

SUFFOLK COUNTY PLANNING COMMISSION

c/o Suffolk County Department of Economic Development & Planning
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Joanne Minieri, Deputy County Executive and Commissioner, Department of Economic Development
and Planning

Sarah Lansdale, Director of Planning

Notice of Meeting

November 5 , 2014 at 2:00 p.m.

**Maxine S. Postal Auditorium
Evans K. Griffing Building, Riverhead County Center
300 Center Drive Riverhead, New York 11901**

Tentative Agenda Includes:

1. Meeting Summary for September 2014 and October 2014
2. Public Portion
3. Chairman's Report
4. Director's Report
5. Guest Speaker
 - Supervisor Anna Throne-Holst, Town of Southampton
 - Maureen Dolan Murphy, Citizens Campaign for the Environment
6. Section A 14-14 thru A 14-23 & A 14-25 of the Suffolk County Administrative Code
 - CR39 Corridor Land Use Plan (Southampton)
7. Section A-14-24 of the Suffolk County Administrative Code
8. Other Business:
 - Suffolk County Comprehensive Plan Summary

NOTE: The **next meeting** of the SUFFOLK COUNTY PLANNING COMMISSION will be held on December 3, 2014 at 2:00 p.m. at the Rose Caracappa Auditorium, W.H. Rogers Legislature Bldg., 725 Veterans Memorial Highway, Smithtown, NY.



Steven Bellone
SUFFOLK COUNTY EXECUTIVE
Department of
Economic Development and Planning

Joanne Minieri
Deputy County Executive and Commissioner

Division of Planning
and Environment

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

Applicant: CR-39 Corridor Land Use Plan
Municipality: Town of Southampton
Location: CR-39 Corridor: Shinnecock Hills to Flying Point

Received: 09/02/2014
File Number: SH-14-02

Jurisdiction: Amendment to Comprehensive Plan

ZONING DATA

- Zoning Classification: Residential and commercial
- Minimum Lot Area: N/A
- Section 278: N/A
- Obtained Variance: N/A

SUPPLEMENTARY INFORMATION

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

SITE DESCRIPTION

- Present Land Use: various land uses in hamlets and between including residential, commercial, agricultural, and recreational
- Existing Structures: multiple
- General Character of Site: County Road Corridor

- Range of Elevation within Site: NA
- Cover: NA
- Soil Types: N/A
- Range of Slopes (Soils Map): N/A
- Waterbodies or Wetlands: N/A

NATURE OF SUBDIVISION/ NATURE OF MUNICIPAL ZONING REQUEST

- Type: Land Use Plan
- Layout: N/A
- Open Space: N/A

ACCESS

- Roads: Existing
- Driveways: Existing

ENVIRONMENTAL INFORMATION

- Stormwater Drainage: N/A
 - Design of System: in accordance with SWPPP
 - Recharge Basins: yes
- Groundwater Management Zone: IV - V
- Water Supply: public - SCWA
- Sanitary Sewers: Individual on site

PROPOSAL DETAILS

OVERVIEW – The Southampton Town Board proposes to create a gateway corridor with commercial concentrations, managed access to and from the roadway, and visual upgrades for the entire County Road 39 corridor. The entire proposed CR 39 Corridor Land Use Plan can be found at the following link <http://www.southamptontownny.gov/documentcenter/view/2724> Historically traffic congestion has been widespread, particularly during the summer season when Southampton’s population increases from 57,421 to 167,682 people. Though the construction of an additional eastbound travel lane has increased the capacity of the roadway and improved operating safety, traffic congestion persists during peak travel times. The study identifies and examines the existing conditions of the roadway and adjacent areas in order to develop a comprehensive plan to guide future growth, economic development, and environmental protection. This plan is intended to address negative aspects of the corridor and strive to protect and enhance positive attributes through the development of land use, zoning, site design and environmental protection strategies. The County Road 39 Land Use Plan is a companion study to the Access Management Plan (and included as part of the CR 39 LUP) developed by the Transportation Committee of the Town of Southampton. The goals and objectives of the study follow the intent of the 1970 Master Plan and the 1999 Comprehensive Plan to make the County Road 39 “*a productive and attractive area for businesses to better serve the citizens in adjacent hamlets and safely accommodate visitors.*”

Goals and objectives for the CR-39 corridor as outlined in the Plan include:

1. Maintain/Enhance Community Character
2. Facilitate Movement/Enhance Safety
3. Manage development Along the Corridor
4. Protect and Enhance the Area’s Environmental Quality

The Southampton Town Board has provided design guidelines for the study area included in the CR 39 Corridor LUP as a separate booklet. The guidelines are broken up into 3 sections: business zones, transition zones and sustainable site development. Please refer to pamphlet for specific

details <http://www.southamptontownny.gov/DocumentCenter/Home/View/2726> The County Road 39 Corridor Study Area begins just east of the Shinnecock Canal in the Town of Southampton. It passes through the hamlets of Shinnecock Hills, Tuckahoe, North Sea, and Water Mill, sharing its southern boundary with the Incorporated Village of Southampton for about 1/3 of its length. The corridor terminates at the intersection of Montauk Highway and Flying Point Road. Land uses adjacent to County Road 39 include commercial, residential, educational, open space and recreational uses.

