with the 2005 plan, the following updates and studies should help guide future development in montauk:

- town community housing opportunity fund implementation plan 2014
- water quality improvement plan, 2016
- east hampton townwide wastewater management plan
- local waterfront revitalization plan
- community preservation plan
- scenic areas of statewide significance
- town energy policy
- draft climate action plan october 2015
- lake montauk watershed management plan
- lake montauk harbor feasibility plan
- army corps of engineers fire island to montauk point reformulation study (fimp)
- montauk beach preservation committee (ongoing)
- erosion control district study for downtown montauk (ongoing)
- downtown montauk community wastewater committee
- nys erda study- dewberry (ongoing)
- coastal assessment resiliency program (carp) - gza with dodson & flinker & coastal analytics (ongoing)

b. protect and enhance the natural environment and historic character

1. protection of the natural environment and the unique character of montauk is the foundation of the montauk hamlet plan. forceful measures to protect and restore the environment, particularly ground and surface waters from existing, past and future development must be undertaken. development should be sustainable, consistent with the character of the community and protective of the natural environment. innovative techniques and best management practices to prevent and remediate impacts to the environment must be employed. east hampton should continue to be a leader in planning for environmental protection, growth management, sustainability and energy.

2. preserving the rural and natural features is essential not only for the environment, but also for the economic viability of the community. the second home industry and tourism, two of the largest businesses driving the economy, are dependent on the desirability of montauk, which is in turn based on pristine beaches, scenic vistas, historic landscapes, clean drinking water, high quality bays and harbors, significant fish and wildlife habitats, and pristine woodlands. the environment and the economy are inextricably linked. paramount environmental threats to the montauk community are loss of open space and degradation of water quality.

3. land preservation: east hampton town has taken proactive and forceful measures to protect the environment through land preservation. over 62% of the land in montauk has been protected through acquisition, mandatory cluster subdivisions and other planning techniques. with some of the most far-reaching planning regulations in the country and approximately $25 million dollars per year available for open space and farmland protection from the community preservation fund (cpp), east hampton town will continue to preserve additional lands.

but development pressures and skyrocketing land values will make continued land preservation efforts challenging. all of montauk is part of a us fish and wildlife services unique ecological complex and contains rare plants and habitat, such as the dwarf maritime forest. adequate staffing and a strong commitment to preservation are required. implementation of the montauk hamlet plan is predicated on the town’s continued diligence in protecting critical ground and surface watershed lands, sensitive habitat, recreation and open space and scenic vistas.

4. preservation of vistas and historic resources: montauk is widely recognized for its spectacular scenic vistas of ocean bluffs and beaches, dunes, rolling fields, wooded hills, ponds and harbors. montauk point, lake montauk and hither hills are three regions recognized as scenic areas of statewide significance. protecting the exceptional scenic beauty is essential for maintaining desirability of the area as a tourist area and as a second home community. the relative lack of development has helped to maintain the landscapes, but vistas of even pro-
5. Amendment to the CPF Plan

With sea level rise, the narrow strip of land that separates Fort Pond from the Atlantic Ocean, sometimes referred to as the ‘breach point’, is likely to be inundated with flood waters. The Downtown Master Plan recommends that the Town acquire and protect this low-lying, flood-prone land as part of a voluntary buy-out program. Accordingly, the CPF Plan should be amended to include these properties for acquisition. Over time, additional vulnerable properties can be added to the CPF plan for a voluntary buyout program.

6. Water Quality Improvements

Water quality improvements are needed not only for protecting the health of the environment, but for protecting the health of the people and the economy of the hamlet. Montauk is the number one fishing port in New York State. Recreation, tourism and the second home industry are dependent on high water quality. Human activities and development within Fort Pond and Lake Montauk watersheds have caused severe water quality degradation, leading to harmful algal blooms, shellfish closures and bathing beach closures. The largest sources of pollution are stormwater runoff, cesspools, conventional septic systems and boating activities. Cesspools and conventional septic systems discharge excessive nutrients into the groundwater, which in turn, permeates surface waters. Chemicals, nutrients, microbes, stormwater particles and other pollutants entering Fort Pond accumulate within the water body because the pond has no outflow streams or other means of flushing. And whereas pollution inputs from human activities have not severely impacted water quality in the central portion of Lake Montauk, the northwestern (Coonsfoot Cove) and the southern portions of the lake which are not exposed to substantial flushing, have experienced significant water quality problems.

By public referendum in 2016, authorized uses for the Community Preservation Fund, which has generated over $315 million dollars in revenues in East Hampton (through 2015), were expanded to allow up to 20% of the funds raised to be used for water quality improvements. To provide a systematic approach to using these funds strategically, the Town developed the East Hampton Water Quality Improvement Plan. Improvements identified in the Water Quality Improvement Plan for Lake Montauk and Fort Pond Bay: nitrogen reducing upgrades to cesspools and septic systems; wastewater collection to serve areas with malfunctioning or problematic septic systems at the docks, Ditch Plains and Camp Hero and downtown area; investigate the need for additional vessel pump out stations; implement non-point source pollution abatement recommendations and best management practices; reconstruct wetlands; investigate use of aer- ation systems for lower portions of Lake Montauk; expand shellfish seeding areas; develop signage and public outreach programs. (See Appendix B for Lake Montauk and Fort Pond Water Quality Improvement Recommendations).

It is critical that the Montauk Hamlet Plan support the implementation of water quality improvements as outlined and require that all new development incorporate water quality improvement techniques. Recently, the Fort Pond Floating Wetlands Project was funded through the East Hampton Water Quality CPF grant program. As a temporary seasonal installment of native vegetation designed to remove nitrogen and phosphorus, it is hoped that these floating wetlands will mitigate some of the nutrient pollution in Fort Pond, thus reducing the extent and severity of the harmful algal blooms which have plagued the Pond for the last few years.

Another recently commenced water quality improvement project involves the Lowenstein stormwater pipe, originally designed to attenuate runoff from the Surfside Place subdivision. However, after water testing revealed this stormwater system rich in nutrients and bacteria contributed to water quality issues in Montauk ocean beaches, the Town funded a system to filter the runoff to improve the quality of the stormwater. Further work is anticipated to divert some of the runoff to reduce the volume of stormwater flow.

C. Increase Coastal Resiliency and Reduce Risks from Flooding, Storms, and Sea Level Rise

The effects from flooding, erosion and sea level rise are having profound impacts on East Hampton Town and are particularly acute for the vitality and unique character of Montauk. The erosional forces are occurring in real time and are changing the shape of the beaches, coastal wetlands, dunes, and bluffs. Between the year 2000 and 2012, the shoreline of Downtown Montauk has moved 44 feet inland, a rate of 3 feet per year.1 In the Harbor area, storm surges will top bulkheads and destroy docks, infrastructure and buildings. Buildings and infrastructure in the Train Station area are at extreme risk from flooding and erosion. In the downtown area, the narrow strip of land between the Fort Pond and the ocean is extremely vulnerable to flooding and breaching in storm conditions. As climate changes, rising seas and more frequent and intense storms will increase the areas impacted by coastal flooding and there is a high potential for the Fort Pond to breach through to the ocean. To reduce exposure and risks from storms and changing conditions, coastal resiliency principles provide the foundation for the Montauk Hamlet Plan.

Evaluate Long Range Resiliency Approaches

As part of the process of developing the East Hampton Town Coastal Resiliency Plan (EH CARP), the Town will evaluate sea level rise and storm surge models and alternative responses including the following Hamlet Plan scenarios.

For Downtown Montauk, the Hamlet Plan offers consideration of a multi-phased approach. The first phase, Relocation, identifies infrastructure and businesses within the lowest and most vulnerable areas. Such relocation could be achieved through acquisition by the Town or other governmental agencies. The second phase- Respond and Adapt- would address the ocean fronting development at risk from flooding and storm surge. In these areas, techniques would build resiliency through physical changes such as raising buildings and infrastructure, dune and beach nourishment, and market based relocation strat-

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1 ACOE Downtown Montauk Stabilization Project
egies that incentivize existing property owner and developer to gradually shift vulnerable uses to higher ground. The third phase- Infill and Accommodate- anticipates continued sea level rise and recommends the relocation of additional resort and mixed uses to form a new development corridor on higher ground. Resiliency measures would need to continue to be developed and implemented as sea level rise continues. Thus, the fourth phase, Evolve, recommends new upland areas be identified to accommodate relocated businesses and new measures be implemented as sea level continues to rise. Nature based resilience measures, habitat improvement and water quality improvement and recreational area enhancements are integral to each of the four phases.

The Town has identified both the Montauk Commercial Docks and the Train Station as ‘Critical Facilities’. Accordingly, the long range coastal approach is to protect and fortify the docks and transportation infrastructure from storm damage and sea level rise. For the properties within the harbor, the strategy suggests raising the bulkheads and buildings and flood proofing the uses. Along the Black Island Sound frontage, a naturalized shoreline, incorporating West Lake Drive is suggested to create a coastal landscape buffer. Parkland, parking and other “floodable uses” are suggested in the low lying properties. New development would be encouraged to relocate to high ground out of the 100 year flood zone.

As mentioned, the transportation infrastructure surrounding the Train Station has been identified as a critical facility and is identified for fortification and protection by LIRR and the Metropolitan Transportation Authority.

Downtown Montauk

Phase 1 Strategic Retreat and Relocate: The most effective strategy for eliminating risk from climate and shoreline changes is managed retreat through the use of voluntary buyout programs. In Phase 1 of the suggested Downtown Montauk Plan, the Town could offer to buy high risk flood prone properties. The Downtown Montauk concept plan envisions areas that could safely accommodate businesses within the core business area. Whereas acquisition is a relatively high priced coastal adaptation measure, it is a cost effective one-time investment that requires no further action beyond protecting the natural landscape left behind and providing relocation assistance to voluntary participants.

There are federal and state voluntary buyout programs which have provided funding for property owners to relocate their home or business to safer locations if they no longer want to remain in high risk flood zones. In many cases, buyout programs are administered on the local level and funded largely through federal grant programs such as FEMA’s Hazard Mitigation Grant Program (Hazard Mitigation Assistance/FEMA https://www.fema.gov/hazard-mitigation-assistance) and the USDA’s Emergency watershed Protection Floodplain Easement Program (EWP-FPE). Typically, federal grants require a local funding match of 25%. As mentioned, the Community Preservation Fund has generated over $315 million dollars in revenues in East Hampton (through 2015). CPF funds have been used to purchase improved and vacant property in Napeague as part of a strategy to reduce vulnerability to flooding and could be used to meet a federal match or full acquisition costs.

Buyouts not only yield 100% risk reduction, but also provide open space and habitat benefits. Most programs, including the Town CPF fund, do not allow development on acquired land, but the buyout properties can be used to implement wetland reconstruction and other nature-based resilience measures. Some of the acquired properties could be incorporated into the adjoining town parkland. Alternatively, and depending on the funding mechanism provisions, the acquired properties could be used for surface parking to serve the central business district.

Phase 2 Respond and Adapt: In the second phase, the Town could provide ocean-fronting motel and resort owners with incentives to voluntarily relocate inland and improve the resilience of these businesses as well as the entire downtown. The most seaward motels are currently highly susceptible to damage from coastal storms and as sea levels continue to rise, the risk of damage to these buildings will likely increase. These buildings also take up the space that might otherwise be occupied by natural dunes, which provide shelter and reduce flooding risks for downtown. Implementation is proposed through the

Features of a Transfer of Development Rights Ordinance

- Designate land between Atlantic Ocean and S. Emerson Ave. as Sending Zone (initially)
- Designate land between S. Emerson and S. Elmwood as Receiving Zone (initially)
- Devise a formula to allow property owners in Receiving Zone to purchase and transfer development from Sending Zone to redevelop/motels in the Receiving Zone
- Balance the economic needs of motel owners with the issues associated with pre-existing density and community problems from over-development. The range of potential TDR formulas to be evaluated should include:
  - Allow all of existing density in Sending Zone to be transferred to Receiving Zone, regardless of pre-existing status.
  - Allow transfer of density to an amount no greater than existing and the amount which meets maximum coverage, setbacks, parking and all other zoning provisions except density. In the “imaginary motel block example” an overall density of 16 units per acre met all zoning requirements except density.
  - Allow density permitted to be transferred to the maximum yield under existing density- i.e. 6 resort or 12 transient motel units per acre
- New Motels in Receiving Zones gain unimpeded ocean view, improved coastal resiliency, enhanced aesthetic features, upgrades and modernization, improved drainage and environmental controls, updated technology, adequate parking and circulation
- Developer restores the land in the Receiving Zone to a naturalized sand dune and dedicates the land to the town.
- Community benefits from improved coastal resiliency, flood protection, habitat enhancement and visual quality through the replacement of the seaward-most row of development with a restored, natural dune and beach.
- As sea level rises, expand Receiving Zone to include properties along S. Essex Street, north of S. Emerson Ave.

Hamlet Study - Montauk | Implementation Tools and Techniques
This is not proposed to be a growth plan, but rather a voluntary option for private property owners to relocate existing development from more the vulnerable areas of Downtown Montauk to areas less susceptible to storm damage. At the same time, this voluntary option would help to improve the natural resiliency of the entire hamlet center. However, before moving forward with a TDR proposal, full SEQRA review, including the preparation of a Generic Environmental Impact Statement study with alternatives, will be required. Further, because most of the existing motel development is pre-existing non-conforming with respect to density, coverage, sewage flow and other bulk standards, establishing the appropriate TDR formula will require further evaluation. Without advanced sewage treatment, Suffolk County Health Department standards restrict new development to approximately 6 motel units per acre. Current East Hampton Town zoning allows 11 motel or 6 resort units per acre. And many of the motels in downtown Montauk were built at a density of 40 units per acre.

To explain how a potential TDR program would work, illustrations on pages 35-37 depict an imaginary hotel block based on the typical lot dimensions and building sizes found along the Montauk oceanfront. In the imaginary block, as in reality, few if any existing developed properties meet the 15% building coverage maximum, the 84,000 square foot minimum lot size, the 1.25 parking stalls per bedroom or the 6 resort or 12 motel unit per acre maximum density. In accordance with a potential TDR ordinance, a developer interested in building in the second row of hotels could purchase property on the first row (for example, from Owner C) and then cluster the second row of hotels could purchase property on the first row from the beach. The new motel on the second row from the beach would then have the density from the first row as well as unimpeded seaviews and direct beach access over newly built dunes. The new seaside motel would be required to comply with the maximum building lot coverage, unit size, parking, height and layout design zoning requirements. At the current maximum zoning density, a new hotel on the 195,000 square foot imaginary hotel block diagram would support 53 motel units or 26 resort units. Alternatively, the illustration shows how all the zoning requirements except density can be met on the site to accommodate 75 units or approximately 16 units per acre. As proposed, the TDR program would encourage motel owners to relocate away from the beach, modernize and improve resiliency of their business and return the first ocean block of land to a restored dune in order to reduce flood hazard for the entire business area. The TDR formula can help reduce non-conformities while balancing the economic needs of the motel owners and the community’s need for storm protection.

Regulations and incentives to encourage property owners to improve flood proofing, coastal resiliency and storm water runoff should be explored by the Town as part of the Coastal Assessment and Resiliency Plan development and on-going water quality programs.

Phase 3- Infill and Accommodate: In order to accommodate businesses and land uses relocated from lower elevation land uses, building and zoning code adjustments may be required to accommodate these uses within the core downtown area. The plan anticipates accommodating additional development within a smaller core area.

In the third phase, additional resort and mixed uses would be encouraged to voluntarily relocate to higher ground as sea level continues to rise. To reach higher ground, the development could gradually shift the center of downtown toward the intersection of Essex and Montauk Highway.

The need to elevate Montauk Highway in the low lying area between Fort Pond and the ocean is also anticipated. Potential funding sources for raising the roadway to reduce flood risk include the NYS Climate Smart Communities Grant Program as well as federal and state transportation grants.

Continual and alternative beach nourishment practices are proposed including the creation of a ‘Feeder Beach’ where nourishment sand could be deposited on the ‘up-drift’ side of the main beaches for downtown and allowed to distribute using natural currents. This has the potential to allow for cost savings in construction hours and to minimize disturbance to the naturalized dune area as the town faces more frequent and costly beach nourishment. Approval will be required and funding may be available from the Army Corps of Engineers, the Fire Island to Montauk Point Reformulation Project (FEMP), New York State Department of State, New York State Department of Environmental Conservation, Suffolk County and Town of East Hampton. Private property owner funding of beach nourishment is also a feature of potential motel TDR redevelopment away from the beach and dune.

Phase 4- Evolve: It is anticipated that coastal resiliency planning will be a continual process. As sea level continues to rise, relocating to higher ground adjacent to the business center may be warranted, and additional resiliency techniques may be needed. Thus it is anticipated that the fourth phase will identify additional high ground opportunities to accommodate the business area along with the necessary building and zoning code changes.

**Montauk Harbor**

1. **Raise Bulkheads and Buildings along the Harbor**: The Montauk Commercial Docks have been recognized as Critical Facilities and must be provided with a higher level of protection so that fishing operations and the working waterfront can withstand projected increased flooding and storm damage. As improvements are made over time, existing buildings and bulkheads along Lake Montauk should be raised by individual property owners to withstand sea level rise and increased storm intensity. At the same time, gaps in the boardwalks can be completed to support pedestrian access and tourist attractions. Building code and zoning code amendments and incentives to help facilitate retrofits, flood proofing and raising structures are proposed to be explored as part of the EH CARP Study.

2. **Block Island Coastline**: Along the Block Island coastline, removing a segment of West Lake Drive is suggested for consideration to allow creation of a naturalized bank and a beach to be replenished from a feeder beach to be created at the west jetty. The bank and beach would help dissipate wave energy from storm surges making the hamlet more resilient in the face of rising seas. This would also create a public scenic and recreational amenity. To advance these design concepts, coordination and approval will be required between the Town, Suffolk County (for changes to West Lake Drive); US Army Corp of Engineers (for creating a feeder beach at the west jetty and a naturalized bank along Block Island Sound); NYS Department of State (for LWRP consistency review); NYSDEC for projects within the jurisdiction of regulated waterbodies. Further study and funding could be sought from the US Army Corps of Engineers.

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2 Suffolk County Department of Health Services wastewater loads figures stipulate 100 gallons per day for a motel unit up to 400 gross floor area without a kitchen. Downtown Montauk is located within GWMZIV, which has a 300 gpd permitted flow per 20,000 sf. Therefore, 5CDH allows on-site sewage treatment for up to 6 motel units on a 40,000 sf parcel.

