



Southampton Village

Comprehensive Plan

VILLAGE OF SOUTHAMPTON, NY
SEPTEMBER, 2022

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Southampton Village

Comprehensive Plan

Adopted, September 20, 2022

Prepared on behalf of:

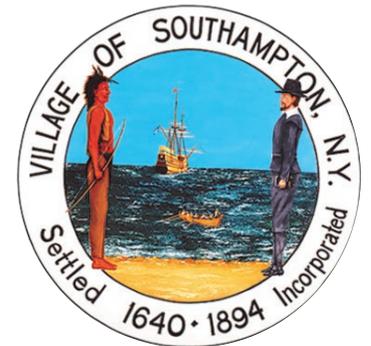
The Village of Southampton

23 Main Street,
Southampton, NY 11968

Prepared by:

BFJ Planning

115 Fifth Avenue,
New York, NY 10003



ACKNOWLEDGMENTS

Comprehensive Plan Update Steering Committee

- Bill Manger, Committee Chair
- Jesse Warren, Mayor, Committee Member
- Roy Stevenson, Village Trustee, Committee Member
- Jayne Clare, Committee Member
- Shonda Campbell, Committee Member
- Eldon Scott, Committee Member

Mayor and Board of Trustees

- Jesse Warren, Mayor
- Gina Arresta, Trustee
- Robin Brown, Trustee
- Bill Manger, Trustee
- Roy Stevenson, Trustee

Village Staff

- Alex J. Wallach, AICP, Planning Director

Prepared by:

BFJ Planning:

- Frank Fish, FAICP, Principal
- Noah Levine, AICP, PP, Associate Principal
- Taylor Young, AICP, Senior Planner



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CHAPTER I: INTRODUCTION, GOALS, AND OBJECTIVES

I.1 COMPREHENSIVE PLAN OVERVIEW

The Village of Southampton is home to a unique coastal community, well-known for its natural beauty, history, culture, world-class beaches, and small-town charm. These assets have also made the Village a popular place for year-round residents as well as seasonal visitors and weekenders. It has always been a challenge for the Village to manage the needs of both of these groups. This Comprehensive Plan addresses the need to balance these interests, while maintaining the small scale, attractive community in which the pattern and quality of land uses, and the quality of life, reflect the needs of the residents, workers, institutions, and other interested village groups.

The 2022 Comprehensive Plan is a “blueprint” for the Village, outlining vision for the future with community-established principles for the orderly and balanced future economic, social, physical, environmental, and fiscal development. The document is not a law or regulation, but it provides guidance to elected officials and decision-makers when they make land use, zoning and capital investment decisions.

This Comprehensive Plan Update builds on the previously adopted Plan adopted by the Board of Trustees in 2000, as many of the trends and



Shinnecock East County Park

issues remain relevant. The prior plan focused on issues such as traffic and congestion, summertime crowding, and changing retail that favored higher-end shops.

Some of the main issues this Plan focuses on are revitalization strategies for the Village Center, zoning recommendations to preserve the residential fabric, largely through regulations that discourage “tear-downs,” addressing community support for potential reuse of the Stony Brook Southampton Hospital site, strategies to improve pedestrian and bicycle infrastructure, addressing the lack of housing diversity and workforce housing, preservation of the natural environment, and becoming a more sustainable community.



Main Street in Village Center (looking south)

This plan also provides specific zoning guidance (see Chapter 8) to help guide the proposed location, extent, and intensity of the future development of land for various types of residential, commercial, business, recreational, and public and semi-public purposes. The Land Use Plan is intended to guide future development in the Village for the next 10-year period.

This Comprehensive Plan was also developed in the shadow of the outbreak of COVID-19 in 2020 and 2021. The pandemic has resulted in significant demographic shifts. Some impacts of the COVID-19 pandemic are plain to see while others, like the potential growth in year-round residents, will take time to fully understand.

SOUTHAMPTON'S HISTORY

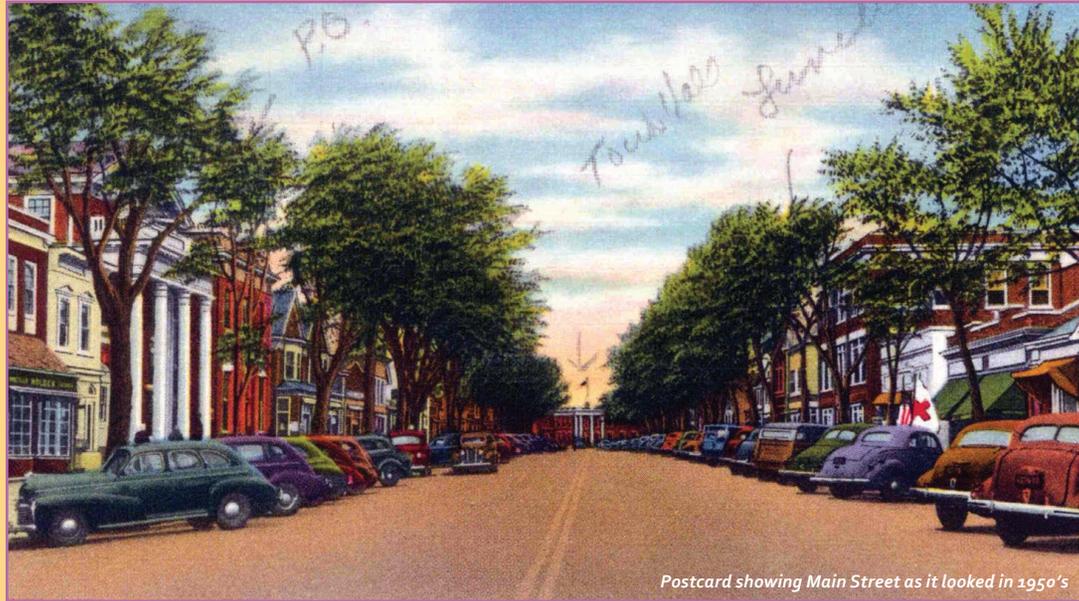


Halsey Homestead



Pelletreau Silver Shop

The Village of Southampton was first inhabited by the Shinnecock Indian Nation. The first European settlers arrived in 1640 when settlers from Lynn, Massachusetts made Southampton the first English-speaking settlement in New York. Southampton's street patterns date from the colonial period, and many examples of colonial architecture remain in the Village.



Postcard showing Main Street as it looked in 1950's

Southampton was originally a farming and fishing community. A summer colony was developed when the Village was connected to the region via the railroad in the latter half of the 19th Century. Many consider the period from the 1890s to the 1920s as the "golden years" of the Village when new institutions and civic accomplishments were created. These "golden years" ended due to the Great Depression and World War II.

Southampton began to grow again in the 1950s when nearby residents rediscovered it as a special summer place, and regional highways connected the Village to New York City and other population centers. A steady number of visitors, weekenders, summer residents, and retirees have since come east to Southampton from the New York City metropolitan area to make Southampton their home.

WHAT IS A COMPREHENSIVE PLAN?

New York State Village Law Section 7-722 authorizes municipalities to create and adopt comprehensive plans. Comprehensive plans are not laws, and proposed policies in the plan are not enacted when plans are adopted. Plans are 'road maps' that guide a municipality's vision. State Village law suggests that the following topics be included: regional needs, demographic trends, the intensity of land uses, environmental and historic resources, utilities and infrastructure, housing and future housing needs, existing and proposed recreation facilities, locations of commercial and industrial facilities, and economic development strategies. Usually, plans are developed for a 10 to 15-year horizon.

Comprehensive plans have four key functions:

1. Creating the plan helps a community solidify its vision of its identity and culture, and builds consensus among community members.
2. Comprehensive Plans identify issues in the community, then propose goals and objectives to address those issues. These goals and strategies can be the basis for new programs and regulations.
3. New York State law mandates that zoning regulations be made according to a well-reasoned plan.

4. Village agencies can refer to the goals and strategies listed in the plan for guiding capital planning.

PLANNING PROCESS

The Comprehensive Plan Update is guided by a steering committee which met regularly to identify the critical issues facing the Village, and to create goals and objectives that seek to address those issues. The Steering Committee also directed the outreach and engagement to the Southampton community by identifying key stakeholders, community groups, and institutions that spread the word about the plan and gave their feedback on it throughout the process. The planning process was also supported by Village staff and the Southampton Association who aided with outreach for public events.

PUBLIC ENGAGEMENT

Public engagement is the foundation of this Comprehensive Plan. The community engagement process included regular meetings with a steering committee, 2 public workshops, an online survey, focus group discussions, and stakeholder interviews. A public hearing was held by the Board of Trustees to receive and consider comments before adopting the Plan. Plan progress and updates have been posted on the project website.

Public Workshops (2)

The public workshops were intended to provide a space for participants to learn about the process, recommendations, and provide guidance and feedback on draft recommendations for topics covered in the plan. Each workshop included a presentation of work completed to date followed by interactive activities to solicit feedback from participants. The first workshop on October 27, 2021 was held online and was attended by approximately 60 people. The purpose of this meeting was to inform the public about the Master Plan and to begin the discussion of what the Village should focus on for the next 10 years. At the second workshop on March 26th, the consultant team presented draft strategies and recommendations for topics covered in the plan. The second workshop also served as the public hearing for the Comprehensive Plan Steering Committee as per State law. A summary of each workshop can be found on the Village's website.

Public Survey

An electronic survey was publicized to gather input from the public regarding priorities for future improvement, and key issues users experience. The survey included an "Ideas Wall" visioning exercise, where participants were invited to post open-ended ideas and comment on posts from others. A total of 259 responses were received. 212 surveys (82%) were from Village residents, which represents roughly 7.5% of the total number of

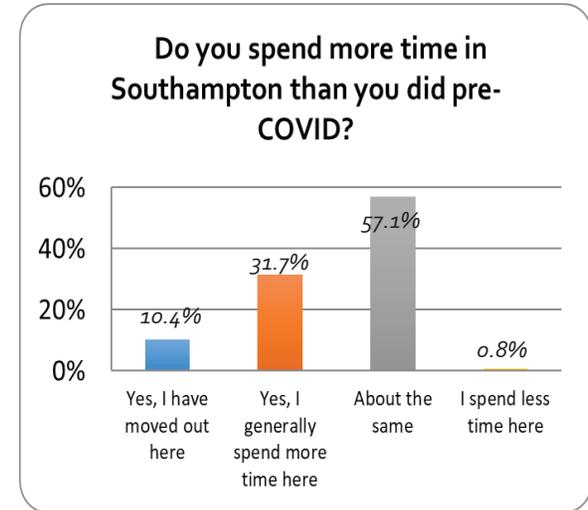
residents older than 18 years old in the Village.¹ 104 open-ended comments were received in the Ideas Wall. A summary of survey results can be found on the Village’s website. The Ideas Wall comments can be viewed at: <https://bfjplanning.mysocialpinpoint.com/southamptonplan#>.

Focus Group Meetings and Stakeholder Interviews

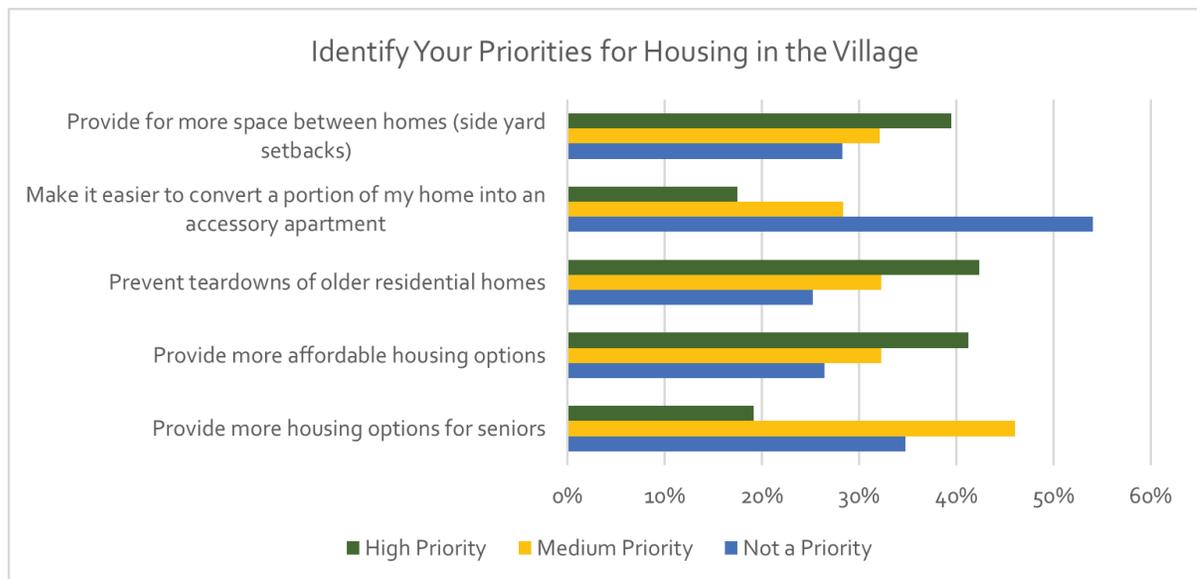
Focus group meetings were organized with active members of the community and department heads to help ensure that the Comprehensive Plan is representative of the community as a whole and that it includes realistic and publicly supported goals and objectives. Focus group meetings with the public were conducted early in the process to provide an opportunity for special interest or key stakeholder groups to discuss specific topics of concern. Attendees were largely members of the various active committees that are already versed in the issues.



Public workshop #2 (presentation and roundtable discussions)



Question from public survey



Question from public survey

¹ According to 2020 Census ACS 5-year estimate, there were 2,824 residents over the age of 18.

REGIONAL CONTEXT

The Village of Southampton is an East End community located on the South Fork of Long Island, in Suffolk County, New York. The village is approximately 95 miles east of New York City. It is located in the Town of Southampton, which is bordered by the Town of Brookhaven to the west, Riverhead to the northwest, and East Hampton to the east. The Towns of Southold and Shelter Island are located on the North Fork of Long Island, across the Peconic Bays from Southampton.

Nearby villages and hamlets in the Town of Southampton include Westhampton Beach, Quogue, Hampton Bays, Sag Harbor (partially), Bridgehampton and North Haven. The Shinnecock Indian Nation is also located in the geographic boundary of the Town of Southampton adjacent to and across Heady Creek from the Village. The Village of Southampton acts as the 'main street' and 'downtown' for nearby communities including Shinnecock Hills to the west, Tuckahoe and North Sea to the north, Water Mill to the northeast, and Bridgehampton and Sagaponack to the east.

The Village is connected to other communities in the region through Montauk Highway and Sunrise Highway/Route 27. Transit connections to nearby communities are provided by the Long Island Railroad's Montauk Line and Suffolk County Transit bus service.



Figure 1: Regional Context

RELEVANT PLANNING STUDIES

The Village completed Comprehensive Plans in 1970, 1999, and 2010. This document builds upon those efforts. The process of developing this Plan takes into consideration other planning initiatives undertaken by the Village, County, State and other agencies, including but not limited to the following:

Southampton Village Center Vision Plan (2008)

The Southampton Village Center Vision Plan was created in 2008, and focused on creating a vision for the future of the historic center of the Village. Recommendations from this plan are largely discussed in Chapter 5: Economic Development.

Southampton Village Center Zoning and Architecture and Design Guidelines (2013)

The Southampton Village Center Zoning and Architectural Design Guidelines were created in 2013 to address the plan for the Village Center's future that was identified in the 2008 Village Center Vision Plan. The Guidelines include proposed zoning changes for the Village Center that make zoning more compliant with the Village Center's historic character. Many of the zoning recommendations were adopted into the zoning code. Recommendations from this plan are largely discussed in Chapter 5: Economic Development.

Review of Built Conditions and Regulations – studio a/b architects (2016)

The Review of Built Conditions and Regulations ("studio a/b report") studies zoning and development in the Village with a focus on large residential homes with high lot coverage. The report analyzes existing lot sizes, lot coverage, and bulk of newly constructed single-family homes. The report includes recommendations pertaining to building size and floor area, the number of bedrooms, minimum setbacks, lot coverage, accessory uses, community character, environmental issues, and historic resources.

Other Relevant Planning Studies:

- Analysis of Impediments to Fair Housing Choice (Suffolk County, 2021)
- Suffolk County Hike Bike Master Plan (2020)
- Lake Agawam Management Plan (2009) and Water Quality Study (2017)
- Plan for Formation of Village Sewer System (2015 - ongoing)
- FEMA Elevation and Zoning Height Requirements Study (2015)
- County Road 39 Study (Town of Southampton, 2014)
- Transportation, Economic Development, and Housing Strategies for Suffolk County (Suffolk County, 2014)
- Coastal Erosion Management Plan (2013)

I.2 COMPREHENSIVE PLAN GOALS

Based on public outreach and research completed to update this Comprehensive Plan, the following have emerged as the overarching goals for Southampton Village:

Preserve and enhance quality of life elements: open space, the natural environment, historic character, and village-scaled buildings.



Focus on the needs and communal aspirations of village residents, rather than on the needs of out-of-town visitors and tourists.



Balance the needs of pedestrians and automobile users in the downtown and throughout the village.



Promote sustainable patterns of development and incorporate strategies to address climate change and adapt to potential impacts.



Encourage vitality in the Village Center, by promoting arts and cultural uses, entertainment, and uses oriented towards residents. Buildings, streets, and open spaces should be pedestrian oriented and should complement and enhance this historic architecture and scale.



I.3 COMPREHENSIVE PLAN OBJECTIVES

HOUSING AND RESIDENTIAL AREAS

- Preserve the quality and character of existing single-family residential zones and other residential neighborhoods.
- Enhance the diversity and affordability of housing types in proper locations.
- Protect historic sites and districts and provide incentives for the preservation of historic and other buildings.
- Modify the zoning code to reduce the scale of residential development to create a seamless-ness between built-out and developing areas of the village.
- Enforce local codes more stringently, with particular emphasis on local laws affecting the summertime quality of life (parking, speeding, noise pollution, and light pollution).
- Consider expansion of the historic districts to enhance other historic areas in the Village and to discourage demolition of older and significant homes.
- Update architectural design guidelines for historic resources and better integrate them into approval process.
- Provide guidelines for appropriate residential uses and densities at the Southampton Hospital site should the facility relocate.

VILLAGE CENTER

- Maintain the village-like quality of the downtown through careful control of land uses and their scale, adequate building maintenance, and on-going streetscape improvements.
- Maintain a year-round mix of small-scale, independent retail stores, services, and other commercial uses to meet the needs of local residents and those residing in the immediate adjoining communities.
- Improve the layout and design of parking areas, the availability of parking spaces, and pedestrian connections to parking areas serving downtown.
- Improve pedestrian amenities to include open space, sidewalks, crosswalks, and lighting, and off-street paths to important amenities, structures, and parking areas. Focus on safety improvements at intersection crossings.
- Maintain a balance between commercial uses and cultural facilities.
- Support reinvestment in areas along Nugent Street and Windmill Lane that are vacant or in need of reinvestment – in order to attract quality downtown business and housing that will increase activity and vitality in the Village Center.

- Study opportunities to incorporate new open space areas such as along Pond Lane, Windmill Lane (Windmill Park), and Jobs Lane at Agawam Park.
- Update design guidelines for Village Center area and integrate them into site plan approval process.
- Continue to pursue plans to bring sewer infrastructure to the Village Center.
- Undertake zoning changes and a marketing and branding initiative to promote an Arts and Cultural District centered around Jobs Lane, Pond Lane, and Hill Street in the Village Center. The district should support reuse of vacant sites such as the movie theater for arts and cultural uses.

OFFICE DISTRICT AREAS

- Improve the function, appearance, and quality of the office areas.
- Allow for non-single family residential uses which provides for more housing diversity as well as opportunities for more affordable housing options in the Village.
- Protect the property values of the residential land uses and the aesthetics of the overall areas, while allowing a mix of uses in these areas.

TRAFFIC, PARKING, AND CIRCULATION

- Reduce impacts and congestion resulting from seasonal traffic and certain individual land uses such as the hospital.
- Reduce through traffic on local roads and utilize traffic calming tools to reduce speeds and improve safety in residential areas.
- Review truck routes vis-a-vis impacts to residential neighborhoods.
- Create on-street routes for bicyclists, prioritizing north south and east west corridors that connect surrounding neighborhoods to the Village Center, train station, and beaches.
- Design “Complete Streets” that are safe for all modes, including pedestrians, bicyclists, and motorists.
- Improve sidewalk connectivity in areas within close walking distance to the Village Center
- Control development and expansion of land uses along and around County Route 39 generating high levels of traffic.
- Coordinate land use, design, landscaping, and traffic flow management with the town and county, particularly in regards to County Route 39.
- Improve transit linkages between the railroad station and the center to reduce traffic.
- Collaborate with the LIRR on service and station improvements.

PARKS AND COMMUNITY FACILITIES

- Maximize the value and utility of the existing system of parks and open space throughout the village and add to the system as resources and opportunities permit.
- Implement plans to improve Moses Lane Park.
- Consider opportunities to expand Agawam Park and create a multi-use trail adjacent to the lake.
- Maintain high quality services and facilities for village residents, with a special focus on the library, art museum, and historical museum.
- Ensure efficient use and maintenance of public services provided by the Police and Fire Departments.
- Expand facilities and programs to serve special target populations and after-school needs, with a focus on the recreation needs of children and teenagers.
- Promote the enhancement of facilities and events for arts, culture, and education.
- Improve public beach parking areas.
- The average age of Village residents is increasing. The Village should consider the needs of aging residents when planning capital improvements and Village services and through support for facilities that provide housing, resources, and social services for its elderly population.

ENVIRONMENT AND SUSTAINABILITY

- Conserve remaining agricultural land as active farms, or as open space.
- Protect wetlands, barrier beach, and mainland beaches within a context of comprehensive coastal planning and management.
- Preserve and enhance existing open space and natural features.
- Reduce impervious surfaces across the board and employ green infrastructure techniques to reduce stormwater runoff and treat stormwater naturally.
- Promote sustainable patterns of development and incorporate strategies to address climate change and adapt to potential impacts.
- Encourage residents to adopt actions and strategies for waste reduction, recycling, and tapping into renewable energy.
- Work with other municipalities and groups on the East End to promote environmental awareness and education (e.g. reduction in greenhouse gas emissions, utilize less fertilizer)
- Become a New York State Climate Smart Community (CSC). The program offers registered communities to reduce greenhouse gas emissions and adapt to a changing climate by offering free technical assistance, grants, and rebates for electric vehicles.

CHAPTER II: DEMOGRAPHICS, HOUSING, AND EMPLOYMENT

Examining demographics and socioeconomics helps tell the story of where the Village has been, who lives here today, and where it is going in the future. The data used in this analysis come from the U.S. Census Bureau, and represents the most current and reliable data available. Although

the Decennial Census was completed in 2020, a limited amount of data was released for the purpose of redistricting. The full 2020 dataset was not available at the time this plan was prepared. To supplement the analysis, this chapter uses the 2020 American Community Survey (ACS), released

in March 2022, which consists of 5-year estimates. The data from the ACS are estimates with margins of error, whereas the data from the decennial censuses are counts that represent a “snapshot” of the demographics at that time.

II.1 DEMOGRAPHICS

POPULATION GROWTH

The 2020 Census counted 4,550 people living in the Village. This is an increase of 1,441 people from the 2010 population. This number represents the year-round population of Southampton, and does not include second-home owners. During the summer, Southampton’s population is estimated to swell to over an 12,000 people.²

Southampton’s population change from 2010 is a 46% increase. This is a much higher percent increase compared to the Town (~ h increase) and Suffolk County (~3% increase). It is possible that some of the growth can be attributed to sampling that occurred during the COVID pandemic peak, when many people moved out to their vacation homes full-time. While this population trend may not be permanent, it is expected that many people will continue to live and work in the Village post-pandemic.

AGE DISTRIBUTION

The Village is an aging community. Half of Southampton residents are 55 or older.³ The median age is 55.2, which has increased significantly from the 43.8 median age in 2000. Village residents tend to be older than residents in the Town or Suffolk County which have 2020 median ages of 45.9 and 41.7 respectively.

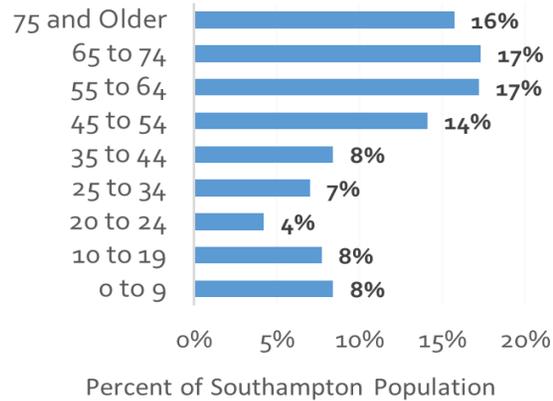
The increase in median age may be a result of a few circumstances. The cost to live in the community is a major financial barrier for younger people to move and stay here. The Village has traditionally been a resort community with an aging-in-place population that is largely in the baby-boom

Table 1: Village Population

Population	1990	2000	2010	2020	% Change (2010 - 2020)
Village of Southampton	3,980	3,965	3,109	4,550	+46.3%
Town of Southampton	43,351	54,712	57,730	69,036	+19.6%
Suffolk County	1,321,864	1,501,373	1,483,832	1,525,920	+2.8%

² Estimated Peak Seasonal Population for 2013-2017 period was 12,663. Source - Suffolk County. Accessed at: <https://suffolkcountyny.gov/Portals/0/formsdocs/planning/Research/2019/Seasonal.xls>
³ According to 2020 ACS, 50% of Village residents are 55 or older. Source: US Census Bureau, Decennial Census

Table 2: 2020 Age Distribution. (2016-2020 5-Year ACS)



Source: 2016-2020 5-Year ACS

generation.⁴ Also, there is a national demographic trend of people having fewer children. Median ages for the Town and County have both increased since 2000 but not to the same degree.

RACE AND ETHNICITY

The Southamptton community is mostly white, but the Village has significant communities of color. Table 3 shows the Village’s 2020 racial/ethnic composition. White residents represent 73 percent of the population, which is a slightly higher percentage compared to the Town and Suffolk County. The percentage of white residents is down from 2010 when it was 82 percent. This indicates a moderate increase in diversity, yet the proportion of Blacks declined from 9.9 percent to 5.3 percent.

The Village’s Hispanic community has grown to be 17 percent of the community. The population of more than two races has grown significantly in the past 10 years from 9 to 282 individuals.

Table 3: Race and Ethnicity (2020)

	Residents	Percent
Total Population	4,550	-
Hispanic of Any Race	792	17%
White (Non-Hispanic)	3,313	72.8%
Black or African American (NH)	239	5.3%
American Indian (NH)	53	1.2%
Asian (NH)	131	2.9%
Other (NH)	513	11.3%
Two Races (NH)	19	0.4%
Two or More Races (NH)	282	6.2%

HOUSEHOLD CHARACTERISTICS

The vast majority of Village households own their home, and tend to have a smaller household size than the Town and Suffolk County. 83.5 percent of Village households are owner-occupied, which is slightly higher than the Town (78.2 percent) and Suffolk County (81.5 percent). Both average household size (2.21 persons per household) and average family size (2.66 persons per household) in the Village are substantially lower than household and family size in the Town and Suffolk County. This is probably related to the older age of Village residents, who are less likely have children living at home.

Table 4: Household Characteristics

Households and Families	Southamptton Village	Southamptton Town	Suffolk County
Total households	1,384	22,094	495,667
Average household size	2.21	2.51	2.93
Total families	951	14,987	361,133
Average family size	2.66	3.03	3.45
Owner-occupied units	83.5%	78.2%	81.4%
Renter-occupied units	16.5%	21.8%	18.6%

Source: US Census Bureau, Decennial Census

⁴ Baby Boom generation is generally defined as those born between the end of WWII and 1960s.

INCOME

The Village of Southampton is among the most affluent communities in the State with a 2020 median household income of \$125,054. Table 8 shows that nearly one-third of the Village residents earn \$200,000 or more. In 2020, median household income for New York State was \$71,117, Suffolk County was \$105,362, and the Town of Southampton’s was \$100,722.

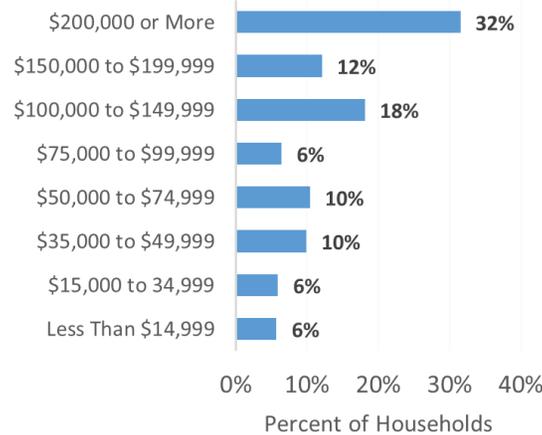
The median and mean income has changed significantly in the last 10 years. The median income increased by \$43,804, and the mean income increased by \$73,354.

EMPLOYMENT

Most Southampton residents are employed in management, business, science, or arts occupations (61%). Table 5 shows this is approximately 20 percentage points higher than the Town (42.2 percent) or Suffolk County (41.4 percent). The next highest proportions are service (12.9 percent) and sales and office (15.9 percent).

According to the 2019 Census Bureau’s Longitudinal Employer–Household Dynamics (LEHD) program, 1,302 Village residents have jobs in the Village. This resident workforce decreased by 123 jobs or 9 percent, over the period from 2009 to 2019. The resident workforce is concentrated in a few key sectors including Health Care and Social Assistance (16%), Retail Trade (13%), and Accommodation and Food Services (11%).

Table 5: Household Income Distribution



Source: 2016-2020 5-Year ACS

The Village’s unemployment rate has generally trended lower than Suffolk County and Long Island. Due to the seasonal nature of the economy, unemployment generally rises during off-season. As of 2021, the unemployment rate was 5.7 percent compared with 5.2 percent in Suffolk County. It is notable that the labor force was marginally smaller in 2021 than 2019 with a loss of 700 workers (-2.3 percent). This loss is comparable to the decline in Suffolk County (-2.7 percent) and Long Island (-2.5 percent).

Table 6: Employment of Village Residents - Top 5 Occupation Categories

Percent of Workers by Occupation	
Workers 16 years and over	1,489
Management, business, science, and arts	61%
Service occupations	13%
Sales and office occupations	16%
Natural resources, construction, and maintenance	7%
Production, transportation, and material moving	4%

II.2 HOUSING

HOUSING SUPPLY

Southampton is well-known for its historic charm, and the data in Table 6 shows that 27 percent of homes were constructed in 1939 or earlier. The next intense period of building activity through the 1950s and 1960s in response to both the post-World War II “Baby Boom”, the GI Bill benefits for mortgages, and the construction of the Long Island Expressway (LIE) and the Sunrise Highway over multiple decades. The 1980s saw a housing boom as almost 20 percent of existing homes were built in that period. 10 percent of homes were built since 2010. This percentage is twice as high as the Town’s and four times as much as the county.

Table 7: Housing Supply by Year Constructed

Housing Supply by Year Constructed	Units	Percent of Total
2010 or later	382	10%
2000 to 2009	242	6%
1990 to 1999	281	7%
1980 to 1989	723	19%
1970 to 1979	302	8%
1960 to 1969	235	6%
1950 to 1959	448	12%
1940 to 1949	176	5%
1939 or earlier	1,046	27%

HOUSING TYPE

The housing stock in the Village is overwhelmingly single family detached homes (86 percent). In comparison, single family units represent 89 percent homes in the Town of Southampton and 80 percent in Suffolk County. Other home types in the Village are single family attached (5 percent) and 2-unit structures (4 percent). There are a total of 177 units in buildings with 3 or more units, roughly 3 percent of the housing stock.

SUMMER HOMES

The number of seasonal or “summer homes” in Southampton has grown in recent decades. In 1970, only 16 percent of housing units were in seasonal or occasional use (classified as “vacant” by the U.S. Census Bureau). Both the number of units and the proportion of units used for seasonal

Table 9: Housing Units by Housing Type (2020)

Building Type	Units	Percent
Single-Family, detached	3,315	86%
Single-Family, attached	177	5%
Two-Family/Duplex	166	4%
Three or Four-Family	34	1%
5 to 9 Units	53	1%
10 to 19 Units	90	2%

use has steadily increased. In 2020, 60 percent of the total 3,835 housing units are for seasonal or occasional use. The stability of this resort community is evident in that only 1.6 percent of the housing units were vacant for rent, and 1.6 percent were vacant for sale.

