

Original

THE STATE OF NEW YORK  
NYS CENTRAL PINE BARRENS COMMISSION

-----X  
In the Matter of

American Physical Society Core  
Preservation Area Extraordinary Hardship  
Waiver

Location: One Research Road, Ridge,  
New York

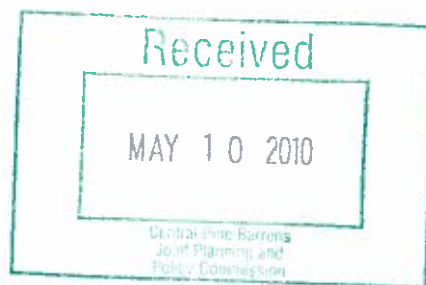
Suffolk County Tax Map Number  
200-459-1-1.4  
-----X

Joseph Zachary Gazza  
Credit Appeal  
900-331-3-21.1

Town of Brookhaven  
One Independence Hill  
Farmingville, New York 11738

Wednesday, April 21, 2010

The above entitled matter came on for hearing at 4:25 p.m.



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A P P E A R A N C E S :

CENTRAL PINE BARRENS JOINT PLANNING AND POLICY  
COMMISSION

PETER SCULLY, CHAIRMAN

MARTY SHEA, Representative of Town of South Hampton

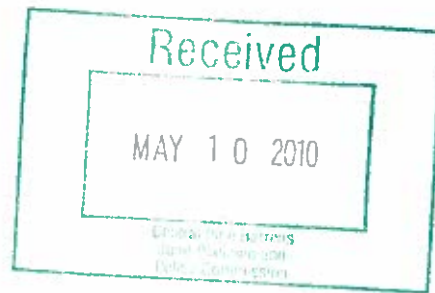
BRENDA PRUZINOSKI, Representative of Town of Brookhaven  
Supervisor

DAN MCCORMICK, Representative of Rivherhead Town  
Supervisor

JULIE HARDGRAVE, Environmental Planner

JOHN MILAZO, Pine Barren Commission Attorney

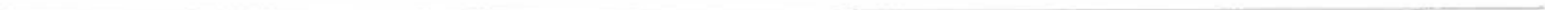
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|    | EXHIBITS     | DESCRIPTION              | PAGE |
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| 4  | C            | Closeup Aerial map       | 5    |
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1  
2 CHAIRMAN SCULLY: I will call the public  
3 hearing to order on the Letter of Interpretation Appeal  
4 of Joseph Zachery Gazza. Suffolk County tax map  
5 900-331-3-21.1. I will read from the notice.

6 The Central Pine Barrens Joint Planning  
7 Commission and Policy Commission will hold a public  
8 hearing on April 21, 2010 at 3:00 p.m. at the Brookhaven  
9 Town Hall. The letter of Interpretation Appeal for  
10 Joseph Zachery Gazza for Suffolk County Tax Map parcel  
11 number 900-331-3.21.1. Said appeal is made pursuant to  
12 Section 6.7.3.3 of the Central Pine Barrens  
13 Comprehensive Land Use Plan dated 1995.

14 The appellant is appealing the allocation  
15 of point 39 Pine Barrens credits stated in the Letter of  
16 Interpretation dated January 11, 2010 for this parcel  
17 seeking instead one Pine Barrens credit. The parcel is  
18 located at 118 Summit Boulevard, West Hampton, Town of  
19 Southampton. Representatives please identify themselves  
20 for the record.

21 MR. MCCORNICK: Dan McCormick, representing  
22 Sean Walter, Riverhead Town Supervisor.

23 MR. SHEA: Marty Shea representing  
24 Southampton Town Supervisor Anna Throne Holst.

25 MS. PRUZINOSKI: Brenda Pruzinoski,

1 representing Brookhaven Town Supervisor Mark Lesko.

2 CHAIRMAN SCULLY: Peter Scully,  
3 representing the Governor of the State of New York.

4 We'll hear from Ms. Jakobsen.

5 MS. JAKOBSEN: Mr. Gazza is here today as  
6 stated in the hearing notice to appeal his allocation of  
7 point 39 Pine Barren Credits for his parcel located  
8 Summit Boulevard. Summit Boulevard is located west of  
9 Gabreski Airport. The section of Summit Boulevard we're  
10 speaking about is north of Old Country Road and south of  
11 Sunrise Highway.

12 I have -- I am sorry, I need to step back I  
13 skipped over something. I wanted to also acknowledge  
14 that I provided to the stenographer a list of staff  
15 Exhibits A through L that are to be incorporated into  
16 the record.

17  
18 (Exhibits A-L were so marked and received  
19 in evidence.)

20 MS. JAKOBSEN: So to get a feel of where  
21 this parcel is located I am going to pass around Exhibit  
22 B and C. They are aerials that show the Summit area. The  
23 subject parcel is outlined in purple.

24 Also on that aerial is indicated, there's  
25 three parcels that are indicated, outlined in red. Those



1 parcels have received one full Pine Barren credit. I  
2 wanted to go through it to give a general description of  
3 this area as the condition of the road. Mr. Gazza is  
4 facing this increased allocation of one full Pine Barren  
5 credit based on the provision in the Pine Barrens  
6 Comprehensive Land Use Plan Section 6.7.6.6 issuance of  
7 a full Pine Barren credit for certain length of parcels.  
8 It states "the Pine Barrens Credit Clearing House may  
9 elect to allocate one full Pine Barrens credit for a  
10 parcel of land consisting of at least 4000 square feet  
11 with frontage on an existing improved road." That  
12 section of the plan is also Exhibit A for the hearing.

13 MR. MCCORNICK: Is this an Exhibit that  
14 should be marked?

15 MS. JAKOBSEN: Those are marked.

16 MR. MILAZZO: They are Exhibit C blown up  
17 versions.

18 MS. JAKOBSEN: The one with the larger  
19 writing is Exhibit B a close up of the area so you are  
20 able to see if there are any structures on the parcels.  
21 And the other one, Exhibit B, which shows more of an  
22 expanse of Summit Boulevard; has the red dot on there  
23 towards the north of Summit Boulevard where there was  
24 denial of allocation for increase to full credit.

25 To give you an idea of the nature of this

1 area, I was out visiting Summit Boulevard on Monday,  
2 this week, and as you travel from the southern portion  
3 of Summit Boulevard north --

4 MR. MILAZZO: North of Old Country Road?

5 MS. JAKOBSEN: North of Old Country Road.

6 I'll pass this around too, I want you to see the  
7 relationship of the core and compatible growth area in  
8 this area. This is Exhibit D. In Exhibit D, it will  
9 show you the east side of Summit Boulevard is in the  
10 core preservation area. The west side of Summit  
11 Boulevard up to a certain point is in the compatible  
12 growth area. There is also a development section map  
13 located on the west side of Summit Boulevard.

14 Going back to the aerial, as you start  
15 looking at either one, Exhibit B and C, as you travel  
16 from Old Country Road north, it's basically a gravel  
17 road with loose spruce stone, that extends all the way,  
18 pretty much, if you look at the aerial where the red dot  
19 is, up to where there is kind of a clear area.

20 MR. SHEA: Could you point out on the aerial  
21 what it is you are speaking of?

22 MS. JAKOBSEN: Basically, as you travel  
23 north on Summit Boulevard --

24 MR. MILAZZO: I am sorry she trying to  
25 record it.

1 MS. JAKKOBSSEN: As you travel north of  
2 Summit Boulevard I am looking at Exhibit B, you'll see  
3 about a 10th of a mile up on the compatible growth area  
4 side is an existing dwelling. A little further is  
5 another dwelling on the core preservation area side. As  
6 you continue north its pretty much wooded on each side  
7 and no development until you get to about 3/10's of a  
8 mile up the road.

9 Then on the west side in the compatible  
10 growth area is an existing home and a horse corral. That  
11 would be on the west side here. In this area. Just south  
12 of his parcel on the west side. This is all along  
13 Summit.

14 CHAIRMAN SCULLY: Is that home access to --

15 MS. JAKOBSEN: Yes. As you travel up along  
16 there up until the point where the home with the horse  
17 corral is, the road is actually approximately two car  
18 widths. Once you get passed the parcel that has the  
19 horse corral, the road then narrows to a single car  
20 width as it passes in front of the subject parcel; it  
21 continues that way pretty much until you get up to this  
22 large cleared area. This is a cleared sandy area you get  
23 to. As you -- from that point forward its like a sandy  
24 dirt path continuing forward and --

25 MR. MILAZZO: Non passable? Is it passable?

1 MS. JAKOBSEN: I wouldn't consider it  
2 passable. It is a sandy path, very narrow.

3 MS. PRUZINOSKI: What is this parcel to the  
4 south of the subject parcel?

5 MR. MILAZZO: The one indicated in red?

6 MS. PRUZINOSKI: No.

7 MS. JAKOBSEN: There's a parcel just to the  
8 south side of the subject parcel. It's a disturbed  
9 parcel and it has large dirt piles on it. I don't know  
10 -- I know we have to look into why, but, I don't know  
11 the use of the parcel and I don't know who owns it. But  
12 it's not a building. It's just been disturbed.

13 So pretty much from Old Country Road up  
14 until just the horse corral, is a two car width wide.  
15 From the horse corral parcel, here's Mr. Gazza's parcel,  
16 continuing north, it gets down to a single car width.

17 The entire stretch from Old Country Road up  
18 until the larger sandy area, north of Mr. Gazza's parcel  
19 the road is basically a gravel road with some lose blue  
20 stone. That's the condition of the area.

21 MR. MCCORMICK: Is this road dedicated to  
22 the Town?

23 MR. MILAZZO: The Town representative is  
24 here.

25 MR. SHEA: No, it's not. I checked the Town

1 Highway Superintendent's office to see if it is a town  
2 road or to see if it is a town maintained road. The  
3 response I got that it's neither. So the Town is not  
4 currently maintaining Summit north of Old Country Road.

5 MR. MILAZZO: In your packet, there are two  
6 exhibits I and J referring to the Town of Southampton's  
7 road standards.

8 A quick review of that, we did not find,  
9 Judy, is there any road permitted to be less than  
10 10 feet wide?

11 MS. JAKOBSEN: Not that I could tell from  
12 reviewing the standards, the town code standards, the  
13 Highway Department table.

14 MR. SHEA: Just to speak to that, the  
15 minimum allowable width is typically 14 feet wide on any  
16 improved surface when a private road needs approval from  
17 the Road Review Committee.

18 MS. PRUZINOSKI: What does Southampton  
19 consider improved surface? Is there minimum standards?

20 MR. SHEA: That's the standards with width  
21 and their parameter with material and certain other  
22 things. The standards are variable depending on  
23 conditions. The surface could be pavement or it could be  
24 gravel with a base beneath the gravel in order to  
25 provide sufficient stability for safe vehicular access.

1 MS. PRUZINOSKI: Given that this Commission  
2 has granted the two parcels to the south of the subject,  
3 what has the Commission used to determine improved road?

4 MR. MILAZZO: It's case by case  
5 determination usually to the benefit of the applicant's  
6 presentation. There has not been a standard adopted by  
7 the Commission.

8 If you recall this was an issue in the  
9 Ringhoff matter. That was their argument. The Commission  
10 does not have a determination on what an existing  
11 improved road means.

12 Now, I'll observe that, the plan talks  
13 about the Clearing House electing to issue to an  
14 existing approved road. The appeal is greater than  
15 reliance on that argument. So the Clearing House can  
16 elect but the Commission can issue credits how they  
17 choose or not. I want Mr. Gazza -- will you stipulate  
18 all these were submitted to the Commission and used in  
19 their review?

20 MR. GAZZA: Yes, I will stipulate; Joseph  
21 Gazza, 37 B Ggardeners Lane, Hampton Bays, New York  
22 11946. I'm an attorney and the applicant. Good  
23 afternoon. I got the benefit of hearing everyone else.  
24 Thank you for hearing me today. I feel like a small fish  
25 in a big pond. Here I am asking for a credit.

1                   Also, I think I am done making exhibits  
2 myself because I can rely on these; these are better  
3 maps than I can buy or find or better exhibits that I  
4 can use. So I am just going to show up empty handed next  
5 time which I guess is in May.

6                   I received an LOI for point 39 credits for  
7 this parcel and as Ms. Jakobsen stated I am appealing  
8 for one full credit because I believe that Summit  
9 Boulevard at this portion is existing and approved and  
10 improved.

11                   Exhibit B shows where the credit was  
12 denied, closer to Sunrise Highway to the fork. I'll use  
13 Ms. Jakobsen's exhibits because they are far superior  
14 than mine if that's okay. That is where the road is  
15 impassable. Ms. Jakobsen, is that right?

16                   MR. MILAZZO: Where?

17                   MS. JAKOBSEN: South of that.

18                   MR. GAZZA: But at that point it is passable  
19 so that credit was denied. That was in 2006. I actually  
20 used part of my exhibits, Ms. Jakobsen's pictures from  
21 that appeal, which show her car at the second clearing  
22 that was pointed out.

23                   MS. PRUZINOSKI: The second clearing?

24                   MR. GAZZA: Exhibit B. Half way in between  
25 the purple outlined lot and Summit Boulevard.

1 MR. SHEA: Can you share those photos with  
2 us? These are on site as marked as exhibits?

3 MR. MILAZZO: It's the application to --  
4 it's in his application.

5 MS. JAKOBSEN: We received a copy of the  
6 application, the LOI appeal.

7 MR. GAZZA: I have another copy.

8 MS. PRUZINOSKI: I want to be clear I am  
9 looking at the same spot you are.

10 MR. GAZZA: Yes, those are them. These  
11 pictures.

12 MS. PRUZINOSKI: Above your parcel.

13 MR. GAZZA: That's it. These are the  
14 pictures Ms. Jakobsen took in 2006. They show her car.

15 MR. MCCORMICK: Do you want them marked?

16 MR. MILAZZO: They will be part of his  
17 application.

18 MR. MCCORMICK: So I am clear what's the  
19 Exhibit number you are referring to?

20 MR. MILAZZO: It's part of his application  
21 so we don't need to have it marked.

22 MR. GAZZA: Number one, 1 B, I have a simple  
23 application. So that second clearing is where I proposed  
24 the road existing improvement status and Summit  
25 Boulevard stops. That has old and new debris, garbage



1 stumps, large trees, large logs that people constantly  
2 dump there unfortunately. There is also clay pigeons,  
3 people go skeet shooting, biking, there are old and new  
4 tire tracks, there are broken beer bottles.

5 That clearing although in the core is a  
6 used location. The road, Summit Boulevard up until that  
7 clearing is used. It is crush stone. It has a base. A  
8 car can pass without a problem. The difference between  
9 the two car width lengths and one car width length Ms.  
10 Jakobsen spoke about, Summit Boulevard was improved as a  
11 result of the Town of Southamptons Road Review Committee  
12 because of the home that is on the west side.

13 As part of the application process and part  
14 of the building permit process, part of the CO process,  
15 in the Town of Southampton you are required to further  
16 improve the road. So that widened road was as a result  
17 of actually my father and I. We also put in electric.

18 MR. MCCORMICK: You are saying there is an  
19 improved house?

20 MR. GAZZA: South.

21 MR. MCCORMICK: Can you show us on the  
22 Exhibits so we are clear?

23 MR. GAZZA: Right here.

24 MR. MCCORMICK: You are saying that is a  
25 house?

1 MR. GAZZA: I own the house, I rent it out.

2 MS. PRUZINOSKI: Do you plow the snow?

3 MR. GAZZA: He plows his own snow.

4 MR. MILAZZO: Off the record.

5 (Discussion held off the record.)

6 MR. MILAZZO: Back on the record.

7 MR. SHEA: Mr. Gazza, I would like some  
8 clarification. You had spoken about certain road  
9 improvements you made to a portion of Summit Boulevard  
10 as a result of a Town Road Review Committee Approval.  
11 Can you describe the extent of those improvements as  
12 they relate to the subject parcel?

13 MR. GAZZA: Improvements were made, I do not  
14 have the exact CO date when that house was C O'd but  
15 improvements were made before that. Relatively new.

16 CHAIRMAN SCULLY: What were they?

17 MR. GAZZA: It was RCA, it was widening, RCA  
18 and crush stone.

19 MR. SHEA: What was the required minimum  
20 width of that road as per those improvements?

21 MR. GAZZA: I don't have that.

22 MR. SHEA: How does the location of those  
23 improvements relate to the location of the subject  
24 parcel? How far south of the subject parcel were those  
25 improvements made?

1 MR. GAZZA: Improvements were made up to the  
2 home. So the home is approximately 400,500 feet south of  
3 the subject parcel. However the improvements were made  
4 after the Pine Barrens Act came into place. Summit  
5 Boulevard existed as far as back -- you heard the  
6 argument before, it goes up through Sunrise Highway and  
7 over Sunrise Highway.

8 MR. SHEA: So the section of Summit  
9 Boulevard that was improved as per Town requirements,  
10 how did those improvements in terms of the road base and  
11 width relate, compare, to the conditions of Summit  
12 Boulevard adjacent to the subject parcel?

13 MR. GAZZA: They are both stone. The Town  
14 required us to widen the road, it's obviously wider. The  
15 Town said go 30 feet, we went 30 feet. If they said it  
16 has to go to 18 feet we would go to 18 feet. We were at  
17 the mercy of the Town. The Town over reaches as far  
18 roads; they make us put in for lots but that besides the  
19 point.

20 The point I am trying to make is the  
21 widening happened, Summit Boulevard is 50 feet wide. It  
22 is a huge road. They had us widen because that's what  
23 they wanted us to do. They gave you six inches of RCA,  
24 four inches. They inspect and have you change it.

25 Before we did anything to Summit Boulevard

1 Summit existed. People used it. The horse corral's up  
2 there and people go riding on that; they have been since  
3 the road was improved. Cars are back and forth every  
4 day. I have pictures of the stumps and debris on that  
5 large clearing. People have been using that well before  
6 the Pine Barrens Act came into place.

7 MR. SHEA: Just to clarify, again, the  
8 section of Summit that you had improved, the surfaces  
9 are crushed gravel or stone, then there's a base beneath  
10 that. Let's assume for the moment it's at least 14 feet  
11 wide. The section of Summit that you are saying has been  
12 used historically adjacent to the subject parcel you  
13 indicated that has a base in crush stone already?

14 MR. GAZZA: Brings me up to my final point.  
15 I brought you the road. Here it is. This is Summit  
16 Boulevard right here.

17 CHAIRMAN SCULLY: Do you have a chain of  
18 custody?

19 MR. GAZZA: 106 Summit, which is the  
20 furthestest north red parcel. This is what the road looks  
21 like.

22 MS. PRUZINOSKI: Did you wash it?

23 MR. GAZZA: No, this is straight off the  
24 road. I think I took it off a few, my fingers healed, I  
25 grabbed it off the base. Whether it was put there

1 because the Town requested it or constant traffic, I  
2 believe its constant traffic.

3 MR. MCCORMICK: Do you have photos?

4 MR. GAZZA: Of the base I have photos. That  
5 is 106. This is the purple parcel; this is 118. That's  
6 the road in front of 118.

7 Now, if you compare the two, they're pretty  
8 similar.

9 CHAIRMAN SCULLY: This is very helpful Mr.  
10 Gazza.

11 MR. GAZZA: So Mr. Shea, here's the road.

12 MS. PRUZINOSKI: Who owns Summit Boulevard?

13 MR. GAZZA: The owner is on the map.  
14 Vanderbilt Park is on the approved section map. It's an  
15 old file map, the way it work the owners of the lots on  
16 the map also own the road.

17 MS. PRUZINOSKI: To the center line?

18 MR. GAZZA: To the center line.

19 MR. SHEA: Mr. Gazza, one of the exhibits  
20 you attached shows the old file map. It indicates that  
21 Summit is to be opened. Was that old file map approval  
22 subject to certain conditions in terms of something had  
23 to be improved or is it subject to going to the Road  
24 Review Committee.

25 MR. GAZZA: Subject to the Committee. They

1 are required to give their okay to CO's. The house can  
2 be built. It can be worked on. Deliver of large trucks  
3 are permitted to drive down the road. Only when the CO  
4 is requested, that is when it is required to be approved  
5 by the town engineer.

6 MS. PRUZINOSKI: What was the timing  
7 situation between construction of the house and you  
8 receiving the full credit on that southerly red parcel?

9 MR. GAZZA: I don't have the date of the CO.

10 MS. PRUZINOSKI: Do you know which occurred  
11 first?

12 MR. GAZZA: I don't. I know they are all  
13 fairly recent within the last few years. I shouldn't say  
14 a few years. They've been doing this for longer than I  
15 thought. I try to stay away from the hot seat.

16 Also on Ms. Jakobsen's maps they show the  
17 tax map overlay. I would like to show that the Town has  
18 straightened out the maps. On these maps it show these  
19 lots as diagonal, which is in error, this is the way the  
20 lots read on the west side and also straighten on the  
21 east side so everything lines up now.

22 MS. PRUZINOSKI: So the Town and County owns  
23 the parcels?

24 MR. GAZZA: Yes, they do. This one is  
25 actually just donated. In the last year.

1 MR. MILAZZO: Have you abandoned the Summit  
2 portion of Summit Boulevard in these lots?

3 MR. GAZZA: I abandon every road I can.

4 We can't abandon Summit; its required for  
5 access. This Commission or at least the Pine Barrens  
6 Commission at some point approved Summit to be widened;  
7 when we had to widen for the home that was there.

8 CHAIRMAN SCULLY: He means the Town.

9 MR. MILAZZO: We did. In fact this was what  
10 we looked into the clearing activity up there as well.  
11 It was a report we got and investigated it.

12 CHAIRMAN SCULLY: How long ago?

13 MR. MILAZZO: Several years.

14 MS. JAKOBSEN: I can get you that.

15 MR. MILAZZO: They took it from however  
16 wide, from 30 feet wise?

17 MR. GAZZA: I don't know.

18 MR. MILAZZO: When they were out there they  
19 had laborers widening the road.

20 MR. GAZZA: As narrow as we could.

21 MR. MILAZZO: We got a report and we  
22 investigated. We didn't approve development but we did  
23 review on the basis of the report what was going on at  
24 Summit when they were widening it.

25 MR. MCCORNICK: That was up to 118?

1 MR. MILAZZO: No, the house on the west side  
2 which is not 118. Whatever that number is.

3 MR. GAZZA: It's actually 101. I don't know  
4 if it's listed on these.

5 MR. MILAZZO: It's not.

6 MR. GAZZA: We all know where I am going.  
7 In closing I believe Summit Boulevard is existing,  
8 maintained, it has the same stone. Whether the Town had  
9 me improve it or my dad or somebody else improve it or  
10 whether the guy with the horse farms improved it on his  
11 own many years ago, they laid this stone down which is  
12 not natural to the Pine Barrens. That I know.

13 MS. PRUZINOSKI: Who owns the horse farm?

14 MR. GAZZA: Donald Metcalf. He is a big  
15 property owner in that area.

16 Somebody put the stone down. They improved  
17 Summit up until that second large clearing. Its  
18 existing, it is maintained. If you drive you can see  
19 when branches fall, people move it to the side. There's  
20 no garage on it.

21 CHAIRMAN SCULLY: We understand what the  
22 threshold issue is.

23 MR. GAZZA: Thank you.

24 CHAIRMAN SCULLY: Questions for Mr. Gazza?  
25 Questions for staff?



1 MR. MCCORMICK: How do we come to point 39?

2 MR. MILAZZO: Straight allocation applying,  
3 Clearing House staff did applying a formula and the plan  
4 for the size of the parcel. Straight math.

5 MR. MCCORNICK: As a vacant parcel?

6 MR. MILAZZO: Yes. The Clearing House did  
7 not elect to exercise its discretion to issue one full  
8 credit.

9 MR. GAZZA: The parcel is in a five acre  
10 zone.

11 The Parcel is two point three acres. I have  
12 200 feet of frontage on Summit.

13 CHAIRMAN SCULLY: Any other questions of the  
14 applicant? Questions of staff? If not, anybody wish to  
15 be heard on the matter? Hearing none I guess we can  
16 close this. Close the hearing.

17 MR. MILAZZO: Yes, sir. We'll have decision  
18 deadline of next meeting.

19 CHAIRMAN SCULLY: Yes. Counsel indicates he  
20 needs executive session. Off the record we are done  
21 after the hearing being closed. Very good, thank you Mr.  
22 Gazza; thank you no joining us.

23 MR. GAZZA: I believe I stole this off  
24 someone's pile.

25 CHAIRMAN SCULLY: We're done.  
(Time noted: 5:00 p.m.)



C E R T I F I C A T I O N

I, Marie DiMarco, a Shorthand Reporter and notary public, within and for the State of New York, do hereby certify:

That said transcript is a true record of the testimony given in this proceeding set forth.

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 5<sup>th</sup> day of May, 2010.

*Marie DiMarco*  
Marie DiMarco 

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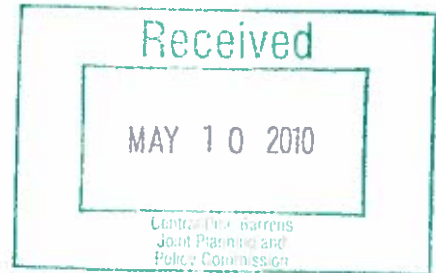
THE STATE OF NEW YORK  
NYS CENTRAL PINE BARRENS COMMISSION

-----X  
In the Matter of

American Physical Society Core  
Preservation Area Extraordinary Hardship  
Waiver

Location: One Research Road, Ridge,  
New York

Suffolk County Tax Map Number  
200-459-1-1.4  
-----X



*Joseph Gazza*

Town of Brookhaven  
One Independence Hill  
Farmingville, New York 11738

Wednesday, April 21, 2010

The above entitled matter came on for hearing at 4:25 p.m.



ARTI Recording

Telephone: 212.349.9692  
Facsimile: 212.557.2152

One Penn Plaza  
Suite 4715  
New York, NY 10119



Central Pine Barrens Joint Planning and Policy Commission  
Public Hearing on 118 Summit Blvd  
Westhampton, Town of Southampton  
SCTM No. 900-331-3-21.1  
April 21, 2010

Staff Exhibits

- A. Central Pine Barrens Comprehensive Land Use Plan Section 6.7.6.6 Issuance of a full Pine Barrens Credit for Certain Roadfront Parcels.
- B. 2007 Aerial map depicting general area in proximity to Summit Blvd. Subject parcel is outlined in purple. Parcels that received one Pine Barrens Credit are outlined in red. Parcel that was denied an increase in allocation is depicted by red dot. Prepared by Commission staff, April 20, 2010.
- C. Close-up of 2007 Aerial map depicting general area of subject parcel on Summit Blvd. Prepared by Commission staff, April 20, 2010.
- D. Map depicting
  - a. Core (indicated by small tree symbol on map) and Compatible Growth Area (indicated by light tan leaf symbol) in relation to Summit Blvd,
  - b. prior Pine Barrens Credit allocations to parcels along Summit Blvd, and
  - c. location of development Section Map for Vanderbilt Park Inc, Section 5 and P/O Westhampton Beach Park Section 4 that was approved by TOS in July 22, 2004.
- E. Letter of Interpretation (Renewal) for 900-331-3-21 dated January 11, 2010, Letters of Interpretation for 900-331-3-29 and 900-331-3-32.
- F. Commission Meeting Summary (Final) for March 17, 2004 – excerpt referencing project decisions - Appeals Gazza/Westhampton (900-331-3-28) and portions of Public Hearing Transcript for Letter of Interpretation Appeal February 18, 2004.
- G. Commission Meeting Summary (Final) for April 19, 2006 – excerpt on motion to deny Joseph Gazza /Westhampton 900-280-2-82. Basis: road is not maintained in this area.
- H. Development Section Map of Vanderbilt Park Section 5 and P/O Westhampton Beach Park Section 4, Situate at Westhampton, prepared by Department of Land Management and Planning Division, July 22, 2004
- I. Road and Drainage Standards for the Town of Southampton, Suffolk County, New York, Town of Southampton Highway Department, prepared by L.K. McLean Associates, PC, July 2002
- J. Town of Southampton Highway Department, Table "A".
- K. Town of Southampton, NY Chapter 292 Subdivision of Land Article X Design Standards.
- L. Photos taken by Commission staff during site visit on April 16, 2010 depicting subject site and adjacent area.

