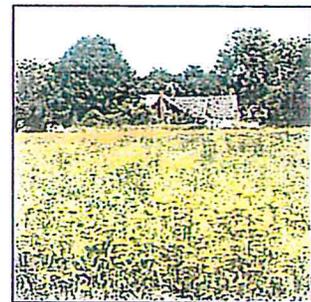
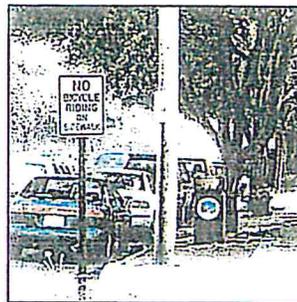
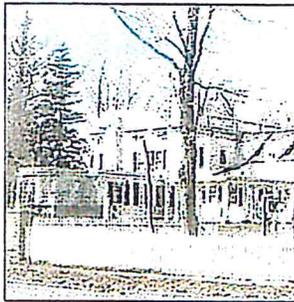
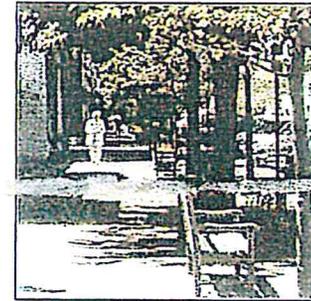
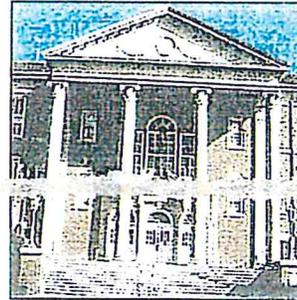
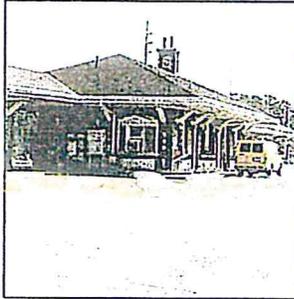
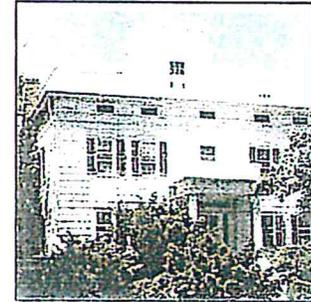
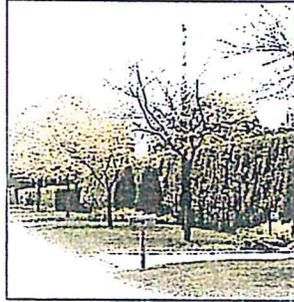
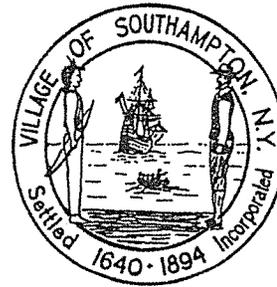


VILLAGE OF SOUTHAMPTON COMPREHENSIVE PLAN



Buckhurst Fish & Jacquemart, Inc.

VILLAGE OF SOUTHAMPTON
COMPREHENSIVE PLAN



Prepared for the
Village of Southampton Planning Board
Southampton, New York

Prepared by
Buckhurst Fish & Jacquemart Inc.

May 2000

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**VILLAGE OF SOUTHAMPTON
COMPREHENSIVE PLAN**

TABLE OF CONTENTS

EXECUTIVE SUMMARY

1.0 INTRODUCTION

1.1 Preface: The 1999 Plan1
1.2 Previous Planning Studies: 1970-1997.....3
1.3 Historical Background7

2.0 EXISTING CONDITIONS

2.1 Regional and Local Context8
2.2 Demographic Profile11
2.3 Land Use and Zoning 15
2.4 Transportation and Traffic Circulation27
2.5 Commercial Development32
2.6 Community Facilities41
2.9 Summary of Issues 51

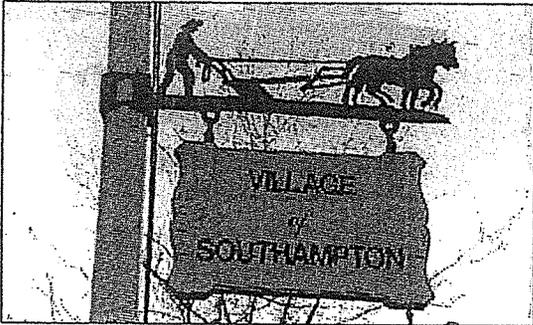
3.0 PLANNING GOALS

3.1 Quality of Life52
3.2 Long-Term Planning Goals53

4.0 RECOMMENDATIONS

4.1 Introduction 56
4.2 Open Space, Farmland, Recreation, and
Shoreline56
4.3 Traffic, Parking, and Circulation.....60
4.4 Village Center68
4.5 Community and Cultural Facilities 75
4.6 Appearance and Aesthetics 76
4.7 Future Land Use and Summary
of Proposals83
4.8 Implementation86

APPENDIX A: Village of Southampton Written
Resident Survey91
APPENDIX B: Village of Southampton
Telephone Survey 102
APPENDIX C: Proposed Area and Bulk Control
Changes in Residential Zones..... 105



LIST OF FIGURES

<p>1. Workshop Session at Village Cultural and Civic Center..... 4</p> <p>2. Workshop Session at Village Cultural and Civic Center5</p> <p>3. Children’s Drawings: What I Like About Southampton.....6</p> <p>4. 1900 View of Main Street7</p> <p>5. Regional Context8</p> <p>6. Land Use Context10</p> <p>7. Existing Land Uses 16</p> <p>8. Recent Residential Development – Coopers Farm17</p> <p>9. Land Subdivision, 1980-1998 18</p> <p>10. Commercial Land Uses 19</p> <p>11. Community Facilities 21</p> <p>12. Existing Zoning 23</p> <p>13. Regional Access27</p> <p>14. Local Road Network 28</p> <p>15. Major Road Intersections 30</p> <p>16. Public Transit Facilities 31</p> <p>17. Land Uses: Village Center 33</p> <p>18. Views of the Village Center35</p>	<p>19. Parking Areas: Village Center.....37</p> <p>20. Pedestrian Network: Village Center38</p> <p>21. Views of Main Street and Jobs Lane39</p> <p>22. Municipal Parking Lot, Village Center40</p> <p>23. Local Schools 42</p> <p>24. Community Facilities, Village Center.....45</p> <p>25. Proposed Library on Windmill Lane..... 46</p> <p>26. Community Facilities..... 47</p> <p>27. Local Churches49</p> <p>28. Functional Classifications of Roadways61</p> <p>29. Proposed Road Improvements64</p> <p>30. Proposed Choker for David Whites Lane..... 65</p> <p>31. Traffic Calming Techniques..... 66</p> <p>32. Pedestrian Network: Village Center..... 70</p> <p>33. Improvements for Jobs Lane and Main Street Area.....71</p> <p>34. Improvements for Nugent Street and Windmill Lane Area.....72</p> <p>35. Contrasts in Local Road Design.....79</p> <p>36. Examples of Signage..... 80</p> <p>37. Future Land Use84</p> <p>38. Summary of Proposals85</p>
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LIST OF TABLES

1. Population Growth, 1980-1997 11

2. Village Population by Age, 199012

3. Single Family Acreage, 199715

4. Retail Type Distribution in Village Center,
1983-199734

5. Parking in Village Center, 199736

6. Public School Enrollment, 1996-1997.....41

7. Village Parks43

8. Implementation Matrix.....88

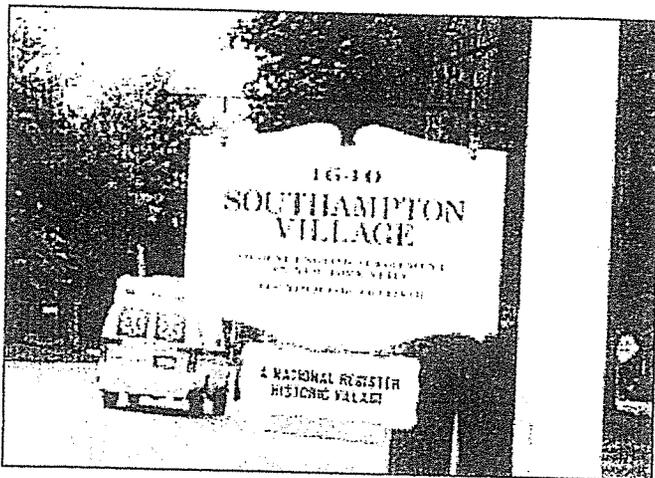
9. Proposed Area and Bulk Control Changes
in Residential Zones.....108



EXECUTIVE SUMMARY

Background

The 1999 Comprehensive Plan completes a two-year planning project. This document was written in response to the community's concerns about the nature of recent development and the attendant changes to the village's historic qualities and its natural environment. Since 1970, the date of the last comprehensive plan, the village population has risen only slightly, but the number of houses within the village has risen nearly 25 percent. The greatest population change has been the large increase in tourists and seasonal residents. Farmland has dwindled from 900 acres to fewer than 200 acres. There has been a reversal in the village's character: it is no longer a small farming and fishing community with only a minor role as a summer recreation locale for New York City residents. The village's old and new roles, as a hometown, a resort community, and a



second-home community, are sometimes in conflict. Village residents see that they have more of what they do not want - traffic, parking congestion, inordinately large new homes, and unattractive commercial development along CR 39 -- and less of what is held dear -- farmland, narrow and quiet roads, contextual housing, and a soft edge to the beaches.

Beginning in 1983, the village began to address its problems. Areas zoned for a minimum lot size of 80,000 square feet (2 acres) were upgraded to a minimum of 120,000 square feet. This action remains in accord with the goals of this comprehensive plan. It was followed in 1989 when a Village Wetlands Law was enacted. This in turn was followed in subsequent years by various zoning studies and then in 1996 a series of public meetings on issues to be taken up by a new comprehensive plan. In 1997, Southampton hired Buckhurst Fish & Jacquemart as its planning consultant. The charge to the consultants, the Planning Board, and the citizen advisory committee was to find a new balance for the village, dependent on achievable recommendations that would help village government shape the development and conservation decisions made by individual property owners. This plan is the outcome.

Issues

The first two chapters of the plan describe the exist-

ing conditions to be found now in the village and its immediate environs. The sections analyze demographics, land use, zoning, transportation, traffic circulation, commercial development, and community facilities and services. The analysis yielded a constellation of physical issues. Most of the issues were related in some way, and could be grouped into village-wide or downtown concerns.

The major issues for Southampton to resolve are:

Village-Wide

Development

- Appearance and density of new residential and commercial construction
- Appearance of important roads and land uses serving as gateways to the village
- Impacts created by specific undesirable land uses

Traffic Circulation and Parking

- Congestion on CR 39 and North Sea Road
- Truck traffic and noise and traffic congestion on other local roads
- Congestion and parking difficulty in the downtown
- Lack of bicycle routes

Environment, Open Space, and Recreation

- Loss of farmland to residential subdivisions

- Erosion and lack of parking at village beaches
- Inadequate children's play areas
- Insufficient and unconnected open space

Downtown

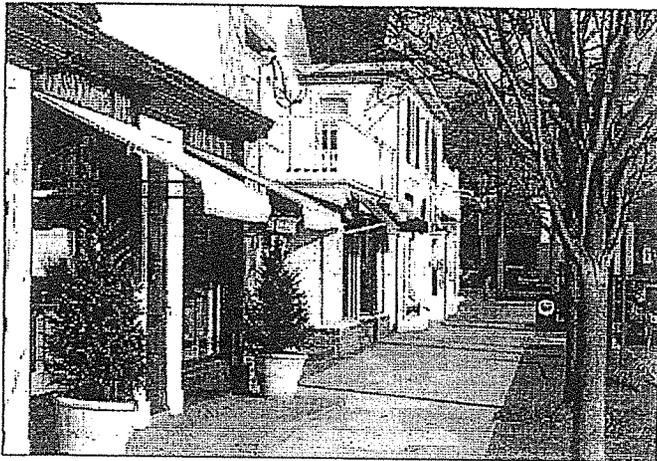
- Impacts created by summer traffic and through traffic
- Poorly designed and managed parking lots
- Inadequate pedestrian connections and crosswalk
- Unattractive streetscape elements within sections of downtown
- Unattractive commercial frontage on certain roads

Planning Goals

Each single issue was part of an overall concern for preserving Southampton's quality of life. Understanding the attributes that make Southampton a special place and designing recommended actions to preserve these became the engine driving the plan. The characteristics that Southampton residents most love and most dislike are, taken together, a description of a wonderfully unique place, under threat. Southamptonites experience the village as a small town with safety, charming ambiance, and good quality of life. The village combines beauty of landscape, beaches, and ocean with interesting local history, friendly neighbors, proximity to other key places, and high quality community facilities. These beloved qualities are

damaged by summer-time and year-round population changes. In effect, Southampton's charm is all too well known. Extraordinary traffic, expensive retailers, and excessive summertime crowding are peak irritants during the high season.

In response, Southampton seeks a new balance, not a closed door. The village recognizes that it now has a role as a resort community serving three different transient populations - daytrippers, weekenders, and summer home visitors. Their needs and expectations must be balanced against those of the year round residents, some of whom are drawn from the visitors. The goal for the community, and thus for the plan, is to protect the cherished quality of life while accommodating and shaping the forces of development. Southampton should remain a small scale, attractive community in which the pattern and quality of land uses, and the quality of life, reflect the needs of the residents, institutions, and other interested village groups. Development and land utilization must fit with the existing pattern of development. Existing open space, beaches, and natural



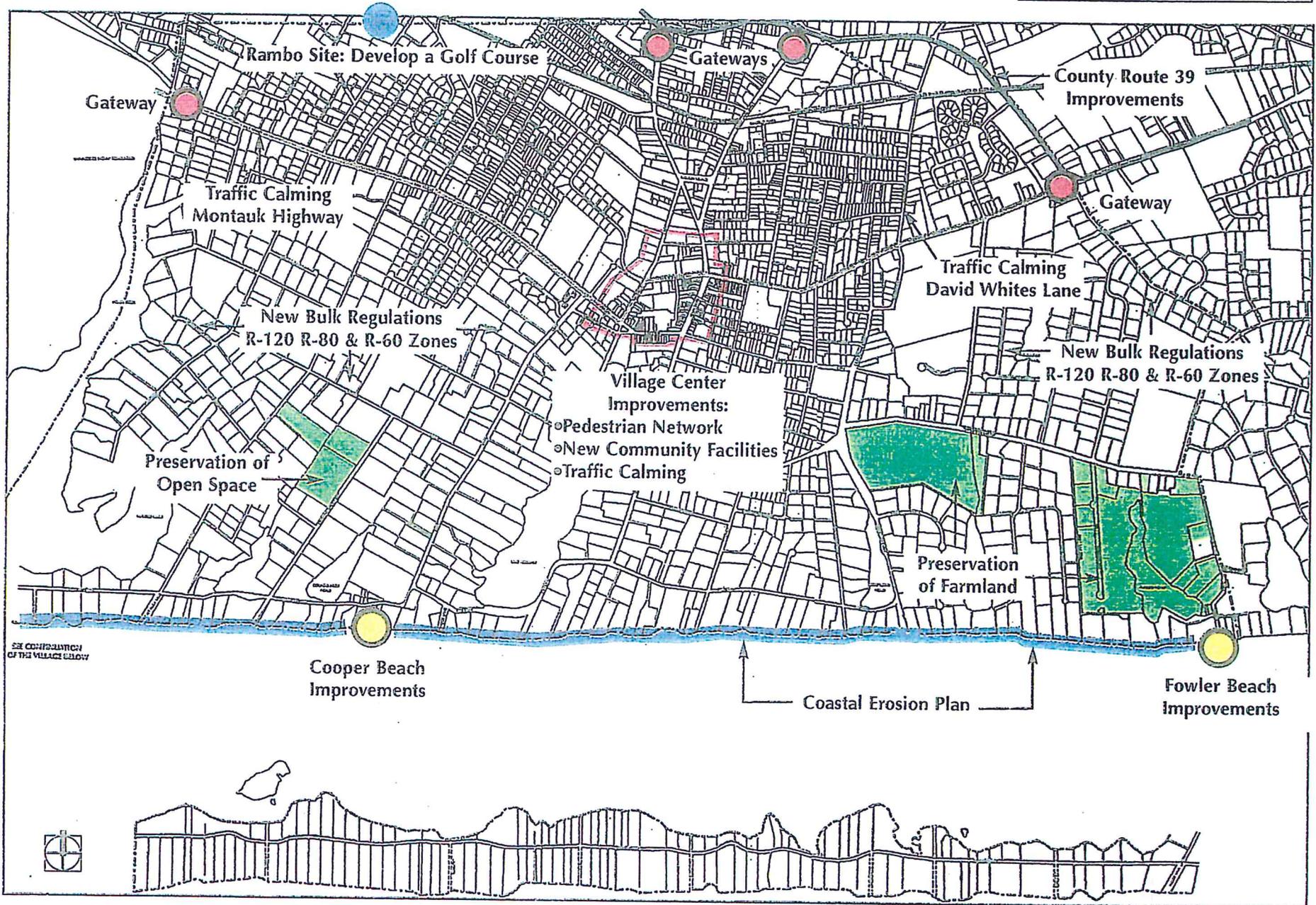
landscape must be protected. All actions must attain a balance between preserving Southampton's character and economic development. In the downtown, the village must enhance the role of pedestrians, and assure a human scale to the buildings, streets, and open spaces.

Recommendations

With enactment of this plan's recommendations, Southampton will focus its land use planning decisions on the wise management of private and public development. The village will have the tools to modulate the growth and intensity of housing and commercial construction, to conserve dwindling open space and marine resources, and to plan for the construction and expansion of community facilities. The plan groups the recommendations into first priority actions, that should be accomplished in a short term of two years to five years, and long-range actions, which should take no more than ten years. Many of the recommendations concern physical improvements. The summary of proposals illustrates where the recommendations' effects will be felt. The clustering of some of the recommendations indicates the interrelationship of many of the ideas.

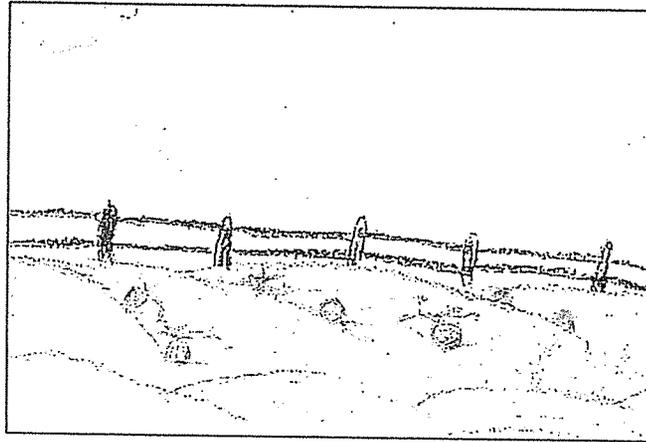
First priority actions focus on particular sites and land uses, new programs, planning studies to be undertaken or completed, funding mechanisms to be established, and improvements in the downtown. The long-range actions concern improvements to the appearance and aesthetics of existing and new land uses, enhancement of open space including recreation areas and the shoreline, improvement or expansion of community facilities, and improvements to conditions along CR 39.

**SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN**



Among the first priority actions, the following are the most important:

- Large open space and/or farm parcels should be identified as potential sites for land preservation measures. The Village should join with the Peconic Land Trust and similar organizations to devise options that are agreeable to property owners that address both the property owners' rights and the Village Resident's desire to preserve open space and farmland.
- The municipal parking fields in the village center should be improved. These parking lots provide a substantial amount of parking and very few amenities to walkers. The plan presents a system of pedestrian connections and crosswalks, and landscaping ideas. The system would link community and cultural facilities in the core of the downtown with outlying ones, such as the new library, Lola Prentice Park, the proposed police headquarters and nearly invisible ones, such as the Historical Museum. (Section 4.4).
- The village should take steps to ensure that the open space area at the northeast corner of the Windmill Lane-Nugent Street Intersection is preserved and landscaped. A park at this location will provide an attractive setting for the new library building on the west side of Windmill Lane.



- New zoning regulations should be considered in order to reduce building sizes within residential zones. (Section 4.6).
- Traffic calming measures are needed for a number of streets where through traffic occurs. David Whites Lane should be a priority in order to reduce or eliminate the amount of truck traffic on the street. (Section 4.3).

1.0 INTRODUCTION

1.1 THE 1999 PLAN

Background

In New York State, municipalities are neither required to prepare comprehensive plans, nor to update any existing local plans. Therefore, if a municipality agrees to expend the effort and funds on a plan, and on enacting the plan's recommendations, there is surely driving the planning process a sense that a critical moment has arrived. This is where the Village of Southampton now stands.

Since 1970, over 580 new homes have been constructed, an increase of nearly 25% over the twenty years between the 1970 and 1990 censuses. And while the resident population has increased only slightly, the seasonal population change has been dramatic. The present Southampton is perhaps not what many residents would have chosen. Farmland has been relentlessly consumed by overly large housing. The downtown has lost many of its conveniences, replaced with expensive stores frequented in the summer by out-of-towners, but closed in the winter months. Traffic congestion threatens the once-peaceful quality of life on local streets. Southampton today functions as a resort community, as a second-home community, and, increasingly, as the hometown for commuters to New York City. These new roles are sometimes in conflict with the traditional role and character of the village. At a

Parrish Art Museum centennial panel on Southampton's future, panelists agreed that the village is "diminished and different" from its pre-1980s character. But organizations such as the Peconic Land Trust were cited as a reason for hope: preservation and environmental organizations dedicated to conserving open space and farmland using techniques amenable to the local property owners. A remedy was also seen in enacting and enforcing comprehensive plans, design guidelines, and legislation.

The decision to update the 1970 Master Plan was discussed for some time. The Village Board of Trustees and Planning Board initially updated portions of the 1970 plan. In 1989 the Village Board commissioned a Wetlands Protection Program, and subsequently adopted a Village Wetlands Law to regulate freshwater and tidal wetlands. In 1991, the Planning Board studied the issue of motel zoning. In 1992, the village analyzed zoning around Southampton Hospital. In 1995, the Planning Board requested that the Village Board begin the process of formally updating the 1970 plan. The planning firm of Buckhurst Fish & Jacquemart Inc. was hired in 1997 to prepare the plan, working collaboratively with the Village's planning consultant and the Planning Board.

"There are a lot, for example, a lot of nice houses going up along Coopers Farm Road... but I wish they weren't there because it just means more people, more automobiles, more crowding. How do we control that kind of proliferation and how do we - what can we do to keep more open space?"

The 1999 Plan

The purpose of the 1999 comprehensive plan is to balance the traditional and evolving roles of the community, with an emphasis on guiding new development and conserving natural resources so that the shape and function of the traditional Southampton village remains dominant. The vision for the village's future that guided the planning process was rooted in traditional qualities of Southampton as a small-scale, attractive community where the pattern and quality of land uses and the quality of life reflect the needs of the residents, institutions, and other interested village groups.

A set of related planning goals resulted from the overarching vision and the details of the analyses of existing conditions. These goals, in turn, informed the decisions on recommendations and implementation. The goals are:

- *To preserve and enhance the village's quality of life elements: open space, small town nature, historic character and small-scale buildings in the neighborhoods and commercial areas, and the marine environments.*
- *To focus on the needs and communal aspirations of village residents, rather than on the needs of out-of-town visitors and tourists, particularly in the downtown area where the economic development should accommodate the human scale of buildings, streets, and open spaces.*
- *To protect the remaining open space, beaches, natural landscape, and farmland as elements integral to the Southampton character.*

- *To seek a balance between the needs of pedestrians and automobile users in the downtown and throughout the village.*

A comprehensive plan is a municipality's policy guide to land use, development, and conservation decisions for the next ten to fifteen years. With a new plan superceding the 1970 one, Southampton will be better able to promote the wise use of private and publicly owned land, modulate the growth and intensity of development, conserve dwindling open space and marine resources, plan for the construction and expansion of community facilities, and improve the village as a desirable place to live, work, and relax.

Continuous planning is an important component of the process of preparing a Comprehensive Plan for the village. The Village Trustees, Planning Board members and other officials should actively use this document in the review of future development proposals and changes. It should serve as a ready reference for decisions concerning land use and zoning, and for the provision of improved public facilities and services.

At the same time the Comprehensive Plan should be considered a living document. It should be reviewed and revised as appropriate. To this end the Planning Board intends to hold a Public Hearing, once a year, for the purpose of updating the Plan. In this way the Plan will remain a vital and useful tool in providing an agreed upon framework for future development within the Village of Southampton.

Citizen-Based Planning

A cornerstone of the planning process was citizen involvement. The process was inaugurated with a series of special meetings on the comprehensive plan, sponsored by the Planning Board, held in March, April, May, and June of 1996. These open fora for discussion on issues and initial recommendations led to the creation of a citizen advisory committee and the designation of a trustee liaison with the Planning Board for the planning process. In addition, Southampton residents were surveyed in writing for opinions and ideas. Once the consultants were hired, all meetings with the Planning Board to review work were open to the public; the public present constituted the citizen advisory committee. A public workshop was held at the Civic Center in May 1998 to discuss preliminary recommendations, followed by a public hearing in October 1998 prior to the adoption of the plan. The thoroughness of public involvement enabled Southampton residents and property owners to voice their concerns and ideas for community goals, and to advocate recommendations at critical points in the planning process.

Public Opinion Survey

A three-page survey was mailed to 3,000 Southampton residents and businesses. The primary objectives of the survey were to gain the community's perspective on all aspects of the physical development and character of the village, their views on the issues and problems that needed to be addressed by the comprehensive plan, and how to prioritize them for the purposes of the plan. The response rate

was a high 18 percent. The survey had open-ended and closed-ended questions. Appendix A provides a copy of the survey instrument and analysis.

Citizen involvement in the planning process was not restricted to adults. Students at Southampton Elementary School and Our Lady of the Hamptons Roman Catholic School were invited to draw their response to "what I like best about where I live." Some of these drawings are included in the plan to illustrate children's and adults' love of the village.

1.2 PREVIOUS PLANS: 1970 - 1997

Over the past generation, Southampton has commissioned long-term planning studies for the village as a whole and for specific areas. The following highlights the major findings of these planning efforts.

1970 Master Plan Report

The overall purpose of the first master plan, prepared by McCrosky-Reuter, was to provide the community with "a well thought out set of future development objectives, and an orderly and consistent method of implementing them" in response to development pressures and speculation. Much of the plan focused on the preservation of natural resources, such as the water bodies, shoreline, barrier beach, water supply, wetlands, and agricultural lands. However, the built-up areas of the village were also a cause for concern. The plan foresaw a



"It is a way of getting together and realizing that the problems we have are everybody's problems whether you live here year-round or you come here on the weekends."