Table 8: Housing Units in Southampton (2020)





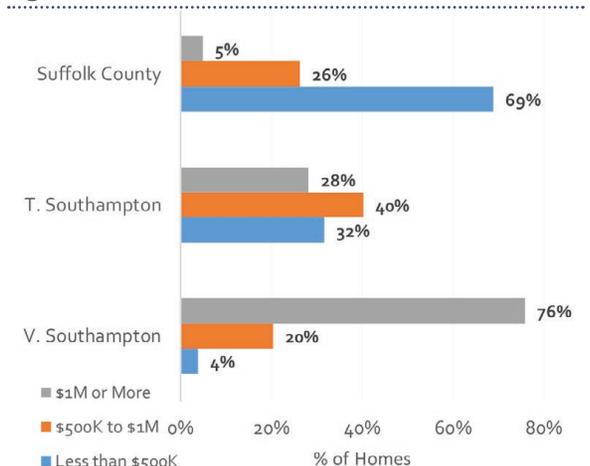
Figure 4: Seasonal Homes on East End

HOME VALUES AND AFFORDABILITY

The median value of owner-occupied homes in the Village of Southampton was \$1,607,000 in 2020. That is more than double the median value of homes in the Town (\$686,700) and four times the median value of homes in Suffolk County. 75.8 percent of the Village homes were valued at \$1,000,000 or more, while 28.2 percent of the Town homes and 4.9 percent of the Suffolk County homes were \$1,000,000 or more.

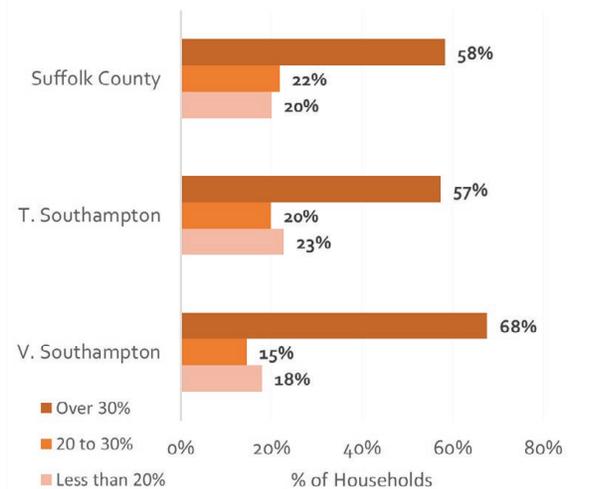
Renters in Southampton pay higher prices than those in the Town and in Suffolk County. Median rent in the Village was \$1,918 in 2020, which is higher than \$1,886 in the Town and \$1,810 in Suffolk County. On April 30 2022, Zillow listed 19 apartment and condo rentals in the Village of Southampton ranging from \$2,900 to \$75,000 per month. It is acknowledged that rental prices spike during the summer season. According to Apartments.com the average rent in May 2022 is \$1,841 for a one-bedroom unit, \$2,455 for a two-bedroom unit and \$6,137 for a 3-bedroom unit.

Figure 2: Home Values



Source: 2016-2020 5-Year ACS

Figure 3: Income Spent on Rent



Source: 2016-2020 5-Year ACS

Although Southampton is an affluent community, 68 percent of the renters in the Village paid 30 percent or more of income to rent. Households are considered 'rent burdened' if more than 30 percent of their income goes to housing costs (68 percent of Village Households are rent burdened).

Southampton has fewer renters than the Town and Suffolk County, but those that rent are more likely to be rent burdened.

Village homeowners also face high housing costs; 38 percent of homeowners in Southampton with a mortgage pay more than 30 percent of their income to their mortgage. This figure is similar for mortgage holders in the Town of Southampton

and Suffolk County. Homeowners who do not have a mortgage are much less likely to be cost burdened; only 21 percent of homeowners without a mortgage spend more than 30 percent of their income on housing costs.

II.3 DEMOGRAPHICS AND HOUSING ISSUES

AGING POPULATION

Southampton residents are getting older and they are choosing to stay in the Village. The Southampton community is made stronger by these older adults, but an aging population has needs that must be addressed. The Village should consider the needs of aging residents when planning capital improvements and Village services. Older adults need safe and people-oriented streets, well-maintained parks and open space, and nearby medical care. Providing for more diversity in housing options will also help older residents to downsize but remain in the community. These strategies will also help to attract younger residents and young families.

HIGH COST OF HOUSING

The village is well-known as an affluent community, and its popularity as a summer resort destination has continued to grow. This had led to most homes in Southampton being used as summer homes or part-time homes for people who keep a primary residence elsewhere. Summer residents are a valued part of the Southampton community, but the Village should consider exploring ways to create more types of housing that would attract year-round residents who likely have less means than part-time residents.

Southampton has a severe shortage of workforce housing, and residents and business owners have consistently listed it as one of the main issues facing the Village. Workforce housing generally refers to housing that is affordable to middle-income workers which includes professions such as police officers, firefighters, teachers, health care workers, retail clerks, etc. Households who

need workforce housing may not always qualify for housing subsidized by other programs to address affordable housing needs for low-income households.

Creating more housing options in Southampton would also help seniors who may want to downsize and young people who may have a smaller family or household.

CHAPTER III: BUILT ENVIRONMENT - LAND USE AND ZONING

III.1 LAND USE

This section describes the existing pattern of land uses within the village. More detailed descriptions of uses within the village center, community facilities, and open space resources are provided in later sections of this report.

The village covers an area of 3,840 acres of land, most of it developed for residential use. The major non-residential areas are the central business district located in the core of the village, a light industrial park to the north of the center, hospital and medical uses to the east, and the remaining active farmland tracts interspersed in the Village.

RESIDENTIAL USES

Single-family homes are the predominant land use in the Village. Figure 5 and Figure 7 illustrate the historical land use pattern where higher-density housing neighborhoods are close to the services and stores in the Village Center. Outlying areas south of Route 27 (Old Montauk Highway) have been developed to a much lower density with much larger homes.

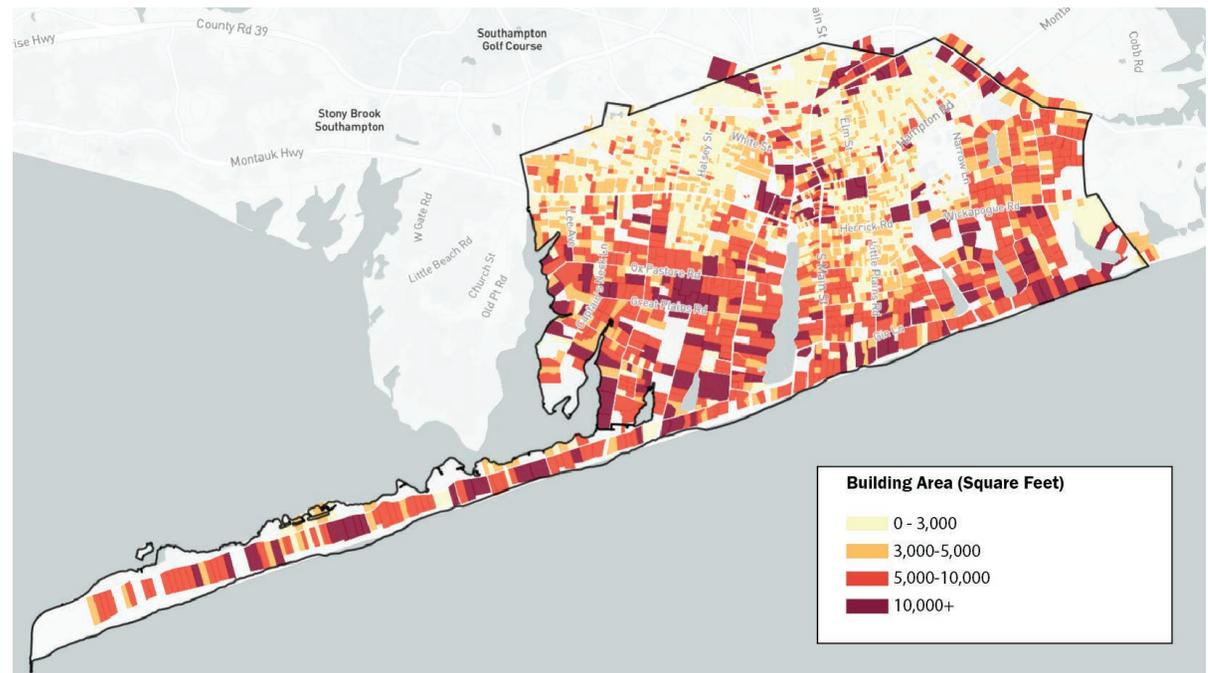


Figure 5: Building Size (square feet)

Source: Census 2019 Planning Database accessed at Urbanfootprint.com. See page 23 for land uses by parcel.

The Land Use Map (Figure 6) categorizes residential into three densities. Low-density residential uses are single-family homes on large parcels (less than one unit per acre). Medium-density uses have a

density of one to five units per acre. These lots are typically between 10,000-40,000 SF. High-density residential uses are single or multifamily homes at

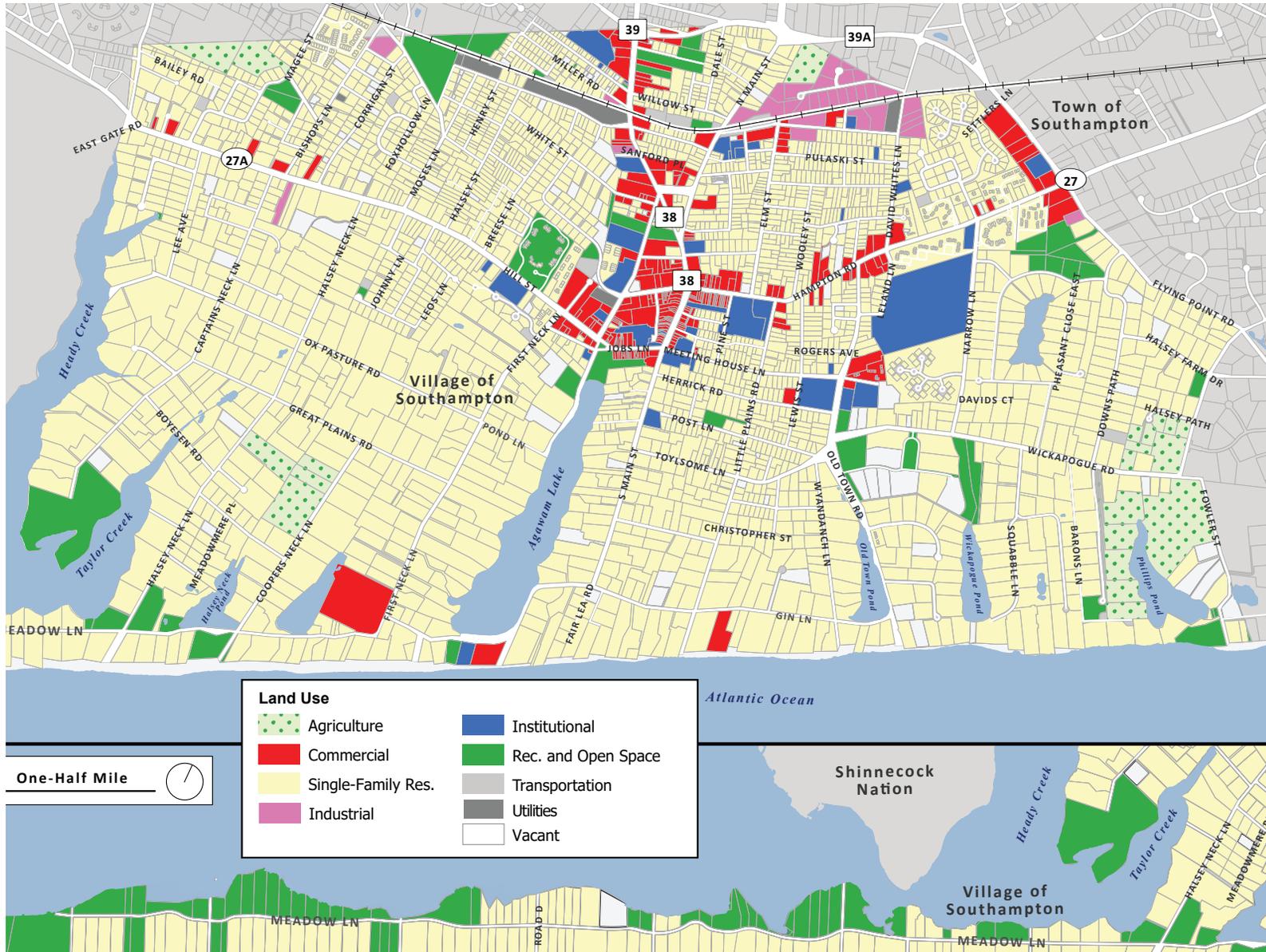


Figure 6: Land Use Map

Source: Suffolk County, with edits by BFI in consultation with Village staff

a density of over five units per acre. High-density uses also include lots with multiple residences such as an accessory unit.

Low-Density Residential

Low-density residential parcels tend to be located in the “Estate Section,” which is generally areas between the beaches and Hill Street. Many of the parcels in the estate section were developed as summer retreats by wealthy families during the late nineteenth and early twentieth centuries. Homes on these large parcels tend to be 2.5 story comfortably built structures with a high degree of craftsmanship. The homes tend to have large front lawns, and many have a tennis court, pool, and/or accessory buildings in the rear yard. Shingle and Colonial Revival styles are popular, in particular for older residences in the Estate Section and throughout the Village.

Medium-Density Residential

Medium-density residential uses are single-family homes on more moderate-sized lots. These uses tend to be located near the Village Center and north of Hill Street, Jobs Lane on the western portion of the Village, and north of Toysome Lane in the eastern portion of the Village. Homes on medium-density residential lots are up to two-and-a-half stories and tend to have higher lot coverages and smaller side-yard setbacks than low-density residential lots.

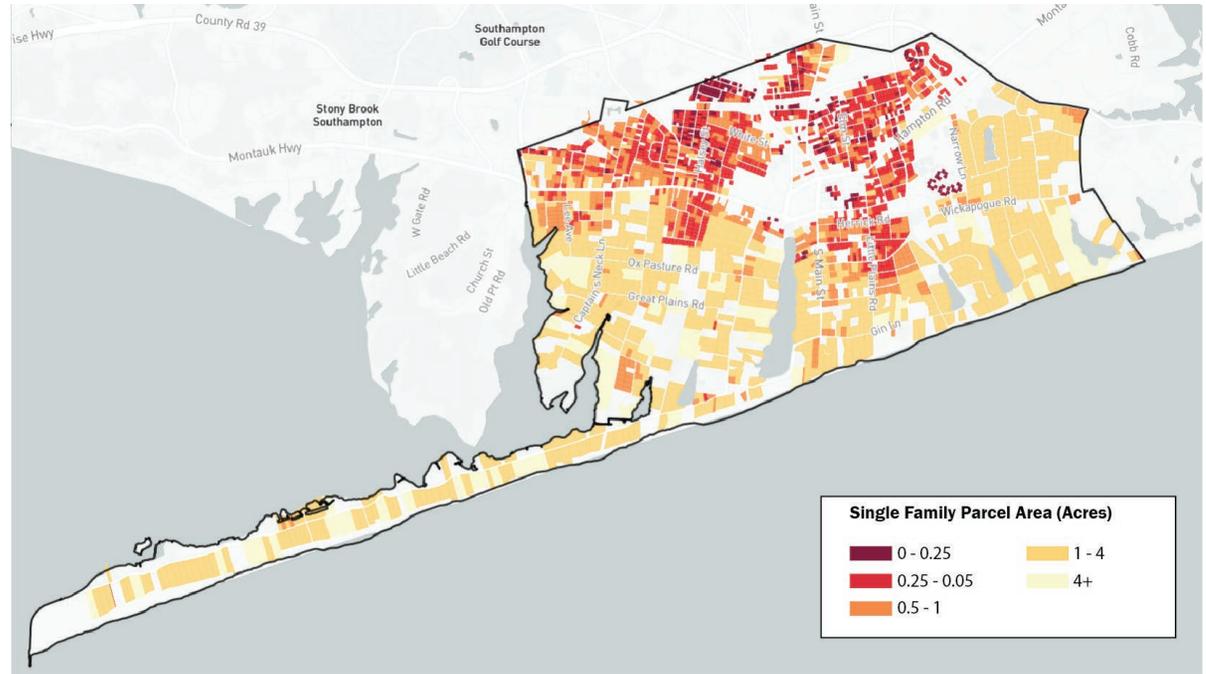


Figure 7: Single Family Residential Parcel Size

Source: Census 2019 Planning Database accessed at Urbanfootprint.com. See page 23 for land uses by parcel.

High-Density Residential

High-density residential uses are detached single-family homes on smaller lots, multiple residences on one lot, townhomes, and multifamily developments. The higher density housing within the Village largely involves lots between 7,500 and 12,500 square feet (or approximately one-fifth to one-third acre), sited north and east of the village center and in areas adjacent to the North Sea Road office district. Some small multi-family districts are also located within this general area. High-density single-family homes may be one- and two-story modestly-sized buildings. These single

-family homes tend to be on narrow lots that are often only wide enough for the home, a driveway, and very small side-yards. High-density residential parcels have high lot coverages as a result of their small lot sizes.

Some of Southampton’s attached homes can be found in the Southampton Commons, Hampton Club, Southampton Meadows, and Canterbury Mews developments on Hampton Road. These developments tend to have common landscaped open space and amenities such as tennis courts and pools.

COMMERCIAL AND RETAIL USES

Commercial and retail uses are found in the Village Center and on N. Sea Road and Hampton Road near the gateways to the Village from Route 39.

The village center, discussed in more detail in Chapter 5: Commercial Development, is the most important commercial area within the Town of Southampton, and from a retailing point of view is one of the most prestigious business districts within Suffolk County. The downtown contains over 650,000 square feet of retail floor area with stores clustered along Main Street, Nugent Street, Jobs Lane, Jagger Lane, and portions of Windmill Lane, Hill Street and Hampton Road.

Village Center commercial uses tend to be retail stores, dining establishments, real estate offices, and office uses. Commercial uses along N. Sea Road north of the Village Center include a garden center, offices, banks, furniture stores and the post office. Commercial uses on Hampton Road include a car dealership, medical and non-medical offices, a gas station, and a convenience market. Hotels and lodging options in Southampton are located in the Village Center and along Hill Street and Hampton Road.

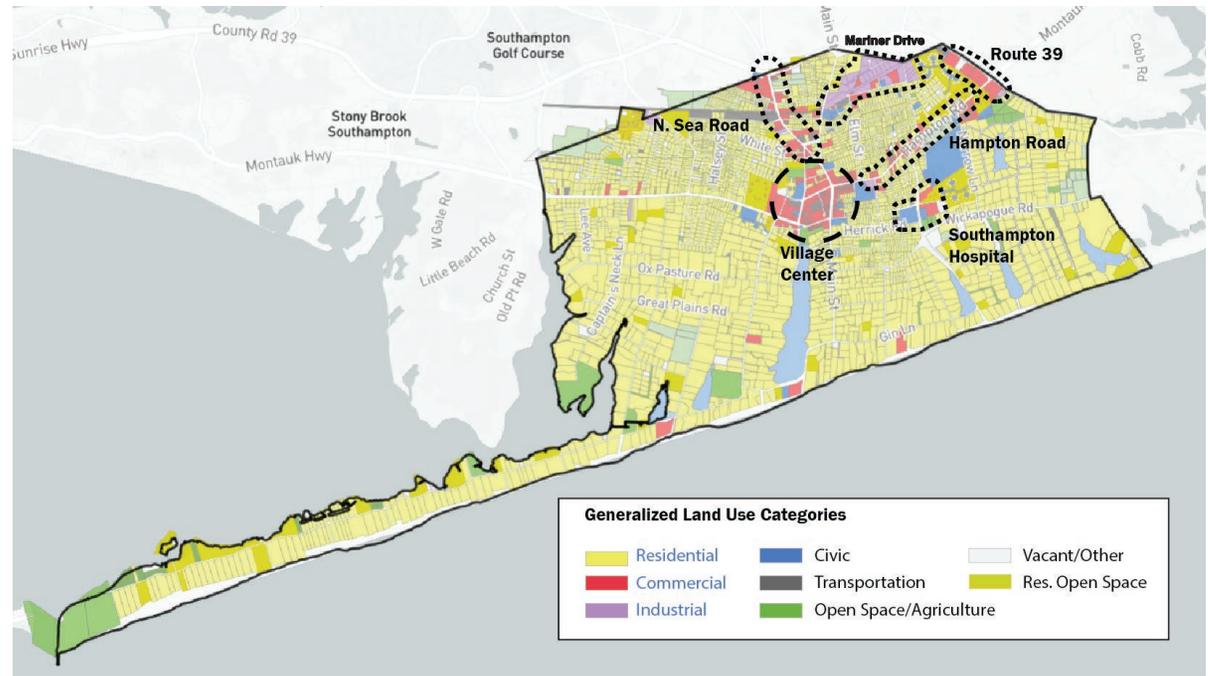


Figure 8: Generalized Land Use Categories

Source: Census 2019 Planning Database accessed at Urbanfootprint.com. See page 23 for land uses by parcel.

LIGHT INDUSTRIAL

There is a cluster of industrial uses along Mariner Drive in the northeast portion of the Village. The light industrial uses include contractor and builder offices, building and landscape supply stores, warehouses, bakeries and industrial kitchens, storage facilities, and automobile services.

The light industrial buildings tend to be one-story with tall pitched-roof ceilings that have a similar building height as a two to three-story home. The industrial parcels tend to be mostly covered with the building and parking, but most lots have trees and shrubs for visual screening.

COMMUNITY FACILITIES

Community facilities provide a wide range of public and institutional services that serve both local needs and a broader regionally-based community. Most of the more important facilities are located within or adjacent to the downtown, except for Southampton Hospital and its associated medical facilities. Village Hall is centrally located on Main Street in the Village Center. The Town of Southampton's Town Hall is located just east of the Village Center on Hampton Road next to Southampton Elementary School. The Village of Southampton Police and Fire Departments also have buildings in the Village Center.

Churches, synagogues, and other houses of worship tend to be located in the Village Center on Hill Street, S. Main Street, and N. Sea Road.



Light industrial areas along CR 39 and Mariner Drive

Houses of worship are also located in the Hillcrest neighborhood on Hillcrest Avenue, on N. Main Street near the LIRR station, in the eastern part of the Village on Halsey Avenue, and between Lake Agawam and the beach on Gin Lane.

Stony Brook Southampton Hospital is the largest hospital facility and is the sole provider of emergency care on the South Fork. The hospital is also the largest employer on the South Fork, with more than 1,200 employees. The main site for the hospital is located in the vicinity of Meeting House Lane and Old Town Road. Medical offices, laboratories, and other medical-related uses are located east of the hospital across Old Town

Road. The Southampton Hospital Association has announced plans to relocate from its current location to 15 acres on the Southampton campus of Stony Brook University. The proposed site is roughly 3.5 miles from its current location and would still serve residents of the Village.

CULTURAL FACILITIES

Southampton is well-known throughout East End and the New York area for its museums and cultural offerings. The Southampton Arts Center, Southampton History Museum, and Southampton Cultural Center are all located in the Village Center. The Southampton African American Museum is located north of the Village Center on N. Sea Road and occupies a former barber shop that has been the center of Southampton's African American community since 1940.

The Southampton History Museum includes the Rogers Mansion and associated historic structures at the corner of Meeting House Lane and Main Street. The Museum also owns the Pelletreau Silver Shop, also located on Main Street, and the Thomas Halsey Homestead on S. Main Street south of the Village Center. The Southampton History Museum also owns Conscience Point, a historic site in North Sea where the first English settlers are believed to have landed in 1640.

The Rogers Memorial Library is located in the Village Center on Windmill Lane. The library serves the Southampton community through book-lending, educational programming, and a rose garden on the library property.

RECREATION, OPEN SPACE, AND FARMLAND

Recreational and open space uses in Southampton include conservation land, farmland, beaches, parks, and recreational fields. Key parks and open spaces in the Village include Agawam Park, Cooper's Beach, the Orson Munn Point, Moses Park, and Downs Family Park. Shinnecock East County Park also lies just outside of the Village in the Town of Southampton. Recreational facilities like tennis courts, baseball fields, and basketball courts are found in local parks, school campuses, and at private facilities. Southampton's Elementary, Intermediate, and High School have basketball courts, playgrounds, baseball fields, soccer/football fields, and tennis courts. Private tennis and swim clubs include Southampton Bath and Tennis Club, The Meadow Club of Southampton, and the Triangle Tennis Club.

Conservation land in the Village generally consists of open space that has been preserved by the Village of Southampton, Town of Southampton, Suffolk County, Peconic Land Trust, or The Nature Conservancy. Key conservation land includes bayside wetlands on the northern side of Meadow Lane, open space parcels on the northern side of Lake Agawam, and a portion of existing farmland (as shown in light green and dots on Figure 6).

Other important natural areas include Taylors and Heady Creeks, Shinnecock Bay, Lake Agawam, and the series of freshwater ponds near the South Shore. Historically, the village's natural

resources have been complemented by significant areas of active farmland which helped maintain Southampton's rural character despite residential growth. However, extensive subdivision activity has resulted in the loss of considerable areas of farmland. The remaining farms are mostly located in the southern and eastern parts of Southampton.

III.2 ZONING

RESIDENTIAL DISTRICTS

Over 90 percent of land in the Village is zoned for residential use, the vast majority of which is single-family homes. The various single-family districts have different minimum lot sizes, which range from 7,500 square feet in the R-7.5 district to 120,000 in the R-120 district. Single-family residential districts are located throughout the Village. The districts with smaller minimum lot sizes (R-7.5, R-12.5, and R-20) tend to be located near the Village Center and in the northern portions of the Village. The R-40 and R-80 districts tend to be located south of Hill Street and Hampton Road, but north of the estate sections of the Village which are zoned R-80 and R-120 (see Figure 10 for the Zoning Map).

Multifamily units are only permitted in multifamily districts, and the two multifamily districts have district minimum lot sizes. The MF-20 has a minimum lot size of 20,000 square feet and MF-25 has a minimum lot size of 25,000 square feet. The multifamily districts are located near the Village Center and on both sides of Hampton Road east of David Whites Lane. A list of residential districts is shown in Table 10.

Residential districts permit agricultural uses, customary accessory uses, home offices, and private pools in all districts. Uses permitted with special exceptions include houses of worship, public and private institutional uses, and utilities.

BUSINESS DISTRICTS

Southampton has seven Business zoning districts. These include the Village Business district (VB), Highway Business district (HB), the Office District (OD), Hampton Road Office district (HRO), Motel District (MTL), Medical District (MD), and the Hospital Accessory district (HA). The maximum permitted height in all businesses districts is two and one-half stories or 35 feet, and the minimum front-yard setbacks range from 100 feet to 35 feet.

Table 8 shows the amount of Village land that is within each of the business zoning districts and the minimum lot size for each district.

The OD district is mostly located north of the Village Center along North Sea Road; a small OD district is located near the intersection of Hampton Road and Flying Point Road on the northeastern boundary of the Village. The OD district permits office uses and professional service uses like banks, but does not permit retail uses or personal service establishments. Both the OD and HRO districts permit residential uses by special exception, which is different from the VB and HB which prohibit

Table 10: Zoning Districts

Zoning District	Min. Lot Size (SF)	% of Village Land
Single-Family Districts		
R-7.5	7,500	5%
R12.5	12,500	8%
R-20	20,000	11%
R-40	40,000	8%
R-80	80,000	20%
R-120	120,000	37%
Multi-Family Districts		
MF-20	20,000	2%
MF-25	25,000	< 1%
Business Districts		
VB	None	2%
HB	40,000	1%
OD	20,000	2%
HRO	12,500	1%
MTL (Not Mapped)	40,000	0%
MD	20,000	1%
HA	20,000	< 1%

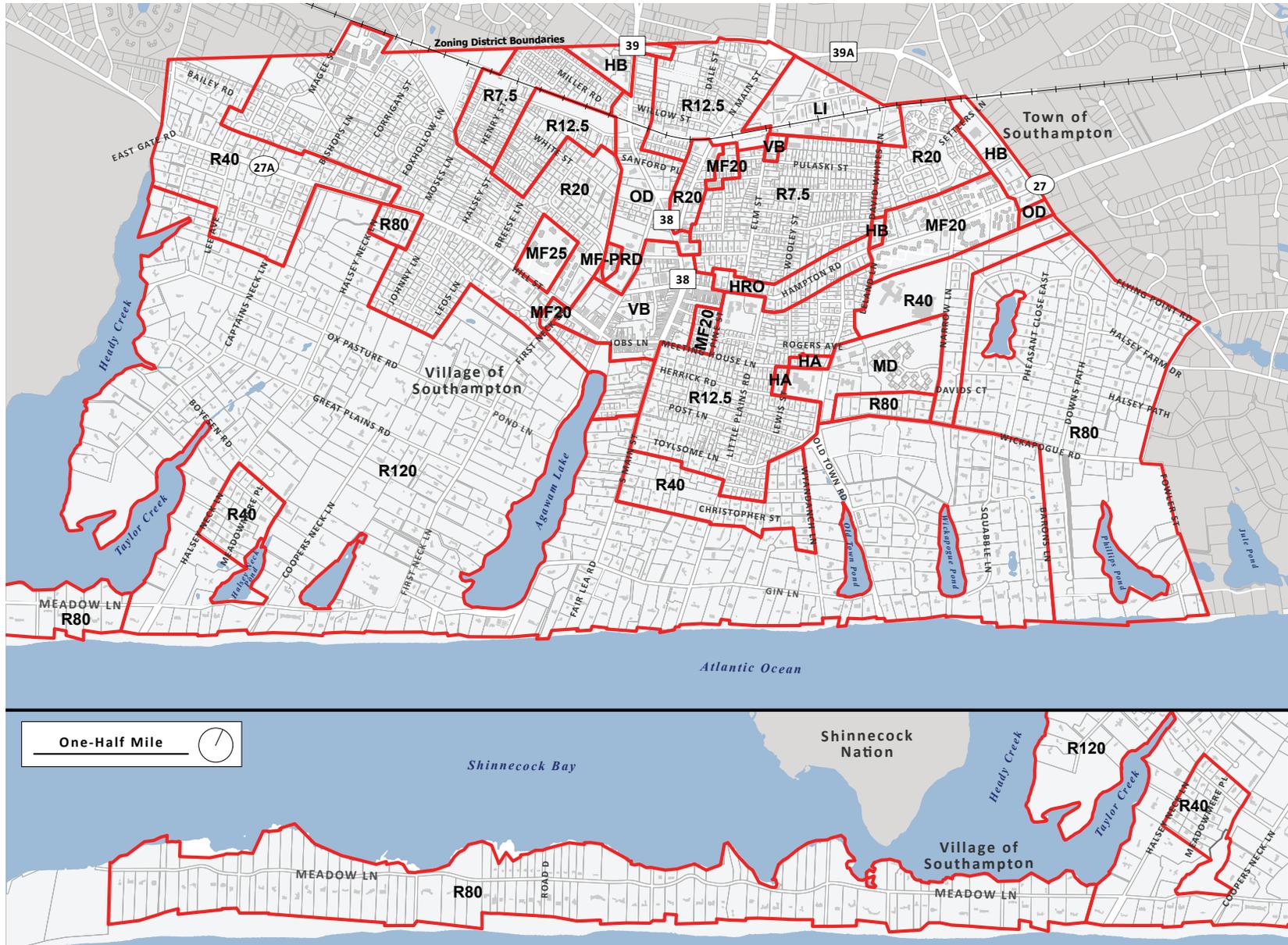


Figure 10: Zoning Map

residential uses.⁵ The minimum lot size in the OD district is 20,000 square feet for businesses and residences, the minimum front-yard setback is 35 feet, and the side yard setback is 30 feet. Uses in the OD district include a garden center, banks, offices, produce and meat markets, single-family homes, and institutional uses (Southampton Police Department, Volunteer Ambulance garage, and Rogers Memorial Library).