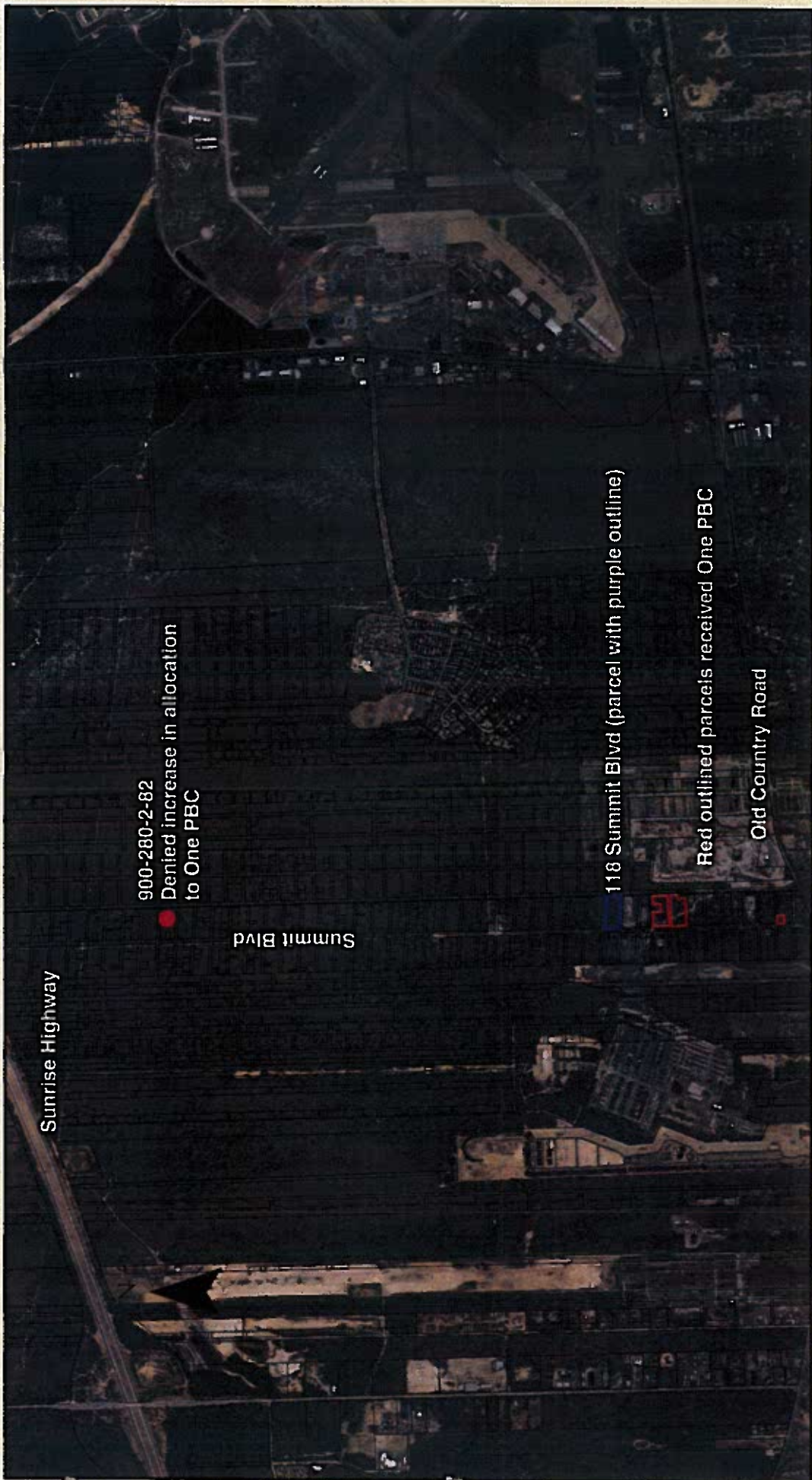




#### **6.7.6.6 Issuance of a full Pine Barrens Credit for certain roadfront parcels**

The Pine Barrens Credit Clearinghouse may elect to allocate one (1) full Pine Barrens Credit for a parcel of land consisting of at least 4,000 square feet with frontage on an existing improved road.





Sunrise Highway

900-280-2-82  
Denied increase in allocation  
to One PBC

Summit Blvd

118 Summit Blvd (parcel with purple outline)

Red outlined parcels received One PBC

Old Country Road

Note: This map is intended for general reference only and is not to be used for surveying, legal interpretation of jurisdictional boundaries, or other precise purposes. Information shown on this map has not been verified and contains defects, errors, and/or omissions.

Spring 2007 Digital Orthorectification, NYS Digital Orthorectification Program, NYSOCSCOC  
Suffolk County Real Property Tax Service Agency GIS Basemap COPYRIGHT, County of  
Suffolk, N.Y.

Prepared by Commission Staff (JJ) on April 21, 2010.

Joseph Zachary Gazza  
Credit Appeal Hearing  
for 118 Summit Blvd  
Held April 21, 2010



118 Summit Blvd  
(parcel with purple  
outline)

Red outlined parcels  
received One PBC

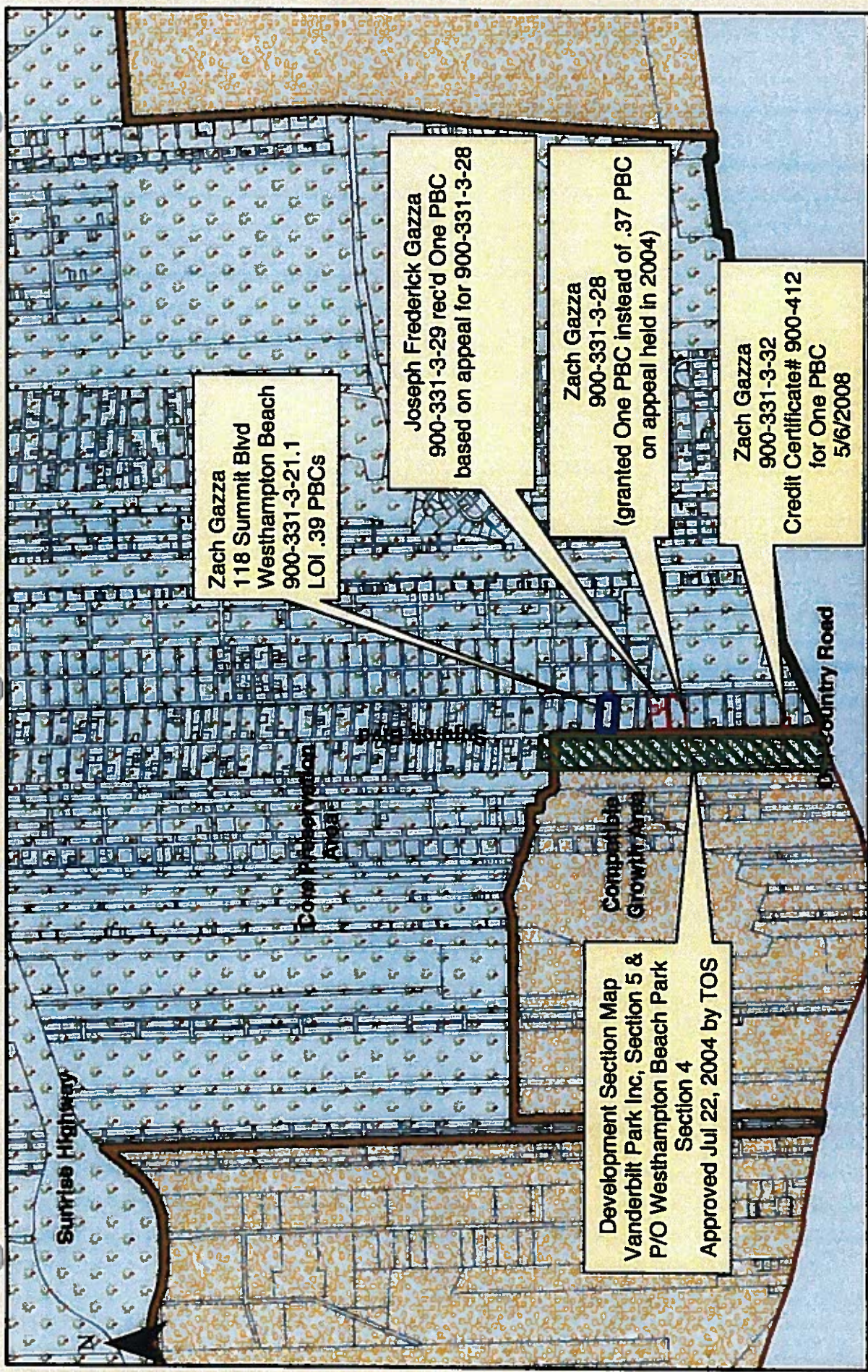
Joseph Zachary Gazza  
Credit Appeal Hearing  
for 118 Summit Blvd  
Hold April 21, 2010

Note: This map is intended for general reference only and is not to be used for surveying, legal interpretation of jurisdictional boundaries, or other precise purposes. Information shown on this map has not been verified and contains defects, errors, and/or omissions.

Spring 2017 Digital Orthorectification, NYS Digital Orthorectification Program, NYSOCSCC  
Suffolk County Real Property Tax Service Agency GIS Basemap COPYRIGHT, County of  
Suffolk, N.Y.

Prepared by Commission Staff (J) on April 20, 2010.





Zach Gazza  
 118 Summit Blvd  
 Westhampton Beach  
 900-331-3-21.1  
 LOI .39 PBCs

Joseph Frederick Gazza  
 900-331-3-29 rec'd One PBC  
 based on appeal for 900-331-3-28

Zach Gazza  
 900-331-3-28  
 (granted One PBC instead of .37 PBC  
 on appeal held in 2004)

Zach Gazza  
 900-331-3-32  
 Credit Certificate# 900-412  
 for One PBC  
 5/6/2008

Development Section Map  
 Vanderbilt Park Inc, Section 5 &  
 P/O Westhampton Beach Park  
 Section 4  
 Approved Jul 22, 2004 by TOS

Joseph Zachary Gazza  
 Credit Appeal Hearing  
 for 118 Summit Blvd  
 Held April 21, 2010





# PINE BARRENS CREDIT CLEARINGHOUSE

JAMES T. B. TRIPP, ESQ., CHAIRMAN  
ANDREW P. FRELENG, AICP, VICE CHAIRMAN  
RICHARD W. HANLEY, MEMBER  
MITCHELL H. PALLY, ESQ., MEMBER  
ROBERT ANRIG, MEMBER

*file copy*

## LETTER OF INTERPRETATION (RENEWAL)

**Re:** Suffolk County Tax Map Number: 900-331-3-21  
**Applicant:** Joseph Zachary Gazza  
**Date:** January 11, 2010

### *Findings of Fact*

The applicant applied for a Letter of Interpretation for the above-referenced 1.93 acre parcel. The parcel is in the Town of Southampton. It was in the CR-200 District at the adoption of the *Central Pine Barrens Comprehensive Land Use Plan* (the "Plan") on June 28, 1995.

### *Conclusions*

The *Plan* grants to every parcel of land in a sending area a use right, known as Pine Barrens Credits, that may be used to seek development density or intensity increases on lands identified as receiving areas within the same township.

The *Plan* establishes the formula for allocating Pine Barrens Credits. In sending areas within the CR-200 District of the Town of Southampton, the number of Pine Barrens Credits allocated is equal to the parcel's size in acres multiplied by .20. Based upon this allocation formula, .386 Pine Barrens Credits may be allocated to this parcel. Allocations are increased to the hundredth of a credit, therefore this parcel would receive .39. There are no known conditions on the parcel which reduce the allocation of Pine Barrens Credits pursuant to Section 6.3.3 of the *Plan*.

## **The total number of Pine Barrens Credits allocated for this parcel is .39**

This Letter of Interpretation expires in one year from the above date. In order to obtain a Pine Barrens Credit Certificate you must complete the Pine Barrens Credit Certificate Application and follow the instructions contained in the Pine Barrens Credit Handbook.

If there is a mortgage or other lien on this parcel, the applicant will have to make an arrangement with the lender or other party holding the lien before the Clearinghouse can issue a Pine Barrens Credit Certificate for this tax map parcel.

### *Appealing your Allocation*

Any person who is aggrieved by this determination may appeal the allocation within thirty (30) days of the date of this letter by giving notice, in writing, to the Central Pine Barrens Joint Planning and Policy Commission. The Commission address is P.O. Box 587, 3525 Sunrise Highway, 2nd Floor, Great River, New York 11739-0587. Included with this notice shall be the name and address of the person requesting reconsideration and the reasons supporting the appeal as well as the number of Pine Barrens Credits requested. The Commission shall consider and decide the appeal within sixty (60) days of receipt of an appeal and will schedule a public hearing on the appeal.

P.O. BOX 587, 3525 SUNRISE HIGHWAY, 2ND FLOOR, GREAT RIVER, NEW YORK 11739-0587  
631-224-2604 / FAX 631-224-7653  
<http://pb.state.ny.us>



# PINE BARRENS CREDIT CLEARINGHOUSE

James T.B. Tripp, Esq., Chairman  
Andrew P. Freleng, AICP, Vice Chairman  
Richard W. Hanley, Member  
Mitchell H. Pally, Esq., Member  
Robert Anrig, Member

900-331-3-29 1.0 PBC



## LETTER OF INTERPRETATION

**Re:** Suffolk County Tax Map Number: 900-331-3-29  
**Applicant:** Joseph F. Gazza  
**Date:** July 11, 2005

### Findings of Fact

The applicant applied for a Letter of Interpretation for the above-referenced 1.79-acre parcel. The parcel is in the Town of Southampton. It was in the CR200 zoning district at the adoption of the *Central Pine Barrens Comprehensive Land Use Plan* (the "Plan") on June 28, 1995.

### Conclusions

The *Plan* grants to every parcel of land in a sending area a use right, known as Pine Barrens Credits, that may be used to seek development density or intensity increases on lands identified as receiving areas within the same township.

The *Plan* establishes the formula for allocating Pine Barrens Credits. In sending areas within the CR200 zoning district of the Town of Southampton, the number of Pine Barrens Credits allocated is equal to the parcel's size in acres multiplied by 0.16. Based upon this allocation formula, 0.2864 Pine Barrens Credits may be allocated to this parcel. There are no known conditions on the parcel which reduce the allocation of Pine Barrens Credits pursuant to Section 6.3.3 of the *Plan*. This allocation qualifies for the application of Section 6.7.6.6 of the *Plan* permitting the allocation of one (1.00) full Pine Barrens Credit due to its frontage on an existing improved road.

**The total number of Pine Barrens Credits allocated for this parcel is 1.00.**



This Letter of Interpretation expires in one year from the above date. In order to obtain a Pine Barrens Credit Certificate you must complete the Pine Barrens Credit Certificate Application and follow the instructions contained in the Pine Barrens Credit Handbook.

If there is a mortgage or other lien on this parcel, the applicant will have to make an arrangement with the lender or other party holding the lien before the Clearinghouse can issue a Pine Barrens Credit Certificate for this tax map parcel.

***Appealing your Allocation***

Any person who is aggrieved by this determination may appeal the allocation within thirty (30) days of the date of this letter by giving notice, in writing, to the Central Pine Barrens Joint Planning and Policy Commission. The Commission address is P.O. Box 587, 3525 Sunrise Highway, 2nd Floor, Great River, New York 11739-0587. Included with this notice shall be the name and address of the person requesting reconsideration and the reasons supporting the appeal as well as the number of Pine Barrens Credits requested. The Commission shall consider and decide the appeal within sixty (60) days of receipt of an appeal and will schedule a public hearing on the appeal.



# PINE BARRENS CREDIT CLEARINGHOUSE

JAMES T.B. TRIPP, ESQ., CHAIRMAN  
ANDREW P. FRELENG, AICP, VICE CHAIRMAN  
RICHARD W. HANLEY, MEMBER  
MITCHELL H. PALLY, ESQ., MEMBER  
ROBERT ANRIG, MEMBER

900-331-3-32 1.0 PBC

## LETTER OF INTERPRETATION

**Re:** Suffolk County Tax Map Number: 900-331-3-32  
**Applicant:** Joseph Zachery Gazza  
**Date:** August 1, 2006

**FILE COPY**

### *Findings of Fact*

The applicant applied for a Letter of Interpretation for the above-referenced .230 acre parcel. The parcel is in the Town of Southampton. It was in the CR-200 District at the adoption of the *Central Pine Barrens Comprehensive Land Use Plan* (the "Plan") on June 28, 1995.

### *Conclusions*

The *Plan* grants to every parcel of land in a sending area a use right, known as Pine Barrens Credits, that may be used to seek development density or intensity increases on lands identified as receiving areas within the same township.

The *Plan* establishes the formula for allocating Pine Barrens Credits. In sending areas within Old Filed(OFM) areas of the Town of Southampton as per Section 6.4.4.1 of the *Plan* that are within the CR-200 District of the Town of Southampton, the number of Pine Barrens Credits allocated is equal to the parcel's size in acres multiplied by .20. Based upon this allocation formula, .046 Pine Barrens Credits may be allocated to this parcel. There are no known conditions on the parcel which reduce the allocation of Pine Barrens Credits pursuant to Section 6.3.3 of the *Plan*. The allocation is rounded to the nearest hundredth of a credit. This allocation qualifies for the application of Section 6.7.6.6 of the *Plan* permitting the allocation of one (1.00) full Pine Barrens Credit due to its frontage on an existing improved road.

**The total number of Pine Barrens Credits allocated for this parcel is 1.0.**

This Letter of Interpretation expires in one year from the above date. In order to obtain a Pine Barrens Credit Certificate you must complete the Pine Barrens Credit Certificate Application and follow the instructions contained in the Pine Barrens Credit Handbook.

If there is a mortgage or other lien on this parcel, the applicant will have to make an arrangement with the lender or other party holding the lien before the Clearinghouse can issue a Pine Barrens Credit Certificate for this tax map parcel.

### *Appealing your Allocation*

Any person who is aggrieved by this determination may appeal the allocation within thirty (30) days of the date of this letter by giving notice, in writing, to the Central Pine Barrens Joint Planning and Policy Commission. The Commission address is P.O. Box 587, 3525 Sunrise Highway, 2nd Floor, Great River, New York 11739-0587. Included with this notice shall be the name and address of the person requesting reconsideration and the reasons supporting the appeal as well as the number of Pine Barrens Credits requested. The Commission shall consider and decide the appeal within sixty (60) days of receipt of an appeal and will schedule a public hearing on the appeal.

P.O. BOX 587, 3525 SUNRISE HIGHWAY, 2ND FLOOR, GREAT RIVER, NEW YORK 11739-0587  
631-224-2604 / FAX 631-224-7653

<http://pb.state.ny.us>





900-331-3-28 granted 1.0 PBC

**Commission Meeting Summary (FINAL)  
for Wednesday, March 17, 2004 (Approved 4/21/04; Corrected 7/21/04)  
at Southaven County Park, Victory Avenue, Yaphank  
2:00 pm**

Commission members present: Mr. Deering (for Suffolk County), Mr. Scully (for New York State), Mr. Hoffman and Ms. Compitello (for Brookhaven), Mr. Hanley (for Riverhead), and Mr. Murphree (for Southampton).

...  
**Project Decisions - Pine Barrens Credit Appeals**

Gazza / Westhampton (900-331-3-28) (hearing held 2/18/04; decision due today)

Summary: Mr. Randolph summarized this previously discussed appeal for a parcel on the Core side of Summit Boulevard, south of Sunrise Highway. He recommended granting the appeal for one full Credit based upon the parcel's location on Summit Boulevard and the physical status of that road as both passable and accessible. A motion was made by Mr. Murphree and seconded by Mr. Hoffman to grant the appeal on this parcel for 1.0 Credit. The motion was approved by a 5-0 vote.



**CENTRAL  
PINE  
BARRENS**

JOINT  
PLANNING  
&  
POLICY  
COMMISSION

Peter A. Scully  
Chair

Philip J. Cardinale  
Member

Patrick A. Heaney  
Member

John Jay LaValle  
Member

Steven A. Levy  
Member

P.O. Box 587  
3525 Sunrise  
Highway  
2<sup>nd</sup> Floor  
Great River, NY  
11739-0587

Phone (631) 224-2604  
Fax (631) 224-7653  
www.pb.state.ny.us



900-331-3-28

1

1 CENTRAL PINE BARRENS JOINT PLANNING  
2 AND POLICY COMMISSION

3 -----X

4 In the Matter of the,

5

6 LETTER OF INTERPRETATION APPEAL

7

8 RE: JOSEPH F. GAZZA

9

10 -----X

11 South Haven Park  
12 Yaphank, New York

13

14 February 18, 2007<sup>4</sup>

15 3:15 P.M.

16

17

18

19 Taken by: Donna L. Spratt,

20 Court Reporter

21

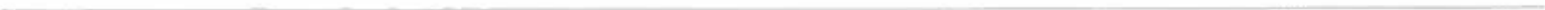
22

23

24

25

COPY



1                   opposed to a drivable, navigable road.

2                   MR. SCULLY: The improved road  
3                   criteria threshold was not applied.

4                   Any further discussion? If not --

5                   MS. PRUSINOWSKI: How far off of  
6                   South Country?

7                   MR. GAZZA: North of Old Country.

8                   MS. PRUSINOWSKI: By approximately  
9                   how far?

10                  MR. GAZZA: I'll tell you in a  
11                  moment. This is the permit application  
12                  for my lot across the street. There is  
13                  an indication on that.

14                  MR. SCULLY: Any further comments  
15                  from the public? Questions?

16                  MS. PRUSINOWSKI: I'm just trying  
17                  to locate it.

18                  MR. SCULLY: If there are no  
19                  comments or questions, is there a  
20                  motion?

21                  MR. DEERING: I make a motion to  
22                  grant the one Pine Barrens credit.

23                  MR. MILAZZO: Based on an existing  
24                  improved road.

25                  MR. DEERING: Based on the



1 criteria within the plan.

2 MR. MURPHREE: As outlined by  
3 staff.

4 MR. MILAZZO: Not that it appears  
5 on the receiving list.

6 MR. RANDOLPH: One condition, that  
7 he will close the fire break.

8 MR. CORWIN: Can I ask a  
9 clarification question? For the future,  
10 are we deeming that road, fire break,  
11 semi-improved path through the woods as  
12 a road for purposes of any future  
13 applications that come up that might be  
14 on or adjacent to that?

15 MR. SCULLY: I think we would have  
16 to.

17 MR. CORWIN: We're setting a  
18 precedent?

19 MR. DEERING: Maybe not for the  
20 part that the fire break --

21 MR. CORWIN: We need to know that  
22 if the next owner says --

23 MR. MURPHREE: For this portion of  
24 it, we don't know for further north how  
25 far it goes.

---

6

○

6

○

6

○

---



1 MR. CORWIN: We're saying from  
2 this property south is considered an  
3 improved road, not opining about the  
4 northerly portion.

5 MR. MURPHREE: Because the north  
6 we don't know.

7 MR. RANDOLPH: I think it has to  
8 be a case by case basis because you  
9 don't really know.

10 MS. CARTER: Does this require a  
11 280 A approval from the Town?

12 MR. GAZZA: It goes under old  
13 filed map regulations of the Town of  
14 Southampton, and they have their own  
15 road review commission. In connection  
16 with the parcel cross the street that we  
17 have an application to develop right  
18 now, there will be some improvements  
19 necessary to Summit Boulevard.

20 MR. MURPHREE: Have you been to  
21 the road review committee?

22 MR. GAZZA: No. I'm at the town  
23 planning board level right now. I've  
24 had the public hearing.

25 MR. SCULLY: Is that pertinent to



1 MR. GAZZA: Everyone thinks it is  
2 an error except me.

3 MR. RANDOLPH: You can't be  
4 sending and receiving simultaneously.

5 MR. CORWIN: The Commission  
6 established a principle that you don't  
7 receive in the core. We've been over  
8 this.

9 MR. FREELENG: That is what I  
10 didn't understand. This was a receiving  
11 site, he had an application before the  
12 Commission.

13 MR. SCULLY: Any further  
14 questions?

15 (No response).

16 There is a motion on the table.

17 MR. HOFFMAN: Seconded.

18 MR. SCULLY: Anything further? If  
19 not, all in favor?

20 (All voted in the affirmative).

21 Opposed?

22 (No response).

23 None.

24 MR. GAZZA: Thank you for your  
25 consideration. Have a good day.



900-280-2-82

Denial - Not a maintained road.



CENTRAL  
PINE  
BARRENS  
JOINT  
PLANNING  
&  
POLICY  
COMMISSION

**Commission Meeting Summary (FINAL)  
for Wednesday, April 19, 2006 (Approved 5/17/06)  
at Brookhaven Town Hall,  
1 Independence Hill, Farmingville, 2:00 pm**

Commission members present: Mr. Scully (for New York State), Ms. Longo (for Suffolk County), Ms. Prusinowski and Mr. Turner (for Brookhaven), Mr. Kent (for Riverhead), and Mr. Shea (for Southampton).

Others present: Staff counsel was Mr. Milazzo. Staff members included Mr. Corwin, Ms. Jakobsen, Ms. Mills, Ms. Carter and Mr. Limoli (from the Commission), Mr. Pavacic (from the NYS Department of Environmental Conservation (NYS DEC)), and Mr. Frøeleng (from the Suffolk County Planning Department and Vice Chair of the Pine Barrens Credit Clearinghouse Board). Additional attendees are shown on the attached sign-in sheet.

( Excerpt from Minutes: )

Ms. Prusinowski arrived during the following item, and a five member quorum remained.

Peter A. Scully  
Chair

Philip J. Cardinale  
Member

Brian X. Foley  
Member

Patrick A. Heaney  
Member

Steve A. Levy  
Member

**Pine Barrens Credit Program**

Joseph Gazza / Westhampton (900-280-2-82) / Credit allocation appeal (*appeal letter previously distributed*)

Summary: Mr. Scully read the attached hearing notice. Ms. Jakobsen explained that a Letter of Interpretation (LOI) for 1.00 Credit had originally been issued for this parcel, and was later rescinded by the staff when it was determined that the parcel is on an unimproved dirt road, rather than an improved road. A new LOI for 0.36 Credit was then issued. The parcel contains 1.79 acres, and is zoned CR200 Residence. Mr. Gazza spoke about this parcel, the road access to it, and answered questions from the Commissioners regarding access, utilities, the Town status of the road, and other topics. Mr. Shea observed that Southampton Town does not maintain the road in this area.