"desirable ultimate population potential" of 12,500 persons. To accommodate this within an attractive community, the plan envisioned "a strong central business center which will continue to support the greater community in both day-to-day and specialty goods and services." Moderate density single family and multi-family housing were envisioned in the north of the village, adjacent to the center, and along the center's approach roads. The southern part of the village would be developed with low density suburban and "open beach-type" housing.

Included within the master plan was a Village Center Plan. This proposed: closing Jobs Lane to traffic, the elimination of through traffic, and the expansion of specialty retail up Windmill Lane. Important future steps to be taken for the Village as a whole were the adoption of a new zoning ordinance and map, capital improvement program, and a joint program with other Eastern Long Island municipalities to protect "essential resources, natural features and historic culture."

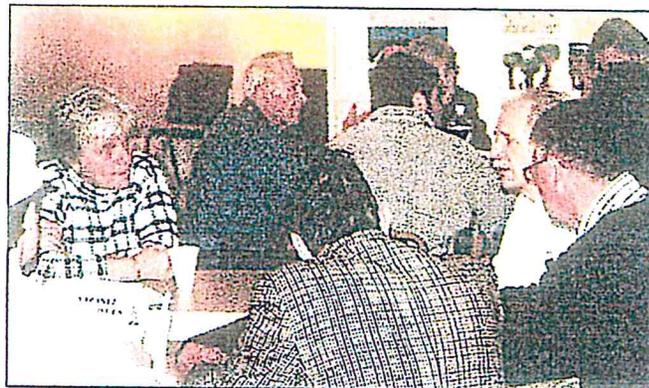
A Master Plan Amendment was prepared in 1982, also by McCrosky-Reuter. This study outlined a number of proposals for the Village in response to surveys and analyses completed in connection with the update of the 1970 Master Plan. The proposals included recommendations for clustering housing development in the R20 and R40 Districts, and for the encouragement of senior citizen housing in office business areas at a maximum density of eight units per acre. The Amendment also recommended that Village business area be expanded to the west side of Windmill Lane, a proposal that was not implemented by the Village.



Figure 1. Workshop Session at Village Cultural and Civic Center

1993 Tuckahoe Corridor Study (Draft)

The Town of Southampton Department of Planning and Natural Resources studied a 170-acre area surrounding a 1.7 mile length of County Road 39 (NYS 27), roughly bounded by Tuckahoe Lane and North Sea Road. Known as the Tuckahoe Corridor, this area is subject to competing development pressures, increasing high season traffic and year-round commuter traffic, and a generally unattractive appearance. The study described the public interest in seeing these issues resolved and presented a series of general policy statements and "concept objectives" for traffic efficiency and safety, visual improvements, quality neighborhoods and environments, utilization of large parcels, improved community-based recreation, and specific zoning improvements. The study has not been adopted and there has not been a formal village response to the recommendations.



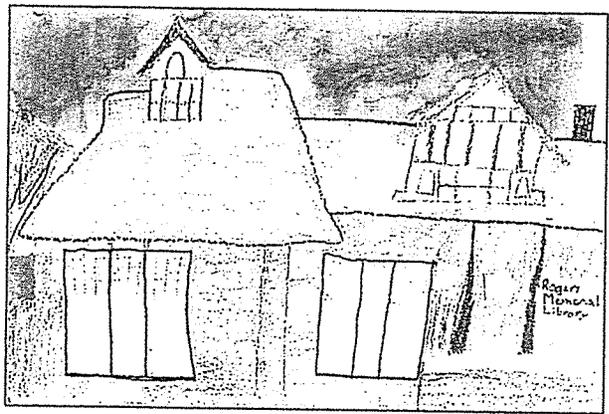
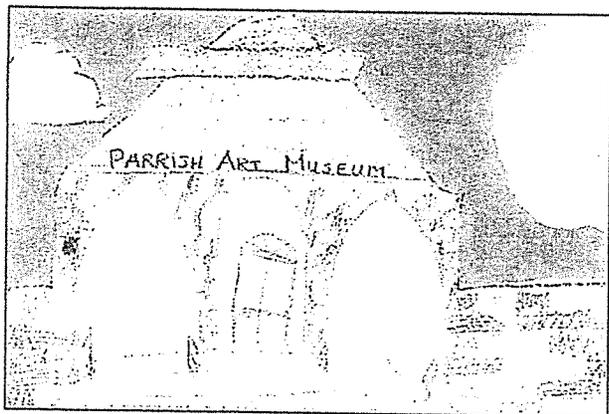
1991 Motel District Zoning (Draft)

Szepatowski Associates analyzed creating a motel district to recognize the presence of three neighboring pre-existing non-conforming hotels and motels. The study determined the best location for a motel district, and proposed text amendments. No action was taken at that time. This plan offers recommendations.

1997-98 Town of Southampton Comprehensive Plan: *Southampton Tomorrow*

In a massive, multi-year study, the Town of Southampton updated its comprehensive plan, issuing four volumes of technical reports: demographics, economics, surveys on visual preferences and attitudes, community facilities, affordable housing,

Figure 2. Workshop Session at Village Cultural and Civic Center



historic resources, natural resources inventory, and transportation. These were followed by interrelated implementation strategies and a draft generic environmental impact statement. Certain issues and recommendations involve the village, especially with regard to transportation access, economic development, and community facilities. The traffic calming, gateway, zoning, landscaping, and design issues related to the Route 39 corridor need to be discussed jointly between the village and the Town, preferable via a formal task force initiated by the village. Along Country Road 39 are specific parcels,

such as the Rambo site and Leecon Court, whose present condition and future use must also be addressed jointly. Farmland that may be available in the village for public purchase is of interest to the town as part of an overall open space preservation goal. With regards to community facilities, there are concerns regarding school district expansion needs and the town's municipal offices. These offices are located in the village and have outgrown the building. The Town's plan raises the possibility that Town Hall may join the courts in leaving the village for new sites in the town.

Figure 3. Children's Drawings: What I Like About Southampton

1.3 HISTORICAL BACKGROUND

Founded in 1640 by settlers from Lynn, Massachusetts, Southampton is the oldest English-speaking settlement in the State of New York. Much of the Village's current character derives from its 350-year history. Street patterns date from colonial times and many examples of colonial architecture remain. In its early years, Southampton was a farming and fishing community. In the mid-19th Century with the coming of the railroad, a small but soon rapidly growing summer colony developed. Many consider the period from about 1890 through the 1920s to be the "golden years" of the village, a time of civic accomplishments and new institutions. The Depression and World War II took their toll, as they did on many communities.

Nevertheless, the 1950s saw a reflowering of Southampton, and a rediscovery of it by people seeking a special summer place. As did the railroad one hundred years before, the extension of regional highways caused an explosion of growth both in the Town and Village of Southampton. Coupled with adequate finances and the desire to move east from New York City and Nassau County, a steady stream of visitors, weekenders, summer residents, and retirees have now made Southampton their home.

"[T]he public works really started Southampton. That was why Southampton was great. You had these great philanthropists who donated a lot of their time, effort, money to make the village great."



"I remember Gary Cooper walking down the street. We all went to Henry Ford's wedding in 1938 - we didn't go the wedding party but we were outside the church."

Figure 4. 1900 View of Main Street

2.0 EXISTING CONDITIONS

2.1 REGIONAL AND LOCAL CONTEXT

Location

The Village of Southampton is located near the eastern end of Long Island, approximately 95 miles from New York City. (See Figure 5). The village lies within the Town of Southampton; surrounding towns are Brookhaven to the west, East Hampton to the east, and Riverhead, Southold, and Shelter Island to the north, across the Peconic Bays. Nearby communities include Hampton Bays (seven miles to the west), Bridgehampton (six miles east), East Hampton (12 miles east) and Sag Harbor (11 miles north and east), the Village covers less than 4% of the total Town land area. The village's role as a center, however, is illustrated by the fact that it contains almost 9% of the town's year-round population.

Regional road access occurs via Sunrise Highway, leading to County Road 39. In addition, Montauk Highway is an important east-west highway that provides the main road connection eastward on the South Fork. Regional transit access is provided by the LIRR, allowing direct rail access to New York City, and private jitney service.

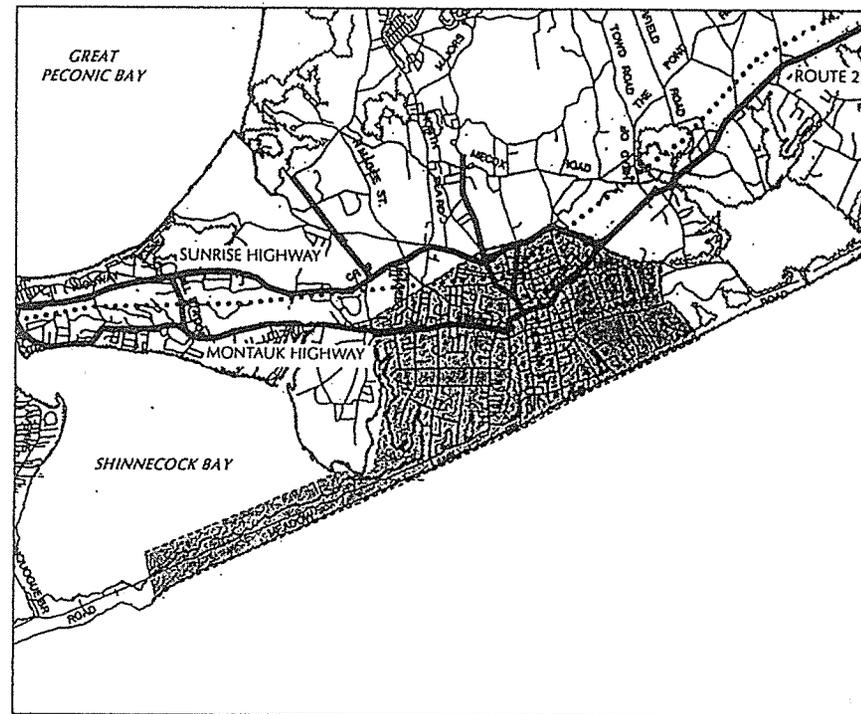
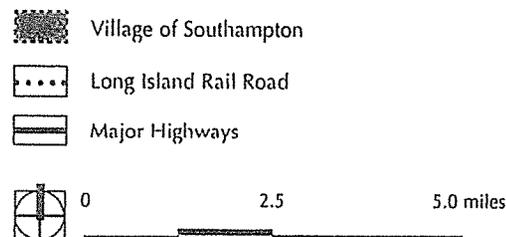


Figure 5. Regional Context



Land Use Context

Figure 6 illustrates the existing land use pattern for the area within an approximate five mile radius of the village boundary. Surrounding land uses are primarily low density residential areas and, to the north and east of the village, scattered farmlands in addition to housing. West of the village is the Shinnecock Indian Reservation. Uses on the north side of the village include a broader mix of activities including commercial and light industrial sites located in the vicinity of County Road 39 and the LIRR. The arbitrary location of the Village's north boundary [between Tuckahoe Lane and David Whites Lane] underlies the difficulty in establishing a unified land use strategy in this section of the Village. The Mariner Drive Industrial Park and numerous commercial and residential lots fall within both the town and village. In addition, County Road 39 intermittently travels within both jurisdictions, complicating the control and design of frontage uses.

In 1993, as part of their Tuckahoe Corridor Study, the Town studied a portion of the road corridor extending from North Sea Road westward to Tuckahoe Lane, a 1.7 mile length. The study area includes a mix of strip commercial and auto-related uses, housing, institutional uses including two churches, a golf range, a cemetery, and a number of vacant parcels and abandoned buildings. This broad mix of uses and the poor appearance of many of the site areas create a negative image for visitors and residents of the village. Recent commercial infill uses and strip business development with its many curb cuts also contribute to the heavy traffic

congestion along County Road 39.

The Town's study recommended zoning changes to reduce commercial growth potential, and the development of off-street road links to reduce the number of service access points along the highway. Landscape, signage and building design objectives were also noted in order to upgrade the visual image of the corridor.

**SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN**

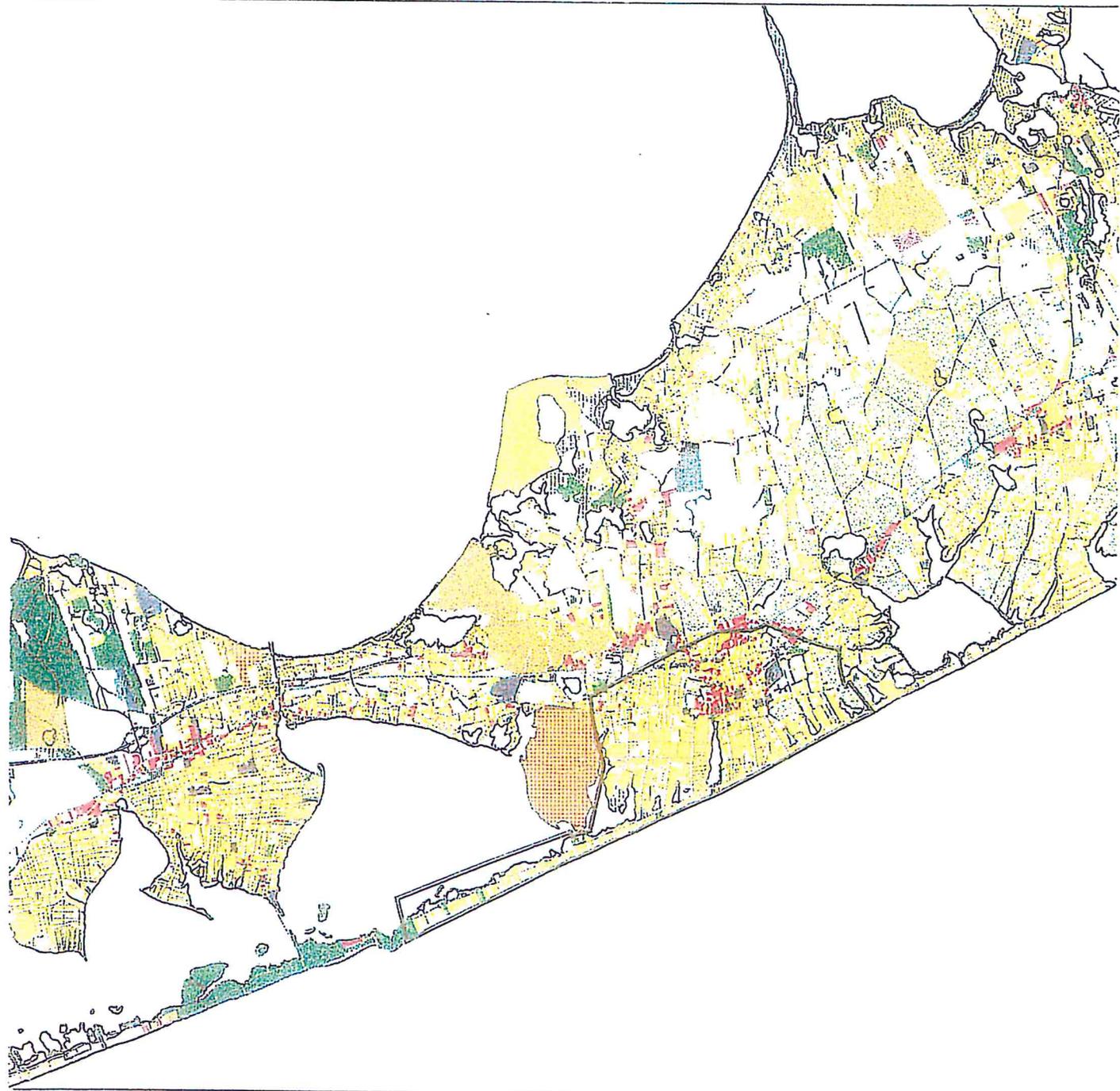


Figure 6. Land Use Context

-  Village Boundary
-  Vacant Land
-  Residential
-  Commercial
-  Industrial
-  Public Service Utility
-  Community Service
-  Recreation and Entertainment
-  Agriculture
-  Parks and Open Space
-  Shinnecock Indian Reservation
-  Wetlands and Other Wild and Conservation Lands

Source:
Southampton Tomorrow, vol 1a: Technical Reports
(Comprehensive Plan Update 1997, Final Draft)

2.2 DEMOGRAPHIC PROFILE

Population Trends, 1980-1990

In 1990, the village's population had decreased to 3,980 persons from 4,000 persons in the census of 1980, a decrease of 0.5 percent. However, the annual estimate released by LILCO (Long Island Lighting Company) for January 1, 1997 showed an increase from 1990 of 60 persons, to 4,040. This represents a gain of 1.0% over the past seventeen years. In the same period, the town of Southampton gained 9.3% and Suffolk County overall gained 5.2 percent. The village's proportionally slower increase is likely due to a combination of national and local trends. The most salient national trend is the decreasing size of American families, despite the "echo boom" in births created by the baby boom generation (1946-1966) and the increasing numbers of non-traditional households. These include single parent households, divorced and single persons, and couples without children. Relevant local trends include the ever-decreasing amount of land available for development, the location of this vacant land in the most restrictive (large lot) zones, and the presence of large numbers of summer homes. To a

great extent, the Village of Southampton is approaching a fully built-out condition, but without all the homes being occupied year-round.

The village should also consider the ramifications of becoming a community occupied by many more year-round residents. According to the 1990 census, 1,057 houses (or 35.5% of the total) were in seasonal use. This is more than double since 1970 when 387 homes (or 16% of all housing units) were in seasonal use. If, for example, half of the 1,057 houses became permanently occupied, these 529 new households would yield an additional 1,328 persons. This population increase of nearly one-third (over the 1997 count) would naturally have a significant effect on the demand for municipal and school services. With the next census in 2000, there will be stronger evidence of the growth of this trend. At present, there is the apparent increase from 1970 to 1990 and anecdotal evidence from local realtors and officials that some number of summer residents are choosing the village as their year-round home.

"Thanks to the summer community, we have culture. We live in a wonderful rural community where there is a feeling of community spirit and safety and we are blessed with culture because of the summer community.. It's kind of a nice blend and balance."

Place	1980	1990	1997*	Percent Change 1980-1997
Village of Southampton	4,000	3,980	4,040	1.0%
Town of Southampton	43,146	43,351	47,171	9.3%
Suffolk County	1,284,231	1,321,864	1,350,747	5.1%

Table 1. Population Growth, 1990-1997

*LILCO January 1, 1997
Source: 1980 and 1990 Census of the United States LILCO Media Department

Age

The median age in the Village matured to 43.3 years in 1990 from 42.8 years in 1980. Median age can be expected to continue increasing due to the overall aging of the American population and to high local housing costs. If the housing values remain high in the village, low- and middle-income young families who may want to move in, or who grew up here and wish to stay to raise their own families, will be unable to reside in the village.

In 1980, the difference in median age between white and black residents was nearly 16 years: 46.8 years old for whites and 30.9 years old for blacks. In the intervening ten years, the gap has closed somewhat to 12.3 years (45.3 for whites and 33.0 for blacks).

Children and teenagers (ages 0 to 19) represent 19% of the village's population. At the other end of the lifespan, persons aged 65 and older constitute 23% and are expected to take an increasing share of the population in the future, assuming that the village remains an attractive place for the retired and elderly to "age in place." The 65+ group is largely comprised of those already living in the village, but could grow more quickly if senior citizen housing, such as a continuing care retirement community, were built. Persons aged from 20 to 39 make up 25.5% of the population, and those aged 40 to 64, 32 percent. The age groups which are expected to increase the fastest are those aged 75 and older, and those aged 35 to 44 (the peak of the baby boom generation).

Age Group	Number of Persons	Percent of Total Population
0-4 years	194	4.9%
5-19 years	578	14.5%
20-39 years	1,015	25.5%
40-64 years	1,260	31.7%
65 and older	933	23.4%
Total	3,980	100.00%

The Southampton Union Free School District covers an area about three times the size of the village. The system has already felt the impact of increased birth rates, increased population, the development of new housing, and the conversion of seasonal housing to year-round housing. The school district reported a 1996 enrollment of 1,572 students in grades K through 12. A 1997 report stated that "[the] District has shown continued K-12 enrollment growth beginning in 1990. A total of 272 K-12 students were added between 1989 and 1996, with 30 more students within the preschool program that was initiated as a District program in 1996. The greatest historical growth occurred in the elementary grades, K through 4. The enrollment growth is expected to continue throughout the projection period, reaching [a peak of] 1,878 PK-12 students in 2006." (*Southampton Union Free School District, February 1997, Long Range Planning Study.*)

Table 2. Village Population by Age, 1990

"I have raised almost three children here -- one's not quite finished yet - it has been a marvelous place to raise children."

Race and Hispanic Origin

In 1990, 81% of Southampton residents were white, with black residents comprising 17% of the population. These proportions were largely unchanged from 1980, when whites were 80% and blacks were 19% of the population. The most significant change was in the proportion of Asian residents, which increased more than six times from 0.2% (seven persons) to 1% (45 persons). The second change was the increase in residents of Hispanic origin to 3% (126 persons) from 1% (45 persons). More than three-quarters (78.5%) of this group classify themselves as white Hispanics. Compared to the Town of Southampton, the village is slightly more integrated: in both decennial censuses, the town's white population was around 90 percent and the black population was 9 percent. The town has also seen increases, albeit smaller than the village's, in the percentages of Asians and persons of Hispanic origin.

Households

Despite the small decrease in the population between 1980 and 1990, the household count increased by 106 households or 6.5% from 1,618 to 1,724 in 1990. This is a common trend regionally and nationally indicating a number of factors: decreasing numbers of families and increasing numbers of non-family households as proportion of all households, and decreasing household (family and non-family) size. In turn, these three trends are the result of high divorce rates, late marriages, long periods of single status, and decreasing fertility

rates. Family size in the village has decreased to 2.92 persons from 3.02 persons in 1980.

Unless large numbers of minority, immigrant, and young families move in, this trend can be expected to continue. Between the decennials, married couple families decreased by 4% or 36 families. Non-family households grew by a substantial 16% or 92 households. Within this category, female-headed households increased 118%, from 186 to 406, while male-headed households decreased 33% from 386 to 258. It is possible that this reflects the growing number of elderly persons with the increase created by widows with no children at home.

Income and Employment

In 1990, the median household income was \$38,770, while the median family income was \$47,568. Family income typically is higher due to the presence in the group of dual earner couples and the generally more stable finances of families over households. There is a racial disparity in mean household incomes: white households stood at \$57,622, black households at \$32,191, Hispanic origin households at \$35,079, and Asian/Pacific Islander households at the top of list with \$85,940 in mean income.

The census found 205 white persons living below the poverty level, 48 black persons, and 15 persons who were in the American Indian / Eskimo / Aleut category.

Between 1980 and 1990, there was little change in industries and professional fields employing village residents. There was a slight decrease (2%) in the number of employed persons aged 16 years and older, from 1,945 to 1,913, probably caused by the increasing numbers of retired persons rather than by a dip in the local economy. In 1980, 1,945 village residents (aged 16 and older) were employed, primarily in retail trade (363 persons), health (231 persons), finance, insurance or real estate (229 persons), and construction (200 persons). Significant decreases in sources of employment between 1980 and 1990 were seen in retail trade, a decrease of 19.5%, and in manufacturing, a decrease of 20 percent. Significant growth was seen in finance, insurance, and real estate (169%), education (77%), agriculture (64%), public administration (53%), and wholesale trade (36%).

Aside from the ten areas listed above, there were two other significant changes in the employment of Southampton residents. The increase in self-employed persons was 33% (to 359 from 270), indicating that the growth in local employment was driven largely by local corporate strength and the ability to telecommute to remote central offices, not by workers "dropping out" of the corporate employment world. Second, the proportion of government employment (local, state, and federal) rose slightly from 8.6% (168) of all employed persons in 1980 to 10.2% (196) in 1990.

The local economy is surprisingly important to understanding resident employment. According to

the 1990 census, a high proportion of residents work in the village: 1,073 persons or 56% of the 1,913 total reported that they worked in the village. The local employment findings are underscored by the short journey to work time reported in the 1990 census. A commute of less than fifteen minutes was reported by over half (55%) and a commute of less than 35 minutes was reported by 86% of the employed total.

2.3 LAND USE AND ZONING

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 that lie within the southeast section of the village.

The distribution of land uses is shown in Figure 7 and is summarized under the following categories:

Residential Use

The village illustrates the historical land use pattern where higher density housing neighborhoods are in close proximity to the services and stores in the village center. Outlying areas have been developed to a much lower density. In 1990, the census reported that the village held 2,980 housing units, an increase of nearly one-quarter since the 1970 total of 2,398 units. Most of the residential land has been developed as single family housing. At least half of this area incorporates large or estate homes, with lots that range in size from a minimum of three acres to over ten acres. These are generally located in the southern half of the village and along Shinnecock Bay. Smaller lots (of one acre or less) are concentrated to the north of a line defined by Hill Street,

Toylsome Lane, and Hampton Road. The higher density housing within this area, involving lots of between 7,500 and 12,500 square feet (or approximately one-fifth to one-third acre), is sited east of the village center and in an area adjacent to the North Sea Road office district. Some small multi-family districts are also located within this general area.

The approximate 3,550 acres in residential use within Southampton are controlled by single-family zoning as categorized in the following table. (See Figures 4a and 4b for representative photos) Out of 2,980 housing units, as categorized, at least 2,300 are single-family and 500 are units in multi-family structures.