The Hampton Road Office (HRO) district is mapped along Hampton Road east of the Village Center to David Whites Lane. The HRO district permits the same uses as the OD district but it has a minimum lot size of 12,500 square feet compared to 20,000 square feet in the OD district. The required front yard setback is 35 feet, and the side yard setback is 20 feet.

While the Motel (MTL) district is written into the code, it is not mapped. The district requires a minimum lot size of 40,000 square feet and permits single-family residential uses in addition to motel, hotel, and transient lodging uses. The Medical District (MD) and Hospital Accessory (HA) districts support Southampton Stony Brook Hospital and other medical and office uses to the north and west of the hospital. The MD district is also mapped for some single-family residential uses that are located east of the hospital. The MD and HA districts have a minimum lot size of 20,000 square feet for non-residential uses and 40,000

square feet for residential uses. The front yard setback for both districts is 35 feet and the size-yard setback is 25 feet.

INDUSTRIAL DISTRICT

The Light Industrial (LI) district is located in the northern portion of the Village, north of Powell Avenue near David Whites Lane on both sides of the LIRR tracks. The light industrial district supports the businesses in the industrial park including contractor and builder offices, building and landscape supply stores, warehouses, bakeries and industrial kitchens, storage facilities, and automobile services.

The LI district permits light industrial and business uses such as wholesale businesses, non-nuisance industry, warehouses, and repair garages as of right. Fuel storage, research laboratories, recreation facilities, and medical facilities are special exception uses. The minimum lot size in the LI district is 40,000 square feet, the maximum building height is two and one-half stories or 35 feet, and the required front and side yard setbacks are 25 feet. Maximum lot coverage for principal and accessory buildings is 25 percent.

OVERLAY DISTRICTS

Overlay zoning districts are districts that are mapped 'on top' of another zoning district, and they can modify or supersede the zoning that is mapped 'underneath'.

Tidal Wetland and Ocean Beach Overlay District

The purpose of the Tidal Wetland and Ocean Beach Overlay District (TWOB Overlay) is to protect tidal wetlands and ocean beaches in the Village. Tidal wetlands and ocean beaches are habitats for birds and fish and are fundamental to the scenic character of the Village.

The TWOB Overlay covers all areas below the high-water mark. The overlay prohibits the construction or maintenance of any buildings except for government facilities. Living quarters are only permitted as an accessory use to an adjoining onshore parcel or a facility when found necessary to protect the health of the natural environment. The TWOB Overlay also regulates the amount of fill that may be used in upland areas and channel construction in tidal wetlands. Fishing structures and duck blinds are permitted in areas approved by the Town of Southampton Trustees. It is likely that wetlands permits would be required from the Village's Zoning Board of Appeals.

⁵ Residential uses that predate the adoption of the VB and HB districts are permitted.

Tidal Floodplain Overlay District

The purpose of the Tidal Floodplain Overlay District is to protect flood-prone areas in the Village. The overlay applies to all areas shown as Zone A7, Zone A8, and Zones V7 and V8 on Flood Rate Insurance Maps produced by FEMA. The overlay regulates the subdivision of land and locations of buildings in the district. Buildings on oceanfront lots must be set back 100 feet shoreward from the crest of the first rank of ocean beach dunes. On all other water frontages, all buildings or structures must be set back 25 feet upland from the edge of a tidal wetland, except for accessory buildings and structures when found that the location would not deteriorate the ecological values of the tidal wetland.

OTHER ZONING DISTRICTS

Multifamily Planned Residential Development District

The Multifamily Planned Residential Development District (MFPRD) is a “floating district” which means that it is not located on the map the same way as traditional zoning districts. Instead, applicants can apply to be included in this zone if they meet the defined set of criteria. MFPRD allows for medium-density multifamily housing subject to approval by the Village Board of Trustees. Upon applying for this zone, an applicant would present a preliminary development concept for consideration. MFPRD districts are permitted in any residence district

(except the R-80 and R-120 districts), and the OD and MTL districts when the site is located within a half-mile of the VB or OD district.

The minimum site size for an MFPRD is 120,000 square feet. MFPRD developments can be constructed with densities up to six units per 40,000 square feet for multifamily units, and one unit per 12,500 square feet for single-family units. The maximum lot coverage for MFPRD developments in residential districts is 20 percent and in OD and MTL districts. There are other requirements for MFPRD developments, including private outdoor space, buried utilities, architectural review, and recreation areas.

The one MFPRD district is located in the Village Center immediately west of the Rogers Memorial Library.

OTHER LAND USE CONTROLS

Accessory Apartment Special Permit

The purpose of the Accessory Apartment Special Permit is to provide more affordable housing options in the Village. The special permit allows for an accessory apartment within an owner-occupied single-family homes but not in an accessory building such as a pool/tennis house or a detached garage. The principal owner may live in either the single-family unit or the accessory apartment. The non-principal owner must be a full-time resident or be employed in the Village of Southampton.

Accessory apartments must have at least 400 square feet of livable floor area and must have a separate entrance, but the structure may only have one entrance that faces the street. An off-street parking space must be provided per 400 square feet of the accessory dwelling unit. This special permit is granted by the Zoning Board of Appeals and each application requires a public hearing.

Suffolk County Department of Health – Septic Approvals

Most of the parcels in the Village of Southampton use on-site septic systems for sanitary waste treatment. The use of septic systems, which require approval from the Suffolk County Department of Health, limits the size and density of some uses. Eating and drinking establishments, hotels, and mixed-use residential and commercial buildings are especially limited in the Village Center by septic requirements. The Village has long-term plans to build sewer infrastructure in the Village Center area, which would help to revitalize Lake Agawam and improve conditions for businesses. The sewer district plan is discussed further in Sections 5: Commercial Development and Section 7: Community Facilities.

Historic Districts

The Village of Southampton has five designated historic districts and 7 designated historic landmarks. Descriptions and locations of each of the districts can be found in Chapter 7. Historic districts in Southampton have many functions, and the most important for land use and development

is the legal requirement that construction and alterations of historic buildings within a historic district must obtain a Certificate of Appropriateness approval from the Board of Architectural Review and Historic Preservation (ARB). Contributing buildings are those that 'contribute' to the historic district by adding to the district's sense of time and place and historical development. Descriptions of each historic district are in Chapter 7: Community and Cultural Resources.

Actions that require a Certificate of Appropriateness include any exterior alteration, restoration, new construction, reconstruction, and demolition or moving of a structure, land, trees, or plantings on a property within a historic district.

To receive a Certificate of Appropriateness, applicants must include information about existing and proposed resources, a survey, elevation drawings, and drawings that show the proposed building materials and colors. The ARB

holds semi-monthly meetings and must approve or deny applications within 60 days of receipt of a completed application. The ARB may hold a public hearing on the actions and must hold a public hearing on actions that include a demolition.

The ARB has identified hundreds of potentially historic homes outside of the historic districts without protection. At the time of adoption of this Plan, a consultant had been selected, with reconnaissance survey work anticipated to begin.

III.3 LAND USE/ZONING ISSUES AND OPPORTUNITIES

This section summarizes land use and zoning issues and opportunities that arose in the existing condition analysis as well as from comments expressed by the public during public outreach activities. Some of the identified issues are discussed further in subsequent sections (when indicated).

RESIDENTIAL AREAS

Teardowns of Older Homes and Construction of Large Homes

Southampton is a historic village, and most of the residential land is 'built-out'. There is a trend of new homeowners tearing down older, more modestly sized homes and replacing them with large homes that maximize the permitted zoning envelope and are out of scale with the surrounding community.

Residents have indicated that teardowns are one of the most pressing issues facing the Village, as this trend has accelerated over the years.

As can be seen in Figure 11, there has been substantial development in the Village in the past 20 years. New construction isn't limited to any one particular area of the Village, however, some areas appear to have seen more redevelopment, including eastern portions of the Village, along Meadow Lane, and in the lower density areas in the northeast portion of the Village.

The Architectural Review Board reviews demolition permits for all structures in a historic district as well as other buildings older than a certain age. It has become a frequent practice for owners of a lot outside of a historic district to request a demolition permit in order to include that entitlement with a

sale. It is recommended that applicants seeking demolition be required to show drawings of the replacement structure for

- 1) buildings in the historic district, and
- 2) buildings outside of the historic district that are over 70 years old.

A second major issue is the steady loss of an open, rural sense to the village's landscape as farms and large lots are developed into housing estates. These issues are not new and were highlighted in the Village's 2000 Comprehensive Plan. The Village has made some adjustments to the zoning code, and this plan recommends that the Village consider some additional zoning modifications to prevent new development from overly impacting adjacent homes and the rural qualities of the community. These guidelines would address

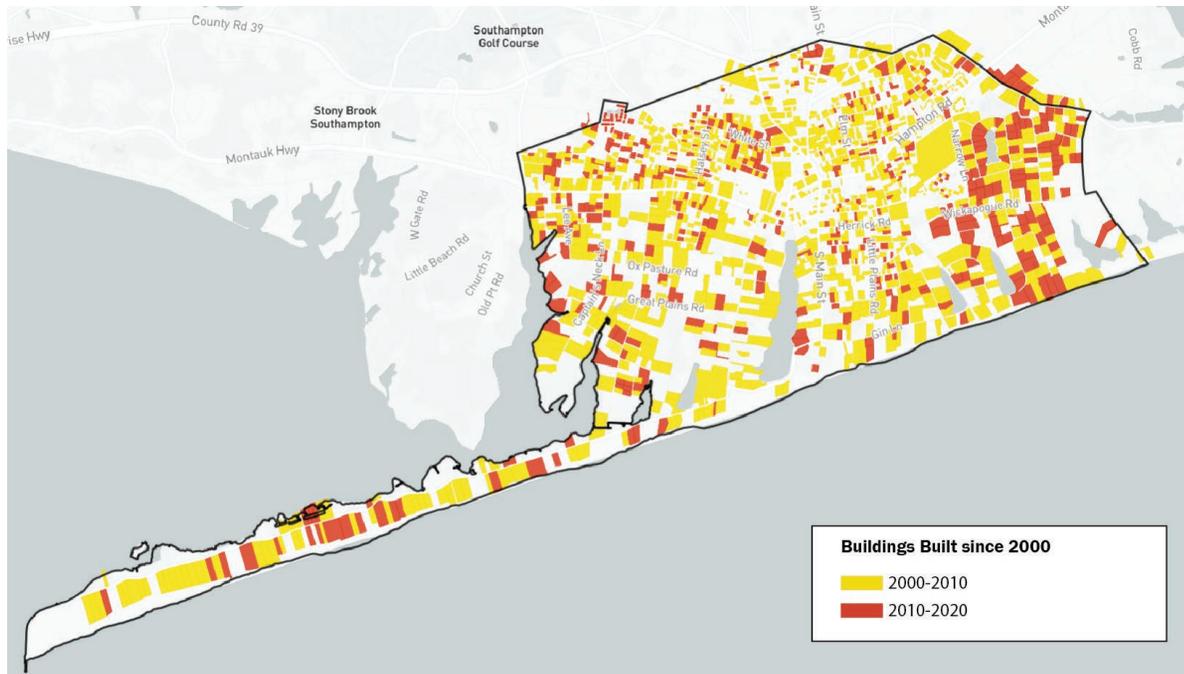


Figure 11: Buildings Built since 2000

Source: Census 2019 Planning Database accessed at Urbanfootprint.com. See page 23 for land uses by parcel.

appropriate setbacks between homes in each district as well as limits on impervious surfaces, to ensure that properties are adequately landscaped and runoff from properties is minimized. Chapter 8 provides recommendations for single-family residential districts including the following:

- Revisions to side yard requirements to make regulations clearer and simpler. This is a particular issue for smaller lots less than one acre (40,000 SF) where side yards are determined through a calculation depending on lot width.
- Revisions to what buildings and building features should count towards the allowable gross floor area (GFA). For example, accessory building structures and other features with roofs (such as a garage, a pool/tennis house, and an enclosed patio area) should be included in the allowable GFA.
- Green space requirements for residential districts. For example, it is suggested that a minimum open space area of 35 percent be required on small lots and that such a requirement be gradually increased with larger lot sizes.

- In single family subdivisions it is recommended that flag lots be discouraged, but if permitted, that access to the lot be by ownership and not by easement over another owner's property.

MF-20 Districts

The multifamily districts are located near the Village Center and on both sides of Hampton Road east of David Whites Lane. These areas should continue to allow for 2+ unit homes, as non-single family housing options are needed, particularly in areas close to goods and services. The Village should consider zoning changes that support the neighborhood fabric by discouraging conversion of multi-unit homes to single-family.

While the minimum lot size for MF-20 is 20,000 SF, many of the existing parcels are below the minimum lot size. As seen in the graphic on the following page, all parcels in the MF-20 district located between Oak Street and Pine Street are below 20,000 SF, and some are even less than 7,500 SF. Because of this factor, if any were to redevelop, they would have to adopt to zoning regulations which do not match the existing multi-family fabric. The Village should consider recognizing the pre-existing non-conforming lot sizes by changing the minimum lot size in this district to 7,500 or 12,500 SF. This can be accomplished through the creation of a new zoning district such as MF-7.5 or MF 12.5.



Lot sizes in MF-20 District adjacent to Village Center

Multi-family homes

MFPRD districts are permitted in any residence district (except the R-80 and R-120 districts), and the OD and MTL districts when the site is located within a half-mile of the VB or OD district. It is recommended that MFPRD districts also be excluded from R-40 districts. The Village should also consider use of MFPRD in MD and HA districts, even though they are outside the half-mile radius. This is discussed further in Chapter 5.

Residential density in permitted in MFPRD is calculated as 6 units per each full 40,000 square feet of area. The allowable density calculation does

not allow for a pro-rata calculation (i.e. a 60,000 SF lot could yield 6 units and not 9). The Village should consider allowing for a fractional calculation which is a more typical and conventional approach to regulating density.

Driveway Gates

There has been a recent trend of building large driveway gates in the smaller zoned districts where they have not traditionally existed. While larger gates (8 feet) may be appropriate on parcels over an acre (typically zoned R-40, R-80, or R-120), smaller gates would be more in character in the smaller districts. The ARB has recently adopted a policy for the R-20, R12.5, and R7.5 districts, which limits driveway gate height to 4-foot 6 inches (some exceptions apply), and a minimum transparency of 40%.

VILLAGE CENTER

Potential Development in the Village Center

Village residents expressed the support for some new development in the Village Center, provided that it is done in a way that is complementary to the historic village character.

If any redevelopment were to occur, the most appropriate locations would be on lots fronting Nugent Street and Windmill Lane. Some buildings

on these two streets are vacant and there appears to be more of an opportunity for mixed-use development. This could include ground-floor commercial with housing, hotel, office, and spa uses on upper floors. The existing core historic village areas along Main Street and Jobs Lane should be preserved, and any new development along those corridors should match the existing scale.

The zoning approach for the Village Center is discussed further in Chapter 5: Commercial Development and the Village Center. The chapter outlines a variety of strategies to enhance the Village Center including:

- Zoning changes to protect historic areas and to ensure that any new development is harmonious with existing historic building fabric
- Encouragement of residential uses on upper floors provided sewer is available.
- Incorporation of design guidelines to identify architectural features, signage, colors, design, landscaping, and materials that would be most appropriate for the Village Center
- Development of a parking management plan to better utilize existing parking and leverage new development to consolidate public parking.
- Potential park improvements at Windmill Lane and Monument Square



Areas in HRO where residential should be restricted

- Bike lanes on Nugent Street and Windmill Lane (see Chapter 4)
- Improvements at intersections to make them more pedestrian friendly.
- Creation of an Arts and Cultural Overlay District which would include zoning changes and a marketing campaign. Zoning should encourage arts and cultural uses at the movie theater site and discourage redevelopment for apartments and retail uses. Parking requirements may also be a barrier to new cultural uses and relaxing of these requirements should be assessed for specific uses.

OTHER COMMERCIAL/OFFICE AREAS

Southampton Hospital Site

The Southampton Hospital Association has plans to relocate the hospital from its current Meeting House Lane location to 15 acres on the Southampton campus of Stony Brook University. If this were to occur, questions remain on how the six-acre site and surrounding areas could be repurposed or redeveloped. It is reasonable to assume that future use of the site will not be hospital-related, and zoning would need to be changed to facilitate the reuse of the site.

A potential zoning approach for the hospital site is discussed further in Chapter 5: Commercial Development. The chapter identifies two zoning approaches for residential development which would mesh with the surrounding single-family neighborhood fabric. Any potential zoning changes would happen at the request of the Southampton Hospital Association or a future property owner, at a time when future plans for the site are better understood.

Housing in the Hampton Road Office District (HRO) and the Office District (OD)

The Hampton Road Office (HRO) district is mapped along Hampton Road east of the Village Center to David Whites Lane. The HRO district permits residential uses by special exception. In order to preserve the commercial nature of the district, in

particular in areas closer to the Village Center, it is recommended that no residences be allowed on Hampton Road west of Elm Street. It is also stressed that any new development, regardless of use, must conform to the underlying HRO dimensional requirements. Further guidance should be written into the zoning code to guide land use boards to help them determine when residential uses for this district may be appropriate.

If residences are permitted in HRO and OD, it is recommended that they be homes with 2-4 units, which would have more affordable housing units compared to the development of new single-family homes. Both HRO and OD are located in close proximity to the Village Center and would be appropriate for a slightly denser housing mix.

Both HRO and OD currently allow single family, 2-family and 3+ family dwellings by special exception. There are a few options the Village should consider to encourage a more affordable and diverse mix of housing in these districts. One option would be to discourage single-family development but allow for 2-4 unit buildings (by special exception). Another option would be to make 2-4 units a permitted use subject to review by the Architectural Review Board (ARB). The Village should also consider allowing apartments on upper floors. Applications that include some affordable housing would be preferred.

In order to maintain a consistency in the neighborhood fabric, the Village should implement design guidelines for this district to ensure that any

new buildings have the outward appearance of a single-family home. For example, buildings should have one entrance and driveway and individual units should be indistinguishable from the exterior.

Highway Business Zone along CR 39

The HB district OD districts form part of the larger highway business area along Country Road 39 that falls within the Town of Southampton and the Village. Although the two zones within the village involve less than 45 acres of land, they are of special importance given that they represent two of the major gateways into the village, at North Sea Road and at Hampton Road. At the intersection of North Sea Road, uses include fast food services, a gas station and a convenience store. The gateway to the east at Hampton Road has a strip mall and a vacant car dealership.

The greatest issues presented by the highway business area are traffic congestion, unattractive gateways into the village, and overall unattractiveness created by the plethora of utilitarian and uncoordinated strip malls, parking lots, and signs. The traffic congestion is largely a function of through traffic, not shoppers visiting CR 39 businesses. However, the many curb cuts for driveways into the strip malls and stand-alone businesses aggravate an already congested traffic flow. A coordinated effort by the Village and the Town, with support from the county Department of Transportation, can control the proliferation of curb cuts. The aesthetic issues are largely the

result of zoning and site plan review language in municipal law, which could be strengthened to promote attractive and well-planned sites at this entryway to the Village.

Additionally, there is a vacant lot on the southeast side of Hampton Road that is unsightly and should be redeveloped. The existing HB and OD districts permit commercial uses that are dominated by surface parking, including auto-oriented uses like gas stations and car dealerships. This zoning may be appropriate for the CR 39 corridor generally, but not at the entrances to the Village. This area could be appropriate for other types of large format uses which do not generate a significant amount of traffic. For example, the Village recently added showrooms as a permitted use, which can be found in other locations along CR39 in the Town. Another potential use to consider is multifamily housing or attached townhomes, considering attached homes are currently located on the south side of Hampton Road (within the MF-20 district), and the parcels back up to the Downs Family Recreational Park. A developer could build housing on the parcel that is currently vacant, and could also assemble adjacent parcels, allowing for a more creative site plan that could be directly connected to the park.

Motel District

The Motel District (MTL) allows for motel and hotel uses but is not mapped anywhere in the Village. The Village should consider removing the district from the zoning code.

OPEN SPACE

Open Space and Farmland Acquisition and Preservation

Southampton began as an agricultural village, and although the Village has been largely developed-out, residents appreciate its rural, agricultural, and 'small-town' character. Residents want to preserve the remaining open space, including natural areas, wetlands, and barrier beaches. Agricultural lands are another resource both for the Village's economy as well as its culture. The five East End Towns in Suffolk County charge a two percent tax on real estate transfers to fund open space acquisition through the Community Preservation Fund (CPF). CPF acquisition in the Village is managed by the Town of Southampton, however, Village identified properties were not listed in the Town's 2018 CPF Plan. The Village should advocate the Town to better assist and plan for use of CPF funds in the Village. Open Space acquisition is further discussed in Chapter 6.

Subdivisions

A major issue has been the steady loss of an open, rural sense to the village's landscape as farms and large lots have been sub-divided into residential communities. The farmland is typically replaced with houses on standard large lots. While most of the undeveloped land in the Village has been built,

there are still some large undeveloped parcels, particularly in the eastern portion of the Village along Fowler Lane.

In general, the Village should discourage subdivisions, particularly when resulting parcels would result in the creation of flag lots or lots that are less than the minimum lot size permitted in the zoning (achieved with a variance and not a cluster subdivision). While there are some cases where relief from the zoning is necessary, the ZBA should only grant the minimum relief necessary when considering subdivisions.

Meadow Lane

Meadow Lane is an area which has seen a tremendous amount of subdivisions in recent years as larger lots have been chopped up by developers. The portion of Meadow Lane between Shinnecock Bay and the ocean is zoned R-80. The Village could limit subdivisions in this area by removing areas within the coastal erosion hazard line from the total lot area calculation for subdivisions. For example, a 4-acre lot could be subdivided into two 2-acre lots. However, if only 3 acres are outside of coastal erosion hazard line, a subdivision wouldn't be allowed with revised regulation proposed, as that would produce two sub-standard lots (each less than 80,000 SF). This regulation could be written into the Tidal Wetland and Ocean Beach Overlay District.

A second option would be to removing all environmentally sensitive lands (including floodplain and wetland areas) from areas considered for subdivisions. This would reduce number of units that could be generated by subdividing other large lots in sensitive areas (i.e. both along Meadow Lane and undeveloped parcels located on Fowler Lane).

Another way to address subdivisions along Meadow Lane would be to rezone R-80 parcels to R-120, thereby matching the zoning for other oceanfront areas in the Village. This option would make many existing lots non-conforming, unless it only applies to lots created after the date the zoning was changed.

Cluster Subdivisions

In recent subdivision applications involving farmland, the Planning Board has requested a cluster subdivision of the land so that open space is created. Clustering development simply means grouping or directing new development to relatively less sensitive areas within a subdivision, away from more sensitive areas like open space, steep slopes, or floodplains. Cluster subdivisions generally do not increase the overall density of a development but rather allow dwellings to be grouped on smaller lots (or multiple units on one lot) and away from sensitive areas. The key benefit to a developer is smaller lot sizes than otherwise permitted by the subdivision regulations in exchange for the conservation of sensitive lands.

This tool has been previously utilized by the Village, including 2 developments along Wickapogue Road and the Cobblefield Lane development. Clustered subdivisions are presently not a requirement. However, it is recommended that the Planning Board be given the authority to require cluster subdivisions when a large lot is subdivided. This is allowed per the State's enabling legislation. For example, the Village may change the zoning code to mandate a cluster subdivision when 3 or more lots are created by a subdivision. The Planning Board would set a standard for open space protection and would determine where it is most appropriate on a site-by-site basis. A standard could be set at 20% of the total parcel area, and the preserved area would not include sensitive areas such as wetlands which would already be protected from development.

HISTORIC PRESERVATION

Expand Historic District

Southampton has five historic districts that cover the Village Center, areas around Agawam Lake, and Hill Street. There are areas with historic architecture located north of the Village Center that are not currently in a historic district. Community members have completed a preliminary inventory of buildings in the areas around Halsey Street north of Hill Street to the west of the Village Center and areas near Layton Avenue, Pelletreau Street, Halsey Avenue, and Wooley Street north of Hampton Road northeast of the Village Center. Other areas identified are West Prospect Street near North Sea Road and Toylsome Lane. The preliminary inventory indicated that it may be appropriate to expand the historic district to some areas to the west and northeast of the Village Center.

The Village is in the early stages of the process to prepare a survey of historic areas outside existing districts. This first step is necessary to allow the Village to better understand historic resources and then evaluate where expansion may be appropriate. A discussion of historic districts and the proposed expansion is further discussed in Chapter 7.

Additionally, there is concern within the community about the loss of older homes outside of existing historic districts. The Village may wish to designate more local landmarks (as identified in

the historic resource survey mentioned above). This powerful tool may be the best option to preserve “standalone” historic homes and buildings that are outside of historic districts.

The Village would also like to ensure that when buildings are demolished, they are replaced with buildings that are contextual with regard to architecture, materials, landscaping, and size. The Village may consider requiring a preliminary plan for replacement buildings (for demolition permits) for structures older than 50 years.

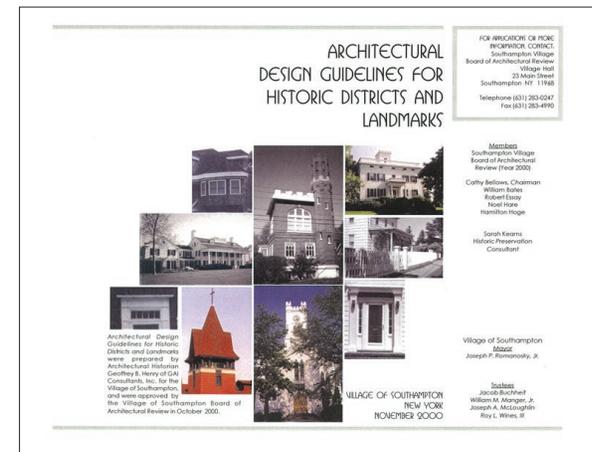
Update Design Guidelines for Historic District

As discussed earlier, design guidelines were created for the historic district in 2000. These guidelines are useful; however, they may need to be updated with more specific guidance in an easy-to-use format for developers and the Architectural Review Board to follow. These guidelines would include descriptions and illustrations of appropriate building architectural features, signage, colors, design, landscaping, and materials for properties in the district.

Guidelines are needed for other districts, as there are currently no design guidelines for residential buildings outside the historic district. The guidelines would help to save a significant amount of time during the site plan review process.



Historic Districts (see Chapter 7 for a more detailed map)



Existing Design Guidelines for Historic Districts

Design guidelines should also be developed for the Village Business (VB) District, both for properties within and outside the historic district. These guidelines could use the 2013 Village Center Zoning and Architectural Guidelines as a starting point. While much of the zoning from that study was adopted, design guidelines were never officially incorporated into the zoning code.

OTHER LAND USE AND ZONING ISSUES

Housing Affordability

The high cost of housing is a serious issue facing communities throughout the East End. Southampton is a desirable community for year-round and seasonal residents, and its popularity has created high demand for homes in the Village. Unfortunately, the high cost of housing in Southampton makes living in the Village very difficult for young adults, young families, and working people.

Housing affordability is a difficult issue to solve, and a few strategies may need to be used. New York State and Suffolk County have programs that help finance the acquisition of land and infrastructure upgrades for workforce housing. Workforce housing generally refers to housing that is affordable to middle-income workers. Zoning can also require developments to have a percentage of affordable housing, and can regulate unit size so they are more likely to be affordable.

The Village should apply the Long Island Workforce Housing provisions to all new multifamily housing proposals that include five or more units. In implementing the provisions of the Long Island Workforce Housing, the Village is free to set guidelines for a density bonus to be granted for such workforce housing, which must represent at least ten percent of the total number of units in the development. The applicant may also provide land

and construction of the same number of units on another site in the Village or pay into a fund for the provision of affordable housing.

Because the Long Island Workforce Housing Act allows the Village to set the percentage of units that are workforce, the Village may wish to explore a slightly higher set aside because of high land prices. The normal federal tax credits for affordable housing do not apply until 20 percent of the units are affordable. Some other communities in New York have explored set-asides between 10 and 20 percent. The Village also has the discretion to set income limits for the residents of such housing provided they do not exceed 130 percent of the Nassau-Suffolk County median income.

While this Comprehensive Plan suggests implementing the provisions of the Long Island Workforce Housing Act, the Village might undertake a specific follow-up study to this plan to explore a higher percentage of housing that is set aside and also specify the income ranges to be targeted.

This study could also identify potential locations for attached housing and small-scale apartment buildings which would have smaller units. These developments may be appropriate in the Village Center, near the train station, and along North Sea Road. The intent would be to provide opportunities for “middle housing” which includes a range of different multiple unit building types, which are compatible in scale and form with detached single-family homes.

Accessory dwelling units, commonly known as in-law apartments or ADUs may also be a way for the Village to provide housing for older adults and small families. ADUs are currently permitted on a case-by-case basis as part of the Accessory Apartment Special Permit, however, that permit has not been utilized widely and has done little to generate a meaningful number of affordable units in the Village. The Village should reexamine the regulations to find ways to promote ADUs for year-round residents while restricting their use as short-term units.

Guidelines for Private Landscaping

Issues stemming from the design and maintenance of private landscaping are problems that village residents experience every day in Southampton. Residents have noted that new property owners or developers often cut down large trees that provided shade and greenery to the community and habitat for local wildlife. The Village should enact a tree protection ordinance to help protect larger and older trees from being cut down, or replace them when needed. This is discussed further in Chapter 6.

Ongoing lawn maintenance requires large amounts of water for irrigation, and sometimes irrigation systems malfunction when a resident is away, leading to copious amounts of fresh water being wasted as lawns are over-watered. The

Village should enforce existing regulations that help prevent irrigation runoff from flowing onto streets and neighboring properties.

Irrigation of private properties can also impact the available water supply in peak times. SCWA declared a water emergency because water usage for lawn maintenance during this summer's drought threatened to risk the amount of water available to fight fires at peak watering times. Homeowners were asked to schedule their watering at off-peak times.

Also mentioned by the public was the over-use of pesticides in the care and upkeep of lawns. These can become a source of pollution to existing water bodies and should be more carefully controlled.

Landscape maintenance workers also park their trucks and pull-behind trailers on the Village streets instead of pulling into a driveway. These large vehicles can block an entire lane, causing unsafe conditions, particularly for pedestrians and bicyclists. The situation is most problematic on narrow residential streets. Landscapers also use loud equipment to service yards, and the worst offenders are gas-powered leaf blowers that emit especially loud and monotonous noise. Gas powered leaf blowers have recently been outlawed, with the new regulation taking effect Oct. 1, 2024.

Review and Clarify Zoning Text

Some portions of the Village Zoning Code is unclear or confusing, leading to issues with interpretation and enforcement at the Planning Board and Zoning Board of Appeals. For example, all key terms in the zoning code should be defined. One example of a law that should be clarified is the Tidal Wetlands and Ocean Beach Overlay District and the Coastal Erosion Hazard Management Permit. The land use boards should work with the Planning Director in the building department (potentially as a standing committee) to help revise the code clarify issues that arise. This 'maintenance work' to the zoning code should happen regularly as problems are identified. The Planning Board, Zoning Board of Appeals, and Architectural Review Board (ARB) should also be encouraged to write yearly reports highlighting issues they encounter with the zoning code as they perform their duties.

Suffolk County Department of Health Regulations

Suffolk County Department of Health regulates water use and septic discharge for properties in the Village. These regulations are important because businesses with higher water use like restaurants, cafes, and bars, may not get approval from the County even if they are permitted by zoning. Southampton should continue conversations with the Suffolk County Department of Health and make sure water use regulations serve Village interests while protecting natural resources.

Quality of Life Issues

During public outreach activities, residents emphasized the need to minimize impacts from residential properties on surrounding homes such as impacts from noise and lighting. Participants expressed that they do not want to prevent neighbors from enjoying their homes and outdoor space, but there should be appropriate standards written into Village zoning and building codes (i.e. a noise ordinance and a dark sky ordinance). One example is second-floor balconies (aka "party decks"), which are unregulated by code in size or location, so they're often at the discretion of the ARB. Currently, there is no guidelines or criteria for how big they can be and when/where they are appropriate.

CHAPTER IV: TRANSPORTATION AND MOBILITY

IV.1 ROADWAY NETWORK AND CONDITIONS

Existing transportation conditions within the Village are largely determined by the regional traffic pattern serving the Town of Southampton and eastern Long Island. Figure 12 identifies the major regional road links to the village as well as the Long Island Railroad (LIRR) right-of-way.