4 According to the Town of East Hampton zoning code, a transient motel unit has no kitchen and is restricted to between 325 and 450 square feet of habitable floor area and a resort unit has between 450 and 1,200 square feet of habitable floor area. Density is restricted to 12 or 6 units per acre for motel and resort units respectively.

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3. Gosman’s Parking Lot: To the south of the proposed naturalized bank and beach along Block Island Sound, Gosman’s parking lot is suggested to be redesigned with trees and other landscaping to help absorb stormwater runoff, improve resiliency and improve aesthetics. This can be accomplished by the private property owner as part of upgrades and new development projects.

4. Cluster to High Ground: To help guide future development and provide a framework for decisions about Montauk Harbor, the Hamlet Plan determined potential build-out square footage under existing zoning and shifted the same development potential into a more resilient, more functional configuration. For example, the Plan consolidates potential resort development onto hilltops and higher properties while proposing open space, parking, raised structures and floodable first floors in the more flood prone areas. The development pattern also supports the existing character of the area with practical working businesses on first floors and workforce housing on second floors. As mentioned, the same overall amount of development as currently permitted is proposed, but to reconfigure the pattern, adjustments to existing zoning provisions will be required. In the Waterfront Zoning District, for example, the 40 foot minimum front yard setback prevents development of an attractive street edge and pushes development deeper into flood zones rather than onto higher ground. Implementation will require an evaluation of existing zoning and development of modified provisions to facilitate the preferred pattern of development.

Montauk Train Station

As a recognized Critical Facility located within a high risk flood area, the Montauk Train Station should be provided with a level of coastal protection to enable it to continue to function and provide services during and after a storm. Future protection and adaptation actions for this critical low lying area should be coordinated with the MTA and LIRR.

D. Design

1. Develop and Adopt Business Overlay Districts for Downtown Montauk and Montauk Harbor or a Develop a Form Based Code

The Montauk Master Plan and objectives provide an approach to guide development of a safe, attractive, pedestrian-oriented Downtown Business District and a Harbor Business District, harmonious with their unique character. Currently, new development within business districts is required to meet zoning and site plan standards pertaining to physical compatibility, protection of residential areas, parking, access, lighting, water supply, fire protection, waste disposal, protection of agricultural lands, and maintaining a streetscape that maintains green spaces and “protects the established character of the district.” (Sec. 255-6-60 East Hampton Zoning). In connection with site plan review, Architectural Review Board approval is also required for buildings, structures and signs with more specific guidance applicable to the Agricultural Overlay District and Historic Districts. But there are no specific standards to assure that the cohesive and coordinated approach set forth in the Montauk Master Plan is achieved. More specific regulations are required which speak to building design, mass, proportions, rhythm of spacing between buildings, integration with surrounding development, pedestrian and vehicular linkages, parking lots, landscaping, streetscape and other elements.

Downtown Montauk and Harbor Business Overlay Districts: One way to apply regulations tailored specifically to the Montauk business areas is to create Overlay Districts with clear and consistent standards fostering the desirable character of the community. As part of development review by the Planning Board, the regulations set forth in Downtown Montauk and Montauk Harbor Overlays Districts would be applied as additional standards. Codification of these additional standards would help clarify what the town would like to see and provide more certainty and predictability in the review process to property owners, developers and residents. The standards should apply to municipal improvements as well as private property development. Alternatively, developing a Form Based Code would provide the Town with the necessary tools to guide development.

Any future redevelopment should protect and enhance Montauk’s historic architectural character.

The Downtown Montauk Business Overlay District should include all the properties within the Central Business (CB), Resort (RS) and Parks and Conservation (PC) Zoning Districts between South Eton Street on the west, Atlantic Ocean on the south, South Essex to Surfside Ave. to Surfside Place on the east and the Montauk Point State Blvd. ROW on the north. (Expansion of the boundaries should be considered in the future along with the potential north easterly shift of the Business area over time).

The Montauk Harbor Overlay District should include all properties within the Waterfront (WF), Resort (RS) and Central Business (CB) Zoning Districts in the Montauk Harbor entrance area.

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

I. Architectural Design and Siting of Buildings

A. Siting of Structures

Any future redevelopment should protect and enhance Montauk’s historic architectural character.
es span a wide range between flat, hip and pitched. Given the fairly recent development and the mix of styles, Downtown Montauk is not a candidate for a Historic District designation. But, architectural guidelines could help reflect and enhance the unique character and seaside charm of Downtown Montauk. Buildings should reflect a human, pedestrian scale and should appear intimate rather than overbearing. Façade articulation and other architectural features should be used to break up the mass of larger buildings or long stretches of walls facing pedestrian pathways. The design should strengthen pedestrian orientation with details such as entranceways, street orientation and windows providing links to surrounding buildings, public spaces and amenities. Buildings should be sited to shape and reinforce an interesting walkable environment and enclose small parks and plazas. Development should help to eliminate unappealing gaps between buildings. The scale of development should reflect a relationship to the contiguous properties with a mixture of roof heights to avoid monotony. Special attention should be given to corner buildings which have significant influence on the visual character and pedestrian environment. Building setbacks should provide visual buffers and area for landscaping to protect pedestrians from the high traffic Montauk Highway. More detailed guidelines should be developed for the Architectural Review Board site plan standards.

**Montauk Harbor** Preserving and enhancing the unique historic and maritime character of the harbor area can also be accomplished through design guidelines. Special attention should be given to developing guidelines that not only help to enhance the charming maritime character but do so without driving out commercial fishing operations. The working waterfront provides visual interest and attractions for tourists, but specific functional needs of the commercial industry must be protected. Provided it does not compromise commercial fishing operations, buildings should be sited to shape and reinforce an interesting walkable environment, with buildings rather than parking lots along the street frontages.

**II. Design of the Public Realm**

- Shaping Public and Civic Space
- Integrating the Project with the Surrounding Neighborhood
- Design of Parks and Public Spaces
- Pedestrian Connectivity

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

**Downtown Montauk** Downtown Montauk is truly a walkable community where the post office, police station, grocery store, library, churches, restaurants, retail stores, offices and ocean beaches are all contained within an area no greater than one mile in any direction. A well-connected network of improved crosswalks and sidewalks are proposed to enhance the pedestrian orientation of the downtown center. The proposed shift and concentration of development to areas around Carl Fisher circle, currently used for surface parking, will also help improve walkability.

Pink sidewalks were introduced by Carl Fisher and have continued to be a design element in the downtown area. The continued use of pint tinted concrete or brick for sidewalks in the downtown area is recommended.

The Montauk Village Association has installed 83 teak benches along Montauk Highway, the Plaza, and Kirk Park, many bearing memorial plaques. The Town has installed traditional wood and metal trimmed trash receptacles on Montauk Highway that complement the benches and light fixtures4. These design characteristics should be reinforced.

**Montauk Harbor** The diverse cluster of buildings at Gosman’s dock are pedestrian oriented with parking consolidated across the street. A boardwalk offers a pleasant walk along much of the waterfront, and the incomplete segments can be filled in as properties redevelop over time. South of Gosman’s properties, however, parking lots instead of buildings border the streets, creating a paved, auto oriented character to the area. To improve the visual quality and pedestrian environment, replacing the 40 foot minimum building setback requirement in the Waterfront (WF) Zoning District with a provision allowing buildings to have a minimal setback from roads, is recommended.

**III. Design of the Landscape**

- Parking lots and driveways
- Streetscape
- Highway Corridors
- Office/Commercial Planting Standards
- Multifamily Residential Planting Standards
- Buffer Planting, Screening and Framing
- Sustainability
- Spatial Definition

Landscape design and materials in the Downtown and Harbor Area should reflect the extraordinary natural and cultural landscapes found in Montauk. This includes the use of native species that are adapted to the harsh wind and salt air local conditions and ecosystems, as well as introduced species that reflect the town’s rich heritage and has gardening traditions. For more than 5 decades, the Montauk Village Association (MVA) has installed planting beds and street trees in Downtown Montauk and continues to assess which tree species survive and thrive best in the Montauk conditions.

The following are important overall goals for Downtown Montauk and Montauk Harbor Landscape Designs:

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

**IV. Streetscape Design/ Complete Streets**

- Overall proportions of the cross section and degree of enclosure
- Building Orientation and Setbacks
- On-Street Parking
- Pedestrian Walkways
- Bicycle Accommodations
- Accessibility
- Site Elements and Street Furnishings
- Screening Elements: Walls, Fences and Hedges
- Signage
- Lighting

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4 Downtown Montauk Hamlet Draft Inventory, 2008, Town of East Hampton Planning Department
• Grading and Drainage
• Services, Utilities and Stormwater Management, buried power lines

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

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

V. Vehicular Circulation and Access Management
• Access Management
• Hierarchy of streets
• Vehicular Connections Across Lot Lines
• Parking Location and connectivity
• Amount of Parking Required
• Pedestrian Connections
• Low-Impact Development Techniques

As one part of the solution to help reduce traffic jams and parking shortages that Montauk experiences during the busy summer months, the Town established a pilot free shuttle bus service operating as a continuous loop between Hither Hills State Park, the Downtown Area, the Train Station and the Dock Area.

Downtown Montauk: To further reduce traffic congestion in the Downtown, the Master Plan concept depicts a cohesive, shared parking lot configuration placing parking within easy walking distance to multiple businesses without the need to drive. New parking lots are proposed in the flood prone lands in the western end of the business district, conveniently located to reduce traffic entering the downtown. Implementation of a comprehensive shared parking plan will replace the unsafe parking conditions, particularly prevalent in the motel areas south of Montauk Highway, with controlled access, landscaped, attractive parking. The strategically located, improved configuration will promote walking, thereby reducing the need for parking and help provide the land area needed for the development of safe and attractive continuous sidewalks throughout the business district. Implementation of additional circulation improvements including new pedestrian crossovers, elimination of on-street parking to enhance motorists’ sight distance at certain intersections, the establishment of a taxi stand on the south portion of Carl Fisher plaza, the provision of bike racks, and institution of the two one-way, one block long segments of South Elmwood Avenue and South Emery Street, reconfiguring the Old Montauk Highway/Montauk Highway/Second House Rd. intersection as a roundabout, are discussed in the transportation section.

Montauk Harbor Area: The shuttle bus service, access management and shared parking techniques similar to those proposed for the Downtown area have been applied in the concept plan for Montauk Harbor. Parking lots are interconnected, landscaped, and strategically located to serve more than one business thereby reducing the total amount of paving and improving the scenic quality of the area.

VI. Parking Lot Design
A. Dimensional Standards
B. Surfacing Materials
C. Low-Impact Design for Drainage
D. Signage

E. Lighting
F. Shared Parking

A key feature of the Plans for Downtown Montauk and Montauk Harbor is the efficient parking layout facilitating a park once and walk environment. The Master Plan design addresses parking shortages, vehicular congestion, aesthetics, storm water runoff, safety and the pedestrian-oriented environment. Parking areas are shared between multiple businesses and are strategically sited and sized to accommodate existing businesses and projected demand from new development. To minimize curb cuts, turning movements and congestion parking lots are interconnected and have controlled access onto supporting roadways and alleys. Heavy landscaping within and surrounding the parking lots softens their appearance, provides shade and helps filter and recharge runoff.

VII. Environmental Performance/Sustainability
Certification through LEED or other environmental performance indicators should be encouraged for all projects. New development should support the Town’s Energy Policy, which was adopted with the goal of meeting 100% of the Town’s electrical needs with renewable energy sources by the next decade. The Energy Policies include recommendations for commercial areas and business development. Expedited permitting and other incentives could be built into any site plan standards to encourage implementation.

Building and site plan design should be encouraged to incorporate the following recommendations:
• Incorporate appropriately designed solar installations into buildings and parking areas.
• Incorporate materials and construction techniques
that increase insulation R values for walls, roofs and windows.

• Take advantage of advanced heat pump technologies for heating and cooling structures.

• Install and integrate bike racks into the site layout

• Install vehicle charging stations

• Incorporate green or white roofs into building design

• Incorporate locally-sourced, natural materials.

• Use native plants and landscapes designed to minimize the need for irrigation

• Incorporate Dark Skies strategies to minimize light pollution

• Incorporate bioswales or raingardens into design to filter, cleanse and contain runoff

VIII. Design for Resilience

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

2. Form Based Code

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

A form-based code typically includes five main elements

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

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

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

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

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

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

Regulating plan for a new Traditional Neighborhood Overlay district in Danvers, MA
Form-based codes also sometimes include:

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

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

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

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

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

Implementing the master plan.

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

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

The Public Realm and the Private Realm

Form-based codes emerged from decades of research into what makes traditional villages and neighborhoods work so well at accommodating a mix of homes, businesses, and community uses. One important realization is that in successful communities the public realm of streets, parks and squares is part of a well-defined continuum that includes semi-public office and commercial spaces and connects to the increasingly private realm of neighborhood playgrounds and dwellings. The conventional commercial strip, shopping center or condominium development, on the other hand, is full of space that is neither public nor private, leading to confusion and conflict. In traditional village and town centers, however, the public and private realms are typically separated by fences and hedges, controlled with gates and signs, and supplemented by useful transitional features like porches and stoops. An important function of the form-based code, therefore, is to manage the organization and design of public and private space so that the area works equally well for residents, workers and visitors.

Form-based codes incorporate many of the elements of traditional design guidelines, illustrated with diagrams and photographs that emphasize how each element is designed and how it fits with everything around it. Traditional site planning and architectural standards typically applied to the private realm during site plan review are often supplemented by standards for the design of public streets, sidewalks and parks. This can also include standards for courtyards and plazas and other outdoor spaces that are privately owned but open to the public – Privately-Owned Public Space, or POPS. While there can be considerable flexibility in the allowed mix of uses, for the design as little as possible is left to chance.

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

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

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

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

3. Streetscape Improvements: To enhance and strengthen the unique character, the Town should develop a specific Downtown Montauk streetscape design and a specific streetscape design for Montauk Harbor, with consistent standards and guidelines. The streetscape should be designed to improve the visual qualities, pedestrian safety and desirability of the hamlet center. The streetscape design should consider the quantity, design, type, location, texture, color, materials and configuration of the following:

- Street trees
- Landscaping, planters and buffering of parking areas and incompatible uses
- Street Lighting
- Signage
- Plazas
- Street furniture
- Sidewalks, bike paths, alleyways, and pathways
- Crosswalks
- Trash receptacles
- Burial of overhead power lines
- Road widths
- Traffic speeds
- Curb bulges

E. Parking

Reorganizing and rethinking the approach to parking is an essential element of the Master Plans for Montauk. Parking has perhaps one of the largest negative impacts on the visual quality and pedestrian environment of Montauk. Rather than providing a series of smaller-sized parking lots divided by arbitrary lot lines with landscaped buffers, the Downtown and Harbor Master Plans depict interconnected, shared parking lots, strategically located to serve multiple businesses. The parking configuration...
reduces the amount of paved surfaces, helps to shift the focus from an auto-dependent to a pedestrian-friendly environment and improves access management. Tools recommended to improve the parking approach include shared parking, municipal parking/parking management districts and incorporating street parking regulations.

**Existing Parking regulations**

East Hampton’s parking requirements are designed to prevent traffic congestion on adjoining roadways and promote other elements of sound community planning. Each business is treated as a stand-alone entity and is required to provide a minimum number of off-street parking stalls based on size of building or occupancy and type of use in accordance with the Schedule of off-street parking requirements (Section 255-11-45 East Hampton Town Code.) The parking regulations allow a commercial development’s parking requirements to be met on an adjacent or neighboring property provided the total number of parking stalls equals the sum of the requirement for each individual use. Up to 30% of the parking requirements can be located on prepared grass areas under certain conditions. Within Central Business Districts, the Planning Board may require or permit fees in lieu of parking to meet all or some of the requirements and as of 2017, the dollar amount required was $15,000 per stall.

**Shared Parking**

Shared parking is the practice of utilizing parking areas jointly among different buildings and businesses. It works best in situations where businesses have different peak hours of use or in downtown settings where people park in one spot and then walk from one destination to another. Since multiple uses share the same parking spaces, the overall necessity for parking is generally reduced. Fewer parking stalls means smaller amount of paved land, which in turn creates opportunities for more pedestrian amenities, green spaces and other desirable uses. There are two main approaches to shared parking (1) contractual agreements between property owners (2) municipal parking management.

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

**Incentives**: Successful shared parking ordinances have provided zoning incentives for developers. As mentioned, shared parking within a central business area with compatible uses generally reduces the parking need for each individual land use. Therefore, a shared parking ordinance that allows an appropriate reduction in parking for each use can be implemented without creating parking shortages. Allowing an increase in floor area proportional to the reduction in area needed for parking enhances the incentive and helps consolidate businesses into a walkable configuration. Within the Town’s Central Business zoning district, the parking requirements for retail and office uses reduces the effective building coverage to less than the 50% allowed by zoning. Thus, a modest increase in building coverage could be permitted without exceeding the maximum allowed by zoning in the Central Business Zoning District.

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

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

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

**Shared parking example**

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

**Property A** is 40,000 square feet. The Central Business Zone allows 50% building coverage and 80% total coverage, but to meet the parking requirements of 1 space per 180 square feet of retail space, development was limited to 9,600 square foot building with 56 parking stalls. Each space is assumed to take up 400 square feet, including stall, aisle and turnaround area.

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

X = 55.1 or 56 parking spaces required

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

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

**Property B** is 15,000 square feet. The property was developed prior to the current parking standards. In this example, the owner of Property B is interested in expanding their business but cannot meet the parking requirements. If Property A enters into a shared parking agreement with another parcel, Property A parking requirements could be reduced from 56 to 50 stalls.

(400 + 250) x = 32,000

X = 49.2 or 50 parking spaces

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

**Shared Parking Application in Montauk**: By applying shared parking techniques, the Downtown Montauk and Montauk Harbor Master Plans Plan convert the existing disjointed development pattern into a cohesive pattern with businesses related to each other. Sharing parking across property lines provides the opportunity to create a more efficient design, reducing the amount of paving, improving vehicular circulation and freeing up land for pedestrian amenities. In addition to overall improvement in the functionality, shared parking provides incentives for individual business owners. Shared parking configurations provide opportunities for modest expansions, or creation of pedestrian plazas with outdoor dining. While encouraging private property owners to incorporate shared parking into their development plans will be helpful, creation of one or more municipal lots and development of a Parking Management District

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Hamlet Study - Montauk | Implementation Tools and Techniques

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Hampton parking regulations do not permit on-street parking. To prevent parking shortages and traffic congestion, East Hampton designed the street to enable safe access for all users including pedestrians, bicyclists, motorists and public transportation users. The street is designed to create a safe pedestrian environment. On-street parking may be an appropriate approach to meet parking requirements in certain settings. Either a Parking Management District or an amendment to the zoning code allowing the Planning Board to assess the best approach to meet the parking requirements, including use of on-street parking, could provide the flexibility needed to improve parking management and design. Similarly, use of the alleys in Downtown Montauk should be part of an overall parking strategy.