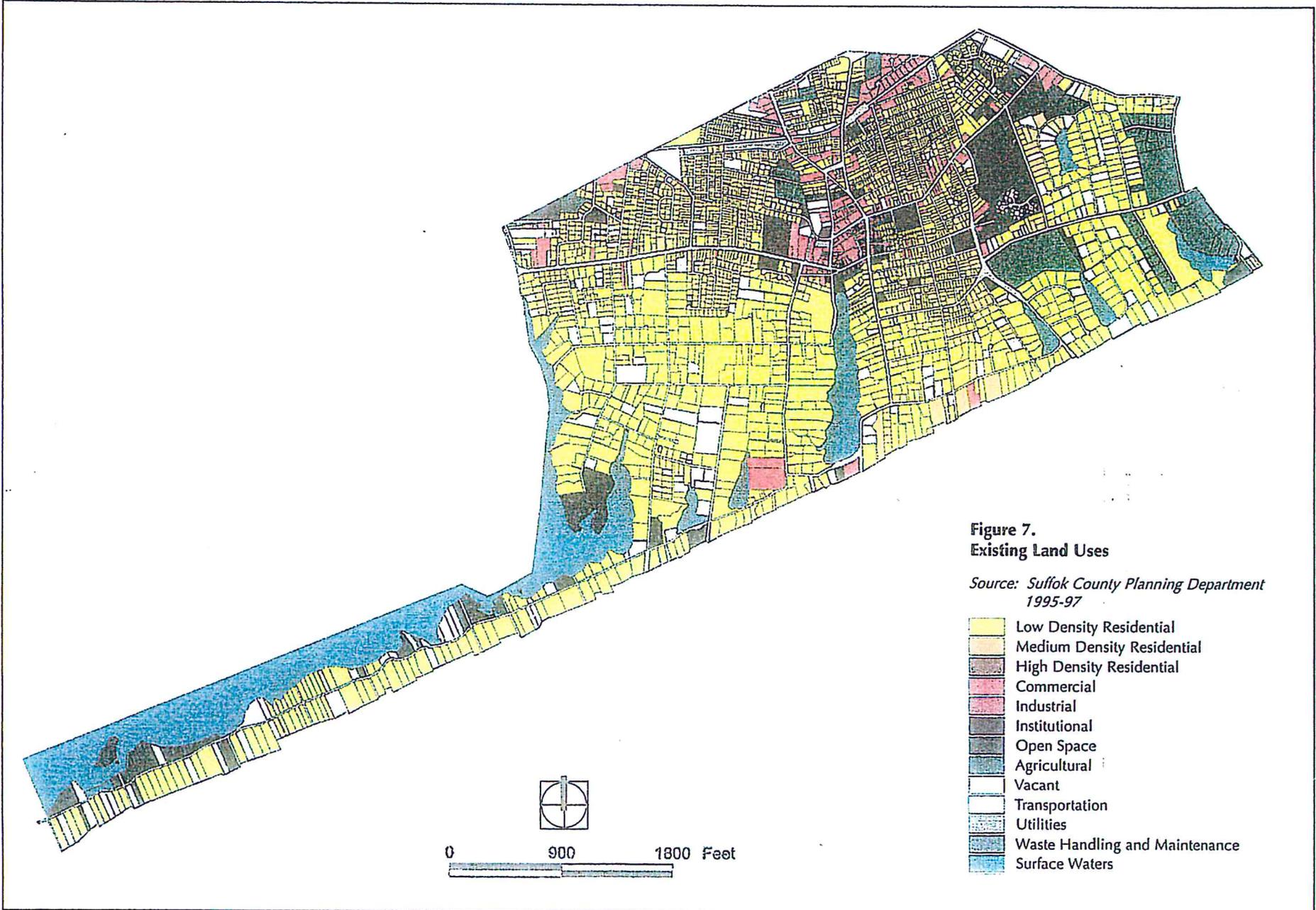
District	Acres
R 120	1,550
R 80	500
R 40 and R 20	810
R 12.5 and 7.5	550
Totals	3,140*

Table 3. Single Family Acreage, 1997

** Does not include multi-family acreage.
Source: Estimates are based on aerial photographs with zoning map overlay.*

"The neighborhoods are all interconnected. It's like Internet. It's made up of sites all over the village so that the neighborhoods are all intimately related more or less within the village although each has its own characteristics."

**SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN**



Southampton has experienced a significant amount of new housing construction since 1970, the date of the previous Master Plan. Census figures show that 582 new units were added between 1970 and 1990, primarily as a result of subdivision of farmland or larger vacant properties. Over the past fifteen years, at least nine new subdivisions of about 230 units have been built, are under construction, or have received planning approval. Most of these developments are located in the eastern section of the village, and include Pheasant Close (53 homes), Cobblefield (25 homes), Settlers' Meadow (47 homes), Hamptons Club (12 homes) and the recently approved 26-unit subdivisions of the two Halsey properties. Two new subdivisions are located near the village center: Coopers Farm, now partially built out, and the planned White Street subdivision. Figure 9 illustrates the distribution of new subdivision activity within the Village of Southampton between 1980 and 1998.

Commercial and Retail Uses

Commercial and retail uses fall under three zoning categories: the Village Business District which defines the village retail center; the Office Districts centered on North Sea Road and Hampton Road; and the two Highway Business zones located along County Road 39.

The village center, discussed in more detail in Section 2.5, 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,

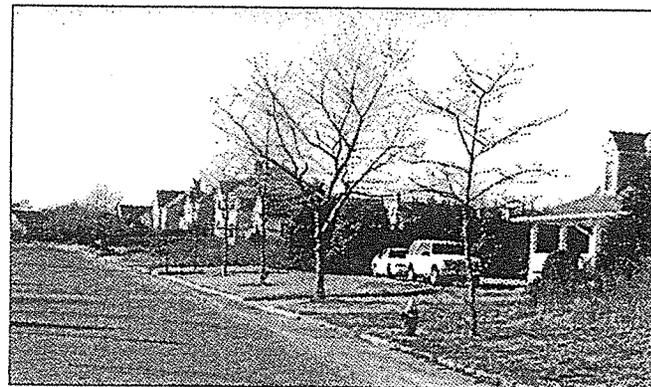
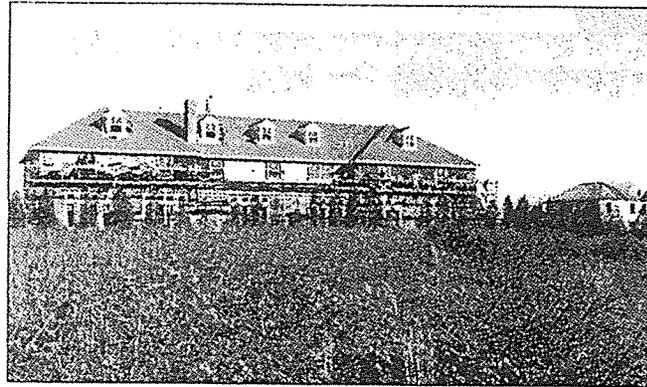
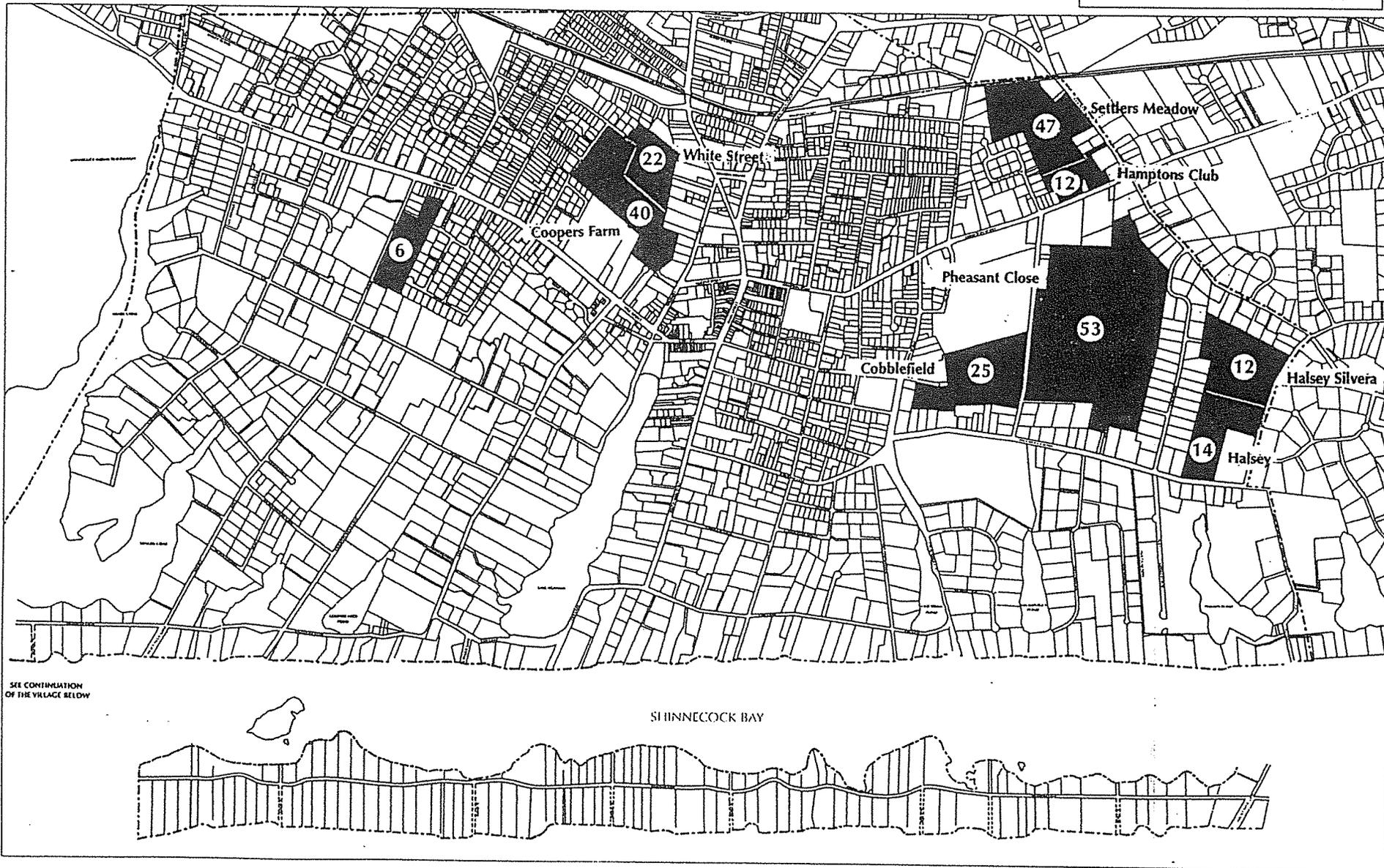


Figure 8. Recent Residential Development - Coopers Farm

Nugent Street, Jobs Lane, Jagger Lane, and portions of Hill Street and Hampton Road. (See Figure 10.) A number of important public and institutional uses are also located here. These are the Village Hall and Police Station, the Parrish Art Museum, the Rogers Memorial Library and the Southampton Historical Museum.

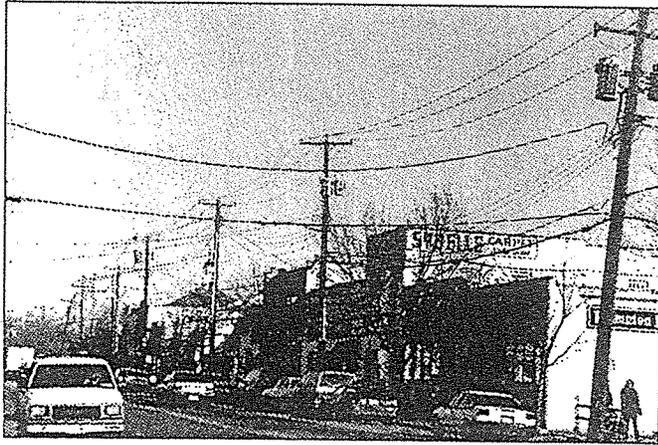
The Office District extends eastward from the village center along Hampton Road, and northward (toward County Road 39) along North Sea Road.

**SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN**

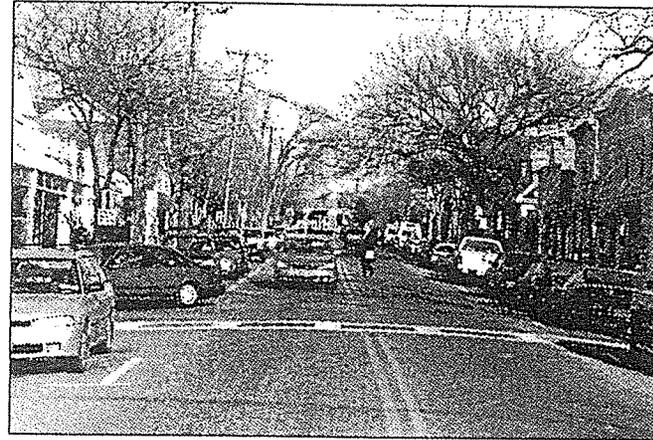


**Figure 9. Land Use Subdivision,
1980-1998**

(12) Number of Housing Units



Hampton Road



Jobs Lane

Figure 10. Commercial Land Uses

Existing uses are a mix of retail, office, institutional, and residential buildings. The Highway Business zones occur in two areas adjacent to County Road 39, at its intersection with North Sea Road and at Hampton Road extending northward to the LIRR tracks.

Other commercial activity includes the Southampton Inn development and, to the west, a number of smaller motel and bed and breakfast businesses along Hill Street. In addition, there is a mixed commercial-light industrial use at the James Rambo Inc. site at the northwest edge of the village. Five acres of this 13-acre property are within the village, with the remaining in the town. Once a sand mining operation, the site is now used primarily for outdoor storage of mechanical equipment and building supplies.

Light Industrial Use

The one light industrial park in the village is located on Mariner Drive, between David Whites Lane and North Main Street, near County Road 39. The park is bisected by the LIRR tracks. The light industrial park has developed over the past 20 years, and is now almost fully built out. Previously, most of this area was farmed, as noted in the 1970 Master Plan Existing Land Use map. Approximately 30 businesses now occupy the park, with 20 firms located on Mariner Drive. The remaining businesses use Powell Lane and David Whites Lane for access. The light industrial district generally presents a modern and well-maintained appearance, and buildings are in most cases modestly scaled and attractively landscaped. Businesses include building suppliers, building contractors, landscape service contractors and auto service outlets.

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. These are grouped in the eastern section of the village.

The major community facilities are:

Municipal Buildings. The Village Hall, located on Main Street, occupies a central location in the downtown. The Town of Southampton offices occupy a vacated school site on Hampton Road.

Fire and Police Services. The police department occupies outmoded and cramped quarters within the Village Hall. Two fire stations are located within the village, one on Windmill Lane and the other on Hampton Road.

Southampton Hospital. This is the major medical facility in the Town of Southampton. The hospital provides extensive out-patient care and has 120 beds. Expanded clinic facilities and doctors' offices, combined with parking areas, have created a significant medical services center in the vicinity of Meeting House Lane and Old Town Road.

Public Schools. There are three public schools and eight private or parochial schools.

Cultural Facilities

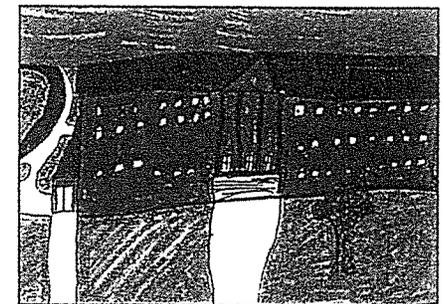
Southampton hosts major attractions that serve local residents and tourists. These include the Parrish Art Museum, the Cultural and Civic Museum, and the Southampton Historical Museum. Of these three institutions, the Parrish Art Museum is by far the most prominent, drawing up to 60,000 visitors annually. Another important local resource is the Rogers Memorial Library. Currently located adjacent to the Parrish Art Museum, the library is planning to move to a new site on Windmill Lane in 1999-2000.

Figure 11 shows the distribution of community facilities and services within Southampton.

Recreation, Open Space, and Farmland

Recreation and open space areas present a mix of significant natural resource areas, active farmland, parks, and a variety of active and passive recreation facilities.

Southampton's reputation as a prime resort community rests in part on the quality and scale of its south coast beach area and the barrier beach along the western reach of the village. 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 a loss of consider-



**SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN**



- ① Cultural Facilities
- ② Municipal Services
- ③ Recreation
- ④ Churches / Cemetery
- ⑤ Schools
- ⑥ Utilities
- ⑦ Medical

Figure 11. Community Facilities

able areas of farmland. In 1970, an estimated 900 acres of farmland existed in the village. Today fewer than 200 acres remain, mostly located in the southern and eastern parts of Southampton. (See Figure 7).

Community park and recreational facilities are distributed throughout Southampton. These range from large sanctuary areas to neighborhood parks. Important facilities include the Wildlife Sanctuary overlooking Taylors Creek, Agawam Park, Lola Prentice Memorial Park, and the school recreational fields located on the east side of the village.

Zoning and Land Use Controls

Figure 12 illustrates the current zoning for the village. The village's zoning districts are summarized below. Planning issues related to zoning and other land use controls are also presented.

Residential Districts. The largest amount of land is zoned for residential use. The village has eight single family districts and two multi-family districts. The overall purpose of the residential districts is to promote and protect the high quality of Southampton's various neighborhoods and to protect the property value inherent in the zones. The zones are listed below, followed by the minimum square footage for a lot in that zone.

R-120	120,000		
R-80	80,000	R-12.5	12,500
R-60	60,000	R-7.5	7,500
R-40	40,000	MF-20	20,000
R-20	20,000	MF-25	25,000

All residential districts allow agriculture and parks, playgrounds, and recreational areas as-of-right. Other community facility and business uses are allowed in certain districts by special exception permit.

The largest amount of vacant or underutilized land in the village lies in the areas zoned for low density. In the past fifteen years, the houses built in this southern portion of Southampton have grown in size, and in the number of accessory structures and recreation facilities, such as swimming pools and tennis courts. 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. Increasingly, the green and unspoiled natural quality of the village depends on the landscaping of private lots. Open vistas that once ended in a shimmer of trees or shoreline are now cramped by lines of large houses.

The disappearance of agriculture from Southampton is a result of several strong factors; at least one of which, estate taxes, the village has no control over. The farmland is typically replaced with houses on standard large lots, leaving no remnant of rural vistas or landscapes. This replacement is encouraged by the existing village residential zoning and subdivision codes. In recent subdivision applications involving farmland, the Planning Board has requested a cluster subdivision of the land so that open space is created. As explained further in Section 4.0, this trend should be encouraged.

The residential districts are in conformance with this comprehensive plan. The plan does recommend, however, that the village consider certain modifica-

"We ought to get an input of these new creative ideas on zoning and how other communities are preserving their open space. I think we have been really backwards in our preservation, particularly space, land preservation."

tions to the scale of construction allowed in certain zones and consider capping the maximum floor area that a home and its accessory structures may contain.

Business Districts. The village has five mapped zones that allow commercial and retail uses. These are: Village Business (VB) District which regulates the downtown, Office District (OD), Highway Business (HB), Medical (MD) District, and Hospital Accessory (HA) District. The VB district has not a minimum lot area but a minimum floor area requirement of 800 square feet. The mapped Office District areas, along North Sea Road, Windmill Lane, and Hampton Road, require a minimum of 3,000 square feet of lot area per use. Highway Business is the smallest of the commercial-retail zones and is mapped along short stretches of CR 39. Uses in an HB zone must have a minimum lot size of 10,000 square feet. The minimum lot area in both the MD and HA districts is 20,000 square feet. The village zoning code has one additional zone that is described in the text but is not mapped: The MTL (Motel) District, which would require a minimum lot size of 40,000 square feet. Dwellings are allowed in all business districts except for VB. As with the residential districts, the overall purpose of the business districts is to provide a mix of commercial, retail, office, and medical uses serving local and regional markets in the appropriate locations around the village. However, the downtown and CR 39 present planning issues, focused on congestion, appearance, and appropriate economic development.

The business districts are in conformance with this comprehensive plan. The plan recommends two changes for the village's eventual study. The first is

an analysis of the OD zone. While the plan makes no specific recommendations, the following concerns should be addressed in a future study: 1) how well OD functions as a mixed-use zone allowing commercial and residential properties; 2) techniques for better protecting the residential properties from impacts created by commercial uses; 3) limiting the district to the arterials and replacing the zoning on the side streets with residential zoning, possibly R-20; 4) allowing residences as-of-right and businesses by special exception permit; 5) design controls requiring the commercial conversion of a residential property to maintain the house-like character of the structure and lot; and 6) determining whether allowed uses should be restricted on the side streets and broadened on the arterials.

The second is to map the MTL zone on a small portion of Hill Street to encompass the Southampton Inn property and the Village Latch Inn property, thereby recognizing the presence, longevity, and isolation of these two significant uses on the outskirts of the downtown, where they are now surrounded by high-density residential uses due to subsequent rezonings in this area. This is the original recommendation made in 1991 motel district study, and this plan reiterates it.

Industrial District. The village has one such district, located off CR 39 and surrounding Mariner Drive. The LI (light industrial district) encompasses Southampton's well-maintained industrial park and has a minimum lot area of 40,000 square feet per use. Dwelling units are not permitted, unless they pre-existed the current designation. However other community facilities and business uses are allowed as-of-right or by special exception permit.

"I think you need to re-analyze the zoning in the village to keep the integrity of neighborhoods we already have, preserve it and keep it as is."

Non-Conforming Uses

The site known as the James H. Rambo, Inc. property has at present a controversial group of uses, which include composting and the storage of construction debris and other solid waste. These create noxious odors. The site is located on Bishop's Lane in the village, but is also located within the town. The village has created a Rambo Task Force to understand the history of the dump operations on the site, to determine what actions should be taken to clean up the site, and to plan for a new use. The current community preference is to assemble the Rambo site with a vacant adjoining one, creating an attractive land development package. Southampton would prefer a recreational use, such as a public golf course. The Task Force should complete its work expeditiously and clear the way for effective enforcement of zoning and land use controls. Part of the Task Force's mandate should be an examination of the existing zoning on the site to determine if it is compatible with the preferred future use of the site.

A complementary approach could be the use of the village's portion of the Town of Southampton Community Preservation Project Plan. The recent passing of the real estate transfer tax means that the village will be able to acquire privately owned land for community purposes. The Rambo site is listed in the plan, identifying it as a parcel that the village is interested in purchasing with funds created by the transfer tax for recreation purposes.

In general, the current land uses reflect Southampton's zoning code, as outlined in the section above. However, notable exceptions occur.

West and South of Village Center. The areas west and south of the village center are zoned exclusively residential and are mostly consistent with current uses, with three exceptions. A sizable commercial parcel, known as the Rambo site, sits in an R-20 zone between Magee Street and Bishops's Lane along the village's north border, and a sparse cluster of commercially defined bed-and-breakfast establishments line Hill Street between Tuckahoe Lane and Moses Lane, an area that is zoned R-40. One small cluster of commercial uses lies immediately south of the village business center, across Culver Hill, in an area zoned R-20.

North and Northeast of Village Center. The OD (Office District) zone straddling North Sea road to the south is converting from residential use on the east side to office type uses, from County Road 39 to the LIRR. Continuing south from the LIRR to the village business district, residential use continues to be significant, interspersed with commercial. The west side of North Sea Road has seen commercial conversion of residential properties and will be the site of the new Post Office.

The lots defined by North Main Street, Jennings Avenue, Hildreth Street, and Layton Avenue contain a number of inconsistencies. The whole area is zoned as a mix of R-20, R-7.5 and MF-20, but two sizeable parcels with entrances off North Main support commercial and industrial uses. To the west, the area north of Bowden Square defined by North Sea, North Main and the LIRR is zoned OD (Office District) except for a swath of R-20 that runs along North Main. In fact though, residences are more prevalent in the zoned office district, and significant, commercial lots sit in the R-20 zone along North

2.4 TRANSPORTATION AND TRAFFIC CIRCULATION

Introduction

Existing transportation conditions within the village are largely determined by the regional traffic pattern serving the Town of Southampton and eastern Long Island. Figure 13 illustrates the major regional road links to the village as well as the LIRR right-of-way. The major road network serving land uses within the Southampton is shown in Figure 14. The increasing congestion along the key east-west routes of Sunrise Highway (Route 27), County Road 39, and Route 27A/Montauk Highway, has in turn had 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. Official traffic counts also show that traffic problems are largely seasonal: for example, daily traffic volumes in August are double those of February.

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. Forty-seven percent of surveyed residents indicated that traffic conditions within the village center were poor, and one fifth of the respondents felt that a long-range traffic and parking plan should be a village priority. Over the past few years congested traffic conditions have occurred more frequently and over a longer summer season. Traffic congestion has also involved most weekends of the year. This in turn has led to increased traffic volumes on local streets,

particularly those that act as unofficial routes for bypass traffic.

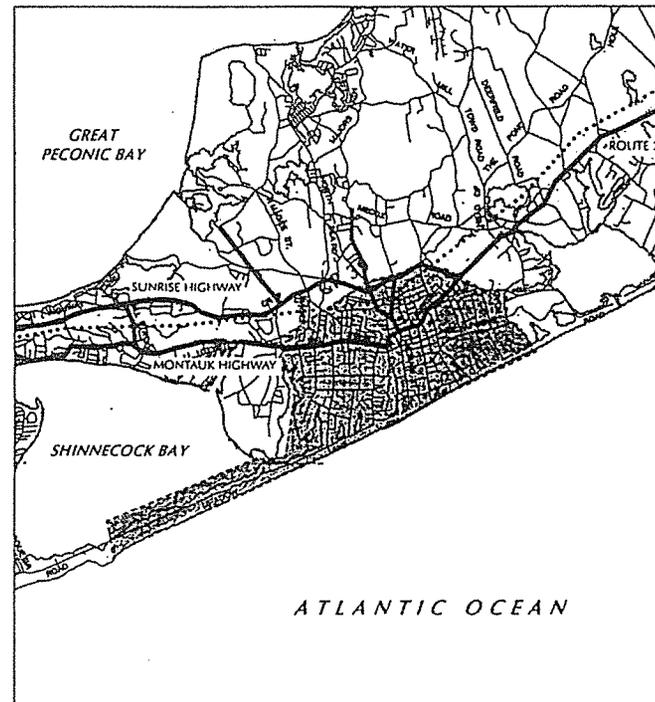
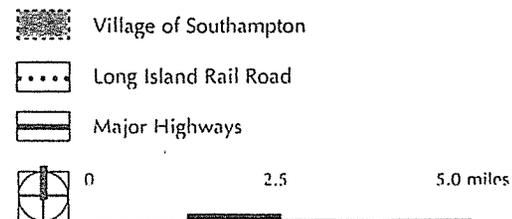


Figure 13. Regional Access



Main.