Congestion along the primary east-west routes of Sunrise Highway (Route 27), County Road 39, and Route 27A/Montauk Highway, has a major impact on traffic conditions in the Village Center and on residential streets. These problems stem primarily from the conditions on County Road 39, where the two-lane road absorbs the same traffic levels as Sunrise Highway. Congestion has reportedly become progressively worse, and lasts a longer period of time as the summer season has become longer. Traffic congestion is less during the off-season; however, congestion is still high during the morning and afternoon commute periods throughout the year. This in turn has led to increased traffic volumes on local streets, particularly those that act as unofficial routes for bypass traffic.

Not surprisingly, traffic congestion during summer months and for most weekends, together with other problems such as speeding, were mentioned

as significant issues in the residents survey. When survey participants were asked to identify their top

transportation improvements, the most frequent responses were "Identify improvements to relieve

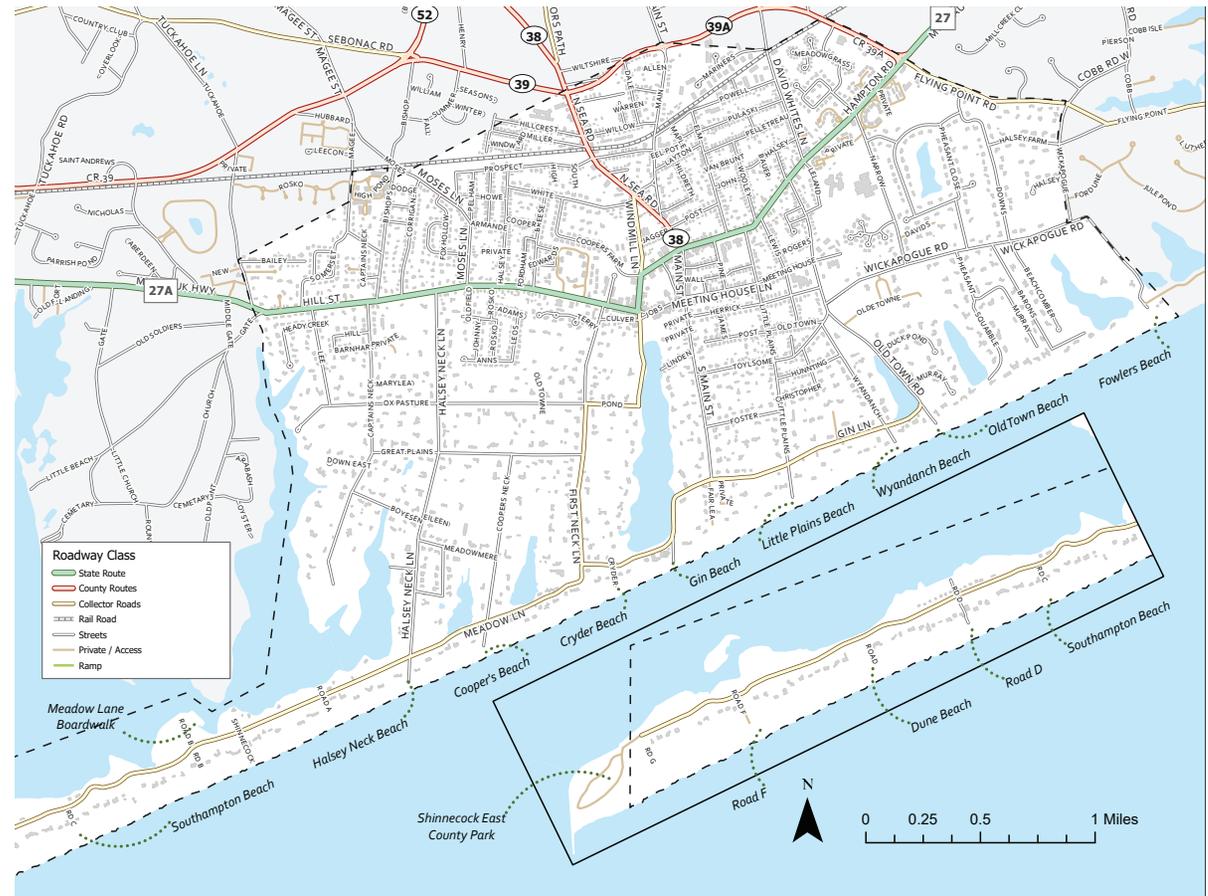


Figure 12: Village Street Network

traffic congestion” (46%), “Slow down traffic on residential streets (45%), Commercial vehicles parked on residential streets (40%), and improve parking in the Village Center (32%).

The 1970 Master Plan identified three highway classifications that were applicable to the village street network: secondary highways, collector streets and local streets. The secondary highways generally allow for heavier traffic volumes, and should be designed to connect efficiently to the regional highway network. For the Village, the secondary highway system includes the Hill Street / Windmill Lane / Nugent Street / Hampton Road route which acts as a continuation of Montauk Highway Route (27A). In addition, North Sea Road and North Main Street provide north-south connections to County Road 39.

The secondary highways accommodate a significant amount of through traffic as well as providing access to shopping areas and civic and institutional buildings within downtown. Traffic congestion is a major issue at several key intersection points, particularly on weekends and during the summer, including:

- North Sea Road and County Road 39
- North Main Street and County Road 39
- Hill Street and Windmill Lane
- Main Street - Nugent Street - Hampton Road

The build-up of summer and weekend traffic is particularly evident along Hill Street due to its function as a bypass for County Road 39.

A number of roads function as collectors, important local streets which collect traffic and distribute it to the secondary highway system. Several of these collector streets radiate from the business center, such as South Main Street, Meeting House Lane, and First Neck Lane. Other collector streets include Meadow Lane, Gin Lane, and Wickapogue Road, which parallel and support land use functions along the beachfront areas. In addition, Bishops Lane and David Whites Lane act as collectors for traffic connecting to County Road 39.

The traffic congestion on County Road 39 and on the Hill Street / Windmill Lane / Hampton Road route through the center of the Village has resulted in increased traffic flow on a number of roads that act as collector streets. Meeting House Lane and Wickapogue Road, for example, function as a south bypass for east-west traffic. Some roads such as Bishops Lane and Moses Lane, also help to funnel through-traffic to Hill Street. In addition, traffic generated by Southampton Hospital has contributed to heavier traffic flows on Meeting House Lane, Old Town Road, and Wickapogue Road. It is anticipated that traffic conditions would improve in this area somewhat if the hospital moves to the Stony Brook Campus, which is the long term plan for the hospital.

Many local streets have the physical and land use characteristics of residential streets, yet have to function as collector streets because of their layout and connections to the roadway system. First Neck Lane is an obvious example of a road which functions both as a collector and residential street. Halsey Neck Lane is another route heavily used by vehicles to travel between Hill Street and the beach. In general, the volume and congestion pressures and piecemeal roadway development have resulted in a less than clear street hierarchy or functional classification of collectors and residential streets.

In addition, some of the arterial and residential roads in the community such as Hampton Road, Nugent Street, and Windmill Lane are much wider than it needs to be, a dynamic that encourages drivers to speed. It is recommended that the roadways be looked at to be right-sized to slow down traffic, without reducing traffic flow. Reclaimed roadway could be used for bike lanes, landscaping, widened sidewalks, or other elements. Windmill Lane, in particular, is missing large stretches of sidewalk on its east side, which is visible in Figure 14.

PARKING

Significant areas of the Village are devoted to car parking, particularly within the commercial core and at major institutional sites. The center contains over 2,500 off-street parking spaces involving an area of approximately 20 acres. Over 30% of this parking is provided in the five municipal lots, the largest of which is located along West Main Street. 76 public parking spaces were previously available at the Movie Theater Lot, but that lot is closed now that the theater is vacant. Other large parking

areas occur adjacent to Southampton Hospital and associated medical facilities, where approximately 675 spaces utilize over five and a half acres of land, and at the Town Hall where there are 130 spaces. Parking along the beach also generates significant traffic, albeit limited to the summer season and weekends. The Village has beach parking at eleven different areas off of Meadow Lane, Gin Lane, and Wickapogue Road.

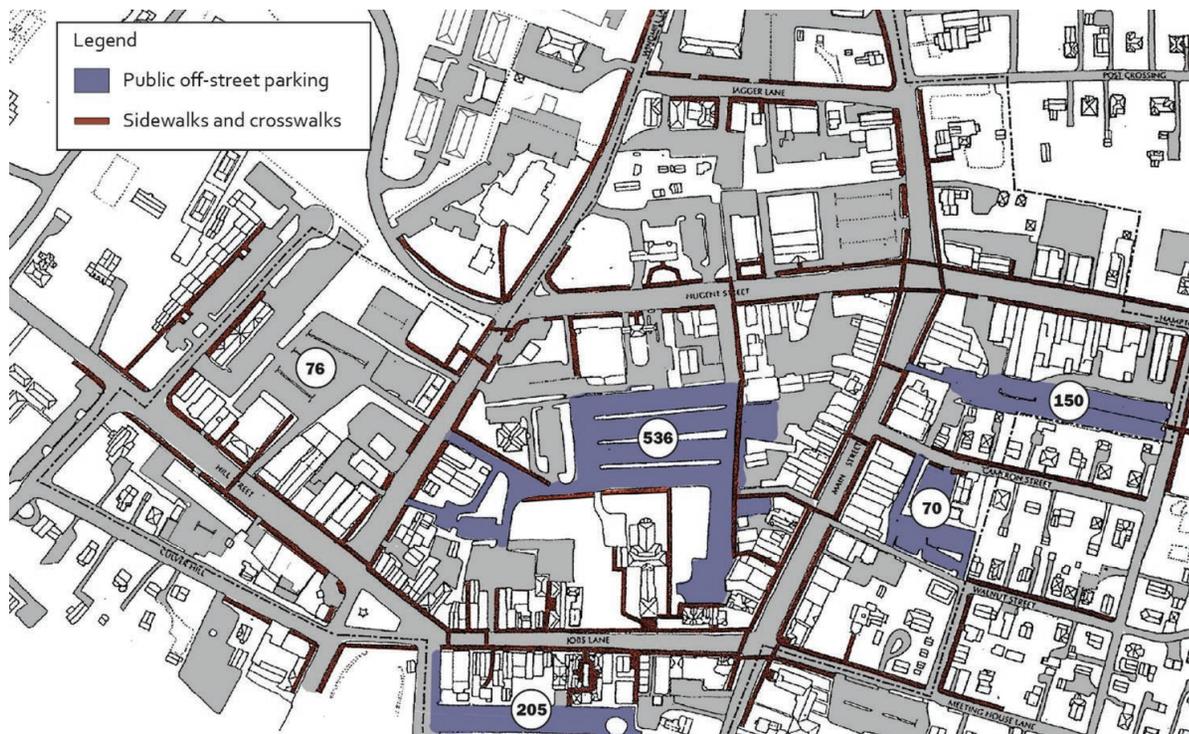


Figure 13: Parking and Sidewalks in Village Center

IV.2 PUBLIC TRANSIT

Public transit is another important element of the transportation system. It is necessary to provide frequent and convenient transit links for the variety of people that visit Southampton, including residents, visitors, and workers. Improving this network is an important strategy to provide convenient access while limiting the number of cars driving to and through Southampton.

Train service is provided by the LIRR, giving Southampton rail access to New York City as well as to areas on the South Fork. Southampton’s station is located one-half mile from the downtown. The number of daily trains fluctuates by season. In the off-season (November 15 – March 20) service averages about five trains per day on weekends/holidays in each direction, increasing to eight to ten trains during the week.

The primary market for rail service continues to be vacationers and travelers to Southampton on weekends, a fact reflected in the varying schedules for winter and summer seasons. However, in the last few years, there have been some improvements aimed at addressing commuter service and the need to shift more trips from congested roadways.

In 2019, the South Fork Commuter Connection (SFCC) was initiated, a coordinated rail and bus system which operates during peak commuting hours. The SFCC schedule includes two additional trains in both the AM and PM commute periods

which begin in Speonk of Hampton Bays. There is no SFCC service on Fridays. More frequent and consistent service could make this a more reliable source for commuters, especially if it began further west.

Local bus services are provided Suffolk County Transit with the S-92 route running from East Hampton to Riverhead). The recently implemented Suffolk Transit On-Demand service responds to the need to make public transportation more accessible, convenient, and responsive to community needs by providing service in areas that have public transportation gaps and also don't have the demand or population density to run fixed-route service. The service launched in June 2021 and provides transit coverage around Southampton and Sag Harbor in an area formerly served by Suffolk County Transit's 10A bus route. The on-demand service allows people to book rides straight from their phone with an app or by calling. The system coordinates quick and efficient trips by matching multiple passengers heading in the same direction into a single vehicle in real-time. This service needs to be better publicized and marketed to ensure that it is more widely adopted. It is understood that the County is still in the process of redesigning the transit network to improve reliability, and is considering making the on-demand service a permanent part of the network. It is possible that the S-92 may be terminated in East Hampton, with an on-demand



Public Transportation Map

zone serving all points east to Montauk. The MTA is also studying last-mile connections to the LIRR stations.

The Hampton Jitney Transportation Company provides daily coach service between New York City and Southampton. The Jitney has airport stops to access Islip MacArthur Airport (upon request) and one stop that serves La Guardia and JFK in Queens. Coach bus service to NYC is also provided by the Ambassador (also operated by the Hampton Jitney Company) and the Luxury Liner.

The Village should continue to work with other East End communities to promote existing transit services and to advocate for additional commuter service on the LIRR and more local service within Southampton and eastern Long Island.

IV.3 BICYCLE AND PEDESTRIAN CIRCULATION

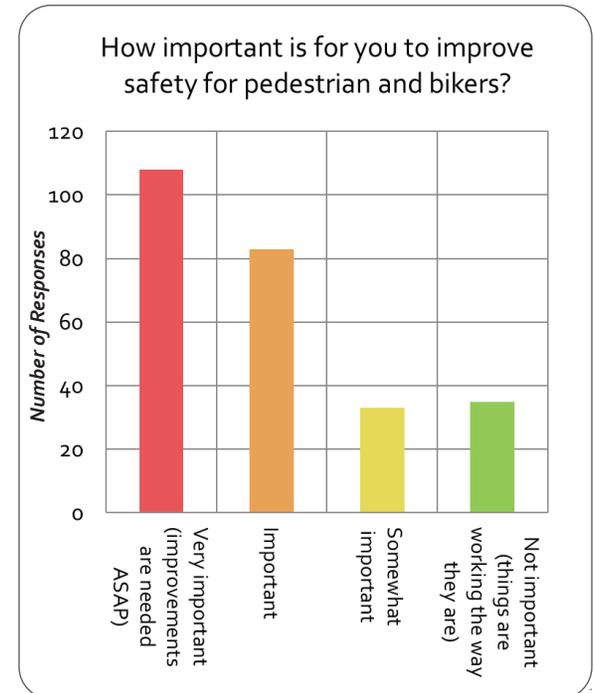
Southampton’s residential character and natural beauty make walking and biking attractive options for travel and recreation. Traditionally biking and walking are viewed as recreational pursuits rather than as alternative travel modes that could displace auto travel. However, improved pedestrian and bicycle connections do help to encourage alternative transportation, particularly for short trips, and help to reduce the number of cars circulating on local streets.

Walking trips are convenient for short (¼-½ mile) journeys, particularly where pedestrian networks serve an activity center such as the Village Center. The main retail streets provide a convenient and generally attractive network of sidewalks, encouraging shoppers and visitors to walk to stores and services, rather than use autos to move within the center. Cyclists also make use of a number of local streets to reach local beaches, parks, and schools. These activities help to reduce car parking provision and contribute to the Village’s image as a resort and recreation area. Residents expressed concern about areas within the neighborhood where safety and accessibility are significant concerns. Residents stated that many sidewalks were in disrepair and there are gaps in the sidewalk network which provides links to schools, commercial centers and train stations. Southampton also lacks a broad and continuous network of convenient, safe routes for cyclists and other micro-transit options such as e-bikes. In addition, cycling is prohibited within the business district on Main Street and Jobs Lane

for safety reasons, largely due to diagonal parking. Only very limited provision is made for bicycle racks in the downtown, and no racks are provided at the public beaches. The next section discusses potential solutions to make the Village Center more bike friendly.

Biking is very popular in the Village. In the public survey, 63% of respondents said that someone in their family bikes to the beach, and 59% said that someone in their family bikes to the Village Center. 74% of respondents said the improving pedestrian and bicycle safety is an important priority for the Village. In the short term, the objective should be to promote recreational bicycling and walking especially as a frequent way to get to and from the beach, and an occasional way to get to schools, train stations and village and hamlet centers. Since many summer resident and tourist trips are in Southampton for either “recreation” or “sightseeing,” summer inhabitants of the town should be the first to utilize alternative modes of travel. During the public outreach process, residents frequently cited the need to improve infrastructure for bicyclists. Some of the biggest safety concerns are with speeding cars on local streets and landscaping vehicles parked in the shoulder.

The existing bicycle circulation network is somewhat limited. Although it will be a challenge, additional routes should be provided along the oceanfront, with inland routes coinciding as much



Question from public survey

as is practicable with public parks and beaches. The bicycle network should also access the Village Center, the LIRR Station, and schools, where both bus-stops and remote parking should be provided. To further encourage use of remote lots, the Town could publish a bicycle and walking trail map, also showing the designated remote parking lots and public beach access points. Bicycle racks should be provided at all public beach access points.

IV.4 PRIORITY ISSUES AND RECOMMENDATIONS

PRIORITY ISSUES

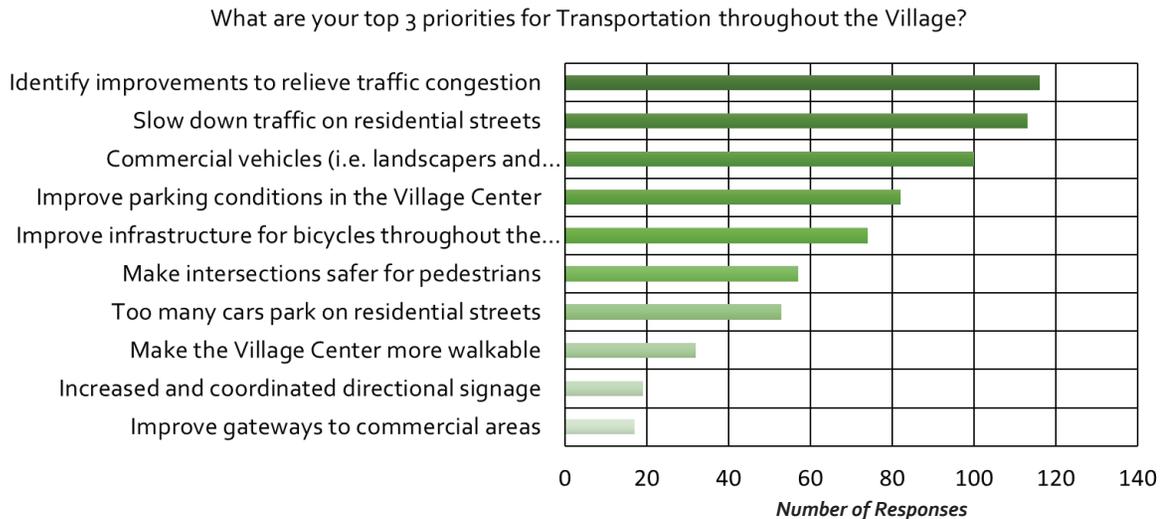
Priority issues for transportation and mobility were informed heavily by comments from the public. As seen in the figure to the right from the public survey, when asked to identify their top priorities, the most popular responses were “Identify improvements to relieve traffic congestion” (46%), “Slow down traffic on residential streets” (45%), Commercial vehicles parked on residential streets (40%), and improve parking in the Village Center (32%). The recommendations in this section present options to address these ongoing concerns.

Traffic Congestion

- There is persistent traffic along CR39, which spills over into the Village as local roads are used for cut-through routes. Traffic is worst during the peak season and during the morning and evening commute periods.

Sidewalks

- Many residents cited the need for more sidewalks, with a focus on areas near the Village Center.
- Specific areas cited in need of sidewalks include: Hill Street, West Prospect Street, areas near the dog park/police station. Damaged or uneven sidewalks should also be replaced.



Question from public survey

On-street parking in residential areas

- Many residents commented that parked landscaping vehicles present hazards for pedestrians and bicycles. This is an issue in many residential areas throughout Village

Bike lanes

- Residents commented that bike lanes are needed throughout the Village, especially along longer roads to the beaches. These roads feel less safe because drivers tend to drive at higher speeds.

Village Center

- Residents cited the need to improve for pedestrians all of primary intersections as you enter the Village Center. This would entail ensuring that the pedestrian signals are properly synced with stop lights.
- Meadow Lane feels unsafe during the peak summer months

Traffic calming and cut through traffic

- People drive fast on long roads, particularly those leading to beaches (i.e. S Main St, Gin Lane, First Neck Road, and Halsey Neck Lane).

- Speeding cited to be a significant issue on David Whites Lane, Ox Pasture, Lee Avenue, Wyandanch, Hill Street, and Herrick Road
- West Prospect, Armande, Howell and Halsey are short cuts for drivers trying to avoid the Village
- Stop signs at the intersection of Wall St, Oak St and Walnut St are often not respected.
- Many of the stop signs are hidden or faded and many cars go through them.

Other Roads

- Crossing 27 and 39 feels unsafe for pedestrians
- North Sea Road feels unsafe for pedestrians

RECOMMENDATIONS

Mitigate congestion along County Road 39 which results in cut-through traffic in the Village

Improvements are needed to reduce congestion along County Road 39. This issue impacts the entire East End, however, it is particularly acute in the Village because of cut through traffic on local roads. Streets such as Hill, Windmill, Nugent, and Hampton all experience congestion, particularly during the morning and peak evening commute periods, which is largely due to vehicles attempting to bypass traffic along CR-39.

The widening of CR 39 is would be difficult and costly and is not proposed by either NY State or by the County. This solution is also not an effective long-term traffic mitigation strategy due to induced demand. As a result, opportunities to address congestion are limited to improving efficiency of signalized intersections and promoting land use and transportation policies that shift trips from this roadway. While the county controls the roadways, the Village owns the lights along the road and therefore has some control over how to optimize signals to minimize cut-through traffic into the Village.

The Village has been working with the County and State to identify strategies to keep cars moving along this route. For example, in July 2022, the Village led a pilot project to temporarily change some traffic lights on County Road 39 (e.g. at Tuckahoe Road and North Main Street) and along Montauk Highway (at St. Andrews Road) to flash yellow during the morning commute for east-west traffic. This and other intersection modifications should be considered permanently in consultation with County and State agencies. Signage should also be implemented accordingly.

The County is currently studying signal timings along the corridor. When that work is complete, the Village should coordinate with the County on best practices to improve traffic and circulation. Priority intersections to address are at North Main Street, North Sea Road, David Whites Lane, and Tuckahoe Road.

In addition, there is more that can be done to shift trips from vehicles to public transit. For example, public transit can be made more attractive through the provision of more service from the LIRR along with flexible transit options to bridge the last mile from stations.

Conduct a traffic study at regular intervals for roads in the Village

Traffic congestion needs to be addressed on local roads in addition to CR39. A traffic study is currently underway, which should identify best practices to improve circulation and improve safety. The Village should pursue a traffic study at regular intervals (perhaps every 10 years) to ensure that the circulation network continues to respond to evolving conditions.

These studies should address the timings of signalized intersections to ensure that phasing is optimized. The existing signals, which are owned by Village, are old and may be in need of upgrades to improve coordination and meet current standards. Signal coordination should be responsive in real-time to traffic volumes. They should also include preemption capabilities for emergency vehicles.

Mitigate Potential Impacts from New Development along CR39

Some congestion along the corridor can be attributed to cars turning in and out of properties along the corridor. The Village should encourage

new commercial development to share safe access/egress with neighboring commercial developments, through site plan review but also through zoning incentives, such as reduced parking requirements for new developments that provide off-street lot-to-lot connections- and reduced access and egress points. Implementing access management best practices can help to mitigate traffic impacts and reduce crashes. It is also recommended that a traffic impact study be required for any redevelopment along CR39. The NYSDOT is attempting to work in partnership with local governments to develop access standards on all streets under State jurisdiction (which in Southampton include County Road 39, Route 27 and parts of Route 27A). In anticipation of such legislation, the Town should work with NYSDOT on “access management plans” for these streets as well as the other thoroughfares and arterials in the town. The access management plans should then be incorporated into the appropriate land use regulations.

Improve pedestrian safety in the Village Center

Pedestrian safety emerged as a significant transportation issue in Southampton. Many survey respondents stated that they have areas in their neighborhood where they do not feel safe walking. In the Village Center area, some residents commented that the pedestrian environment could be improved, both with improved pedestrian connections from parking areas as well as safer crossings at key intersections. The Village should

make sure to do yearly inspections of traffic signals to ensure that signals are appropriately timed and coordinated so that the concurrent vehicular and pedestrian phases function well. This issue was raised by many participants, in particular, at Main Street and Nugent Street/Hampton Road. The Village should undertake a maintenance plan to upgrade existing pedestrian crossing signals. Some are not in working conditions and need to be replaced or repaired. If they are replaced or upgraded the Village should consider a leading pedestrian interval of 4-5 seconds so that pedestrians are given a clear right of way.

Promote traffic calming on local streets

Speeding on local roads is a problematic issue raised by many residents. The issue isn’t limited to any one road or area; it appears to be somewhat ubiquitous, for various reasons. For example, West Prospect, Armande, Howell and Halsey were cited as short cuts for drivers trying to avoid the Village. Drivers tend to drive fast on north-south roads leading to the beach (i.e. S. Main Street, First Neck Lane, Halsey Neck Lane). Other problematic local roads mentioned include (but are not limited to) David Whites Lane, Coopers Farm Road, Elm Street, Bishop Lane, and Magee Street. Residents generally supported traffic calming measures on local roads as well as better enforcement of speed limits. The traffic calming measures could involve narrowing the road width to discourage high speeds, speed humps (a new version of speed bumps that are more elongated and gradual and that can be plowed and that are bicycle friendly) or



Example of landscapers parking on the street

traffic calming circles. Other traffic calming tools include curb bulb outs, medians, chicanes, and raised crosswalks.

Some residents mentioned that some of the stop signs are hidden or faded and many cars go through them. The Village should do an inventory of signage to evaluate which signs should be relocated or replaced.

The speeding issue is exacerbated for pedestrians in areas where sidewalks aren’t present or where commercial vehicles (i.e. for landscapers and home service) park in the shoulder, narrowing the roadway. This issue can be addressed with better enforcement, which will encourage contractor services to park on private properties.

To address concerns from residents about speeding and excessive traffic volumes in residential neighborhoods, the Village should study traffic

calming strategies and tools. This could be done as part of a Neighborhood Traffic Calming Program (NTCP). Generally, traffic calming is a combination of mainly physical measures employed on local residential roads or other areas with relatively dense pedestrian activity, to mitigate the negative impacts of traffic intrusion. Traffic calming strategies involve reducing traffic speeds or limiting the degree of vehicular freedom in a neighborhood, without prohibiting traffic altogether. The arterial and collector streets generally carry the largest volumes of traffic, by design. The design requirements for these roadways preclude the installation of many traffic calming techniques. However, there are a number of traffic calming and pedestrian safety measures that can be used on these streets.

Recommendation:

- Develop a Neighborhood Traffic Calming Program (NTCP). This plan would provide specific strategies and tools to help reduce the negative effects of automobile traffic.
- Conduct an inventory of traffic control devices.
- Increase enforcement of speeding
- Increase enforcement of landscapers parking on-street (when parking is prohibited).

Transportation Advisory Task Force

Some of the transportation issues the Village face are regional in nature. For example, congestion along Montauk Highway and CR39 is something that impacts the entire East End. The Village should work with other East End communities and Suffolk County to advocate for improvements to the roadways and increased public transit service (i.e. LIRR, fixed-route buses, and on-demand transit service) to reduce the number of vehicle trips particularly during peak periods. A transportation advisory task force could include leadership from municipal agencies as well engaged local citizens.

Improve Pedestrian Infrastructure

Walking and biking are very popular recreational activities in the neighborhood. Residents commented in the workshops and in the online survey that continued efforts are needed to improve bicycle and pedestrian connectivity and safety.

Existing sidewalks that connect activity centers such as Village Center, the LIRR Station, and CR39 to surrounding areas within the Village should be improved and expanded to the greatest extent practicable. Continuous sidewalks are generally recommended along arterial and collector roads and the village should consider this where appropriate in the Village, particularly in areas within a quarter-mile radius of the Village Center. Gaps in the sidewalk network and priority areas should continue to be identified in partnership with

the Village and residents. Residents cited the need for sidewalk improvements along Windmill Lane, with a focus on areas that connect to the Library, dog park, and police station. Other frequently cited roads include Hill Street and West Prospect Street.

On some occasions, there are impediments to placing sidewalks such as lack of roadway width and existing vegetation that would need to be removed for a traditional sidewalk. Removal of trees was a common concern expressed at the public workshops. In some cases, where there is a desire for sidewalks (i.e. in areas close to the Village Center), but there is not enough space in the right-of-way for a 5-foot sidewalk, the Village may choose to create a path adjacent to the roadway. While these paths may not meet guidelines for an official sidewalk, they can provide some sheltered space (3-4 feet) for pedestrians which is preferable to having them walk in the roadway or on the shoulder. Although the Town's policy is to use concrete for full sidewalks in business zones, asphalt may be considered in residential zones for these paths, as it is cheaper, easier to lay down and far more compatible with trees. Because asphalt is flexible, tree roots can grow right through it, or at worst cause bumps which are far less hazardous than "lips" from uneven concrete slabs. One downside to asphalt is that it deteriorates quicker than concrete pathways; however, it is easier and cheaper to fix.

Expand Bicycle Route Network

The Village should implement a system of bicycle lanes, paths and routes to promote safe bicycle travel in the Village as practicable. The Village should consider ways to make cycling along the north-south routes to the beach more attractive. Creating shared bike lanes (sharrows), rather than designated lanes, does not necessarily require major capital improvements such as road widening, but can be accomplished with more inexpensive measures like road striping and signage. The execution of bike sharing lanes or designated lanes should be undertaken with safety in mind.

Potential routes for a connected bicycle network are shown in Figure 14 and are described further below. The routes are intended to provide improved connectivity to major bicycle destinations such as the beaches, the Village Center, and the LIRR station. Establishment of these routes should be preceded by a study of the affected roadways to determine whether appropriate pavement widths and signs can be provided to establish the facilities.

In many cases, inclusion of a dedicated bike lane would require removing excess width from the existing travel lanes. 11-12 feet is sufficient travel lane width on local roads. This can largely be done with striping. Narrowing travel lanes would have the secondary benefit of encouraging drivers to travel at slower speeds.

Bike Route Signage

Standardized directional signs and/or maps should be posted where bicycle routes intersect, as well as where bicycle racks are provided. These maps should show destinations and amenities, such as public beach access points, train stations, parking facilities, commercial areas, and recreation facilities. Other gateway signage could also be considered to let visitors and residents know that the Village is a "Bike Friendly Neighborhood."

Bicycle Routes in the Village Center:

Participants in the workshop expressed a need for improved bicycle connectivity to and through the Village Center. Bicycles are not allowed on Main Street and Jobs Lane, and there is a need for an alternate route.

1. Nugent Street

Nugent Street is very wide at around 55 feet. This is enough width to keep the existing traffic lanes and parking and add two bike lanes that are protected from traffic with a 2-foot buffer.

2. Windmill Lane

Windmill Lane is a wide street at approximately 50 feet. This is enough width to keep the existing traffic lanes and parking and add two bike lanes.

3. Bike Path along West Main Street

Bicyclists looking to stop in the Village Center should be directed into the parking area along W. Main Street. This road is already used by bikers. A multi-use shared path could be created for

pedestrians and bicyclists. Bike parking should be provided at multiple locations to encourage users to park and walk with signage to direct bicyclists to Main Street businesses.

4. Narrow roads east of Main Street

The Village should investigate the possibility to encourage bikers to utilize roads and back alleys east of Main Street. Bicycle parking should be provided at entrances. There likely isn't sufficient width for a dedicated lane, but a sharrow could be incorporated.

5. New Multi-use path along Pond Lane

One of the recommendations of this plan is to transform Pond Lane into a park, thereby extending Agawam Park along the pond to the south. If this occurs, plans for the park should include a multi-use trail for pedestrians and bikes. Space on Pond Lane should also be provided for emergency access vehicles.