STAFF ANALYSIS

The County Road 39 corridor can be considered the Town's largest commercial district and its most important commuter thoroughfare. The CR 39 corridor is also the primary east-west regional thoroughfare of the South Fork. The County Road 39 Corridor Land Use Plan (LUP) is divided into four main sections: an introduction which includes general recommendations for the corridor, specific issues and recommendation for each quadrant, implementable action items, and an appendix.

The County Road 39 Land Use Plan is a companion study to, and included with an Access Management Plan developed by the Transportation Committee of the Town of Southampton. The Access Management Plan provides potential locations for cross access, recommendations on curb cuts placement and consolidation, and builds on the site design strategies developed in the County Road 39 Land Use Plan and design guidelines.

While concentrating on CR39 and development adjacent to it, the CR 39 LUP also considers the surrounding area within a minimum of ½ mile from the roadway. A number of recommendations that are applicable in all or most quadrants are outlined below:

1. Modify the Highway Business (HB) zoning category to improve the quality and diversity of land uses.
2. Deploy new Hamlet Office Business (HOB) zoning category.
3. Promote open space retention on remaining large residentially zoned tracts.
4. Create consistency in the look of the corridor.
5. Improve the appearance of key intersections with "gateway treatments" designed through an open competition
6. Improve the operation of the roadway by creating new breakdown areas and/or dedicated right hand turning lanes.
7. Consider the role of curb and driveway management in improving safety and traffic flow through the Access Management Plan and implement the recommendations listed in the Access Management Plan.

There are a number of recommendations specific to each quadrant, please refer to the CR39 Corridor Land Use Plan for details. Recommendations regarding the pending change of zone application for a supermarket shopping center (one of the largest pending applications along the corridor) at the intersection of Magee Street and CR 39 are preliminary and further analysis regarding intersection effects and possible mitigations would be helpful for further corridor planning purposes.

The CR 39 LUP also includes a market study. Said study identified several feasible Commercial options that would be consistent with the planning goals for the Roadway corridor. The report concluded that the CR 39 corridor could support additional restaurants, as well as, automobile dealerships, auto parts accessories and tire shops, microbreweries, furniture and home furnishing outlets, building materials and garden supply centers.

The majority of the study recommendations concentrate on design guidelines to make for a more aesthetic appeal and better movement of vehicles on the roadway.

Ultimately, the study recommends that fewer curb cuts for access directly from or onto the corridor be permitted and instead, more traveling be channeled between the backs of neighboring properties along the commercial corridor.

It is not apparent in the Land Use Plan whether Suffolk County Department of Public Works was included in the development of the plan. Prior to final adoption of the LUP the Town should consult with the County DPW regarding opportunities to incorporate complete street treatments to the corridor right-of-way in conjunction with any individual site improvements on a lot.

The Town should also consider including additional analysis regarding mass transit and its ability to mitigate congestion on CR 39. The S92 bus service can assist in moving commuters through the corridor with additional accommodations along property lines adjacent to the CR 39 ROW. The LIRR is not more than ½ mile from the corridor and has or had stations in the LUP area. It is noted that the LIRR has an upcoming mandated signal system upgrade, and is planning a system-wide network analysis. The railroad represents an underutilized asset in the area. A re-visit of the LIRR scoot service potential is warranted and future land use accommodations should be investigated in the CR 39 Land Use Plan.

STAFF RECOMMENDATION

Approval of the Town of Southampton County Road 39 Land Use Plan (August 2014) with the following comments:

Comments:

1. The Town of Southampton County Road 39 Corridor Land Use Plan is a well-conceived and developed template for restoring the corridors low trip generating land uses, commercial appeal, and visual aesthetic as the “gateway” to the Hamptons and the South Fork. The Town is commended for completing this part of the planning for this County Roadway corridor.
2. Pursuant to General Municipal Law, Site Plan applications along the CR 39 corridor following adoption and implementation of the Land Use Plan should be submitted to the Suffolk County Planning Commission for review.
3. Applicants for Site Plan approval along the CR 39 corridor should be directed to contact and begin dialogue with the Suffolk County Department of Public Works as early as possible for coordination of CR 39 Corridor Land Use Plan recommendations and treatments in conjunction with individual land use applications.
4. The Town should also consider including additional analysis regarding mass transit and its ability to mitigate congestion on CR 39. The S92 bus service can assist in moving commuters through the corridor with additional accommodations along property lines

adjacent to the CR 39 ROW. The LIRR is not more than ½ mile from the corridor and has or had stations in the LUP area. It is noted that the LIRR has an upcoming mandated signal system upgrade, and is planning a system-wide network analysis. The railroad represents an underutilized asset in the area. A re-visit of the LIRR scoot service potential is warranted and future land use accommodations should be investigated in the CR 39 Land Use Plan.

5. Applicants for Site Plan approval along the CR 39 corridor should be encouraged to review the Suffolk County Planning Commission publication on *Managing Stormwater-Natural Vegetation and Green Methodologies* and incorporate into any proposal, where practical, design elements contained therein.
6. Applicants for Site Plan approval in the CR 39 corridor should be encouraged to review the Suffolk County Planning Commission Guidebook particularly with respect to energy efficiency and incorporate where practical, elements contained therein.
7. Applicants for Site Plan approval along the CR 39 corridor should review the Planning Commission guidelines related to public safety and incorporate into the proposal, where practical, design elements contained therein.
8. Applicants for Site Plan approval along the CR 39 Corridor should review the Planning Commission guidelines particularly related to universal design and incorporate into the proposal, where practical, design elements contained therein.