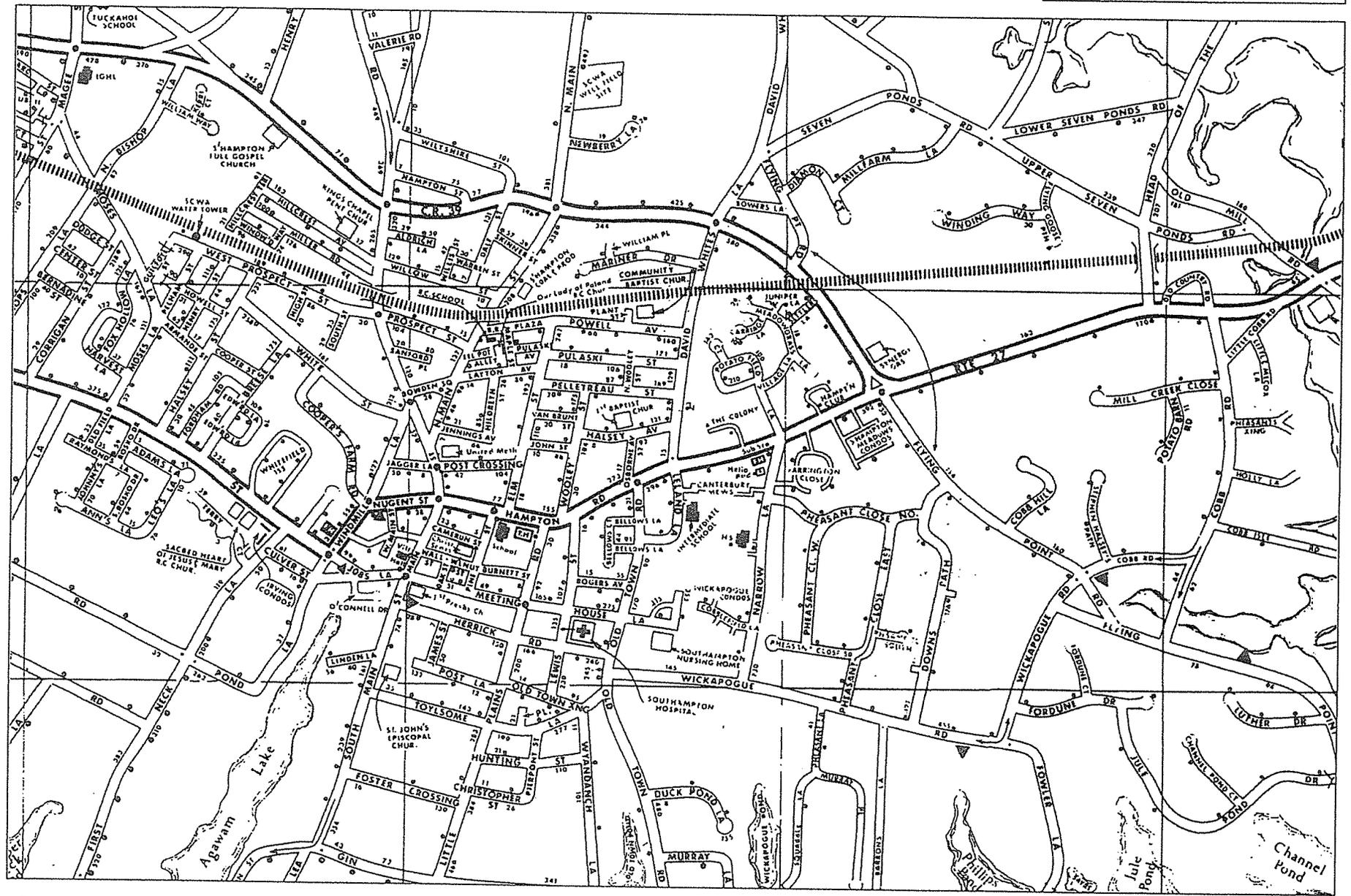
Northeast of the village center, in the area of the railroad station, are a number of inconsistencies. South of the railroad between Plant Street and David White's Lane there is a mix of uses conflicting with the current industrial designation. Two institutional lots and one residential lot front Plant Street, while a sizeable commercial parcel fronts David White's Lane.

Across Powell Avenue to the south, an industrial parcel reflects the industrial uses north of Powell but lies in a district that has been zoned R-7.5. One small commercial parcel fronts Railroad Plaza to the west, in a district zoned R-12.5.

East of Village Center. Hampton Road, running east from the village center, displays inconsistencies similar to those found on the North Sea corridor. Though zoned OD (Office District), Hampton Road is heavily interspersed with residential use east to the intersection with Old Town Road.

Two small commercial lots sit in a block southeast of the Old Town/Leland Lane intersection which is zoned R 12.5. A cluster of commercial uses sits near the intersection of Hampton Road and Potato Field Lane, which is zoned MF-20, multi-family housing. A small commercial cluster of three sites is located in the MF-20 zoned district between Meeting House Lane and Walnut Street, which abuts the Village Business district to the west. Two of these parcels front Meeting House, the third fronts Pine.

**SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN**



Source: Village of Southampton

Figure 14. Local Road Network

Village Street Network

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 1970 Master Plan proposed a new link (the Nugent Street Extension) between Hill Street and Windmill Lane, but this proposal was not implemented.

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. (See Figure 15.) These intersections are:

- 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.

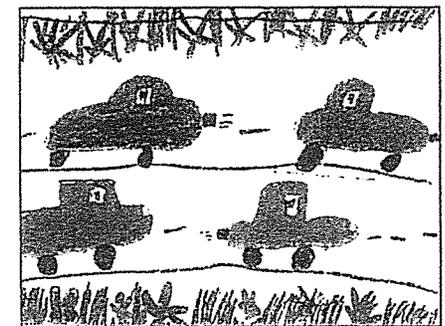
A number of roads function as collectors, important local streets which collect traffic and distribute it to

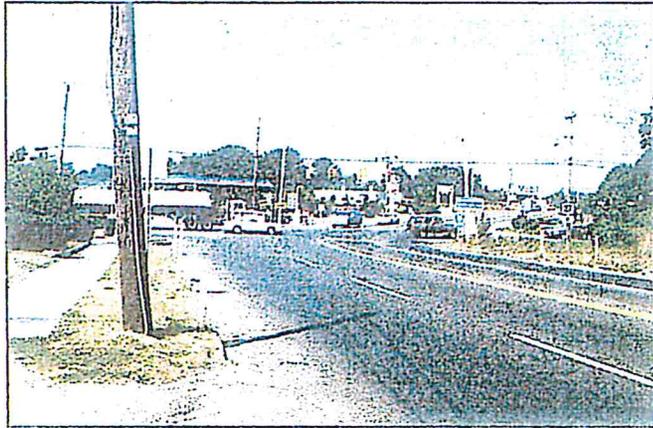
the secondary highway system. Several of these collector streets radiate from the business center, such as South Main Street, Meeting House Lane, and First Neck Lane. Other collector streets include Meadow Lane, Gin Lane, and Wickapogue Road, which parallel and support land use functions along the beachfront areas. In addition, Bishops Lane and David Whites Lane act as collectors for traffic connecting to County Road 39. A 1970 proposal to construct a collector road link between Bowden Square and the proposed Nugent Street Extension (mentioned above) was not carried out.

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, the increased traffic generated by the Southampton Hospital has contributed to heavier traffic flows on Meeting House Lane, Old Town Road, and Wickapogue Road.

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. 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.

"The highway should certainly be cleaned up. Some sort of a natural barrier along both sides with lots of vegetation. Tall trees, tall shrubs, pines. Rip up the concrete sidewalks. They are not walked on anyway and plant over that whole corridor. It's the gateway to the Hamptons.... It looks like LaGuardia Airport."





County Road 39 and North Sea Road Intersection.



Hampton Road - Main Street Intersection.

Figure 15. Major Road Intersections

Parking

Significant areas of the village are devoted to car parking provision, 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 40% of this parking is provided in the five municipal lots. 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. Nine beach parking areas occur between Fowler Street at the east boundary and Halsey Neck Lane to the west.

Public Transit

Train service is provided by the LIRR, giving Southampton direct 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. (See Figure 16.) The number of daily trains fluctuates by season with service averaging about five trains per day in each direction, increasing to eight to ten trains on weekends over the summer. Upgrading of the station to include raised platforms and new railings and signs is planned for 1998-99.

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. As noted in the Town of Southampton's Comprehensive Plan, this emphasis is unlikely to change in the near future. With over 90% of Southampton's year-round work force employed in Suffolk County, coupled with about 50% of the work force working in Southampton,

"Now, if we provide a large area for parking and then it's going to be filled and then more people will come out and more developed area will be overcrowded. When you leave a hole and then something goes in to take its place, so now you need another hole and it's growing to spread out and grow."

"The day trippers, they really should all be parking in one parking place and getting on a shuttle bus into town."

there is little likelihood of the LIRR expanding its service for commuter use, given the lack of need for long distance commuter runs, and the dispersed nature of trip destinations and origins.

Existing bus service includes long distance service to New York City as well as more local service within the town and eastern Long Island. The Hampton Jitney Transportation Company provides daily coach service between New York City and Southampton, including service to LaGuardia and John F. Kennedy Airports. Local services are provided by Hampton Jitney and Sunrise Coach and include the S-92 (East Hampton to Riverhead), the S-94 via Montauk Highway and the Route 10A service connecting Southampton College to Sag Harbor via Southampton Village.

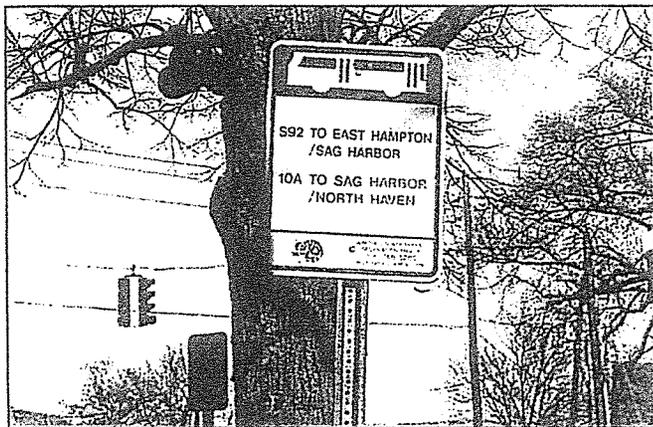
Bicycle and Pedestrian Circulation

Traditionally biking and walking are viewed as

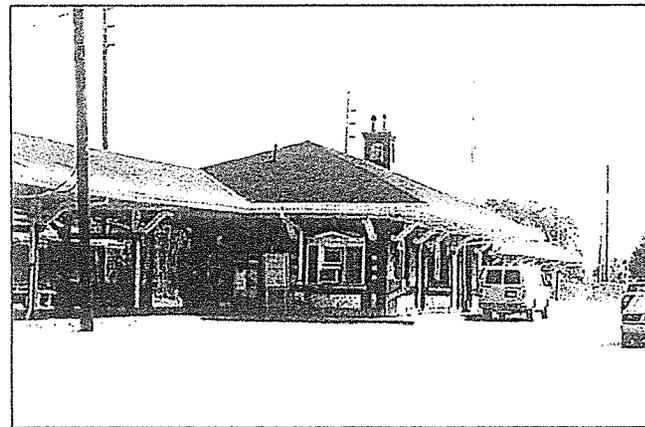
recreational pursuits rather than as alternative travel modes that could displace significant amount of auto travel. Walking trips are convenient for short (¼-½ mile) journeys, particularly where pedestrian networks serve an activity center such as the village's business district. The main retail streets 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. However, Southampton lacks a broad and continuous network of convenient, safe routes for pedestrians and cyclists, and hybrids such as in-line skaters. In addition, cycling is prohibited within the business district for safety reasons. Only very limited provision is made for bicycle racks in the downtown, and no racks are provided at the public beaches.

"I think it would be wonderful to have bicycle paths in the village that could be shared by pedestrians. You can't walk from the village to the ocean. It's probably one of the most beautiful walks in all the world to walk around the village from Main Street, down to the ocean, and, around Lake Agawam. We are not taking advantage of that at all."

"I would like to see some way of taking the streets back to pedestrians so that we can walk more peacefully, bicycle more peacefully."



Bus Stop: Nugent Street



Long Island Rail Road Station

Figure 16. Public Transit Facilities

2.5 COMMERCIAL DEVELOPMENT

This section describes the three major retail and commercial areas that exist in the village:

- The village center, defined by the Village Business (VB) zone;
- The two office zones designated office district (OD), along North Sea Road, Windmill Lane, and Hampton and
- The two Highway Business (HB) zones located on the north edge of Southampton.

Village Center

Land Uses. Most of retail and commercial uses are located in the central business district, which covers approximately 60 acres. 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 downtown is compact, with major stores contained within an area of less than one-half square mile. The success of businesses in the center has led to a gradual increase in the number of stores, often through the division of buildings into smaller retail units and the development of mini-malls and small paved plazas giving access to clusters of boutique-style shops.

The stores in the center essentially serve three types of market. These markets are permanent (year-round) residents, seasonal (summer) residents, and tourists who visit for a day or a weekend primarily in the summer months. The seasonal nature of two

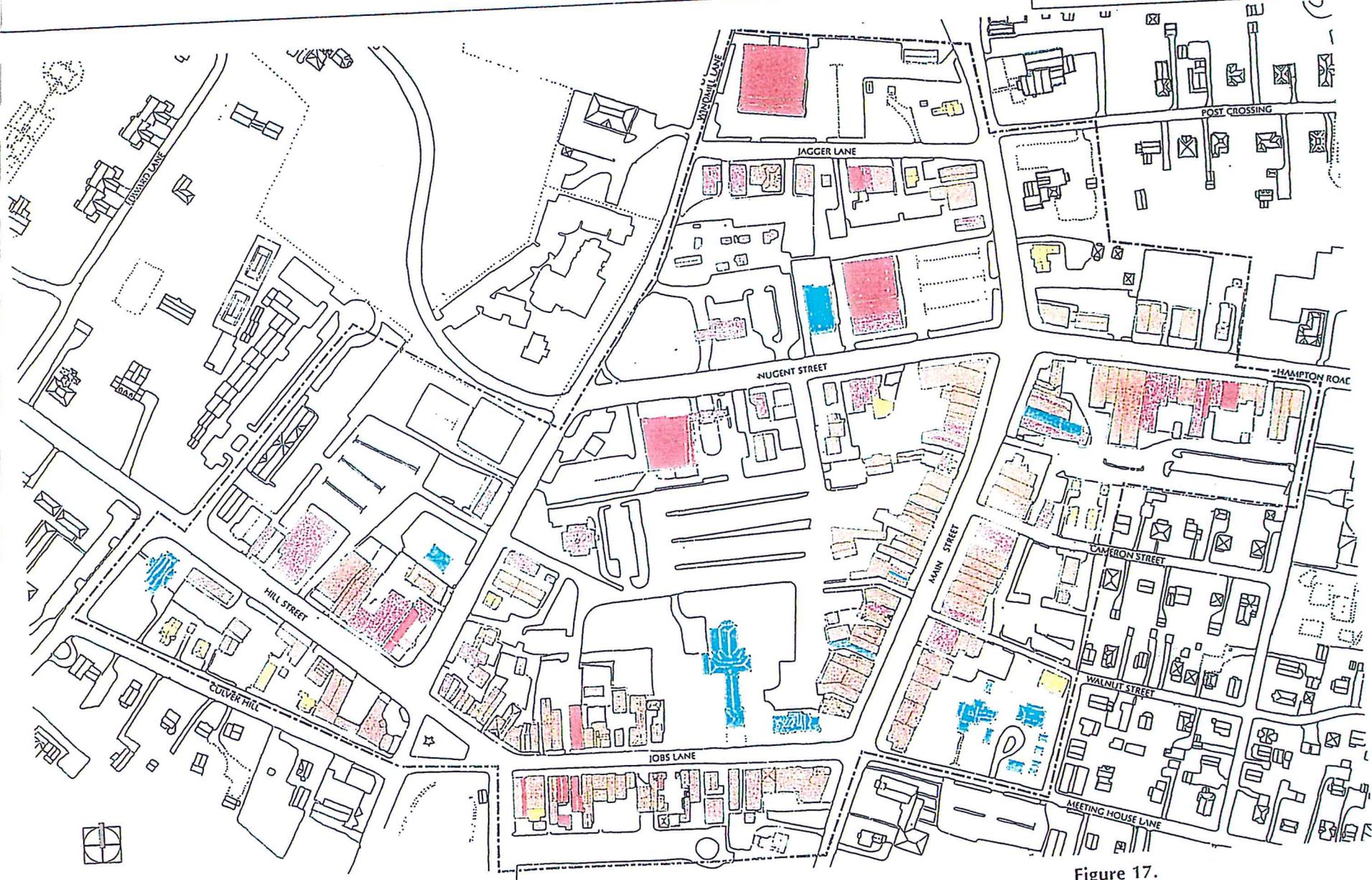
of the three markets has led to many stores closing during the winter months, when demand for retail business and services drops off.

Figures 17 and 18 illustrate the distribution of uses within the center. Retail uses are divided into three broad categories:

- Comparison goods (sometimes called shopper goods) include such items as apparel, shoes, furniture, appliances, jewelry, electronics, cameras, art, and other durable or semi-durable goods. Cost and quality are factors in decision-making, along with brand identification, retailer image, and shopping area ambiance. Customers often compare or shop around before they buy. These purchases are made less often as they expected to last longer.
- Convenience goods are typically food, liquor, hardware, and drugstore purchases. Customers usually purchase these goods close to home, basing their product decision more on locational convenience than on the price or quality.
- Retail services include personal and specialized services. These can be dry cleaners, shoe repair, restaurants, salons, and other establishments offering services as opposed to goods. Personal services are purchased more frequently than specialized services, usually based on the convenience of the location, and typically are provided by laundries, dry cleaners, cobblers, and barber and beauty salons. Specialized services are typically chosen following a comparison by the consumer. These include banks and investment services, travel agencies, insurance companies, real estate agencies, and restaurants.



SOUTHAMPTON VILLAGE COMPREHENSIVE PLAN



- Residential
- Office
- Auto Service
- Institutional
- Comparison Retail
- Convenience Retail
- Service

Figure 17.
Land Uses in the Village Center

**SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN**

The larger convenience stores are located in the north section of the downtown, and include the A&P Store on Jagger Lane and the IGA Store and a discount drug store on Nugent Street. Other important commercial uses include several banks, a NYNEX office building on Windmill Lane, and a movie theater on Hill Street. Auto service and sales outlets are concentrated in the block between Hill Street and Culver Street.

Almost two-thirds of stores in the center are aimed at the comparison shopping market, and are located primarily along Main Street and Jobs Lane. This concentration of comparison stores has in fact increased over the past years. A previous survey carried out in 1983 (*Southampton Village: Planning for Preservation; June 1983*) noted that convenience stores accounted for slightly more than 50 percent of all stores in the center. The table below summarizes the current distribution of retail space by store type and sub area, and compares this with the 1983 percentages.

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. As of November 1998, the downtown area included 25 full-service restaurants, 14 deli style / take-out stores and 8 ice cream, bakery or other food specialty places.

In general, the business district is viewed favorably by residents. Over three-quarters of the residents participating in the 1997 survey were positive about 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.

"We want to re-establish the kind of old-fashioned type village this used to be. The most successful stores still in the village are the stores that have been around for years. Arrow Laundry, Herrick Hardware, Lillywhite's. They own their property."

"We see stores that come, stores that go. Last summer next to Moon's place, Arrow Laundry, there was a little store selling men's summer clothing. Golf shirts. I happen to go in. The cheapest golf shirt was \$90. Most of them were about \$130. There was no one in the store. I said to the people in there, are you doing much business? They said no, we are hardly doing anything and a month later they closed."

Store type	Jobs Lane		Main Street		Remaining Areas		Total	
	1983	1997	1983	1997	1983	1997	1983	1997
Comparison	75%	86%	70%	85%	28%	45%	51%	64%
Convenience	9%	11%	10%	0%	47%	21%	27%	13%
Service	16%	3%	20%	15%	25%	34%	22%	23%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table 4. Retail Type Distribution in the Village Center, 1983-1997

In the 1970 plan, the land use acreage count in the village center was 59 acres in business, institutional (e.g., Village Hall), and cultural use. This was felt to be adequate to serve the dual markets of a local, village-based one and a larger market drawn from the Town of Southampton and seasonal visitors. The emphasis in the 1970 plan was on the expansion of the existing center and greater efficiency for parking, walking, and truck loading, rather than the creation of new business centers within the village. Convenience shopping was to remain concentrated in the northern end of the center, with specialty shops to be steered towards Jobs Lane and its intersection with Main Street, and Hill Street. The only expansion foreseen in the center was the replacement of the movie theater and car dealerships on Hill Street with specialty shops, should these existing uses move to more spacious sites in Highway Business zones.

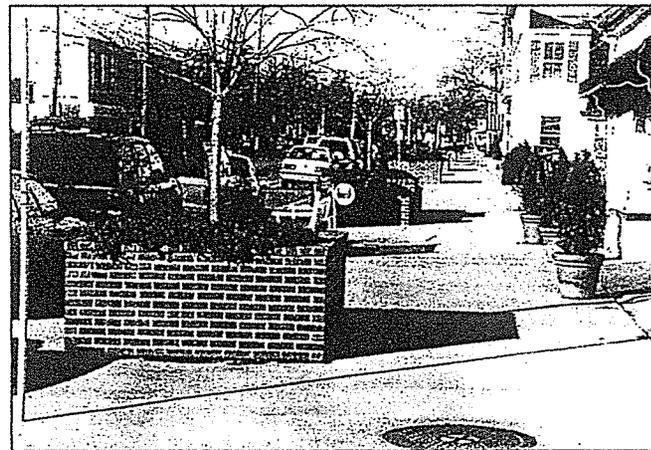
Access and Parking. The major road approaches to the commercial core are North Sea Road, North Main Street, and Hampton Road (all of which provide access to County Route 39 to the north), and Hill Street which gives direct access to Montauk Highway to the west. The road network serving the village center (Jagger Lane, Nugent Street, Main Street, Windmill Lane, Jobs Lane, and Hill Street) allows two-way traffic and on-street parking on both sides of the road. Main Street provides diagonal parking.

Downtown parking accommodates approximately 3,125 spaces, including almost 300 spaces that are located in lots immediately adjacent to, but outside, the village business zone. Twenty percent of all parking spaces are on-street. Five municipal lots provide space for 1,065 cars, representing approximately 43 percent of the total parking count.

"I wish that Southampton Main Street would stay the way it is. I wish that Herrick's, Hildreth's will always be there. And the walk around the library where the children have all walked and held their mother's hand. I wish that stores like where they sell ice cream on Hampton Road would always stay there. And I wish that we could preserve some of the hometown character."



Main Street



Windmill Lane

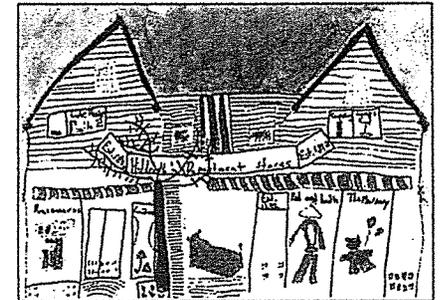


Figure 18. Views of Village Center

Figure 19 shows the distribution of private and municipal lots in the center. The table below provides a summary of all parking provision.

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.

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. (See Figures 20 and 21.) However, pedestrian links to the interior parking lots vary in quality. (See Figure 22.) 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.

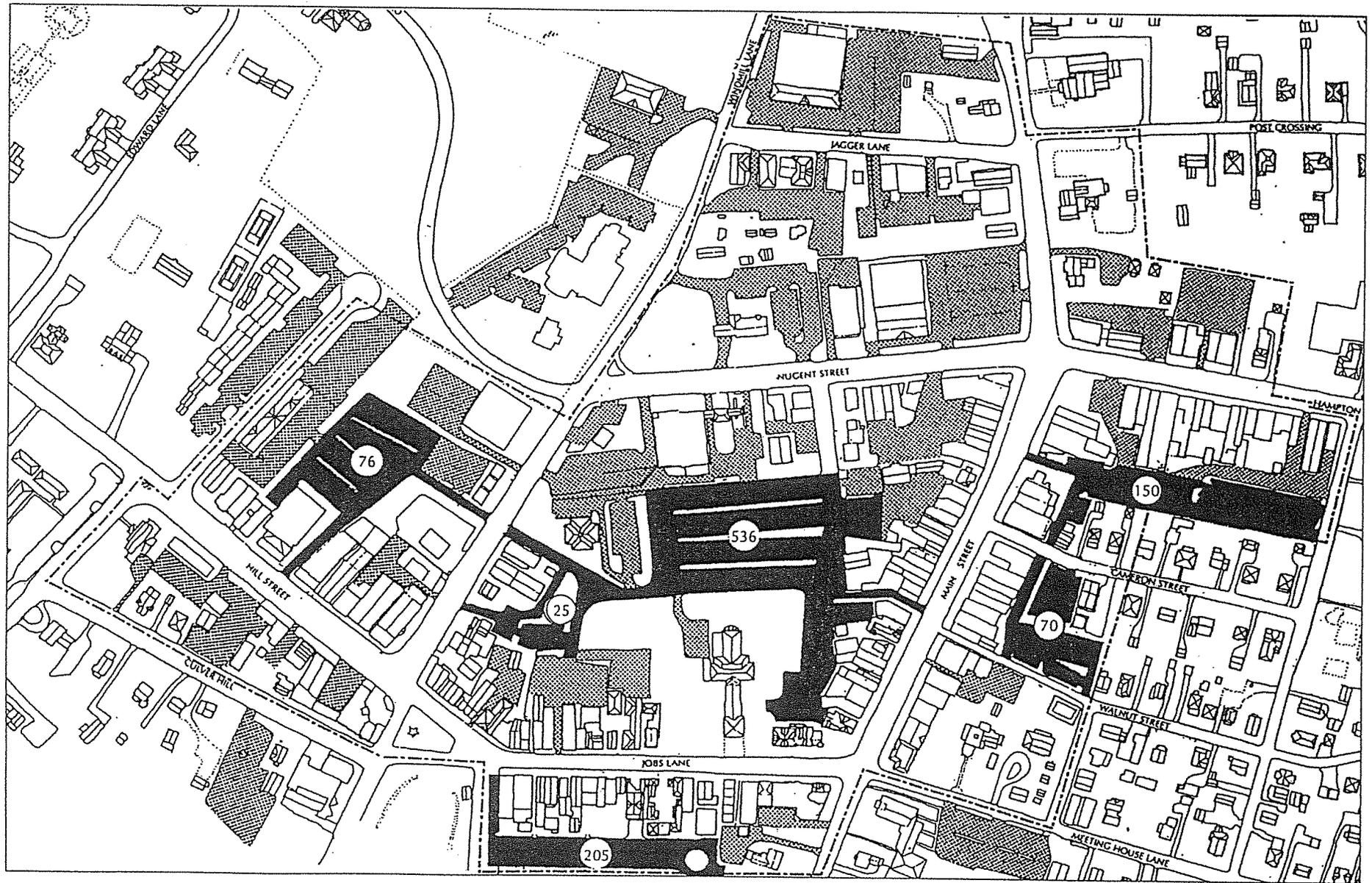
"I'm not sure what the real solution is for the local people here, if you want as many summer people on the street during the summer, or not. It's a hard thing to come to terms with."

"There are a couple of intersections from hell that are not user-friendly. I'm talking about the one down by the Pear Tree and Saks. If you ever try to cross that one on foot, it's kind of a death-defying experience."