**A motion was then made by Mr. Shea and seconded by Mr. Kent to deny the appeal on the basis that the road in question is not a maintained road. The motion was approved by a 5-0 vote, and the hearing was concluded.**

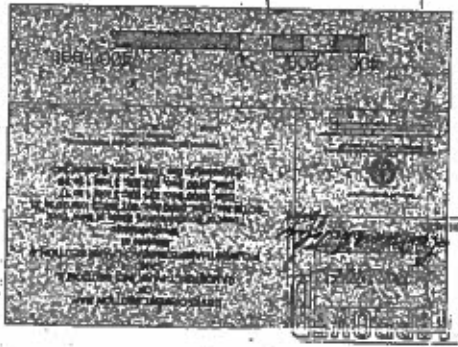
**Attachments (in order of discussion):**

12. Gazza Credit appeal hearing notice and photographs (undated; 3 pages)








P.O. Box 587  
3525 Sunrise Highway  
2<sup>nd</sup> Floor  
Great River, NY 11739-  
0587

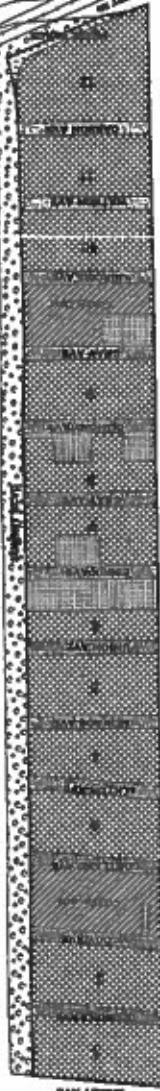
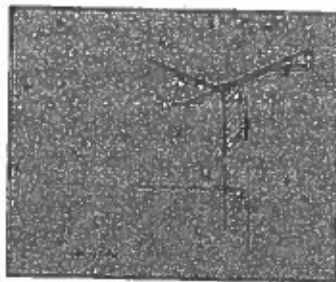
Phone (631) 224-2604  
Fax (631) 224-7653  
www.pb.state.ny.us





"All other areas subject to the existing Development Plan  
 and shall be subject to the Town of San Marcos' laws and zoning."

- Legend**
-  Offer of dedication
  -  County land
  -  Roads to remain unopened
  -  Roads to be opened
  -  TDR Bonding Parcels
  -  Development Parcels
  -  Development Section Boundary







# **ROAD AND DRAINAGE STANDARDS**

**FOR THE**

**TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK**



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**

**WILLIAM H. MASTERSON SUPERINTENDENT OF HIGHWAYS**



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
**WILLIAM H. MASTERSON – SUPERINTENDENT OF HIGHWAYS**

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**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
**WILLIAM H. MASTERSON – SUPERINTENDENT OF HIGHWAYS**

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**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
 WILLIAM H. MASTERSON – SUPERINTENDENT OF HIGHWAYS

**A. DRAINAGE DESIGN CRITERIA**

All storm water collection systems shall be designed in accordance with the following minimum standards and shall be submitted on design sheets to be reviewed by the Town Engineer.

1) Rational Method:

- Q = Aci**  
**Q** = Discharge in cubic feet per second (c.f.s.)  
**A** = Tributary drainage area in acres within the subdivision and shall include areas outside the subdivision  
**c** = Coefficient of runoff of drainage area

The following values of "c" shall be used:

| <u>Type of Surface</u>         | <u>Flat</u> | <u>Rolling</u> |
|--------------------------------|-------------|----------------|
| Roofs                          | 1.00        | --             |
| Concrete or Asphalt Pavement   | 0.90        | 0.90           |
| Bituminous Macadam             | 0.70        | 0.90           |
| Gravel                         | 0.25        | 0.70           |
| <u>Composite Areas</u>         |             |                |
| Business and Dense Residential | 0.60        | 0.95           |
| Suburban Residential           | 0.30        | 0.60           |
| Rural Districts                | 0.10        | 0.25           |
| Parks, Golf Courses, etc.      | 0.10        | 0.35           |
| Agricultural Areas             | 0.20        | 0.60           |

Where:

"i" is the rainfall intensity in inches per hour, shall be determined by the following formula:

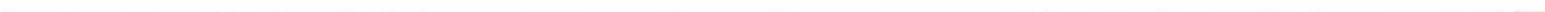
$$i = \frac{120}{t+20}$$

Where:

"t" is the time of concentration in minutes at the point of design.

Time of Concentration can be calculated by using Table 31.2 Equations for Overland Flow Travel Time (The Civil Engineering Handbook, W.F. Chen, 1995).

Maximum time of concentration (t) shall be 28 minutes.





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**DRAINAGE DESIGN CRITERIA (Continued)**

2) **Manning's Formula:**

Closed conduits and open channels shall be designed using Manning's Formula:

a) 
$$V = \frac{1.486 R^{2/3} S^{1/2}}{n}$$

Where: V = velocity in feet per second  
R = hydraulic radius in feet  
S = Slope in ft./ft. The slope (S) shall generally be considered to be the slope of the pipe invert except that such slope shall be checked against the available hydraulic gradient wherever the system discharges against an existing hydraulic head.

Where: n = 0.015 for reinforced concrete pipe 18" or less  
0.013 for reinforced concrete pipe 24" or larger  
0.013 for smooth plastic pipe  
0.021 for corrugated metal pipe  
0.025 for earth ditches  
0.013 for paved ditches

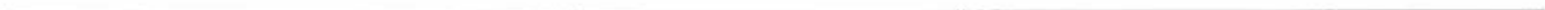
- b) Design velocities to be limited to 2 ft./sec. minimum and 10 ft./sec. maximum, unless special approval for unusual conditions is granted by the Town Engineer.
- c) Minimum pipe diameter to be 15".
- d) Minimum pipe cover from finished pavement or ground surface to be two (2) feet.

3) **Manhole Installation:**

Maximum spacing distance between manholes shall be 350 feet. Manholes shall be provided where there are changes in pipe alignment or gradients.

4) **Catch Basin Installation:**

Spacing of catch basins shall be governed by the following: The maximum overland flow rate to a single catch basin shall not exceed three (3) c.f.s. The maximum distance of flow in the roadway gutter, before a catch basin is required shall not exceed 350 feet.



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
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**DRAINAGE DESIGN CRITERIA (Continued)**

5) **Recharge Basins:**

Recharge basins shall be provided where there is no available outlet for storm water or where in the opinion of the Town Engineer, a potential drainage problem exists. In general, a tributary area of eight (8) acres or more shall be deemed to necessitate a storm water recharge basin. In areas less than eight (8) acres drainage facilities shall be installed as directed by the Town Engineer.

Storm water recharge basins shall be designed in accordance with the drawing details and the following:

- a) All storm water recharge basins shall provide storage capacity for 5" of rainfall on the total tributary area multiplied by a weighted runoff coefficient (minimum  $c = 0.25$ ). Where it is evident that possible overflow of the recharge basins will cause property damage, the storage capacity shall be increased using 8" of rainfall.
- b) Maximum depth of storage capacity shall be ten (10) feet. This measurement is to be two (2) feet below the elevation of the berm, or elevation of grate in the inlet basin at the low point in system, whichever is the lowest.
- c) If feasible, the area of the recharge basin shall be cleared of trees, only where excavation is required and that a natural tree screening remain along the perimeter of the basin.
- d) Asphalt gutters will be required around the perimeter of the recharge basin where possible erosion from upland runoff may occur.
- e) Maximum discharge velocity of the outfall pipe shall not exceed 10 f.p.s.
- f) Excavation shall be carried down through good leaching material. A test hole shall be required at the bottom elevation of the recharge basin and shall indicate at least 5' of good leaching material, below the basin bottom. Should any doubt exist as to the adequacy of the leaching material, percolation tests will be required.
- g) Fencing complete with gate shall be constructed before starting excavation.



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WILLIAM H. MASTERSON – SUPERINTENDENT OF HIGHWAYS

**DRAINAGE DESIGN CRITERIA (Continued)**

6) Landscaping of Recharge Basins:

Topsoil shall be placed at least 6" deep on the surface of the bank around the recharge basin extending from the inside of the fence to a line 4' down from the top of the slope. All topsoil areas shall be limed, fertilized and seeded. The area around the fence shall have screen planting parallel to, inside and outside the fence around the entire recharge basins, except at the gates.

a) Topsoil

The topsoil shall consist of natural loam, horticulture soil, free of refuse, clods and stones larger than 1" in diameter, weeds or any other objectionable loam material. It shall contain not less than 5% and not more than 20% organic matter as determined by loss on ignition of moisture free samples dried at 100 degrees. The pH shall be between 5.5 and 7.6. Topsoil shall be placed 6" deep when compacted. The surface shall be smoothly graded to meet established elevations and adjacent ground levels.

b) Liming

Limestone shall be agricultural ground limestone with a total carbonate content of not less than 80% or 44.8% calcium oxide equivalent, for the purposes of calculations. Total carbonates shall be considered as calcium carbonate. Limestone shall be evenly distributed at the rate of 50 lbs. per 1,000 square feet and worked into the top 3" of the soil.

c) Fertilizing

Not less than 5 days after the application of limestone, commercial fertilizer organic type (10-6-4) shall be evenly distributed at the rate of 20 lbs. per 1,000 square feet and worked into the top 3" of the soil.

d) Hydroseeding - Grass seed shall be applied as follows:

Per Acre:    12 pounds Crownvetch  
                  10 pounds Birdfoot Trefoil  
                  30 pounds Tall Fescue  
                  45 pounds Annual Rye



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
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**DRAINAGE DESIGN CRITERIA (Continued)**

The seed producer's certificate of analysis shall be available for inspection.

A 100% wood fiber mulch binder should be incorporated into the seed mixture at a rate of 1,200 pounds per 150 pounds of seed. The 100% wood cellulose fiber mulch binder should be meet the following requirements:

|                        |             |
|------------------------|-------------|
| Organic Matter         | 98%±2%      |
| Ash Content            | 1.4%        |
| pH                     | 6±2         |
| Water Holding Capacity | 90% minimum |

Grass seeding shall be done between April 15<sup>th</sup> and June 15<sup>th</sup> or between August 15<sup>th</sup> and October 15<sup>th</sup> and shall not be accepted unless there is a uniform growth evident over all seeded areas.

e) **Manual Seeding** - Grass seed shall be applied as follows:

|           |                            |
|-----------|----------------------------|
| Per Acre: | 12 pounds Crownvetch       |
|           | 10 pounds Birdfoot Trefoil |
|           | 30 pounds Tall Fescue      |
|           | 45 pounds Annual Rye       |

Minimum seed germination shall be 80%. Inert matter and weed seeds shall not exceed 8%. The seed producer's certificate of analysis shall be available for inspection. Grass seed shall be sown evenly at the rate of 3 lbs. per 1,000 square feet. The seed shall be covered to a proper depth by raking or other suitable means. After seeding and raking, the surface shall be rolled with an approved roller weight of at least 100 lbs.

Grass seeding shall be done between April 15<sup>th</sup> and June 15<sup>th</sup> or between August 15<sup>th</sup> and October 15<sup>th</sup> and shall not be accepted unless there is a uniform growth evident over all seeded areas.

f) **Screen Planting**

Plants shall be placed 8 feet apart and 7.5 feet from and parallel to the fence on both sides of the fence. The minimum height shall be 6' and the minimum spread shall be 2 feet. All trees shall be nursery grown and shall be normal columnar or narrowly pyramid habit of growth typically characteristic of the particular variety. Only the following species and varieties are acceptable:





TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
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**DRAINAGE DESIGN CRITERIA (Continued)**

- 1) Bay Berry (Myrica pensylvanica)
- 2) White Pine (Pinus strobus)
- 4) Red Twig Dogwood (Corinus stolonifera)
- 5) Eastern Red Cedar (Juniperus virginiana)
- 6) Highbush Cranberry (Viburnum dentatum)
- 7) Arrowwood Viburnum (Viburnum dentatum)
- 8) Inkberry (Ilex glabra)
- 9) Witchazel (Hamamelis virginiana)

All evergreen trees shall be moved with a burlap and tied with a good grade of haylop or heavy twine. The size of ball for all specified evergreen trees shall be a minimum of 12" in diameter and deep enough to include all lateral roots. All evergreen trees shall be set plumb at such a level that after settlement they bear the same relationship to the elevation of the surrounding ground as they bore to the ground from which they were dug. All trees shall be planted and the holes backfilled and tamped with topsoil. The screen planting shall be maintained and all dead or dying trees replaced by the developer until such time as the recharge basin has been accepted for dedication by the Town.

7) **Roadside Ditches:**

Under special conditions, roadside ditches may be utilized with prior approval of the Town. The following design criteria for roadside ditches shall be used:

Slopes 4% or less – sod

Slopes greater than 4% - asphalt

8) **Leaching Basins:**

Under special conditions, leaching basins may be used in addition to a recharge basin. The following design criteria for leaching basins shall be used:



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
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**DRAINAGE DESIGN CRITERIA (Continued)**

a)  $V_c = A R C$

Where:  $V_c$  = volumetric capacity in cubic feet  
 $A$  = tributary drainage area in square feet within the subdivision and shall include areas outside the subdivision.  
 $R$  = 2"  
 $C$  = weighted coefficient for runoff of the drainage area (minimum  $c= 0.25$ )

9) Valley Gutters:

Valley Gutters will be permitted at "T" intersections where they will be parallel to the center line of the through road and shall be installed only after design approval by the Town Engineer. In general, the crown of the intersecting road shall be gradually eliminated starting from a point about thirty (30) feet back from the flow line of the through street. At other than "T" intersections, valley gutters will be permitted only when warranted by limited traffic use as approved by the Town Engineer.

10) Drainage Structures on State or County Land:

Drainage structures which are located on state highway rights-of-way shall be approved by the appropriate highway engineer's office and a letter of approval from that office shall be filed with the Town Planning Board. Where County highways are involved, the Planning Board will obtain the approval from the Suffolk County Department of Public Works.

11) Dry Wells on Individual Plots:

Individual plot grading studies shall be made from map data submitted and where required, in the opinion of the Town Engineer, dry wells for house leaders, driveways, or yard drains shall be installed as directed.



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
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**B. HORIZONTAL ALIGNMENT CRITERIA**

- 1) Horizontal alignment curves: The recommended minimum centerline radius curvature shall be 200 feet for local street and 400 feet for collector streets.
- 2) A tangent distance of at least 50 feet shall be provided between reverse curves.
- 3) Minimum radius at a corner shall be 25 feet at the property line except that a larger radius shall be provided at major intersections.
- 4) Adequate sight distance must be provided at all intersections in accordance with the New York State Manual of Uniform Traffic Control Devices (MUTCD), 2001 edition.



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
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**C. VERTICAL ALIGNMENT CRITERIA**

- 1) All street gradients shall conform as much as possible to the natural terrain, minimizing excessive cuts and fills.
- 2) Minimum road gradients shall be 0.5%.
- 3) Maximum road gradients shall be 6%.
- 4) Gradients approaching intersections shall not exceed 2.5%, commencing at a point at least fifty (50) feet from the nearest intersecting right-of-way line measured along the centerline of the road. Intersections of roads and curbs having a minimum gradient shall be detailed sufficiently to insure proper surface drainage.
- 5) Gutter line gradients of cul-de-sacs shall be a minimum of 0.5%.
- 6) All changes in grade of 1.0% or more shall be connected with a vertical curve.
- 7) Sag and Crest Vertical Curves:

The following formula shall be used in the design of street profiles:

a)  $L = K A$

Where:

|   |   |  |
|---|---|--|
| L | = | length in feet of a vertical curve in                                |
| K | = | constant equaling 28 for minor streets and 50 for collector streets. |
| A | = | algebraic difference in percent of grade.                            |





**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
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**D. SPECIAL DETAILS**

1) Retaining Walls:

- a) Where retaining walls are required by reason of plot grading or terrain they shall be designed by a Licensed Professional Engineer and approved by the Town Engineer prior to construction.
- b) Retaining walls shall be constructed of structural concrete, reinforced as required unless special written permission to substitute other materials is granted.
- c) Retaining walls constructed of railroad ties or similar treated timbers may be substituted when the Town Engineer determines that such construction is adequate provided that any such wall shall have a maximum reveal of four (4) feet. There shall be no more than two (2) such walls on the same slope, and the minimum horizontal distance between shall not be less than three (3) feet. Adequate tie-back or cribbing shall be provided, and no wall shall be backfilled until inspected.



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
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**E. GENERAL INSTRUCTIONS**

1) Schedule of Operations:

The Town Engineer, Superintendent of Highways and the Developer shall together review the Schedule of Operations prior to the start of construction to insure the orderly procedure of the work.

2) Traffic Maintenance:

The flow of traffic or the safety thereof on any public street or highway within the Town shall not be restricted or endangered in any way by construction operations, equipment, vehicles or materials connected with the construction or sales operations of a subdivision. The Developer shall provide for off-street parking space for all vehicles used in construction or sales operations. Equipment or materials shall not be stored within the right-of-way lines of any public street or highway.

3) Temporary Roads:

All roads within a development which are used by the contractors or others and which have not been surfaced shall be suitably treated with calcium chloride or other material which have dust-laying qualities.

4) Temporary Drainage:

Rainfall run-off from development during construction operations must be confined to the site unless an adequate stormwater drainage system exists. Methods of providing for temporary drainage shall be approved by the Town Engineer. Stormwater run-off disposal onto existing roads, streets or private property is prohibited.

5) Protection of New Drainage Facilities:

All drainage facilities during construction operations shall be cleared of lumber, debris, dirt and other objectionable material after completion and shall be maintained in a clean condition until time for use as directed by the Town Engineer.

6) Developer's Responsibility:

The Developer is responsible for keeping Town roads, streets and private property free of debris and damage caused by construction operations or by stormwater run-off from the Development site. Any damage so caused shall be immediately repaired by the Developer at his own expense. If, after due notice by the Town Engineer the Developer does not proceed



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**GENERAL INSTRUCTIONS (Continued)**

within 72 hours to make the necessary repairs or to remove the debris caused by his operations, the Town Engineer is empowered to take necessary corrective measures and the costs shall be paid by the Developer.

7) **Construction Emergencies:**

In any emergency arising during the construction period of a Development where the Developer or his representatives is not immediately available to take responsible charge, the Town Engineer shall take such measures and render such decisions as may be necessary to control the situation. Any resultant costs shall be borne by the Developer at no expense to the Town.

8) **Decision of Town Engineer Final:**

It shall be mandatory upon the Developer that the work proceed in accordance with the best construction practice and that all necessary measures be taken for the protection of the Public Health, Safety and Welfare. The decision of the Town Engineer shall be final and binding in these matters.



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
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F. ROADWAY CONSTRUCTION SPECIFICATIONS

1) Stabilized Soil Base:

Depending on the character of the soils encountered all or part of the soil base areas where directed by the Engineer shall be improved with added material from the excavation. The Contractor shall stockpile, during the excavation process as directed by the Engineer, sufficient selected materials for this purpose. Suitable loamy or sandy soils shall be added and incorporated to form a stable base, a minimum of six (6) inches in compacted thickness. The areas to be treated in cuts shall be excavated to a depth of three (3) inches below subgrade, a layer of suitable material between three (3) and six (6) inches loose measure shall be spread over the roadway area. The added material shall be thoroughly mixed to a depth of six (6) inches by scarifying or by other methods approved by the Engineer. This operation shall continue until the soil is thoroughly mixed. If, in the opinion of the Engineer, soft, yielding or unsuitable material is encountered at subgrade level, it shall be removed to a depth of eighteen (18") inches or as directed by the Engineer and backfilled with suitable materials compacted in layers of six (6) inches.

The soil base shall then be shaped and compacted to the finished line and grade with a roller weighing a minimum of ten (10) tons. Shaping, filling and rolling shall continue until the soil base is thoroughly compacted to a depth of six (6) inches. When required, water shall be added to the soil mixture to obtain the optimum moisture content for compacting to the maximum density. The prepared finished soil base shall be kept free from ruts, depressions and properly drained. Upon completion of the soil base, the contractor shall request an inspection by the Engineer and shall not proceed with further roadway work until the inspection has been made and the work approved.

2) Dense Graded Aggregate Base Course:

a) Description:

Upon the stabilized soil base a dense graded aggregate base course shall be uniformly placed so that, after thorough rolling and compacting, a minimum depth of 6" for residential roads and a minimum depth of 8" for commercial roads are obtained.

b) Materials:

The base course blend shall consist of well graded crushed stone or recycled concrete aggregate (RCA). The base course blend shall have the following mechanical gradation:

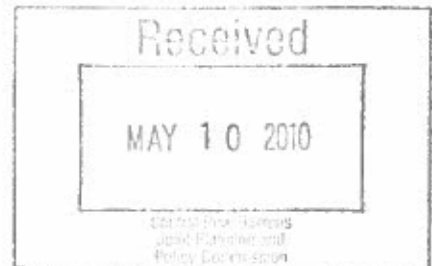




**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
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**ROADWAY CONSTRUCTION SPECIFICATIONS (Continued)**

| <u>Screen Size</u> | <u>% Passing</u> |
|--------------------|------------------|
| 1-1/2"             | 100%             |
| 1"                 | 90-100%          |
| 1/2"               | 65-85%           |
| 3/8"               | 55-75%           |
| #4                 | 40-55%           |
| #8                 | 30-45%           |
| #30                | 16-27%           |
| #200               | 0-10%            |



The material shall also achieve a maximum dry density of not less than 145 pounds per cubic foot at optimum moisture content when tested in accordance with ASTM Designation D1557 – Standard Test Methods for Laboratory Compaction Characteristics of Soil Using Modified Effort, Latest.

c) Method of Construction:

The stabilized soil base shall be smooth parallel to and at the required depth below the dense graded base surface. The soil base shall not be in a muddy or frozen condition. The dense graded base material shall be deposited on the stabilized base by means of a dump truck spreader tail-gate or any other approved method of depositing.

The spreading of the material shall be by means of approved self-propelled spreader equipment. No segregation of large or fine particles will be allowed, and the material as spread shall be well graded. After the base course has been laid loose, it shall be thoroughly rolled with an approved roller weighing not less than ten tons. Rolling must begin at the sides and continue toward the center, and shall continue until there is no movement of the course ahead of the roller.

The base course shall be kept in a moist condition to allow compaction to maximum density. Six (6) percent moisture shall be a guide line for the optimum moisture content.

In lieu of the above method of finishing rolling, the contractor may, at his option, use a vibratory method as follows: After the material is spread evenly, so that it will have the required thickness after compaction, the entire area shall be compacted by an approved vibratory compactor. Vibration shall continue until the material is keyed sufficiently to permit rolling with an approved roller without displacement of the material. For breakdown rolling, a pneumatic roller must be used.



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**ROADWAY CONSTRUCTION SPECIFICATION (Continued)**

Care shall be exercised to see that the voids in the base course are completely filled, but the operation of vibratory compaction shall not be such as to cause floating of the coarse aggregate.

The entire area shall then be rolled with an approved roller weighing not less than ten tons. Rolling shall begin at the sides and continue toward the center, and shall continue until there is no movement of the course ahead of the roller.

d) Testing:

The thickness of the base course shall be determined by the method directed by the Engineer, and a sieve analysis shall be performed as directed by the Engineer.

Upon completion of the aggregate base course the contractor shall request an inspection by the Engineer and shall not proceed with further roadway work until such inspection has been made and the work approved.

3. Asphalt Binder Course

The asphalt binder course shall meet the requirements of the New York State Department of Transportation Standard Specification Section 403 – Hot Mix Asphalt (HMA) Pavements for Municipalities – Type 3 Binder Course and shall be a minimum thickness of 2-1/2 inches for commercial roads and 1-1/2 inches for residential roads.

4. Asphalt Top Wearing Course

The asphalt top course shall meet the requirements of the New York State Department of Transportation Standard Specification Section 403 – Hot Mix Asphalt (HMA) Pavements for Municipalities – Type 6 Top Course and shall be a minimum thickness of 1-1/2 inches for residential roadways and commercial roads.



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
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**G. TESTING OF PAVEMENT MATERIALS**

The following tests shall be performed by a reliable testing laboratory, approval of the laboratory and additional test required shall be approved by the Town Engineer, at the developer's expense.

1) Dense Graded Aggregate Base Course:

The base course material shall be subject to laboratory test for particle size analysis for conformance with specifications.

2) Asphaltic Concrete Paving:

One (1) core from the finished pavement will be taken for each 1,000 feet of road, or if the road is less than 1,000 feet, one (1) core per road. There shall be a minimum of two (2) cores per project.



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H. MATERIALS OF CONSTRUCTION

1) Portland Cement Concrete

a) Proportioning:

Concrete shall consist of one (1) part Portland cement, two (2) parts of clean washed sand and four (4) parts of ¾-inch broken stone or cleaned washed gravel.

b) Strength:

All concrete shall have a minimum compressive strength of 3500 psi when tested 28 days after pouring.

c) Temperature:

Concrete shall be poured at a minimum temperature of forty (40) degrees Fahrenheit and rising.

d) Curing:

Concrete shall be maintained in a moist condition for at least five (5) days after placement.

e) Rejection:

All concrete shall be deposited with a maximum slump of 4 inches. Any concrete not acceptable to the Town Engineer shall be rejected and immediately removed from the job site.

2) Reinforcing Steel

a) Material:

All reinforcing steel shall conform to the American Society of Testing Materials ASTM A615 specification for deformed and plain billet steel bars for concrete reinforcement.

b) Placing:

Reinforcement shall be accurately placed in accordance with the approved plan and shall be held securely in place during the pouring of concrete.





TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
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**MATERIALS OF CONSTRUCTION (Continued)**

3) Piping

a) Smooth Wall Plastic Pipe:

Unless otherwise specified, all drainage piping shall be smooth wall corrugated plastic in accordance with the requirements of the New York State Department of Transportation Standard Specification Section 706-12 – Smooth Interior Corrugated Polyethylene Pipe.

1. Pipe and fittings shall meet the requirements of A.A.S.H.T.O. M294 for Type S and Type SP.
2. The smoothness of the interior liner shall not deviate more than ¼" per foot when checked with a straight edge.

b) Reinforced Concrete Pipe:

Under certain conditions, reinforced concrete pipe may be used. It shall be installed in accordance with the requirements of the New York State Department of Transportation Standard Specification Section 706-02 – Reinforced Concrete Pipe. Design considerations shall be approved by the Town Engineer prior to installation.

1. Pipe shall meet the requirements of A.A.S.H.T.O. M 170M.
2. Elastomeric gaskets shall be used at pipe joints.



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
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**I. FENCING - 6' HIGH CHAIN LINK FENCE AND GATES**

1) Description

The Contractor shall furnish and erect chain link fencing including posts, fittings and gates, of the type and size indicated in the plans and specifications and in locations shown on the plans and/or as directed by the Engineer.

2) Materials and Methods

a) FABRIC

Fence Fabric shall conform to the specifications for "Zinc-Coated Steel Chain Link Fence Fabric", ASTM Designation: A-392 as currently revised or herein modified. Galvanizing shall be done by the hot dip process and only after weaving. The fabric shall be woven to a height of 6 feet as indicated on the drawings with 2 " diamond mesh of 9 gauge wire with diameter of 0.148 inch and breakload strength of 1290 lb.

b) STEEL FENCE FRAMING

Steel Pipe: ASTM F 1083, standard weight schedule 40; minimum yield strength of 25,000 psi (170Mpa), sizes as indicated. Hot-dipped galvanized with minimum average of 1.8 oz/ft<sup>2</sup> (550 g/m<sup>2</sup>) of coated steel surface area.

c) CORNER AND END POSTS

Corner and End Posts shall be hot dipped galvanized 3" (2.875"o.d.) standard weight, weighing 5.70 lbs/ft. All terminal posts shall be set 42" into 12" diameter concrete footings set with a 2" slope to shed water and shall be completed with all necessary fittings including 1-5/8"o.d. pipe braces, according to specifications outlined in the top rail section. Each brace shall be securely held in compression by a 3/8" diameter galvanized truss rod and turnbuckle assembly, using two braces and truss assemblies for each corner post, one in each direction. All end connections to have bevel edged brace bands with galvanized rail end cups, 3/16" x 3/4" galvanized tension bars, and bevel edged tension bands spaced approximately 14" on center. All bolts to be galvanized 5/16"x1-1/4" carriage bolts with hex nuts.