Municipal Parking/Parking Management District

Management of existing and creating new municipal shared parking lots should be considered as part of an overall parking strategy. In Downtown Montauk, the low-lying property proposed to be acquired to improve coastal resiliency could be used for municipal parking. Privately owned parking lots can be acquired or managed by the Town as part of a cohesive parking management strategy. To facilitate a comprehensive approach, creating a Parking Management District (PMD) should be considered. The primary regulatory tool that PMDs offer is a parking ordinance that allows municipalities to allocate centralized parking or require that central parking be used. Like a public utility, a parking management district would be empowered to coordinate the location and allocation of parking. For example, the PMD could grant the Planning Board the authority to require that the central municipal parking lot be used to meet the parking requirements for a new development, thereby avoiding the necessity for a stand-alone disconnected lot. PMDs grant the Town the flexibility to assess the appropriate parking approach for new development on a case-by-case basis. The amount, size and appearance of on-site parking and the feasibility of incorporating on-street and off-site facilities can be evaluated. A PMD would also allow the Town to continue to monitor the overall parking needs of the district.

On-Street Parking

Maximizing on-street parking provides efficiencies and a reduction in the need for paved parking lots. Street parking also helps to reduce vehicular speed, important for creating a safe pedestrian environment. On-street parking complies with Complete Streets principles, where the street is designed to enable safe access for all users including pedestrians, bicyclists, motorists and public transit users.

To prevent parking shortages and traffic congestion, East Hampton parking regulations do not permit on-street parking to satisfy parking requirements. However, on-street parking may be an appropriate approach to meet parking requirements in certain settings. Either a Parking Management District or an amendment to the zoning code allowing the Planning Board to assess the best approach to meet the parking requirements, including use of on-street parking, could provide the flexibility needed to improve parking management and design. Similarly, use of the alleys in Downtown Montauk should be part of an overall parking strategy.

Funding

Financing for public parking generally occurs through grant programs or the issuance of municipal bonds. A variety of bonds exist including: general obligation bonds, special assessment bonds, revenue bonds, double-barreled obligations and tax increment finance bonds (TIF). The bonds can be paid back through tax revenues or parking related revenues such as fees-in-lieu.

F. Year Round Affordable Workforce Housing

The need for year round affordable workforce housing has reached critical levels in the Town. The extreme disparity between median house price and median income in East Hampton has caused emergency services volunteers, senior citizens, public employees and other year-round residents to be priced out of the market. The dramatic spike in real estate values in Montauk in the past few years have led young Montauk families to relocate to Springs and other more affordable areas further west. Montauk has a massive influx of seasonal employees and some workshop participants opined that the need to provide seasonal employee housing competes with availability of affordable year round housing. A broad range of housing types are needed and this Hamlet Plan, together with the already adopted Town Comprehensive Community Housing Opportunity Fund Implementation Plan 2014, supports affordable housing programs for both year round residents and seasonal employees.

Second Story Apartments in commercial zones

There are a scattering of second story apartments in the downtown area and promoting additional affordable second story year round workforce apartment development would fit seamlessly and enhance the fabric of the existing community. Encouraging housing development in the core hamlet center promotes efficient use of land, helping to protect outlying rural and environmentally sensitive areas from development pressures. Development in the village center facilitates reduction in auto dependency and roadway congestion. Infill development with second story apartments is also consistent with the coastal resiliency strategy offered Downtown Montauk.

Private development of affordable second story apartments is permitted in the Central Business Zone providing special permit conditions can be met. However, development of second story apartments on most of the existing small lots within the business district cannot meet the minimum Suffolk County Health Department requirements for on-site septic systems. Further, even on standard sized lots, recent studies have shown that conventional on-site septic systems discharge unacceptably high levels of nutrients to the groundwater, which in turn contributes to the impaired water quality conditions in the Town’s ponds, bays and ocean beaches.

Development of a decentralized community wastewater system to serve the Downtown and Harbor Business areas would help reduce unacceptable nutrient loading and pollution stemming from existing development and is essential for the development of second story affordable apartments. To facilitate the development of affordable apartments in commercial zones, parking waivers or shared parking credits should be permitted.

Affordable apartments in residential zones

In addition to commercial areas, East Hampton zoning allows the development of affordable accessory apartments within single family residences and recent zoning changes have expanded opportunities by allowing the development of an affordable apartment within a detached structure on a single family residential lot.

Another successful zoning tool used to facilitate the development of affordable housing in East Hampton is the Affordable Housing Overlay District (AHO). By allowing 8 units per acre tied to covenants requiring affordability in perpetuity, the AHO has made it feasible for private and public entities to develop year round affordable housing. There are two areas zoned for AHO in Montauk corresponding to the Town owned Montauk Playhouse Community Building and the church owned property in the eastern section of downtown Montauk, but there are no plans to develop affordable housing in either of these locations at this time.

Many of the buildings in downtown Montauk already have second story apartments. This is an approach which could be further utilized to create more affordable workforce housing, while maintaining the scale and character of the hamlet center.
**Support and Fund Peconic Bay Region Workforce Housing Opportunity Act**

The Peconic Bay Region Workforce Housing Opportunity Act was sponsored by NYS Legislator Fred Thiele. The act permits the town to establish a dedicated housing opportunity fund to provide loans to first-time homebuyers. Up to $200,000 in no-interest loans would be made available to qualifying buyers. Money from the loans would come from a fee imposed on new construction or renovation of homes over a certain size. The program, which needs NYS legislative approval, has passed the NYS Assembly.

Chapter 160 of the East Hampton Town Code established a “Community Housing Opportunity Fund,” which may be used for the provision of no-interest or low-interest loans to eligible residents of the Town for the purchase of a first home; the actual production of community housing for sale to eligible residents of the Town, which may be done in conjunction with a private or other public partnership; the actual production and maintenance of rental housing for rent to eligible residents of the Town; the rehabilitation of existing buildings and structures for use as community housing for sale or rental to eligible residents; and the provision of housing counseling services by not-for-profit corporations. Thus, the Town is ready to implement the Peconic Bay Region Workforce Housing Opportunity Act as soon as it becomes law.

**G. Seasonal Workforce Housing**

The shortage of employee housing has acute impacts on Montauk business owners, homeowners, tourists, and employees themselves. Lack of affordable employee housing makes it difficult for business owners to hire qualified employees who are often forced to pay for expensive employee housing or hire fewer employees. Under current zoning provisions, no more than four unrelated individuals are permitted to occupy a single family house. But under the proposal, a business owner buys or rents a house in a commercial zone, up to eight individuals, with no more than 2 per bedroom, would be allowed. Only the employees of the particular business who rent or own the house would be allowed to occupy the house, and the house would be required to be in the name of the business. These and other safeguards would be designed to prevent misuse of the program such as allowing multiple tourists or seasonal guests to rent the house rather than seasonal employees.

Under consideration by the Town Board for the half-acre town-owned property behind the West Lake Drive commuter station. The temporary units would provide full kitchens, dining areas, bathrooms, sleeping lofts and would be self-contained in terms of sanitary waste, electricity, heating and cooling. Attractive landscaping to screen the site and the installation of electrical lines would be required. One building prototype being evaluated has retractable wheels and contains five beds per unit with the potential to create a larger configuration. A maximum number of units and beds per site will be established to prevent overcrowding and other potential impacts. To prevent units from being rented to tourists, only local businesses in need of worker housing would be permitted to lease beds on a seasonal basis. Other safeguards and requirements are under development. The potential to expand the Town Pilot Project to privately owned commercial properties will also be considered.

Seasonal employee housing concepts which should be further evaluated for implementation in Montauk include the following:

1. **Single family homes in commercial districts**
   - The Town is commended for its continued enforcement against the illegal overcrowding and unsafe use of single family homes for employee housing in residential neighborhoods. However, as identified by the East Hampton Town Community Housing Opportunity Fund Committee, the scattering of single family residences located within commercial zoning districts provide a controlled opportunity for seasonal housing worth exploring.

2. **Temporary removable employee housing**
   - A pilot program to allow the installation of modular, removable, dwelling units for seasonal workforce housing is under consideration by the Town Board for the half-acre town-owned property behind the West Lake Drive commuter station. The temporary units would provide full kitchens, dining areas, bathrooms, sleeping lofts and would be self-contained in terms of sanitary waste, electricity, heating and cooling. Attractive landscaping to screen the site and the installation of electrical lines would be required. One building prototype being evaluated has retractable wheels and contains five beds per unit with the potential to create a larger configuration. A maximum number of units and beds per site will be established to prevent overcrowding and other potential impacts. To prevent units from being rented to tourists, only local businesses in need of worker housing would be permitted to lease beds on a seasonal basis. Other safeguards and requirements are under development. The potential to expand the Town Pilot Project to privately owned commercial properties will also be considered.

3. **Seasonal Employee Housing Overlay District**
   - In recent years, a few of the older motels in need of upgrades have been purchased by Montauk business owners to house their employees. But as the densities of these motels far exceed the current Suffolk County Department of Health Services and municipal zoning regulations, the property owners, who have requested to tear down the existing structures and build new seasonal housing at the same density, have not been permitted to make these essential improvements.

The 2005 Town of East Hampton Comprehensive Plan recommended creating a new Seasonal Housing Overlay zoning district covering a small area in the Downtown and Harbor area to facilitate these improvements, but initial response from the Montauk community was negative. Some business owners feared removal of affordable accommodations from the business areas would be harmful to the tourist economy, especially the recreational fishing component. Others expressed concern that the seasonal housing would have a negative impact on the charming character of the area.

Since 2005, additional motels have been purchased by Montauk business owners to house their employees and without the necessary upgrades, these facilities offer sub-standard living conditions. Facilitating their conversion to seasonal housing could help improve the visual quality of the business areas as well as provide the necessary seasonal housing accommodations. Property owners could apply to the Town for the Seasonal Housing Overlay District or the Town could designate limited areas on its own initiative. Properties within the Seasonal Housing Overlay District would not be required to convert to seasonal housing, the property owners would merely have the option.

Design requirements would help target the units for seasonal employee occupancy, in a dormitory-type setting. Draft requirements for conversion of a motel to seasonal housing at the pre-existing non-conforming density include:

- All new units must be used exclusively for seasonal housing.
- The seasonal units must be closed for a portion of each year (consider 3 to 6 months).
- The facilities must have common bathroom and cooking facilities.
- Filing of a covenant and restriction assuring units remain affordable and for seasonal employees in perpetuity.

**H. Wastewater Management**

As mentioned throughout this report, improved wastewater treatment is a critical issue for both the downtown and dock areas of Montauk. The East Hampton Townwide Wastewater Management Plan recommended community/neighborhood wastewater treatment systems to serve areas with malfunctioning septic systems in Downtown Montauk, the Dock Area, Camp Hero and Ditch Plains areas with transmission to and treatment at a Montauk Manor/Fire Department site. In July 2017, the Town Board hired Lombardo Associates, who prepared the wastewater management plan, to prepare a more focused plan for advanced sewage treatment for the downtown and adjacent areas. The project will include meeting with property owners, preparing a boundary map of properties to be included, and research into available funding
Historically, one of the strongest objections to implementing an advanced wastewater treatment system, other than cost, has been the potential for undesirable growth. However, by specifically designing the size, location and boundaries of the wastewater treatment system to the agreed upon, desired scale for Montauk, the infrastructure will not have the built-in capacity to cause a growth inducing impact. To assure community acceptance and to be consistent with East Hampton’s Comprehensive Plan, the community wastewater system must be sized as “growth neutral”, rather than a “growth inducing” plan. However, a “growth neutral” plan does not mean no new development or redevelopment. The Downtown Montauk Hamlet Plan depicts a phased approach to improve coastal resiliency and overall functionality including: strategic retreat, relocation, adaptation and infill development with second story affordable apartments and some seasonal employee housing.

Development of advanced wastewater treatment infrastructure is also critically needed for water quality improvements and implementation of the Montauk Harbor and the Train Station area plans. While these two areas are not part of the initial phase under development for Downtown Montauk, treatment capacity to handle the wastewater from these two areas should be included as part of the design.

I. Transportation and circulation

Implement circular shuttle bus service: Seasonally heavy traffic creates problems getting to and getting around Montauk. The LIRR service is limited and train station traffic jams at arrival and departure times have reached critical levels. Managing seasonal traffic congestion and parking is especially challenging because downtown Montauk is an ocean beach destination as well as a business area. Devoting too much land to parking lots and road infrastructure would negatively impact Montauk’s rural character and walkability. The traffic flow and parking solutions proposed encourage walking and support use of alternative transportation systems.

As part of the solution to help reduce traffic jams and parking shortages during the busy summer months, the Town established a pilot free shuttle bus service operating as a continuous loop between Hither Hills State Park, the Downtown Area, the Train Station and the Dock Area in the summer of 2017. The pilot project was a success and the Town has continued the free shuttle bus service every summer since.

Complementing the summer shuttle, the South Fork Commuter Connection, a coordinated rail and bus system, provides workers with a public transportation option during peak commuting hours, year-round. The program combines a series of new morning and afternoon trains with Town sponsored commuter buses. Although the LIRR has a Montauk stop, bus connections to Montauk employment centers are provided to Amagansett Train Station at the current time.

Downtown Montauk

1. Install Crosswalk warning systems: To improve pedestrian safety and circulation, the Town secured New York State grant funding to install enhanced motorist warning systems at three crosswalk locations on Montauk Highway:

   - South Elder Street - 7-11 on north side, JGA on south side
   - West side of Carl Fisher Plaza
   - East side of Carlo Fisher Plaza

Installation has occurred, but excessive signage and lights associated with the crosswalks have been a concern to the Town Board and Montauk citizenry. The signs have been adjusted but as the lights are still problematic, the Town Board has not accepted the project. The Town Board continues to work with the State to make adjustments to the projects.

2. Improve vehicular circulation within the Downtown area: To improve traffic flow and safety within the Downtown area, the Concept Plan offers the following suggestions for consideration. It is recommended that these concepts be reviewed, refined and adjusted by a working group comprised of members of the Police Department, Town Engineer, Planning Department, the Citizen Advisory Committee, business owners and property owners. Some of these ideas could be tried out on a temporary basis using traffic cones and signage before implementing a final plan. New York State Department of Transportation approval will be required for any changes to Montauk Highway.

   - Make Carl Fisher Plaza one-way counter clockwise
   - Remove on-street parking at certain intersections to improve motorists’ sight distance. The corner of S. Eton and S. Emerson is a key example of where this recommendation would apply.
   - Establish a taxi stand on the south portion of Carl Fisher plaza
   - Make S. Elmwood one way eastbound for the one block between S. Emery St. and S. Embassy St.
   - Make S. Emery St. one way south between Montauk Highway and S. Elmwood Ave.

Improve signage for optimal placement, visibility and key information. Installing beach parking and permit only parking signage west of the beaches will help reduce traffic entering downtown.

3. Construct roundabout at Old Montauk Highway/Montauk Highway/Second House Road intersection: During the summer season, the western entrance to downtown Montauk experiences heavy traffic congestion and backups. To help calm and improve traffic flow, constructing a roundabout is recommended for consideration at the Old Montauk Highway, Montauk, Second House Road intersection. The roundabout would also serve as a visual gateway to Montauk. Roundabouts are designed to keep traffic moving but at a lower speed than other types of intersections. An evaluation of traffic volumes and patterns would help inform the design, including the frequent turnoffs to S. Eton Street just east of the intersection. Pedestrians, bicyclists and vehicles all would need to adjust to a new traffic pattern, which might seem unsettling at first, but the design would include pedestrian crosswalks and designated areas for bicyclists. The existing Right-of-Way properties contain sufficient land area to accommodate the roundabout. Approval will be required from New York State Department of Transportation and as Montauk Highway is listed on the National Highway System, potential funding includes federal as well as state and town programs.

4. Construct roundabout at South Essex/Montauk Highway: To complement the proposed roundabout on the west side of downtown, a roundabout is recommended for consideration at the east side entrance. A roundabout at South Essex Street and Montauk Highway would be designed to calm traffic approaching from and coming down the hill from the easterly direction and provide safer pedestrian and bicycle crossings. In addition, constructing a roundabout in this location would help to accommodate the gradual shift of development away from the ocean proposed as part of the plan to improve coastal resiliency. As with the westerly roundabout, further study and evaluation is required. Approval will be needed from the New York State Department of Transportation and federal, state and town programs are potential funding sources.

5. Improve pedestrian safety: Improved sidewalks, lighting and crosswalks are needed to enhance pedestrian safety and mobility. Similar to the recommendation for improved vehicular safety, input from a working group comprised of members of the Police Department, Town Engineer, Planning Department, the Citizen Advisory Committee, business owners and property owners is recommended. The development of a pedestrian safety plan can be prepared as part of a cohesive downtown streetscape plan or form based code addressing overall design and layout features including street trees and other plantings, street parking, benches, bike racks, signage, utilities, drainage and grading. It is noted that while improved lighting and sidewalks are needed where there is heavy foot traffic, protecting the rural landscape and dark natural sky are key components of an acceptable plan. Planning funding is available from NYS Local Waterfront Revitalization grants.

6. Improve Bicycle Safety: Although all of Montauk Highway is a designated bike route, marked bicycle
lanes do not extend through the hamlet center. Creating a shared use pedestrian-bicycle path along the general alignment of the Paumonak Trail beginning at Second House Road and extending easterly to where the trail meets the Highway merits further evaluation although improving or surfacing the Paumonak Path itself is not recommended. East and west of the hamlet center bike lanes can be established on Montauk Highway. Alternatively, creating safe buffered bike lanes through the center may be possible on Montauk Highway and Carl Fisher Plaza, with the new one-way traffic flow proposed. Installing bike racks in convenient locations is also recommended. Improving bicycle safety can be part of an overall plan for improving the hamlet eligible for NYS Local Waterfront Revitalization grant funding.

Montauk Harbor

7. **Construct roundabout at Flamingo Avenue and West Lake Drive intersection:** To help improve safety for both pedestrians and vehicles at the overly large Flamingo Avenue and West Lake Drive intersection and to create a sense of arrival at the Harbor Area, constructing a roundabout is recommended. Both Flamingo Avenue and West Lake Drive are Suffolk County roadways and the project will require Suffolk County Department of Public Works approval. Suffolk County and Town funding would be required and private developers could contribute funding to this project as development occurs.