Area		Off-Street	Total	On-Street	Total
West of Windmill Lane	Private	271	347	181	528
	Public	76			
Main St-Windmill Lane	Private	269	1,041	209	1,250
	Public	772			
Main St - Pine Street	Private	57	277	130	407
	Public	220			
North of Nugent St / Hampton Road	Private	557	557	95	652
	Public	0			
Total	Private	1,154	2,222	615	2,837
	Public	1,068			
Major Adjoining Lots (Outside VB Zone)	Private	288	288	0	288
	Public	0			
Total	Private	1,442	2,510	615	3,125
	Public	1,068			

Table 5. Parking in the Village Center, 1997

**SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN**



- Public
- Private
- 25 Number of Parking Spaces

Figure 19. Parking Areas: Village Center

SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN

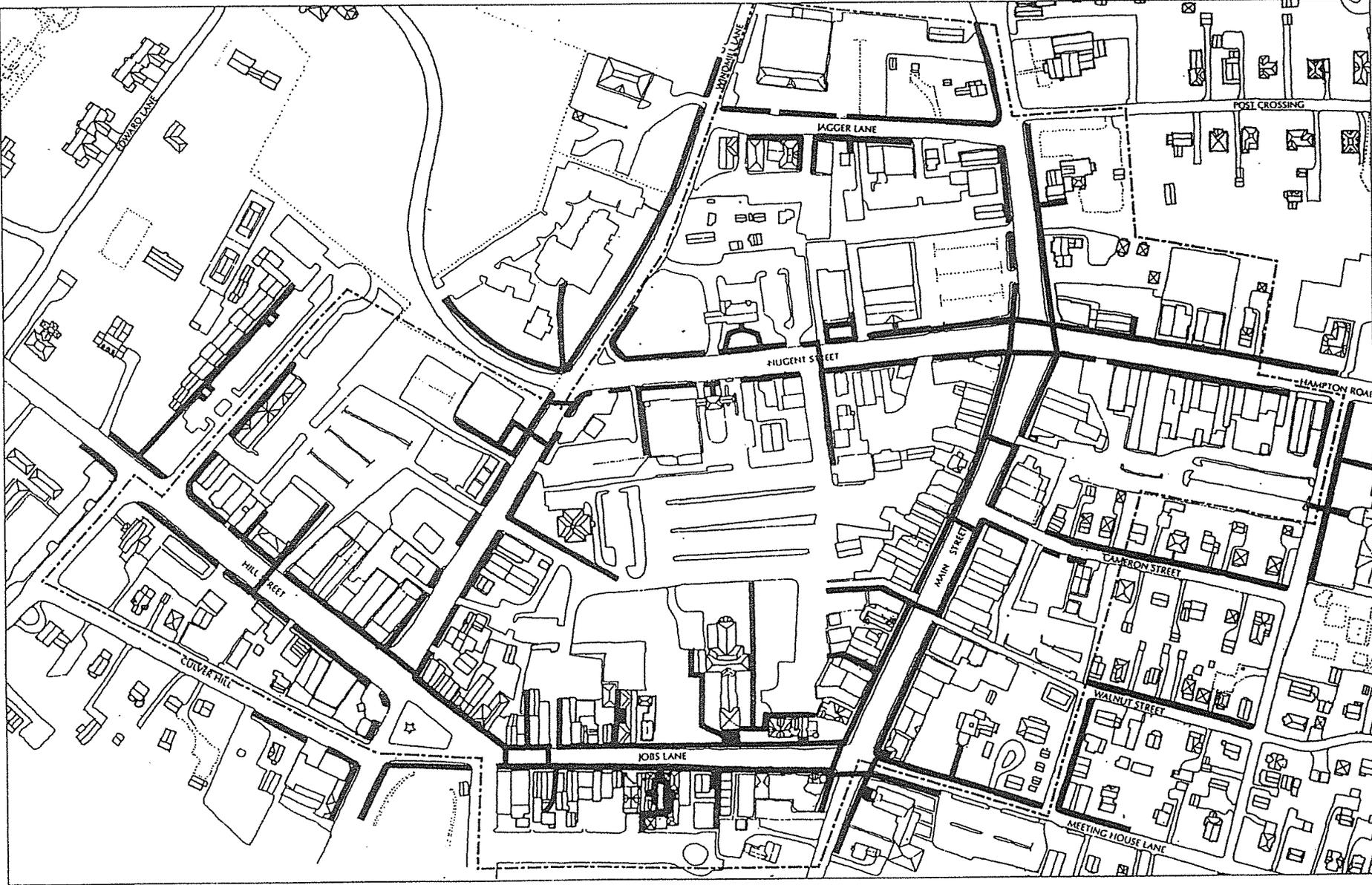
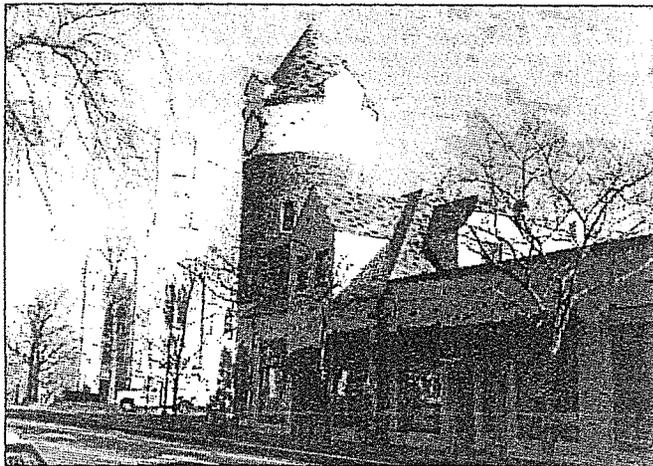


Figure 20.
Village Center: Pedestrian Network

Office Zones

The two Office Districts are located adjacent to the Village Business zone. The larger zone extends north along North Sea Road to County Road 39, and south along the west side of Windmill Lane as far as Cooper Farm Road. Eastward, the second Office District is located along Hampton Road to David Whites Lane.

Both districts are a mix of residential, commercial, and institutional uses. A number of vacant or underutilized parcels exist within these zones, including two sites on North Sea Road (between Aldrich Lane and the LIRR tracks). In addition, a village-owned parcel is vacant on Windmill Lane.



Jobs Lane

Highway Business Zones

These zones 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. One zone has extensive frontage on North Sea Road. Uses include fast food services and a gas station. To the east, the second zone is located between Hampton Road and the LIRR. It has significant undeveloped land as well as residential use. Commercial uses in this zone are limited to parcels with frontage on Hampton Road. The greatest issues presented by the highway business area are traffic



Main Street

Figure 21. Views of Main Street and Jobs Lane

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, and as such can be amended at the local level. Requirements and restrictions can be strengthened, as discussed in Section 4.0.

"We praise ourselves to the sky and then you look. You come into Southampton on the highway and see probably the worse urban blight on the East End. As you go by the signs and the gas stations and the motels and things like that, that's shocking. I think number one we should address that. Visual - I call it suburban blight - admittedly some of that is the town's responsibility but a lot, quite a lot, fall onto the village's."

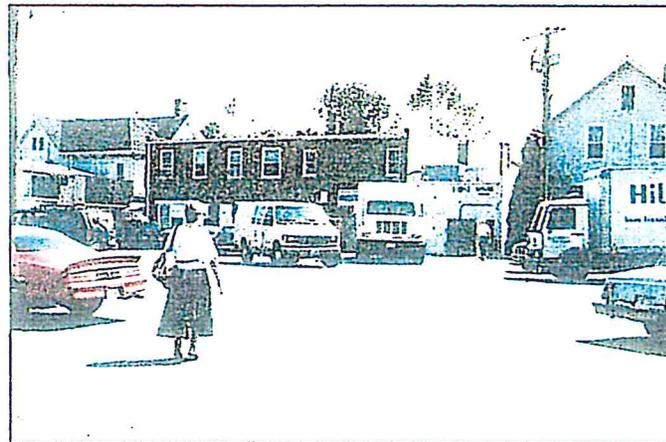


Figure 22. Municipal Parking Lot,
Village Center

2.6 COMMUNITY FACILITIES

The Village of Southampton offers a number of community facilities and amenities to its residents. Among them are parks and beaches, an excellent school district, and a variety of cultural activities. Figure 12 (in Section 2.3) illustrates the various community facilities located within Southampton, and the following discussion describes them in detail.

Schools

The Southampton Union Free School District has three of its public schools located within the Village of Southampton: the Southampton High School, Intermediate School, and Elementary School. The High School and Intermediate School (Grades 5 - 12) are located adjacent to one another, the entrance of the former on Narrow Lane, the latter on Leland Lane. The Elementary School (grades K-4) is located on Pine Street. The village has one parochial school, Our Lady of the Hamptons Roman

Catholic School. (See Figure 23.) In 1996, there were a total of 1,572 public school students enrolled in grades kindergarten through twelve. Table 6 lists the 1996/97 enrollment and capacity figures by school.

According to a planning study completed by BOCES (Board of Cooperative Educational Services) in February 1997, the Southampton School District, which extends beyond the village boundaries, can expect an increase of approximately 275 total students by the year 2006. This increase would bring the total number of students to 1,878 from the current total of 1,572. According to the study, the increase in the number of students is due to the increase in the number of immigrant or minority families, who statistically tend to have larger families, and to the growing number of former second-home families who use their Southampton homes as a primary residence.

"We should be thinking about our youth and about our aged residents of the community, our wisdom and our future."

Public Schools	Grades	Enrollment 1996-1997	Capacity	% Utilized
Elementary School	K - 4	595	560	106%
Intermediate School	5 - 8	436	663	66%
High School	9 - 12	541	927	58%

Source: Southampton Union Free School District, February 1997, Long Range Planning Study (BOCES)

Table 6. Public School Enrollment, 1996-97

The bulk of the student increase will be seen in grades K-4, where enrollment is projected to rise to 654 students by the year 2000. Already operating above capacity, the Elementary School will need to consider adding additional classrooms to its existing twenty-four. The Intermediate School will see the biggest increase in students by the year 2004, where enrollment is projected to rise to 577 students. The Intermediate School will also need to consider adding additional classrooms to its current nineteen. The High School will see the biggest increase in students by the year 2006, where enrollment is projected to rise to 658 students. The current number of High School classrooms, 25, is projected to be adequate, according to the BOCES study.

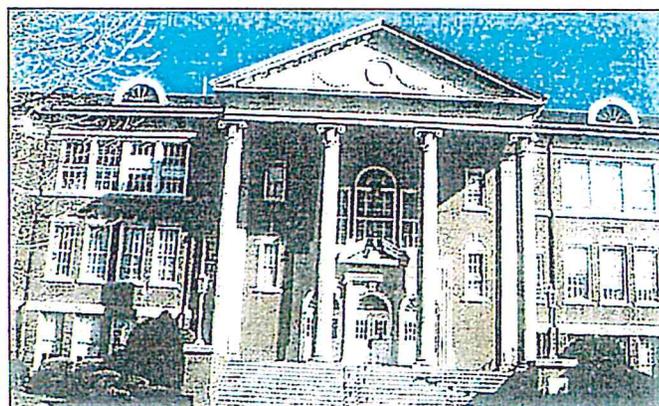
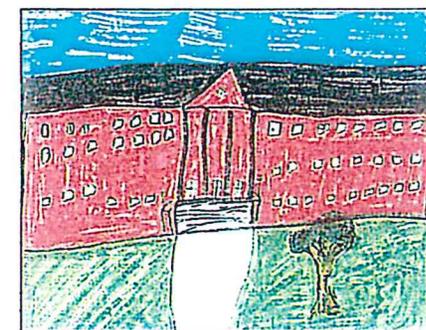
The Long-Range Facilities Task Force for the Southampton School District was recently formed to begin looking at ways to confront this expected student enrollment rise over the next ten years. Some of the suggested alternatives include the following:

- Consolidation of Southampton School District with Tuckahoe Common School District;
- Combining preschool and kindergarten or kindergarten and first grade in the Tuckahoe School Building on North Magee Street;
- Leasing a facility, off-site, to provide additional classroom space; or
- New construction and/or expansion of the existing school.

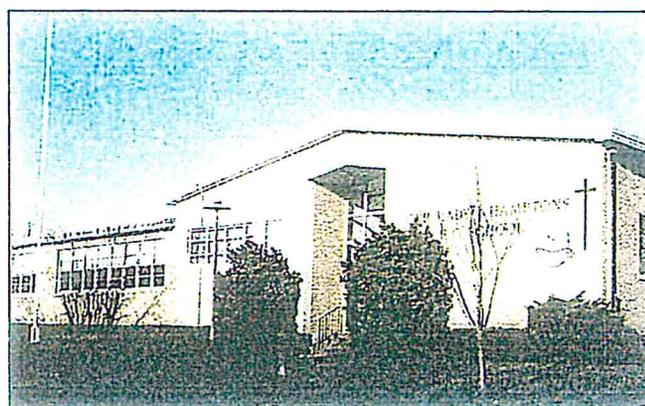
According to State Education Department (SED) guidelines, the minimum usage acreage standard for a facility is a base of ten acres, plus one acre for each hundred students. The Elementary School has limited land (4 acres), and would not meet the above guidelines without SED exemption for further facility expansion.

Parks and Beaches

The Village of Southampton has eight parks open for public use, listed in Table 7. According to the Parks



Southampton Elementary School



Our Lady of the Hamptons Roman Catholic School

Figure 23. Local Schools

Name	Size	Improvements and Special Features
Agawam Park	5 acres	<ul style="list-style-type: none"> • Freshwater lake • Playground • Picnic area • War Memorials • Restrooms • Summer concerts
David Whites Lane Park	1 acre	<ul style="list-style-type: none"> • Lawn
Flying Point Park	17 acres	<ul style="list-style-type: none"> • Baseball field for Little League • Softball field • Soccer Field
Lola Prentice Park	3 acres	<ul style="list-style-type: none"> • Ice skating rink
Munn Point	n/a	<ul style="list-style-type: none"> • Boardwalk • Beach • Clamming, fishing, swimming and boating • Handicapped access
The Nature Trail	9 acres	<ul style="list-style-type: none"> • Trail to Wickapogue Pond • Bass fishing
Railroad Plaza Park	2.5 acres	<ul style="list-style-type: none"> • Land and landscaping • Volleyball
William Dunwell Park	4 acres	<ul style="list-style-type: none"> • Lawn • Old Town Pond (freshwater, 11 acres)
Windward Way Park	1 acre	<ul style="list-style-type: none"> • Lawn • Playground

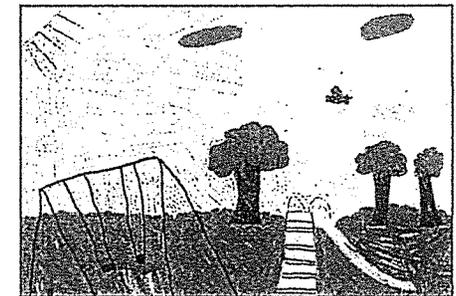


Table 7. Village Parks

Department, there is one tennis court at the Rosko Development and two paddle tennis courts at North Bishop, a nine acre open space parcel. The village has approximately seven miles of beaches on the ocean. Dune Beach is located on Dune Road with an 800-foot boardwalk with an 800 square foot wood deck for picnics, and sightseeing. Other beaches in the village are Cooper's Beach, Cryder Lane Beach, Fowler Beach, Little Plains Beach, Old Town Beach and Wyandanch Beach. Cooper's Beach features a pavilion with a snack bar, restrooms, and showers.

The Southampton Parks Department has several projects planned. The Flying Point Park, scheduled to open in the spring of 1998, will be a 17-acre park with a baseball field for Little League, a softball field, and a soccer field. According to the Parks Department, additional parking space will not be necessary for the park. A beach parcel near the helipad next to Dune Beach is also now available to the public. Finally, efforts to improve the Lola Prentice Park are underway by KidPaC, the Southampton-based children and youth advocacy group and village government. KidPaC would like to see the park cleaned more frequently, a fence installed around the perimeter so that it is easier to close at night, a public telephone on the park grounds, and approved skateboard ramps.

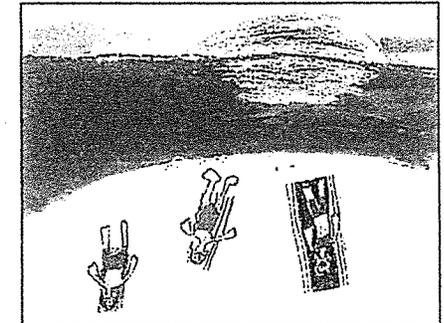
Police Department

The Village of Southampton Police Station is currently located in the Village Hall. The police force includes 28 full-time officers, six public safety and staff, and eight support staff. During the summer

months, 15 to 20 additional staff members are added to the force. The Police Department consists of a Uniformed Patrol Division, a Detective Division, Community Relations Office, Traffic Enforcement, Drug Awareness Resistance Education, Director of Operations, and Office of the Chief of Police.

The village police department currently occupies outmoded and cramped quarters within Village Hall. These premises provide less than half the floor area required to operate efficiently. Moreover, access to the second and third floor area is severely restricted. The police department needs a station of approximately 10,000 square feet so that it can function more effectively. Consequently, the village has undertaken several studies related to the need for new police headquarters. Several potential new sites were examined, including a site on Hampton Road and a redevelopment alternative for the current fire station on Windmill Lane. An earlier study also reviewed a possible police headquarters/new Village Hall joint development. Another option that has been explored is a joint Police-Fire Department facility. While relations between the two departments are good, both have traditionally operated as independent units. There is no apparent advantage in planning for a joint development site or shared building. Also, the Fire Department has a much larger service area and would continue to operate out of a number of substations. The Fire Department sees no need to relocate its headquarters from the current Windmill Lane site.

In December 1995, Southampton purchased a 4.2 acre parcel adjacent to Lola Prentice Park on



"So in the last fifteen years, I've seen a huge proliferation of vehicles on beaches and that contributes to number one, pollution, erosion, noise, and danger. I can't let my kids out on the beach alone anymore the way I used because there are four-by-fours going 40 miles an hour tearing down the beach. So my suggestion is special zones for four-by-fours where they can't cross."

"We should promote [parking] for the local people...like Coopers Beach. It's a nice place to sit for ten minutes and look at the ocean, have a cup of coffee or your lunch."

Windmill Lane for a new police department station. The reasons for this strategy are:

- Good location in the “heart” of the village;
- Site area allows for expansion or additional uses;
- Secondary access allowed via White Street, through an easement within the proposed White Street subdivision; and
- Nearby library site creates a new public/institution core in this section of the village.

A preliminary sketch plan was prepared at that time to confirm that the site could accommodate the required building area and parking need. Parking for officers, support staff and visitors would require between 50 to 60 parking spaces. However, this plan has yet to be implemented.

Fire Department

Fire protection is provided from three existing stations, located at Windmill Lane, Hampton Road,

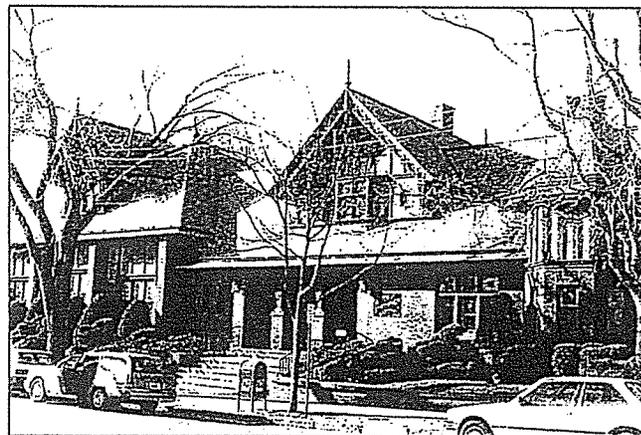


Windmill Lane Fire Department Building

and in the Shinnecock area. This distribution ensures a quick response time, and reflects current procedures where department facilities are dispersed to maintain a three to five mile radius of operation for each station. The department has about 140 volunteers (25-50 per “company” or station). The department is planning to add a fourth station at Water Mill, which is currently underserved. No expansion plans are proposed at the existing sites, although preliminary discussions have been held in regard to relocating the Fire Department Museum to the Windmill Lane site in order to make it more accessible to visitors and residents. Apart from the need for a Water Mill-based station, the major issue concerns summer traffic congestion resulting in travel delays to and from the Windmill Lane station.

Rogers Memorial Library

The Rogers Memorial Library opened to the public in March 1896 at the corner of Main Street and Jobs Lane. Today, the library serves a community of



Rogers Memorial Library



Figure 24. Community Facilities,
Village Center

nearly 12,000 people. Its collection includes more than 60,000 adult and 14,000 juvenile books, over 200 current newspapers and periodicals, talking books, large print books, compact discs, audiocassettes, maps, and video cassettes. The library also serves as a repository for an important collection of local history books, maps, memorabilia, and whaling logs. Circulating over 184,000 items per year, the library is the second largest on the east end of Long Island. Over 100 years old, the Rogers Memorial Library has outgrown its current and historical home. (See Figure 24.) As such, the library plans to relocate to a site on Windmill Avenue in 1998-99. (See Figure 25.)

A concern regarding the new library location involves the number of parking spaces needed. Reducing the number from the required amount would eliminate some of the unattractive surface

parking and allow for additional green space and landscaping. Strategically placed pedestrian connections (i.e., from the nearby municipal parking lots to the library), would help to compensate for the loss of parking spaces.

Cultural Facilities

The Parrish Art Museum. The Parrish Art Museum was founded by Samuel Longstreth Parrish in 1898. The museum's collection and the building itself were bequeathed to the Village of Southampton when Samuel Parrish died in 1932. During the ensuing years, the Parrish focused its exhibition and acquisitions on American painting of the twentieth century, with special attention directed toward the generation of artists who have maintained studios on the East End of Long Island since the 1950s. Today, the Parrish Art Museum has 1,600 members



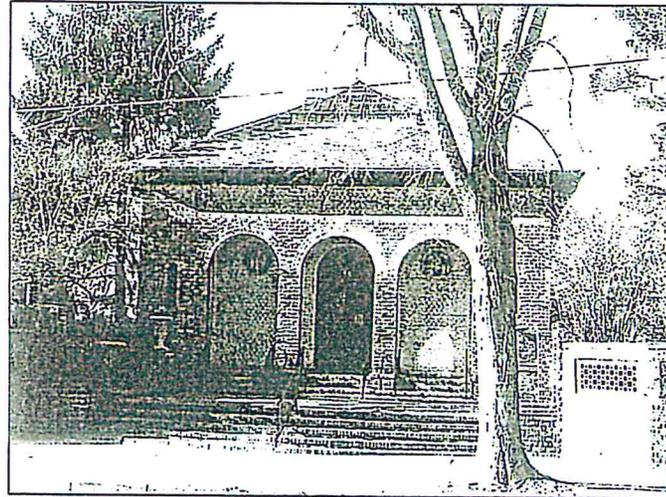
Figure 25.
Proposed Library on Windmill Lane

and attracts approximately 60,000 visits annually. The museum also offers several educational programs to the schools, youth associations, and local retirement homes of the area. The museum will celebrate its 100th birthday in 1998, which underscores the need to modernize and expand the facility to meet future demands. The museum has undertaken a number of studies to examine options for building expansion and improvement. With only 4,500 square feet of gallery space, the museum is unable to display much of its permanent collection. In addition, the existing gallery space, and storage facilities fail to meet acceptable standards for traveling exhibits and loaned shows.

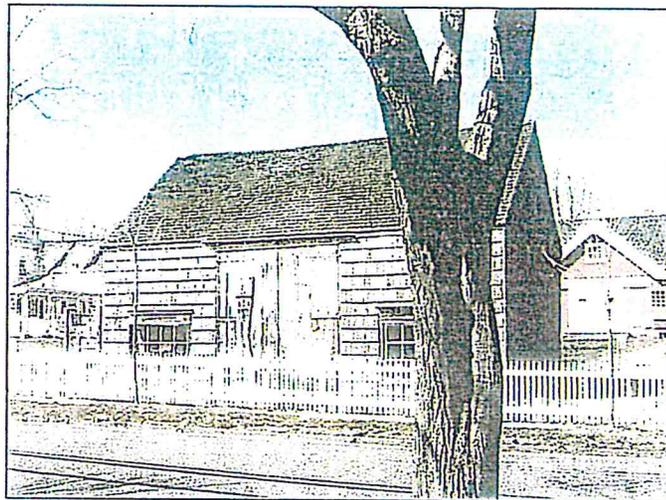
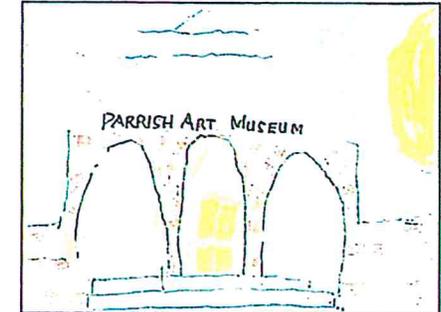
The Parrish Art Museum recently stepped forward to buy the Rogers Memorial Library building, adjacent to the museum, in order to expand its facilities. If the museum successfully buys the library, it may be able to create:

- New galleries to display the permanent collection;
- New loading and service areas and lecture hall at the lower level, and
- New classrooms, expanded gift shop, and a small restaurant.

The plans also seek to open up the museum grounds to public view, especially from Jobs Lane. The possible relocation of the police station and police parking provide an opportunity to create a major pedestrian connection from Main Street into the new museum complex through elimination of parking spaces now used by the library and the police.



Parrish Art Museum



Southampton Historical Museum

Figure 26. Community Facilities, Village Center

Halsey House. Located on South Main Street and built in 1648 by Thomas Halsey, this house is the oldest English type saltbox house in the State of New York. The house was restored by the Southampton Town Colonial Society from 1958-1962. It contains authentic 17th and 18th Century furnishings placed by Henry F. DuPont.

Southampton Historical Museum. This museum is located on the original farmland granted to William Rogers in 1643. (See Figure 26.) Among the contents of the museum are colonial relics dating to 1640, an Indian room containing artifacts of Shinnecock and Montauk tribes, a natural history room, and the Old School House, one of the oldest school houses standing in Suffolk County, furnished with original desks, maps, and school books. The museum is currently approached from Meeting House Lane. A proposed pedestrian connection to Main Street will provide a more direct link to the museum facilities and to other visitor attractions in the downtown.

American Legion Hall and Cultural Center of Southampton. Situated next to Agawam Park on Pond Lane, the American Legion Hall and Cultural Center provides space for dance performances, concerts, and art exhibits and large public gatherings. The center is also used for veteran activities.

Medical and Health Care Services

The Southampton Hospital. The Southampton Hospital is a voluntary, not-for-profit acute care medical facility whose mission is to provide quality

health care to residents and visitors of eastern Long Island. Since its founding in 1909, the hospital has grown to meet the needs of area residents and summer visitors, and has over 6,000 admissions yearly.

After six major expansions, the hospital complex now consists of a 120-bed medical-surgical facility with cardiac rehabilitation, New Beginnings maternity program, the surgery center, the emergency medical program, radiology services, and the laboratory extended services program. The hospital also expanded its outpatient services. This includes the laboratory extended services program which has four out-patient satellite centers in Southampton, Westhampton Beach and in Hampton Bays for patient convenience. Recent new programs have also been developed in response to the community's health care needs. These include the Center for Community Health Improvement and Wellness and the Senior Health Center.

Southampton Hospital is the largest employer on the South Fork of Long Island with more than 600 full-time equivalent employees, including over 120 physicians, dentists, and allied health professionals representing over 30 different specialties.

In Southampton Hospital's plans, long range capital funds will be needed for capital construction projects, equipment acquisition, and replacement and additions to endowments. Although the hospital has no plans for future physical expansion at its village site, the need for additional car parking space remains an issue.