6. Culver Street

Hill Street has a dedicated bike lane eastbound however it stops at First Neck Lane. Providing a sharrow on Culver Street would allow bikers to avoid Hill Street between Varadian Way and Windmill Lane, which is problematic due to diagonal parking.

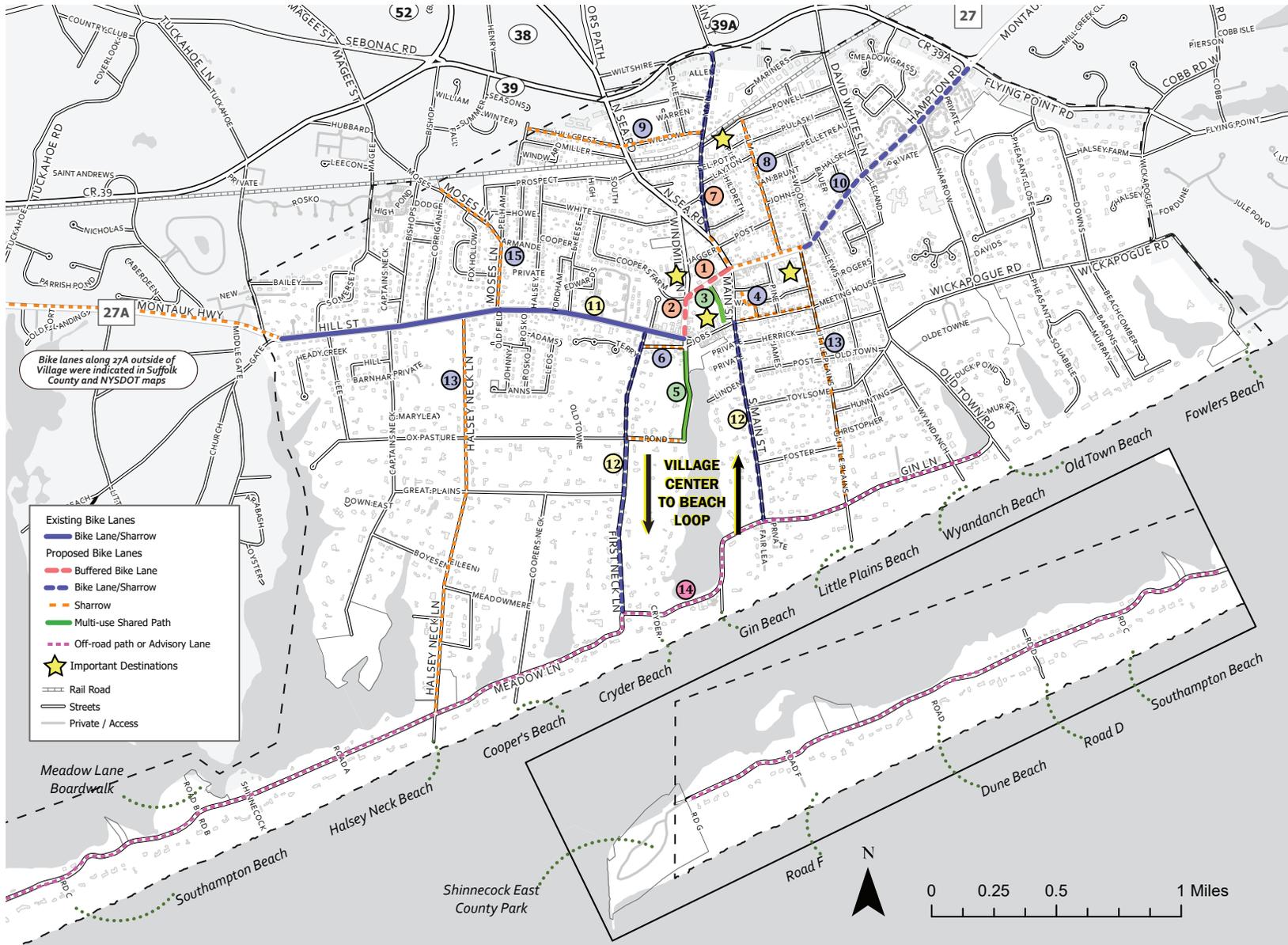


Figure 14: Existing and Proposed Bicycle Routes



Connections to Train Station: The following proposed routes provide improved connectivity to the train station:

7. North Main Street

This route is wide enough (roughly 36 feet) to have two traffic lanes with bike lanes in each direction. It could provide an important and direct route to the Village Center. One consideration is on-street parking, which would need to be prohibited on both sides.

8. Elm Street and g. Hillcrest Ave/Willow Street

These roads are frequently used for biking as they are in close proximity to the train station. While there may not be enough space for dedicated lanes, sharrows and signage should be considered.

East/West Connections

10. Hampton Road

This important east-west corridor is wide enough (~44 feet) to accommodate dedicated bike lanes if travel lanes are narrowed. The bike link would improve access for bikers traveling to and from the Village from points east. Accommodating bicycle lanes becomes more difficult closer to Town Hall and the Village Center where there is on-street diagonal parking.

Nugent Street (~55 feet wide)



(Parking, bike lane, buffer, travel lane x2, buffer, bike lane, parking)

Windmill Lane (~50 feet wide)



(Parking, bike lane, buffer, travel lane x2, buffer, bike lane, parking)

11. Hill Street

Hill Street has a dedicated bike lane eastbound however it stops at First Neck Lane. The 41 foot approximate width would allow for protected bike lanes in each direction, however, there would be no excess room in the shoulder for on-street parking. If on-street parking is deemed necessary, then a sharrow should be considered.

Connections to the Beach

12. First Neck Lane and S. Main Street

Both of these roads have widths that vary between 32 and 36 feet. If travel lanes were narrowed to 11 feet, there would be room to provide a dedicated bike lane in one direction and a sharrow in the other. The two roads in tandem would form a “Village Center to Beach” bike loop. Providing a narrower travel lane would have the secondary benefit of reducing traffic speeds.

13. Halsey Neck Lane and Little Plains Rd

Both of these roads are frequently used by bikers heading to and from the beach. While there is not enough roadway width for a dedicated lane, a sharrow may be appropriate to advise motorists to share the road.



Typical section of Meadow Lane with driveways on ocean side and wetlands on bay side. Dirt path on right shows where pedestrians are pushed to the side of the road.

14. Meadow Lane and Gin Lane

This corridor is heavily used by joggers and bikers to access the beaches and Shinnecock East County Park. The existing roadway is too narrow to accommodate a bike lane or sidewalk so bikers and runners are forced into the roadway. It is recommended that the Village study this corridor to see if there is an opportunity to provide dedicated space for non-motorists. One opportunity would be to add sharrows and improve signage so that drivers know to expect bikers and pedestrians. A second strategy would be to create a separate off-street path on the north side, which is less developed. That side also abuts wetlands in many areas making an off-street path difficult to accommodate. Alternatively, the Village could

look for opportunities to slightly widen the road at key points to provide more space for cars to overtake pedestrians and bicycles.

Other Important Links

15. Moses Lane

This roadway connects Moses Park to Hill Street. While there is not enough width for a bike lane, a sharrow would help to provide improved connectivity to this park for bicyclists.

Bicycle Parking, Bike Share, and other Amenities

There is a need to provide additional bicycle parking at frequently traveled destinations such as the Village Center, the train station, municipal buildings, beaches, and parks. One impediment to use of bicycles to reach train stations is the perception that their bicycles will not be safe from possible theft or damaging weather effects. In cooperation with the MTA, the Village should explore adding bike storage facilities in visible locations at the train stations that are both secured and protected from outdoor elements. The Village should also coordinate with commercial property owners to add bicycle parking in key retail areas.

Additional bicycle amenities should be focused at railroads to help bridge the last mile between the train station and adjacent areas. Pedal Share, a recently implemented bicycle-share program has five stations in the Village, including one at the LIRR station, allowing bicyclists to leave their bicycle at a different bike-share station from where they started (<https://www.ridepedalshare.com/>). This concession and other similar bicycle rental facilities should continue to be supported by the Village.

One concern expressed by many residents is when contractors are parked in the shoulder, which narrows the road and presents an unsafe condition for bikers. Improved enforcement of illegal on-street parking is needed. In addition, the

Village should focus on one or two north-south bike routes which connect the LIRR to the Village Center and the beaches.

Develop a Parking Management Plan

While there appears to be ample parking provided throughout the Village Center, it is not always available directly adjacent to retail on the core streets. It is recommended that the Village develop a parking utilization and management plan in order to maximize existing parking facilities, support park-and-walk behavior, and account for evolving future parking needs in the Village Center. Analysis of parking utilization will help determine where parking is needed or is in excess. This may include strategies to encourage short-term parking in front of shopping areas and long-term parking slightly farther away for employees. It will also identify opportunities for shared parking between complementary uses and parking demand management techniques. Potential efficiencies identified by the plan could free up space for future development that is currently used as surface parking.

Improve Off-Street Parking in Village Center

As noted previously, off-street shopper parking is provided in a number of locations in the Village Center. These lots are accessible via mid-block pathways for automobiles and pedestrians. While they adequately serve the business area, many of the off-street parking areas (both municipal



Bicycle parking on Windmill Lane

and privately owned) along West Main Street and behind Jobs Lane are rarely fully utilized. More can be done to improve the convenience and safety of these lots by making them more visible and attractive for shoppers and workers. On-street spaces should be reserved for short-term parking while off-street lots could be utilized for longer periods and for employee parking. These recommendations should be explored further as part of a parking management plan.

In general, centralized off-street parking should be encouraged in the Village center. It allows for a visually improved environment, and together with enhanced pedestrian circulation will induce more people to walk throughout the Village center (park-and-walk concept). Zoning regulations should be as flexible as possible in the downtown area and should encourage in-lieu fees as an alternative to

building private and exclusive parking areas on each parcel. The common shared parking facilities should capture the shoppers before they enter the downtown area.

While some of the buildings in the Village Center do not have their own dedicated parking, some have parking in the rear adjacent to municipal parking lots. If any properties were to be redeveloped, it is recommended that the Village work with applicants to improve the efficiency and accessibility of parking areas. One tool would be to require cross access agreements with either adjacent private properties or with the municipal lot. When lots are redeveloped, the Village should also look to create new alleyways or walkways to municipal parking in the rear.

The Village should also work with existing property owners to see if there are opportunities to create cross access agreements to combine rear yards into a larger shared parking area. In this situation, the Village may have to assume maintenance and improvement responsibilities for the parking area.

Improve Directional Signage to Public Parking

Directional signage for municipal parking lots should be provided at key intersections and mid-block crossings. Signage can support local businesses and direct visitors toward existing parking, helping to increase parking utilization rates and create a more walkable environment.

Signage should be large enough for vehicular siting but should also be present at a pedestrian scale at all entrances to parking areas.

Improve Mid-block walkways

Mid-block walkways in particular could be better defined, signed, and improved to make off-street parking a more attractive option. Walkways could be improved aesthetically with added plantings (for screening and comfort), improved surface treatments, lighting, and even some public art. With careful design, these areas could become attractive pocket parks or mini-squares in the downtown. It should be noted that improvement of some mid-block walkways, or alleyways, would require coordination with private property owners, as all or portions of the walkways are privately owned. However, such improvements have significant potential to enhance both the aesthetics and pedestrian circulation, and are important actions for the Village to pursue.

Invest in Electric Vehicle Charging Stations

Electric vehicles provide many benefits for public health, safety, and welfare, including reducing air pollution, greenhouse gas emissions and stormwater runoff contaminants; promoting savings in motor vehicle operating costs for vehicle owners; and contributing overall to sustainability goals and objectives of the Village and the state. To support the transition to electric

vehicle use, the Village should consider investing in charging stations in off-street lots in the Village Center. Capital planning for on-street charging facilities will be needed to make electric vehicles a viable options for more residents. In addition, the Village should consider parking regulations that encourage or require electric charging stations in new construction of large-scale projects such as mixed-use developments, multifamily developments.

Address Appropriate Locations for Micro-Mobility Options

Transportation in the Village and elsewhere experiencing rapid changes with the introduction of new micro-mobility options. These include e-scooters, sit-down scooters, e-bikes, and a range of other options. These micro-mobility options promise a convenient and affordable complement to cars and public transport. However, there are safety concerns to be addressed. Micro mobility vehicles can travel much faster than a bicycle. Users tend to ride in bike lanes or the shoulder of roads, causing safety risks between vehicles and pedestrians. The Village should study this issue and evaluate where micro-mobility options can be accommodated and where they should be discouraged. This study should include the development of guidance on where vehicles can be docked so they don't end up littering sidewalks streets.

CHAPTER V: COMMERCIAL DEVELOPMENT AND VILLAGE CENTER

The Village is arguably the commercial center of the south “fork” of Long Island, serving as the home base for several region-wide businesses and having the area’s only hospital, Southampton Hospital. The Village is located in a very popular summer resort area with a summer population

estimated to be over 12,000⁶, roughly than three times the size of its year-round population. Many of the Village’s commercial facilities, including hotels, motels, restaurants, and recreational facilities, primarily support the seasonal population and close down during the less active winter months.

Southampton’s seasonal economy presents economic and housing challenges to businesses such as how to remain open year-round and how to find full and part-time workers that can afford to live in the community.

V.1 SOUTHAMPTON VILLAGE ECONOMY

The economy of the Town of Southampton is based on real estate, professional services, construction trades, home maintenance and hospitality with small businesses relying upon a mix of summer time and year-round visitors. Farming and fishing are also active industries in the Town, with the Village being located adjacent to the second largest commercial fishery landing in New York State, Shinnecock Inlet, however the Village has limited business activity in this sector with just 1 marina located there. Farming in the Village has diminished as most farmland has transitioned into residential use over the years.

BUSINESSES IN THE VILLAGE

According to NYSDOL QCEW data, the Village has 1,181 business establishments as of 2021, up from 1,035 in 2010 (+14.1%) and up 7.0 percent since 2020. The sectors with the largest number of new establishments since 2010 include Administrative and Waste Services (+44 or +41.5%), Agriculture, Mining, and Construction (+27 or +15.5%), and Other Services, Except Public Administration (+24 or +25.3%).

The Village’s largest employer is Stony Brook Southampton Hospital, with a staff of 775 within the Village and 1,200 within the Town. The hospital has stated their intention to move the current facility to the Stony Brook University’s

Southampton campus which is located in the Town. Other major employers include the Town of Southampton (507 workers), Southampton Union Free School District (523 workers), the Corcoran Group (350 workers), Village of Southampton (179 workers), Maran Corporate Risk Associates (93 workers), and Southampton Press (50 workers).

WORKFORCE IN VILLAGE

As of 2019, according to the LEHD, the Village’s local workforce (workers employed within the Village) was concentrated in the sectors of Public Administration (21.4% of total), Health Care & Social Assistance (13.2%), Retail Trade (11.4%),

6 Estimated Peak Seasonal Population (2013-2017), Suffolk County. Accessed at: <https://suffolkcountynyny.gov/Portals/0/formsdocs/planning/Research/2019/Seasonal.xls>

Educational Services and Construction (both 9.8%) as well as Accommodation and Food Services (8.9%).

The Village has a relatively large workforce, considerably larger than its resident population. According to the most recent NYSDOL QCEW data, the Village had 9,502 private sector workers in 2021 and had added 1,455 jobs since 2010 (+18.1%) and nearly 700 jobs (+7.6%) since 2020. The top sectors of employment growth since 2010 included Health Care & Social Assistance (+1,217 jobs or +74.9%), followed by Administrative and Waste Services (+244 or +33.3%) and Agriculture, Mining, and Construction (+239 or +24.7%). Industries with declining employment since 2010 included Transportation & Warehousing (-120 or -43.5%), Finance & Insurance (-102 or -35.1%), Retail Trade (-44 or -3.4%), and Professional & Technical Services (-30 or -10.2%).

Despite a large number of workers employed within the Village, the Village's resident workforce, or the number of residents with jobs is very small at just 1,302 workers in 2019 according to the Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program. Over the period from 2009 to 2019, resident workers decreased in number by 123 jobs or 9.4 percent. The resident workforce is concentrated in a few key sectors including Health Care and Social Assistance (16.3%), Retail Trade (13.1%), and Accommodation and Food Services (10.6%).

According to NYSDOL QCEW data, average local wages are highest for workers in the Finance & Insurance sector at \$134,200 annually, followed by Management of Companies & Enterprises (\$98,100), and Real Estate Services (\$90,400). These sectors account for just 2.5 percent of local jobs. Wages were lowest for workers in the sectors of Accommodation & Food Services (\$41,900), Other Services (\$45,800), Transportation & Warehousing (\$52,600), and Health Care & Social Assistance (\$56,500).

COMMERCIAL REAL ESTATE TRENDS

There were eight small retail properties available for rent in the Village in April 2022 all located in the Downtown area totaling 30,100 square feet with an average asking rent of \$84.04 per sq.ft. annually according to Loopnet, a real estate services firm. Among larger properties at neighborhood centers, effective rents of \$34.59 per square foot at the Village East Shopping Center and \$33.32 per square foot at The Mill were reported to Moody's Analytics REIS, a major real estate data provider.

Within the broader Brookhaven/East Suffolk sub-market, an area with 7.8 million square feet of retail space, effective asking rents were \$22.27 per square foot in 2021 and vacancy rates were 11.4 percent. Although rents have not yet recovered from 2019 levels, wherein annual rents of \$22.61 per square foot were reported, the market is considered fairly strong with rents expected to increase to \$24.90

in 2025 and \$30.81 in 2031, an increase of 11.8 percent and 38.3 percent respectively according to Moody's Analytics REIS. Vacancy rates are expected to decline to 8.0 percent in 2025 and then to 7.1 percent in 2031. The Long Island market as a whole is a generally stronger market with higher rents and lower vacancy rates, historically.

The Village had two office buildings available for rent in April 2022, including 12,725 square feet of space in the Downtown ranging in rent from \$30.000 to \$36.00 per square foot at 1-17 Windmill Lane and a small 160 square foot space in a warehouse building at 1 Mariner Drive for \$40.00 per square foot according to Loopnet.

Data from Moody's Analytics REIS indicates that office rents in the Eastern Suffolk sub-market remained largely stable through the pandemic and increased from \$18.54 per square foot in 2019, up to \$19.01 in 2021. Rents are forecasted to climb to \$19.78 in 2025 and \$21.39 in 2031, a gain of 4.1 percent and 12.5 percent respectively. Due to new construction activity in the sub-market, vacancy rates are expected to increase from 12.8 percent in 2021 to 15.0 percent in 2025 and then fall back to 13.4 percent by 2031 as new space is absorbed into the market.

V.2 VILLAGE CENTER

Most of retail and commercial uses are located in the Village Center central business district, which covers approximately 60 acres. The downtown is compact, with major stores contained within an area of less than one-half square mile. Retail uses provide almost continuous frontage on five streets within this district: Main Street, Jobs Lane, Nugent Street, Jagger Lane, and the western portion of Hampton Road. Additional retail uses are found on Windmill Lane and Hill Street. The Village Center is situated at one of the most favorable intersections in the region based on traffic volumes, surrounding neighborhood access, proximity to the region's main thoroughfare State Highway 27, visibility, nearby attractions and central geographic location in the Hamptons.

The stores in the center essentially serve three types of markets: permanent (year round) residents, seasonal (summer) residents, and tourists who visit for a day or a weekend primarily in the summer and shoulder months. The seasonal nature of two of the three markets has led to many stores closing during the winter months, when demand for retail business and services drops off. It has also led to other issues such as the preponderance of shopping options oriented towards the luxury market as well as an imbalance between pedestrians and vehicles during the peak season, felt particularly at intersection crossings around the Village Center. These issues are essentially part of one overriding issue: finding

a new balance among forces and interests that have evolved away from the quieter, pre-1980s Southampton.

The Village's popularity during the COVID-19 pandemic, where summer-time residents from the metro area's urban core relocated to the Village during winter months, has generated unprecedented commercial traffic during the off-season and provided a welcome economic boost in terms of commercial sales. Businesses have reported worker shortages due to the lack of seasonal worker visas issued in recent years which local employers rely on.

The core retail along Main Street, Jobs Lane, and Hampton Road is typified by small retail and shopping stores. Many of these shops are in the "Comparison Goods" retail category (sometimes called shopper goods), which include such items as apparel, shoes, furniture, appliances, jewelry, electronics, cameras, art, and other durable or semi-durable goods. Customers often compare or shop around before they buy these items. The current high concentration of comparison goods in the store mix gives the downtown a resort-style atmosphere in which tourists' leisure time is spent on shopping as well as dining and drinking, and in cultural institutions.

The center contains a significant number of restaurants and food service businesses. Larger convenience stores (i.e. food, liquor, hardware,



Main Street



Jobs Lane

and drugstores) are located in the Village Center and include the Stop & Shop on Jagger Lane, CVS on Nugent Street, and Citarella on Hampton Road. There are also a number of underutilized sites in the northern section on Nugent Street including several banks and a vacant post office building.

One of the main anchors in the Village Center, Regal Cinemas (operating in the Southampton Theatre building), closed at the beginning of the pandemic. This loss is not unique to the Village, as theaters in small towns have closed nationwide. COVID-19 accelerated trends that preceded the pandemic, with movie-going already on the decline due to online streaming. The Village has been actively working with property owners to encourage a cinema or another cultural hub to return to the space. However, the future of the site is still in question. As of the time of adoption of this Plan, the theatre had been sold. "Hill Street Cinema LLC" is the reported owner, but no concrete plans have been proposed.

In general, the business district is viewed favorably by residents. Results from the public survey showed that most residents are satisfied with the overall quality and character of the village center. However, the survey also revealed that a number of residents felt that the retail mix was poor, reflecting the preponderance of comparison stores over convenience shops. Retail has moved away from serving the needs of local year-round residents towards the greater affluence and leisure spending of summer visitors. For example, there is

a need for affordable shopping options such as a grocery and locally-serving services such as tailors, shoe repair, locksmiths, etc. Participants also cited the need for more things to do in the evening, such as restaurants, bars, and other entertainment. There is also a need for more shopping oriented towards children. There was a preference for small and locally owned businesses over national brands.

In 2013, the Village conducted a retail market analysis which found that despite the seasonal nature of the commercial landscape, the Village Center has the capacity to support commercial growth. The 2013 study found that the Village is underserving its potential demographic base, represented by a gap between primary trade area demand and supply. In addition, there is a considerable amount of sales leakage among visitors, students, employees and seasonal residents that could be captured with the expansion of retail and restaurant offerings in the Village Center.

While the retail study was conducted almost 10 years ago, the underlying assumptions have largely remained true. The consumer base is growing in the Village, creating potential for strong and sustainable retail. Residential population in the area is expanding, as well as the employment base, which means more expenditure to contribute to the retail market. Average and median household incomes are desirable for retail growth and the encouraging annual growth rate in population and incomes will favorably affect new

retail development. During the COVID pandemic, many people moved out to their vacation homes full-time. While this population trend may not be permanent, it is expected that many people will continue to live and work in the Village post-pandemic.

The Village has underutilized areas, particularly along Nugent Street and Windmill Lane that could be redeveloped to attract new retailers to the market. One of the key limitations preventing growth is the lack of sewer systems. Implementing a sanitary sewer system in the Village Center would have two main objectives: (1) enabling more uses and densities which currently cannot be accommodated due to wastewater issues (such as restaurants, hotels, and apartments), and (2) improving water quality by diverting nitrogen loading into Lake Agawam. Village plans for a sewer district are discussed in Chapter 7.

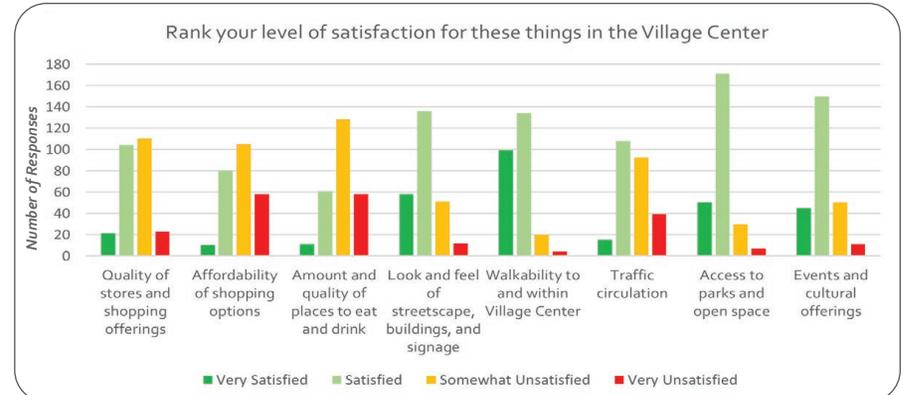
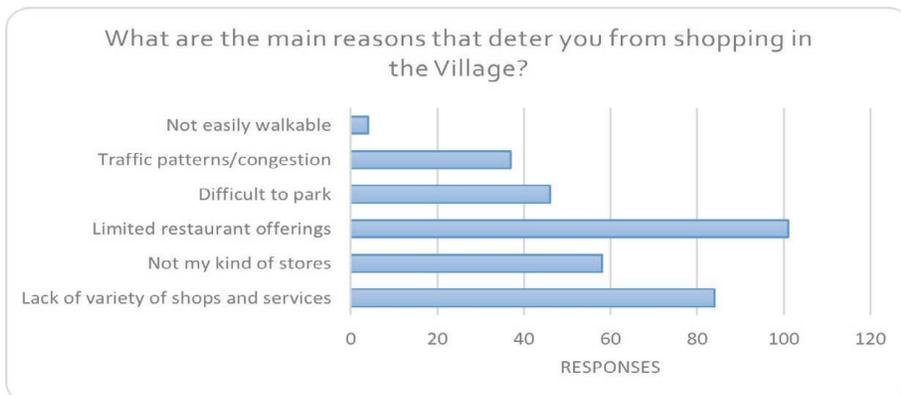
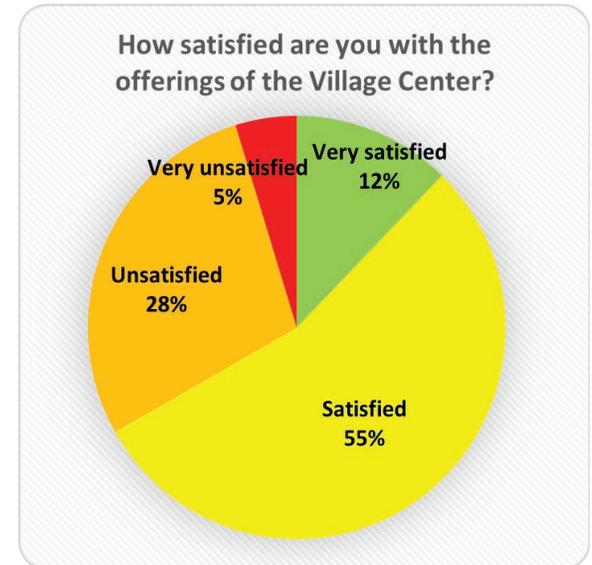
COMMUNITY FEEDBACK ABOUT VILLAGE CENTER NEEDS

As part of the public engagement effort for this plan, an online public survey was developed to gather input from the public regarding priorities for future improvement, and key issues users experience. The survey included a few questions which focused on the Village Center area. A summary of the survey can be found on the Village’s website. A summary of key takeaways related to the Village Center is below, along with graphs that show satisfaction levels for various topics. These sentiments were consistent with comments expressed during other in-person outreach events.

- Out of the 259 survey responses received, 70% live in the Village year-round.
- The survey shows that most respondents visit the Village Center often. About 40% visit once a day or more, and 43% visit several times a week.

- About two-thirds of respondents indicated they are satisfied with offerings in the Village Center. Only 12% of respondents reported that they are very satisfied.
- Participants were asked to identify specific uses that they would like to see. There were 187 open-ended responses. Affordable retail and food options was listed as a priority for many. The need for more restaurants, bars, and entertainment was also frequently reported. There was a preference for small and locally owned businesses over national brands.
- When asked to identify reasons that deter them from shopping in the Village Center, the most frequently cited things include “limited restaurant offerings” (39%), “too expensive” (37%), and “lack of variety of shops and services” (32%).
- When asked about directional (wayfinding) signage, participants seemed to be generally satisfied. About 57% said they

were satisfied and 10% said they were very satisfied. 34% were either unsatisfied or very unsatisfied.

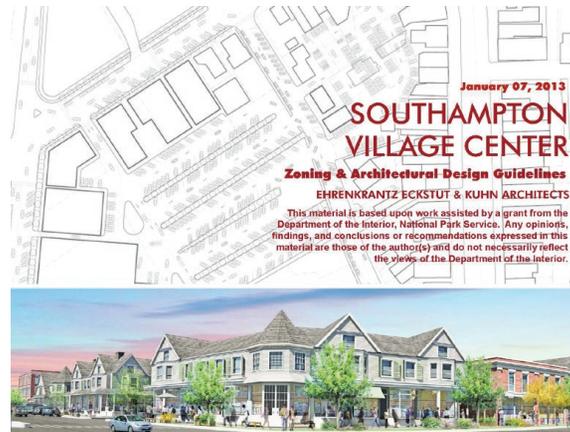


PRIOR VILLAGE CENTER PLANNING EFFORTS

Planning for the Village Center has been an ongoing process. In the Village's 1970 Comprehensive Plan, the key emphasis for commercial development was on the expansion of the existing center with greater efficiency for parking, walking, and truck loading, rather than the creation of new business centers within the Village. The 2000 Comprehensive Plan echoed these recommendations, with more detailed recommendations for the Village Center. Planning continued in 2009 when consensus was achieved on a Vision Plan for the Village Center's future.

The Vision Plan identified the main challenges facing the Village Center's development and addressed the community's need to create a road map for the future, one that builds on the Southhampton's distinctive beauty and charm in its historic context. A key goal of the Vision was to ensure that the future of the Village would be planned first and foremost for its residents (not tourists) and that the Village should cater to year-round activities and uses. Making the Village increasingly sustainable was also a central objective. These principles still apply.

In 2013, zoning changes and architectural guidelines were developed to implement the Vision for the Village Center. This effort was informed by extensive outreach, along with research on past Village plans, proposals, and projects. Information



was then synthesized and used to develop zoning and architectural guidelines about such essential, conventional physical attributes as public rights of ways, private properties and blocks, land uses, all forms of circulation, parking, open spaces, properties, and buildings. This Comprehensive Plan takes a more up-to-date look at the Village Center, with revised strategies to implement the Vision.

In order to preserve its existing fabric and also to ensure the appropriate kinds of new development, the Village must pursue a broad range of actions. Many of these are public actions that will both regulate and support private, market-driven development. In some cases, the Village can pursue shorter-term public policy and administrative actions requiring no capital outlays. Other actions will require significant public capital outlays and can be staged over time. First and foremost is the creation of a sewer district, which will remove

2009 VILLAGE CENTER VISION PLAN KEY PRINCIPLES

- Preserve the unique historic fabric; build new like old
- Maximize walking throughout
- Integrate circulation and parking strategy
- Maintain a year-round, central focus
- Create improved and sustainable stormwater handling
- Make art a defining characteristic
- Emphasize the Village streets and open spaces

a major impediment to redevelopment. The key tools needed to realize the Village’s Vision are zoning and architectural guidelines. Other implementation tools include work on parking management, traffic management, and capital planning of future infrastructure –all of which will complement and support the zoning efforts.

VILLAGE CENTER ZONING APPROACH

Preserve Historic Character and Scale

The goal of the new zoning regulations is to encourage development that learns from and fits into the Village’s existing character. On Jobs Lane, the existing scale should be reinforced. While there are a few buildings at 3 stories, most are between 1 and 2 stories. It is recommended that building heights on this street be capped at 30 feet (from 35 feet) to preserve the existing scale.

Desire for New Uses

Public engagement for this Plan generated significant input on the types of uses and activities found Downtown. Participants cited a lack of restaurant choices as a priority and the need for more nightlife. Restaurant use is somewhat constrained by the lack sewers. However, bars and taverns (excluding nightclubs or other entertainment establishments) are not allowed in

the VB district. Otherwise, the VB district generally provides for uses that are appropriate in a Village Center.