8. **Remove segment of West Lake Drive Loop Road/Develop Naturalized beach and multi-use path:** The loop section of West Lake Drive, between Gosman’s Dock and Soundview Drive, passes undeveloped lots and, except for allowing trucks to turn around, is not needed. The concept plan recommends removing this segment of West Lake Drive, armored with rocks along Block Island Sound, while at the same time accommodating truck turn around through a reorganization of the large parking lot across from Gosman’s dock. The road removal will allow the formation of a naturalized bank and beach fed from an upstream feeder proposed at the west jetty. The naturalized bank and beach would work together to dissipate wave energy and down drift erosion. The project would also provide recreation and habitat enhancement opportunities including potential development of a multi-use path and a bathing beach.

The road removal will require Suffolk County Department of Public Works approval. Reorganizing the traffic circulation through the Gosman’s parking lot will require approval and cooperation of the property owner. Creation of a naturalized bank and beach and a feeder beach will require approval and coordination from the Army Corps of Engineers, NYS Department of Environmental Conservation and NYS Department of State. US Army Corps of Engineers funding should be sought for creation of the feeder beach and creation of the naturalized bank and beach.

9. **Connect and develop waterfront boardwalk path:** The commercial docks have been identified as part of East Hampton’s Critical Facilities and as bulkheads are raised to protect the area from storm surges, connecting the gaps in the waterfront boardwalk is recommended as part of the development process.

Montauk Train Station

10. **Institute interim traffic circulation plan of the Train Station Parking Lot:** Cars, taxis and buses crowd the train station lot and the lack of a turnaround causes circulation problems and added congestion. On an interim basis, the train station parking lot could be re striped or marked with cones to delineate a drop off, pick up and turnaround area. Coordination between the Town and LIRR will be needed but implementation of an interim solution would require minimal funding.

11. **Improve vehicular and pedestrian safety on County Road 49:** The close proximity of the Fire House to the train station and a popular nightspot underscores the critical need for traffic calming and control on County Road 49. Concept plans for constructing two roundabouts as a potential means to optimize traffic safety, emergency vehicle response times and fire truck maneuverability were rejected by the community and the Town Board. Further study and evaluation of this area is required.

12. **Install bike racks, sidewalks and bike lanes along Flamingo Avenue connecting the Dock, downtown and station areas:** Bike and pedestrian access from the Train Station to the docks and to downtown along Flamingo Avenue is limited to the road shoulder and is unsafe. Encouragingly, after the first draft of this report was published, Suffolk County awarded the Town a $400,000 Grant toward the creation of a multiuse path extending for 5,000 linear feet from the LIRR station on Flamingo Ave. to the hamlet’s downtown. While the path along Flamingo Avenue and Edgemere Street has yet to be designed, it is envisioned as a means of connecting the two points in order to safely promote alternative modes of transportation such as cycling and walking as well as to enhance the South Fork Commuter Connection. The Town can install bike racks at the Station, Downtown and the Harbor areas.
<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Type of Action</th>
<th>Responsible Entity</th>
<th>Time Frame</th>
<th>Potential Funding Source</th>
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<tbody>
<tr>
<td>Continue to follow and implement 2005 Plan</td>
<td>Policy</td>
<td>TB, PB, ZBA, ARB</td>
<td>On-going</td>
<td>None required</td>
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<tr>
<td>Continue to implement amendments and coordinate with on-going plans and studies</td>
<td>Policy</td>
<td>All Town Departments</td>
<td>On-going</td>
<td>None required</td>
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<td>Adopt Montauk Hamlet Plan as an addendum</td>
<td>Local Law</td>
<td>TB, PB, PD</td>
<td>Short term</td>
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<td>Protect &amp; Enhance Natural &amp; Historic Character</td>
<td>Code enforcement, zoning &amp; building code potential amendments, development application review</td>
<td>LAM, PB, PD, TB, CPF Committee, non-profit land trusts, private property owners</td>
<td>On-going</td>
<td>17, Private Land Trusts, Private property owners</td>
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<td>Forcefully continue to preserve ground and surface watershed lands, open space and historic properties</td>
<td>Acquisition, Policy, Cluster Subdivisions, CPF updates</td>
<td>TB, NR, private property owners, non-profit orgs, SCDPW, NYSDOT</td>
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<td>4, 5, 6, 7, 8, 12, 17 Private Property owners, non-profit organizations</td>
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<td>Research methods to protect &amp; enhance scenic vistas</td>
<td>In-house study</td>
<td>PD, TA, LAM</td>
<td>Short Term</td>
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<td>Implement, fund, collaborate and educate community regarding Water Quality Improvements</td>
<td>Programs/Projects</td>
<td>TB, NR, private property owners, non-profit orgs, SCDPW, NYSDOT</td>
<td>Continuous</td>
<td>4, 5, 6, 7, 8, 12, 17 Private Property owners, non-profit organizations</td>
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<td>Increase Coastal Resiliency and Reduce Risks from Flooding, Storms, and Sea Level Rise</td>
<td>CARP Study/Program</td>
<td>Outside consultant, TB, NR, PD</td>
<td>On-going</td>
<td>Already funded: 4 with Town match</td>
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<td>Downtown Montauk</td>
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<td>LAM, TB, PD, NR</td>
<td>Short Term</td>
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<td>Phase 1 Strategic Retreat and Relocate</td>
<td>Develop TDR Local Law</td>
<td>PD, NR, TB, TA (outside consultant)</td>
<td>Short Term</td>
<td>4, 9, 16</td>
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<td>Phase 2 Respond and Adapt</td>
<td>Develop zoning &amp; building code updates</td>
<td>CARP study, TB, TA, NR, PD</td>
<td>Short Term</td>
<td>Already funded study: 4 with Town match</td>
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**Action Plan Implementation Matrix Legend**

**Responsible Entity Abbreviations Legend:**
- ACOE = US Army Corps of Engineers
- AHDO = EH Affordable Housing and Development Office
- ARB = EH Town Architectural Review Board
- BI = EH Building Inspector
- CE = EH Code Enforcement Office
- HI/AC = EH Highway Department
- LAM = EH Dept. of Land Acquisition and Management
- LIRR = Long Island Rail Road
- NR = EH Natural Resources Department
- NYMTC = NY Metropolitan Transportation Council
- NYSDOT = New York State Department of Environmental Conservation
- Potential New York State Funding Sources Legend:
  - (1) NYS Community Block Grant Program
  - (2) New York Main Street
  - (3) Empire State Development Strategic Planning and Feasibility Studies Program
  - (4) Local Waterfront Revitalization
  - (5) New York State DEC/EFC Wastewater Infrastructure Engineering Planning Grant Program
  - (6) New York State Department of Environmental Conservation Water Quality Improvement Project Program (WQIP)
  - (7) Clean Water State Revolving Fund Low Interest Loan Program (CWSRF)
  - (8) Environmental Facilities Green Innovation Grant
  - (9) Sustainable Planning and Implementation Climate Smart Communities Grant
  - (10) NYS Urban Renewal
  - (11) NYS DOT
  - (12) NYS Dormitory Authority

**Potential Suffolk County Funding Sources Legend:**
- (12) Water Quality Protection & Restoration Program

**Potential Town of East Hampton Funding Legend:**
- (14) Municipal Bonds: General Obligation, Special Assessment Bonds, Revenue Bonds, Double Barreled Obligations, Tax Increment Finance Bonds
- (15) Fees-in-Lieu of Parking
- (16) Annual Budget
- (17) Community Preservation Fund
- (18) Congestion Mitigation and Air Quality Improvement Program
- (19) Federal Emergency Hazard Mitigation Grant Program
- (20) US Department of Agriculture Emergency Watershed Protection Floodplain Easement Program
- (21) Fire Island to Montauk Point Reformulation Project (FIMP)
- (22) National Highway Performance Program
- (23) Surface Transportation Block Grant Program

**Potential Federal Funding Legend:**
- (24) US Army Corps of Engineers
<table>
<thead>
<tr>
<th>Recommendation</th>
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<th>Responsible Entity</th>
<th>Time Frame</th>
<th>Potential Funding Source</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montauk Harbor</td>
<td>Raise Bulkheads and Buildings along the Harbor</td>
<td>Development/redevelopment</td>
<td>As properties redevelop</td>
<td>Private property owners</td>
</tr>
<tr>
<td></td>
<td>Block Island Coastline</td>
<td>Remove segment of West Lake Dr.</td>
<td>SCDPW</td>
<td>RD input</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Create a bank &amp; beach</td>
<td>ACOE, TB, NR, PD</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Create a feeder beach at West Lake Jetty</td>
<td>ACOE, TB, NYSDEC, NR, PD</td>
<td>21</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Create a multi-use path</td>
<td>SCDPW, TB, TE</td>
<td>12, 13</td>
</tr>
<tr>
<td>Gosman's Parking Lot</td>
<td>Redesign to accommodate through traffic and improve, visual quality &amp; stormwater runoff control</td>
<td>Private property owner, TB, PD, PB TE</td>
<td>Short Term</td>
<td>Private, 4, 6, 8, 9</td>
</tr>
<tr>
<td>Cluster to High Ground</td>
<td>Zoning Code Amendments/local law</td>
<td>TB, PD, PB, TA, outside consultant</td>
<td>4, 9, 10</td>
<td></td>
</tr>
</tbody>
</table>

| Montauk Train Station | Raise infrastructure | Project | LIRR | Medium Term | LIRR, 4, 9, 18, 19 |

| Maritime and Historic Character & Design | Develop and adopt Overlay District Standards | Local Law | PD, ARB, TA, TB | Short Term | 16 |
|                                          | Develop and adopt a Form Based Code | Local Law | Outside consultant, PD, TA, ARB, TB | Short Term | 1, 2, 3, 4, 9, 10, 16 |

| Streetscape Improvements | 1, 2, 4, 14 |

| Parking | Develop & Adopt Shared Parking Regulations | Local Law | PD, TA, TB, PB | Short Term | 16 |
|         | Acquire and improve land for new and expanded Municipal lots | Direct Gov’t Action | TB | Short Term | 1, 4, 6, 6, 8, 9, 14 |
|         | Develop/Implement Parking Management Strategy for Municipal lot & on-street parking | Direct Gov’t Action | TB | Short Term | 2, 4, 8, 9, 10, 14, 15, 16 |
|         | Evaluate/Establish a Parking Management District | Research/direct govt’ action | TB, PD, Private property owners | Short Term | 2, 4, 8, 9, 10, 14, 15, 16 |

| Year Round Affordable Workforce Housing | Second Story Apartments in commercial zones | Public outreach/promote existing program | TB, TA, PD, PB, AHDO, Chamber of Commerce | Short Term | 16 |
|                                          | Affordable apartments in residential zones | Public outreach/promote existing program | TB, TA, PD, PB, AHDO Chamber of Commerce | Short Term | 16 |
|                                          | Additional housing types | Research | AHDO, PD, PB, TA, TB | Short Term | 16 |

**Action Plan Implementation Matrix Legend**

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

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

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

**Potential Town of East Hampton Funding Legend:**

**Potential Federal Funding Legend:**
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</tr>
</thead>
<tbody>
<tr>
<td>Seasonal Workforce Housing -</td>
<td>Local Law</td>
<td>TB, TA, PB, PD, EHAHDO</td>
<td>Short Term</td>
<td>16</td>
</tr>
<tr>
<td>Single family homes in commercial districts-</td>
<td>Local Law</td>
<td>TB, TA, PB, PD, EHAHDO</td>
<td>Short Term</td>
<td>16</td>
</tr>
<tr>
<td>On-site employee housing-</td>
<td>Local Law</td>
<td>TB, TA, PB, PD, EHAHDO</td>
<td>Short Term</td>
<td>16</td>
</tr>
<tr>
<td>Temporary removable employee housing-</td>
<td>Local Law</td>
<td>TB, TA, PB, PD, AHDO</td>
<td>Short Term</td>
<td>16</td>
</tr>
<tr>
<td>Mandatory employee housing</td>
<td>Add'l research/Local Law</td>
<td>TB, TA, PB, PD, AHDO</td>
<td>Short Term</td>
<td>16</td>
</tr>
<tr>
<td>Seasonal Employee Housing Overlay District-</td>
<td>Local Law</td>
<td>TB, TA, PB, PD, AHDO</td>
<td>Short Term</td>
<td>16</td>
</tr>
<tr>
<td>Wastewater Management</td>
<td>Implement advanced wastewater treatment system for downtown Montauk</td>
<td>Develop focused wastewater treatment plan; develop infrastructure</td>
<td>TB, NR, private property owners, Business Association and other stakeholders, outside consultant (Lombar- do Associates)</td>
<td>Short term-plan; medium term-infrastructure</td>
</tr>
<tr>
<td></td>
<td>Implement advanced wastewater treatment system for Montauk Harbor</td>
<td>Develop focused wastewater treatment plan</td>
<td>TB, NR, private property owners, Business Association and other stakeholders, outside consultant</td>
<td>Short-Medium term</td>
</tr>
<tr>
<td></td>
<td>Implement advanced wastewater treatment system for Train Station area</td>
<td>Develop focused wastewater treatment plan</td>
<td>TB, NR, private property owners, Business Association and other stakeholders, outside consultant</td>
<td>Short Term</td>
</tr>
<tr>
<td>Mixed Use &amp; 2nd Story Workforce Housing</td>
<td>Publicize availability of Affordable Housing Credit Program</td>
<td>Public outreach</td>
<td>PD, EHAHDO</td>
<td>On-going</td>
</tr>
<tr>
<td></td>
<td>Wastewater Management Implementation as listed above</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation and Circulation</td>
<td>Implement circular shuttle bus service</td>
<td>Continue/expand existing program</td>
<td>TB, TA, PB, PD, EHAHDO</td>
<td>On-going</td>
</tr>
<tr>
<td>Downtown Montauk</td>
<td>Install Crosswalk warning systems</td>
<td>Project</td>
<td>TB, NYSDOT</td>
<td>Underway</td>
</tr>
<tr>
<td></td>
<td>Improve vehicular Downtown circulation</td>
<td>Capital Projects</td>
<td>TB, TE, HW</td>
<td>Short term</td>
</tr>
<tr>
<td></td>
<td>Construct Old Montauk Hwy/Montauk Hwy/Second Road roundabout</td>
<td>Capital Project</td>
<td>NYSDOT, TB, TE</td>
<td>Medium term</td>
</tr>
<tr>
<td></td>
<td>Construct South Essex/Montauk Hwy roundabout</td>
<td>Capital Project</td>
<td>NYSDOT, TB, TE</td>
<td>Medium term</td>
</tr>
<tr>
<td></td>
<td>Study/Install sidewalks</td>
<td>Study/capital project</td>
<td>TB, NYSDOT, PD, TE, HW</td>
<td>Short term</td>
</tr>
<tr>
<td></td>
<td>Construct shared used path-</td>
<td>Study/capital project</td>
<td>TB, NYSDOT</td>
<td>Medium term</td>
</tr>
</tbody>
</table>

**Action Plan Implementation Matrix Legend**

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

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

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

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

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

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<tr>
<td>Montauk Harbor</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construct Flamingo Ave &amp; West Lake Dr roundabout</td>
<td>Capital Project</td>
<td>NYS DOT, TB, TE</td>
<td>Medium term</td>
<td>RD input, 13</td>
</tr>
<tr>
<td>Remove segment of West Lake Dr. / Develop Naturalized beach and multi-use path</td>
<td>Study/capital project</td>
<td>TB, ACOE, PD, NR, NYSDEC, NYSOS, outside consultant</td>
<td>Medium term</td>
<td>RD input, 13, 21</td>
</tr>
<tr>
<td>Connect and develop waterfront boardwalk path</td>
<td>Capital Project</td>
<td>Public and private property owners</td>
<td>Short term- continual</td>
<td>Private property owners,</td>
</tr>
<tr>
<td></td>
<td>Montauk Train Station</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Institute interim traffic circulation plan</td>
<td>Pavement Marking/signage</td>
<td>TB, LIRR</td>
<td>Short Term</td>
<td>RD input 15, LIRR</td>
</tr>
<tr>
<td>Install bike racks, sidewalks and bike lanes along Flamingo Ave</td>
<td>Capital Project</td>
<td>TB, SCDPW, LIRR</td>
<td>Short Term</td>
<td>RD input, 13</td>
</tr>
</tbody>
</table>

**Recommendation Type of Action Responsible Entity Time Frame Potential Funding Source**

**Montauk Harbor**

- Construct Flamingo Ave & West Lake Dr roundabout Capital Project NYS DOT, TB, TE Medium term RD input, 13
- Remove segment of West Lake Dr. / Develop Naturalized beach and multi-use path Study/capital project TB, ACOE, PD, NR, NYSDEC, NYSOS, outside consultant Medium term RD input, 13, 21
- Connect and develop waterfront boardwalk path Capital Project Public and private property owners Short term- continual Private property owners, 

**Montauk Train Station**

- Institute interim traffic circulation plan Pavement Marking/signage TB, LIRR Short Term RD input 15, LIRR
- Install bike racks, sidewalks and bike lanes along Flamingo Ave Capital Project TB, SCDPW, LIRR Short Term RD input, 13

**Action Plan Implementation Matrix Legend**

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- CE = EH Code Enforcement Office
- HH = EH Highway Department
- HD = EH Dept. of Land Acquisition and Management
- LIRR = Long Island Rail Road
- NR = EH Natural Resources Department
- NYS DEC = New York State Department of Environmental Conservation
- NYS DOT = New York State Department of Transportation
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1. NYS Community Block Grant Program
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5. New York State DEC/EFC Wastewater Infrastructure Engineering Planning Grant Program
6. New York State Department of Environmental Conservation Water Quality Improvement Project Program (WQP)
7. Clean Water State Revolving Fund low interest loan program (CWSRF)
8. Environmental Facilities Green Innovation Grant
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11. NYS DOT
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13. Water Quality Protection & Restoration Program
14. Suffolk County Department of Public Works

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16. Fees-in-Lieu of Parking
17. Annual Budget
18. Community Preservation Fund

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

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Appendix A: New York State Grants and Programs

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

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

**Community Planning:** Activities involving community needs assessments or preliminary engineering reports for drinking water, clean water, flood control, stormwater drainage. Ancillary public works components, not to exceed 10% of total grant amount may include: sidewalks, streets, parking, open space, and publicly owned utilities. Funding availability for Towns: $50,000. 5% match required. Funding availability for Villages: $100,000. No match required.