Southampton Village Volunteer Ambulance Service. Located on Meeting House Lane, the Southampton Village Volunteer Ambulance Service provides emergency medical transport. The service has four fully equipped advanced life support service vehicles, and is staffed by approximately 30 volunteers. According to the Town of Southampton Plan, the ambulance service is adequate to meet the existing demand; however, the service is outgrowing its current facility.

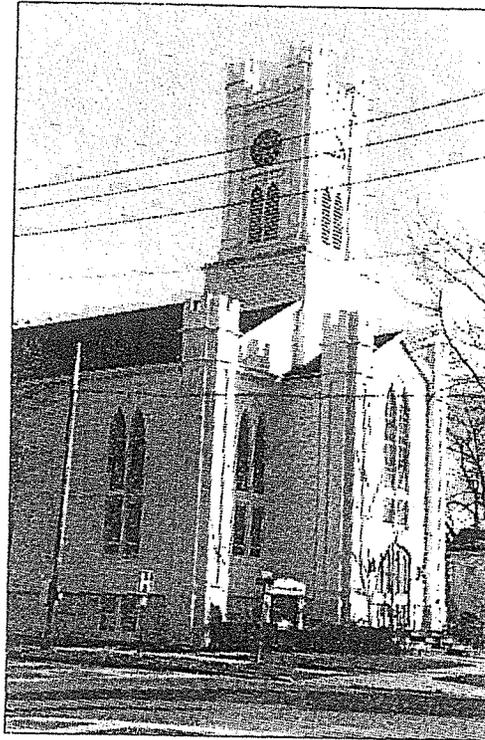
Institutional and Municipal Buildings

Highway Department Barn Area. This four acre site is located on Willow Street in the northerly quadrant of the village. The building houses the Parks Department and the Highway Department, as well as a public works garage where trucks, vehicles, and snow plows are stored and maintained. There is also an impoundment lot for stolen or towed vehicles.

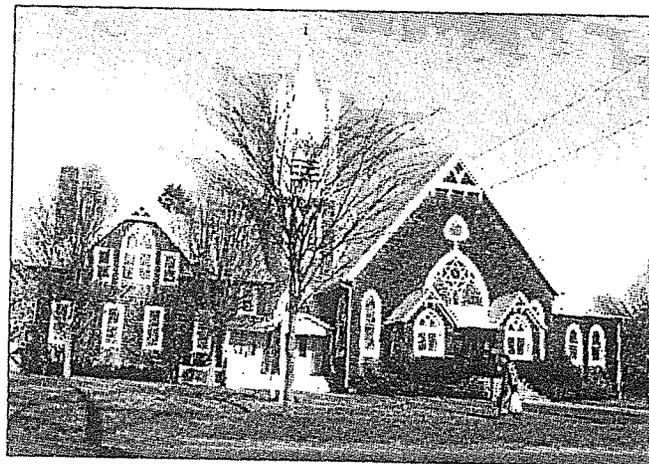
Village Hall. The Village Hall is located on Main Street. Offices within the Village Hall include the Village Clerk, the Planning, Zoning, and Architectural Review Boards and the Building Inspector. As noted earlier, the Police Department is scheduled to move to a new location in the near future.

Churches. There are ten places of worship in Southampton:

1. Church of God in Christ, 57 Hillcrest Terrace
2. Community Baptist Church, 16 Plant Street
3. First Baptist Church, 57 Halsey Avenue
4. First Church of Christ, Scientist, Pine and Cameron Streets
5. First Presbyterian Church, 2 Main Street



First Presbyterian Church



United Methodist Church

Figure 27. Local Churches

6. Our Lady of Poland, 35 Maple Street
7. Sacred Hearts of Jesus and Mary, 168 Hill Street
8. St. Andrew's Dune Church, Dune Road
9. St. John's Episcopal Church, 100 South Main Street
10. United Methodist Church, 160 Main Street

Utilities

The Village of Southampton is served by the Suffolk County Water Department. Water supply is derived from aquifers and local wellfields. A few properties have private wells, primarily used for irrigation purposes.

One of the water supply issues involves Meadow Lane. During the summer months, there is a shortage of water pressure to the main line that serves this dead end street. Where there should be 1,500 pounds of water pressure running through the line, on hot summer days, the pressure has dropped to as little as 16 pounds. If there were a fire, there would not be enough water pressure for firefighting. Consequently, early in 1998, the current eight inch line will be replaced with a 12-inch line to allow for an increase in the water pressure.

There are no public sewer lines in the Village; septic tanks are used throughout. There are no plans to build any sewer lines. The Southampton Hospital has its own sewer plant.

2.7 SUMMARY OF ISSUES

The following is a summary of the issues presented in the foregoing sections. They are divided into village-wide issues and village center issues.

A. VILLAGE-WIDE ISSUES

Development

- County Road 39 Corridor: Future land use development and appearance
- Appearance of roads and land uses serving as gateways to the village
- Impacts of abutting town land uses
- Railroad station area improvements
- Residential and commercial development density and design
- Buffers between residential and non-residential areas
- Mix of uses in the Office District zone
- Rambo site impacts and redevelopment
- Future housing needs, especially of the elderly and young families

Traffic Circulation and Parking

- Summer traffic congestion and parking difficulties for residents
- CR 39 and North Sea Road intersection improvements
- Truck traffic on Bishops Lane, David Whites Lane, and other major streets
- Traffic congestion and noise on Hill Street, and on other major through streets
- Traffic and parking impacts created by the hospital
- Lack of bicycle routes

Environment, Open Space, and Recreation

- Continued residential subdivision of farmland
- Beach erosion, misuse, and lack of amenities; lack of parking and handicapped access; inappropriate construction and hardening
- Insufficient and unconnected open space
- Need for improved recreational facilities for children

B. CENTRAL BUSINESS DISTRICT

- Improved facilities and for pedestrian connections for Police Department, Library, and museums
- Impacts created by summer traffic and through traffic
- Insufficient parking spaces and poorly designed lots
- Lack of pedestrian amenities, including properly signalized crosswalks
- Improved balance between comparison and convenience shopping
- Need for streetscape improvements
- Need for better pedestrian linkages between main cultural and community facilities
- Poor visual quality of Hampton Road
- Inadequate provision for bicycles
- Poor control over commercial signs and private parking lot

3.0 PLANNING GOALS

3.1 QUALITY OF LIFE

Much of what brought Southamptonites to planning meetings or motivated them to complete the survey was a sense that the village is like no other. This real but mysterious aspect came to be called the village's quality of life. Every concern could be categorized neatly, for example, into traffic or open space or commercial development problems. But each single issue was also part of an overall concern for preserving Southampton's quality of life. Understanding the attributes that make Southampton a special place and preserving these became the overriding issue for the plan.

- *I've lived here all my life and I've seen the deterioration of the village and the lack of quality of life. This village has gone downhill over the years and I think, recently, I've seen the degradation really occur at a more rapid pace.*
- *I think the reason we have to avoid being complacent is that we, as a resort community, run a severe danger of falling into a trap of winding up as another Newport, Rhode Island or Cannes, France.*
- *Something that is close to my heart that has an impact on the dynamics and the quality of life for everyone involved in this village and it's extremely close to me - when I can go and work in my own yard, cutting my grass, a nice sporty Porsche pulls up, "Excuse me, where can I buy the drugs?" That's a big problem. People want to know where you live. I live in Southampton. And I say that proudly.*

- *I wish that we could preserve some of the hometown character.*
- *My wish list is more immediate and it's basically for the aesthetics of the village. I don't think it is as pretty as it can be.*
- *I think the reason we are all here is that yes, we love Southampton, but I think the reason we are here is not to pat ourselves on the back, but to roll up our sleeves and do some serious work.*

The quality of life concerns aired at the meetings were later echoed in the public opinion survey (see Appendix A for more details). The characteristics of Southampton that survey respondents most loved and most disliked were, taken together, a description of a wonderfully unique place, under threat. Southamptonites experience the village as a small town with safety, charming ambiance and good quality of life. The village combines beauty of landscape, beaches, and ocean with interesting local history, friendly neighbors, proximity to other key places, and high quality community facilities. These beloved qualities are damaged by summertime and year-round population changes; in effect, Southampton's charm is all too well known. Extraordinary traffic, expensive retailers, and excessive summertime crowding are peak irritants during the high season.

Year-round the community feels that it must work hard now to sustain neighborliness and civic-mindedness that make the village a hometown.

In response, Southampton seeks a new balance, not a closed door. The village recognizes that it now has a role as a resort community serving three different transient populations: daytrippers, weekenders, and summer home visitors. Their needs and expectations must be balanced against those of the year round residents, some of whom are drawn from the visitors. Many of the aspects comprising the village's appeal are likewise caught up in finding a new balance. Farmers wish to sell to new-home buyers, who in turn come to Southampton for its rural and open landscape. The beaches are porous barriers protecting houses against the ocean. They are also fragile organisms heavily used for recreation and meditation. The beach, the bay, the farms, the proportion of buildings to landscape - all are living parts of Southampton's character. The qualities that make Southampton special may be shaken but are not lost to history. At the public meetings during the planning process, a number of speakers reminisced about a Southampton childhood and remarked on finding so little changed when they returned as home-buying adults. Despite development, the village is still recognizably a place that is not only wonderful to live in but also a place that residents feel privileged to know.

There is conflict and compromise for each quality of life issue. The goal for the community in protecting its quality of life is not solely finding an acceptable resolution to each separate issue. It must assure itself that each effort adds up to a greater community good. The balance for each quality of life issue must be made on a set of principles. These principles and the recommendations that flow from them are presented next.

3.2 LONG-TERM PLANNING GOALS

As one single issue came to stand above others, so did one goal: *the Village of Southampton must be maintained as a small scale, attractive community in which the pattern and quality of land uses, and the quality of life reflect the needs of the residents, institutions, and other interested village groups.*

Following from this primary goal, three guiding principles became clear to the involved citizens, officials, and consultants. These principles shaped the recommendations, as they constitute the essential philosophy of the Southampton community toward the desired physical and social character of the village:

- *To preserve and enhance the village's quality of life elements: open space, the natural environment, historic character, and small-scale buildings. The special architectural and small-town character, historic resources, and the appearance of existing buildings and residential neighborhood should be reproduced in all new construction. Development and land utilization must fit with the existing pattern of development. Existing open space, beaches, and natural landscape must be protected.*
- *To focus on the needs and communal aspirations of village residents, rather than on the needs of out-of-town visitors and tourists. All actions must attain a balance between preserving Southampton's character and quality and promoting economic development.*
- *To seek a balance between the needs of pedestrians and automobile users in the downtown and throughout the village. In the center, the village must retain and enhance a human scale to buildings, streets, and open spaces.*

"It was almost a religious experience for me to go down to Coopers Beach in the summer when I wasn't living here and swim, out beyond the breakers, looking up and down the beach saying, "This place really hasn't changed. This is a nice place and I enjoy it and I am glad to come back." I think that is why I came back to live here."



Realization of these will require the many-year effort of elected and appointed officials, individual property owners, and the village's network of civic groups and civic-minded institutions. The cumulative effect of private and public land use decisions will carry the village close to the ideal if the following objectives guide decision-making.

HOUSING

- 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.

COMMERCIAL AREAS

Downtown:

- 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, to include street furniture, lighting, signs, litter and recycling bins, and planting pits.
- 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.

- Maintain a balance between commercial uses and cultural facilities.

County Route 39:

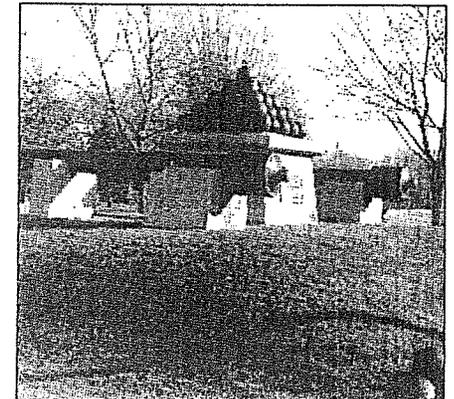
- Create an attractive commercial corridor that serves as a pleasant gateway to the village through proper land use and sign controls, traffic management, and landscaping.
- Improve traffic flow using techniques such as road widening, access management, and traffic calming.
- Coordinate land use, design, landscaping, and traffic flow management with the town and county.
- Control development and expansion of land uses generating high levels of traffic.

OFFICE DISTRICT AREAS

- Improve the function, appearance, and quality of the office areas.
- 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.
- Review truck routes vis-à-vis impacts to residential neighborhoods.
- Create on-street routes for bicyclists and skaters.
- Improve transit linkage between the railroad station and the center to reduce traffic.

COMMUNITY FACILITIES

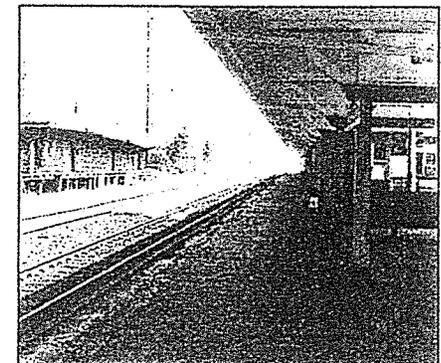
- Maintain high quality services and facilities for village residents, with a special focus on the library, art museum, and historical museum.
- Ensure efficient use and maintenance of public services provided by the Police and Fire Departments.
- Expand facilities and programs to serve special target populations and after-school needs, with a focus on the recreation needs of children and teenagers.
- Improve and expand public beach parking areas.

ENVIRONMENT, OPEN SPACE, and FARMLAND

- 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.

**CODE REVISION and ENFORCEMENT, and
OTHER GOVERNMENT ACTIONS**

- 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.
- Review effectiveness of local laws governing:
 - Group rentals
 - Signs
 - Display of wares by businesses
 - Sidewalk use by businesses, restaurants, and cafes
 - Historic preservation and building renovations
 - Beach parking
 - Pooper scooper requirement
 - Bicyclists and in-line skaters
- Enforce local codes more stringently, with particular emphasis on local laws affecting the summertime quality of life (parking, U-turns, dress code, and noise).
- Improve entries and gateway signs into the village at:
 - Route 39 at North Sea Road
 - Sunrise Highway at Sebonac Road
 - North Highway
 - Route 27
 - Southampton College/North Main Street
- Collaborate with the LIRR on service and station improvements.
- Adopt architectural design guidelines for historic resources and changes to other buildings.



4.0 RECOMMENDATIONS

4.1 INTRODUCTION

The foregoing chapters focused on concerns and problems arising from existing conditions in the Village of Southampton. This section now describes the recommendations that can resolve these issues. By the close of the planning process, three guiding principles had become clear to the involved citizens, officials, and consultants. These principles shaped the recommendations, as they constitute the essential philosophy of the Southampton community about the desired physical and social character of the village:

- *To preserve and enhance the village's quality of life elements, seen to be open space, the natural environment, and the historic character and small-scale buildings.*
- *To focus on the needs and communal aspirations of village residents, rather than on the needs of out-of-town visitors and tourists.*
- *To seek a balance between the needs of pedestrians and automobile users in the downtown and throughout the village.*

Certain aspects of Southampton's difficulties cross nominal boundaries, such as the need for healthy, architecturally sympathetic community facilities to be located in the downtown, with sufficient and attractive pedestrian ways and parking lots. Such concerns could be better resolved through a framework that gathered together groups of issues, different than the clear divisions used in Section 2.0. A

framework for thinking about resolving the physical and development issues came about through the many discussions in the planning process. The recommendations that follow are thus framed in five categories: 1) Open Space, Recreation, Shoreline, and Farmland, 2) Traffic, Parking, and Circulation, 3) Village Center, 4) Community and Cultural Facilities, and 5) Appearance and Aesthetics. These represent the major characteristics defining the village's uniqueness.

4.2 OPEN SPACE, FARMLAND, RECREATION, AND SHORELINE

In the survey of residents' opinions and throughout the planning process, Southamptonites made it clear that their love for the village was largely founded on three intrinsic qualities: the small town ambiance, the landscape's physical beauty, and the ocean with its long beaches. Of course, this affection is shared by the village's many visitors and summer residents. However, these qualities are only apparently intrinsic. They do in fact depend on external circumstances for their protection, continuation, and integrity against the most potent external pressure: the real estate market fueled by the village's popularity.

The substantial loss of farmland in the village, from 900 acres in 1970 to fewer than 200 acres today, can be staunched with a series of actions. In some cases the village needs to initiate the action and in others the village should join with others who are

already seeking tools to retain farmland, either as land under cultivation or as permanently protected open space.

Land Preservation

For example, large open space and/or farm parcels should be identified as potential sites for land preservation measures. The Village should join the Peconic Land Trust and similar organizations to devise options that are agreeable to property owners that address both the property owners' rights and the Village resident's desire to preserve open space and farmland.

The two best options are clustering residential lots and purchase for open space use. Clustering would require that a housing subdivision on this property create meaningful open space and perhaps a green-belt along the road. The owners and/or builder would have to be assured that the clustered lots would remain large enough to absorb large-scale

houses with adequate landscaping.

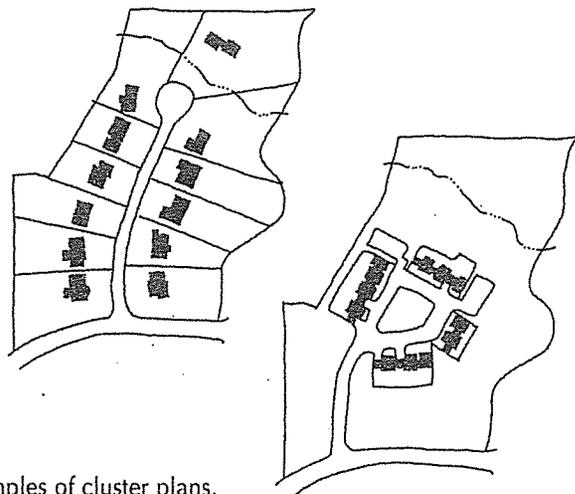
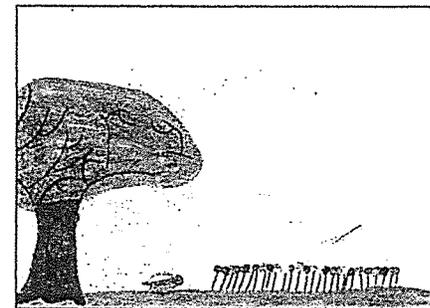
In the past, clustered housing developments in the village have yielded open space which tended to buffer the new residents rather than provide useful or significant open space to the whole village. For example, preserved open space created in one development should link up with that of another development to provide extensive walking or wildlife corridors.

A successful example of clustering occurred in 1998 with the approval of another farmland tract on Wickapogue Road, where a 28.7 acre development included the preservation of seven acres set aside as permanent open space.

The second and more important option is the outright purchase of the land or a purchase of the land's development rights, using 2% Real Estate Transfer Tax proceeds. The major open space areas and farmlands within the village are included in the Town of Southampton Community Preservation Project Plan.

The other at-risk farm parcels in the village are the 110-acre Halsey/Fowler lands and the 30-acre Coopers Neck property. The open space protection measure devised for the Wickapogue Road land should be used as a model for these remaining farms.

Aside from the preservation of farmland, the village should endeavor to create meaningful open space whenever a clustered housing or commercial subdivision is approved. The unbuilt land would be deeded to a public or non-profit entity as permanently protected open space. As described later in Section



Examples of cluster plans.

4.6, there are desirable characteristics to such open space, which the village should insist on.

Recreation

During the course of the comprehensive plan program, two significant recreation-related issues arose. These were the safe play needs of village children and teenagers and the overall need to have a recreation plan for the village’s playgrounds and recreation areas.

Lola Prentice Park. This three-acre park is in the heart of the village, on the west side of Windmill Lane. It is the gathering place of choice by some of the village’s teenagers, especially the skateboarders. The village has hired a design consultant to work with officials, teenagers, and KidPaC, the local children’s advocacy group, to identify a location for skateboarding ramps. Park redesign of Lola Prentice or another location should meet general standards for successful parks. These cover such concerns as a welcoming site layout, lighting, landscaping, signs, indications of care and maintenance, supervision, pedestrian flow, healthy relationship among the various sections of the park and the users, judicious placement of site elements, physical features, and activities, open sightlines into and across the park, and avoidance of any place of concealment.

Windward Way Park. A one-acre playground serving the Hillcrest neighborhood, this playground is scheduled for renovation and re-landscaping within the year. Following the injury of a child on a seesaw, village officials met with local residents to determine children’s needs. As with Lola Prentice Park, consideration should be given to incorporating

the desires of the park’s users so that the park remains a safe and attractive place for families to frequent. The standards listed above also apply to Windward Way Park.

Recreation Plan. When property is subdivided for the creation of housing lots, the village may exact land or a fee from the applicant, under Village Law, Section 7-730,4(b)&(c). A monetary exaction, or impact fee, can be held in an escrow account that is periodically spent down to fulfill community needs. The exaction must be based on documented findings of future recreation needs. The documentation must evaluate present facilities and parks, and must project Southampton’s future need for expanded or new facilities based on expected population growth or demographic change. With a recreation and open space plan, Southampton will be able to go beyond simply responding to crises in its park and playground facilities. The village will have a planning and capital program in place to renovate and create recreation facilities in a timely and predictable way, based on a set of standards unique to the village. The plan should address specific needs



within Southampton:

- Recreation needs for particular age groups such as pre-school children, teens, and the elderly.
- Individual neighborhood needs where specific recreation demands may vary.
- Provision of facilities to meet needs of groups related to particular sports or recreation activities.

Shoreline

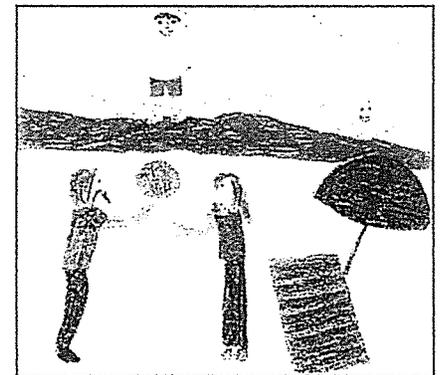
The issues regarding Southampton's coast focus on two aspects: the ocean and beach as a recreation resource and as a delicate environmental resource needing protection. Recommendations on the first issue are primarily to increase the amount of parking at Fowlers Beach and Coopers Beach. At both locations, there is little vacant land available at present for expansion. The village should attempt to acquire additional adjacent or nearby property to allow for the orderly expansion of the parking areas. Second, the quality of signs at the beaches must be improved. There is an unattractive plethora of advisory signs regarding parking and other rules. There are no proper gateway signs, announcing the beach and the village. These two functions could perhaps be combined in an organized and aesthetic way. Third, the beaches's accessibility, under the Americans with Disabilities Act, should be included in the village's capital budget and program for removing accessibility barriers in public places in the village.

The village has two types of oceanfront beach. The barrier beach runs from Halsey's Neck Lane to the

Shinnecock Inlet. This thin strip separates the ocean from Shinnecock Bay. From Halsey's Neck Lane to Fowler Lane, the beach is part of the mainland. Consequently, the plan recommends slightly different short- and long-term actions. At present, the village allows reconstruction of existing hardening structures when warranted. This policy should be restudied. Further, the village should study the potential for removing existing hardened structures.

For long-term policy guidance, the village needs to prepare and adopt a comprehensive coastline regulatory policy and plan. A village Coastal Erosion and Contingency Plan would present policy recommendations based on an evaluation of existing studies, beach regulations, and physical conditions. The plan would also present recommendations on dealing with and recovering from emergencies, such as breaches in the village's portion of the barrier beach and other post-storm needs. Should the village pursue a coastal study independent of the town's recent effort, the two studies should nevertheless be coordinated so that a unified coastal erosion policy is effected. Acquisition funding is available to the Village from the State Clean Water / Clean Air Bond Act, Environmental Protection Fund, and other sources. For example, the village could apply for grants to acquire permanent easements or fee title to land, water, or structures for park, recreation, conservation, or preservation purposes. These should be clearly threatened parcels or properties adjacent to existing local or state recreation facilities. Other grants would enable Southampton to create more parks for youth-oriented recreation or activities and to improve historic properties.

"I happened to be down at Little Plains Beach today with a friend from Sag Harbor looking at the wild surf. She said, "Those horrible signs are all over the place. It looks terrible!" And I said, "What signs?" Every three feet there is another sign. No this. No that. Hours of this and that. They look hideous. They are not even uniform. I've become immune. That's pretty awful."



4.3 TRAFFIC, PARKING, AND CIRCULATION

Highways

Functional Classification

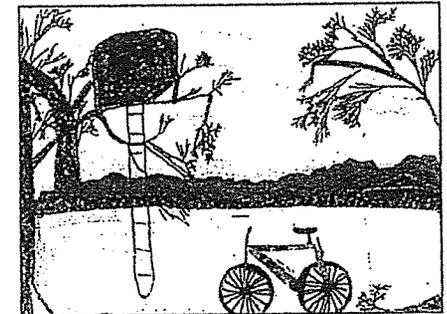
The roadway system of the village is organized according to each road's function into the following categories:

- Primary Arterials
- Secondary Arterials
- Collectors
- Local Streets

The higher categories of roadways (i.e. the primary and secondary arterials) are meant to carry the regional traffic, whereas the lower categories carry the local traffic or bring the local traffic to the arterials. This roadway classification is used to guide the Village in the design and future changes for the roadway system. (See Figure 29.)

Primary Arterial: County Route 39

This highway is the major east-west arterial along the South Fork. It is meant to carry all the region-wide traffic to and from the easterly communities on the South Fork. This highway experiences major congestion problems primarily related to summer time and weekend traffic. The highway has been identified by the County as needing widening. A joint study by the state, county and the municipalities to look at the CR 39 problems and potential solutions has been proposed and should be supported by the village through active participation by the village's officials.



**SOUTHAMPTON VILLAGE
MASTER PLAN**



- - - Primary Arterials
- - - Secondary Arterials
- - - Collectors
- Local Streets
- Village Center
- Village Boundary

Figure 28. Functional Classifications of Roadways

A license plate tracking survey performed on Wednesday, July 23, 1998 (8 am to 10 am) indicated that about 360 vehicles that passed through the village in the eastbound direction, should logically have been on CR 39. In addition, there were about 200 vehicles that parked in the Town Hall and Hospital parking lots that came also from the west via Montauk Highway and Hill Street. This through traffic (about 280 vehicles per peak hour) represents about 25% of the traffic volumes on CR 39. It represents a substantial intrusion into the village and causes negative impacts on downtown Southampton.

Short-Term Improvements. Critical bottlenecks at intersections should be alleviated through spot improvements such as the addition of turning lanes. Suffolk County is currently working on improving the intersection of North Sea Road and CR 39. The visual appearance should also be improved, especially at the gateways. Special design features should be considered.