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
**WILLIAM H. MASTERSON – SUPERINTENDENT OF HIGHWAYS**

**FENCING - 6' HIGH CHAIN LINK FENCE AND GATES (Continued)**

d) **GATE POSTS**

Gate posts: Steel pipe ASTM F 1083 standard weight schedule 40; minimum yield strength of 25,000 psi. Size as indicated. Hot-dipped galvanized with a minimum 1.8 oz/ft<sup>2</sup> (550 kg/m<sup>2</sup>) of coated steel surface area.

| <u>Gate Leaf Single Width</u> | <u>Post Size (Round)</u> | <u>Weight</u> |
|-------------------------------|--------------------------|---------------|
| 6 feet                        | 4.00 inches              | 9.11 lb/ft    |
| 15 feet                       | 6.625 inches             | 18.97 lb/ft   |

e) **LINE POSTS**

Line Posts shall be hot dipped galvanized 2-1/2" (2.375"o.d.) and shall be 2'-9" longer than the width of the fabric. Line posts shall be standard weight, weighing 3.65 lbs/ft. All line posts shall be set 36" into 10" diameter concrete footings crowned with a 2" slope to shed water. All posts to be completed with line post caps using 6 gauge (.192") aluminum ties to attach chain link fabric to posts with ties on approximately 14" centers. All posts to be spaced as ordered by the Engineer but not further than 10' apart.

f) **TOP AND BOTTOM RAILS**

Top and Bottom Rails shall be hot-dipped galvanized pipe 1-5/8" (1.660"o.d.) to be furnished in random lengths not less than 20 feet for top rail, joined with galvanized steel rail couplings for a rigid connection but allowing for expansion and contraction. Rail shall be standard weight, weighing 2.27 lbs/ft. Fabric to be tied to the rail and braces with 6 gauge (.192") aluminum ties with maximum spacings of 24". Middle and bottom rails shall be attached to posts as approved by the Engineer with galvanized steel couplings bolted through rail.

3) **CHAIN LINK FENCE ACCESSORIES**

Accessories shall meet the requirements of ASTM F 626. Provide all items required to complete fence system. Galvanize each ferrous metal item in accordance with ASTM A 153 and finish to match framing.

- a) Post caps: Formed steel, weathertight closure cap for tubular posts. Provide one cap for each post.



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**FENCING - 6' HIGH CHAIN LINK FENCE AND GATES (Continued)**

- b) Wire ties: 9 gauge (0.148") galvanized steel wire for attachment of fabric to line posts. Hog ring ties of 12-1/2 gauge (0.0985") for attachment of fabric to tension wire. Double wrap 13 gauge (0.092") for braces.
- c) Brace and tension (stretcher bar) bands: Pressed steel.
- d) Tension (stretcher) bars: One piece lengths equal to 2 inches less than full height of fabric with a minimum cross-section of 3/16"x 3/4" or equivalent fiber glass rod. Provide tension (stretcher) bars where chain link fabric meets terminal posts.
- e) Truss rods: Steel rods with minimum diameter of 5/16"
- f) Concrete: Minimum 28-day compressive strength of 3000 psi.

**4) CHAIN LINK SWING GATES**

- a) Gate frames: Fabricate chain link swing gates in accordance with ASTM F 900 using galvanized steel members, 2" square, weighing 2.60 lb/ft. Fusion or stainless steel welded connections forming rigid one-piece unit.
- b) Chain link fence fabric: Mesh and gauge to match fence. Install fabric with hook bolts and tension bars at all 4 sides. Attach to gate frame at not more than 15" on center.
- c) Hardware material: Hot dipped galvanized steel or malleable iron shapes to suit gate size.
- d) Hinges: Structurally capable of supporting gate leaf and allow opening and closing without binding. Non-lift-off hinge design shall permit gate to swing 180° inward.
- e) Latch: Forked type capable of retaining gate in closed position and have provision for padlock. Latch shall permit operation from either side of gate.
- f) Keeper: Provide keeper for each gate leaf over 5' wide. Gate keeper shall consist of mechanical device for securing free end of gate when in full open position.
- g) Double gates: Provide drop rod to hold inactive leaf. Provide gate stop pipe to engage center drop rod. Provide locking device and





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**FENCING - 6' HIGH CHAIN LINK FENCE AND GATES (Continued)**

padlock eyes as an integral part of the latch, requiring one padlock for locking both gate leaves.

- h) Gate posts: Steel pipe ASTM F 1083 standard weight schedule 40; minimum yield strength of 25,000 psi. Size as indicated. Hot-dipped galvanized with a minimum 1.8 oz/ft<sup>2</sup> (550 kg/m<sup>2</sup>) of coated steel surface area.

| <u>Gate Leaf Single Width</u> | <u>Post Size (Round)</u> | <u>Weight</u> |
|-------------------------------|--------------------------|---------------|
| 6 feet                        | 4.00 inches              | 9.11 lb/ft    |
| 15 feet                       | 6.625 inches             | 18.97 lb/ft   |

- i) Concrete: Minimum 28-day compressive strength of 3,000 psi

7) **SUBMITTALS**

Submit manufacturer's shop drawings and data for all fencing material to the Engineer for approval prior to ordering.

8) **CONSTRUCTION DETAILS**

The Contractor shall verify areas to receive fencing are completed to final grades and elevations prior to installation. The Contractor shall ensure property lines and legal boundaries of work are clearly established. The Owner will provide horizontal control for the Contractor's use to establish property line.

9) **CHAIN LINK FENCE FRAMING INSTALLATION**

- a) Install chain link fence in accordance with ASTM F 567 and manufacturer's instructions.
- b) Locate terminal post at each fence termination and change in horizontal or vertical direction of 30° or more.
- c) Space line posts uniformly at 10' on center.
- d) Concrete set terminal, line and gate posts: Auger holes in firm, undisturbed or compacted soil. Holes shall have diameter 4 times greater than outside dimension of post, and depths approximately 6" deeper than post bottom. Excavate deeper as required for adequate support in soft and loose soils. Set post bottom 36" below



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**FENCING - 6' HIGH CHAIN LINK FENCE AND GATES (Continued)**

surface when in firm, undisturbed soil. Place concrete around posts in a continuous pour. Trowel finish around post. Slope to direct water away from posts.

- e) Check each post for vertical and top alignment, and maintain in position during placement and finishing operations.
- f) Bracing: Install horizontal pipe brace at mid-height, on each side of terminal posts. Firmly attach with fittings. Install diagonal truss rods at these points. Adjust truss rod, ensuring posts remain plumb.

**10) CHAIN LINK FABRIC INSTALLATION**

- a) Fabric: Install fabric on security side and attach so that fabric remains in tension after pulling force is released. Leave approximately 2" between finish grade and bottom selvage. Attach fabric with wire ties to line posts at 15" on center and to braces and rails at 24" on center.
- b) Tension (stretcher bars): Pull fabric taut; thread tension bar through fabric and attach to terminal posts with bands or clips spaced maximum of 15" on center.

**11) GATE INSTALLATION**

- a) Install gates plumb level, and secure for full opening without interference.
- b) Attach hardware by means that will prevent unauthorized removal.
- c) Adjust hardware for smooth operation.
- d) Set keeper, stops, sleeves into concrete.

**12) ACCESSORIES**

- a) Tie wires: Bend end of wire to minimize hazard to persons and clothing.
- b) Fasteners: Install nuts on side of fence opposite fabric side for added security.



**TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT**  
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**J. ROAD OPENING STANDARDS**

1) Introduction

All work performed in the Town of Southampton Highway Right-of-Way shall adhere to the standards specified herein. There shall be no deviation from the approved Road Opening Permit and these Standards without the written approval of the Superintendent of Highways. The Applicant shall notify the Superintendent of Highways in writing no later than 5 working days prior to commencement of work. Absolutely no work shall be performed without written notification and 24 hours confirmation. The Applicant shall submit Emergency Phone Numbers where they can be contacted 24 hours a day in the event of any emergency.

2) Pre-construction Meeting

After review of Road Opening Permit Application and proposed scope of work, the Superintendent of Highways will determine if the project warrants a Pre-construction meeting. If a Pre-construction Meeting is required, the Applicant shall submit detailed plans for the project to the Superintendent of Highways. After review of the plans the Applicant will be notified of the time and date for the on-site Pre-construction meeting. Trenching, backfilling, right-of-way restoration, maintenance and protection of traffic and other relevant issues will be discussed. At the meeting the Applicant will be issued a *Road Opening Special Exception Listing* detailing the Applicant's restoration responsibilities.

3) Trenching and Backfill

a) Description

The work consists of excavating, backfilling and compacting trench excavation necessary to install underground pipe, duct, cable, etc. Trenching and backfilling shall also include those excavations necessary to set manholes, splice and pull vaults, bore pits, and other miscellaneous excavations required throughout the performance of the work.

b) Trench excavation

- 1) The Applicant shall comply with all current and applicable Occupational Safety and Health Administration (OSHA), federal, state and local rules and regulations governing the safety of workmen and the general public during excavation, installation, and backfilling operations.



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**ROAD OPENING STANDARDS (Continued)**

- 2) The Applicant shall be solely responsible for locating and identifying all existing utilities or structures within the right-of-way. This shall be done prior to the performance of the work. All information relative to the above shall be recorded and incorporated into the records in a manner accepted by the Superintendent of Highways.
  - 3) Trench width and depth shall be as indicated on the approved project plans and details. The minimum width for all trenches shall be two (2) feet. Requested deviation from the location indicated on the approved drawings shall be subject to the acceptance of the Superintendent of Highways. Trench excavation shall be accomplished by hand digging, mechanical trencher or backhoe at the discretion of the Applicant.
  - 4) Trenching shall be excavated in a straight line as practical between structures. The trench line shall not meander.
  - 5) Damage to adjacent works or property caused by surface runoff or dewatering, and as a result of construction operations, shall be the Applicant's responsibility and shall be corrected and restored immediately by the Applicant.
- c) **Backfill and Compaction**
- 1) Backfilling and compaction shall begin as soon as the corresponding trenching work is complete. All excavation shall be backfilled at the end of each working day unless otherwise approved by the Superintendent of Highways or his authorized representative. Backfill shall be compacted and shaped to the original contour and drainage.
  - 2) Backfill material shall be placed and thoroughly compacted in 6-inch lifts. Moisture content shall be adjusted as required to obtain the specified density with the compaction equipment used.
  - 3) Each lift shall be mechanically compacted using a vibratory plate compactor or other equipment subject to the approval of the Superintendent of Highways.





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**ROAD OPENING STANDARDS (Continued)**

- 4) Backfill shall be compacted to a minimum 95 percent of maximum density within 5 percent of optimum moisture content in accordance with ASTM D698.
- 5) All trenches that have not acceptably backfilled and compacted, or which settle after backfilling, shall be reopened to the depth of satisfactory compaction and refilled and recompactd as specified to the satisfaction of the Superintendent of Highways.
- 6) Trenches that require temporary asphalt patch shall be backfilled with N.Y.S.D.O.T. Asphalt Concrete Type 3 Dense Binder to a minimum compacted thickness of 4 inches. No cold patch will be permitted.

4) **Right-Of-Way Restoration**

a) **Description**

This section covers the work associated with the restoration of asphalt pavement, concrete sidewalk, concrete driveways, concrete curbs, shoulder areas, or the restoration of any areas disturbed during trenching operations.

b) **Concrete Sidewalk, Driveway and Curb Restoration**

- 1) When a trench is located parallel to a length of concrete sidewalk or curb and the limits of the trench are under or near enough to undermine the sidewalk or curb, the entire sidewalk or curb shall be removed.
- 2) When construction requires the removal and replacement of sidewalk or curb, removal shall extend to the nearest joint. Cutting of sidewalk or curb between joints will not be permitted.
- 3) Concrete sidewalk and curb replacement shall be in accordance with the Town of Southampton Sidewalk Contract specifications. Concrete sidewalks, driveways and aprons shall be replaced to the original lines and grades and match adjacent existing sections. In general, concrete sidewalks shall be a minimum of 4 inches thick with welded wire fabric reinforcement. Handicapped sidewalk ramps shall be constructed at all intersections and at locations designa-



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**ROAD OPENING STANDARDS (Continued)**

ted by the Superintendent of Highways. Concrete driveways and aprons shall be a minimum of 6 inches thick with welded wire reinforcement. Concrete curbs shall be replaced in kind to the original lines and grades. All concrete shall have a minimum compressive strength of 3,500 psi at 28 days.

C) **Asphalt Pavement Restoration**

- 1) The existing asphalt pavement adjacent to the trench area shall be saw cut full depth prior to restoration. Cut edges of the asphalt pavement shall be thoroughly cleaned and a tack coat shall be uniformly applied to the cut edges prior to paving.
- 2) The Applicant shall backfill and compact the trench to an elevation 10 inches below the finished pavement grade.
- 3) The Applicant shall then place and compact 6 inches of stabilized soil aggregate subbase course in the trench. The stabilized soil aggregate subbase material shall meet the material requirements for the Town of Southampton Specification for Subbase Course.
- 4) The stabilized soil aggregate subbase material shall be compacted using a vibratory plate compactor or other equipment subject to the approval of the Superintendent of Highways.
- 5) The stabilizes soil aggregate subbase material shall be compacted to a minimum 95 percent of maximum density within 5 percent of optimum moisture content in accordance with ASTM D698.
- 6) The Applicant shall then place and compact a 2-1/2 inch lift of Asphalt Concrete Type 3 Dense Binder Course over the compacted stabilized soil aggregate subbase course.
- 7) After completing the placement and compaction of the Dense Binder Course, the Applicant shall place and compact a 1-1/2 inch lift of Asphalt Concrete Type 6 Top Course.
- 8) Joint sealant shall be applied on the pavement surface where new pavement meets existing pavement.



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**ROAD OPENING STANDARDS (Continued)**

- 9) All pavement markings shall be replaced in kind.
- 10) During the site investigation at the Pre-construction meeting, the Superintendent of Highways may direct the Applicant to perform additional asphalt pavement restoration operations such as truing and leveling, key cuts/v-notch, crack filling, tack coat, and/or other operations in order to restore the asphalt pavement to a first class manner to the satisfaction of the Superintendent of Highways.

**D) Shoulder Restoration**

- 1) Shoulder area disturbed by construction shall be restored within 2 weeks of construction completion. This includes, but is not limited to:
  - a) Removal of excess excavation spoils from the construction area.
  - b) Removal of trash and construction debris.
  - c) Filling, repairing, and stabilizing ground surfaces disturbed by construction.
  - d) Regrading, hand raking, or manipulating finished ground surface to the level of smoothness necessary for topsoil and seeding.
  - e) Topsoil and Seeding.
  - f) Treating, repairing, or replacing trees and shrubs damaged by construction activities.
- 2) All earth surfaces disturbed by the Applicant's construction activities shall be revegetated by topsoil and seeding.
- 3) The Applicant shall furnish, spread, and grade 4 inches of topsoil over the disturbed areas. Natural grades shall be re-established to the extent practical. Care shall be taken so as not to disturb natural surface drainage patterns.
- 4) The topsoil area shall be fertilized and seeded as specified to establish a satisfactory stand of grass acceptable to the Superintendent of Highways. Seeding operations shall take



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**ROAD OPENING STANDARDS (Continued)**

place only during seasons when satisfactory results can be expected. The Applicant may be required to return after completion of construction to meet seasonal limits.

- 5) If in the opinion of the Superintendent of Highways an acceptable stand of grass has not been established, the Applicant will be directed to return to reseed the area as many times as necessary in order to establish an acceptable stand of grass.

5) **Maintenance of Traffic**

- a) The Applicant shall conduct the work to interfere as little as possible with public travel, whether vehicular or pedestrian. Whenever it is necessary to cross, obstruct, or close roads, driveways, or walks, whether public or private, the Applicant shall provide and maintain suitable and safe passages, detours, or other temporary expedients for the accommodation of public and private travel, and shall give reasonable notice to owners of private drives before interfering with them.
- b) In making open-cut street crossings, the Contractor shall not block more than of the street at a time. When required by the Superintendent of Highways, the Applicant shall widen the shoulder on the opposite side to facilitate traffic flow. Temporary asphalt surfacing shall be provided as necessary on shoulders as directed by the Superintendent of Highways.
- c) Materials stored upon or alongside public streets shall be so placed, and the work at all times shall be conducted, as to cause minimum obstruction and inconvenience to the traveling public.
- d) At times it will be necessary to divert vehicular or pedestrian traffic around construction areas, the Applicant shall furnish all signs, barricades, cones, drums, warning lights, flag persons, or other devices required in the New York State Manual of Uniform Traffic Control Devices (MUTCD), 2001 edition or as required by the Superintendent of Highways.

6) **Barricades and Lights**

- a) All roads, which are closed to traffic, shall be protected by effective barricades on which shall be placed acceptable warning signs. Barricades shall be located at the nearest intersecting road on each





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**ROAD OPENING STANDARDS (Continued)**

side of the blocked section in accordance with the guidelines of the New York State Manual of Uniform Traffic Control Devices (MUTCD), 2001 edition.

- b) All open trenches and other excavations shall be provided with suitable barriers, signs, and lights to the extent that adequate protection is provided to the public. Obstructions, such as material piles and equipment shall be provided with similar warning signs and lights.
- c) All barricades and obstructions shall be illuminated by means of warning lights from sunrise to sunset or in cases of low visibility.

7) **Protection of Public and Private Property**

- a) The Applicant shall protect, shore, brace, support, and maintain all underground pipes, conduits, drains, and other underground construction uncovered or otherwise affected by the construction work. All pavement, surfacing, driveways, curbs, walks, buildings, utility poles, guy wires, fences, and other surface structures affected by construction together with all sod and shrubs, shall be restored to their original condition whether inside or outside of the right-of way. All replacements shall be made with new materials.
- b) The Applicant shall be responsible for all damages to roads, shoulders, ditches, embankments, culverts, bridges, and other public or private property, regardless of location or character, which may be caused by transporting equipment, materials, or men to or from the work or any part or site thereof. The Applicant shall make satisfactory and acceptable arrangements with the Superintendent of Highways over the damaged property concerning its repair or replacement, or payment of costs incurred in connection with the damage.
- c) All fire hydrants and water control valves shall be kept free from obstruction and available for use at all times.
- d) Street signs, mailboxes, and other items which conflict with construction shall be removed, stored, and reinstalled in a condition comparable to the condition prior to removal.



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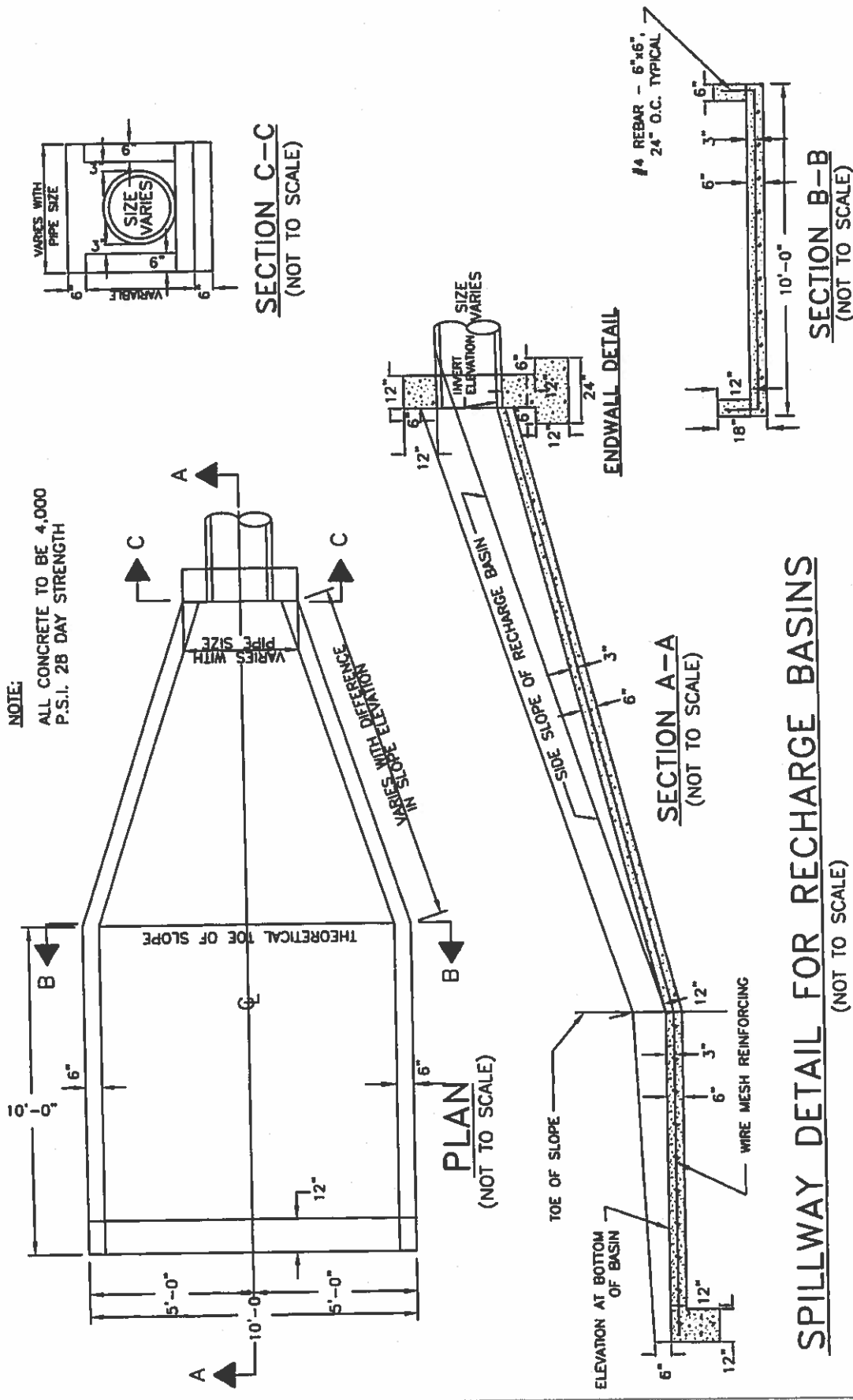
**ROAD OPENING STANDARDS (Continued)**

8. **Emergency Protection**

- a) Whenever, in the opinion of the Superintendent of Highways, the Applicant has not taken sufficient precautions for the safety of the public or adjacent structures or property, and whenever in the opinion of the Superintendent of Highways, an emergency has arisen and immediate action is considered necessary, the Southampton Town Highway Department, with or without notice to the Applicant, may provide suitable protection by causing work to be done and materials to be furnished and placed. The cost of such work and materials shall be charged back to the Applicant. The performance of such emergency work shall not relieve the Applicant of responsibility for damage, which may occur.



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
 WILLIAM H. MASTERSON - SUPERINTENDENT OF HIGHWAYS



**SPILLWAY DETAIL FOR RECHARGE BASINS**  
 (NOT TO SCALE)

|  |                       |   |
|--|-----------------------|---|
| ROAD & DRAINAGE STANDARDS<br>PREPARED BY J. K. MULLAN 3500L AVENUE, ETC. | REVISED<br>JULY, 2002 | TOWN OF SOUTHAMPTON<br>SUFFOLK COUNTY, NEW YORK |
|--|-----------------------|---|



**TABLE "A"**

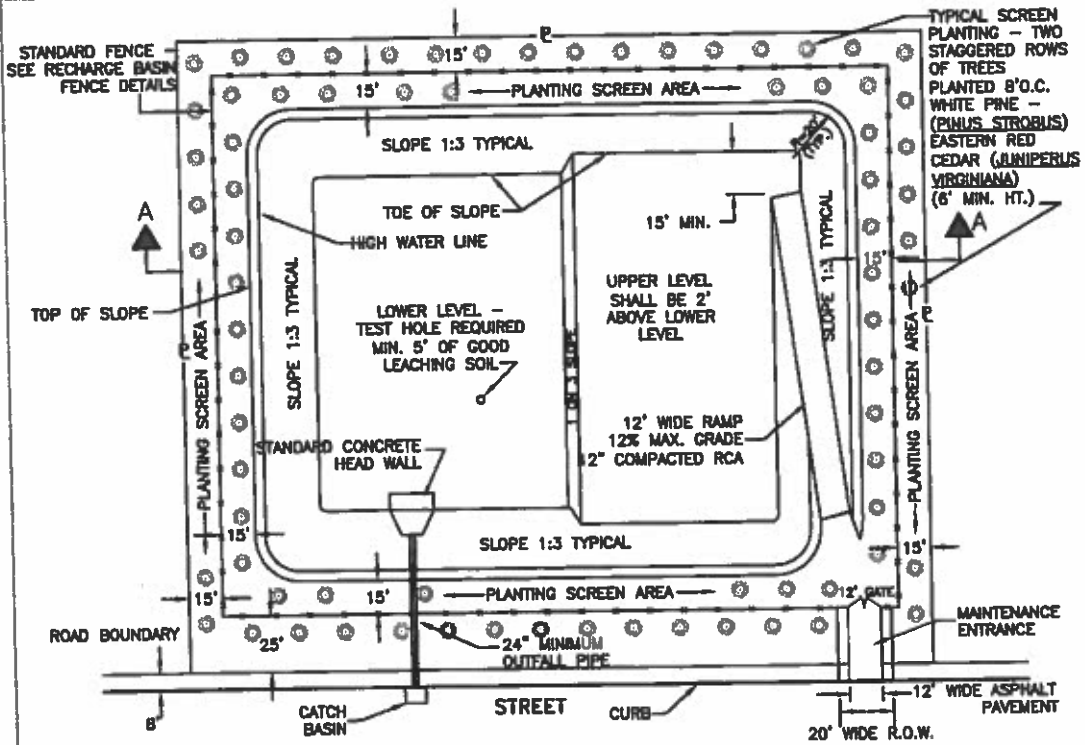
| LOCATION OF ROAD BY ZONING DISTRICT                  | RIGHT-OF-WAY WIDTH | PAVEMENT WIDTH | CURB REQUIRED |
|--|--------------------|----------------|---------------|
| <b>R-10, R-15, R-20 &amp; MULTI-FAMILY DISTRICTS</b> |                    |                |               |
| HIGHWAYS   | 84-120 FEET        | 64 FEET        | (b)           |
| COLLECTOR STREET                                     | 70 FEET            | 40-50 FEET(a)  | (b)           |
| LOCAL STREET "A"                                     | 50-60 FEET         | 30-34 FEET     | (b)           |
| LOCAL STREET "B"                                     | 50 FEET            | 24-30 FEET     | (b)           |
| MARGINAL ROAD  | 50 FEET            | 30-34 FEET     | (b)           |
| COMMON DRIVEWAY                                      | N/A                | 12-16 FEET     | NO            |
| <b>OTHER RESIDENTIAL DISTRICTS</b>                   |                    |                |               |
| HIGHWAYS   | 84-120 FEET        | 64 FEET        | (b)           |
| COLLECTOR STREET                                     | 70 FEET            | 40-50 FEET(a)  | (b)           |
| LOCAL STREET "A"                                     | 50-60 FEET         | 26-30 FEET     | (b)           |
| LOCAL STREET "B"                                     | 50 FEET            | 20-24 FEET     | (b)           |
| LANE   | 50 FEET            | 18 FEET        | NO            |
| MARGINAL ROAD  | 50 FEET            | 26-30 FEET     | (b)           |
| COMMON DRIVEWAY                                      | N/A                | 12-16 FEET     | NO            |
| <b>BUSINESS &amp; INDUSTRIAL DISTRICTS</b>           |                    |                |               |
| HIGHWAYS   | 84-120 FEET        | 64 FEET        | YES           |
| COLLECTOR STREET                                     | 70 FEET            | 50 FEET        | YES           |
| LOCAL STREET "A"                                     | 60 FEET            | 34-40 FEET     | (b)           |
| LOCAL STREET "B"                                     | -----              | -----          | ---           |
| MARGINAL ROAD  | 5 FEET             | 34-40 FEET     | (b)           |
| COMMON DRIVEWAY                                      | N/A                | 24-34 FEET     | (b)           |

(a) INCLUDES STABILIZED SHOULDERS

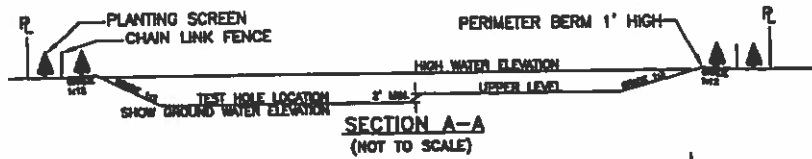
(b) AT THE DISCRETION OF THE PLANNING BOARD & SUPERINTENDENT OF HIGHWAYS





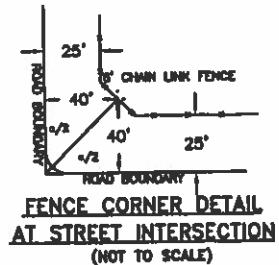


**RECHARGE BASIN DETAIL**  
(NOT TO SCALE)



**NOTES:**

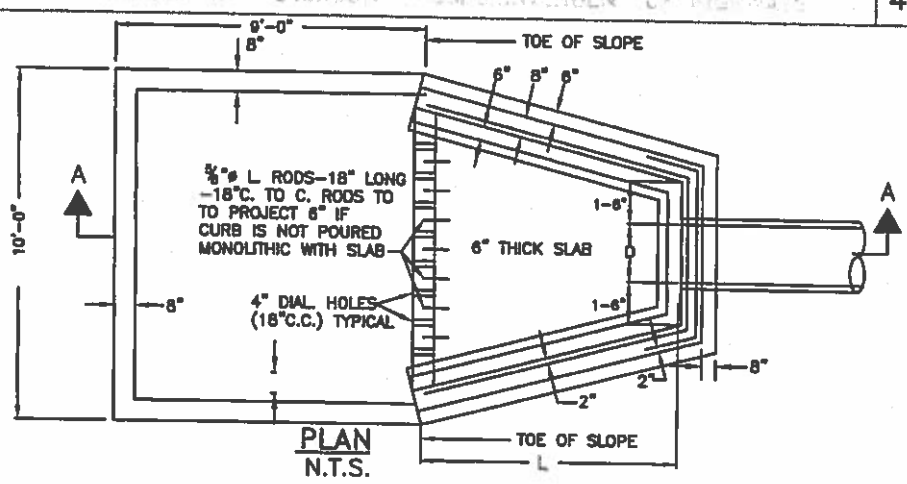
1. VEGETATION (TREES) SURROUNDING THE BASIN SITE SHALL BE KEPT IN NATURAL CONDITION.
2. TOPSOIL AND SEED FROM FENCE TO A LINE 4' DOWN FROM TOP OF SLOPE.
3. FENCING COMPLETE WITH GATE & LOCK SHALL BE CONSTRUCTED BEFORE STARTING EXCAVATION.
4. DIMENSIONS OF RECHARGE BASIN VARY IN ACCORDANCE WITH REQUIRED STORAGE CAPACITY & SHAPE OF PROPERTY.
5. DATA TO BE SHOWN SHALL INCLUDE LOWER LEVEL ELEVATION, HIGH WATER ELEVATION, AND ELEVATIONS ALONG SIDE SLOPES.





TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
 WILLIAM H. MASTERSON - SUPERINTENDENT OF HIGHWAYS

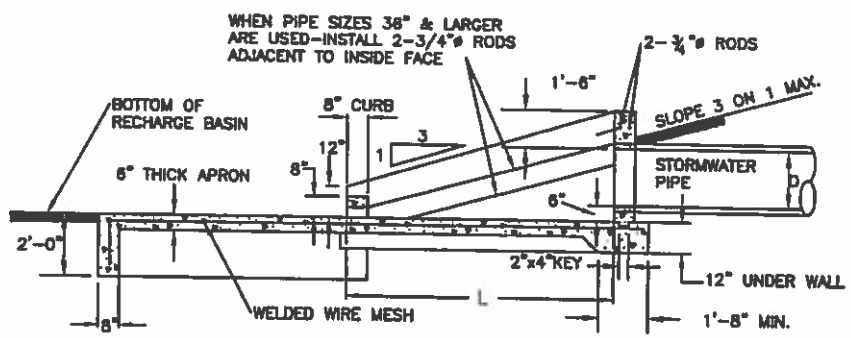
4/20



PLAN  
N.T.S.

| DIMENSIONS |        |
|------------|--------|
| D          | L      |
| 24"        | 9'-0"  |
| 30"        | 10'-6" |
| 36"        | 12'-0" |
| 42"        | 13'-6" |

- NOTE:
1. ALL CONCRETE TO BE 1,000 P.S.I. 28 DAY STRENGTH.
  2. LENGTH "L" VARIES WITH PIPE DIAMETER.

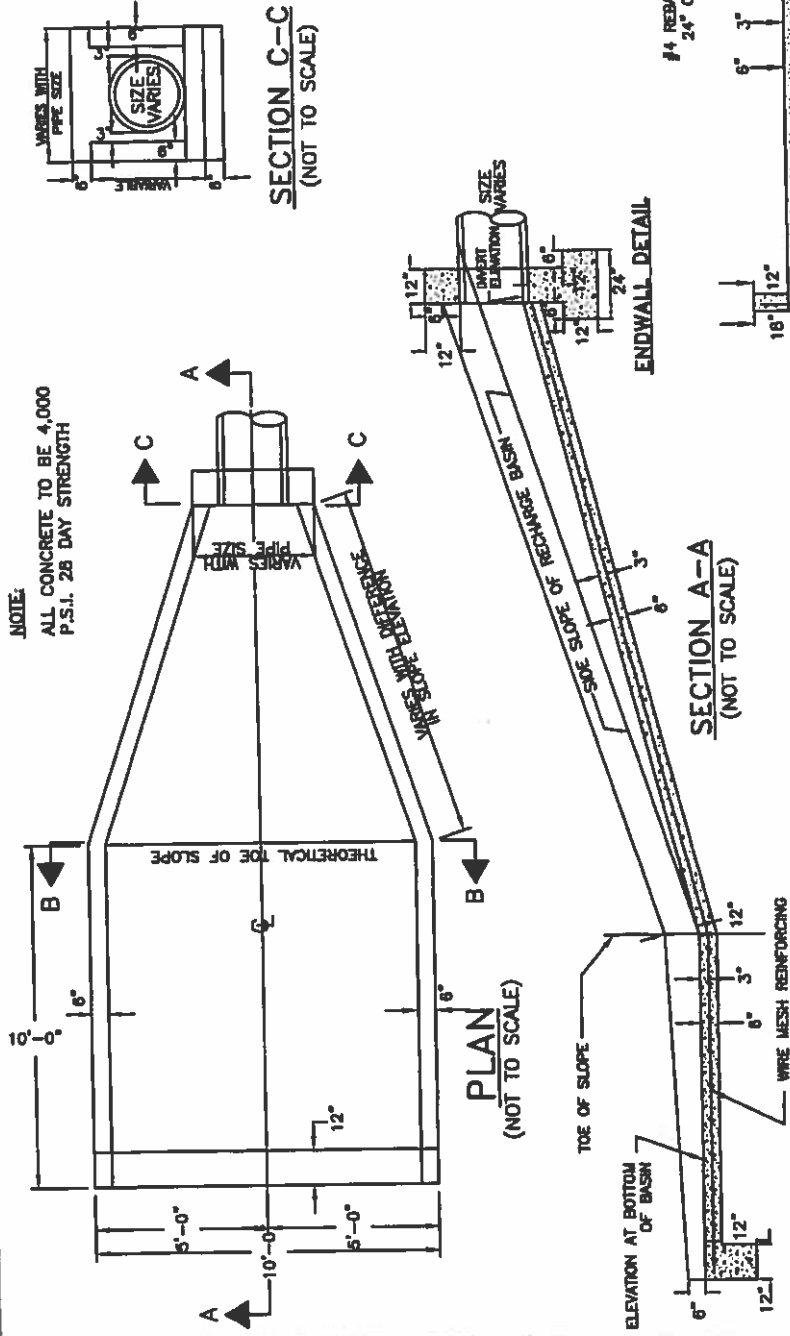


SECTION A-A

HEADWALL DETAILS FOR RECHARGE BASINS  
 (NOT TO SCALE)



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
 WILLIAM H. MASTERSON - SUPERINTENDENT OF HIGHWAYS



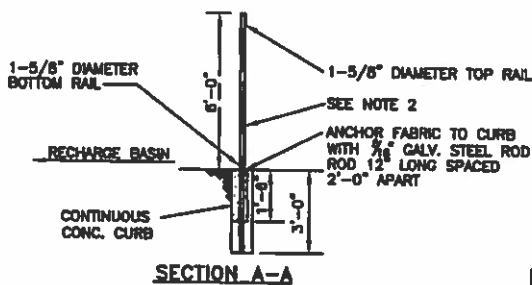
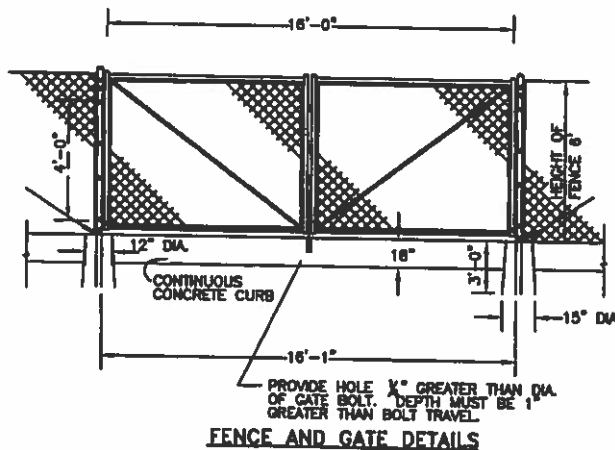
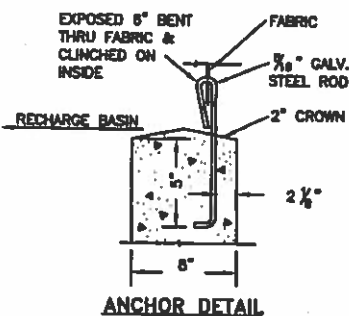
**SPILLWAY DETAIL FOR RECHARGE BASINS**  
 (NOT TO SCALE)

|   |                       |   |   |
|---|-----------------------|---|---|
| TOWN OF SOUTHAMPTON<br>SUFFOLK COUNTY, NEW YORK | REVISED<br>JULY, 2002 | ROAD & DRAINAGE STANDARDS<br>PREPARED BY L.K. McLEAN ASSOCIATES, P.C. | 5 |
|---|-----------------------|---|---|



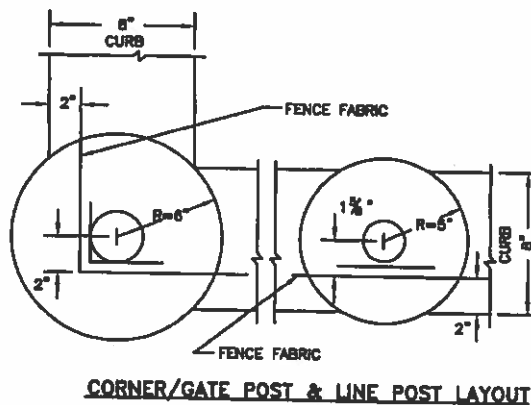
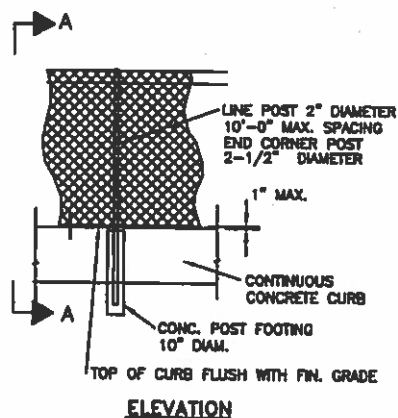
TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
 WILLIAM W. MASTERSON - SUPERINTENDENT OF HIGHWAYS

DE 51670  
 6/10



NOTES:

1. CONCRETE FOR CURB AND POST FOUNDATIONS SHALL HAVE A 3,500 P.S.I., 28 DAY COMPRESSIVE STRENGTH.
2. WHERE "NO CURB" IS SPECIFIED PROVIDE COIL SPRING WIRE 6" ABOVE BOTTOM OF WIRE.

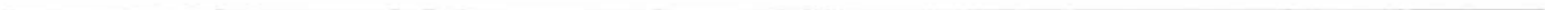


RECHARGE BASIN FENCE DETAILS  
 (NOT TO SCALE)

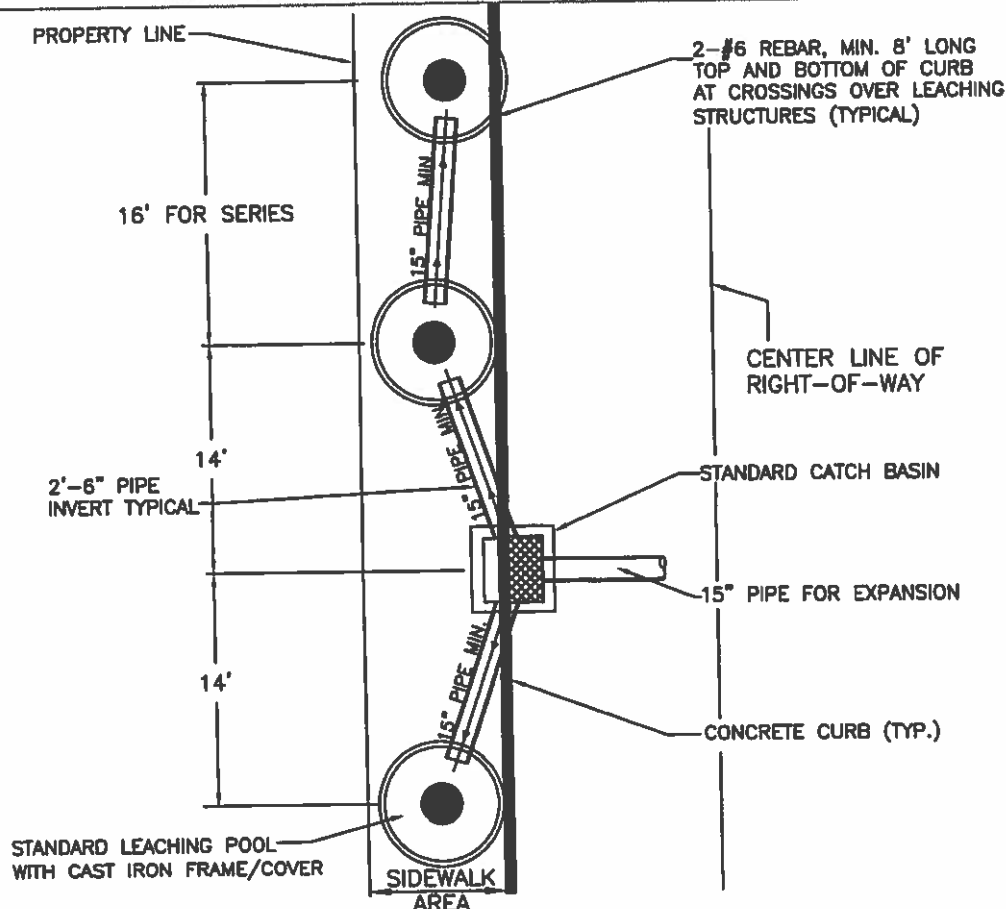
TOWN OF SOUTHAMPTON  
 SUFFOLK COUNTY, NEW YORK

REVISED  
 JULY, 2002

ROAD & DRAINAGE STANDARDS  
 PREPARED BY L.S. HOLDING ASSOCIATES, P.C.



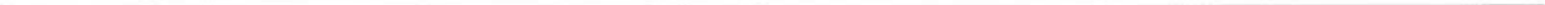


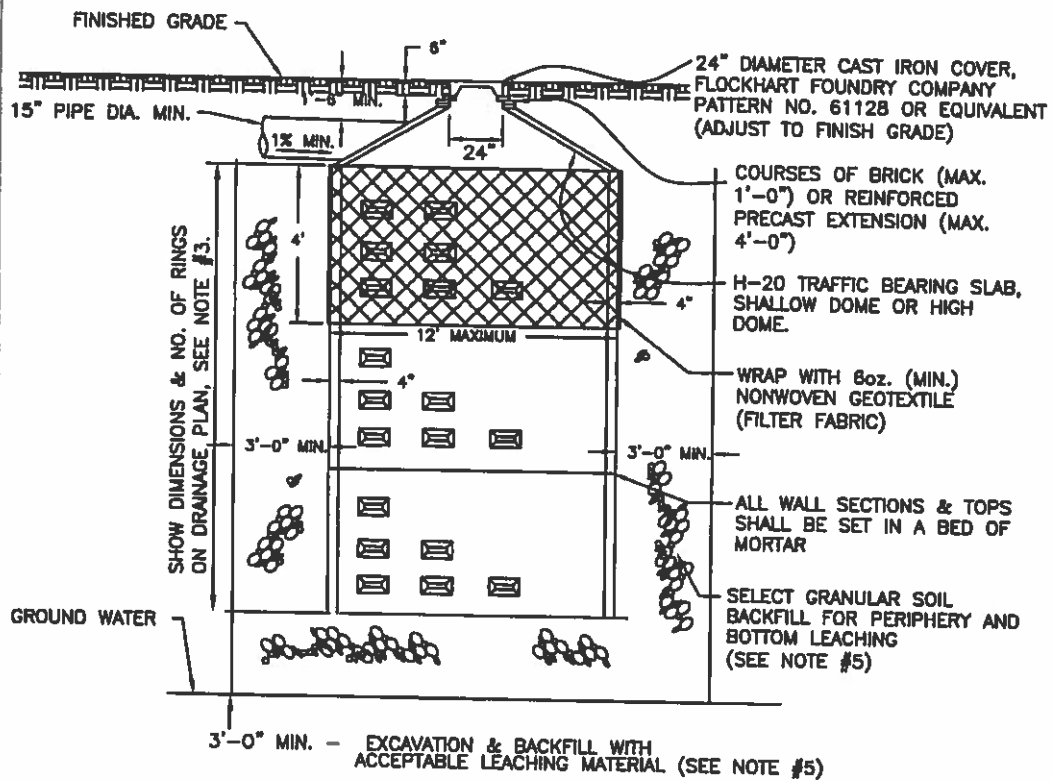


**TYPICAL LEACHING BASIN PLAN**  
 (NOT TO SCALE)

**NOTE:**

1. FOR SECTION, SEE TYPICAL LEACHING POOL DETAIL.
2. PIPE MAY EXIT FROM ANY SIDE.
3. BACK FILL SHALL BE COMPACTED IN 6" LIFTS.
4. THE PERIPHERAL JOINT BETWEEN PIPE AND LEACHING POOL SHALL BE GROUTED WITH A MIXTURE OF 1 PART CEMENT MORTAR & 2 PARTS SAND. WHERE THE OPENING IS TOO LARGE, AGGREGATE OR BRICK SHALL BE USED.
5. WHERE DEPTH IS LIMITED BY GROUND WATER, THE EQUIVALENT CAPACITY SHALL BE ACHIEVED BY ADDITIONAL LEACHING BASINS CONNECTED IN SERIES.





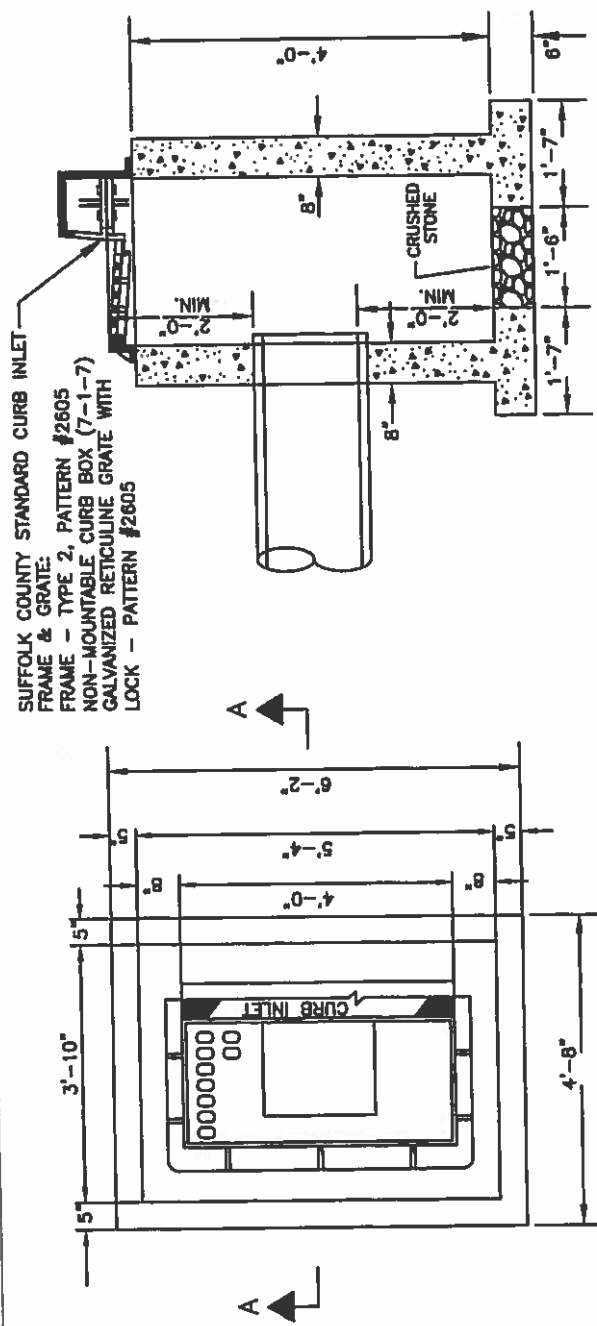
**TYPICAL LEACHING POOL DETAIL**  
 (NOT TO SCALE)

**NOTES:**

1. LEACHING POOLS SHALL BE PRECAST CONCRETE CEMENT STRUCTURES AS MANUFACTURED BY SUFFOLK PRECAST INC. OR EQUIVALENT. SHOP DRAWINGS SHALL BE SUBMITTED TO THE TOWN ENGINEER FOR APPROVAL.
2. ALL CONCRETE CEMENT USED IN THE MANUFACTURING OF PRECAST STRUCTURES SHALL DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 4000 P.S.I. IN 28 DAYS.
3. SHOP DRAWINGS OF PRECAST MANHOLES & CATCH BASINS MUST BE SUBMITTED TO THE TOWN ENGINEER FOR APPROVAL.
4. REQUESTS FOR DEVIATIONS FROM STANDARD DRAINAGE INSTALLATIONS SHOWN MUST BE MADE IN WRITING & MUST INCLUDE DRAINAGE CALCULATIONS.
5. ALL DRAINAGE STRUCTURES SHALL BE PLACED IN ACCEPTABLE LEACHING SOILS AS APPROVED BY THE TOWN ENGINEER. IN THE EVENT POOR LEACHING MATERIAL IS ENCOUNTERED, EXCAVATION IS TO BE CONTINUED TO SUITABLE MATERIAL & BACK FILLED AS DETAILED.



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
 WILLIAM B. MASTERSON - SUPERINTENDENT OF HIGHWAYS



SUFFOLK COUNTY STANDARD CURB INLET  
 FRAME & GRATE:  
 FRAME - TYPE 2, PATTERN #2605  
 NON-MOUNTABLE CURB BOX (7-1-7)  
 GALVANIZED RETICULINE GRATE WITH  
 LOCK - PATTERN #2605

SECTION A-A

PLAN VIEW

**STANDARD CURB INLET STRUCTURE**

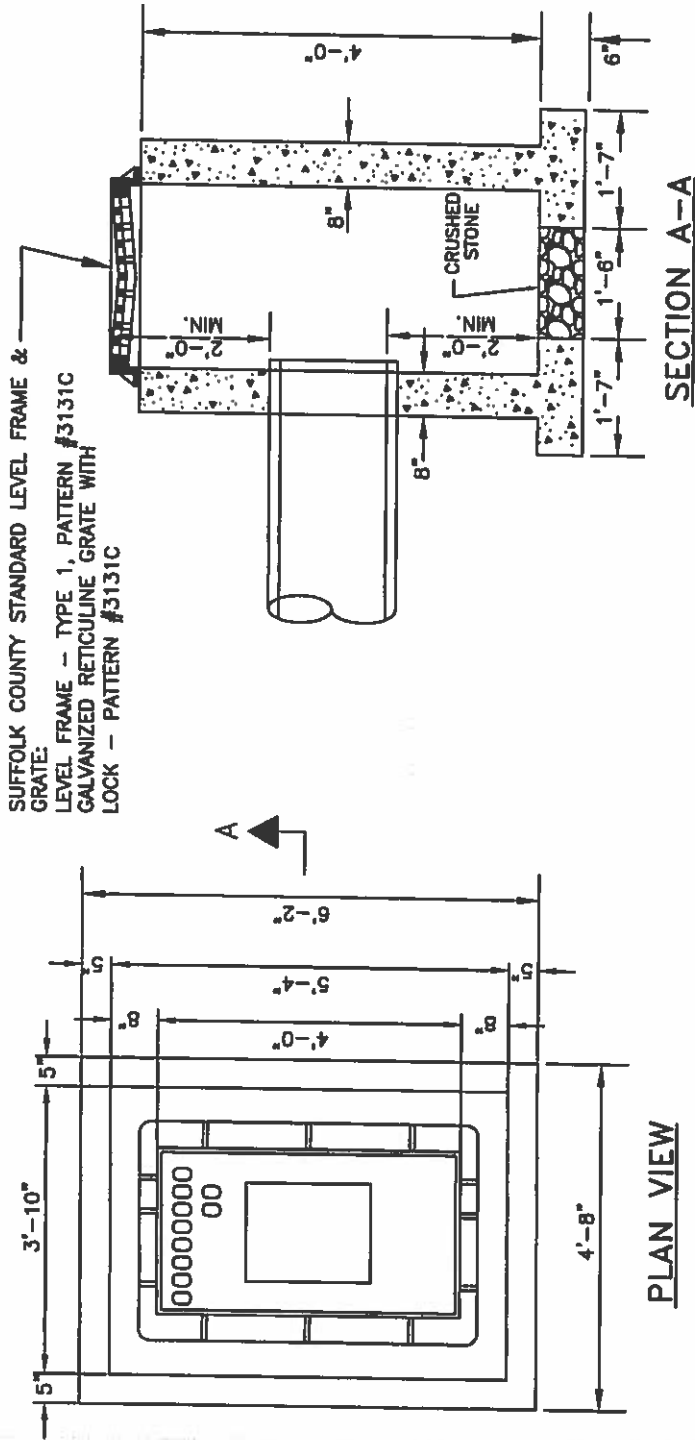
(NOT TO SCALE)

- NOTES:  
 1. ALL CONCRETE TO BE 4,000 P.S.I. AT 28 DAYS.  
 2. PROVIDE PIPE OPENINGS AS REQUIRED.  
 3. ADDITIONAL INLETS TO BE SPACED 5' APART.

|   |   |   |
|---|---|---|
| 9 | ROAD & DRAINAGE STANDARDS                 | TOWN OF SOUTHAMPTON<br>SUFFOLK COUNTY, NEW YORK |
|   | REVISED<br>JULY, 2002                     |   |
|   | PREPARED BY L.W. MESSINA ASSOCIATES, P.C. |   |



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
 WILLIAM F. MASTERSON - SUPERINTENDENT OF HIGHWAYS



**STANDARD DROP INLET STRUCTURE**

(NOT TO SCALE)

CONCRETE TO BE 4,000 P.S.I. AT 28 DAYS.  
 PROVIDE PIPE OPENINGS AS REQUIRED.