Annual grant application through New York State Consolidated Funding Application

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

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

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

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

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

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

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

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

Geographic areas eligible for funding include the entire hamlet of Montauk; Three Mile Harbor Accabonac Harbor, Georgica Pond, Wainscott Pond and a portion of their watersheds. Funding is available through the following grant categories:
- Preparing or Implementing a Local Waterfront Revitalization Program (LWRP)
- Updating an LWRP to Mitigate Future Physical Climate Risks
- Redeveloping Hamlets, Downtowns and Urban Waterfronts
- Planning or Constructing Land and Water-based Trails Preparing or Implementing a Lakewide or Watershed Management Plan
- Implementing a Community Resilience Strategy

5. Environmental Improvements

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

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

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

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

The Department anticipates having up to $87 million available for WQIP projects, including up to
The Department may potentially receive additional funding for qualifying projects located in Nassau and Suffolk counties. Should such funding become available, the Department reserves the right to award funding for scored and ranked projects, consistent with the method of award described in this grant opportunity. In addition, the Department may potentially receive additional funding for qualifying beach restoration projects. Should such funding become available, the Department reserves the right to award funding for scored and ranked projects, consistent with the method of award described in this grant opportunity.

Eligible Types of Projects

- **Wastewater Treatment Improvement –**
  - Municipal Separate Storm Sewer Systems (MS4s)
  - Aquatic Habitat Restoration
  - Decentralized Wastewater Treatment Facilities for Fail- On-Site Treatment Systems-funding for construction

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

- **Wastewater Treatment Improvement – 15% local match required**
  - Projects to purchase and install equipment necessary to meet Total Maximum Daily Load (TMDL) requirements, such as chemical addition and other techniques to remove phosphorous or nitrogen before the water is discharged from the plant. TMDL. Maximum grant available per facility is $1,000,000.

  - Projects to construct systems to serve communities with inadequate on-site septic systems projects listed in the PWL as a source of impairment, having a completed sanitary survey conducted by the Department of Health, or Lists of Wastewater Treatment Improvement

  - Municipal Separate Storm Sewer Systems (MS4s)-
  - Development of Retrofit plans for existing unmanaged and/or inadequately managed stormwater runoff to MS4s discharging to impaired watersheds with approved TMDLs

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

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

  - Municipal Separate Storm Sewer Systems (MS4s)- 25% local match
7. Clean Water State Revolving Fund (CWSRF)

CWSRF, jointly managed by Environmental Facilities Corporation and NYS DEC, provides low-interest rate fi-nancing to municipalities to construct water quality pro-tection projects including wastewater treatment facilities and nonpoint source projects such as stormwater runoff management. The program distributes over $1 billion an-ually.

8. Environmental Facilities Corp. - Green Innovation Grant Program

Funding Available: $15 million

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

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

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

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

9. Sustainability Planning and Imple-mentation

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

Fundable projects related to flood risk reduction include:
Increasing or preserving natural resiliency: Based on assessment of projected future conditions, the construction of living shorelines and other nature-based landscape fea-tures for the purpose of decreasing vulnerability to the impacts of climate change, and/or to improve or facilitate conservation, management and/or restoration of natural floodplain areas and/or tidal marsh systems that will need to migrate as sea level rises. • Relocation or retrofit of critical facilities or infrastruc-ture: Based on assessment of projected future conditions, the strategic relocation of climate-vulnerable critical mu-nicipal facilities or infrastructure, and/or the retrofit of critical facilities or infrastructure, for the purpose of re-ducing future climate risks.

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

10. NYS Urban Renewal

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

11. NYS Department of Transportation

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

Programs with potential applicability to East Hampton include:

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

National Highway Performance Program - pro-vides funds to reconstruct, resurface, rehabilitate the National Highway System, which includes Montauk Highway.

Surface Transportation Block Grant Program - provides funds for the Transportation Alternatives Improvement Program, which supports bicycle and pedestrian im-provement projects.
Appendix B: Water Quality Plans and Recommendations

<table>
<thead>
<tr>
<th>Project Type Legend</th>
</tr>
</thead>
<tbody>
<tr>
<td>WWT= Wastewater Treatment Project; NPS= Non Point Source Abatement and Control Project; AHR= Aquatic Habitat Restoration Project; PPP= Pollution Prevention Project</td>
</tr>
</tbody>
</table>

**Lake Montauk Watershed**

Continue to fund and expand the Town's shellfish hatchery and seeding program; including wet grass protection and restoration

Facilitate the protection and restoration of the wet grass population

Establish shellfish seeding areas and install oyster reefs to protect and enhance the shellfish population in the watershed

Establish a permitting program allowing growers to farm shellfish and other marine organisms (clams, oysters, kelp)

Establish additional seagrass and seaweed grow out areas

Utilize existing public information documents available through Long Island Invasive Species Management Areas (LISMA) group and Cornell Cooperative Extension to provide public information regarding the harmful effects of invasive species

Provide wetland restoration and water quality improvements within the Lake by reconstructing the wetlands in Ditch Plains to engineer wetlands planted with native species to provide for vegetative pathogen removal of waters seeping from the Ditch Plains area

Consider the use of nutrient systems in the lower portion of the Lake to promote growth of aerobic bacteria and decrease growth of anaerobic bacteria (most pathogens are anaerobic)

Develop signage to inform the public regarding laws, public safety and human impacts to the bay

Develop a public outreach program to educate the public on the resources and importance of the Lake, organize volunteer activities, and provide the public with "good housekeeping" tools

Seek local partners to fund the development of public education materials

**Lake Montauk Watershed (continued)**

Promote robust incentive program for septic system upgrades in economically sensitive and flood prone areas

Develop educational programs and work with environmental groups to educate the public on the importance of septic system maintenance

Septic system upgrades to advanced treatment systems

Investigate the contributions of septic systems to pollution within the Lake

Centralized treatment facilities to treat wastewater from Ditch Plains

Centralized treatment facility to treat wastewater from the docks

Centralized wastewater treatment facility to treat wastewater from the docks. Proposed treatment facilities include Flamingos

Two Town owned property, the east property, or transmission to the Montauk Micronet for Department proposed location

Comp Hem wastewater treatment system repair or replacement

Water treatment effluent reuse at the Montauk Drawdown Golf Course

Develop a program to promote inspection and regular maintenance (every three years) of septic systems

Consider a two-staged pump-out and water conservation lot program to aid in cost reduction for sanitary systems maintenance and/or replacement

Develop and implement programs and policies to aid in reduction of the Fireball No Discharge Zone

Manage water and land use

Coordinate with the operator of the animal farm located on South Farnam Drive to prepare an agricultural BMP program and create a vegetated buffer surrounding the on-site pond to reduce nutrient inputs to the Lake

Create a shallow vegetative drainage area at the landscape margin between the jurisdictions of West Lake Drive, North Farnam Drive and Star Island Road.

Investigate the feasibility for drainage improvements on the north side of Montauk Highway, opposite Cowell Road

Implement the proposed drainage improvement project prepared for the South Lake Beach parking lot

Implement the proposed drainage improvement project prepared for the West Lake Drive Boat Ramp

Create a berms area on the northwestern corner of West Lake Drive and Flamingos Avenue

Provide waterfront areas feasible for existing and proposed drainage infrastructure

Coordinate with NYS to establish a Drainage Management Program for the Montauk Drainage golf course

Develop a law and associated signage prohibiting the feeding of waterfowl as they contribute nutrients to surface waters and runoff sources

Encourage and incentivize use of green infrastructure in site and drainage design

Amend Chapter 25A, Article IV of Town Code to include minimum buffer width requirements

Encourage and incentivize the use of vegetative buffers on properties that border the Lake

Develop educational materials detailing the benefits of vegetative buffer along shorelines

Encourage and incentivize the use of vegetative buffers and filter strips adjacent to boardwalk areas in industrial and working waterfront areas that border the Lake

Permit regular Early Detection Rapid Response surveys for highly invasive species approaching the area to aid in prevention of these species becoming established within the watershed

Work with the County to revise and adopt an amendment to the Open Space Management Plan for Montauk County Park and consider prohibiting pets from being permitted in the park.

Develop educational materials providing information on green infrastructure (e.g., rain gardens, rain barrels) and its benefits to homeowners

**Project Type Legend**

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

- **WWT**= Wastewater Treatment Projects; **NPS**= Nonpoint Source Abatement and Control Projects; **AHR**= Aquatic Habitat Restoration Projects; **PPP**= Pollution Prevention Projects

<table>
<thead>
<tr>
<th>WWT</th>
<th>Town of East Hampton, New York</th>
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</thead>
<tbody>
<tr>
<td>WW</td>
<td>Promote rebate incentive programs for septic system upgrades in ecologically sensitive and flood prone areas</td>
</tr>
<tr>
<td>WW</td>
<td>Develop educational programs and work with environmental groups to educate the public on the importance of septic system maintenance</td>
</tr>
<tr>
<td>WW</td>
<td>Construct wastewater treatment systems located at Montauk Manor treatment &amp; disposal site</td>
</tr>
<tr>
<td>WW</td>
<td>Construct wastewater treatment systems located at the Fire Department property</td>
</tr>
<tr>
<td>WW</td>
<td>Construct wastewater treatment systems located at the SCWA Underwater Sewer Well property</td>
</tr>
<tr>
<td>WW</td>
<td>Septic system upgrades with nutrient removal for commercial properties such as the surf border along the shoreline</td>
</tr>
<tr>
<td>WW</td>
<td>Montauk School septic waste system upgrades or transmission outside of the watershed</td>
</tr>
<tr>
<td>WW</td>
<td>Residential septic system upgrades</td>
</tr>
<tr>
<td>WW</td>
<td>Upgrades to the unmanaged facility wastewater treatment system</td>
</tr>
<tr>
<td>WW</td>
<td>Critical areas will be assessed for the appropriate management practices based on site conditions, physical constraints, and economic feasibility to limit nutrient and sediment inputs</td>
</tr>
<tr>
<td>WW</td>
<td>Encourage and incentivize use of green infrastructure on-site and in drainage design</td>
</tr>
<tr>
<td>WW</td>
<td>NR</td>
</tr>
<tr>
<td>WW</td>
<td>Require the control of fertilizer applications near wetland areas</td>
</tr>
<tr>
<td>WW</td>
<td>Incentivize vegetation buffers on properties that affect the lake</td>
</tr>
<tr>
<td>WW</td>
<td>Incentivize buffer strips and filter strips adjacent to run-off areas in industrial and working waterfront areas</td>
</tr>
<tr>
<td>WW</td>
<td>AHR</td>
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<tr>
<td>WW</td>
<td>PPP</td>
</tr>
<tr>
<td>WW</td>
<td>PPP</td>
</tr>
</tbody>
</table>
Appendix C: Shared Parking Agreements

1. Shared Parking: Definition

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

2. Intent of Ordinance

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

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

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

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

3. Application of Shared Parking

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

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

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

Overall, jurisdictions may wish to consider the following:

1) In Central City, Town Centers, Regional Centers, Station Communities, and Main Streets, particularly in areas designated Zone “A” in Metro’s Urban Growth Management Functional Plan, the requirements for shared parking should be more stringent*. The intent is to maximize efficient and complimentary land uses in these zones.

2) In some situations, new land uses or redevelopment of sites could provide less than the minimum code requirements of dedicated parking. This should be allowed with the director’s approval if they occur in business districts with adequate parking supply and/or when the development is an ancillary use to an adjacent major use where the patrons or users will be the same.

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

* Terms, values, and criteria that need to be defined by the jurisdiction are marked with an asterisk and are in bold text.
4. Calculation of Parking Spaces Required with Shared Parking

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

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

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

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

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

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

\[
\begin{align*}
\text{Parking for offices} & = 2.7 \times 40,000/1,000 = 108 \text{ spaces} \\
\text{Parking for restaurant} & = 15.3 \times 5,000/1,000 = 77 \text{ spaces} \\
\text{Combined} & = 108 + 77 = 185 \text{ spaces}
\end{align*}
\]

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

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

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

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

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

**Peak Hour Parking Demand for Combination of Uses= 178 spaces**

C-2  Town of East Hampton, New York
Step 3. Compare the calculations of the two steps above, and the lesser of the two peak parking demands shall be used as the minimum number of parking spaces that need to be provided.

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

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

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

<table>
<thead>
<tr>
<th>Metro Codes</th>
<th>Office Code Req.</th>
<th>40,000 GSF Office</th>
<th>Restaurant Code Req.</th>
<th>5,000 GSF Restaurant</th>
<th>Total Required</th>
<th>Total Demand</th>
<th>Net Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum</td>
<td>2.7</td>
<td>108</td>
<td>15.3</td>
<td>77</td>
<td>185</td>
<td>178</td>
<td>7</td>
</tr>
<tr>
<td>Maximum - Zone A</td>
<td>3.4</td>
<td>7.95</td>
<td>19.1</td>
<td>86</td>
<td>232</td>
<td>178</td>
<td>54</td>
</tr>
<tr>
<td>Maximum - Zone B</td>
<td>4.1</td>
<td>164</td>
<td>23</td>
<td>115</td>
<td>279</td>
<td>178</td>
<td>101</td>
</tr>
</tbody>
</table>

5. Distance to Parking Spaces and Pedestrian Connection Requirements

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

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

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

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

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

7. Agreement Between Sharing Property Owners

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

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

8. Shared Parking Plan

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

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

---

Portland Metro, Shared Parking - Model Agreement

Appendix B: Model - Shared Use Agreement for Parking Facilities

Effective: __________

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

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

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

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

Lessor hereby represents that it holds legal title to the facilities

The parties agree:

1. USE OF FACILITIES

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

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

2. MAINTENANCE

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

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

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

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

4. SIGNAGE

This section should describe signage allowances and restrictions.

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

5. ENFORCEMENT

This section should describe any facility usage enforcement methods.

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

6. COOPERATION

This section should describe communication relationship.

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

7. INSURANCE

This section should describe insurance requirements for the facilities.

-SAMPLE CLAUSE-

8. ADDITIONAL REQUIREMENTS

This section should describe additional requirements not covered in the above sections.

-SAMPLE CLAUSE-

9. TERMINATION

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

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

10. SUPPLEMENTAL COVENANTS

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

-SAMPLE CLAUSE PROVIDED-

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

[Signature and notarization as appropriate to a legal document and as appropriate to recording process negotiated between parties.]
Town of Cary NC, Shared Parking - Model Agreement

Model - Shared Use Agreement for Parking Facilities

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

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

Lessor hereby represents that it holds legal title to the facilities

The parties agree:

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

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

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

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

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

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

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

9. TERMINATION
This section should describe how to or if this agreement can be terminated and post termination responsibilities.
-NO SAMPLE CLAUSE PROVIDED-

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

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

[Signature and notarization as appropriate to a legal document and as appropriate to recording process negotiated between parties.]
1. SHARED USE OF OFF STREET PARKING FACILITIES

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

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

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

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

2. TERM

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

3. SIGNAGE

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

4. COOPERATION

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

5. SUPPLEMENTAL COVENANTS

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

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date Set forth at the outset hereof.
This SHARED PARKING AGREEMENT (“Agreement”) is entered into and effective ____________________, 20_____, by and between ______________________________, ______________________________and the City of San Diego.

RECITALS

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

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

1. Applicant: _____________________________________ Co-Applicant: _____________________________________

Assessor Parcel No: ____________________________ Assessor Parcel No: _________________________________

Legal Description: ______________________________ Legal Description: __________________________________

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

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

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

In Witness whereof, the undersigned have executed this Agreement.

Applicant       Deputy Director
Date:                                       Business and Process Management, Development Services

Party/Parties Supplying Spaces
Date: _______________________________________

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

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

5. Title to and the right to use the lots upon which the parking is to be provided will be subject to the title to the property where the primary use is served as situated.

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

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

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

In Witness whereof, the undersigned have executed this Agreement.

Applicant       Deputy Director
Date:                                       Business and Process Management, Development Services

Date: _______________________________________

Party/Parties Supplying Spaces
Date: _______________________________________

NOTE: ALL SIGNATURES MUST INCLUDE NOTARY ACKNOWLEDGMENTS PER CIVIL CODE SEC. 1180 ET SEQ.
## Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

<table>
<thead>
<tr>
<th>Date</th>
<th>Commenter</th>
<th>Subject/Summary</th>
<th>Comment</th>
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</tr>
</thead>
<tbody>
<tr>
<td>12/6/2018</td>
<td>Laura Tooman, Pres.</td>
<td>Water Quality and Coastal Planning</td>
<td>Supports general vision of Plan. Not an implementation or a retreat plan but a guide for the future. Next step will be time consuming &amp; will require all players at the table and more resources. Need to protect water quality and dune system in the mean time.</td>
<td>Supports the Plan</td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Alison Branco, TNC</td>
<td>Climate change</td>
<td>Commands based on leadership on climate change issue. Planning for retreat is the only sensible solution. Many details to work out. TNC offers their assistance to the Town.</td>
<td>Supports the Plan</td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Carl Irace, atty for Defend H20</td>
<td>Coastal erosion</td>
<td>Concerned with Town Plans for public beach. Downtown beach nourishment as inconsistent with Comp Plan and LWRP. Opposes Erosion Control District as it will commit public funds to private interests and isn’t a good env policy. Retreat is the only solution.</td>
<td>The Town Board will conduct additional and separate evaluation on an erosion control district for Downtown Montauk.</td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Alan Axelwoods</td>
<td>Beach Nourishment</td>
<td>As a Coop Owner in Montauk Blue, taking away the beach is unacceptable and unfair. ACOE can fix the situation. Wants to stay involved.</td>
<td>The Plan does not recommend removal of the beach or access to the beach for property owners or the public.</td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Kevin McAllister, Defend H2O</td>
<td>Coastal erosion</td>
<td>Applauds Board for being on forefront of climate change issue. Past 40 yrs. There was a 4” rise but next 40 will have an 11”. To 30 in sea level rise. Supports recommendation for a feeder beach for west of Lake Montauk with sand bypassing as a source of sand. Fully supports strategic retreat and adaptation for downtown through OFF and TDR. Compatible beach sediments and issue for nourishment. Offshore dredging will create a 100 acre hole. Increasing density, thru TDR will go well with Sewer District.</td>
<td>Generally supportive of the Plan.</td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Ed Braun, Chairman</td>
<td>Supports plan and moving forward</td>
<td>Supports the vision, recognizes its not an implementation plan. Look at solutions as a whole rather than individually.</td>
<td>Supports the Plan</td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Dan Axon</td>
<td>Coastal erosion</td>
<td>The ACOE project took away 1/2 of the Montauk Beach; unfair to spread out cost of replacing beach over a greater area such as proposed Erosion Control District. Existing beach conditions are dangerous with 15 ft. high cliffs and no dry beach area conditions on a weekly basis. Hamlet Report lacks detail. Some of the relocation areas have already been developed residentially. Need to get started immediately.</td>
<td>The next phases of the Montauk Hamlet Plan and companion studies will provide the detail needed for implementation.</td>
</tr>
</tbody>
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**Appendix D: Public Comments for Montauk**
Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