For the properties within the village jurisdiction located along CR 39, the village should undertake an access management program. Especially when the owners of these properties apply to the Village Planning Board for changes, the Village should use the opportunity to limit the number of driveways on CR 39 and should request all commercial properties to provide access (easements) to the adjacent properties so that the parking areas are interconnected, shoppers can walk between adjacent properties and don't have to drive from one to the other via CR 39.

Long-Term Improvements. It is clear that the lack of sufficient capacity along CR 39 and the availability of capacity along Montauk Highway has shifted traf-

fic onto Montauk highway and through the village center. This problem cannot be resolved by just adding capacity to CR 39, i.e. by the widening of CR 39. That strategy will only increase overall volumes on the South Fork, even though in the short term there may be a shift from Montauk highway back to CR 39. The concept of shifting highway capacity from Montauk highway to County Route 39 should be investigated. Having two lanes in each direction along Route 39 would help in diverting traffic from Montauk Highway (Hill Street, Windmill Lane, Nugent Street and Hampton Road) to CR 39, where it should be. However, to guarantee that the traffic shifts and does not reappear on Montauk Highway, this should only be done in conjunction with a reduction of capacity at the key intersections along Montauk Highway. If the capacity along Montauk Highway is not reduced, then the improved conditions along both arterials will result in new induced traffic on the South Fork that will worsen overall conditions.

Shifting highway capacity and traffic from Montauk Highway to CR 39, from a secondary arterial traversing the Village to a regional bypass arterial, can have significant positive impacts on the Village center and its environmental quality. A four-lane boulevard design with a landscaped median should be pursued for CR 39, if the concept of capacity shift is accepted.

Capacity reductions should be considered along the path used by the east-west through traffic at the three key intersections in the village center: Hill Street and Windmill Lane, Windmill Lane and Nugent Street and Main Street and Hampton Road. The capacity reductions can be achieved by eliminating some of the exclusive turning lanes, by

widening the sidewalks at the corners (neckdowns, see Figure 30), by changing the signal phasing (giving less green time to the east-west through traffic and more green time to the other approaches) or by adding advance pedestrian walk phases (to give a five-second head start to the pedestrians before the parallel vehicles start). The capacities of those approaches that are not used by the east-west through traffic can be maintained or even increased. This strategy would not reduce accessibility to the village center, but would make it more difficult to drive through the village center during peak hours.

Secondary Arterials: Montauk Highway

Montauk Highway (Hill Street, Windmill Lane, Nugent Street and Hampton Road) is designed to carry the more local through traffic connecting the communities between Westhampton and Easthampton. The main objective for this road would be to reduce the traffic volumes and speeds especially in the village center. This can be achieved through the capacity shift from the key intersections in the village center to CR 39. Eliminating some of the turn lanes and replacing them with neckdowns at the corners will force some peak traffic to shift to CR 39 and will make the intersection more pedestrian friendly. The main candidates for this treatment would be Hill Street/Windmill Lane, Windmill Lane/Nugent Street and Nugent Street/Main Street/Hampton Road. See Figure 30 for typical neckdown design. Those neckdowns would reduce the intersection capacity to a significant degree would only be undertaken if and when CR 39 is widened. This would be the case for instance, for the northeast and northwest corners of Main Street/Nugent intersection. Narrowing of Montauk Highway (where the pavement width nar-

rows from maybe 30 feet to 22 feet) should be considered at key points. The entrances to the village center or to the downtown historic district would be appropriate locations for such short neckdowns or choke points. The choke points on the secondary arterials are not really restrictive in terms of traffic flow since they are still 22 feet wide. Their effect is more psychological and visual. These choke points should be combined with special signs marking the entrance to the village center or to the historic village of Southampton.

Reducing the posted speed limits near the village center should also be investigated.

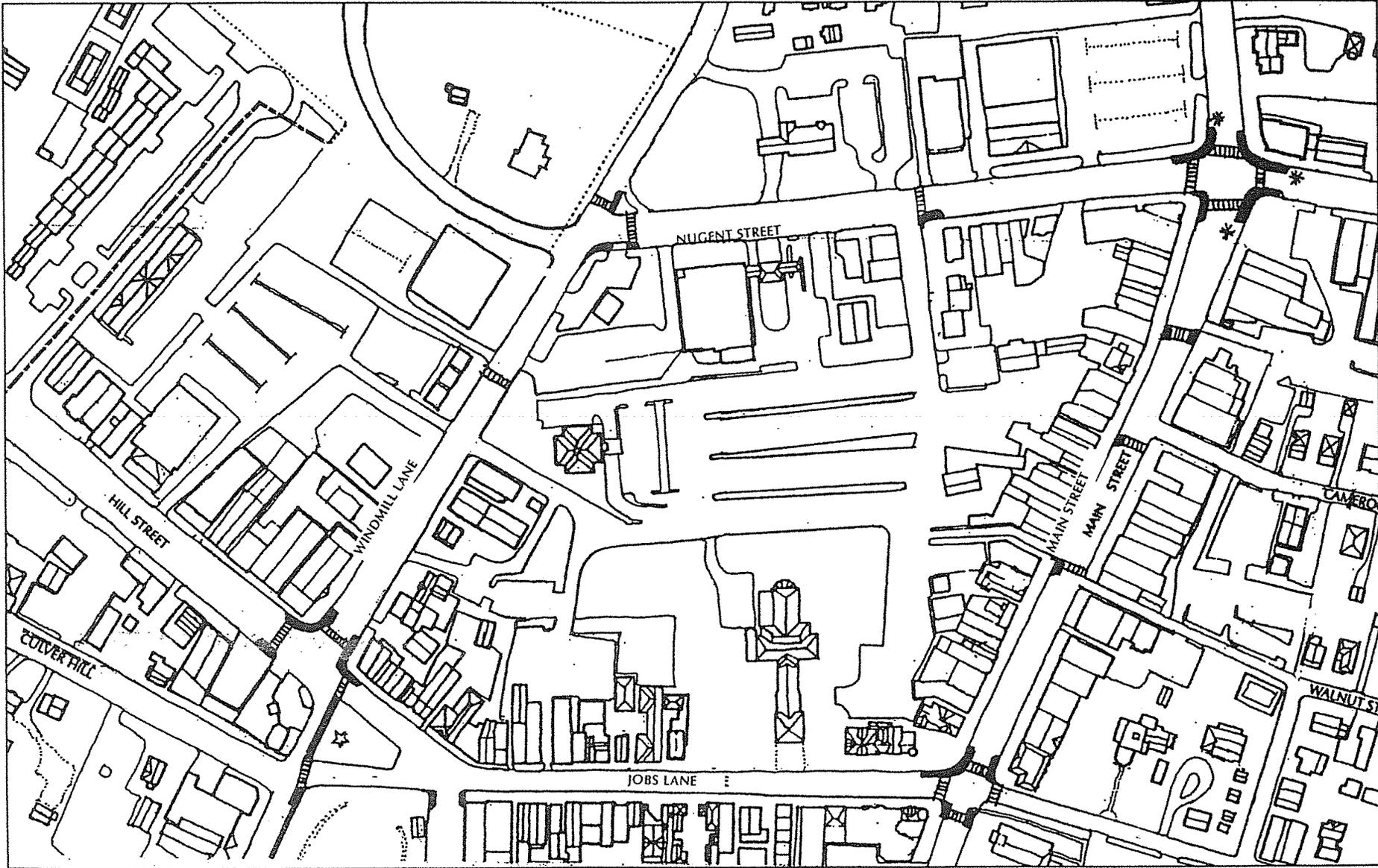
Other Secondary Arterials

The two other secondary arterials are North Sea Road and North Main Street. Their main function is to connect the village to CR 39. Efficient traffic flows should be maintained to maximize accessibility between the village center and CR 39. Pedestrian safety improvements and visual enhancements should be considered along these important entryways. The intersection of North Sea and North Main Street is a particularly important entrance point warranting improved visual and pedestrian treatment.

Collector Streets

The collector streets are: David Whites Lane, Old Town Road, South Main Street, Wickapogue Road, First Neck Lane, Meadow Lane, Halsey Neck Lane and Moses Lane. Most of these collectors are residential in nature serving homes built along the road. Some of these collectors are used by traffic avoiding the major bottlenecks along CR 39 and shifting to

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COMPREHENSIVE PLAN



- * Eliminates Right Turn Lanes
- ▨ Cross Walks
- █ Sidewalk Widening

Figure 29. Proposed Road Improvements

Montauk Highway. Some of these collectors are also used by industrial traffic. David Whites Lane and Moses Lane are two collectors that suffer from these impacts. It is recommended that truck prohibition signs (no trucks except local deliveries) or special restrictions such as chokers be implemented. The figure to the right shows a choker (18 feet width) proposed for David Whites Lane. Signalizing the intersections between these collectors and Montauk Highway would tend to increase their attractiveness for through traffic.

“Guidelines for the Design and Application of Speed Humps” published by the Institute of Transportation Engineers (ITE 1997).

Residential Streets

The remaining streets in the village are residential streets whose main purpose is to provide access to the adjacent homes. These streets should not carry any through traffic. The design standards for the residential streets and subdivision streets should be reconsidered and narrower street widths should be adopted to discourage high speeds and through traffic. Recent subdivisions have been built with 34- foot wide streets, as compared to the old historical standard of 22 feet. A return to the old standard is recommended and should be discussed with the village engineer and the fire department.

For those residential streets that carry through traffic (Coopers Farm Road, Elm Street, Bishop Lane and Magee Street), traffic calming measures should be considered in addition to truck prohibition signs. The traffic calming measures could involve 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 traffic calming circles. The figures below show examples of traffic calming devices. Speed humps must be built, marked and signed according to the

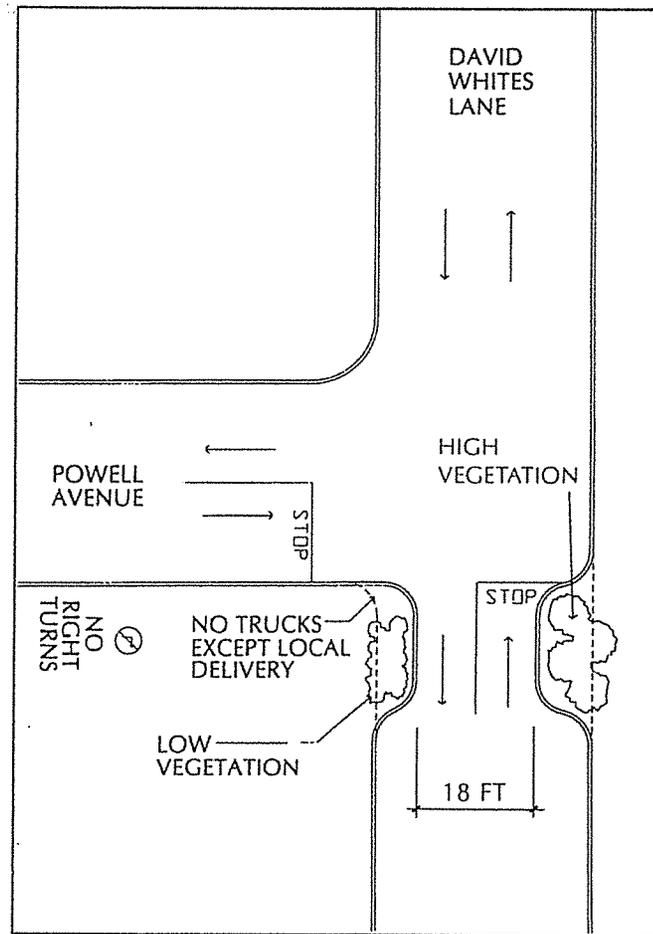


Figure 30. Proposed Choker for David Whites Lane

LIRR

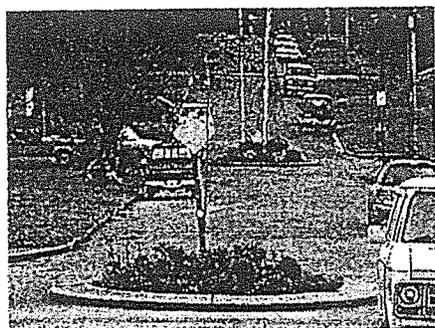
The main recommendation regarding the LIRR station is to advertise its presence and the train service available at the station. The Village should produce a special LIRR schedule for Southampton indicating the arrival/departure times in Southampton, as well as the times at the major origins/destinations (i.e. Penn Station, Jamaica, etc). The availability of taxi service at the station should also be advertised on this schedule. This schedule should then be distributed at all local visitor destinations (stores, inns, chamber of commerce, etc).

Signs should also be erected at the major roadways leading to the station, to help as way finders and to remind drivers of the presence of the station.

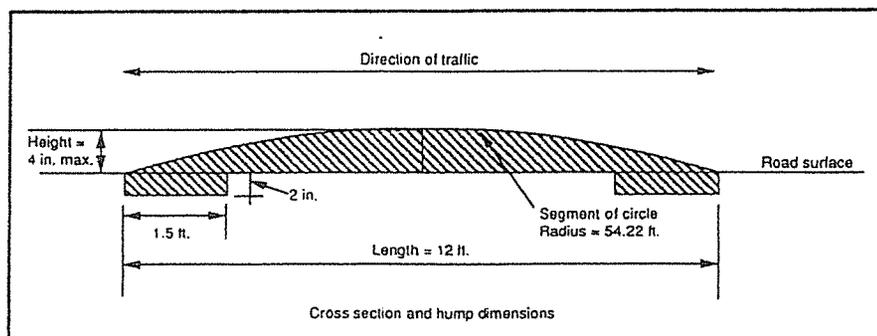
Consideration may also be given to the village owning the station building and occupying it with some municipal function to increase the level of all-day activity and presence at the station.

Pedestrian Circulation

Improving pedestrian circulation in the village center should be one of the major objectives of the plan. New pathways should be created to connect the major downtown destinations. The center needs to become more pedestrian friendly to further encourage walking (park-and-walk) throughout the village center. Increasing the pedestrian reach in the village center has positive impacts on parking by decentralizing the parking demand and it helps businesses by increasing the pedestrian volumes in front of their establishments. Widening the sidewalks at the street corners and at the pedestrian crossings on Main Street, for instance, is recommended, even if it means reducing vehicular capacity at certain intersections. This would be part of the goal of shifting highway capacity from Montauk Highway onto CR 39. The section of the plan dealing with downtown addresses pedestrian issues in more detail.



Seattle Type Traffic Circle.
(Source: NCHRP Synthesis 264)



Typical Speed Hump. (Source: ITE)

Figure 31.
Traffic Calming Techniques

Bicycling

Bicycling is an ideal mode of transportation in Southampton Village for several reasons: 1) the size and topography of the village are favorable to bicycling, 2) the recreational character of many of the trips encourage the use of bicycles, and 3) traveling peaks during the summer time when weather conditions are favorable to bicycling.

Increased bicycling reduces traffic and parking demand. When the alternative for local residents is to bicycle to the village center to do their errands or to drive to a more outlying auto-oriented mall, improved bicycle circulation can shift the balance to bringing more local visitors into the center.

Bicycle lanes should be implemented along the prime recreational routes serving the beaches (Meadow Lane), along the major route serving downtown (Montauk Highway, Main Street, Wickapogue Road, etc.) and connecting to the LIRR station.

Bicycle lane design should follow the design guidelines recommended by the New York State Department of Transportation in terms of lane widths and signing. The signs marking the bicycle lanes may be supplemented with a small sign encouraging a shared use of the lane between the bicyclists, skaters and, in some cases pedestrians.

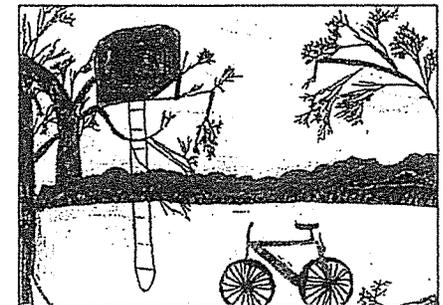
As Main Street is redesigned with wider pedestrian corners and crossings, reducing to some degree the conflicts between diagonal parking and the rest of the circulation (pedestrians, vehicles), the bicycle

prohibition on Main Street should be alleviated. Adequate provision should be made for bicycle racks along Main Street.

A bicycle route has been designated for the Tour of the Hamptons, a summer event, which takes bike riders through the village from the High School to Meadow Lane, Dune Road, Halsey Neck Lane, and Hill Street, then exiting the village along Tuckahoe Road. The village should consider formalizing this route as a permanently marked bicycle route. This would encompass Meadow Lane and Dune Road, already popular with in-line skaters and cyclists, and may alleviate some of the conflicts felt among car drivers, walkers, and others on wheels. A concept for a Bike Path for the South Fork has been discussed. Within the village, this would parallel the LIRR tracks to take cyclists past Southampton College.

Parking

Parking in downtown Southampton is a valuable asset for the retail vitality of downtown businesses. It is also an infrastructure element that is expensive to maintain and that has negative impacts on the visual character of the village. On one hand there is a desire to make it easier for residents to park downtown all year long, on the other there is a desire to manage this resource more efficiently and to encourage other modes of transportation. Since the parking and traffic problems in the village are highly seasonal it is suggested that the village undertake a study on a parking policy that makes the short-term and long-term parkers pay when they



park in the downtown core during the peak summer months (June through September). For the rest of the year parking would be free, although the duration limits would continue to be enforced. This policy works in conjunction with the objective to encourage more bicycling and walking (the residents are the prime candidates to change modes) and continues to encourage driving to the downtown area during the slow months.

Central parking meters of the "pay-and-display" type are recommended. This would involve installing one meter or two meters per block, and allow closer control of parking pattern and revenues.

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.

4.4 VILLAGE CENTER

Southampton's commercial core has three primary issues: 1) a retail transition away from serving the needs of local year-round residents towards the greater affluence and leisure spending of summer visitors, 2) imbalance between the needs of car drivers and pedestrians, and 3) expansion needs of downtown-based community and cultural facilities. In essence, the three are parts of one overriding issue: finding a new balance among forces and interests that are evolving away from the quieter, pre-1980s Southampton. Throughout the village, this search for a new balance is underway. In the downtown, the village's most visible aspect, the planning process yielded the greatest number of recommendations.

First Priority Actions

Village government should undertake the following as the first priority actions:

Pedestrian Network Linking Cultural and Community Facilities. There should be an attractive and interesting system showing pedestrians ways to walk from the Village Hall, Parrish Art Museum, Southampton Historical Museum, the new Rogers Memorial Public Library, Halsey House, and the American Legion Hall and Cultural Center, and the various municipal parking lots. The system could comprise special pavement or pavement markers, signs, and banners. The network would serve to alert visitors to all that the village center has

to offer besides shopping and eating, and to encourage walking as opposed to driving. As part of this system, new or clearer entries should be created from the parking lots to Main Street, from Main Street to the Historical Museum, and from parking to the expanded Art Museum.

Related to this program of making all downtown attractions known to visitors, the village should assist the Parrish Art Museum in its expansion plan and the new Rogers Memorial Library. While this is unlikely to mean funding assistance, municipal government can assist with an expedited review and approval process, and the construction of the pertinent parts of the pedestrian network and improved crosswalks.

Figures 33, 34, and 35 illustrate preliminary recommendations for an improved pedestrian network and landscape program for the Village Center. Figure 33 shows an expanded pedestrian pathway system that provide direct connection to key community and cultural facilities extending from the new library site to the Historical Museum. A more convenient and attractive network will encourage pedestrian access and reduce the inclination to drive from one facility to another.

Improved landscaping and a crosswalk is also suggested for the main municipal lot, to be combined with the possible expansion program for the Parrish Art Museum. (See Figure 34.) At the Nugent Street / Windmill Lane intersection, a landscaped park would ensure an attractive "gateway" for the new library building, combined with improved pedestri-

an access from nearby parking lots. (See Figure 35.) The 1970 plan noted aspects of the village center that remain valid today: its centrality, attractiveness, pedestrian orientation, and historic importance. The plan's major recommendation for the center is now, however, moot. A mall on Jobs Lane was proposed to be closed to vehicle traffic. East-west traffic would have to be relocated to Monument Square, Windmill Lane, Nugent Street, and Hampton Road. This corridor could not adequately assume the added traffic load. However, there is interest among the important cultural and historical facilities and some business owners in the Jobs Lane area in closing the street once or twice during the summer to create a special festival atmosphere.

The 1970 recommended parking lot improvements were carried out. These are areas south of stores on Jobs Lane, east of stores on Main Street, west of stores on Main Street (although not as indicated in the 1970 plan), north of stores west of the Parrish Art Museum, and west of stores on Windmill Lane.

A minor but interesting recommendation in the 1970 plan should again be considered. A historic walking trail was mapped that would begin at the Revolutionary War Redoubt on Windmill Lane, now in Lola Prentice Park, to circle clockwise through the center past the cemetery, down to Meeting House Lane and through the Southampton Historical Museum, along South Main Street, and returning via Jobs Lane and Windmill Lane. The opportunity for marking this self-guided tour would be present when the pedestrian connections in the center are improved.



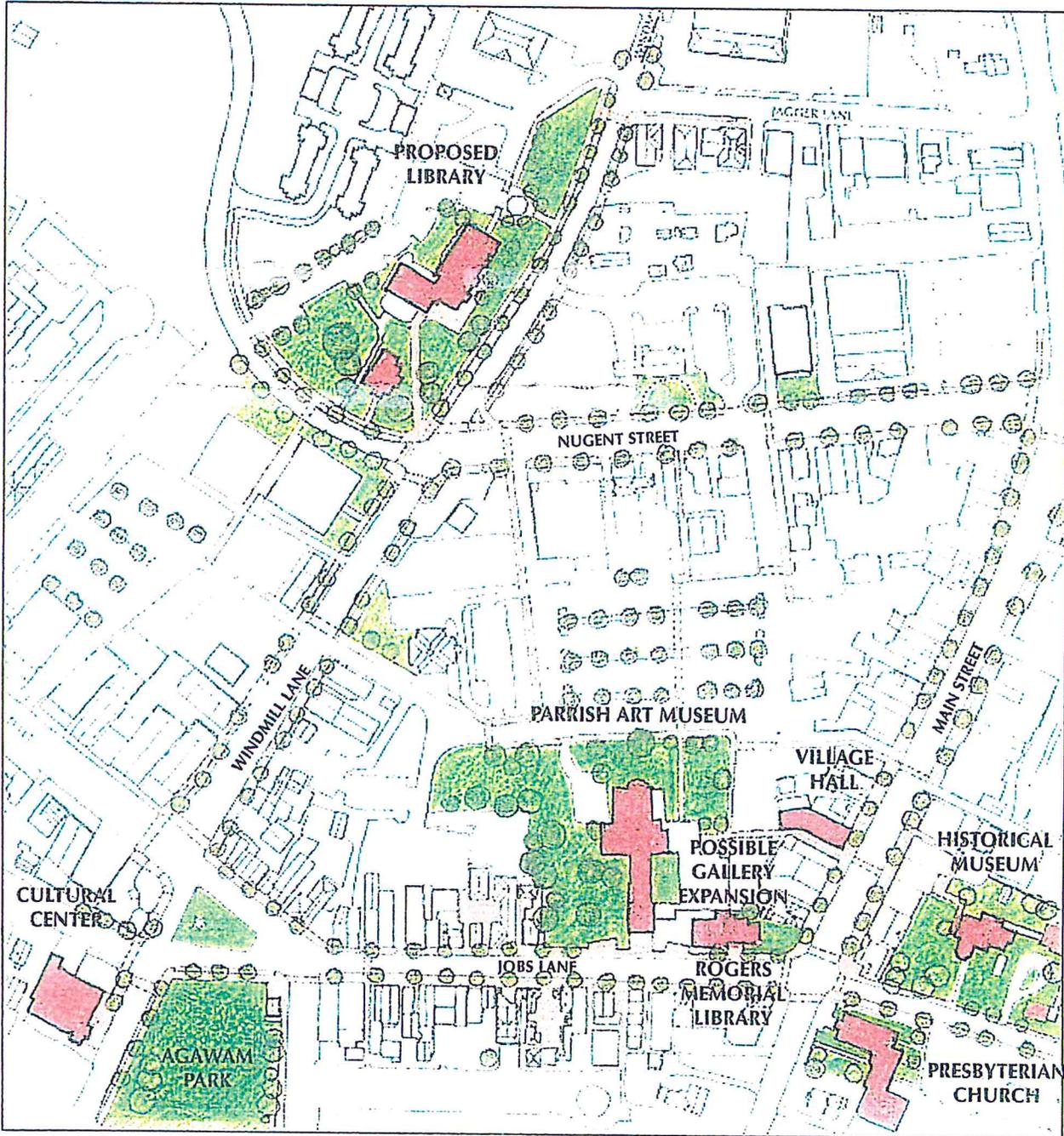


Figure 32.
Possible Pedestrian Network:
Village Center

**SOUTHAMPTON VILLAGE
MASTER PLAN**

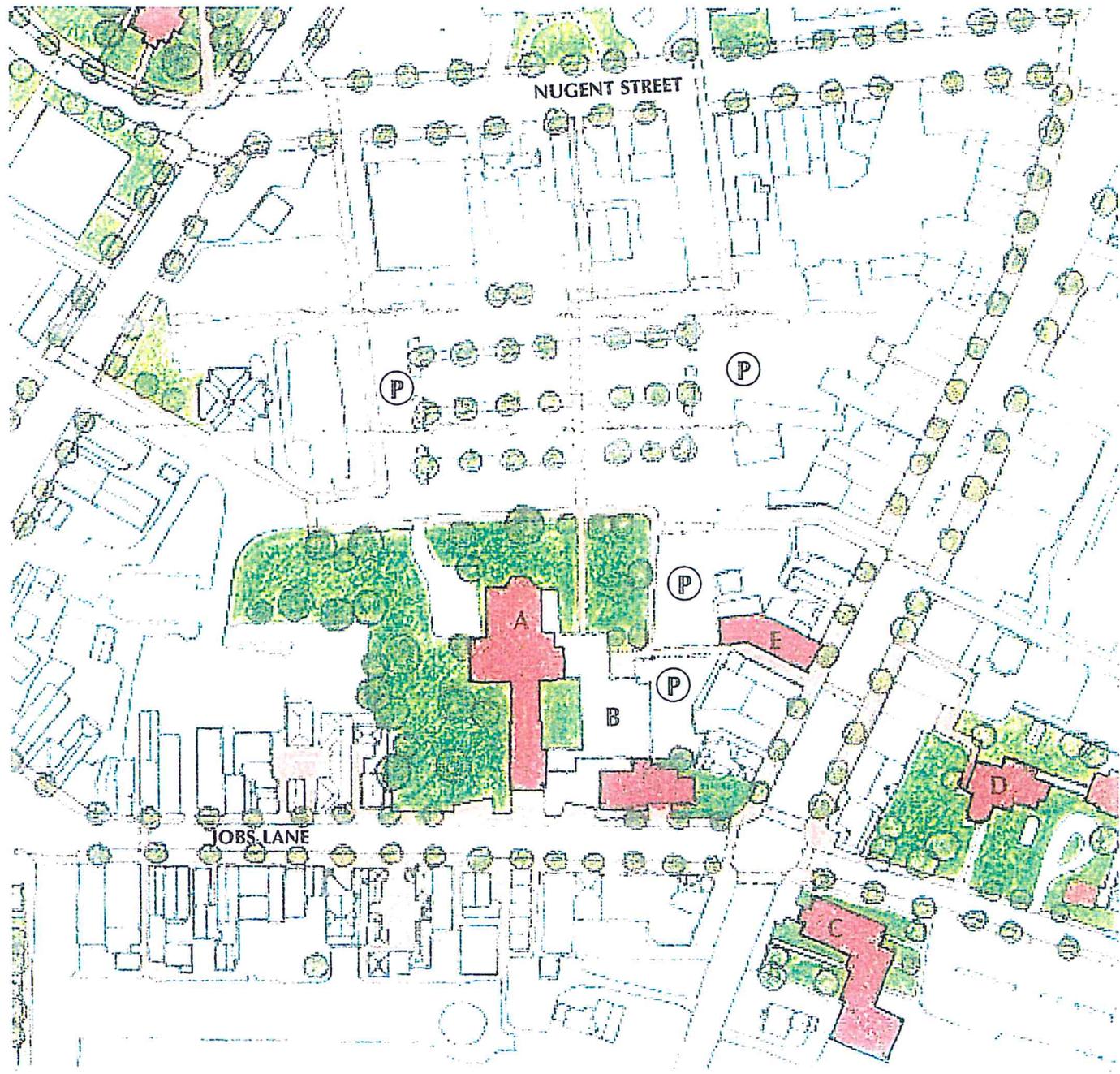


Figure 33.
Improvements for Jobs Lane / Main
Street Area

- A Parrish Art Museum
- B Possible Museum Expansion
- C Presbyterian Church
- D Historic Museum
- E Village Hall
- (P) Parking
- == Pedestrian Routes
- Landscaping



Figure 34.
Improvements for Nugent Street /
Windmill Lane Area

- A** Future Library
- B** Cooper House
- C** Cooper Hill Townhouses
- D** Telephone House
- E** Possible Park
- F** Southampton Press
- (P)** Parking
- Pedestrian Routes
- [Green Hatched]** Landscaping

Streetscape Improvements. Much of existing streetscape is satisfactory. The village should continue to improve the visual quality of the downtown by installing vintage-style streetlamps that are sidewalk-illuminating and thus helpful to pedestrians, and by a systematic program of burying overhead utility lines. The streetlamps should be standardized for each business district, indicating the special character of each, but also be consistent with the small scale and character of the village. With each new development approval, the owner should be required to place telephone, cable, and electrical lines underground. The village should work with LILCO, or its successor, to have the lines buried over time along all major streets.