|   |                       |  |                   |
|---|-----------------------|--|-------------------|
| TOWN OF SOUTHAMPTON<br>SUFFOLK COUNTY, NEW YORK | REVISED<br>JULY, 2002 | ROAD & DRAINAGE STANDARDS<br>PREPARED BY L.K. GLENN ASSOCIATES, P.C. | DRAWING NO.<br>10 |
|---|-----------------------|--|-------------------|



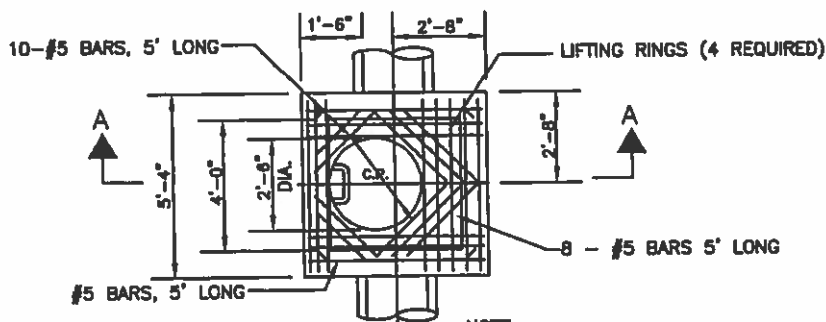
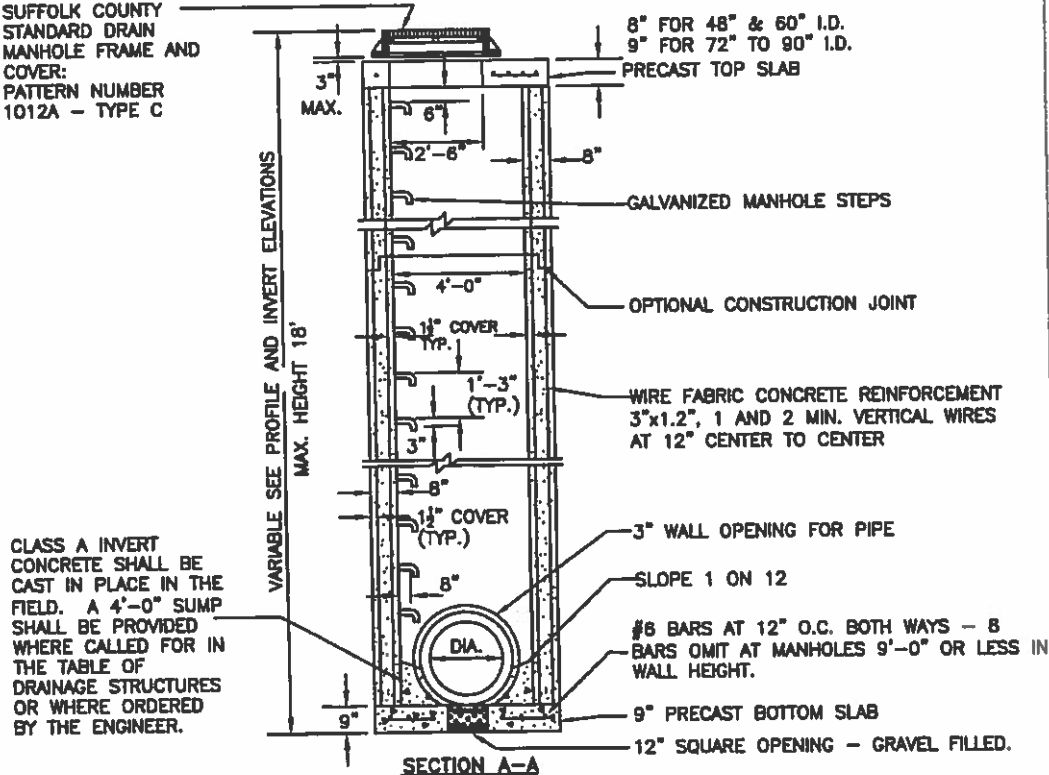


TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT

WILLIAM H. MASTERSON - SUPERINTENDENT OF HIGHWAYS

11/28

SUFFOLK COUNTY  
STANDARD DRAIN  
MANHOLE FRAME AND  
COVER:  
PATTERN NUMBER  
1012A - TYPE C



**MANHOLE TYPE "A"**  
(NOT TO SCALE)

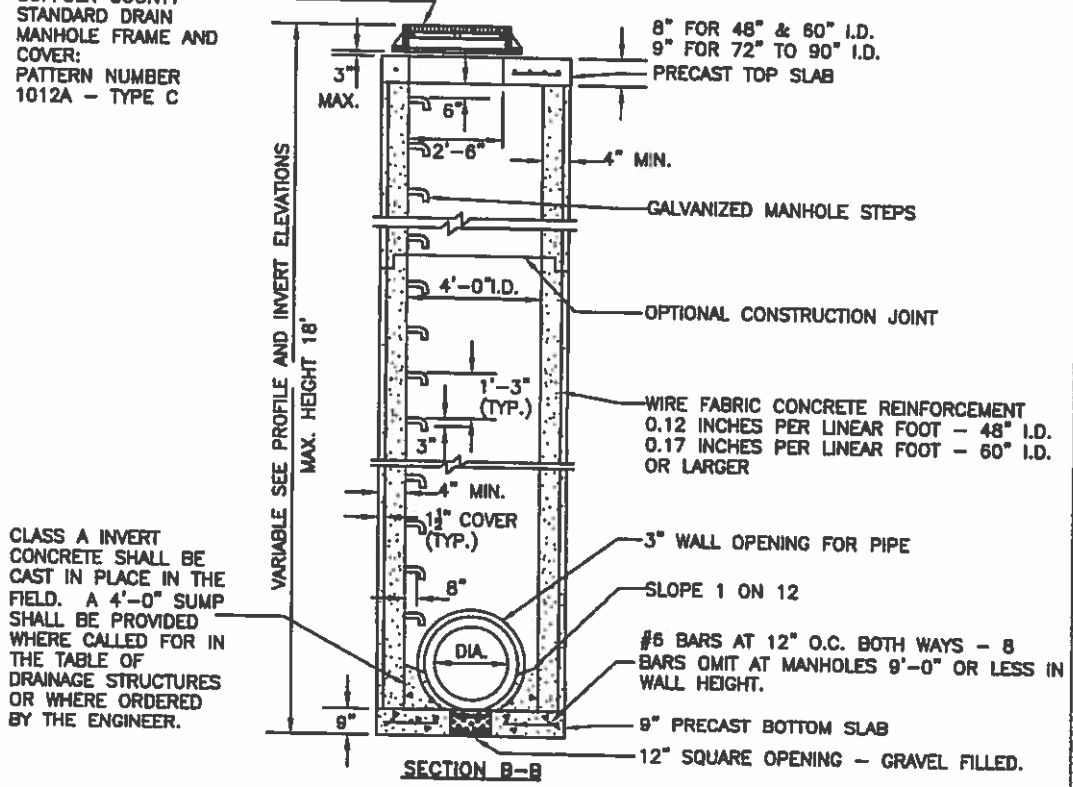
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

REVISED  
JULY, 2002

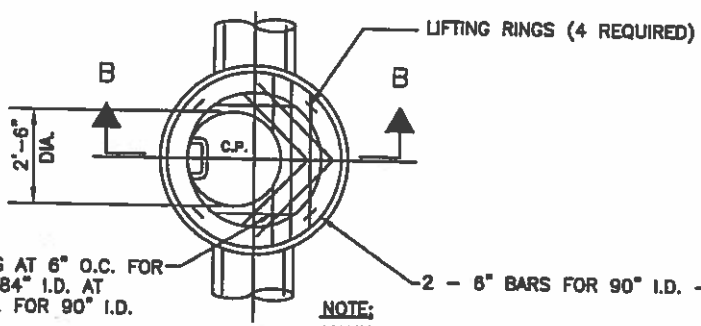
ROAD & DRAINAGE STANDARDS  
PREPARED BY L.K. MUELEN ASSOCIATES, P.C.



SUFFOLK COUNTY  
 STANDARD DRAIN  
 MANHOLE FRAME AND  
 COVER:  
 PATTERN NUMBER  
 1012A - TYPE C



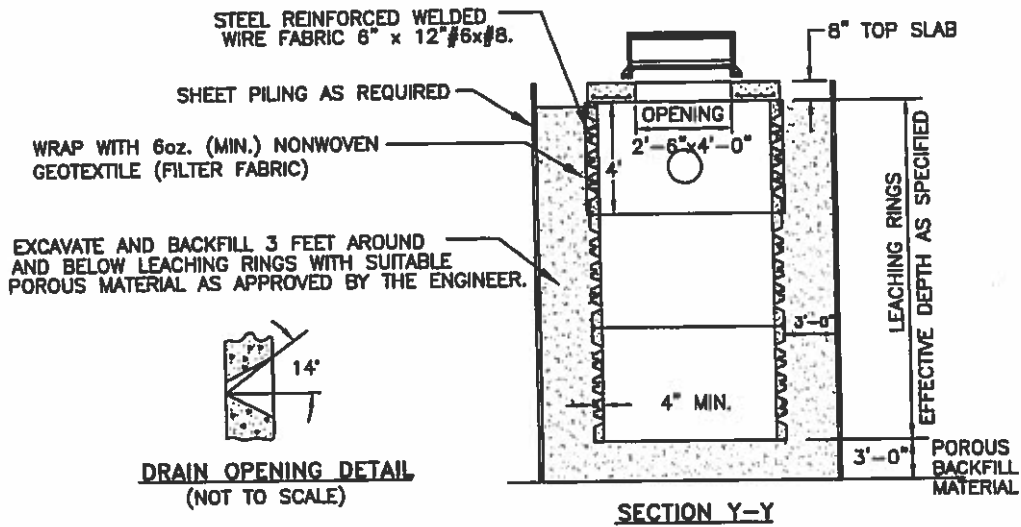
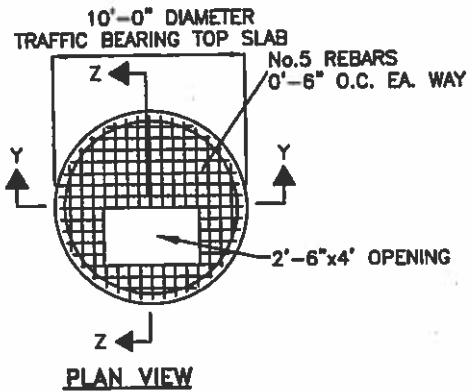
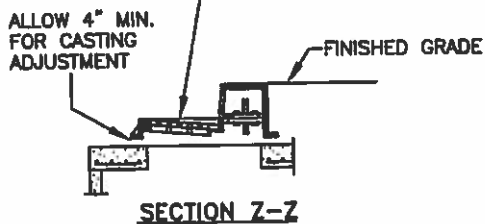
CLASS A INVERT  
 CONCRETE SHALL BE  
 CAST IN PLACE IN THE  
 FIELD. A 4'-0" SUMP  
 SHALL BE PROVIDED  
 WHERE CALLED FOR IN  
 THE TABLE OF  
 DRAINAGE STRUCTURES  
 OR WHERE ORDERED  
 BY THE ENGINEER.



**MANHOLE TYPE "B"**  
 (NOT TO SCALE)



SUFFOLK COUNTY STANDARD CURB INLET  
 FRAME & GRATE:  
 FRAME - TYPE 2, PATTERN #2605  
 NON-MOUNTABLE CURB BOX (7-1-7)  
 GALVANIZED RETICULINE GRATE WITH LOCK  
 - PATTERN #2605

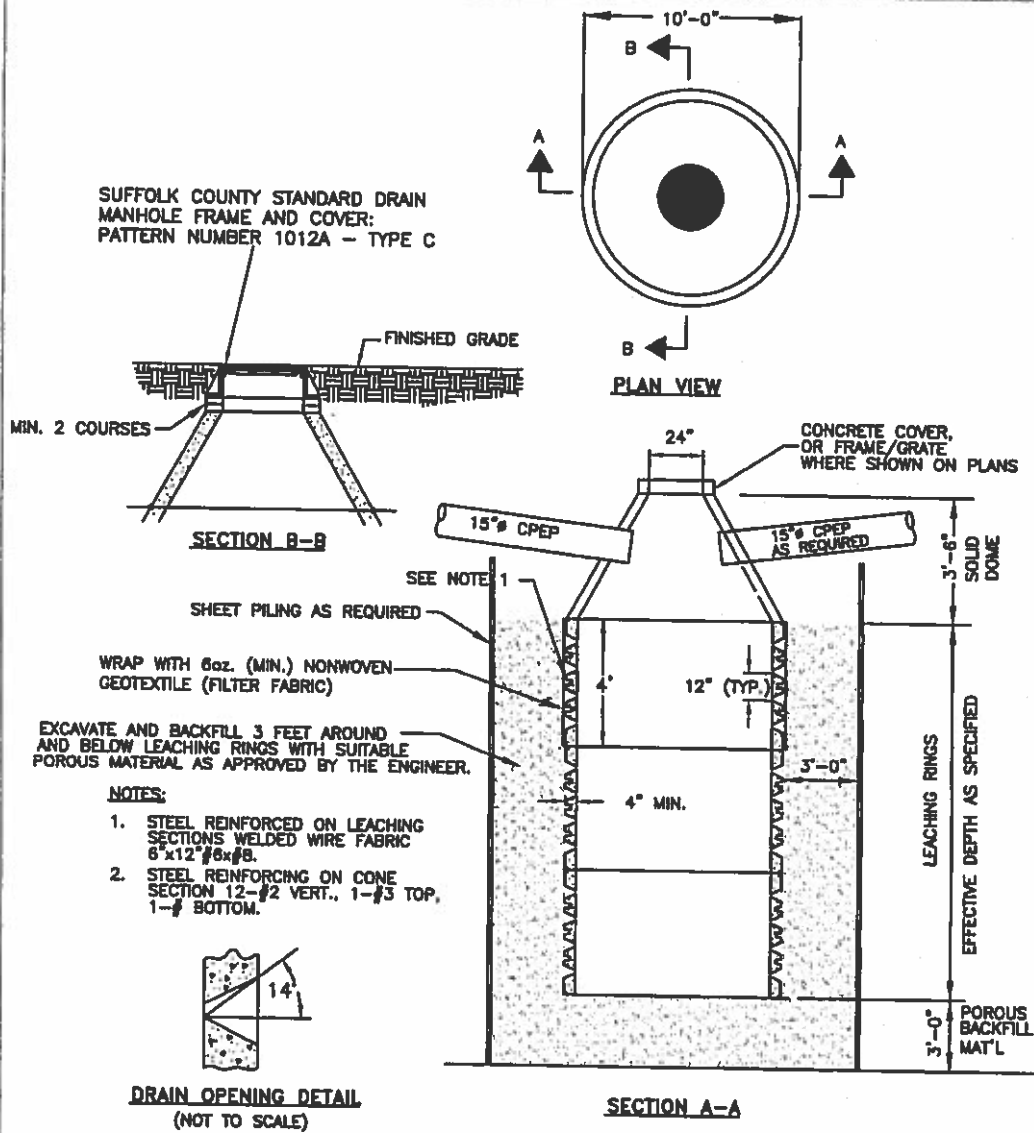


**CURB INLET / 10'Ø LEACHING CATCH BASIN (C.I.-L.C.B.)**  
 NOT TO SCALE

**LEACHING BASIN NOTES:**

1. LEACHING POOLS SHALL BE PRECAST CONCRETE CEMENT STRUCTURES AS MANUFACTURED BY SUFFOLK PRECAST INC. OR EQUIVALENT. SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL.
2. ALL CONCRETE CEMENT USED IN THE MANUFACTURING OF PRECAST STRUCTURES SHALL DEVELOP A MINIMUM COMPRESSIVE STRENGTH OF 4000 P.S.I. IN 28 DAYS.
3. ALL DRAINAGE STRUCTURES SHALL BE PLACED IN ACCEPTABLE LEACHING SOILS AS APPROVED BY THE ENGINEER. IN THE EVENT POOR LEACHING MATERIAL IS ENCOUNTERED, EXCAVATION IS TO BE CONTINUED TO SUITABLE MATERIAL & BACK FILLED AS DETAILED.
4. NO TRENCH, PIT, OR OTHER EXCAVATION SHALL BE LEFT OPEN AND UNATTENDED. EXCAVATIONS SHALL BE PROTECTED AS DIRECTED BY THE ENGINEER WITH FENCES, BARRICADES AND OTHER APPROVED METHODS.
5. INVERT ELEVATIONS MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD TO MEET FIELD CONDITIONS TO AVOID CONFLICT WITH UTILITIES AS ORDERED BY THE ENGINEER.
6. ALLOW FOUR (4) INCHES FOR FINAL ADJUSTMENT OF CASTING. ADEQUATE BEARING WILL BE PROVIDED USING CONCRETE BLOCK, BRICK, AND/OR 1:2 MORTAR BED.
7. THE CONTRACTOR SHALL PROVIDE ADEQUATE SHEETING AND SHORING DURING TRENCHING TO INSURE THE SAFETY OF WORKMEN AND THE GENERAL PUBLIC EXPOSED TO THE HAZARDS OF FALLING AND SLIDING MATERIAL IN CONFORMANCE WITH THE REQUIREMENTS OF TITLE 29 CODE OF FEDERAL REGULATIONS, PART 1926, SAFETY AND HEALTH REGULATIONS FOR CONSTRUCTION (OSHA).
8. BACKFILL AND COMPACTION SHALL BE IN 6" LIFTS.





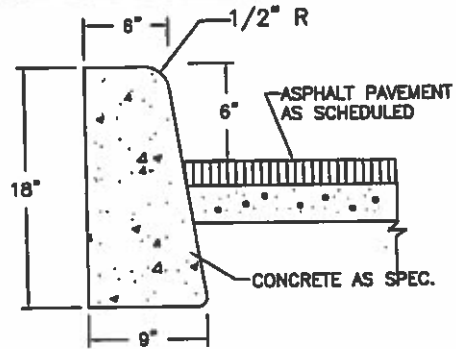
**10'Ø LEACHING CATCH BASIN DETAIL (L.C.B.)**

NOT TO SCALE

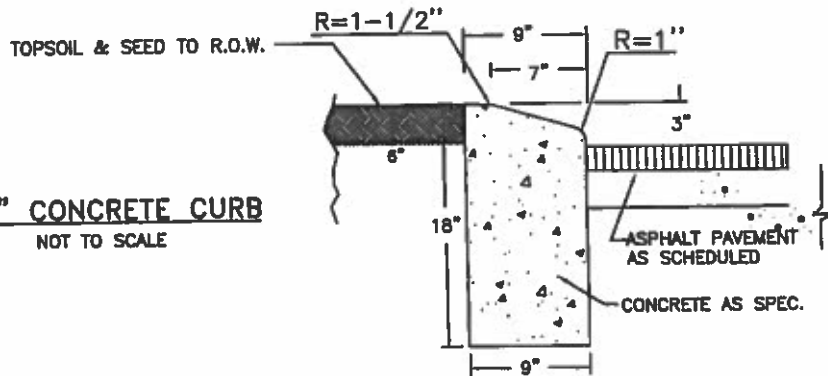




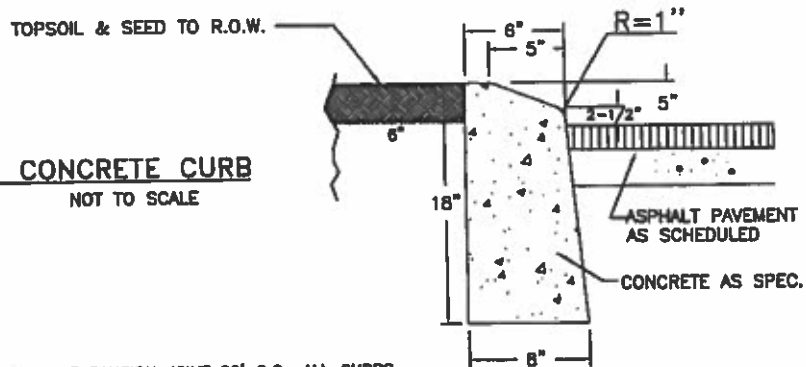
**TYPE "A" CONCRETE CURB**  
 NOT TO SCALE



**TYPE "B" CONCRETE CURB**  
 NOT TO SCALE

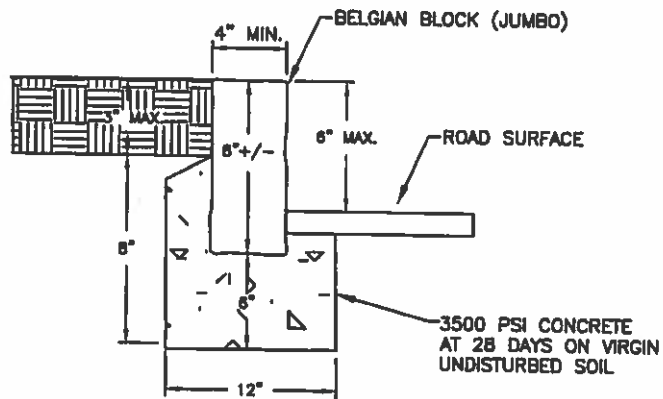


**TYPE "C" CONCRETE CURB**  
 NOT TO SCALE



**NOTES:**  
 1. INSTALL BITUMINOUS EXPANSION JOINT 20' O.C., ALL CURBS.



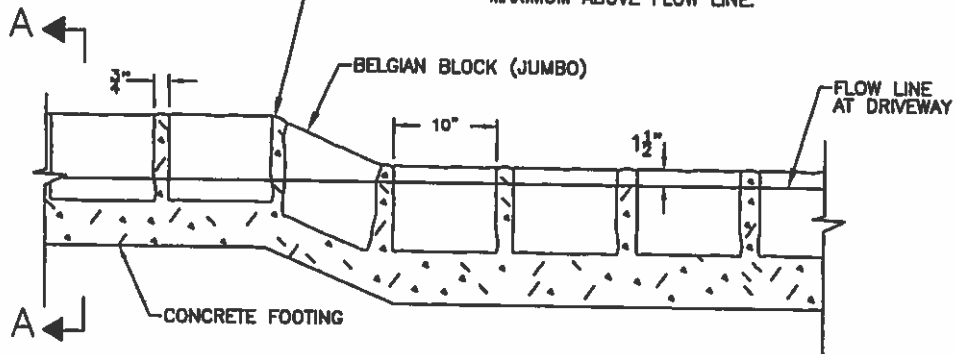


**SECTION A-A**

**NOTES:**

1. CURBS SHALL BE SET TRUE TO LINE AND GRADE ON POURED CONCRETE FOUNDATION TO PROVIDE A FIRM AND UNIFORM BEARING.
2. CURB DEPRESSED AT DRIVEWAYS  $1\frac{1}{2}$ " MAXIMUM ABOVE FLOW LINE.

TYPE N MORTAR JOINT SMOOTH CONVEX FINISH (TYPICAL)

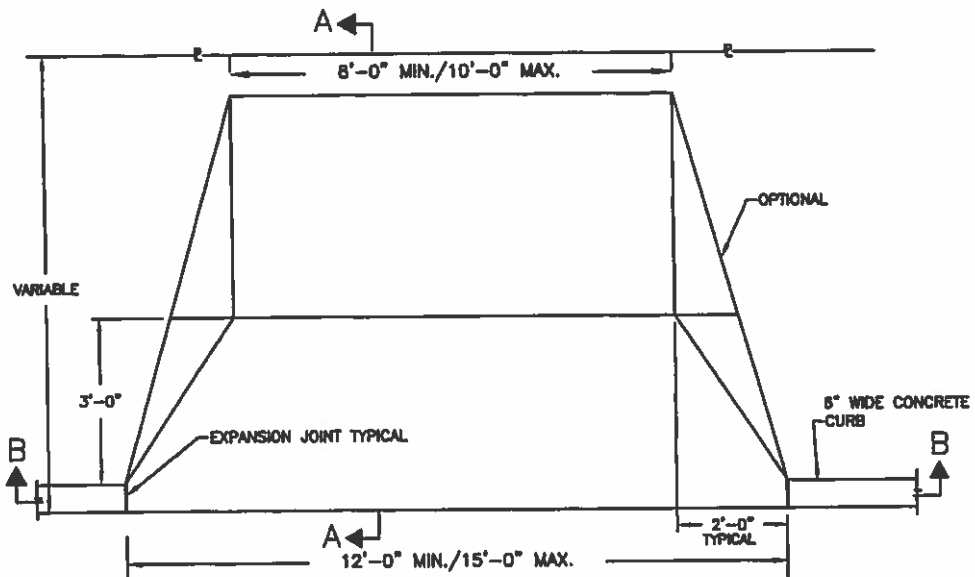


**SETTING DETAIL**

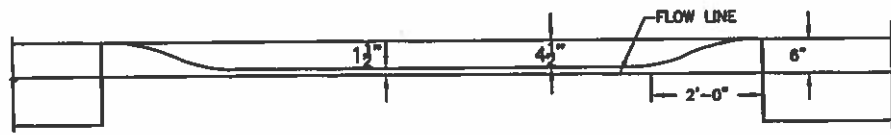
**BELGIAN BLOCK CURB**

(NOT TO SCALE)

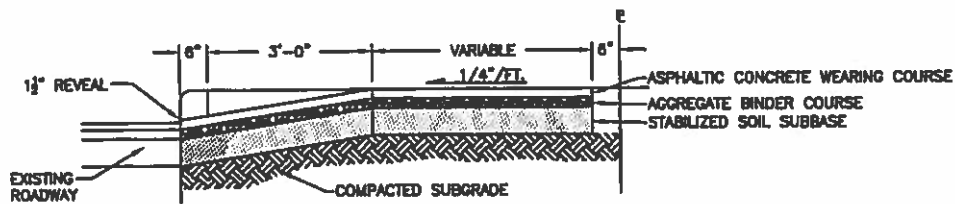




PLAN



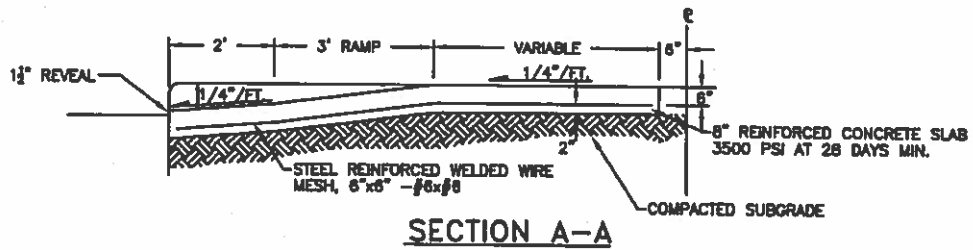
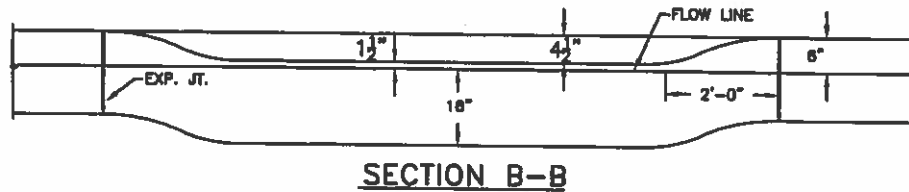
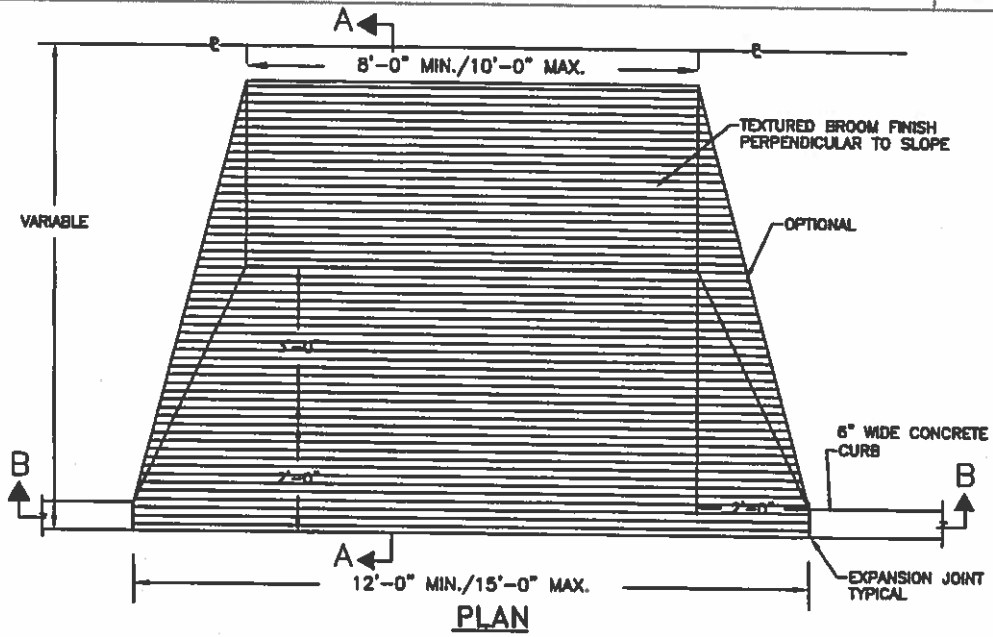
SECTION B-B