<table>
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<tr>
<td></td>
<td></td>
<td>The new deeded beach access for the 90 residential lot sold is gone as a result of the installation of the Downtown Montauk revetment and boardwalk. Dangerous situation. Don’t have time to wait to address the erosion concerns, need to act now.</td>
<td></td>
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<tbody>
<tr>
<td>12/6/2018</td>
<td>Andrew Brosman,</td>
<td>Chairman Surfrider Assoc. Coastal Erosion</td>
<td>Generally supportive of the Plan.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Commends Hamlet Study; encouraged by concept of Managed Retreat. ACOE geotextile bags exacerbated the erosion problems. Existing conditions: There’s no beach 6-8 months of the year until sand is trucked in during Springtime. Creating tax district should be limited to the oceanfront property owners who will directly benefit. Shore hardening structures exacerbate erosion. Need to act quickly. Sea level is rising, seas are warming, increase frequency of storms, greater erosion occurring.</td>
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<tr>
<td>12/6/2018</td>
<td>Paul Fiodella</td>
<td>Climate Change</td>
<td>The best available science on climate change impacts were assessed at the time of preparation of the Plan. Adjustments can be made as further science and predictions are made.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4th National Climate Assessment Report reports climate change occurring faster than previously projected. NE coast of US is experiencing some of highest rates of global warming impacts. Nature report indicated sea level is rising 0.2 ft; universally 1 ft; Long Island 2 ft by 2050; 1.5 billion people will be affected. Can’t just retreat, will need to go up. Hamlet Study needs to incorporate more updated Climate Change Science.</td>
<td></td>
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<tbody>
<tr>
<td>12/6/2018</td>
<td>Bonnie Brady</td>
<td>Need more input from year round people and mutiple issues</td>
<td>The best available science on climate change impacts were assessed at the time of preparation of the Plan. Adjustments can be made as further science and predictions are made.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ACOE destroyed the beach. Montauk sick of being a guinea pig. ADA requirement for buildings important. NYSDEC must sign off on sand procurement for beaches. Public comment didn’t get input from business owners, moms, PTA, senior citizens, etc. Montauk traffic can’t be handled by roundabouts except maybe at West Lake Drive. Fire trucks can’t maneuver roundabouts. Pause study and get more input.</td>
<td></td>
</tr>
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</table>

D-2  Town of East Hampton, New York
Resilience Plan is needed. Sewage treatment facilities and beach replenishment are a waste of time because of rapidity of change. According to National Climate Assessment Report, this region is susceptible to storms year-round. It is foolish to spend money on infrastructure and sand for an area that will forever be wiped out. Instead, use money to relocate businesses and critical facilities to Firehouse area. Create a microgrid for Firehouse area and locate critical facilities in microgrid.

The best available science on Climate Change was used to prepare the Hamlet Plan. Generally supportive of the Plan.

There are already private sewage treatment plants in Montauk that don’t receive sufficient effluent to operate properly. Why should the idea round families in Montauk pay for sewage treatment for the downtown and Harbor area establishments to operate for 4 months of the year?

A. Town Board should hold another hearing but 2 weeks before Christmas and during Yom Kippur. The Montauk Plan was first presented in June 2017, revised and presented in February 2018. Public hearings on all 5 hamlet plans were conducted between Oct 4, 2018 and Dec. 6, 2018 with comments accepted on every hamlet during each of the hearings. None of the hearings were conducted on Yom Kippur. The hearing record was kept open for 30 days after the close of the Dec. 6, 2018 hearing.

The best available science on Climate Change was used to prepare the Hamlet Plan. Generally supportive of the Plan.

There is on-going change and new solutions are needed to pay for solutions. Need to use public education and work together.

The Hamlet Plan incorporated and the Climate Change data and science available and promulgated by New York State, FEMA and other agencies and organizations.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

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<tr>
<td>12/6/2018</td>
<td>Joe VanSickle</td>
<td>Montauk Resiliency</td>
<td>Residence Plan is needed. Sewage treatment facilities and beach replenishment are a waste of time because of rapidity of change. According to National Climate Assessment Report, this region is susceptible to storms year-round. It is foolish to spend money on infrastructure and sand for an area that will forever be wiped out. Instead, use money to relocate businesses and critical facilities to Firehouse area. Create a microgrid for Firehouse area and locate critical facilities in microgrid.</td>
<td></td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Henry Obrecht</td>
<td>More time</td>
<td>Requested additional time to review report and learn what’s going on.</td>
<td>Hearing record was left open for an additional 30 days.</td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Lisa Grand</td>
<td>Supp. adoption of Plan</td>
<td>A. There are already private sewage treatment plants in Montauk that don’t receive sufficient effluent to operate properly. Why should the idea round families in Montauk pay for sewage treatment for the downtown and Harbor area establishments to operate for 4 months of the year?</td>
<td></td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Michael McDonald</td>
<td>Climate change</td>
<td>A. Town Board should hold another hearing but 2 weeks before Christmas and during Yom Kippur. The Montauk Plan was first presented in June 2017, revised and presented in February 2018. Public hearings on all 5 hamlet plans were conducted between Oct 4, 2018 and Dec. 6, 2018 with comments accepted on every hamlet during each of the hearings. None of the hearings were conducted on Yom Kippur. The hearing record was kept open for 30 days after the close of the Dec. 6, 2018 hearing.</td>
<td></td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Zach Cohen</td>
<td>Look up Sand Engine at University of Delftland</td>
<td>Multiple coastal maintenance strategies will be evaluated in the next phase of the Montauk Hamlet and CCEP studies.</td>
<td></td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Arden Gardell</td>
<td>Need to act now</td>
<td>Beach is eroding, change is happening, areas and sand districts are needed to pay for solutions. Need to use public education and work together.</td>
<td>Generally supportive of the Plan.</td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Katie Casey</td>
<td>Keep record open</td>
<td>Board agreed to keep record open for 30 days.</td>
<td></td>
</tr>
<tr>
<td>12/6/2018</td>
<td>Zach Cohen</td>
<td>Keep record open</td>
<td>Requested Board keep record open for additional 30 days for comments on all hearings.</td>
<td>Board agreed to keep record open for 30 days.</td>
</tr>
<tr>
<td>1/5/2019</td>
<td>Lisa Grand</td>
<td>Opposes adoption of Plan</td>
<td>A. There are already private sewage treatment plants in Montauk that don’t receive sufficient effluent to operate properly. Why should the idea round families in Montauk pay for sewage treatment for the downtown and Harbor area establishments to operate for 4 months of the year?</td>
<td></td>
</tr>
<tr>
<td>1/5/2019</td>
<td>Krae Van Sickle</td>
<td>Coastal Resiliency</td>
<td>The Hamlet Plan incorporated and the Climate Change data and science available and promulgated by New York State, FEMA and other agencies and organizations.</td>
<td></td>
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The New York State Coastal Zone Management Program and Suffolk County Department of Health Services records, their average nitrogen discharges, biological oxygen demand and suspended solids are lower than the state and standards. These facilities achieve efficiency necessary to consistently operate at the desired performance level. The need for sewage treatment for downtown Montauk and the Harbor area exists independent of the designs set forth in the Hamlet Plans. Further review, evaluation and public participation of various funding mechanisms and designs for the plan for downtown Montauk require a potential solution for property owners to voluntarily relocate their businesses out of flood and erosion zones. The Plan does not envision buying all the properties along the ocean, but instead, offers a TDR Plan providing business owners an option to re-establish their lodging facility elsewhere. Acquisition is proposed for the few businesses in the "beach area" and several funding options, including federal, state and local sources, are identified. Parking to accommodate the existing and proposed relocated businesses is identified in the concept plan. As the relocation plans are voluntary, no set cost estimate is provided.

The Hamlet Plan incorporates the Climate Change data and science available and promulgated by New York State, FEMA and other agencies and organizations.

Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)
## Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

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<td></td>
<td>Lisa Grenci</td>
<td>Are we to agree that the resorts are going to move onto Main Street and into our existing downtown? What will happen to the establishments we rely on for year-round necessities and that are already there? What if these properties don’t agree to sell to the town? And where is the money coming from if they do?</td>
<td>f. The Concept Plan does not displace all the year-round businesses with resorts. Instead, the Concept Plan depicts accommodating all the new round and seasonal development into a more concentrated core area within the downtown. In this way, all of Montauk would be afforded greater protection from sea level rise and storms and the vitality of downtown Montauk would remain.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lisa Grenci</td>
<td>The Plan also proposes that all the establishments fronting on Fort Pond, from Second House Road to the Harvest Restaurant be purchased and then removed and turned into “Green Space” (the 7-11, Puff n Putt, the Gas Station, etc…all the establishments on the north side of the pond). On the south side, everything from the existing IGA, then east on South Elmwood is also recommended to be purchased and removed and those business’s relocated to the “Mixed Use Infill” which is the already existing downtown buildings. These purchased properties will then be destroyed and turned into “Green Space” and possible parking areas. All of this is just absurd! And the thought of the town buying all these properties and then closing their uses into the existing Main Street area is surely poor planning.</td>
<td>g. Sea level rise and coastal models depict the area between Fort Pond and the Atlantic Ocean as highly vulnerable to erosion and storm surge. The Concept Plan recommends the existing land uses within the “breach” be acquired and relocated within the core area of Downtown Montauk. Depending on the funding mechanism, the remaining land can be used for parking or open space. The plan is consistent with sound planning principles.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Lisa Grenci</td>
<td>The Plan also recommends erecting two roundabouts on Flamingo/Edgemere Road: One directly at the entrance and leading to the Montauk Fire House and Play House entry and the other one at the entrance to the train station near The Arbor Restaurant. Both within 100 feet of each other! Just imagine the chaos that would ensue when the train arrives and the Fire Department has an emergency call! The entirety of the above mentioned land for the transportation hub is located below sea level and in a 100 year flood plain and no increased development should ever occur there. The train station property is owned by the MTA and they should be responsible for providing a systematic entry and exit way as well as parking for their buses and for taxis, not the taxpayers of East Hampton.</td>
<td>i. While roundabouts can improve safety and efficiency in the area, further study will be required to determine the best solution to the multiple traffic issues in this area.</td>
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Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

Regarding the Harbor area, I agree that a roundabout would improve the traffic flow in front of O’Murphy’s/Tipperary. I also agree that the Harbor should have a walkway around the lake that connects and runs from Gosman’s to Darenberg’s.

j. Supports the Plan.

k. I do not agree that the West Lake loop road should be closed from the town owned parking area at Gosman’s leading to the old Blue Haven Motel. Further traffic analysis and coordination with County will be required.

k. Further traffic analysis and coordination with County will be required.

l. I also have a big problem with the proposed “Shared Parking”. The proposed Shared Parking allows establishments that can’t handle their existing parking needs to be able to lease out other parking lots within Montauk (i.e. late night bars and restaurants), located away from their overcrowded property for their benefit to provide parking for their overflow of customers. Current zoning laws require onsite parking for patrons and that should not be changed unless the objective is to allow overcrowding.

l. The shared parking options include safeguards to prevent overcrowding and excessive development. Accordingly, shared parking may not be suitable for all businesses and sites.

m. In my opinion, all the objectives that the Town Board is trying to achieve by retreating the existing structures can be accomplish, and I agree that we have to retreat. I just don’t agree that it is my problem or that of anyone else except the property owners in peril. The reconfiguration of our existing hamlet is not acceptable. We all love what we have and if Mother Nature works her hand, so be it.

m. In closing, I do believe that the Town can accomplish a plan that encompasses the relocation of the imperiled waterfront establishments. The Town owns the 30 acre swale on Montauk Highway. This land can be reclaimed and re-used to establish a brand new planned community. I do not believe that Cathy Lester was Supervisor as she lobbied for but lost, for future town use. It is over 80 feet above sea level, offers panoramic views of Fort Pond Bay, the Atlantic Ocean and Downtown Montauk, can accommodate a transportation hub with a rail spur, can provide investment opportunities for multiple dwellings, affordable housing, a supermarket, restaurants, a walk able downtown, a sewage treatment plan for the development and much more. The Town can also offer the transfer of development rights to the reconfiguring properties. Even if it cost a million dollars or more to reclaim the 30 acres, the town with proper and new zoning classifications for that area would more than recoup its investment. Its way cheaper than the proposed Plan currently presented to us, and we can get rid of Dirt Bag Beach once and forever.

n. In my opinion, all the objectives that the Town Board is trying to achieve by removing the existing structures can be accomplish, and I agree that we have to retreat. I just don’t agree that it is my problem or that of anyone else except the property owners in peril. But the reconfiguration of our existing hamlet is not acceptable. We all love what we have and if Mother Nature works her hand, so be it.

n. In closing, I do believe that the Town can accomplish a plan that encompasses the relocation of the imperiled waterfront establishments. The Town owns the 30 acre swale on Montauk Highway. This land can be reclaimed and re-used to establish a brand new planned community. I do not believe that Cathy Lester was Supervisor as she lobbied for but lost, for future town use. It is over 80 feet above sea level, offers panoramic views of Fort Pond Bay, the Atlantic Ocean and Downtown Montauk, can accommodate a transportation hub with a rail spur, can provide investment opportunities for multiple dwellings, affordable housing, a supermarket, restaurants, a walk able downtown, a sewage treatment plan for the development and much more. The Town can also offer the transfer of development rights to the reconfiguring properties. Even if it cost a million dollars or more to reclaim the 30 acres, the town with proper and new zoning classifications for that area would more than recoup its investment. Its way cheaper than the proposed Plan currently presented to us, and we can get rid of Dirt Bag Beach once and forever.

Date Commenter Subject/Summary Comment Consultant Comment
Lisa Grenci 1/6/19 Ed Braun Supports Plan
Economically, Environmentally Sustainable Montauk critical to our well being. Objections raised by a minority of citizens can be addressed in next phases of process.
Supports Plan.

1/6/19 Jessica James Supports Plan
Endorses moving forward with next steps as suggested by the Hamlet Study
Supports Plan.
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<tr>
<td>1/16/19</td>
<td>Bonnie Brady</td>
<td>Don't move forward with the Plan- get input from year-round Montauk residents.</td>
<td></td>
</tr>
<tr>
<td>1/4/2019</td>
<td>David Freudenthal</td>
<td>Due to the time of year the charter process was scheduled for in Montauk, the public input provided a slanted view of the needs of Montauk. Year-round residents were working and could not participate.</td>
<td></td>
</tr>
<tr>
<td>1/6/19</td>
<td>D-6</td>
<td>It is difficult to find the perfect time for public meetings in Montauk.</td>
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Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

- Supports Plan adoption
- Supports mixed-use on Essex St. and other areas close to business districts.
- Supports traffic circles - they work!
- Supports recommendations of the Plan.
- Supports recommendations of the Plan.
- Supports conceptual review process, which was presented and reviewed by the Town Board in May 2018. Extensive written public comments were received from the Montauk CAC, the Montauk Chamber of Commerce, and others. The comments were reviewed, summarized, and addressed in the next version of the Plan which was presented and reviewed by the Town Board in May 2018.
- No attempt was made to solicit input from Montauk's year-round population comprising 50% of Montauk's year-round population, the YTA or parents, the Fire Dept., or businesses.
- None of my comments about traffic made during the charrettes were written down or incorporated.
- Opposition to roundabouts has been noted and other traffic measures are incorporated in writing in the Hamlet Plan.
- Despite claims to the contrary from the Town Board, some implementation measures have already occurred, such as the installation of the crosswalk warning systems. There was no adequate opportunity for public input on this project, an example of why the process must be paused.
### Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

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<tr>
<td></td>
<td>Bonnie Brady</td>
<td>The Montauk Study should not be accepted or approved until further review and broad acceptance by a majority of Montauk’s year-round residents.</td>
<td>The Town Board will make the decision on accepting the Plan and when they find it acceptable.</td>
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<tr>
<td></td>
<td>Bonnie Brady</td>
<td>All traffic items listed in the study should not go forward without further review and approval from the Montauk Fire Department and Commissioners.</td>
<td>An additional review of all the recommendations, including those pertaining to traffic, by multiple agencies, organizations and individuals. The concept plans are a starting point for further discussion and analysis.</td>
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<td>Traffic circles have no place in any of the locations suggested except for West Lake Dr. &amp; Herning AVE. In general, roundabouts create more backups and headaches for year-round residents. The consultants did not fully develop or research year-round conditions but only spent Memorial Day weekend in Montauk and used that as the basis for their decision making.</td>
<td>As mentioned above, there will be further review and evaluation of all the recommendations in the report, including the roundabouts and traffic recommendations. The consulting team has many decades of professional planning, traffic and engineering experience in Montauk and East Hampton. The traffic recommendations were not based solely on one year’s Memorial Day weekend conditions.</td>
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<td>A 3rd crosswalk sensor is listed in the Plan to be installed on South Elder ST. between the 7-11 and the IGA. Is this another traffic decision that has been made without input from Montauk’s year-round residents?</td>
<td>The concept for a continuous boardwalk along the dock area is already part of the Town Waterfront Revitalization Plan recommendations. Future design of any such boardwalks would need to accommodate the existing and future uses for boat hauling, fishing operations and other uses.</td>
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<td>Prior to any future retreat, relocate or relinquish in Downtown Montauk, the Town of East Hampton must fix the downtown Atlantic Ocean beach first, through the removal of the ACOE project and the geobags and their construction grade sand, which helped to perpetuate scouring of the beach, and be replaced with appropriately matched sand sediment grain size, and then through offshore dredging and beach replenishment.</td>
<td>The concept for a continuous boardwalk along the dock area is already part of the Town Waterfront Revitalization Plan recommendations. Future design of any such boardwalks would need to accommodate the existing and future uses for boat hauling, fishing operations and other uses.</td>
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<td>Bonnie Brady</td>
<td>The recent installed street lights along Main St. from the entrance of the hamlet near second house on the west to Montauk’s and the Catholic Church on the east have turned Montauk’s downtown at night into a nightmare, contrary to the town’s night sky policies.</td>
<td>The consultant supports the need for the town’s dark sky lighting policy to be applied to all projects and street lights.</td>
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</tbody>
</table>
Portable seasonal housing, with dry toilets, such as the “Kondo” that was hailed as a workable solution for Montauk at the dock area, is ridiculous. Montauk does not need to be the guinea pig for bad ideas within the Town of East Hampton. Seasonal housing could be far better done in some sort of large scale condominium type of complex similar to those at the Montauk golf course, that could be located in and near the landfill, with shuttle buses taking employees to work. We don’t need to create a portable Pottersville within our hamlet. They could either be closed in the winter or, if need be, the area of the landfill could be then offered as seasonal winter housing to those who chose to spend only the winter in Montauk.