Outdoor Dining

During the pandemic, outdoor dining emerged as a lifeline for the restaurant industry and was quickly embraced by many. Throughout the nation, communities have found that residents are supportive of making outdoor dining a permanent feature, recognizing its potential to activate public space, improve downtown vibrancy, and support local business. Southampton should assess its existing provisions for outdoor dining to facilitate its ongoing use on a seasonal basis, while ensuring pedestrian safety and high aesthetic value. Outdoor dining on a public Village sidewalk takes a simple permit. Outdoor dining on private property requires a Special Exception from the ZBA and an approved Site Plan from the Planning Board. Apart from regulatory changes, the Village should support (potentially with funding) physical improvements to the public realm as well as investments by private business to provide outdoor dining in an attractive and uniform way.

Opportunities for New Development on Nugent Street and Windmill Lane

There are a number of underutilized sites located along Nugent Street, Windmill Lane, select underutilized parcels outside the core Village Center area (see Figure 15). If sewer infrastructure were to be built, it would open up new development opportunities, which are largely constrained by wastewater issues. It is reasonable to assume that the areas identified in Figure 15 comprise the biggest opportunity for redevelopment given the larger parcel sizes and underdeveloped nature of the street. The Village should proactively address land use and zoning controls to ensure that any



Vacant and underutilized buildings on Nugent Street

redevelopment fits within this Comprehensive Plan’s vision for the Village Center. Zoning recommendations for this area include:

- Zoning regulations currently allow for a maximum height of 35 feet but up to 40 feet to accommodate attractive building forms with pitched roofs and generous spaces at the street level. The maximum building height should be reduced to 38 feet to be more in keeping with the historic district.
- Design guidance should be codified to ensure that development enhances the streetscape and building forms complement the surrounding historic streetscape.
- Minor zoning changes to prevent large and monolithic buildings. For example, maximum building depth should be reduced from 120 feet to 100 feet.
- Minor changes to promote an active “main street” feel at the ground level. This might include allowing for a slightly larger setback from the street (up to 15 feet max for 50% of the lot) if seating/dining is provided in the front yard. It would also include discouraging uses which prioritize cars such as drive-thrus. Parking should be located in the rear of buildings.
- Changes to discourage car-oriented uses and Discourage drive-thrus.

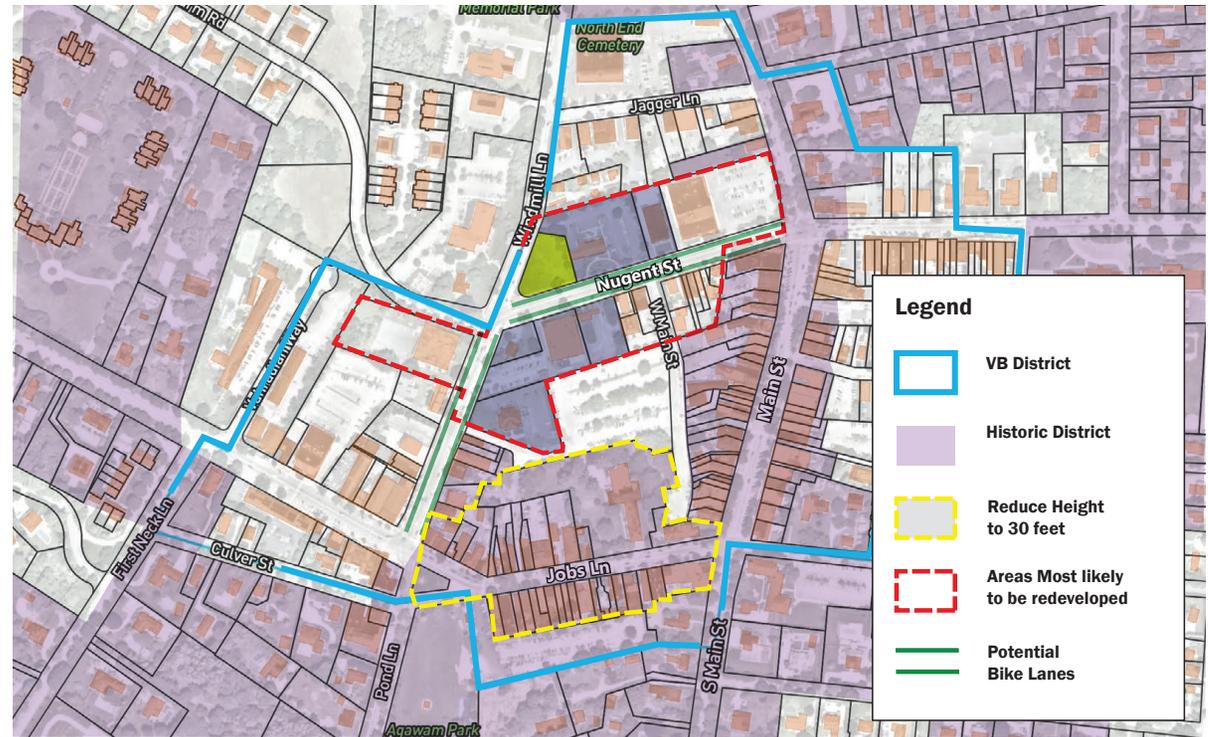


Figure 15: Focus Areas for Development and Preservation in Village Center



Figure 16: Conceptual design showing potential development along Nugent Street and Windmill Lane

- Consider allowing residential uses on upper floors as a permitted use throughout the VB district if sewer is available, however consider creation of an Arts and Cultural Overlay District to encourage arts and community uses and restrict new residential or retail development in areas where it would not be appropriate (i.e. the movie theater site).

All buildings should include uses on upper floors such as residential, commercial, galleries, hotel, or office space. All of these uses are currently allowed in the existing VB District. Residential uses on upper floors would help to encourage year-round activity. Providing more apartments would help to diversify the housing mix in the Village, potentially providing opportunities for existing residents who choose to downsize or workforce housing. Lastly, residential growth within the Village center helps promote walking and bicycling, and gives people fewer reasons to own and/or use cars.

In addition to residential, hotels should be encouraged in the Village Business district in the opportunity areas along Nugent Street and Windmill Lane, and not in the historic district. Hotels, by their nature, add significant street life and village activity for all seasons, day and night. They can fit into the existing historic building types in the Village, which have a mix of both residential and commercial design (i.e. ground floor commercial space with living space above). Currently, hotels are allowed in VB districts,

but only if they have some affordable housing component. While the intent of this regulation is to ensure that there is housing for employees of the hotel, it may place a high burden on potential development, and the Village should assess whether this regulation should remain in effect for future redevelopment.

Affordability

There is a concern that with new residential development in the Village Center, units would be oriented towards the luxury market or short-term rentals. Neither of these categories advance the goals of providing more affordable options. It is recommended that the Village consider a higher standard for affordable housing in the Village Center, potentially with a higher percentage of inclusionary housing (i.e. 20% set aside), the limitation of units for short-term stays, and the restriction of units to 1- and 2-bedroom apartments.

Arts and Cultural District

It is recognized that the areas around Jobs Lane and Hill Street contain a high concentration of arts and cultural facilities and programs which serve as a major attraction for visitors and support the community in many ways. These uses should be encouraged and celebrated. Comments from the public indicated that there was support for uses related to education and teaching of arts, such as the Arts Student League located in Manhattan.



Discourage drive-thrus in core Village Center area



Work with property owners to improve conditions of rear parking areas



Encourage attractive mid-block connections to parking



Photos of areas to consider for an Arts and Cultural District (top to bottom: Christies, Jobs Lane, Movie Theater)



Brick treatment on roads to slow traffic and highlight arts and Cultural District centered on Jobs Lane. (Winter Park, FL)

There was a tradition of arts schooling in the area dating back to William Merritt Chase's Shinnecock Summer School of Art (1891–1902).

Future redevelopment or reuse of vacant sites such as the movie theater should include arts and cultural uses. This could be achieved through the creation of an Arts and Cultural Overlay District. Residential apartments and retail would not be appropriate. However, artist lofts and studio space may be considered.

Arts District Programming and Marketing

The Village and Chamber of Commerce should assist local merchants in the occasional closing of Jobs Lane for festival days, preferably during off-

season months. This would help create a festival atmosphere and encourage walking. The village should encourage this. The Village would need to work with the Fire Department and ambulance services to address necessary emergency routes or passage through Jobs Lane. Temporary signage directing drivers to off-site parking would need to be erected by the village. One of the festival closings could be coordinated with the Southampton Historical Museum's annual September fair. The festival could also be part of a larger effort to brand Jobs Lane as the center of Southampton's Arts and Culture District.

Arts District Wayfinding and Design

Another way to highlight and contribute to the historic charm of the district would be to develop special wayfinding signage for the district. The Village could also give the roadway in the district a special treatment. The photo to the left shows an example of a brick treatment in Winter Park Florida. This treatment would also have a secondary effect of traffic calming and slowing stormwater runoff (compared to asphalt).

Redesign of Nugent Street and Windmill Lane (Bike Lanes)

Both Nugent Street and Windmill Lane are overly wide for the downtown context. The generous width encourages vehicles to drive at faster speeds than appropriate, making the roads unwelcoming for pedestrians and bicyclists. During the outreach process, residents supported the idea

of redesigning these roads to make them more pedestrian and bicycle friendly as well as other landscaping elements to make it a more attractive gateway to the Village Center area.

Chapter 4 discusses opportunities to implement a system of bicycle lanes, paths and routes to promote safe bicycle travel in the Village. Participants in the outreach process expressed a need for improved bicycle connectivity to and through the Village Center. Bicycles are not allowed on Main Street and Jobs Lane, and there is a need for an alternate route.

The design in Figure 16 shows dedicated bike lanes on Nugent Street and Windmill Lane. Both streets are wide enough to accommodate bike lanes without reducing roadway capacity. The wide lanes would just be narrowed slightly. This would also have the beneficial effect of calming traffic in an area where cars tend to go faster than appropriate for the downtown context. The bike lanes would be connected to a larger bicycle network, as proposed in Chapter 4.

Additional bike parking should be provided at several locations in the central parking area, and wayfinding signage should be provided to indicate where bikers should go.

Design Codification

Southampton residents cherish the charming and historic feel of the Village Center. New development should complement the historic

architecture that makes Southampton unique, especially in the historic core. One key aspect of this uniqueness is the mix of building heights, designs, and footprints that show the evolution of Southampton. Village residents do not want large developments that are dominated by a single façade design.

Design guidelines can identify which building designs, colors, and materials align with residents' vision for new development. While there are currently architectural design guidelines for the historic district, there are no documents to assure consistent application of design and site planning standards for non-residential properties in the Village Center. It is recommended that this document be developed both for historic and non-historic properties in the VB district. The design guidelines would be used by officials, commissioners, board members, developers, residents, etc. to illustrate how community character can be preserved through wise design choices in new construction and additions. The guidelines would not mandate architectural styles or design decisions, but would promote a high quality in design and materiality as well as a more harmonious meshing of new and old structures and public spaces.

The codified design guidelines would work hand-in-hand with the zoning code. The zoning code would refer to a set illustrated guidelines that allow the reader to see the preferred and the discouraged design types. The illustrations would show roofs,

facade planes, windows and doors, height, details, and materials. These documents can be simply written and with illustrated line drawings aimed at addressing the whole Village Center area. Much of this work was already completed in the architectural guidelines developed in 2013. These guidelines would need to be formally adopted into the code and incorporated into the site plan and architectural review process.

Parking Management Plan

While parking appears to be ample in the Village Center, residents have stated that it is not always easy to find, and navigating between parking areas can be difficult. Although large areas of the center are devoted to surface parking lots, the influx of summer residents and tourists causes the parking areas to be congested during the peak months.

The issue is less that of providing even more parking than on better using the existing spaces. There are opportunities to make off-street lots function better and be more attractive options for visitors. Other techniques to be considered would include paid parking, enforcement of short stays, moving long-term parking to off-street lots, improved wayfinding signage, and streetscape improvements (i.e. landscaping, lighting) in off-street lots to make them more appealing for visitors. Parking in the Village should also be located centrally and shared between different users, both public and private. These strategies

should all be explored as part of a dedicated parking management study. This study would be a follow-up to this Comprehensive Plan.

There are also opportunities to leverage new development as a way to better consolidate public parking areas and make them more accessible. New developments could be designed to promote access between rear parking lots of neighboring buildings, making it easier for drivers who travel between businesses on the same side of the street. Southampton should consider adjusting zoning in the Village Business and Hampton Road Office district and to require site design that promotes cross access and requires cross-access easements for new developments.

Parking Requirements

Provision of parking is a major constraint to new development in the Village Center. There are a variety of parking requirement adjustments that should be considered in order to facilitate development that is not overly dominated by parking areas. The Village may consider introducing greater flexibility in parking requirements, in areas explained below:

- Many of the existing commercial buildings do not currently provide their own off-street parking. For new buildings, consider allowing developer to pay in-lieu fee for parking if it is near (100 feet) from a public lot. This would only be allowed for the portion of the non-residential portion of building that is being

replaced. Off-street parking is required for the portion of the building floor area greater than the building replaced.

- Explore reducing the parking requirement for apartments which is 2 per multiple dwelling unit. This appears to be a high requirement for a village center area. See Chapter 8 for proposed ratios.
- Support parking management strategies such as shared parking among uses with different peak parking demand. For example, many village center uses have a peak parking demand during the day whereas residential parking demand peaks in the evening. For residential use in particular, the Village should consider allowing residents to purchase parking permits for public lots.

Opportunities for New Park Space

Windmill Park

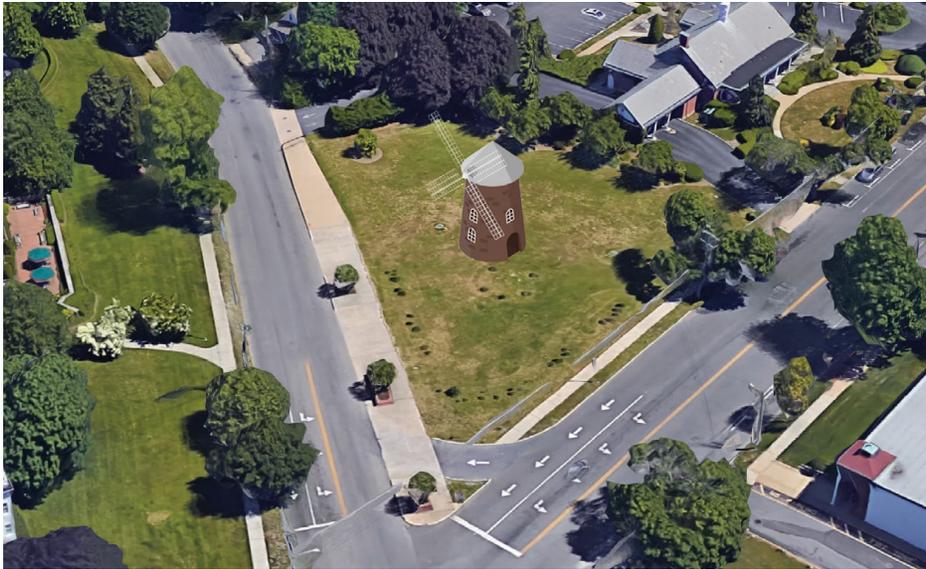
The Village owns the triangle shaped parcel at the corner of Windmill Lane and Nugent Street. This site has long been discussed as a potential park area. Windmill Lane was once the home of the historic windmill which was moved to what is now the Stony Brook University Southampton Campus. A historic windmill could be rebuilt on site, potentially with a visitor center at this gateway to the Village Center.

The slip lane for right-turning vehicles from Nugent Street to Windmill Lane should also be reviewed. The current geometry allows cars to turn at higher speeds than appropriate for the downtown context.

Pedestrian and Park Improvements at Monument Square

Monument Square, located on a triangle between Jobs Lane, Pond Lane, and Hill Street, features a raised area with a flagpole, canons and chains around the perimeter. The park is largely ceremonial in function, and pedestrian access is prevented by the chain fence. This area is also a missing gap in the pedestrian network, as there is no way to safely cross through the park. It is recommended that the Village consider a slight redesign of the park that would include a sidewalk on the west side with crosswalks along Jobs Lane. A second design concept would be to close a small section of Jobs Lane to create an open space connection between Agawam Park and Memorial Square. This roadway segment is not essential to the wider network and removing it may actually help to streamline some of the intersections and reduce vehicular conflicts between Pond Lane and Hill Street, thereby connecting Memorial Park to Agawam Park

The closed segment of Jobs Lane could be utilized to expand Agawam Park and add new amenities such as seating, landscaping, and lighting. It could also be used as a flexible space for public events like concerts and open markets. In the short



Location for Windmill Park

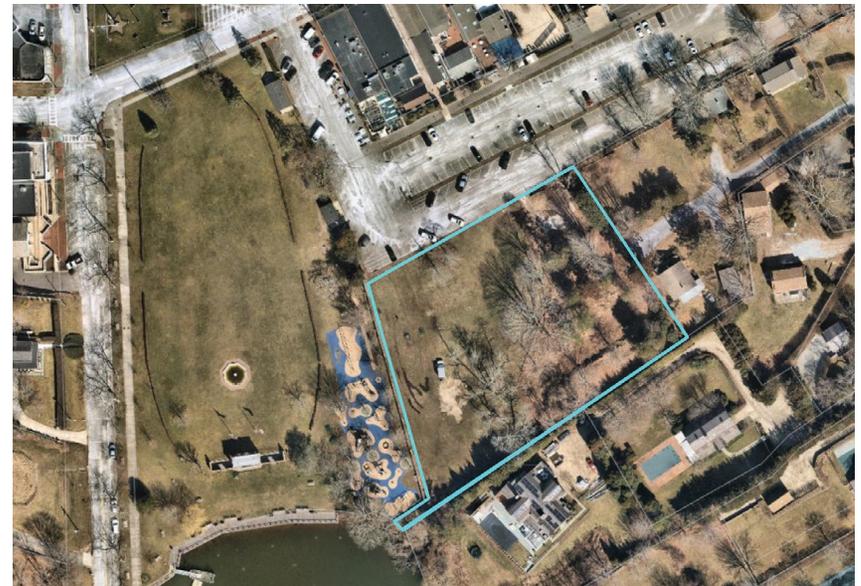
term, this measure could be done as a pilot project with striping, signage, and bollards. While it is anticipated that this change would not have a major impact to traffic flow, it is recommended that the Village conduct a traffic study to assess impacts and other necessary improvements to accommodate this closure.

Improvements to Publicly Owned Parcel Adjacent to Agawam Park

There is a vacant publicly owned parcel (37 S. Main Street) in the heart of the Village Center, located adjacent to the municipal parking area off of Jobs Lane and Agawam Park. The parcel is co-owned by the Town and Village. This area is currently utilized by DPW, however it is largely underutilized. The Village should work with the Town to identify an appropriate use for the site given it's central location and adjacency to parking and Agawam Park.



Potential pedestrian and park improvements at Monument Square



Potential open space or other public amenity adjacent to Agawam Park

Pedestrian Connections to Parking

Pedestrians are generally well served by a network of attractively landscaped sidewalks along the major streets in the center. Main Street in particular provides generous and well-designed amenities for pedestrian use. However, pedestrian links to the interior parking lots vary in quality. A number of pathways are poorly defined and lack signage and landscape treatment. Important crosswalk areas, especially the crossing at Main Street-Nugent Street-Hampton Road, are also in need of improvement given their heavy use during the summer months. In addition, the major parking areas fail to provide defined pedestrian pathways within the lots themselves.

Municipal Parking and Crosswalks.

Crosswalks in and around the Village Center were described by residents as highly problematic. Pedestrian ways and crosswalks are non-existent or barely functional. The Main Street-Hampton Road crosswalk is the most in need of improvement. A major study is not required here, but rather an implementation study of signal light timing, pedestrian movement timing, and signs. Once this crosswalk is made safer for pedestrians, the village should turn its attention to studying other key intersections and the ways in which traffic calming techniques could be employed. While traffic calming does not necessarily reduce overall volume, it will slow traffic speed and redress the balance towards pedestrian needs. This comprehensive Plan recommends that the Village narrow roadway widths along Nugent Street and

Windmill Lane in order to accommodate bicycle lane. The narrowing of the road will also serve to slow cars down to downtown appropriate speeds.

Business Improvement District

The Village and local businesses should explore jointly-improving the center's streetscape and pedestrian linkages. A formal technique for this would require the creation of a business improvement district, a mechanism for self-assessing funds to be used for supplementing municipal services and amenities. A less structured technique relies on a goodwill partnership where private and public funds, property, and design and construction services are contributed to create a more attractive and pedestrian-friendly center.

Electric Vehicle Charging Stations

There has been a growing shift in electric vehicle (EV) ownership due its many benefits, including less reliance on nonrenewable energy, reduction of carbon dioxide emissions, and improved air quality. Southampton has the opportunity to implement EV charging stations in the central parking area (on W. Main Street) for public use. Residents and visitors with EVs would be able to recharge their vehicles while shopping, dining, or working in the Village, further enhancing local consumer spending. These charging stations could also fill a gap in the network of public chargers, drawing passersby that may be traveling across in the area and opting for charging their vehicle during a stop in the Village.

To begin, the Village could install two EV charging stations at highly visible parking locations in municipal lots. The recommended chargers are "Level 2" because they are capable to fully charge within about 3 hours. Grant funding is available for the purchase and installation of these stations, so it is possible that this project could have little to no village capital expenditure.

In the future, the Village could work with private property owners to create additional locations for EV charging stations, with new development, especially for uses like hotels and multifamily buildings.

V.3 SOUTHAMPTON HOSPITAL

The Southampton Hospital Association owns 16.6 acres of land in the MD and HA districts. The MD and HA districts also contain non-hospital properties including medical offices, an assisted care facility, and a few single-family residential homes.

The Southampton Hospital Association has plans to move Stony Brook Southampton Hospital ("Southampton Hospital") from its current Meeting House Lane location to 15 acres on the Southampton campus of Stony Brook University. If this were to occur, questions remain on how the site and surrounding areas could be repurposed or redeveloped. It is reasonable to assume that future use of the site will not be hospital-related, and zoning would need to be changed to facilitate the reuse of the site. Any potential zoning changes would happen at the request of the Southampton Hospital Association, at a time when their future plans for the site are better understood.

During the public outreach process, residents expressed a strong preference to reuse the site as residential, age-restricted homes, or assisted care living. Those uses would better mesh with the surrounding neighborhood and would inherently have less traffic and noise impacts compared to those associated with the Hospital's existing operations.

Areas occupied by the Southampton Hospital can be categorized into 3 distinct areas. The first is the outlying parking lots to the north and west

of the main site. Village residents have expressed their desire for the site to be redeveloped with low-intensity residential uses that better integrate with the surrounding single-family neighborhood fabric. These parking lots should be zoned R-12.5 to match the surrounding zoning and to ensure that only single-family homes are built.

The second area is the main hospital campus itself, which is approximately 6 acres. A first option for this area is a single-family homes, either detached or attached (townhomes). The preference would be for townhomes to be on fee-simple lots and not condominiums. A cluster-style development would be preferred to preserve more open space and the possibility of a public park. A good example of a cluster development in the Village can be found at 97 Coopers Farm Road. Other potential uses for the site include age-restricted housing or assisted living. New development should generally be limited to 2.5 stories.

A second option for this site would be to consider use the Multi-Family Residential District (MFPRD) which is already in the zoning code. The MFPRD District would be established on a floating-zone basis, subject to approval by the Village Board of in accordance with an approved preliminary development concept plan as described and defined herein. The maximum density in this situation would be 6 units to the acre. Where a public good is proposed such as the provision of workforce



Southampton Hospital Aerial

housing, age restricted housing or publicly accessible open space the Village could consider granting a special permit to slightly increase height from 2.5 stories (35 feet) to 3 stories (38 feet) and/or give a slight increase in density.

The Village would like to retain as many businesses on the east side of Old Town Road as possible. As shown in Figure 19, the hospital also owns properties in this MD zoned area. Given the fact that medical uses may no longer be the highest and best use when the hospital leaves, it would be reasonable to consider residential, assisted care and senior living within the same height and density within the same parameters that would apply to the main hospital site.

Figure 17: Potential Zoning Approach For MD and HA Districts

Area 1: Parking areas in HA District

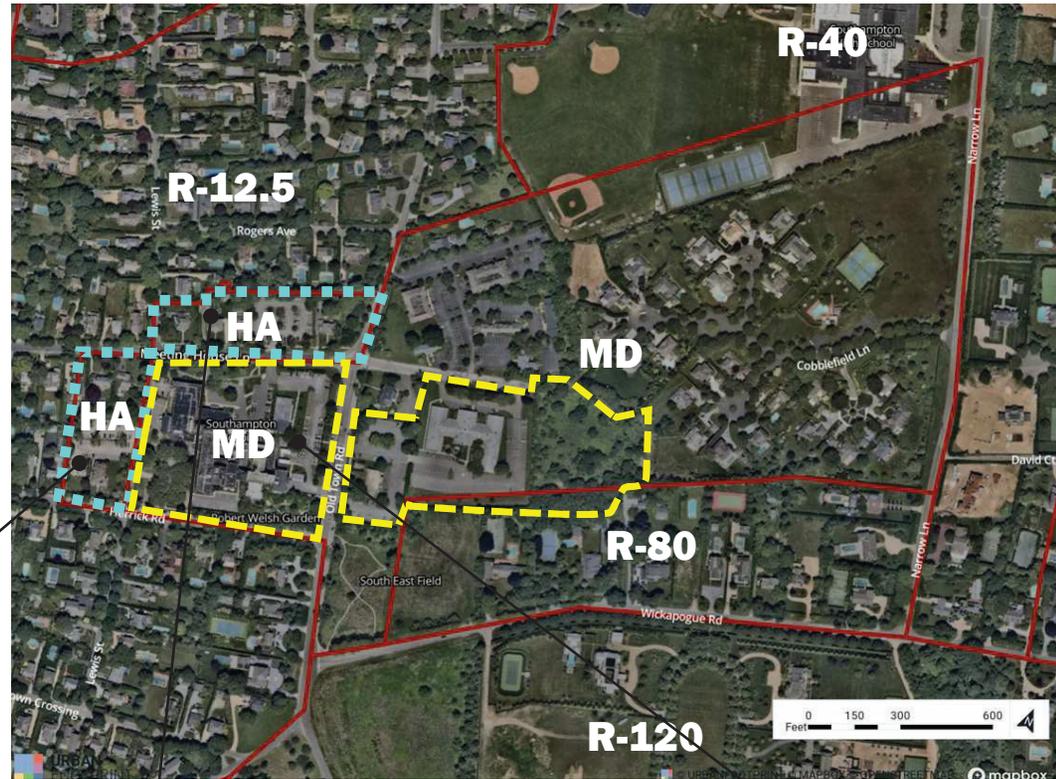
- Future development should match residential fabric (R-12.5 district)

Area 2: Main Hospital Campus and Hospital Properties in MD District on East Side of Old Town Road:

- 2.5 story – 35’ max
- Allow for residential, assisted care and senior living.
- Option 1: mix of single family either detached or attached (townhomes), clustered to preserve open space.
- Option 2: Consider allowing the Multi-Family Residential District

Area 3: Other MD Parcels

- Maintain MD district, but provide flexibility for assisted living.



Parking lot in HA District



Parking lot in HA District



Main hospital campus

CHAPTER VI: NATURAL RESOURCES, OPEN SPACE, SUSTAINABILITY AND RESILIENCY

Southampton is a coastal community with agrarian roots. It has long had a mix of residential and resort uses, natural areas and open spaces, and active farmland. The amount of active farmland

has been greatly reduced in recent decades, but beaches, lakes, and bays continue to define life in Southampton.

VI.1 NATURAL RESOURCES

SURFACE WATER

Lakes and Ponds

Southampton’s collection of freshwater lakes and ponds are unique natural features that make the village distinct from other coastal communities. The largest lake is Agawam Lake (60 acres), located south of the Village Center. Other notable ponds include Phillips Pond, Wickapogue Pond, Old Town Pond, Coopers Neck Pond, and Halsey Neck Pond. The lakes and ponds provide wildlife habitat and beautiful scenery, but they are threatened by water quality problems.

Wetlands

Wetlands in the Village are located on beaches, in bays, and adjacent to freshwater ponds. The largest wetland areas in Southampton are on the bay side of Meadow Lane between Halsey



Figure 18: Wetlands

Neck Lane and the Shinnecock Inlet. The Village protects these wetlands through the Tidal Wetland and Ocean Beach Overlay District and the Tidal Floodplain Overlay District. These zoning districts limit development in areas below the high-water mark and within floodplains. Also Article IIIA of the Zoning Ordinance requires wetland permits for certain activities in regulated areas in and adjacent to wetlands.

Ocean, Bays, and Inlets

As a coastal village, Southampton is defined by its relationship to the Atlantic Ocean and its bays and inlets. Southampton residents interact with the ocean by swimming, fishing, and relaxing on one of the Village’s beaches. Other important bays and inlets include Taylors and Heady Creeks and Shinnecock Bay.

Beaches

The Village’s beaches are key to the history, identity, and quality of life in Southampton. All of the Village’s beaches touch the Atlantic Ocean, and all are publicly-accessible. Gin Beach, Little Plains Beach, and Cryder Beach are the closest to the Village Center. The largest beaches are Cooper’s Beach and Gin Beach, both of which have large off-street parking lots. Other beaches, like Cryder Beach, Halsey Neck Beach, Road D Beach, Little Plains Beach, Wyandanch Beach, Old Town Beach, and Fowlers Beach have smaller parking lots.

Floodplains

Floodplains in Southampton are located inland from the beaches, bays, and lakes and ponds. Most of areas around Meadow Lane and parcels directly adjacent to water bodies are within the 100-Year Floodplain. Generally, the remainder of the Village is in an area with minimal flood hazard.

However, areas near the intersection of Jobs Lane and Windmill Lane, and Agawam Park are within the 100-Year and 500-Year Flood Zones.

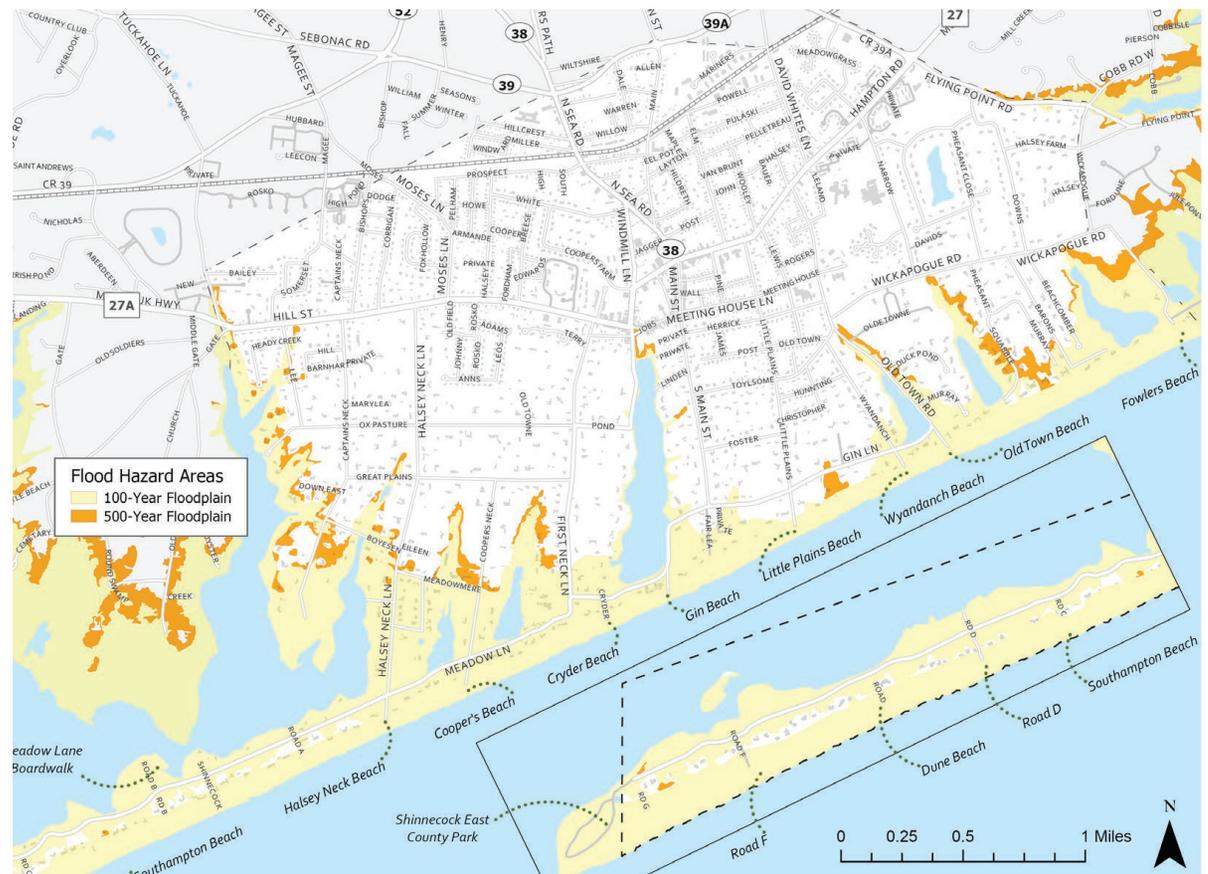


Figure 19: Flood Hazard Areas

6.3: PARKS AND OPEN SPACE

Parks

Southampton parks have a combination of active and passive recreation space. Agawam Park is a community gathering space in the Village Center that has a large open grassed areas, a memorial, and a children’s playground. Lola Prentice Park is another popular park in the Village Center. It has a dog park and two basketball courts.