SECTION A-A

**ASPHALT APRON & CONCRETE CURB**  
 (NOT TO SCALE)



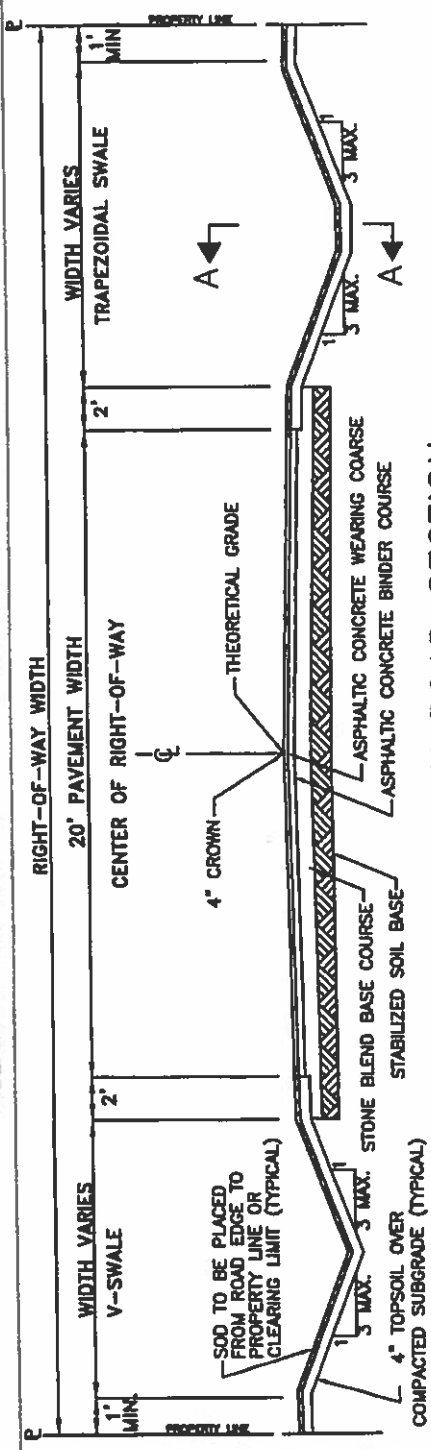


**CONCRETE APRON & CONCRETE CURB**  
 (NOT TO SCALE)



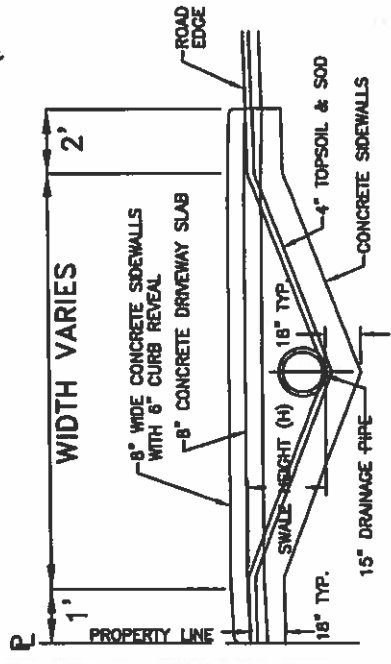


TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
 WILLIAM H. MASTERSON - SUPERINTENDENT OF HIGHWAYS

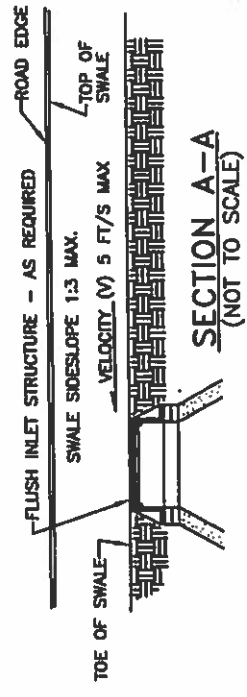


TYPICAL COUNTRY ROAD SECTION  
 (NOT TO SCALE)

- NOTES:
1. AT DRIVEWAY CROSSINGS - LEACHING CATCH BASIN STRUCTURES SHALL BE INSTALLED IN THE SWALE IF THE TOTAL FLOW (Q) IS GREATER THAN 2 CF/S.
  2. DESIGN VELOCITY (V) FOR SOD LINED SWALES SHALL BE 5 FT/S MAXIMUM AND OR AS APPROVED BY THE TOWN ENGINEER.
  3. MAXIMUM FLOW DEPTHS IN THE SWALES SHALL BE 90% OF DESIGN HEIGHT (BASED ON 10-YEAR STORM).

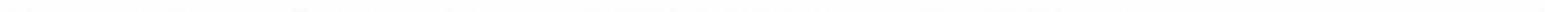


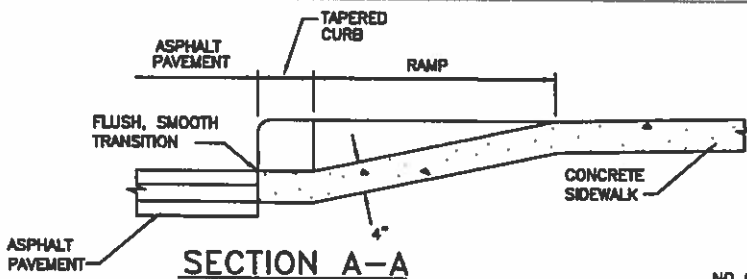
TYPICAL SECTION AT DRIVEWAY  
 (NOT TO SCALE)



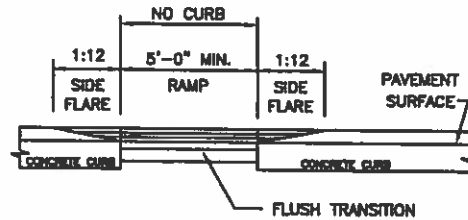
SECTION A-A  
 (NOT TO SCALE)

|   |                       |  |    |
|---|-----------------------|--|----|
| TOWN OF SOUTHAMPTON<br>SUFFOLK COUNTY, NEW YORK | REVISED<br>JULY, 2002 | ROAD & DRAINAGE STANDARDS<br>PREPARED BY L.M. ROBERT AND COMPANY, P.C. | 10 |
|---|-----------------------|--|----|

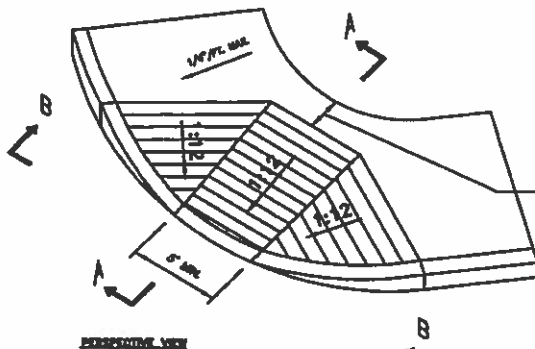




SECTION A-A

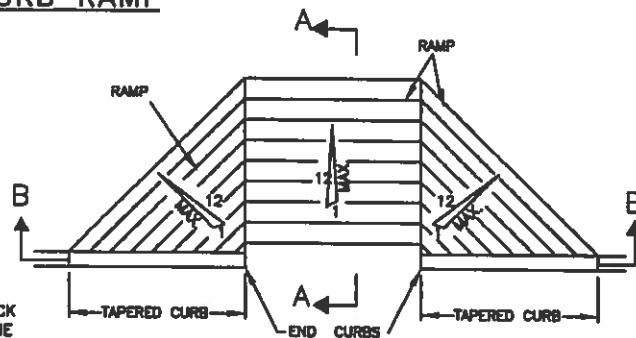


SECTION B-B



CORNER SIDEWALK CURB RAMP  
(NOT TO SCALE)

NOTE : IF THE DISTANCE FROM THE TOP OF RAMP TO THE BACK EDGE OF THE SIDEWALK IS 4'-0" OR GREATER, THE SLOPE ON THE SIDE FLARES MAY BE 1:10



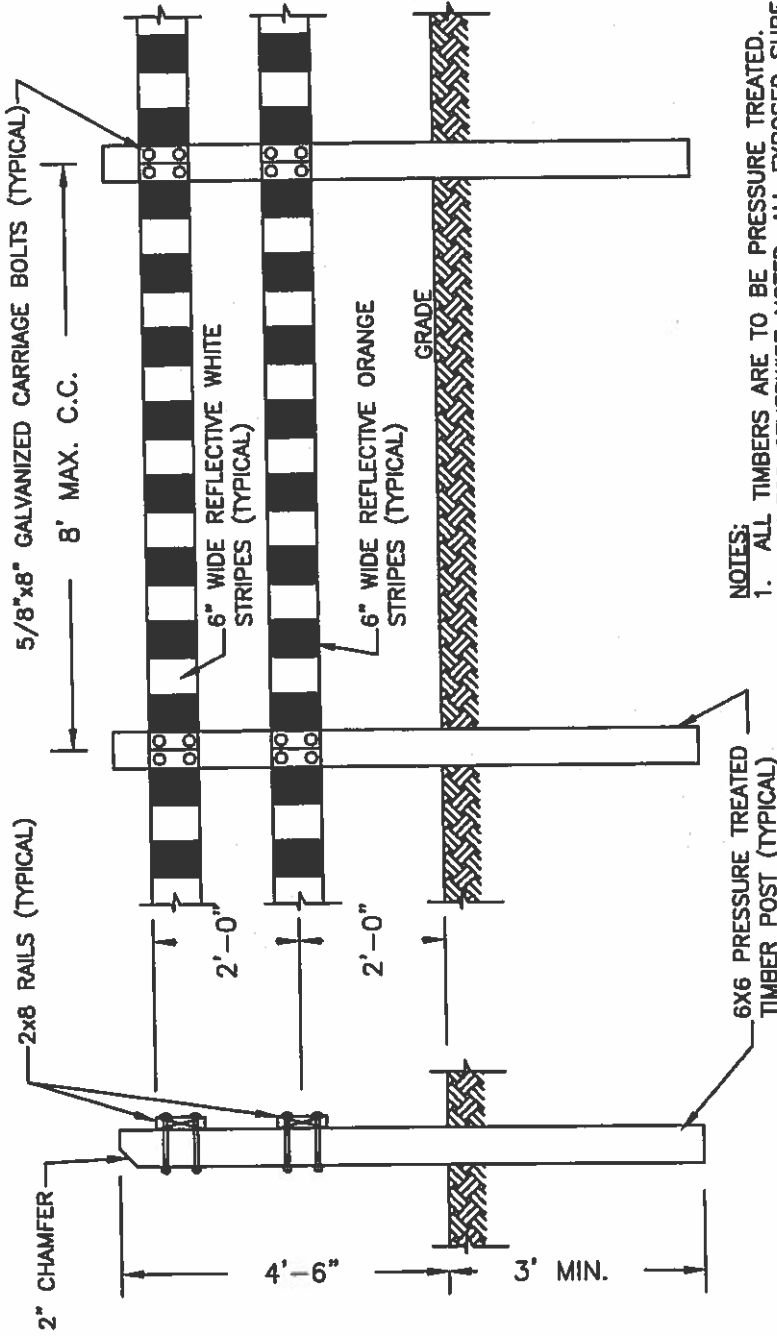
SIDEWALK CURB RAMP  
(NOT TO SCALE)

NOTES:

1. IF THE DISTANCE FROM TOP OF RAMP TO BACK EDGE OF SIDEWALK IS 6'-0" OR GREATER, THE SLOPE ON THE SIDE FLARES MAY BE 1:10.
2. SURFACE TEXTURE OF RAMP SHALL BE DEEP GROOVE, 1/2" WIDE BY 1/4" DEEP, 1" CENTERS TRANSVERSE TO THE RAMP.



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
 WILLIAM H. WASTBERG SUPERINTENDENT OF HIGHWAYS



- NOTES:
1. ALL TIMBERS ARE TO BE PRESSURE TREATED.
  2. UNLESS OTHERWISE NOTED, ALL EXPOSED SURFACES SHALL BE PAINTED WHITE WITH THREE COATS OF EXTERIOR GRADE PAINT.
  3. ALL HARDWARE TO BE GALVANIZED.
  4. EACH CARRIAGE BOLT TO HAVE (1) FLAT WASHER, (1) LOCK WASHER & (1) HEX NUT

**TIMBER BARRICADE DETAIL**  
 (NOT TO SCALE)

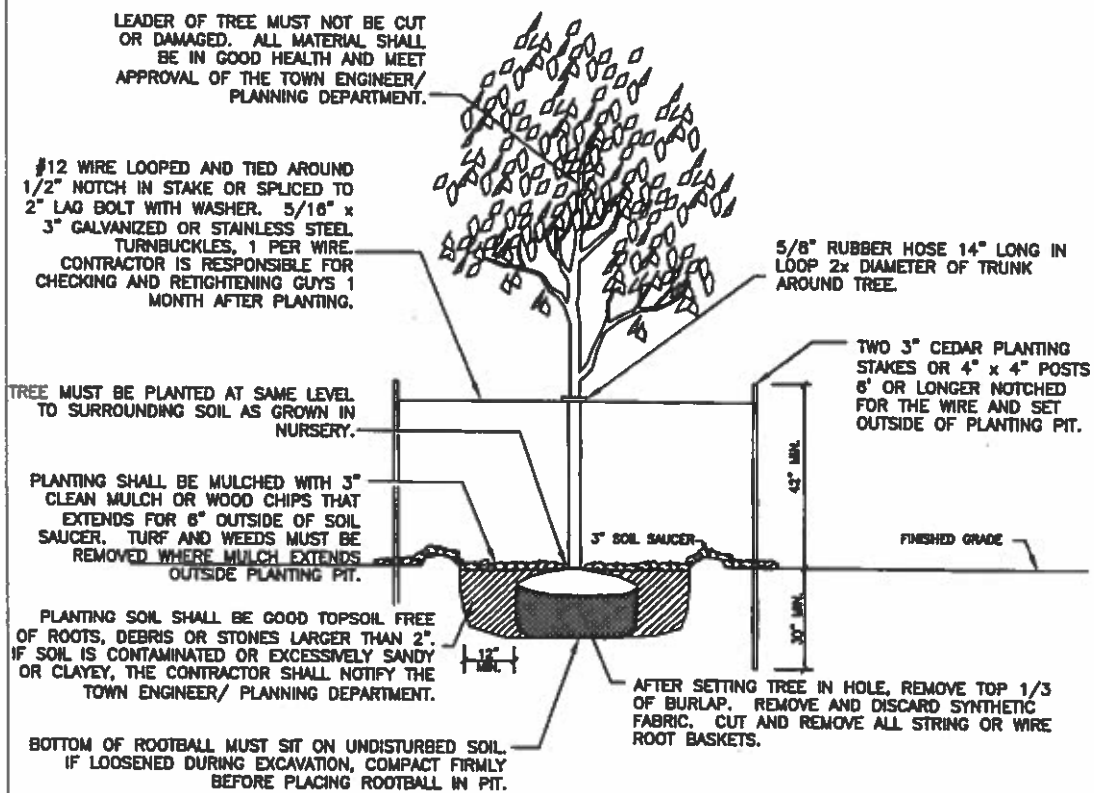
21/21

ROAD & DRAINAGE STANDARDS  
 PREPARED BY LEO KENNAN ASSOCIATES, P.C.

REVISED  
 JULY, 2002

TOWN OF SOUTHAMPTON  
 SUFFOLK COUNTY, NEW YORK



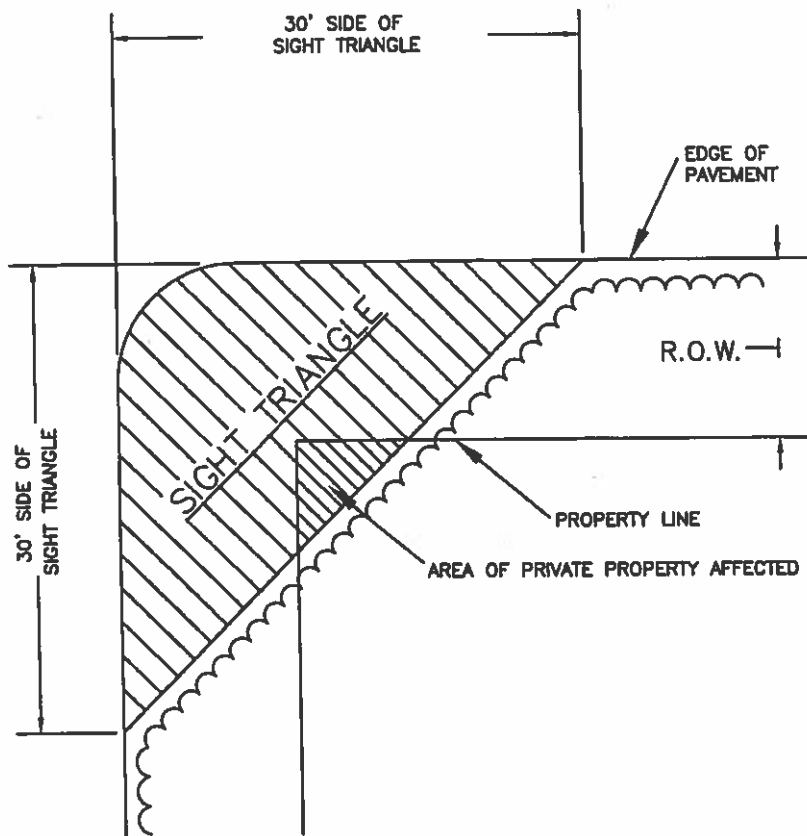


**STAKED TREE AND BALL ROOT COVERING DETAIL**

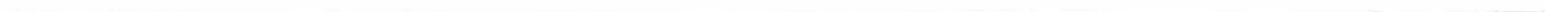
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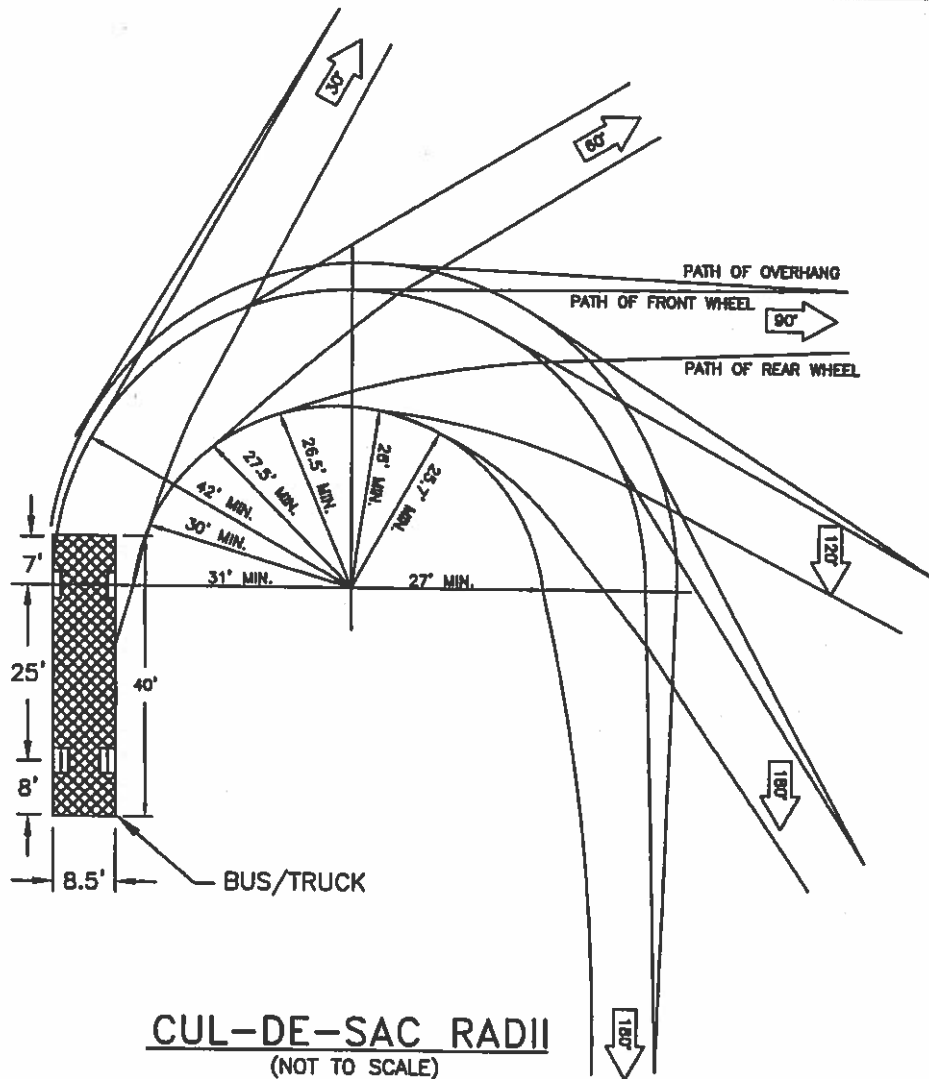






**CORNER SIGHT TRIANGLE**  
(NOT TO SCALE)





**CUL-DE-SAC RADII**  
 (NOT TO SCALE)

**NOTES:**

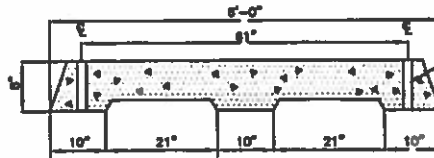
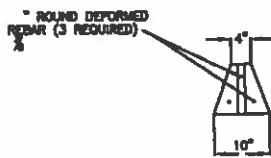
1. THIS TURNING TEMPLATE SHOWS THE MINIMUM TURNING PATH FOR BUS/TRUCK VEHICLES (FIGURE 11-3) IN ACCORDANCE WITH THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICES (AASHTO).
2. THE PATHS SHOWN ARE FOR THE LEFT FRONT OVERHANG AND THE OUTSIDE REAR WHEEL. THE LEFT FRONT WHEEL FOLLOWS THE CIRCULAR CURVE, HOWEVER, ITS PATH IS NOT SHOWN.



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT

WILLIAM L. MASTERSON - SUPERINTENDENT OF HIGHWAYS

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1" DIA. ANCHOR PIN SLEEVE (TYP.)

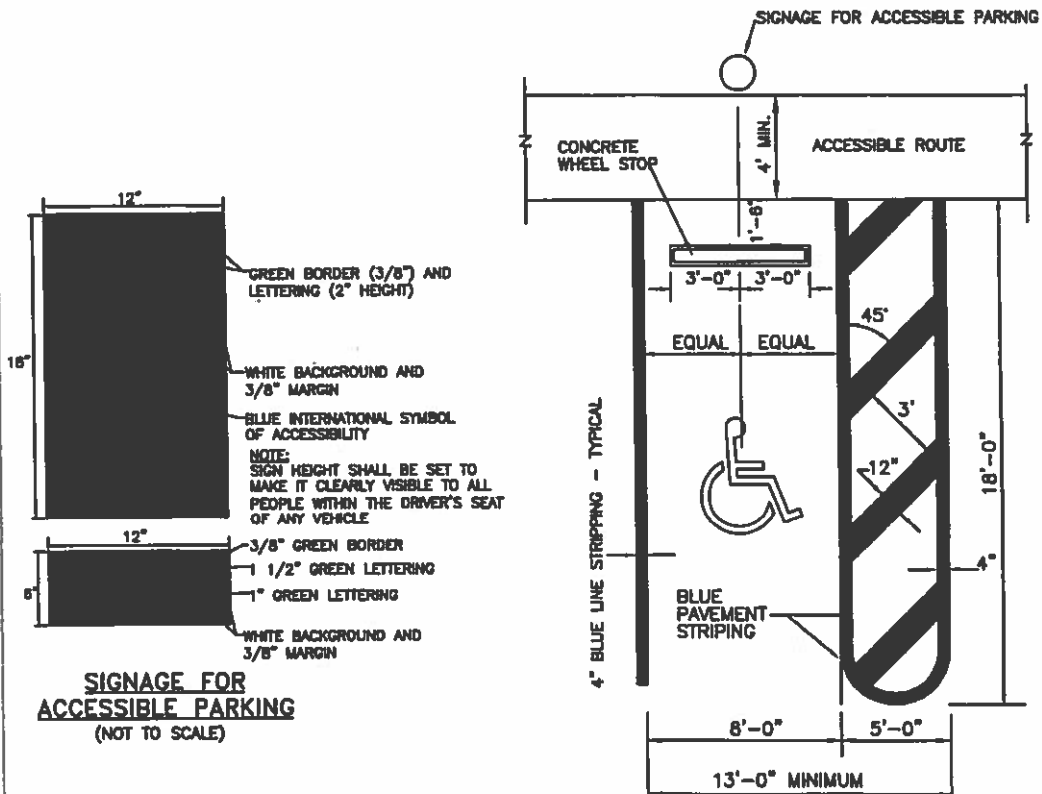
SECTION

ELEVATION

NOTE:  
INSTALL EACH WITH 2-#8 REBAR AT A 3'-0" BURIAL AND TOP FLUSH WITH TOP OF WHEELSTOP.