Many options are being considered to meet the year round and seasonal housing needs of Montauk.

Date Commenter Subject/Summary Comment Consultant Comment

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<td>Bonnie Brady</td>
<td>Year-round affordable housing, both rental and affordable homes, must take priority in Montauk. Small density, duplexes and triplexes, two and three bedrooms, placed in many small town owned 1/4-1/8 acre lots could be an easy solution to the short term problem. Montauk has been waiting 30 years for more housing. The existing year round residents of Montauk deserve a real solution, not empty promises.</td>
<td>There are probably about another 100 comments that could be offered if I had more time, but the most important thing I can offer is the request to stop moving forward with the Hamlet study until a majority of year round residents from Montauk can have the opportunity to weigh in, whether it is through some sort of interactive online survey, smaller group meetings with the demographic groups I’ve already discussed, and more public meetings during the winter during school periods, when the local year round residents have the time in between the busy summer seasons. The more eyes and input on this study, the better.</td>
<td>The Town Board continues to accept comments on this plan and all projects.</td>
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<td>1/20/19</td>
<td>Bonnie Brady</td>
<td>Whereas business owners expressed the critical need for seasonal worker housing, many residents opined that year round affordable housing should be the priority. The Hamlet Plan provided opportunities for both year round and seasonal affordable housing, although noted that much more work, with the Town Housing and Community Development Office is underway and will be required.</td>
<td>The idea of trying to push this on us at a meeting in East Hampton rather than in Montauk and at a time when both Christians and Jews are having their holidays is shortsighted.</td>
<td>The Hamlet Plans have been under development for approximately 3 years.</td>
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<td>1/20/19</td>
<td>Bonnie Brady</td>
<td>q. Year-round affordable, housing, both rental, and affordable homes, must take priority in Montauk. Small density, duplexes and triplexes, two and three bedrooms, placed in many small town owned 1/4-1/8 acre lots could be an easy solution to the short term problem. Montauk has been waiting 30 years for more housing. The existing year round residents of Montauk deserve a real solution, not empty promises.</td>
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<td>r. The Town Board continues to accept comments on this plan and all projects.</td>
<td>The Town Board should have a better feeling for what the people of Montauk need. The first approach is to look into building a offshore wind when needed, dredging offshore to supply sand as had been done for many years in the past. There are parts of the discontected Peconic River levee that might be available.</td>
<td>The Hamlet Study is not a catchy title but the study has been underway, with multiple opportunities for public involvement for about 3 years. Extensive efforts have been made to publicize the public meetings and hearings about the plans and additional efforts will be made to broaden the involvement. Meetings have been publicized in the East Hampton Star, the Town website, the CAC meetings, the Live TV station and by flyers posted on public buildings. In Montauk, a kick off meeting was conducted in March 2016, public workshops called charrettes were conducted between Sept. 14 &amp; 17 2016.; a draft report was presented in June 2017. The Town Board conducted public hearings on the 5 hamlet reports during five public hearings conducted between October 4 and December 6, 2018.</td>
</tr>
<tr>
<td>1/20/19</td>
<td>23 1/5/2019 Marshall Prado</td>
<td>Mountauk experiences controlled chaos for 2 months each year. Without community involvement, bright yellow signs have been installed leading to the Downtown area and crosswalks, which are blinding to drivers have been installed. These are gaudy and East Hampton wouldn’t accept them, so why should Montauk? Crosswalks for uneducated pedestrians are more dangerous than no crosswalks at all. The Citizens of Montauk should have had something to say about this project.</td>
<td>The lighted crosswalks in Montauk and Amagansett were installed pursuant to a NY State grant, not as a result of the Hamlet Study. Some of the signage will be removed once the project is fully installed. The project was brought before the Montauk CAC and multiple Town meetings for public review.</td>
<td>The lighted crosswalks in Montauk and Amagansett were installed pursuant to a NY State grant, not as a result of the Hamlet Study. Some of the signage will be removed once the project is fully installed. The project was brought before the Montauk CAC and multiple Town meetings for public review.</td>
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23 1/8/2019 Jack Morehead

| Date       | Commenter | Subject/Summary               | Comment                                                        | Consultant Comment |
|------------|-----------|--------------------------------|                                                               |                    |
| 23 1/8/2019| Jack Morehead | Plant Communications          | serves as a member of the Montauk CAC, last year was the first time they were called upon to serve. |                    |
|            |           |                                |                                                                    |                    |
| 24 1/8/2019| Cathy Weiss | No comments at this time       |                                                                    |                    |

### Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

- **Serves as a member of the Montauk CAC but not last year.**
- **Submitted written comments**
- **The public charrettes in Montauk were successful.**
- **No comments at this time.**

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| 24 1/8/2019| Cathy Weiss | No comments at this time       |                                                                    |                    |</p>
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<td>3/8/2019</td>
<td>Laraine Creegan, Montauk community</td>
<td>Just heard about the Hamlet Study.</td>
<td>Needs to combine broad brush planning with immediate needs.</td>
<td>Road brush planning techniques should be applied to the immediate needs of Montauk. There is the potential to lose downtown Montauk in any given year. Speaker didn’t agree with wholesale relocation of downtown Montauk. This is not Connecticut. Sea level rise has been going on for 20,000 years and will continue until next ice age. Doesn’t agree with jetty plan. Montauk is not Long Beach. &quot;Turf bags&quot; were just a band-aid, as indicated by ACOE. Much more sand is needed.</td>
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<tr>
<td>3/9/2019</td>
<td>Dan Stavola</td>
<td>31 1/8/2019</td>
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Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

44 1/28/2019 Jessica James Supports the Plan. A year-round resident and participant in the 3 yr preparation of the Hamlet Plan. Supports the process which included work of mouth, attending CAC meetings, reading the newspaper. The Plan is the continuation of a vision statement articulated many years ago. Supports the Plan.

45 2/12/2019 John Murray Requirement for raising bulkheads. Will the Plan require to raise the bulkheads in the Harbor Area if not, will it be considered new construction? The Harbor Area Plan identifies the Docks and fishing support structures as Critical Infrastructure. Overtime, as improvements are made, it is anticipated that property owners will need to raise their bulkheads to protect their property from storm surges. The Town has not developed legislation to implement the regulatory aspect of this.

46 2/12/2019 Paul Monte, Town of East Hampton Business Committee Chairman. Don’t rush into adopting all or part or recommendations. Requests Board give the community an additional 90 days to comment. These recommendations will be considered; priority action items have not yet been established. However, both beach re-nourishment and wastewater treatment are the topics of separate and on-going studies which continue in parallel with the Hamlet study.

Date Commenter Subject/Summary Comment Consultant Comment
31 1/8/2019 Henry Olsen Requests additional time for Montauk resident; get an education today listening to the other speakers. Board continues to consider all comments submitted. Board continues to consider all comments submitted.

47 1/8/2019 John Murray Requirement for raising bulkheads. Will the Plan require to raise the bulkheads in the Harbor Area if not, will it be considered new construction? The Harbor Area Plan identifies the Docks and fishing support structures as Critical Infrastructure. Overtime, as improvements are made, it is anticipated that property owners will need to raise their bulkheads to protect their property from storm surges. The Town has not developed legislation to implement the regulatory aspect of this.

Date Commenter Subject/Summary Comment Consultant Comment
32 1/31/2010 Chairman Business Committee East Hampton

The Harbor Area Plan calls for the taking of private property; this is not fair and speaker not willing to give up his motel property. How will you put a road in the proposed location without taking his property? Doesn’t make sense. Smells a rat. Never judge a man by his actions but by his motivation.

The Harbor Area Plan depicts one potential means to contend with coastal planning for downtown Montauk. The concept does not call for the wholesale relocation of the motels out of the downtown area, but instead, offers a plan to allow the ocean fronting motels to relocate landward and remain the same seaward development along the ocean. Extensive additional planning and evaluation would be required to move forward with this concept or any plan for coastal planning in Montauk. In the interim, the Town Board has commissioned a Beach Re-nourishment Feasibility Study for downtown Montauk to help investigate potential funding for a sand only response. At the same time, the ACOE FIMP is now finalised and calls for 400,000 cubic yards of sand to be pumped onto the local beach. The ACOE said plus the local match of additional sand could help provide a short-term response, to “stop the bleeding”. While these interim steps are being implemented, the Town has the opportunity to plan a strategy for how to respond if the motels get relocation and rehabilitation including new and relocated roads, workforce housing, resort development, a feeder beach, commercial fishing support development, marinas and boatyards and more. The Plan is not a blueprint detailing what will get built, but a concept showing what could be possible if the area is planned together. The Plan does not propose the taking of private property; The Illustrative Plan for the Harbor Area depicts a Vision for redevelopment including new and relocated roads, workforce housing, resort development, a feeder beach, commercial fishing support development, marinas and boatyards and more. The Plan is not a blueprint detailing what will get built, but a concept showing what could be possible if the area is planned together.

The Plan does not propose the taking of private property; The Illustrative Plan for the Harbor Area depicts a Vision for redevelopment including new and relocated roads, workforce housing, resort development, a feeder beach, commercial fishing support development, marinas and boatyards and more. The Plan is not a blueprint detailing what will get built, but a concept showing what could be possible if the area is planned together.

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<td>Thomas V. Walsh</td>
<td>Coastal Erosion Plan</td>
<td>experience-it benefits all.</td>
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|      |            | Coastal Erosion Plan | It seems the writer is referring to coastal erosion and the plan for beach nourishment. By way of comparison, the Illustrative Plan for downtown Montauk and the Hamlet Plan in general address a multitude of planning concerns raised by the public including traffic, affordable housing, stormscape, parking, lighting as well as coastal erosion.
|      |            | Coastal Erosion Plan | The coastal erosion plan is proposed as a voluntary option for business owners to relocate and remain in downtown Montauk. A proposed TDR zoning program and a voluntary buyout program are potential implementation tools offered in the plan.
|      |            | Coastal Erosion Plan | The report doesn’t mention what happens to the current owners of the designated destination areas.
|      |            | Coastal Erosion Plan | The current owners of the designated destination areas or receiving areas will have the opportunity to redevelop their properties at a higher density than zoning allows by incorporating the development rights from the “relocated resort use” areas. By releasing the development rights after the development rights have been transferred, the more landward properties will in fact become the beachfront properties.
|      |            | Coastal Erosion Plan | The “relocated resort use” areas are inadequate in size to absorb these businesses. Furthermore, they include the least desirable areas of town.
|      |            | Coastal Erosion Plan | The Illustrative Plan depicts and increases in density in a smaller core area of downtown Montauk which is capable of accepting all the existing development from the sending zone. As the existing beachfront motels are removed, the new hotels built inland will become beachfront property. The development opportunities shown along the northern side of Montauk Highway are on high ground with a current owners of the designated destination areas or receiving areas will have the opportunity to redevelop their properties at a higher density than zoning allows by incorporating the development rights from the “relocated resort use” areas.
|      |            | Coastal Erosion Plan | Businesses will be displaced for affordable housing.
|      |            | Coastal Erosion Plan | If it appears there will also be less beach parking as well-another critical tourism feature.
|      |            | Coastal Erosion Plan | Coastal Erosion Plan accommodates affordable housing in addition to existing businesses through an increase in density in the core.
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<td>Thomas V Walsh</td>
<td>con't</td>
<td>By the way, the progression of the maps on pages 66-68 of the report appear to accept that Montauk Highway will be virtually breached from the north by Fort Pond, and Kirk Park will apparently become an ocean inlet from the south. Long Island has been eroding since the glaciers left their moraines. The Fort Pond corridor is a gap in the hills, and will eventually be breached, making Montauk an island. But when? The beach at Kirk Park is quite stable. Are we supposed to disrupt our lives now to accommodate a geologic event that may not occur for a hundred years? A thousand years?</td>
<td>According to the New York State ClimAID 2014 report, Eastern Long Island can expect between 8” and 30” of sea level rise by 2050 and between 15” and 72” of sea level rise by 2100.</td>
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<td></td>
<td>Thomas V Walsh</td>
<td>con't</td>
<td>The Plan relies on the best scientific data and predictions available.</td>
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<td></td>
<td>Thomas V Walsh</td>
<td>con't</td>
<td>n. The Plan for the Harbor Area. The continuous boardwalk from Gosman’s to Flamingo Ave. could be beneficial. The continuous boardwalk from Gosman’s to Flamingo Avenue could be beneficial. It could create new commercial opportunities — if the added pedestrian traffic, maintenance, and security concerns are acceptable to the property owners. To the extent it brings the public into a commercial fishing area, it might be counterproductive. The business operators should make this determination, not the Town.</td>
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<td>Thomas V Walsh</td>
<td>con't</td>
<td>q. The designation of areas as a “working fishing village” and “fishermen’s housing” is extraordinarily paternalistic. Further, much of this area is occupied by restaurants and other commercial enterprises.</td>
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<td></td>
<td>Thomas V Walsh</td>
<td>con't</td>
<td>r. Dead-ending the road at the inlet parking lot is a very bad idea. The plan calls for increased usage of the area by residents and tourists (there’s even mention of a supermarket in the full Study), but requires a U-turn at Gosman’s – already the busiest attraction in town. Eliminating the Soundfront road will make Wells Avenue a busy street, and will also make Soundview Drive a through street to avoid traffic – totally out of character for Culloden.</td>
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<td>Thomas V Walsh</td>
<td>con't</td>
<td>s. The Hamlet Report is an interesting exercise, but it suffers from too much thought. We have an erosion problem. We can’t prevent it. We can nourish our beach repeatedly. Or we can let nature take its course, and the affected businesses — really only a few — can deal with it on their own. Why do we need a program of change that will disrupt everyone? Some modest guidance is needed by the public sector, but with some parameters, the private sector will self-regulate for the most part.</td>
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<td>2/11/2019</td>
<td>Steve Kalimnios, VP</td>
<td>Don't adopt the study as written. Conduct additional studies. Disappointed the meeting is being held today.</td>
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<td>The economic impact analysisarming the impacts of the proposed loss of hotels, restaurants, residences, supermarkets, gas stations, infrastructure, jobs, taxes and revenue that have been deleted from the map of Montauk. Also examine how those losses would impact the remaining businesses, services, home valuations and jobs from charter boats, retail, contractors, restaurant staff, administrators, musicians, etc.</td>
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<td>The illustrative plan for downtown Montauk depicts an approach for how downtown Montauk to retain a unique oceanfront resort and year round business community. During the public charrette process, several other alternatives were offered including moving the downtown to the closed landfill site, or to Camp Hero. In constrast to these more drastic options offered, the Hamlet Plan offers an alternative to keep downtown Montauk largely in its existing oceanfronting location while greatly improving coastal resiliency. The drawings depict how all of the existing and currently allowable density could be accommodated in a central core area within the existing downtown. If the community agrees with this concept, extensive additional analyses will need to be conducted, examining potential economic and other impacts.</td>
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<td>2/19/2019</td>
<td>Steve Kalimnios, VP</td>
<td>The Hamlet Plan for downtown Montauk depicts an approach for how downtown Montauk to retain a unique oceanfront resort and year round business community. During the public charrette process, several other alternatives were offered including moving the downtown to the closed landfill site, or to Camp Hero. In contrast to these more drastic options offered, the Hamlet Plan offers an alternative to keep downtown Montauk largely in its existing oceanfronting location while greatly improving coastal resiliency. The drawings depict how all of the existing and currently allowable density could be accommodated in a central core area within the existing downtown. If the community agrees with this concept, extensive additional analyses will need to be conducted, examining potential economic and other impacts.</td>
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<td>2/19/2019</td>
<td>Steve Kalimnios, VP</td>
<td>A feasibility study Conduct a feasibility study to analyze and evaluate whether the retreat plan is technically feasible (2) feasible with the costs associated (3) feasible to the degree of achievability what statistical measurement or percentage may be saved and relocated without impact (100%, 75%, 50%, 25%, 10%).</td>
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<td>As indicated, if the community decides to move forward with the concept plan incorporating TDR and buyouts to improve coastal resiliency, additional studies and evaluations will need to be conducted.</td>
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<td>The Plan does not envision forcing any property owners to participate., but offers alternative tools for property owners to relocated out predicated potential flooding and erosion areas. Never-the-less, the Town is committed to involving all affected property owners and businesses.</td>
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<td>Further study will be required. It is possible that continued coastal erosion could cost more than a no action plan.</td>
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<td>2/19/2019</td>
<td>Pricilla Dunne, General Manager of Montauk Blue</td>
<td>Don’t adopt the Montauk Plan yet. Hotels fuel the business economy. Last year revenues were down 3% overall. Conditions are challenging. There’s no employee housing. Many potential customers called to ask if they were open. Organized the Beach Preservation Committee. Beautiful beaches = beautiful Montauk. There’s no critical need for the Hamlet Study, like there is for restoring the beaches. The Town needs to build community trust before going forward with any plans.</td>
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<td>The Town is committed to continuing to work with property owners, businesses and the community.</td>
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Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

Date Commenter Subject/Summary Comment Consultant Comment

1. 2/10/19 Ed Braun, Chairman of CCOM, CAC member, Montauk resident
  develop a process to move forward Montauk Hamlet Plan is an imperfect document but it's a starting point. Combine the report with the right process, the right issues, and focused committees to get it adopted. Town has already started this process with Beach Preservation Committee and Sewerage Committee. Also need a downtown Montauk committee. Charge each committee with the task of further examining one specific issue, give them the necessary resources, management, staff, engineers, etc. and a timeframe to get it done. For hotel owners, we need to develop a TDR plan now, not when there’s 4 - 6 feet of water in the lobby. It needs to be a collaborative effort between the Town Board, Montauk residents, Business community, environmentalists. Collaborative efforts are contact sports but must start today; don’t delay.
  The Town is committed to continuing to work with committees.