The Downs Family Recreational Park is another important park in the Village; it has soccer fields, baseball and softball fields, and a playground. The Southampton Intermediate and High Schools also have sports facilities, including tennis courts, a track, baseball and softball fields, and a soccer/football field.

The Village’s newest park is Moses Lane Park, located in the northwestern portion of the Village just south of the railroad tracks. Once completed, the park will include a walking path, open fields, and tennis/pickle ball courts. The walking path has been constructed, and the remainder of the park consists of trees and grassy areas.

Open Space and Protected Lands

Open space and preservation land is very important to the health of Southampton’s natural resources, and the character of the Village. Parcels that have been conserved as open space include the Ruth Wales DuPont Sanctuary, Orson Munn Preserve,



Village Beaches

Richard Fowler Nature Walk, and Archibald Manning Brown Preserve. Open space is preserved by a mix of municipal and nonprofit agencies. Municipalities include the Village of Southampton, the Town of Southampton, and Suffolk County. Nonprofits that have conserve land in the Village include the Peconic Land Trust and the Nature Conservancy. Other open space has been preserved through conservation subdivisions. Figure 20 shows the preserved land in the Village. The Figure also identifies parcels prioritized by the Village for potential CPF acquisition. The CPF acquisition process is administered by the Town of Southampton.



Coopers Beach



Agawam Park

VI.2 SUSTAINABILITY AND RESILIENCY

SEA LEVEL RISE

As a coastal community Southampton will continue to be impacted by sea level rise caused by climate change. The National Oceanic and Atmospheric Administration (NOAA) projects that on average, sea level on the East coast will rise between 10 and 14 inches in the next three decades.⁷ In Southampton, Figure 21 shows that portions of beaches and bayside wetlands would be under water, and some areas near Meadow Lane would become more prone to flooding.

SURFACE WATER QUALITY

Southampton, like many communities on the East End, has faced water quality problems caused by stormwater runoff from streets and neighboring properties and aging septic systems. These pollutants lead to harmful algal blooms which lead to fish kills and make water unsuitable for swimming and other recreation activities.

The Village has worked to address water quality issues in Agawam Lake for years, and most recently released a Harmful Algal Bloom Action Plan in 2020. The plan includes lake management recommendations and project tracking statuses for each of the action items in the plan.

Other water bodies in the Village are also being affected by pollution from septic systems and runoff. Old Town Pond, Wickapogue Pond, and bays are suffering from water quality issues like those facing Agawam Lake. The Village released a Management Plan for Old Town Pond and Wickapogue Pond in 2020 that recommends and tracks mitigation strategies.

SUSTAINABILITY AND CLIMATE CHANGE

Climate change is a global problem that is affecting Southampton through sea level rise, more frequent and stronger storms, rising temperatures, and threatening biodiversity. Humans contribute to climate change by burning fossil fuels that emit greenhouse gases into the atmosphere. The Village of Southampton and Southampton residents can reduce their impacts on the climate with laws, policies, and individual actions.

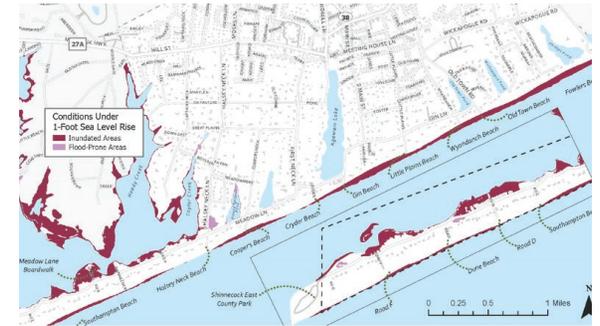


Figure 21: 1-Foot of Sea Level Rise



Aerial - Lake Agawam and surrounding areas

7 National Oceanic and Atmospheric Administration (NOAA), 2022 Sea Level Rise Technical Report

VI.3 ISSUES AND RECOMMENDATIONS

Agawam Park Expansion Opportunities

Pond Lane Multi-use Path

Agawam Park is a green focal point in the Village Center and connects the shops and restaurants of Jobs Lane and Hill Street to Lake Agawam. There is an opportunity to close Pond Lane to vehicles, and connect Agawam Park to Town-owned land on the west side of Pond Lane. This is discussed further in Chapter 7.

Jobs Lane and Monument Square

Agawam Park could also be expanded north across Jobs Lane to reach Monument Square. This would utilize Monument Square, which is currently inaccessible to residents. The Village should consider removing the small block of Pond Lane on the south side of Monument Square and connecting Monument Square to Agawam Park with new park land. The Village should also consider modifying the chain surrounding Monument Square to make the space more inviting.

Improvements to Publicly Owned Parcel Adjacent to Agawam Park

Another opportunity to expand Agawam park is at a vacant publicly owned parcel, which are discussed (37 S. Main Street) co-owned by the Town and Village. This area is currently utilized by DPW, however it is largely underutilized. The Village should work with the Town to identify

an appropriate use for the site given its central location and adjacency to parking and Agawam Park.

New Windmill Park

A new park northeast of the intersection of Windmill Lane and Nugent Street was proposed in the 2013 Southampton Village Center Zoning and Architectural Design Guidelines. The Village should ensure that this area is preserved and landscaped. Village residents think the park should include a windmill or other piece of art that represents Southampton and its unique history.

Improvements to Moses Lane Park

Moses Lane Park is currently designed with a walking path and open grassed areas. The original plan for the park included recreation amenities, pedestrian entrances, and bathrooms. The Village should continue to implement these improvements.

Open Space Preservation

The Village of Southampton is almost completely built-out, but there are opportunities to preserve remaining open space. One of the major ways land is preserved in the Village is through the purchase of land with Community Preservation Funds (CPF), which are administered by the Town



Potential expansion of Agawam Park with multi-use path



Windmill Park concept

of Southampton. CPF Funds were previously only permitted to be used for preservation, but since 2020, 20 percent of CPF funds can be used for water quality projects. These projects can include sanitary waste upgrades which would help improve Southampton’s water quality.

Southampton residents support using CPF funds in the Village for agricultural and open space preservation and water quality improvements. The Village has identified parcels that it would like to be acquired through CPF funds (see Figure 20).

CPF funds have previously been used to acquire properties and create bioswales in the Village Center. The Village should also continue to promote open space conservation through cluster subdivision designs when land is subdivided.

Water Quality Improvements

Southampton’s surface waters are being polluted by excessive nitrogen that seeps into groundwater from septic systems and from surface runoff. The Village has worked hard to reduce nitrogen in its watershed, and recently completed the 2022 Water Quality Improvement Project Plan (WQIPP) which identifies capital improvements for the Village. The plan includes many different strategies to improve surface and groundwater quality, and the Village should follow the recommendations from the Plan. Some of the key recommendations include creating a sewer district, improving on-site septic

systems at key parcels, and treating stormwater with bioswales along many Village streets, parking lots, and parks.

The WQIPP also builds on the work of the Village’s Environmental Committee and Clean Water Task Force. The Committee and Task Force identify projects to improve water quality and submit them to the Village each year. The Village should continue to encourage the excellent work of these groups and all Village residents who are passionate about Southampton’s natural environment.

Access to Parks and Beaches

Parks, open space, and beaches are some of Southampton’s greatest assets, but they are not always conveniently accessible to Village residents. Parks like Moses Lane Park, the Downs Family Recreation Park, Orson Munn Point and the Village’s beaches are further from the Village Center and lack safe bicycle and pedestrian access and entrances. The Village should implement the recommendations in Chapter 4 and expand the bicycle network so residents can safely access their parks, and ensure that all parks and beaches have secure racks for bicycle parking.

Beach Erosion

The Village’s beaches were heavily impacted in 2012 by Hurricane Sandy. The Village commissioned a Coastal Erosion Management study in 2013 which recommended sand fencing, dune grasses, completing sea walls, and beach restoration.



Moses Lane Park



Harvesting Invasive Lily Pads at Agawam

The Village should continue to monitor beach conditions and implement beach conservation and replenishment measures that protect and improve these vital natural resources.

Village Sustainability

The Village of Southampton will be directly impacted by climate change, and should work within its power to mitigate its impacts and to limit greenhouse gas emissions. The Village’s Climate Action Committee is an active group of people who work to improve the Southampton’s sustainability efforts. The Committee has identified several steps that the Village can take, including formally becoming a Climate Smart Community recognized by NYSERDA, and adopting climate-friendly policies for buildings and capital expenses. The Village should consider upgrading its vehicle fleet from gas to electric as it becomes feasible and plan to upgrade existing Village-owned buildings with more environmentally friendly technologies. The Village should consider adopting the NYStretch Energy Code, and revising the zoning code to promote roof-mounted accessory solar installations on publicly and privately-owned buildings. The Village should study installing solar arrays on Village buildings and property for on-site use.

Southampton should also consider participating in the Town’s Community Choice Aggregation (CCA) program, which allows communities to pool their electrical demand together to negotiate more favorable energy rates with suppliers. CCA programs can result in communities purchasing renewable energy at lower costs than they were paying for energy from fossil fuels.

Climate Action Plan

A Climate Action Plan would allow Southampton to conduct a greenhouse gas emissions inventory for Village buildings and operations, and the larger Southampton community. The plan could include a carbon sequestration/offset program feasibility study and other carbon reduction strategies ranked by their cost and benefit to the Village.

Community Forest Plan

The Village’s community forest is one of its greatest assets both from an aesthetic and environmental standpoint. In this time of climate change, shade trees have only increased in importance, as they serve many important functions including cleaning the air we breathe, shading our streets, cooling our homes, slowing stormwater run-off and adding to property values among other benefits. Shade trees along roads also tend to have a traffic calming effect.

Historically, in the Village, replacing trees lost due to age, pests or disease have been addressed on an ad-hoc basis. It is recommended that the Village develop a fiscally responsible plan to ensure that trees are maintained for future generations. A Comprehensive Community Forest Master Plan would include the following elements:

1. Tree inventory: All trees in the public domain (right-of-way, medians, city-owned facilities and within parks) would be physically inspected, documented, and digitally

mapped. The inventory would include tree location, species diversity, tree sizes, historically significant tree stands, and grow space and condition.

2. Challenges and Best Practices: Best practices for planning and sustaining a healthy urban forest will developed. This would also address current and historical policies and ordinance related to trees.
3. 5-Year Planting Plan: A 5-year management plan for planning would provide recommendations on which areas should be prioritized for implementation and phasing for planting of trees. The Plan would prioritize trees in need of replacement. In addition, a new 5-Year Planting Plan should be developed during the fourth year of the plan.

Sustainable Building

The Village encourages the design and construction of energy efficient buildings which reduce air, water, and land pollution and limit environmental impacts from energy production and consumption. This may include developing guidance on the installation of renewable energy systems that take advantage of our local solar, wind and geothermal resources. For guidance, the Village should refer to Suffolk County Guidebook regarding Renewable Energy and Energy Efficiency (section 4.4).

CHAPTER VII: COMMUNITY AND CULTURAL FACILITIES

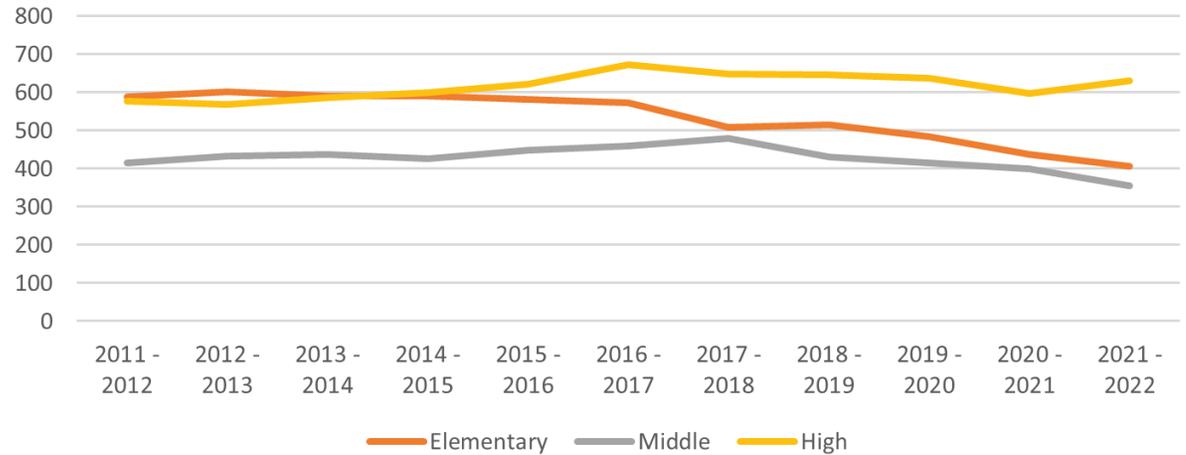
Southampton has a rich culture that is drawn to the arts, local history, community, and public service. The Village government and institutions are healthy and with Village and community support they can continue to grow in the 2020s.

VII.1 COMMUNITY FACILITIES

SCHOOLS

The Southampton Union Free School District educates children who live in Southampton at its three schools: Southampton Elementary School, Southampton Intermediate School, and Southampton High School. Southampton Elementary is in the Village Center at the intersection of Hampton Road and Pine Street, and Southampton Intermediate and High Schools are east of Old Town Road just south of Hampton Road.

In the past 10 years, student enrollment has declined slightly at the Elementary School and Middle School but increased slightly at the High School. Student Elementary School enrollment peaked at 601 students in 2012-13 and since declined to 406 students in 2021-22. Intermediate School enrollment peaked in 2017-18 at 480 students before declining to 354 in 2021-22. High School enrollment has increased from 578 students



Southampton UFSD Enrollment

in 2011-12 school year to a high of 672 students in the 2016-17 school year before declining to 630 students in 2021-22.

The COVID-19 pandemic affected school enrollments nationwide. While the Village's population increased due to the pandemic, school enrollment, outside of the high school, has not reflected that trend. The Village's year-round population had been declining steadily before 2020, which is reflected in school enrollment.

POLICE, FIRE, EMERGENCY SERVICES, AND MEDICAL FACILITIES

Police

The Village Police Department has 32 uniformed positions and 3 office staff positions, and part-time or seasonal positions are added during summer months.

The Police Department is located at 151 Windmill Lane in the Village Center which was constructed in 2002 following years of planning to move the department from Village Hall. The 20-year old facility still serves the police department's needs, however they indicated that parking on site is becoming limited and more space may be needed in the future.

Southampton Fire Department

The Southampton Fire Department is a volunteer department that serves the Village of Southampton and neighboring. The department has approximately 145 firefighters over three stations, and responded to at least 1,300 calls in 2020 and 2021. The department headquarters are located at 470 Hampton Road in the eastern portion of the Village.

In addition to putting out fires, the department is an emergency first responder and has specialized squads for water rescue, heavy rescue, and rapid intervention.

Emergency Services

Emergency services are provided by the Southampton Village Volunteer Ambulance (EMS). The department was founded in 1993, and is currently headquartered at 165 Windmill Lane in the Village Center. The EMS has approximately 100 members, three ambulances and four first responder vehicles. The EMS responds to approximately 800 calls each year. Most people in need of care are taken to Stony Brook Southampton Hospital, but the EMS takes people to the Peconic Bay Medical Center, Brookhaven Memorial Hospital, or University Hospital at Stony Brook.

Medical Facilities/Hospitals

Stony Brook Southampton Hospital was founded in 1909 and serves the Southampton community and the South Fork. The hospital's main campus is located in the eastern portion of the Village along Old Town Road.

The hospital provides emergency care, radiology, surgery, oncology, laboratory services, and primary care. The hospital has satellite buildings throughout the South Fork in neighboring communities.

The hospital has announced plans to relocate from its current location to a location roughly 3.5 miles away on the Southampton campus of Stony Brook University. Planning for the future reuse of the site is discussed in Chapter 5.



Southampton Fire Department

MUNICIPAL BUILDINGS

Village Hall

Village Hall is located at 23 Main Street in the Village Center. Village Hall is the heartbeat of government in Southampton as it hosts Village Board meetings, the Village Clerk, the Building Inspector, and Planning, Zoning, and Architectural Review boards.

Department of Public Works and Willow Street Garage

The Southampton Department of Public Works is located at 102 Willow Street located in the northern portion of the Village just west of the LIRR station. The department has 40 employees to maintain Village buildings, property, beaches, streets and sidewalks. The Willow Street garage is also the home to the Village's maintenance staff which maintains all Village vehicles and equipment. The Department of Public Works has outgrown the 102 Willow Street garage and needs to expand the garage or relocate some functions to another site.

Rogers Memorial Library

The Rogers Memorial Library is a library in the traditional sense, but it also provides many other services to the community. The library has study and meeting rooms, assists with passport applications, has technology classes, homework help, and hosts reading groups.

The library was founded in 1893 and opened to the public in 1896 in a building on the corner of Main Street and Jobs Lane. The library expanded throughout its history and ultimately outgrew its historic home. The current library building opened in November of 2000 at 91 Coopers Farm Road. The library has been an anchor of the Southampton community for over 120 years, serving up to 40,000 people annually.



Village Hall

VII.2 CULTURAL FACILITIES

Southampton has a rich history of arts and culture. The village is undergoing a cultural renaissance where art galleries, museums, and other cultural institutions are staging exhibits, offering programs, and attracting visitors from the Village and throughout the East End.

Southampton Arts Center

The Southampton Arts Center (SAC) is a nonprofit art gallery located at 25 Jobs Lane in the Village Center. In addition to paintings and traditional installations, the SAC offers musical and dance performances, multidisciplinary exhibitions, workshops, and discussions. The SAC recently expanded programming to fill vacant storefronts in the Village Center with art installations that bring vitality to the community.

The SAC was visited by 45,000 people in 2021. It held 6 exhibitions 23 live performances, 45 films/panels/talks, and overall had 174 programs throughout the year. The gallery is open between Thursday and Monday from Noon to 5:00 PM.

Southampton Cultural Center

The Southampton Cultural Center (SCC) is an arts destination that was established in 1985 at 25 Pond Lane in the Village Center. The SCC hosts music and dance performances, art installations, and

education classes for the public. Arts education classes include acting, art, dance workshops, and music education.

Classes for the public occur multiple times a week, and galleries are open between Noon and 4:00 PM Monday through Saturday.

Southampton History Museum

The Southampton History Museum is dedicated to preserving and promoting the history of Southampton. The Museum owns and manages numerous historic structures and sites throughout the Village, but the main location is at the Rogers Mansion in the Village Center (17 Meeting House Lane). The Rogers Mansion, which is listed on the National Register of Historic Places, hosts exhibitions and has historic artifacts and rooms with period decoration. The Rogers Mansion property also includes historic structures that have been relocated from different parts of the Village. These structures include a one-room schoolhouse, a carpentry shop, and a blacksmith shop. The Rogers Mansion is open March to December, Wednesday to Saturday, from 11:00 AM to 4:00 PM.

The Southampton History Museum also owns and maintains the Halsey House and Garden at 249 South Main Street (c. 1648), and the Pelletreau Silver Shop at 80 Main Street (c. 1686). The museum also owns Conscience Point, which is



Southampton Arts Center



Southampton Cultural Center

located in North Sea Harbor where Southampton's first European settlers landed from Lynn, Massachusetts in 1640.

Southampton African American Museum

The Southampton African American Museum was founded to promote African American culture and to preserve history, and enhance the Southampton community. The museum was founded in 2005 as a virtual museum and opened its physical home at 245 North Sea Road in 2021. The building is a historic structure that was once a center of Southampton's African American community.

The museum hosts art and history exhibits, musical performances, lectures/discussions, and films. The museum is open Friday through Sunday from 11:00 AM to 3:00 PM.

Peter Marino Art Foundation

The Peter Marino Art Foundation is a private art foundation that opened to the public in 2021 in the former Rogers Memorial Library building at 11 Jobs Lane. The Foundation has over 150 works of art ranging from paintings, ceramics, drawings, and sculptures that were created throughout history. The artworks are part of the collection of Mr. Peter Marino, and they can be viewed on Thursdays, Fridays, and Saturdays from mid-May to October.

Houses of Worship

There are many houses of worship in Southampton, and many are located in the Village Center. Most houses of worship are for Catholic and Protestant Christian traditions. The Southampton Jewish Center is located on Hill Street west of the Village Center.

HISTORIC DISTRICTS

There are five historic districts in Southampton that are listed on the National Register of Historic Places and the New York State Register of Historic Places. These districts help give the Village its historic charm. They are also locally designated historic districts, which to protect them through oversight by the Architecture Review Board when development and demolitions are requested. The five districts are shown on Figure 22.

North Main Street Historic District

The North Main Street Historic District is located in the northern portion of the Village between the LIRR station and CR 39. The district is defined by wood-framed and sheathed residential buildings from the mid-eighteenth century to 1910. The district was listed on the National Register of Historic Places in 1986 and includes 20 contributing buildings that are also individually listed.

Southampton Village Historic District

The Southampton Village Historic District was added to the National Register in 1988 and is the largest historic district in the Village. It is concentrated in the Village Center and includes areas along Hill Street, Main Street, North Sea Road, Elm Street, Little Plains Road, and many homes in the estate section between the Village Center and Meadow Lane. The district has 374 contributing buildings and six contributing sites. Many of the buildings in the district date to the late 19th Century and the early 20th Century. The residential buildings were designed in a wide range of period residential and resort styles that are tied together through the districts lush vegetation. Commercial buildings along Jobs Lane were constructed in the late 19th and early 20th Centuries and generally have wood frames and shingles. The buildings have a uniform street wall and are generally attached or semi-attached. Commercial buildings on Main Street have a mix of styles including Neo-Classical (Village Hall) and Spanish Colonial (former Parrish Museum), Neo-Tudor and Colonial Revival.

Southampton Village Historic District Expansion

The Southampton Village Historic District Expansion is a small historic district in the eastern portion of the Village located along Little Plains Road, Lewis Street, Rogers Avenue, and Meetinghouse Lane. The district includes 56 contributing buildings which are mostly single-

family homes. The buildings are designed in Queen Anne, Tudor Revival, Colonial Revival and Bungalow styles. The homes tend to be modestly sized (one and a half or two stories), sheathed in unpainted wood shingles, and spaced closely together. The district was added to the New York State and National Register of Historic Places in 1993, however it has never been locally designated. The Village should consider this district for local designation

Wickapogue Road Historic District

The Wickapogue Road Historic District is a small historic district located in the southeastern portion of the Village on the north and south sides of Wickapogue Road in the vicinity of Pheasant Lane and Beachcomber Lane. The district is the core of a historic agricultural community and includes a total of 17 historic buildings including farmsteads. The Halsey Farmstead at 456 Wickapogue Road is a notable example of the agricultural building style. The district was added to the National Register in 1986.

Beach Road Historic District

The Beach Road Historic District is a small district located along Meadow Lane west of Halsey Neck Lane. The district includes a cohesive group of early 20th Century estates. The district includes nine contributing buildings among five estates. The estates have mansions which were designed in Spanish Colonial Revival, Georgian Revival, and



Figure 22: Historic District Map

Tudor Revival styles. The estates were originally built by the Mellon, Dupont and Ladd families as their summer retreats. The district was added to the National Register in 1986.

VII.3 UTILITIES

Water Supply

The Village is served by the Suffolk County Water Supply which sources its water from aquifers and local wells. Water pressure can be an issue in the Village. The Fire Department has indicated that there is enough pressure to fight common structure fires, but there may not be enough pressure to fight a catastrophic fire in the Village Center. Excessive lawn watering during dry weather at peak time also limits the supply available to fight fires.

Wastewater Treatment

Stony Brook Southampton Hospital the nursing home off of North Sea Road are the only places in the Village that are served by a sewer treatment plant. All other buildings use on-site septic systems to treat their wastewater. On-site septic systems restrict the number and size of water-intensive businesses like bars and restaurants in the Village. Older septic systems that may be failing also pollute the Village's groundwater which leads to the pollution of surface waters like Agawam Lake.

The Village is in the planning stage to implement a sewer district centered around the Village Center. An analysis prepared by Dr. Christopher Gobler of the Stony Brook University School of

Marine and Atmospheric Sciences (SOMAS), titled, "Quantifying Nitrogen Loading to from Southampton Village to Surrounding Water Bodies and their Mitigation by Creating a Sewer District," (2017) found that wastewater from sanitary/ septic systems is the main source of nitrogen loading entering the Lake Agawam watershed. Implementation of a sewer district would help to divert nearly 10,000 pounds of nitrogen from Lake Agawam annually. The Town is in support of this project, as it would help to provide wastewater needs at Southampton Town Hall.

A preliminary map and plan were prepared in 2015. The report estimated implementation of the sewer district to cost just over \$33 million to build with a \$1 million per year operating budget. Aside from the cost, another hurdle for implementation of a sewer district is the siting of a treatment facility. In 2020, the Village conducted an alternatives analysis which evaluated sewer treatment options as of 2020. The report considered revisions to the proposed 2015 service area. The Village has begun the next step to develop and updated engineering report, followed by a Map and Plan, environmental review and preparation of an Engineering Design Report that conforms to the requirements of the



Current Map and Plan for Phase 1 of Village Sewer District

New York State Clean Water State Revolving Fund. These services will form the basis for enacting a Sewer District in the Village.

The Village should continue to work with the Town and County to move forward with this capital improvement. There may also be funding available from the state and federal sources.

VII.4 RECOMMENDATIONS

Sewer District

As previously discussed, implementing a sewer district is an essential project to improve water quality as well as to provide the capacity for growth in the Village Center. The Village should continue to work with Town, County, State, and Federal partners to advance this important project.

Bury Power Lines

The Village's infrastructure is aging and continually in need of reinvestment, especially in light of recent population growth. With climate change, severe weather events will become a more regular occurrence, presenting additional strains on existing infrastructure. Residents have cited the need to bury utilities to reduce vulnerabilities to outages. This would have the additional benefit of improving aesthetics. DPW should look into the long-term potential to bury lines where feasible.

Priority areas for utility burial should be in the Village Center as well as historic areas. This would require a significant amount of coordination between the Village, private property owners, and PSEG Long Island. If feasible, this work should be coordinated with other roadway work such as resurfacing, implementation of sewers, and/or sidewalk upgrades.

Services for Southampton's Aging Population

The average age of Village residents is increasing. The Village should consider the needs of aging residents when planning capital improvements and Village services and through support for facilities that provide housing, resources, and social services for its elderly population.

Historic District Expansion

Southampton residents and visitors are drawn to the Village for its historic charm. Much of the Village's historic architecture is within a historic district, but there are buildings outside of current district boundaries that have historic character. The Village should conduct an inventory of all structures outside of historic districts to judge which buildings are historic or contribute to the Village's historic charm, and include those in existing or a new historic district. This inventory would lay the groundwork for a new district, which would help protect historic homes from demolition, and would also streamline approvals for alterations or demolition of non-historic buildings.

Preservation of Older Buildings

Southampton residents cherish the small-town feel of the community, and some that of that feel is due to older homes that may be more modestly

sized. These homes may not be in a historic district, but they deserve a "second-look" before being demolished or substantially altered. If a building over 70 years old is proposed for demolition and not eligible for historic preservation, the Village should consider requiring the applicant to submit preliminary plans for a replacement building.

Design Guidelines for Historic Districts

If new construction occurs in a historic district, the Village should work with applicants and developers to ensure the new building complements the historic buildings within the district. The Village currently has architectural design guidelines for historic resources, but they need to be updated with new precedent images. The guidelines should also discuss which building materials the Village likes to see in new construction, because some new homes have a complementary design and cut-corners with substandard materials.

The Village should promote these design guidelines and work with the applicants and developers early on in the approval process so the Village's expectations are clear. This will lead to a smoother approvals process for applicants and lower development costs.

Arts District for Arts and Cultural Uses

Southampton is known throughout the East End as a destination for arts and culture. The Village Center has renowned museums, historical sites, art galleries, performance venues, and a historic movie theater.

Most, but not all, of these uses are located in the Village Center near Hill Street (including the movie theater property), Jobs Lane, and Pond Lane. The Village should consider designating this area as an arts district to promote the businesses and institutions to residents and tourists.

The Arts District designation could be a zoning overlay that incentivizes arts and cultural uses, galleries and art stores, community-oriented spaces and offices, and artist studios and residences. These uses should be prioritized at the vacant movie theater site over residential or other retail uses.

This overlay could also be paired with promotional signage on Village streets, sculptures, or other art installations that will expand on the artistic character of the district. An example of program could be an art festival in the shoulder seasons that takes place on Jobs Lane to bring vitality to the Village Center before and after the summer tourist season.



Figure 23: Potential locations for Arts and Cultural Heritage Trail

Promote Tourism and Create an Arts and Culture Heritage Trail

The Village should promote an arts-centered tourism program that highlights the cultural attractions in Southampton. The program could include a welcome center, signage, and advertisements in local hotels and East End publications.

Southampton has a unique opportunity to create a trail that links together the Village's arts and cultural attractions. This trail could include educational signage, directional signs, and potentially physical marks in the sidewalk that direct visitors to the next site. The trail would also be an opportunity to highlight Southampton's rich African American heritage. The trail could link together sites of African American heritage to sites owned by the Southampton History Museum together to tell the rich story of Southampton.

Some of the historic and cultural sites that could be linked together in an Arts and Cultural Heritage Trail are shown in Figure 26.

Village Support for Arts and Culture Uses

The Village of Southampton is closely linked with its arts and cultural organizations, and the two should continue to work together for mutual success.

The Village should create a formal Arts and Culture Committee that brings the many different arts and culture institutions together with Village

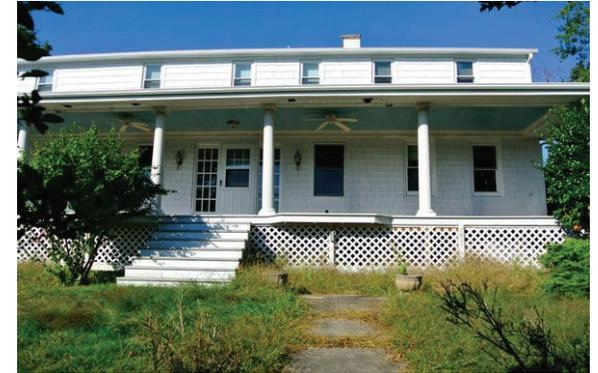
government at regular meetings. This committee would strengthen arts and cultural uses by bringing representatives of each institution together and through regular reports they could communicate their needs to the Village Trustees.

Some of Southampton's institutions have large properties and historic buildings with extensive maintenance needs. The Village should support the maintenance of these buildings directly when possible, and should continue to support organizations when they go for grant money for programs, operations, and maintenance.

Restoration of Pyrrhus Concer Homestead

This site located on Pond Lane was once home to the home of Pyrrhus Concer (March 17, 1814–August 23, 1897), a celebrated Southampton whaler, entrepreneur, and community leader. He is celebrated amongst other things, as the first African American landowner in Southampton. Concer's family has deep roots in Southampton, where they helped establish one of Long Island's earliest free communities of color. The provenance of the homestead of a prominent African American community member made it meaningful and significant to many residents of Southampton.

Until recently, the home still survived on Pond Lane in Southampton. While a modest dwelling, it was a rare surviving example of Long Island vernacular architecture, similar to the few documented (mostly no longer extant) 19th century African



Pyrrhus Concer Homestead pre-demolition

American homes. Moreover, its provenance as the homestead of a prominent African American community member made it meaningful and significant to many residents of Southampton.