**CONCRETE WHEEL STOP DETAIL**

(NOT TO SCALE)



**SIGNAGE FOR ACCESSIBLE PARKING**  
(NOT TO SCALE)

**TYPICAL ACCESSIBLE PARKING SPACE**

(NOT TO SCALE)

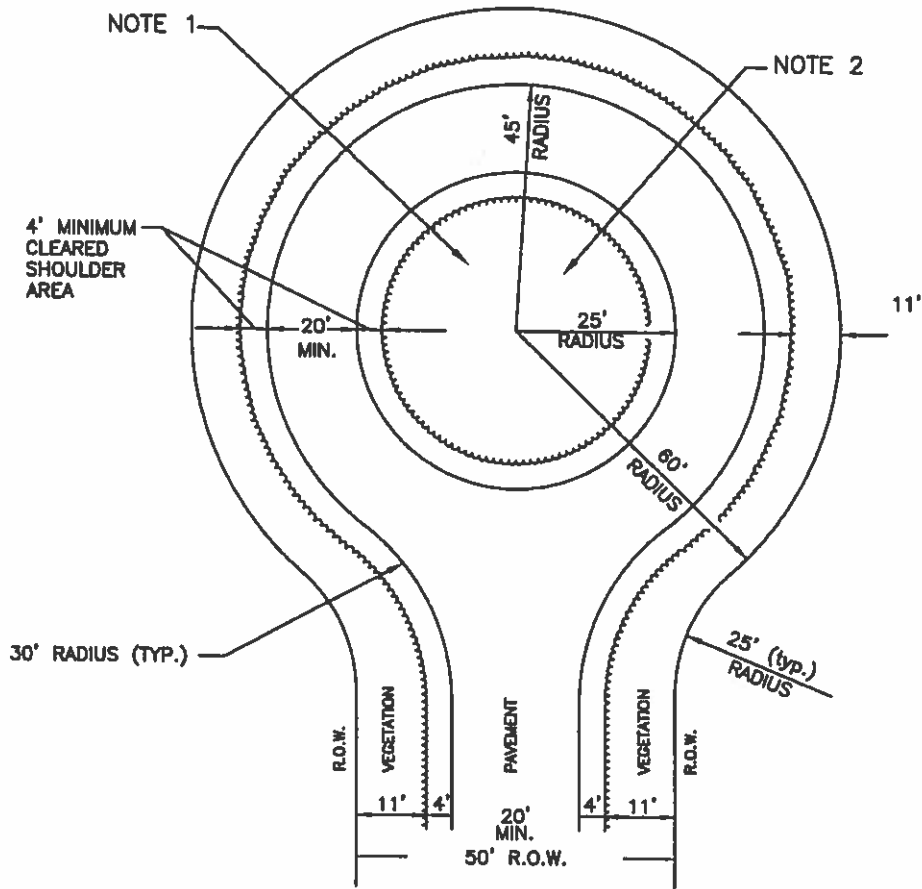
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

REVISED  
JULY, 2002

ROAD & DRAINAGE STANDARDS

PREPARED BY: KENNETH WILSON, REGISTERED CIVIL ENGINEER





**CUL-DE-SAC TYPE A**  
NOT TO SCALE

**NOTES**

1. THIS AREA NOT TO BE USED FOR RESERVED AREA.
2. ISLAND TO BE NATURAL OR REPLANTED VEGETATION.



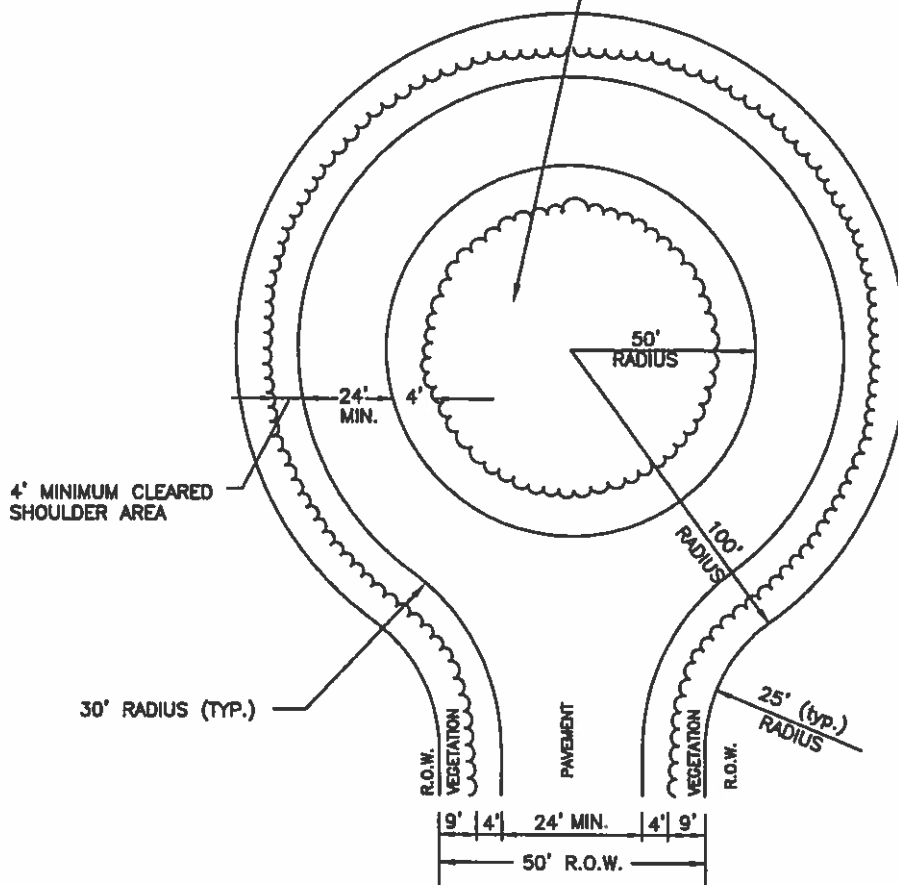


TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT

WILLIAM P. MASTERSOON - SUPERINTENDENT OF HIGHWAYS

27/28

SEE NOTES 1 & 2



**CUL-DE-SAC TYPE B**

NOT TO SCALE

**NOTES**

1. THIS AREA NOT TO BE USED FOR RESERVED AREA.
2. ISLAND TO BE NATURAL VEGETATION.

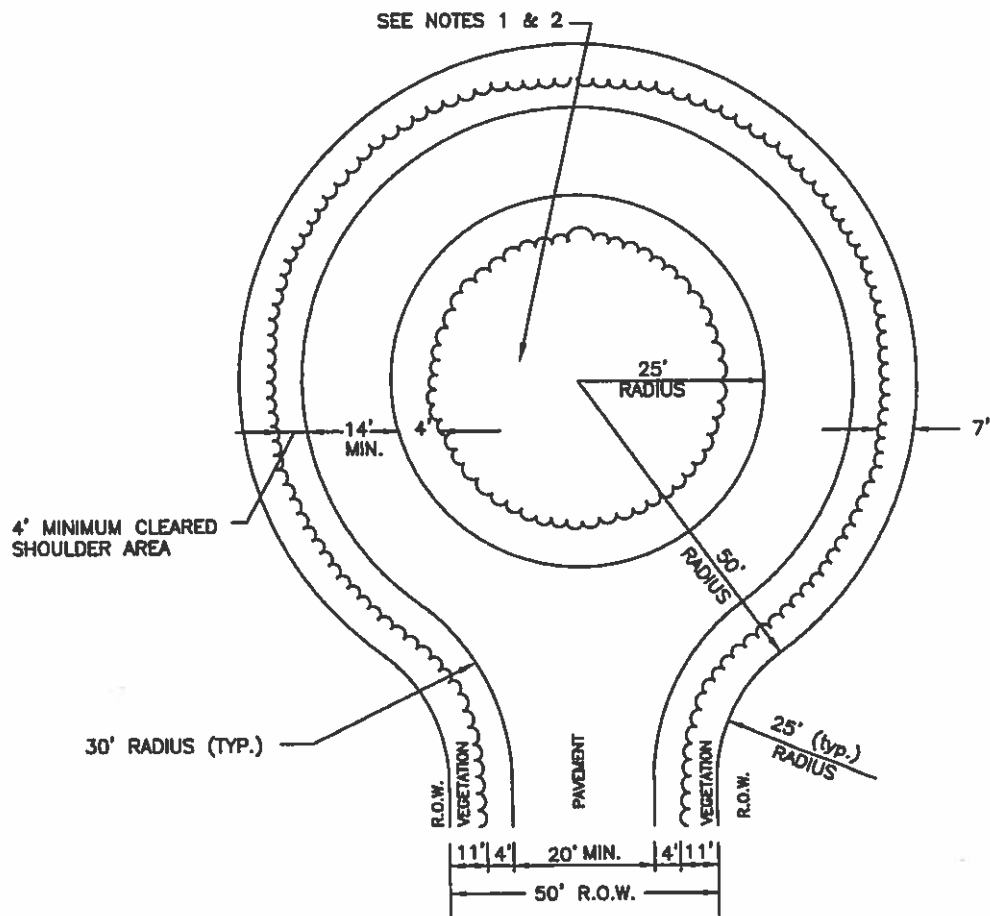
TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

REVISED  
JULY, 2002

ROAD & DRAINAGE STANDARDS

PREPARED BY: [illegible]





**CUL-DE-SAC TYPE C**  
 NOT TO SCALE

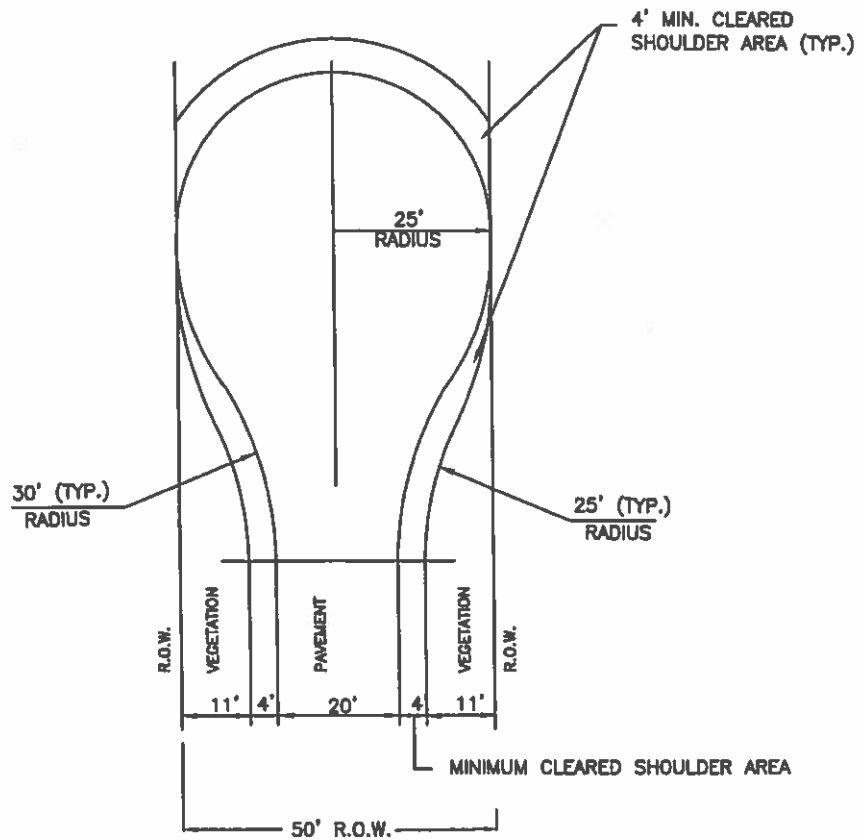
**NOTES**

1. THIS AREA NOT TO BE USED FOR RESERVED AREA.
2. ISLAND TO BE NATURAL OR REPLANTED VEGETATION.
3. FOR USE WITH LANE SPECIFICATION STREETS ONLY.
4. REQUIRES SPECIAL PERMISSION OF THE PLANNING BOARD.



TOWN OF SOUTHAMPTON HIGHWAY DEPARTMENT  
WILLIAM S. MASTERTON - SUPERINTENDENT OF HIGHWAYS

29/09



**CUL-DE-SAC TYPE D**  
NOT TO SCALE

**NOTES**

1. FOR USE IN TERMINATING STREETS IN ANY ROAD IMPROVEMENT PLANS FOR OLD FILED MAP.

TOWN OF SOUTHAMPTON  
SUFFOLK COUNTY, NEW YORK

REVISED  
JULY, 2002

ROAD & DRAINAGE STANDARDS  
PREPARED BY DR. MORRIS SYKOWSKI, P.E.



TABLE "A"

| LOCATION OF ROAD BY ZONING DISTRICT                  | RIGHT-OF-WAY WIDTH | PAVEMENT WIDTH | CURB REQUIRED |
|--|--------------------|----------------|---------------|
| <b>R-10, R-15, R-20 &amp; MULTI-FAMILY DISTRICTS</b> |                    |                |               |
| HIGHWAYS   | 84-120 FEET        | 64 FEET        | (b)           |
| COLLECTOR STREET                                     | 70 FEET            | 40-50 FEET(a)  | (b)           |
| LOCAL STREET "A"                                     | 50-60 FEET         | 30-34 FEET     | (b)           |
| LOCAL STREET "B"                                     | 50 FEET            | 24-30 FEET     | (b)           |
| MARGINAL ROAD  | 50 FEET            | 30-34 FEET     | (b)           |
| COMMON DRIVEWAY                                      | N/A                | 12-16 FEET     | NO            |
| <b>OTHER RESIDENTIAL DISTRICTS</b>                   |                    |                |               |
| HIGHWAYS   | 84-120 FEET        | 64 FEET        | (b)           |
| COLLECTOR STREET                                     | 70 FEET            | 40-50 FEET(a)  | (b)           |
| LOCAL STREET "A"                                     | 50-60 FEET         | 26-30 FEET     | (b)           |
| LOCAL STREET "B"                                     | 50 FEET            | 20-24 FEET     | (b)           |
| LANE   | 50 FEET            | 18 FEET        | NO            |
| MARGINAL ROAD  | 50 FEET            | 26-30 FEET     | (b)           |
| COMMON DRIVEWAY                                      | N/A                | 12-16 FEET     | NO            |
| <b>BUSINESS &amp; INDUSTRIAL DISTRICTS</b>           |                    |                |               |
| HIGHWAYS   | 84-120 FEET        | 64 FEET        | YES           |
| COLLECTOR STREET                                     | 70 FEET            | 50 FEET        | YES           |
| LOCAL STREET "A"                                     | 60 FEET            | 34-40 FEET     | (b)           |
| LOCAL STREET "B"                                     | -----              | -----          | ---           |
| MARGINAL ROAD  | 5 FEET             | 34-40 FEET     | (b)           |
| COMMON DRIVEWAY                                      | N/A                | 24-34 FEET     | (b)           |

(a) INCLUDES STABILIZED SHOULDERS

(b) AT THE DISCRETION OF THE PLANNING BOARD &amp; SUPERINTENDENT OF HIGHWAYS





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[Standard View](#)  
[§ 292-35, Land use.](#)

**Town of Southampton, NY**  
**CHAPTER 292. SUBDIVISION OF LAND**  
**ARTICLE X. Design Standards**

[Index](#)

[New Laws](#)  
[§ 292-37, Drainage.](#)

*This electronic version is provided for informational purposes only. For the official version please contact the municipality.*

[§ 292-36. Streets, highways and common access.](#)

[Amended 2-14-1989 by L.L. No. 4-1989; 7-10-1990 by L.L. No. 19-1990; 3-10-1992 by L.L. No. 4-1992 Editor's Note: See Art. XIII. Effect of L.L. No. 4-1992 on Pending and Approved Maps.]

A. Streets, highways and common access shall be of sufficient width and suitable grade and shall be suitably located to accommodate the prospective traffic, to facilitate fire protection and to comprise a convenient system. Streets, highways and common access shall be properly related to the Master Plan.

B. Local streets, lanes and common access shall be laid out so that their use for through traffic will be discouraged. Particular attention should be given to eliminating possible bypasses around traffic signals and major intersections unless such systems are specifically designed to promote safety at a given location by unifying internal access efficiencies between two or more parcels and land uses.

C. Collector streets shall be provided to give easy access to and between local streets. In general, each A-type local street shall have at least one intersection with a collector street.

## D. Culs-de-sac.

(1) The use of cul-de-sac streets in a subdivision layout shall be minimized unless they are found to be well-conceived elements of a planned residential development plan.

(2) The minimum radius for the right-of-way at the turnaround shall be 60 feet, and the curb radius shall be 48 feet and the pavement shall be extended to the curb. The Planning Board may require the central area of the cul-de-sac to be planted or to retain natural plant material when it is found to be acceptable by the Board.

## E. Intersections.

(1) No more than two streets shall intersect or meet at any one point.

(2) Streets shall intersect one another at an angle of 90°, where practicable.

(3) Intersections along collector or local streets shall be spaced at least 150 feet apart, measured from the points of intersection of the center lines.

(4) Intersections along a highway and certain collector streets so designated by the Planning Board shall be spaced at least 800 feet apart, measured from the points of intersection of the center lines, where practicable.

(5) Adequate sight distance shall be required at all intersections.

## F. Horizontal alignment.

(1) The recommended minimum center-line radius for a street curve shall be 200 feet on a local street and 400 feet on a collector street.

(2) A tangent distance of at least 50 feet shall be provided between reverse curves.

(3) The minimum radius at a corner shall be 25 feet at the property line, except that a larger radius shall be provided at major intersections.

## G. Vertical alignment.

(1) All street gradients shall conform as much as possible to the natural terrain, minimizing excessive cuts and fills.

(2) Minimum road gradients shall be 0.50%.

(3) Maximum road gradients shall be 6%.

(4) Gradients approaching intersections shall not exceed 2.50%, commencing at a point at least 50 feet from the nearest intersecting right-of-way line measured along the center line of the road. Intersections of roads and curbs having minimum gradients shall be detailed sufficiently to ensure proper surface drainage.

(5) Gutter line gradients of culs-de-sac shall be a minimum of 0.50%.

(6) The formula  $L = KA$  shall be used in the design of street profiles where L, the length in feet of a vertical curve, shall be related to the algebraic difference (A) in percent of grade and a constant (K) equaling 28 for minor streets and lanes and 50 for collector streets. This formula shall be used for both sag and crest vertical curves.

(7) Where there are changes in grade of 1.0% or more, they shall be connected by a vertical curve.

H. Width, pavement, curb and sidewalk requirements. The following table prescribes the minimum street right-of-way widths, street improvement widths and whether curbs and sidewalks are required for subdivisions located in various zoning districts of the Zoning Ordinance Editor's Note: See Ch.



330. Zoning of the Town.

| Location of Street by Zoning District                | Right-of-Way Width (feet) | Paving Widths (feet) | Curbs Required | Sidewalks Required |
|--|---------------------------|----------------------|----------------|--------------------|
| <b>R-10, R-15, R-20 and Multifamily Districts(c)</b> |                           |                      |                |                    |
| Highways   | 84 to 120                 | 64                   | (b)            | yes                |
| Collector streets                                    | 70                        | 40 to 50(a)          | (b)            | (b)                |
| Local street A                                       | 50 to 60                  | 30 to 34             | (b)            | (b)                |
| Local street B                                       | 50                        | 24 to 30             | (b)            | (b)                |
| Marginal road  | 50                        | 30 to 34             | (b)            | (b)                |
| Common driveway                                      | na                        | 12 to 16             | no             | no                 |
| <b>All other residential districts</b>               |                           |                      |                |                    |
| Highways   | 84 to 120                 | 64                   | (b)            | (b)                |
| Collector streets                                    | 70                        | 40 to 50(a)          | (b)            | (b)                |
| Local street A                                       | 50 to 60                  | 26 to 30             | (b)            | (b)                |
| Local street B                                       | 50                        | 20 to 24             | (b)            | (b)                |
| Lane   | 50                        | 18                   | no             | no                 |
| Marginal road  | 50                        | 26 to 30             | (b)            | (b)                |
| Common driveway                                      | na                        | 12 to 16             | no             | no                 |
| <b>All business and industrial districts</b>         |                           |                      |                |                    |
| Highways   | 84 to 120                 | 64                   | yes            | yes                |
| Collector streets                                    | 70                        | 50                   | yes            | yes                |
| Local street A                                       | 60                        | 34 to 40             | (b)            | (b)                |
| Local street B                                       | —                         | —                    | —              | —                  |
| Marginal road  | 5                         | 34 to 40             | (b)            | yes                |
| Common driveway                                      | na                        | 24 to 34             | (b)            | (b)                |

NOTES: "na" Means "not applicable."

(a) Includes stabilized shoulders.

(b) At the discretion of the Planning Board and Superintendent of Highways.

(c) Standards given are for subdivisions following the minimum size of lots of these districts. If the subdivision is designed for lots having at least 40,000 square feet, the standards for all other residential districts may be used.

I. Street improvements shall be laid out in accordance with the general cross-section standards as required in Subsection h above. Minimum standards shown for residential districts may be allowed by the Planning Board when it can be demonstrated that such minimums will foster desired rural amenities, protect certain natural resources and that it can, in all cases, be satisfactorily demonstrated that no parking will take place within the street right-of-way. Part of such demonstration will be the requirement that building setbacks be greater than the required minimum front yard setback of § 330-11.

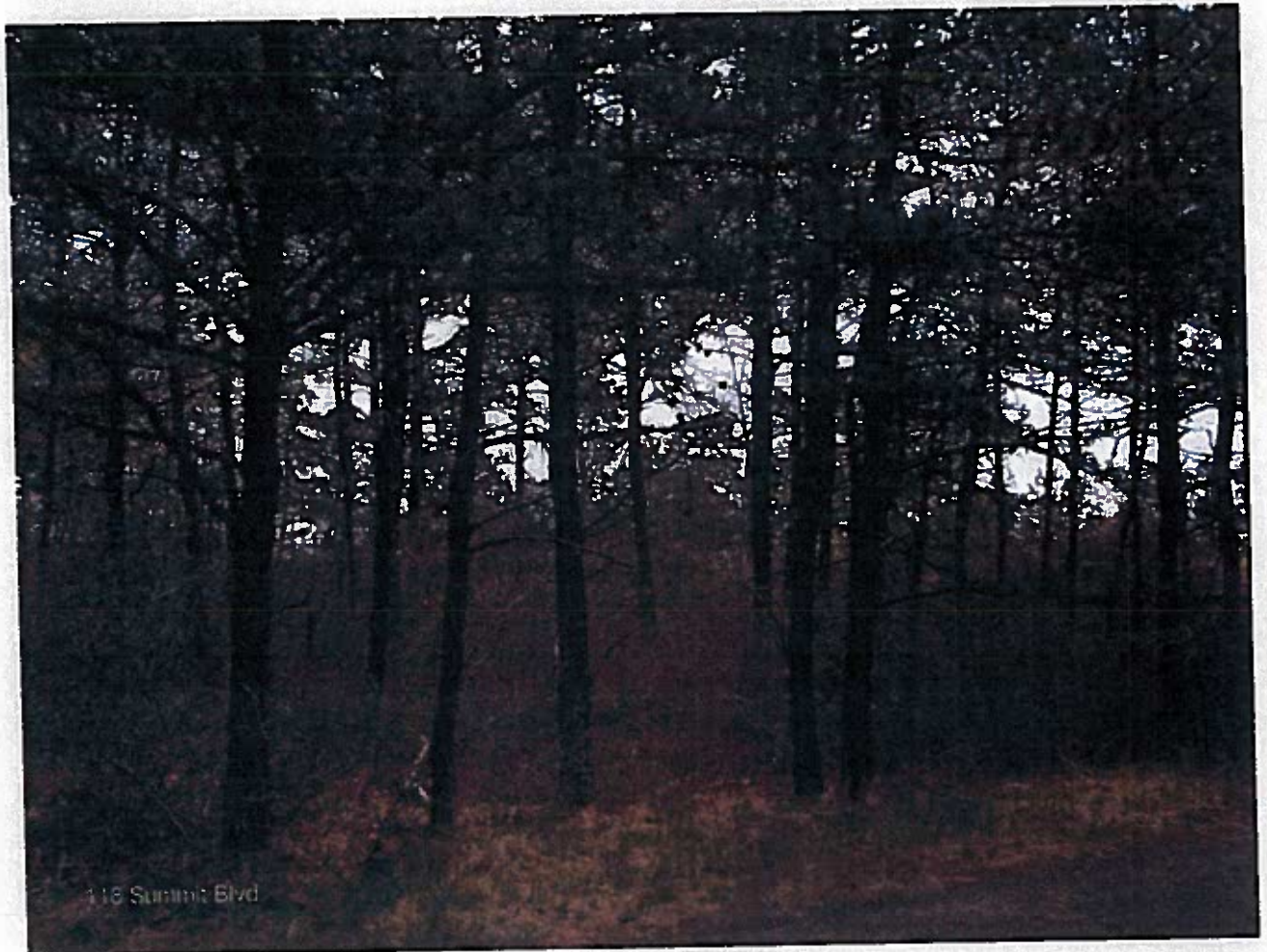
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118 Summit



118 Summit Blvd





View across from 118 Summit Blvd on west side of Summit



Parcel south of 118 Summit Blvd









THE STATE OF NEW YORK  
NYS CENTRAL PINE BARRENS COMMISSION

-----X  
In the Matter of

~~American Physical Society Core  
Preservation Area Extraordinary Hardship  
Waiver~~

*Joseph Zachary Gazza  
Credit Appeal  
900-331-3-21.1*

~~Location: One Research Road, Ridge,  
New York~~

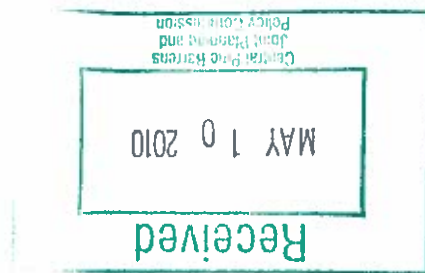
~~Suffolk County Tax Map Number  
200-459-1-1.4~~

-----X

Town of Brookhaven  
One Independence Hill  
Farmingville, New York 11738

Wednesday, April 21, 2010

The above entitled matter came on for hearing at 3:45 p.m.



**ORIGINAL**



AR-TI Recording

Telephone: 212.349.9692  
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Suite 4715  
New York, NY 10119

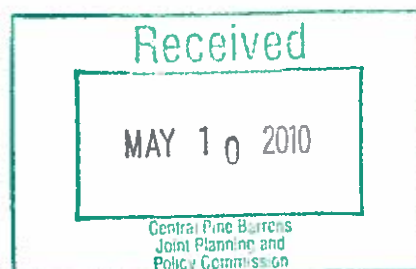
Order Form  
10-5-15-03P

ORDER

Central Pine Barrens Joint Planning and Policy Commission  
Public Hearing on 118 Summit Blvd  
Westhampton, Town of Southampton  
SCTM No. 900-331-3-21.1  
April 21, 2010

Staff Exhibits

- A. Central Pine Barrens Comprehensive Land Use Plan Section 6.7.6.6 Issuance of a full Pine Barrens Credit for Certain Roadfront Parcels.
- B. 2007 Aerial map depicting general area in proximity to Summit Blvd. Subject parcel is outlined in purple. Parcels that received one Pine Barrens Credit are outlined in red. Parcel that was denied an increase in allocation is depicted by red dot. Prepared by Commission staff, April 20, 2010.
- C. Close-up of 2007 Aerial map depicting general area of subject parcel on Summit Blvd. Prepared by Commission staff, April 20, 2010.
- D. Map depicting
  - a. Core (indicated by small tree symbol on map) and Compatible Growth Area (indicated by light tan leaf symbol) in relation to Summit Blvd,
  - b. prior Pine Barrens Credit allocations to parcels along Summit Blvd, and
  - c. location of development Section Map for Vanderbilt Park Inc, Section 5 and P/O Westhampton Beach Park Section 4 that was approved by TOS in July 22, 2004.
- E. Letter of Interpretation (Renewal) for 900-331-3-21 dated January 11, 2010, Letters of Interpretation for 900-331-3-29 and 900-331-3-32.
- F. Commission Meeting Summary (Final) for March 17, 2004 – excerpt referencing project decisions - Appeals Gazza/Westhampton (900-331-3-28) and portions of Public Hearing Transcript for Letter of Interpretation Appeal February 18, 2004.
- G. Commission Meeting Summary (Final) for April 19, 2006 – excerpt on motion to deny Joseph Gazza /Westhampton 900-280-2-82. Basis: road is not maintained in this area.
- H. Development Section Map of Vanderbilt Park Section 5 and P/O Westhampton Beach Park Section 4, Situate at Westhampton, prepared by Department of Land Management and Planning Division, July 22, 2004
- I. Road and Drainage Standards for the Town of Southampton, Suffolk County, New York, Town of Southampton Highway Department, prepared by L.K. McLean Associates, PC, July 2002
- J. Town of Southampton Highway Department, Table "A".
- K. Town of Southampton, NY Chapter 292 Subdivision of Land Article X Design Standards.
- L. Photos taken by Commission staff during site visit on April 16, 2010 depicting subject site and adjacent area.





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