2. 2/19/19 Laraine Creegan, Ex. Director Montauk Chamber of Commerce (letter and speaker)
  urgent consideration of
  4 Points regarding Montauk Hamlet Study.
  a. There's no urgency to adopt the Montauk Hamlet Plan in its current form into the Comp. Plan. The Town Board is reviewing the Plan.
  b. If warranted, certain acceptable elements of the Study can be adopted and moved toward expeditious implementation, i.e. Beach Renourishment and Preservation, Wastewater treatment, creation of a sidewalk from the Train Station to the Town, etc.
  c. The Downtown Retreat/Reformulation recommendation should not be adopted at this time but should be assigned to a newly formed committee to analyze the idea and understand all of the options available to protect our downtown in the future as well as the ramifications of each. The committee should be formed quickly and should consist of Town Personnel and downtown Montauk stakeholders, outside experts to assist with the economic impact analysis which has not been done.
  d. Premature adoption of the extreme retreat strategy will be devastating to Montauk's economy and the entire local community. People's jobs, property values and quality of life are all at stake if we move forward without a thorough review of the needs of our community and the viable options available to address them. A thoughtful and well-planned strategy of resilience for the future, starting with the immediate re-building of our beaches is what's needed to protect the residents of Montauk and to ensure Montauk's continued reputation as a premier oceanfront tourist destination.
  e. Further study and evaluation will be conducted before a strategic retreat plan can be considered for adoption.

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Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

43 2/19/2019 Lou Cortese, Ditch Plains Assoc. & Montauk resident

Adopt the Plan

The 2005 Comp Plan and the hamlet Plan are not very different, major differences is in the amount of development that has occurred. Plan states these are only recommendations but there’s still public confusion. Potential remedy would be to include a clear disclaimer in the report - not in the Q&A but in the report itself. Don’t search for unanimity but go forward with this Plan.

Supports adoption of the Plan.

44 2/19/2019 Bonnie Brady

Town should take a pause

It’s important for the Town to take a pause. The idea of committees is good but if the members are hand-picked, that’s a problem. CCOM doesn’t have the same viewpoint as Montauk as a whole. Don’t rush into something half baked.

Supports adoption of the Plan.

45 2/19/2019 Paul Monte

Supports beach preservation, wastewater treatment, employee housing but rest of plan not ready, it’s premature.

a. Reconfiguring downtown Montauk has series impacts. There’s too much at stake & too much unknown for a community as well as a business perspective. Economic and feasibility studies are important pre-requisites.

b. Comp Plan is a blueprint for zoning. Once Plan is adopted, all development applications will be reviewed through the lens of the study. Never heard of something being taken out once its in a Plan.

c. Committee work is welcome.

Additional study and evaluations will be required before moving forward with a strategic retreat plan.

The study would make radical changes to Montauk. It takes an academic approach and views relocating properties as if they were on a monopoly board. It proposes relocating or removing 500 motels, out of a total of 3,000 which is drastic. SCDHS won’t allow the relocation proposed. There’s no vacant land, relocation isn’t feasible. Study began a few years ago when Montauk was operating at 105%, and study responds to those conditions. Code enforcement not planning is needed to handle those problems. This study is better suited to a master’s thesis than a Town Plan.

b. The Illustrative Master Plan offers a workable concept to improve the walkability, reduce traffic congestion, improve parking conditions, improve aesthetics and improve coastal resiliency. It is not a response to the overcrowded conditions from a few years ago.

46 2/19/2019 Laura Tooman, CCOM

CCOM has no formal stake or undue influence in the study.

b. CCOM has participated in the planning process along with all of Montauk.

c. No one group or individuals have had special access to the consulting team or the process.

Priorities already identified

b. The Town has already identified priorities and the community has agreed to serve on committees. While there is community concern about “formal adoption” certain elements have already been agreed upon and committees have been formed to move forward. Additional help will be required for some aspects that are complex.

c. Can’t stop now – need to continue. Need to adopt a plan and further refine.

c. Supports adoption of the Plan.

47 2/19/2019 Kirby Marcantonio, Montauk Life

Study is a substitute for code enforcement instead of planning

The study would make radical changes to Montauk. It takes an academic approach and views relocating properties as if they were on a monopoly board. It proposes relocating or removing 500 motels, out of a total of 3,000 which is drastic. SCDHS won’t allow the relocation proposed. There’s no vacant land, relocation isn’t feasible. Study began a few years ago when Montauk was operating at 105%, and study responds to those conditions. Code enforcement not planning is needed to handle those problems. This study is better suited to a master’s thesis than a Town Plan.

b. The Illustrative Master Plan offers a workable concept to improve the walkability, reduce traffic congestion, improve parking conditions, improve aesthetics and improve coastal resiliency. It is not a response to the overcrowded conditions from a few years ago.

48 2/19/2019 Bill Aiken

All issues are negotiable

The study is just a skeleton. All the chapters are yet to be written, which should be done by the residents, Town, businesses, consultants. Some existing parts will remain, some will be eliminated. The public will be the editor.

Supports adoption of the Plan.
## Montauk Hamlet Plan Public Hearing and Follow up Comments Summary (prepared 2/22/19)

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<td>2/19/2019</td>
<td>Andy Harris, Montauk CAC</td>
<td>Montauk CAC has been actively involved since the beginning of the process.</td>
<td>Montauk CAC is the largest of the Town CACs and is comprised of a diverse group of members including local orgs., business owners, fire department members, realtors, Chamber of Commerce, Ditch Plains res. etc. The CAC has been actively involved. Urges Town Board to move forward with the 9 point rider (FAQs)</td>
<td>Support adoption of the Plan</td>
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<tr>
<td>2/19/2019</td>
<td>Terry Bergen, Senior Citizen Advocate</td>
<td></td>
<td>Suggests consideration of creating a Senior Citizen advocate.</td>
<td>So noted.</td>
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<td>2/19/2019</td>
<td>Patricia Scott</td>
<td>Can parts of the plan be adopted?</td>
<td>a. There are some aspects of the Plan that all agree on - i.e. roundabout by the docks; but not downtown Montauk Plan. Need to conduct an economic impact plan first.</td>
<td>The Town Board is in the process of reviewing the Plan and deciding what should be included.</td>
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<td>b. Town should send out a Townwide mailer listing point by point the various aspects of the Plan.</td>
<td>The Town Board will consider various means to obtain public input.</td>
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<td>c. During the charrettes, the mentioned the problems with waterfront properties on Navy Rd. but nothing has been addressed.</td>
<td>The flood zones and flood potential of the Navy Rd. area are included in the existing conditions of the report, but the recommendations focus on the business areas. Future assessment of flooding and erosion will be conducted by the Town in the CARP.</td>
</tr>
<tr>
<td>2/19/2019</td>
<td>Lou Cortese (2nd time)</td>
<td>Adopt the Plan with a Disclaimer</td>
<td>Board is not adopting specific proposals; the report contains suggested recommendations. The recommendations are not set in stone. Adopt the report with a definitive disclaimer.</td>
<td>Supports adoption of the Plan with a disclaimer.</td>
</tr>
<tr>
<td>2/19/2019</td>
<td>Steve Kalimnios (2nd time)</td>
<td>Not speaking for the entire CAC</td>
<td>Andy Harris was not speaking for the entire CAC.</td>
<td>So noted.</td>
</tr>
<tr>
<td>2/19/2019</td>
<td>Steve Kalimnios (2nd time)</td>
<td>Imperfect Study</td>
<td>His comments implies the study is imperfect. Why adopt an imperfect study?</td>
<td>So noted.</td>
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Debra Foster

Date Commenter Subject/Summary Comment Consultant Comment

2/21/19 Debra Foster

valued community before we lose our necessary, and adopted be discussed, modified, if above adopted goals and Code should clarify the standards to the Zoning residents and visitors. The following specific standards to the Zoning

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

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| 12/18/2018 | Debra Foster | *The phrase "These standards are directory, not mandated" should be removed from the cell tower section of the zoning code.*  
*The ramifications of this suggestion needs further review and consideration.*  
*Adjoining property owners abutting a proposed cell tower should be notified of the site plan application as soon as the Planning Board receives an application.*  
*Adjoining property owners are notified when the application is complete and scheduled for a public hearing.*  
*To complete an application for a cell tower, a scale model representation must be submitted showing the surrounding height of vegetation and any buildings within 300 ft. of the property line.*  
*Size: The size and square footage of a commercial structure should not exceed 10,000 square feet.*  
*Accessibility and equal opportunity for all should be incorporated into all Town planning.* | Review suggestions with the Planning Board, Planning Department and Planning Board attorney.  
Review suggestion with the Planning Board.  
This suggestion may be counter to layouts of Concept Plans.  
should be reconsidered as part of future implementation plan development.  
This recommendation should be reconsidered as part of future implementation plan development.  
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This recommendation should be reconsidered as part of future implementation plan development. |
| 12/6/2018  | Debra Foster | *Excerpt from Nantucket Code for consideration*  
Open Areas— (1) except for lots within the CID district, a lot containing a commercial building, structure or use shall have a minimum of 30% of the land as open space free from impervious surfaces.  
(2) Impervious surfaces here include but are not limited to, paved and gravelled areas, walkways and sidewalks, patios, game courts, pools, buildings and other structures and areas designated for parking or locating, provided, however that in computing the percentage of open area, brick sidewalks may be counted as open area up to a maximum of 10% of the lot area.  
(3) The recommendations and comments will be considered as part of the future development of code provisions to implement the Plan.* | All recommendations and comments will be considered as part of the future development of code provisions to implement the Plan. |
| 2/21/19    | Glen Hall, Chair of EH Disabilities Board | *Until recently, the Hamlet Studies focused on removing existing barriers for people with disabilities.*  
*The goals/tenets of the Hamlet Studies should specifically include removal of existing barriers for people with disabilities throughout the Town as defined by ADA.*  
*Accessibility and equal opportunity for all should be incorporated into all Town planning.*  
*The Plan is supportive of this goal.* | Town Policy and the Plan are supportive of this goal. |

D-20   Town of East Hampton, New York
Dear Hamlet Study Committee and Town Board Members,

The Montauk Citizens Advisory Committee met on Monday, September 11 and is hereby submitting its final comments as they relate to your initial presentation. Our understanding is that public comments are being accepted until September 30.

I have attached the reports that I have received from the subcommittees. If any further reports come in before September 30, I will forward them to you.

We look forward to continued input during this process. If there are any further questions or clarifications, please do not hesitate to contact me.

Coastal Erosion

a. We endorse the general principles outlined in the study and await a final report and action plan. We commend the consultant team for organizing a thorough overview. Our support includes 2 comments:
   1) We urge the inclusion of a comprehensive Implementation Action Plan including priorities and specific resources required, to include:
      a) implementation time line, and process description
      b) this must include a designated Town Coordinator (a dedicated Project Manager) to direct this effort, and communicate to the community

b. The final report must further identify all key low lying, vulnerable infrastructure sites to be protected or relocated as required (fuel supply, electrical utilities, communication centers, transportation facilities, roadways, etc.)

Traffic Subcommittee

a. We agree with the following "key suggestions" from the Draft Hamlet Study:
   - Make Carl Fisher Plaza one way counter-clockwise
   - Move pedestrian crossing at the Plaza eastward - NOTE: summer visitors will cross wherever they like
   - Create roundabout at entrance to Dock area
   - Add sidewalk from LIRR south on County Road 49 to ENE - NOTE: MCAC has already passed a resolution requesting this
   - Make S Elmwood one way EB for one block only between S Emery and S Embassy
   - Improve signage of all kinds - availability of beach parking at Kirk Park should be highlighted sooner; permit only parking signs must be visible and prominent (especially at S Eton)
   - Improve lighting both north and south of Highway where there is heavy foot traffic (e.g., S Euclid and S Emery) - but NOT close to the beach
   - Improve local public transportation - the Hopper was a great addition to the Season and we hope it will continue with an expanded schedule

These comments were submitted during the public comment period in 2017, during which time the draft hamlet report was available for public review and comment.
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<td>b. We disagree with the following:</td>
<td>b. Comments provide helpful feedback and will help inform further study and evaluations.</td>
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|      |           |                | • Make S Elmwood and S Emerson one way between S Emery and S Essex  
• Create roundabouts on County Road 49 at LIRR that would obstruct emergency vehicle egress from MFD | |
|      |           |                | c. We highlight suggestions and other concerns that require further study and explanation: | c. Further study is required. |
|      |           |                | • Create roundabout at entrance to Montauk (intersection of Old Highway, New Highway, Second House Road) - there are currently five streets that feed into or out of the New Highway and this needs to rationalized; during the Season the Highway traffic can be backed up all the way to Delphi and we are concerned that a roundabout will make this worse; there should be a second lane EB to permit people to turn off on S Eton to get to the IGA; what allowances will be made for bicycles entering any proposed roundabout? we would like to see some out of the box thinking for a long term solution to bypass downtown Montauk - is there any way of using town property north of the New Highway?  
• LIRR congestion solution  
• Create roundabout at St Theresa intersection at S Essex  
• IGA/7/11 intersection - this area is very congested and dangerous with 7/11 traffic leaving and entering the Highway, vehicles going into IGA and complying with pedestrian crosswalks; there is no sightline for traffic exiting 7/11 either EB or WB; moving the pedestrian crosswalk will likely be ineffective since people will cross wherever they choose; we ask that the Town replace the ugly (but seemingly effective) barriers at the IGA with planters  
• Surf Lodge congestion and dangerous taxi and pedestrian activities/dangerous logjam exiting Industrial Road  
• S Eton traffic - this narrow road is very congested and dangerous with parking and beach traffic (both vehicle and pedestrian); parking on the east side should be reduced to improve sight lines of vehicles coming WB from S Emerson; If Hero Beach resort expands to add a restaurant and required parking, this situation will become much worse  
• Create taxi stands - where and how? | |
<p>|      |           |                | d. Remove parking that obstructs intersection sight lines - there are many places in the hamlet to which this would apply, for example, at the corner of S Eton and 5 Emerson where one parking space at Hero Beach must be removed (especially if this business is going to expand to include a restaurant/club) | d. Consistent with plan recommendations |
|      |           |                | e. Improve street lighting in areas of high pedestrian traffic south of Montauk Highway - better lighting is also needed north of the Highway, for example, on Euclid and Emery during the Season due to the popularity of Buddhaberry and John's Drive Inn; we oppose lighting too close to the beach | e. Helpful site specific input for lighting implementation plan. |
|      |           |                | f. Improve visibility of pedestrian crossings, including South Edison/Montauk Highway - agreed- State funding will highlight crossing at IGA and west entrance to Carl Fisher Plaza | f. Consistent with plan recommendations and Town implementation |</p>
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<td>g. Enhance one-way signage at the entrance of the IGA - moving the crosswalk at this intersection eastward (as suggested at the charrette) would ease congestion at this intersection - this is a very dangerous area and much is needed to improve it.</td>
<td>g. Helpful site specific input for traffic circulation plan</td>
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<td>h. Add signs pointing visitors to parking lots - AGREED - beach parking signs must be prominently displayed BEFORE entrance to South Eton as visitors are parking before they reach Kirk Park and the sign there - these signs can be removed after Columbus Day weekend</td>
<td>h. Consistent with plan recommendations</td>
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<td>i. Create designated taxi stands - AGREED but we recognize that this may not be legal or enforceable; all tax issues will likely have to be addressed by creation of a Taxi Commission.</td>
<td>i. Consistent with plan recommendations</td>
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<td>j. Add stop signs at intersection of Flamingo and Industrial Road on Flamingo - rejected at 8/7 CAC Meeting - we would like to seek a temporary solution to traffic tie up here</td>
<td>j. Further study and alternative solutions will be required.</td>
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<td>k. Address dangerous situation at Surf Lodge taxi stand - much discussed at 8/7 CAC Meeting with no conclusion</td>
<td>k. Further study will be required</td>
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<td>Code Enforcement Subcommittee</td>
<td>2-page memo summarizing police calls for service, code enforcement activities, justice court revenues; noted difficulties in closing down illegal operations and need for more efforts to investigate and prosecute Code Offenders.</td>
<td>Code enforcement continues to be a priority for the Town.</td>
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<td>2 8/24/2017</td>
<td>Terri Berger</td>
<td>Supports roundabouts; safety improvements needed for pedestrians and bicycles.</td>
<td>Comment consistent with and supportive of Plan.</td>
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<td>3 9/29/2017</td>
<td>Paul Monte, President, Montauk Chamber of Commerce</td>
<td>a) The general economic research and data collection seems sorely lacking and in many cases blatantly incorrect. As examples of areas that need to be corrected we point to the labor counts, hotel occupancy and related data. We also feel that the Hotel tax collections should be requested from the Suffolk County Controller and broken out from the other tax collection data. Based on these observations, we feel any recommendations based on the submitted data are substantively flawed and should not be utilized as presented.</td>
<td>a. Hotel tax data has been requested, to no avail. Economic report reflects published data; RKG presented draft data in Sept 2016 to group including Chamber and requested all labor and other data the group could provide. Adjustments to the data have been made accordingly. The consultants can’t make up data that doesn’t exist. The scope of the study did not include a survey of every business in every industry. However, the data analysis demonstrates the prominence of Montauk’s main industries. The fact that a single employment category does not appear to have enough employment over looks the fact that other employment related to that industry is being tracked and reported in other related industries. For example, hotel employees do not include restaurant or retail employees working on the same properties.</td>
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<td>b. While we are in full support of the mentioned beach re-nourishment initiative for downtown Montauk we feel that the idea of relocation of oceanfront properties needs much more in depth discussion and study before any final recommendations are made. This discussion must include the parties most affected by this action, namely the oceanfront property owners.</td>
<td>b. More detailed work is required. Input from oceanfront and all business owners is encouraged.</td>
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<td>c. We suggest the following items in the study be listed as top priority and be the focus of the first round of implemented recommendations. 1) Wastewater treatment for the Downtown and Harbor 2) Beach replenishment 3) Affordable housing for both the year round and seasonal workforce 4) Preservation and protection of the Montauk Fishing and Maritime industries 5) Protection and rezoning of Pre-existing Non-conforming commercial uses** 6) Traffic flow, Transportation, Parking and Pedestrian Safety **This item is conspicuously absent in this preliminary draft of the study.</td>
</tr>
<tr>
<td>10/23/2017</td>
<td>Celine Keating</td>
<td>Correction to land use description</td>
<td>The Beachcomber Motel and the Atlantic Bluffs (which is not a motel but a private co-op) do not have ocean frontage. They are on the north side of the Old Montauk Highway, fairly elevated, and a fair distance from the water across OMH and through dunes. In other words, these establishments are not in town among the other facilities you list, and the challenges from storms and erosion is likely very different, especially as there is extensive dune and vegetation on the other side of the highway from them, in the area of the Benson Reservation. Additionally, both of those establishments are outside of the maps you use throughout to describe “downtown.”</td>
</tr>
</tbody>
</table>

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