Unfortunately, the original home was allowed to be demolished. Southampton Town has since acquired the property in 2015 via its Community Preservation Fund (CPF) to protect and restore the site in partnership with the Village of Southampton. The site is a designated landmark of Southampton Village and is located within the Southampton Village National Register Historic District. The Village should continue to work the Town and community partners to reconstruct the homestead and/or build a museum to honor Pyrrhus Concer's legacy and his importance in Southampton and American history.

CHAPTER VIII: FUTURE LAND USE PLAN AND SUMMARY OF RECOMMENDATIONS

With the existing conditions and key issues identified in the previous chapters as a baseline, this chapter now turns to the future plan for Southampton Village. The Comprehensive Plan guides the Village in its achievement of key planning goals and objectives. This plan does not in itself change zoning or assure implementation of plan recommendations. A community is developed over the years by hundreds of individual and group

decisions. This plan is designed to educate those who seek to develop their property and the various boards that oversee such development.

The Village's Comprehensive Plan will need to be re-assessed from time to time to address changing local conditions and community priorities. It is recommended that the Village update the plan every 10-years at a minimum.

In addition, the Village should closely track progress of plan recommendations to ensure that priority actions are implemented. It is recommended that a committee or another knowledgeable party such as the Village Planning Director, be tasked with the responsibility of reporting progress to the Board of Trustees on a yearly basis. This committee could be an ongoing Comprehensive Plan Committee which would also be responsible for future Comprehensive Planning efforts when appropriate.

VIII.1 FUTURE LAND USE PLAN

The Future Land Use Plan presented in this chapter identifies general future land uses in the Village of Southampton based upon the recommendations made throughout this Comprehensive Plan. It provides an overview of preferred land use types and locations consistent with the Village's overarching goals. While the Future Land Use Plan recognizes existing land uses and environmental constraints, it also considers potential future development, economic trends and best planning practices.

The Future Land Use Plan is not meant to be specific to every parcel. It shows broad land use patterns for different geographic areas. For example, an area designated as residential may have specific lots that contain higher-density housing. While the existing land use map may pick up these individual uses, the Future Land Use Plan shows the overall land use for the area. In contrast, the Village's zoning regulations are much more specific with regard to residential designations.

The vision, goals and policies described in the introduction of this Comprehensive Plan, together with the issues and opportunities discussed in each

chapter, are the basis for the land use designations shown on the Future Land Use Guide. Together, they describe a framework that encourages preservation of residential neighborhoods and open space; promotes targeted development to reinforce the Village Center and provide for a diversity of housing choices; fosters responsible stewardship of environmental resources; and facilitates viable alternatives to automobile travel.

The nexus between the Future Land Use Plan and zoning is that the Future Land Use Plan provides a basis for potential future zoning changes. The Comprehensive Plan is the policy foundation

for proposed revisions to the Village’s Zoning Code. As explained in State law, a zoning code must be based on a well-reasoned plan. Where any proposed use shown on the Future Land Use Guide is inconsistent with current zoning, a zoning change is warranted. The proposed land uses shown on the Future Land Use Guide are used as a guide for determining new zoning designations for these areas. Such zoning changes are the next step in the planning process and can occur once the Comprehensive Plan has been adopted by the Board of Trustees.

As a mature community, the majority of Village land has already been developed. However, development of the remaining vacant land through infill development, together with redevelopment of previously built sites in the future can significantly affect the Village. In order to support and protect the quality of life as envisioned for the Village’s future, a balance is necessary among development, the conservation of open space and natural resources and the preservation of community assets.

The Future Land Use Plan is generally consistent with existing development. Dramatic changes in existing land uses are not proposed, as the overall settlement pattern is one that residents are generally satisfied with and wish to see continued. Also, there is no public interest served in increasing the number of houses or businesses that are non-conforming under zoning. Thus, areas that are stable or not in need of change are preserved.

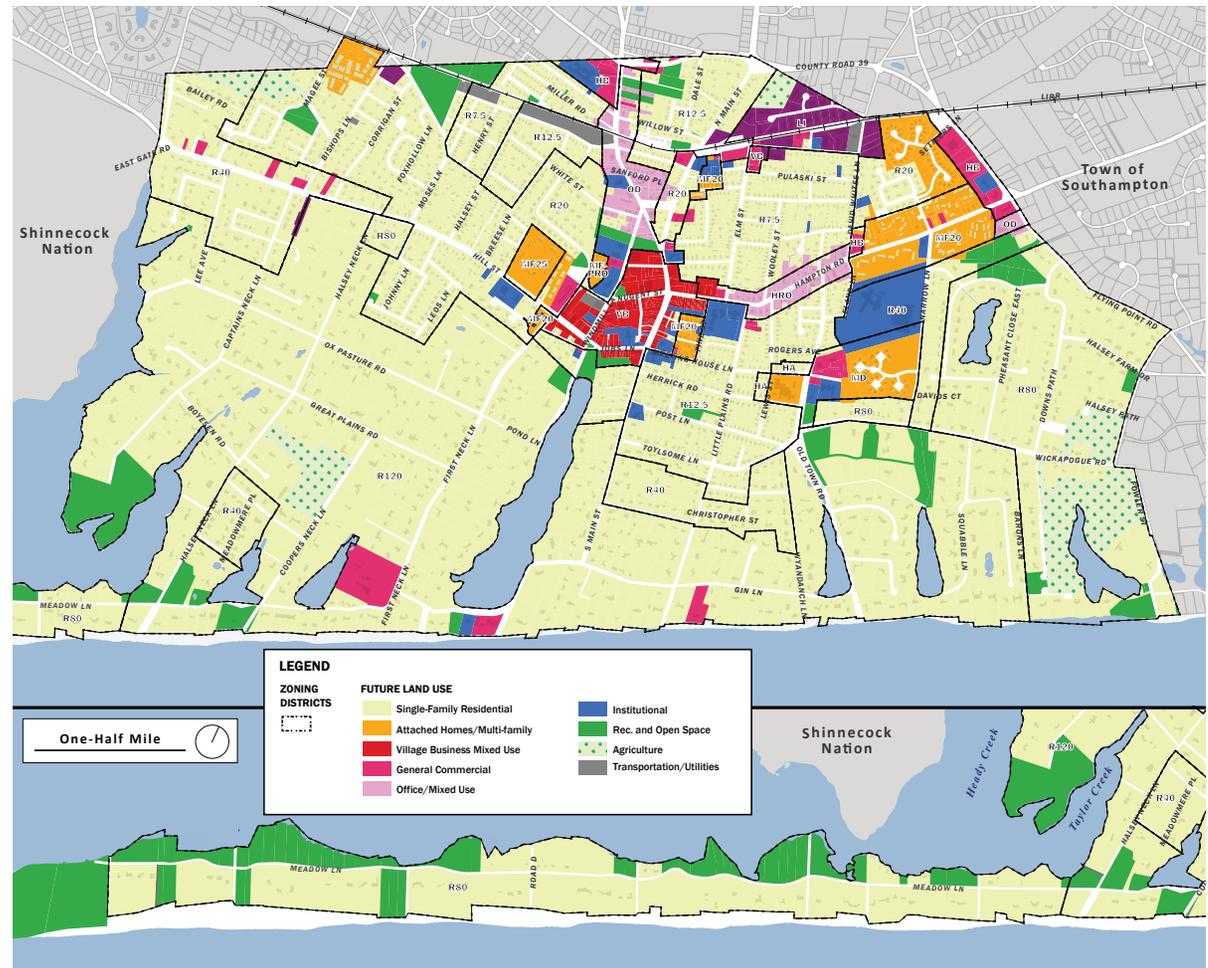


Figure 24: Future Land Use Map

VIII.2 SUMMARY OF LAND USE AND ZONING RECOMMENDATIONS

This section is a summary based upon the detailed discussion of existing conditions, issues and recommendations made in the forgoing chapters. The land use planning summary presented here is thus best understood when read alongside, and not as a substitute for, the bulk of the Plan.

For the most part, Southampton's zoning districts are serving the village well for the most part. There are some select areas where changes to the zoning or creation of a new zone may be appropriate. This chapter also lists other zoning text changes that should be considered.

COMPREHENSIVE PLAN UPDATES AND IMPLEMENTATION

The Comprehensive Plan is a blueprint for the Village, providing the foundation for future decisions on development and zoning, capital spending, and general policy decisions. The Village will need to continue to monitor implementation progress and update the plan when needed. It is recommended that:

- The Village update the plan every 10-years at a minimum to address changing local conditions and community priorities.
- Create a committee to provide yearly reports to the Board of Trustees on implementation progress. This committee could be the

Comprehensive Plan Steering Committee, or another group, perhaps led by the Village's Planning director.

ZONING CODE MAINTENANCE

The Planning Board, Zoning Board of Appeals, and Architectural Review Board should be encouraged to write yearly reports highlighting zoning issues they encounter with the zoning code as they perform their duties. This 'maintenance work' to the zoning code should happen regularly as problems are identified. Land use boards should work with the Planning Director in the building department. One example of a regulation that has had issues with interpretation and enforcement is the Tidal Wetlands and Ocean Beach Overlay District and the Coastal Erosion Hazard Management Permit. The Village should clarify which permits and applications are reviewed by the ZBA.

RESIDENTIAL AREAS

Throughout the comprehensive planning process, an interest was expressed in the effect of limiting teardowns, in particular, of older homes in the Village. Residents have indicated that teardowns are a serious issue, as new homes tend to maximize building envelopes on their property, resulting in buildings that are out of scale with older and more

modest homes. The following recommendations are recommended to maintain neighborhood scale and prevent oversized buildings.

- Include accessory buildings in calculation of maximum Gross Floor Area (GFA) and coverage. This would include enclosed porches or patios. It would not include structures such as pools, tennis courts, and patios. Currently, all garages are exempt from GFA calculations (up to a certain size, determined by lot size). The Village may consider counting these structures as part of GFA calculations, but as 1/2 of their GFA in order to not disincentivize detached garages which is the prevailing way they are situated in most Village homes.
- Restrict basements to the footprint of the first floor of a house. There may be exceptions for window wells, staircases, and egress wells that may need to be outside of the footprint.
- Review side yard setbacks on all lot sizes ensure that there is adequate buffering from adjacent residential uses. Revisions are most appropriate for smaller lot sizes. For lots less than 40,000 SF, there is currently a side-yard minimum requirement which is based on a formula. The total dimensions of both side yards is computed on the basis of 4/10 of the lot width of the lot; however, no side yard dimension shall be less than 4/10 of the total



Green pavers

dimensions of both side yards, computed as aforesaid, and no side yard dimension shall be less than 15 feet, unless the lot is non-conforming. This rule can cause confusion for applicants and the building department. Recommended changes in the table (marked in yellow), are intended to provide more simple and clear guidance. The 4/10ths rule would no longer apply.

- Review MF-20 District just east of Village Center. Lot sizes do not conform to existing district, and it may be appropriate to create a new zone such as MF-7.5 or MF-12.5 to recognize existing non-conforming lots and accommodate development that is consistent with the existing multi-family neighborhood fabric.
- Review inconsistencies in code that address accessory structures in side yards (see 116-9.A.3).
- Include a green coverage requirement to ensure that sufficient amount of property is landscaped. Green coverage would not include any impervious surfaces such as

Table 11: Proposed Changes to Dimensional Requirements in Residential Areas

Lot Area (SF)	Less than 7,499	7,500 to 12,499	12,500 to 19,999	20,000 to 39,999	40,000 to 59,999	60,000 to 79,000	80,000 and greater
Yards, principal building (min.)							
Front	25	25	30	40	60	80	80
Side (min. for one)	10	12	15	20	25	30	35
Side (total for both)	20	25	40	45	60	70	80
Side on street (corner lot)	25	25	30	40	60	80	80
Rear	25	30	35	60	70	100	100
Yards, accessory buildings and structures (min)							
Distance from street	35	35	40	50	70	90	90
Distance from side and rear lot lines	10	10	12	15	25	30	35
Greenspace Minimum (NEW)							
Greenspace Minimum	35%	40%	45%	50%	55%	60%	65%

 Proposed change from existing zoning

buildings, parking areas, patios, pools, tennis courts, asphalt, or highly compacted gravel. Green coverage may include a partial credit for parking areas or other areas that utilize pavers which allow grass to permeate (see image above). The required amount would depend on lot area with a gradient from 35% on small lots (less than 12,500 SF) up to 65% on larger lots (80,000+ sf). See Table 11 for suggested minimum requirements. If adopted, the Village should monitor requirements to see if the percentages should be tightened or loosened.

- Implement a Tree Preservation Ordinance which require documentation of trees in any yard setback that have a caliper width greater than 10". This documentation would occur during approval process for new structure or an application for a demolition permit. Permits would be required to remove 10+ inch trees.
- Require preliminary plan for replacement buildings (for demolition permit) for structures older than 70 years

- Update architectural design guidelines for historic resources and better integrate them into the approval process
- Develop regulations to limit driveway gates to 4-5 feet in the R-20, R12.5, and R7.5 districts. Regulations should include guidance on the transparency of gates.
- Exclude MFPRD districts from R-40 districts but consider allowing it in MD district. Consider allowing for fractional calculation of density in MFPRD.

Subdivisions

The Village should consider a variety of options to limit and control future subdivision of lots.

- While there are some cases where relief from the zoning is necessary, the ZBA should only grant the minimum relief necessary when considering subdivisions.
- In single family subdivisions it is recommended that flag lots be discouraged, but if permitted, that access to the lot be by ownership and not by easement over another owner's property.

Consider on of the 3 options below to limit subdivisions, particularly in those areas likely to be redeveloped (along Meadow Lane and Fowler Lane)

1. Strengthen language in the Tidal Wetland and Ocean Beach Overlay District to limit the calculation of lot area for the purposes of subdivision to only those areas outside the coastal erosion hazard line.
2. Remove all environmentally sensitive lands (including floodplain and wetland areas) from areas considered for subdivisions (as part of the calculation of total lot area).
3. Consider rezoning R-80 zoned areas along the ocean such as Meadow Lane to R-120. Zoning should grandfather lots created before the zoning was changed.

Cluster Subdivisions

Give the Planning Board more authority to require cluster subdivisions when a large lot is subdivided. For example, the Village may change the zoning code to mandate a cluster subdivision when 3 or more lots are created. The Planning Board would set a standard for open space protection and would determine where it is most appropriate on a site-by-site basis. A standard could be set at 20% of the total parcel area, and the preserved area would not include sensitive areas such as wetlands which would already be protected from development

Housing Options and Affordability

- Support 2-4 unit homes in office districts (OD and HRO) in order to provide for a more diverse mix of housing units. Provision of affordable units in these locations should

be encouraged, provided they are built in a form that is consistent with the surrounding single-fabric. The Village should consider revising permitted and special exemption uses to generally discourage single-family uses but allow for 2+ unit homes. The Village may also consider providing design guidance or referring multi-family homes to the ARB to ensure buildings have the exterior appearance of a single family home.

- Consider allowing senior living or assisted care facilities in OD and HRO zones.
- Require Long Island Workforce housing provisions to apply to all future townhome and multi-family housing development. This would require 10% of units in developments of greater than 5 units to be workforce housing. The affordable housing study recommended below should consider increasing the percentage to 20% or more particularly where any rezoning is involved.
- Develop an Affordable Housing Plan to identify policies and programs that address the Village's affordability crisis.
- The Village currently has a workforce housing trust fund, but it isn't fully utilized. Consider utilizing this trust fund to allow developers to pay in-lieu fees dedicated to supporting affordable housing. The fund could be used to subsidize affordable housing with housing vouchers or other financial incentives.

- The Village should consider collaborating with the Town on the administration and management of the workforce housing trust fund, as well as to identify opportunities for workforce housing.
- Adopt a policy that any zoning change (including mixed-use) sought by an applicant that would expand the permitted uses should include a provision for affordable housing units.

HISTORIC RESOURCES

- Complete an inventory of historic assets in the community and consider expanding the historic districts to incorporate historic resources.
- Require preliminary plan for replacement buildings (for demolition permit) for structures older than 70 years
- Update architectural design guidelines for historic resources and better integrate them into the certificate of appropriateness and architectural review approval process.

VILLAGE CENTER (VB DISTRICT)

This Plan supports an increase in mixed-use development within the Village Center area, particularly along areas of Nugent Street and Windmill Lane. The scale of historic areas of the Village Center should be preserved. It is recognized

that any new development is unlikely to occur without sewer infrastructure. The Village should continue to pursue funding for this project. Should sewers be built, it is recommended that new development support a lifestyle typical of thriving downtown areas, where residences and related commercial and entertainment uses support one another and are in turn supported by strong pedestrian activity. The following zoning changes are recommended for the VB District:

Zoning Recommendations:

- Reduce max height on Jobs Lane to 30 feet from 35 feet.
- Allow 38’/3 stories for non-historic areas along Nugent Street and Windmill Lane by special exception.
- Reduce maximum building depth from 120 feet to 100 feet
- Provide additional flexibility to provide for active storefronts and “Main Street” feel. For example, discretion could be given to the planning board to extend the setback for portions of a building up to 15 feet max. to accommodate outdoor dining.
- Door recess – reduce allowable door recess from 12 feet to 10 feet.
- Adopt design guidelines into the zoning to encourage appropriate design and site planning best practices for the Village Center

area. The design guidance should be for entire VB district including areas within the historic district.

- Require the Long Island Workforce Act standards for all multi-family buildings with more than 5 units.
- Consider a higher standard of affordability for apartments located within the Village Center. Consider 20% minimum affordability for buildings with more than 5 units.
- Consider creation of an Arts and Culture District near Hill Street, Jobs Lane, and Pond Lane. The Arts District designation could be a zoning overlay that incentivizes arts institutional uses. The district could also limit residential and retail development at the vacant movie theater site.

Parking Recommendations

- For new buildings in the Village Center, if a building is within 100 feet of a public parking lot, it may choose to pay into an in-lieu fund to meet parking needs for the square footage of the building it is replacing. Off-street parking is required for the portion of the building floor area greater than the building replaced. Existing off-street parking should also be replaced on-site.
- Support reduction in parking requirements for shared parking. Developer would have to show through a parking study that parking can be more efficiently used between different uses.

- Assess parking requirement for multiple dwelling uses in the Village Business District. A potential ratio might be 1 space for a studio, 1.5 for a 1-BR, and 2 spaces for a 2- or 3-BR and one additional space for each bedroom in excess of 3 bedrooms.
 - Require parking areas in any redeveloped area to provide cross-access easements so that they provide for better off-street lot-to-lot connections- and reduced access and egress points.
 - Parking lots should be in the rear of buildings as opposed to the front wherever possible.
 - Parking lots visible from a street should be continuously screened by a 3 to 4-foot high wall, fence, or hedge. Chain-link fences shall not be used.
 - In all off-street parking areas, at least 10% of the interior of the parking area shall be curbed and landscaped with trees, shrubs and other material.
- Other Non-Zoning Recommendations:**
- Improve and fill in gaps in the sidewalk network, focusing on areas within ¼ mile of the Village Center.
 - Work with the owners of properties in the Village Center to improve aesthetics and access to rear entrances facing the central parking lot.
 - Work with property owners to incorporate private parking areas into larger municipal lot that is managed by Village.
 - Consider improving directional signage to parking areas, bicycle routes, and other major destinations.
 - The Arts and Cultural District could be paired with promotional signage on Village streets, public murals, sculptures, or other art installations that will expand on the artistic character of the district. Consider brick treatment along Jobs Lane to highlight the district and calm traffic.
 - Develop a Parking Management Plan
 - Improve Mid-block walkways
 - Undertake a maintenance plan to upgrade existing pedestrian crossing signals in Village Center. Consider a leading pedestrian interval of 4-5 seconds at key intersections like Main Street and Nugent Street.
 - Consider formalizing “Windmill Park” at corner of Windmill Lane and Nugent Street.
 - Consider incorporating sidewalks and crosswalks at Monument Park on east side of Pond Lane. A second design concept would be to close Jobs Lane at Memorial Square to create an open space connection between Agawam Park and Memorial Square. This would need to be analyzed in a traffic study.
 - Assist local merchants in the occasional closing of Jobs Lane for festival days, preferably during off-season months.

HIGHWAY BUSINESS (HB) DISTRICTS

The Village should encourage new commercial development to share safe access/egress with neighboring commercial developments, through site plan review but also through zoning incentives, such as reduced parking requirements for new developments that provide off-street lot-to-lot connections- and reduced access and egress points. Implementing access management best practices can help to mitigate traffic impacts and reduce crashes. It is also recommended that a traffic impact study be required for any redevelopment along CR39.

OFFICE DISTRICTS (HRO AND OD)

As recommended in this Plan, the Village can continue to enhance opportunities for economic development by reviewing the existing zoning standards for the office zones, potentially taking a more flexible approach to accommodate additional uses in these districts, including 2+ family homes and commercial recreational uses (i.e. gyms and yoga studios). It is generally recommended that single-family residential be discouraged from intrusion into office districts in order to preserve the commercial nature of the district, in particular, areas closer to the Village Center.

- Consider allowing apartments on upper floors in OD and HRO parcels on North Sea road and Hampton Road.

- Consider limiting new apartments in multi-family buildings to one- and two-bedrooms.
- Consider allowing senior living or assisted care facilities in office zones.
- All uses must conform to underlying area and bulk regulations in order to maintain the look and feel of each district.
- Review parking requirements for multi-family uses in office districts.

MEDICAL OFFICE DISTRICTS (MD AND HA)

As discussed in Chapter 5, the Southampton Hospital Association owns 16.6 acres of land located in the MD and HA districts. The MD and HA districts also contain non-hospital properties including medical offices, an assisted care facility, and a few single-family residential homes.

The Southampton Hospital Association has plans to move the hospital from its current site to the Stony Brook University Southampton Campus in the Town of Southampton. Should the hospital leave, the non-residential uses permitted in the zoning may not remain the highest and best use for those sites once the hospital leaves. In the outreach for this plan, there was support for re-use of the main campus and adjacent parking areas located in HA as residential or senior living, at a scale that would mesh with the surrounding residential fabric. It is recommended that the Village work with the

Southampton Hospital Association on zoning changes for this area once plans are established. A potential zoning approach could be:

- Rezone existing HA areas as R-12.5 to match the surrounding zoning and to ensure that only single-family homes are built.
- For the main hospital campus, allow single-family homes, either detached or attached (townhomes), or multi-family development with a maximum height of 2.5 stories and 35 feet. A cluster-style development would be preferred to preserve more open space and the possibility of a public park. It may be appropriate to allow use of the Multi-Family Residential District (MFPRD) which is already in the zoning code. The MFPRD District would be established on a floating-zone basis, subject to approval by the Village Board of in accordance with an approved preliminary development concept plan as described and defined herein. The maximum density allowed in MFPRD is 6 units to the acre. Where a public good is proposed such as the provision of workforce housing, age restricted housing or publicly accessible open space the Village could consider granting a special permit to slightly increase height from 2.5 stories (35 feet) to 3 stories (38 feet) and/or give a slight increase in density.
- For hospital-related properties on the east side of Old Town Road, residential, assisted care and senior living might be considered

within the same height and density parameters that would apply to the main hospital site.

- Although the hospital may move from its existing site, the Village would like to retain as many businesses as possible on the east side of Old Town Road. It would be appropriate to keep the MD district for other parcels, however zoning flexibility should be provided for assisted living facilities and potentially senior living.

The Village should continue to work with the hospital as their plans for the site evolve. Future reuse of the site should also consider the potential to connect a Village sewer system to the existing treatment facility and the hospital site. While this treatment facility couldn't satisfy the entire sanitary flow needs of the Village Center, it could provide an opportunity to expand the system by capitalizing on existing infrastructure.

MOTEL DISTRICT

The Motel District (MTL) allows for motel and hotel uses but is not mapped anywhere in the Village. The Village should consider removing the district from the zoning code, and permitting hotel and lodging uses in other districts by special permit.

VIII.3 TRANSPORTATION RECOMMENDATION SUMMARY (SEE CHAPTER 4)

- Work with Suffolk County and other agencies to study and improve intersections along CR39. This may include ways to make intersections more responsive to real-time traffic volumes.
- The Village should conduct yearly inspections of traffic signals to ensure that signals are appropriately timed and coordinated so that the concurrent vehicular and pedestrian phases function well.
- Upgrade pedestrian crossing signals, prioritizing intersections in the Village Center area.
- Conduct an inventory of signage to evaluate which signs should be relocated or replaced.
- Conduct a Neighborhood Traffic Calming Study to identify traffic calming strategies and tools for residential areas. Supplemental traffic studies should be conducted periodically as traffic conditions evolve.
- Increase enforcement of speeding
- Increase enforcement of landscapers parking on-street (when parking is prohibited).
- Transportation Advisory Task Force - work with other East End communities and Suffolk County to advocate for improvements to the roadways and increased public transit service (i.e. LIRR, fixed-route buses, and on-demand transit service) to reduce the number of vehicle trips particularly during peak periods. A transportation advisory task force could include leadership from municipal agencies as well engaged local citizens.
- Implement a system of bicycle lanes, paths and routes to promote safe bicycle travel in the Village as practicable (See Chapter 4 for potential locations).
- Consider need for a bicycle and transportation improvements plan to establish a priority list of capital improvement projects and potential funding sources for necessary infrastructure.
- Improve bicycle parking and amenities in the Village Center, at parks and beaches.
- Implement gateway signage that says Southampton is a “Bike Friendly Neighborhood”
- Study closure of the segment of Jobs Lane at Agawam Park and conversion to park space
- Consider shared bike program in the Village, with stations at important locations in the Village Center and at the LIRR station.
- Invest in Electric Vehicle Charging Stations in the Village Center.
- Study micro-mobility in the Village, including where these vehicles should be allowed or discouraged, and where docking is allowed.
- Continue to focus installation of new sidewalks on gaps in the sidewalk network and arterial roadways that link the Village Center, parks and schools with neighborhoods, while recognizing that sidewalks may not be feasible or desirable in lower-density residential areas.
- Provide support to better publicize and Suffolk County Transit’s on-demand 10A bus route. The system coordinates quick and efficient trips by matching multiple passengers heading in the same direction into a single vehicle in real-time.

VIII.4 PARKS, RECREATION AND OPEN SPACE SUMMARY (SEE CHAPTER 6)

- Maximize the utility of the existing system of parks and open space.
- Add to the system as resources and opportunities permit.
- Continue to improve Moses Lane Park and construct amenities.
- Consider pedestrian improvements at Monument Square as well as the potential to connect square to Agawam Park (see Chapter 5).
- Consider transforming Town/Village owned parcel at 37 S. Main Street (adjacent to Agawam Park) into a public space or other public purpose, with connections to Agawam Park.
- CPF acquisition in the Village is managed by the Town of Southamptn, however, Village identified properties were not specifically listed in the Town's 2018 CPF Plan. Continue to advocate Town and County for preservation of agricultural lands and other sensitive areas located within the Village. The Town can also use this fund for farmland preservation through the acquisition of development rights.
- Develop a Community Forest Plan to address trees in publicly owned areas to ensure that trees are maintained for future generations. A Community Forestry Plan would include:
 - Tree inventory and species identification
 - Challenges and Best Practices
 - 5-Year Planting and replacement Plan
- Develop a tree preservation ordinance to protect large trees located in the required side yards of private properties.
- Explore acquiring properties on west side of Pond Lane adjacent to Agawam Lake to expand the park and provide a multi-use path along the Lake by closing portions of Pond Lane to vehicular traffic. Access would be maintained for emergency vehicles.
- Continue to monitor beach conditions and implement beach conservation and replenishment measures that protect and improve these vital natural resources.
- Promote open space conservation through cluster subdivision designs when land is subdivided.
- Consider enhancements to passive recreational spaces to make them more user-friendly and raise their visibility. Explore actions such as addition of paths, benches, and wayfinding signage directing bicyclists and pedestrians to parks.
- Continue to focus installation of new sidewalks on arterial roadways that link parks and schools with neighborhoods, while recognizing that sidewalks may not be feasible or desirable in lower-density residential areas.

VIII.5 CLIMATE ACTION AND SUSTAINABILITY SUMMARY (SEE CHAPTER 6)

- Continue to focus on stormwater management at the regional and inter-municipal level, through partnerships with other municipalities, institutions and advocacy groups, and pursue funding for such partnerships and projects as needed.
- Formally pursue the NYS Department of Environmental Conservation Climate Smart Community Program and the NYS Energy Research and Development Authority (NYSERDA) Clean Energy Community program in line with the Southampton Village Resolution 2021-92.
- As per Resolution 2021-92, the Village should consider implementing a Climate Action Plan. The Climate Action Plan/Energy Blueprint should include strategies to reach Village energy goals, structured in a framework of practical achievability. The Climate Action Plan should include the following:
 - Conduct a greenhouse gas (GHG) emissions inventory for both government operations and the community.
 - Provide an implementable “roadmap” guiding staff and legislative action towards achieving Village energy conservation and carbon neutrality goals.
- Consider a Fleet management study which outlines the transitioning of current fleet equipment to EV and adopt a fleet efficiency policy.
- Encourage residents to adopt actions and strategies for waste reduction, recycling, and solar/geothermal energy.
- Consider participating in the Town of Southampton Community Choice Aggregation (CCA) program.
- Amending zoning and subdivision regulations to include incentives for green buildings and infrastructure that incorporate sustainable design practices.
- Adopting a policy for new Village buildings to be green, incorporating LEED-type compliance requirements.
- Exploring a “green homes program” to encourage owners to make energy-saving improvements to their homes.
- Conducting energy audits as needed for Village facilities, to establish potential retrofit strategies to reduce energy use.
- Considering the long-term environmental and financial benefits of LED street lighting Village-wide.
- Joining New York State’s Climate Smart Communities program, which provides access to information on available energy-efficiency programs, including state and federal assistance.
- Empower the Climate Action Committee to educate the public about available programs that promote sustainability.

VIII.6 INFRASTRUCTURE AND UTILITIES SUMMARY (SEE CHAPTER 7)

- Continue plans to Implement a sewer district in the Village Center area, in coordination with the Town, County, State, and Federal governments.
- Continue efforts to clean up Lake Agawam and other water bodies in the Village.
- Promote water conservation through public education, potential planning guidelines and policies to mandate water conservation and coordination with regional experts on effective and innovative tools.
- Facilitate the use of green infrastructure techniques as presented in the NYS DEC Stormwater Management Design Manual.
- Work with utility companies and appropriate governmental agencies to identify, monitor and track repaving and road improvement projects with utility infrastructure projects, to reduce repetitive construction, costs and traffic delays. Coordinate with the agencies and utility providers on effective public dissemination of this information.
- Study the potential to bury power lines in the Village Center as well as historic areas. This would help to improve the resiliency of the utility system as well as enhance aesthetics. This would require a significant amount of coordination between the Village, private property owners, and PSEG Long Island. If feasible, this work should be coordinated with other roadway work such as resurfacing, implementation of sewers, and/or sidewalk upgrades.

VIII.7 COMMUNITY RESOURCES SUMMARY (SEE CHAPTER 7)

Most of the issues related to community and cultural facilities are resolved through actions in other areas. For example, recommendations for historic districts were discussed earlier, but are repeated here. Other remaining recommendations are listed below.

- Consider expansion of the historic districts or creation of new districts after conducting an inventory of existing historic assets in the Village.
- Consider protections for potentially historic buildings outside of historic district. For example, when demolition of a building over 70 years old is proposed, applicant should submit preliminary plans for replacement building.
- Update architectural design guidelines for historic resources and better integrate them into the approval process
- Identify and market Arts and Cultural District, which would be centered in the Village Center near Monument Square.
- Support temporary closure of Jobs Lane for seasonal events in shoulder seasons. Utilize Jobs Lane between Monument Park and Agawam Park as central area for these events.
- Provide a zoning incentive or other subsidy to support arts and cultural uses in this district such as:
 - Arts and cultural uses
 - Galleries and art stores
 - Community-oriented spaces and offices,
 - Artist studios / residences
- Consider creating a formal Arts and Culture Committee that meets regularly and communicates the needs of the arts and cultural community to Village government.
- Continue to support local museums and arts organizations as they apply for funding for capital projects and operations.
- Create or support an arts and culture-based tourism program that highlights the many cultural attractions in the Village.