Municipal Parking and Crosswalks. The municipal parking lots provide over 1,000 parking spaces. They do not, however, provide much for people once they are out of their cars and walking. Pedestrian egress from the lots is not well marked. Pedestrian ways and crosswalks are non-existent or barely functional. Each of these faults should be addressed and more landscaping must be planted to improve the visual quality and environmental quality of the lots.

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.

Stores and Services. There is one first priority action: assisting local merchants in the occasional closing of Jobs Lane for festival days. The Chamber of Commerce and local merchants are interested in

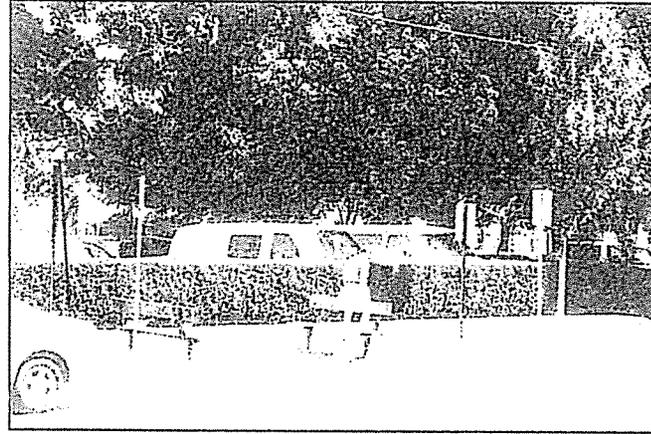
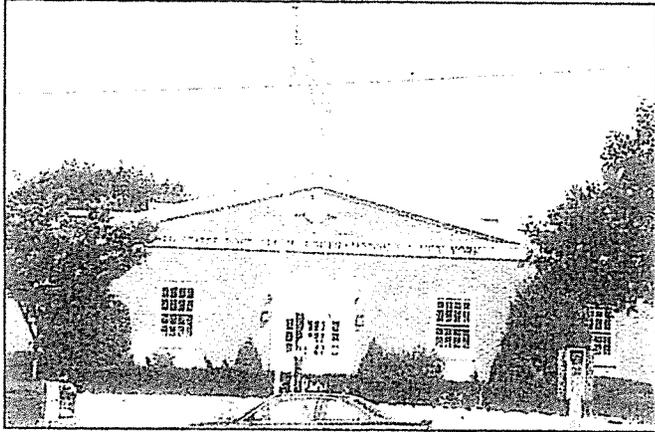


periodic closings of Jobs Lane to create a festival atmosphere and encourage walking. The village should encourage this. It should work out with the Fire Department and ambulance services the necessary emergency routes or passage through Jobs Lane. Temporary signage directing drivers to off-site parking 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.

Long-Range Planning and Actions

Longer-range recommendations continue the programs of streetscape and landscaping upgrading, traffic and parking management, and pro-active involvement with local merchants.

Streetscape and Landscape Improvements. The village should work with the IGA (or any new retailer at that site) to plant landscaping in the parking lot and hedging along the street edge. This very visible lot is not an attractive entry to the heart of the down-



town. Second, the village should install recycling containers next to its public litter baskets.

Traffic and Parking Management. Once the crosswalk at Main Street and Hampton Road 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.

A second necessary study must focus on better management of downtown parking. With over 3,000 on-street and lot spaces available, the issue is less that of providing even more parking than on better using the existing spaces. Some of the techniques to be considered would include paid parking, enforcement of short stays, moving parking for longer stays to the perimeter, and education of merchants to park away from their stores.

A related parking issue is the need for some restaurants to obtain annual parking variances so that they

can add additional outdoor seating during the summer. The commercial core has a variety of uses active at different times of the day. This allows the finite number of parking spaces to be used over and over, throughout the day, for the different needs of downtown visitors. The village may wish to consider enabling the Planning Board to recognize and allow shared parking, to avoid the annual variance issue. On a case by case basis, the board could reduce the number of parking spaces required of a use (e.g., a restaurant) by no more than 15 percent or other percentage. The village could experiment with this for two to three years to see if this reduction is just enough to lessen the annual variance requests without providing a windfall to such uses.

The Post Office will be relocating from its Nugent Street site to North Sea Road just north of Windmill Lane. The village may wish to consider providing access through White Stret if this would ease post office-related congestion on North Sea Road.

Merchant-Village Partnership. In addition to the high season closings of Jobs Lane, there are three

other areas in which the village and the merchant community are urged to act jointly. The first, mentioned above, is the landscaping of the IGA supermarket parking lot and sidewalk edge; this private lot has a public aspect to it, located at the gateway into the heart of downtown.

Related to this is the need for a more attractive use at the corner of Windmill Lane and Nugent Street, as noted earlier and illustrated in Figure 31. This site is in the final phase of post-contamination clean-up. When it is developed, the village should exert some design control in order to protect the public interest in the appearance of this major intersection. Opposite the vacant lot will be the new library. The intersection overall will be improved with clearer pedestrian connections. Second, 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 a tax 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.

4.5 COMMUNITY AND CULTURAL FACILITIES

Most of the issues related to community and cultural facilities are resolved through actions in other areas. These include the expansion needs of the Parrish Art Museum and the Rogers Memorial Library, the need for the Southampton Historical Museum to have a "face" on Main Street, and the

need for improved parking and amenities at the public village beaches. Remaining issues and recommendations are discussed below.

New Police Station. The village owns the 4.2 acre parcel on Windmill Lane, site of the proposed new police station. This is the appropriate site and should be developed expeditiously. The planning process for the new facility should shift its focus from just the station site to include the new library and Lola Prentice Park. The opportunity exists with the development of the two new buildings and the renovation of the park to create a node of integrated community facilities in this part of the village center.

School Expansion. Over the next ten years, student enrollment in the elementary school and intermediate school is projected to rise substantially enough to require additional classrooms. The village should support the Southampton School District committee that is investigating how to handle this need for more capacity. The goal for the village should be to keep all educational facilities within village boundaries. Should the Town of Southampton's offices move out of its current facility (a former school), the facility might be converted back to school use, minimizing the amount of property taken off the tax rolls.

ADA Compliance. Greater accessibility, as defined by the 1990 Americans with Disabilities Act (ADA), is a municipal goal for Village Hall, other municipal buildings, and publicly owned areas within Southampton. These include parking lots, sidewalks, curbs, and public beaches. Village government has begun compliance under its Access for the Disabled Program with a standing committee

comprised of the mayor, trustees, members of village boards, and disabled village residents. To assure continued efforts, the recommendations should be assigned priorities and timeframes, and included in the village's capital program.

4.6 APPEARANCE AND AESTHETICS

Certain of the quality of life issues comprise urban design, the scale of new residential construction, the appearance of new commercial buildings, municipal signs, and other physical elements that together form a "look" or an aesthetic peculiar to Southampton. The first of the primary planning goals addresses this directly:

- *To preserve and enhance the village's quality of life elements, seen to be open space, the natural environment, and the historic character and small-scale buildings.*

This aspect of the vision of Southampton's future can be accomplished as a result of myriad but complementary private and public decisions over the next ten to fifteen years. As builders, business owners, and families decide how their land will be used, what new buildings will look like, how new roads are integrated into the existing network, and how the natural landscape is shaped, the village will reach maturity with a certain look. Southampton at maturity can be defined by a thriving, pedestrian-friendly downtown surrounded by houses built at a scale and in styles that respect the local architectural history. Open areas will be the beaches, wetlands, lakes, parks, and preserved open space created through residential development or farmland

preservation techniques. The northern boundary of the village, along CR 39 will be a busy but flowing traffic artery lined with attractive stores, residences, and trees.

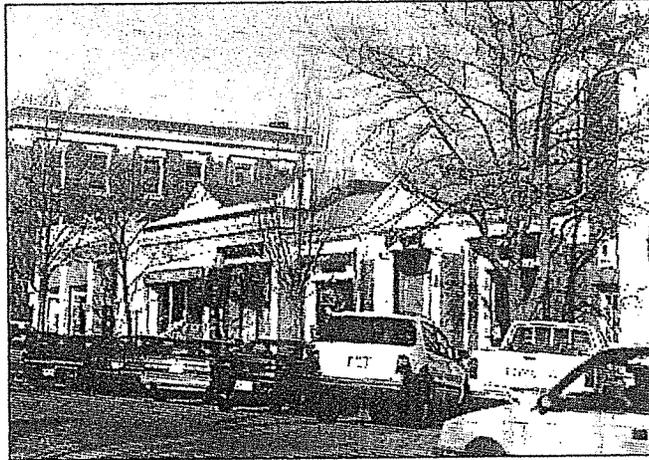
The following are recommendations that will help create this desired future aesthetic. There are six major recommendations: 1) zoning, 2) other land use controls, 3) subdivision design, 4) sign requirements, 5) landscaping, 6) commercial building codes, and 7) design codification. If the village adopts the plan recommendations, the largely private land development process can be used to achieve the community purpose of good design and a sustained high quality of life.

Zoning

For the most part, Southampton's zoning districts are serving the village well. Zones are located in the right place and there is no need to create wholly new zones or eliminate zones. However, there are several changes that should be considered.

The draft Tuckahoe Road Corridor study is a good start to analyzing the effect that zoning changes might have on this area. The village should pursue, jointly with the Town of Southampton, the completion of this study to determine whether the HB zone should be eliminated or modified, whether residential zoning should be strengthened or eliminated, and whether density controls are sufficient. It may be that the maximum allowed lot coverage in the HB zone is too high and/or should be controlled through the more effective means of a floor area ratio.

In addition, the OD zone (wholly within the village) should be analyzed to improve its function and to protect residential uses within the district. A final business district zoning recommendation calls for the mapping of one MTL district on the adjoining Southampton Inn and Village Hatch Inn properties.



Throughout the comprehensive planning process, an interest was expressed in the effect of increasing minimum residential lot sizes in order to conserve land. The plan does not recommend this. While upzoning does reduce the overall number of new houses that could be constructed, the primary goal of conserving land and creating significant open space is not achieved. This can only be created through clustering (conservation design) and the insistence on meaningful tracts of open space connected with one another across development boundaries. The plan does recommend that Southampton enact a cap on building size in residential zones. The maximum allowed square footage total on any residential lot would be no more than 18,000 square feet. Thus, no residential property could have more floor area than the total possible on a standard R-120 lot no matter how much acreage comprised the lot. As an item for future study, the village may wish to consider the effect of placing a maximum floor area cap in all zones. While this has a benefit in making the full build-out of Southampton more predictable, it may also lessen interest in the purchase of large properties unless for privacy reasons.

Other Land Use Controls

Zoning instructs the property owner how the land may and may not be used. In addition, improve

ments to the property may be controlled by other land use regulations. These govern maximum lot coverage, floor area ratio, maximum height, yard and accessory building setbacks, parking, building spacing, and fences or walls, among others.

As the scale of new residential construction has grown, so have community-wide concerns that the new scale being established is in conflict with a preferred smaller scale. The visual and aesthetic integrity of the local context around these bulky homes is harmed, and the individual lots themselves have come to look overwhelmed. In the interest of re-establishing a more modest scale that enables the new and historic areas of the village to mesh, the trustees have begun to take steps. In 1998, homeowners were restricted to one swimming pool and one tennis court per lot. This should be followed up with tightened land use controls.

The zoning code controls residential development through maximum lot sizes, lot coverage percent-

ages, setbacks for yards and accessory structures, and height controls. The comprehensive plan recommends some minor changes to the first two controls and no change to existing height limits. A more significant recommendation is to study the practical effect on existing and potential structures of instituting a floor area ratio (FAR) control in addition to revised lot coverages. The benefit of using an FAR is that it continues to provide the property owner with flexibility and choice in how a property is developed, while providing the Planning Board and Trustees with stricter control governing all structures on the site. FAR is also much more successful at controlling scale than yard setbacks and lot coverage alone can be. The tables Appendix C show the existing area and bulk schedule, the proposed changes, and examples of FAR and lot coverage relationships. The village should act on this recommendation pending a Building Department study as to the kind of properties that would be affected.

Southampton may also wish to consider adopting a pyramid local law. As practiced by other East End municipalities, the law prevents two-story additions to houses that would encroach at the neighbors. It controls the height so that it is not greater than the horizontal distance between the building wall and the property line. This control especially benefit small-lot neighborhood.

Subdivision Design

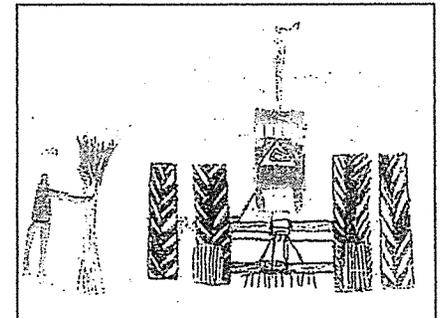
When land is subdivided to create new, smaller building lots, the lots can be a standardized size conforming to the minimum lot size required by zoning or the lots can be clustered. When lots are clustered, the overall number of allowed houses

does not increase, but the lot sizes are reduced. The primary reason for clustering, among many, is the creation of permanently preserved open space - land that cannot ever be developed. The misuse of clustering leads to the setting aside of land that is "waste," land that the builder could not have developed and that does not provide meaningful recreation for people or habitat for wildlife or plants.

Where warranted, in cases of farmland and land with wetlands, the Planning Board should consider a clustered design for proposed subdivisions. The reserved land should not be simply an extension of the new homeowners' backyards but should be linked internally within the project and should provide the opportunity for the greenbelt to be linked to other open space set aside in abutting properties. Developers should be required to deed a specified percentage of otherwise-buildable land as open space (for example, 15%). This should be as carefully sited as the home sites and roads. Furthermore the village should consider having dedicated open space granted by easement to a land trust or other non-profit entity whose mission is land management. Historically, homeowners associations do a poor job of managing on-site open space.

The village can take a further step by providing a density bonus to encourage conservation development. A typical incentive is to allow increased density (more houses) over what the base zoning would allow in a standard subdivision. The density bonus might be 10%, allowing one additional house for every ten. This is low enough to be an nearly invisible increase in density but sufficiently large to attract developers of sizeable parcels. In order to qualify for the bonus, the developer would have to

"I have a concern about urban sprawl from the North Highway creeping into our village and creating a lot of traffic and competing with village businesses. "



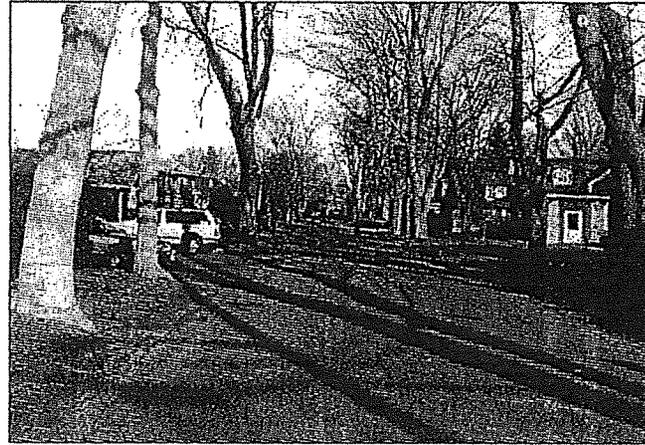
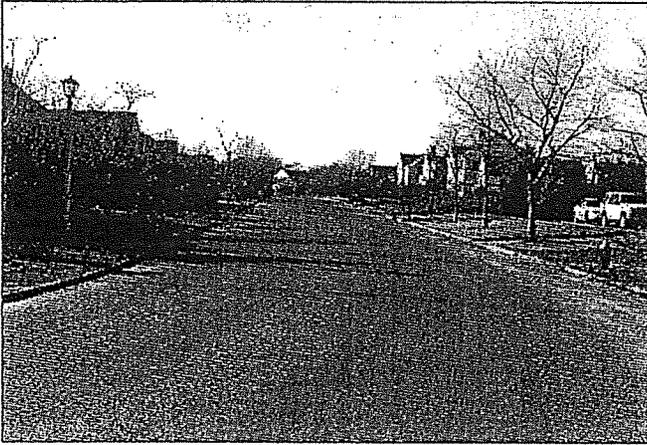


Figure 35.
Contrasts in Local Road Design

demonstrate that the proposed subdivision plan meets community objectives. These objectives might be:

- Preservation of working farmland.
- Linkage with other open space or recreation parcels outside the development to create a greenbelt or walking/bicycle path through the village.
- Preservation of a historic structure or site.

Aside from the benefits of clustering, an important function of subdivision and site plan review is the encouragement that the Planning Board can give for good design and site layout. This include such factors as rhythm and spacing of houses and driveways on the lots, logical road connections and network, a balance between deadends and through streets, connections to the road network outside the project, and a seamless mesh with the surrounding built and natural environment. Currently, certain new roads in new subdivisions are too wide.

New local roads should be designed to precisely match the street's function with the actual volume of traffic. Narrower roads discourage through traffic and speeding, limit storm water runoff, and are less costly to build and maintain. The roadside vegetation can be preserved, protecting the rural and scenic qualities important to Southampton. Minimum, reasonable road widths need not compromise access for the infrequent visits of emergency vehicles. Figure 36 illustrates the change in scale between the traditional narrow roads that exists in older sections of the village and the wider access road serving Coopers Farm Subdivision. New subdivision roads should not be wider than the streets to which they are connecting to.

Sign Requirements

Section 116.13 of Southampton's zoning code regulates signs. Throughout the planning process, concerns were raised about intrusive, unattractive, and ubiquitous private and municipal signs. The village should study the effectiveness of its sign regulations

"I am concerned about the continued building. There are a lot of nice houses going up along Coopers Farm Road... but I wish they weren't there because it just means more people, more automobiles, more crowding."

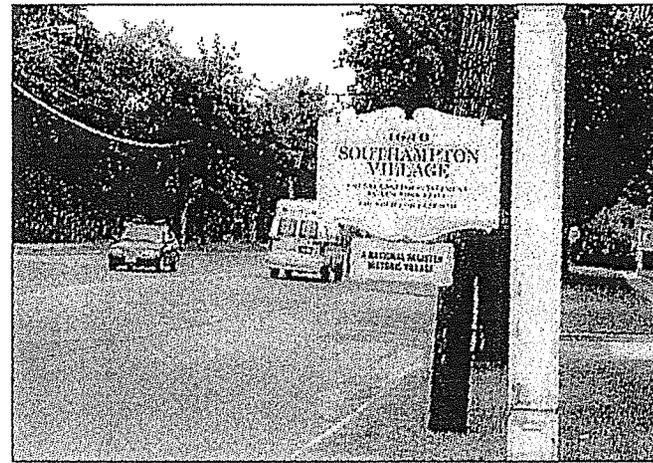


Figure 36. Examples of signage

and the quality of enforcement and make changes as warranted. The regulations should be specific, clear, and illustrated with preferences or guidelines. In addition to placement in the zoning ordinance section, the regulations should be printed separately. This would enable those seeking a sign permit to readily obtain the relevant part of the ordinance and understand what can and cannot be done. Village government should itself set a model example with attractive entry signs into the village, historic district signs, and municipal information signs, such as those at the public beaches.

Gateway signs have been placed at a number of entry points into the village, and emphasize Southampton's historic roots. However, they are not particularly visible to passing motorists and need improved landscaped design treatment to be effective. The LIRR trestles over the approach roads that lead to the village center offer opportunities for gateway signage. Innovative design approaches for improving the appearance of the trestles would also add a distinctive streetscape elements to these approach roads.

Landscaping

The landscaping of public and private property can improve property values and the perception of a place's attractiveness. In the estate section of Southampton, there is a well-established landscaping tradition of tall private hedges set back a standard distance from the street along property frontages. Street trees are planted in the verge between the hedge and street. The combination of narrow road way, tree canopy, and obscuring hedge creates a quality of mystery and intimacy unique to Southampton. Aside from the public street trees, this landscaping tradition is entirely voluntary and cannot be legislated. The enforcement of landscaping standards on already improved private property can generally only be limited to the removal of nuisances if the owner persists in neglecting the condition, such as dead tree limbs overhanging a sidewalk or street or weedy, unkept lots.

However, the village can require landscaping in certain situations in new development. In residential projects, the village can require the developer to

plant street trees, and can provide a list of preferred native types that are hardy even under seashore and urban conditions, such as de-icing salt and sand. In non-residential projects, the village should require the landscaping of parking areas. The village can specify the ratio of trees and shrubs to parking area, the size of the planting beds, and the caliper of the new trees, and can provide a guideline list of preferred native plants. This guideline should also be provided when a landscaping screen is required in a yard, particularly when a commercial property adjoins a residential district.

The village should apply the same standards to its municipal parking lots, along its streets, and wherever it owns property whose quality would be improved with handsome trees, shrubs, and ground-covers. The plantings should be native, hardy to coast conditions, and resistant to damage by de-icing salt and sand. The first project should be the landscaping of the major parking lot serving Main Street, and should include clear pedestrian walkways and connections.

Commercial Building Codes

One usually encounters the worst a community has to offer regarding building styles, urban design, and landscaping in two distinct areas: its industrial districts and along its local and county highways. Aside from controllable truck traffic impacts, Southampton's industrial park, along Mariner Drive, is a model of good industrial park design. The area requiring stricter controls is CR 39.

The aesthetic condition of CR 39 is the result of a complex mix of town and village zoning codes and site plan review, market conditions, increasing traf-

fic, and decisions by individual property owners. Thus, there is no simple solution. The village should begin by working with the town on site-specific issues, such as the Rambo site, and on long-range planning, such as completing the draft Tuckahoe Corridor Study. The village needs also to work closely with Suffolk County on its upcoming study of CR 39 that reportedly will include a land use control component along with a standard study of traffic conditions and roadway improvements. Such a cross-jurisdiction approach will enable the village to assert its concerns and solutions for this boundary-crossing corridor.

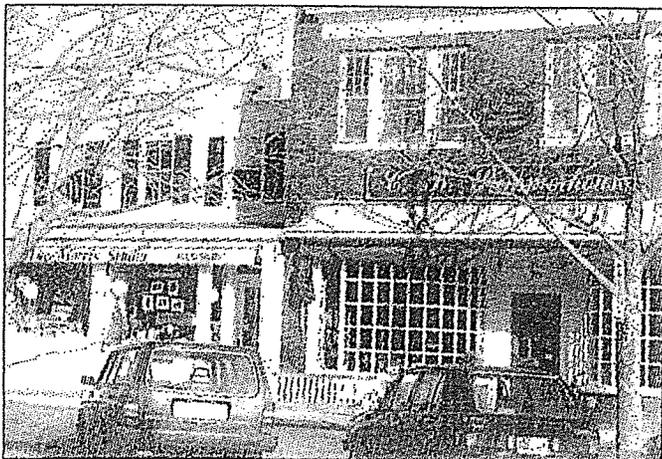
For its short section of CR 39, the village may need to adopt significant changes to its land use controls. The village should study the existing controls to determine how allowed uses, density, building bulk, landscaping, and sign controls should be altered to provide Southampton with the appearance and function it needs for this important gateway. Update site planning standards may include the following principles, to improve the strip commercial corridor established along the North Highway.

- Control maximum allowed coverage for paved or impervious surfaces.
- Minimize traffic impacts through linking adjacent uses, requiring sharing of access points, and limiting the opportunity for left turns or cross-traffic turns requiring new median cuts or new traffic signals. (See earlier Section 4.3).
- Give pedestrians priority through requiring walkways in all site plans, linked to adjacent uses.
- Encourage bus, bicycle, and van access with turning areas, drop-off points, shelters, and bike parking.
- Break up, conceal, and buffer the parking lots.



- Encourage a mix of uses complementary to one another and the site.
- Use architecture that fits the Southampton community.
- Preserve and take advantage of natural and historic features.
- Provide a sense of public interest and public space, with shade trees, benches, and arcades or awnings in entries and along walkways.
- Improve the signs, using design guidelines and stricter controls.
- Use design standards to create a unified and harmonious look across all properties, through dissemination of illustrated guidelines and standards to residents and developers.

The goal for Southampton should be the improvement of CR 39's traffic function and the eventual creation of an attractive entry and welcome to the village. The application of the above site plan standards to each individual project will have a lasting benefit to the community overall, and so is a matter of public concern.



Design Codification

Southampton can assure itself of consistent application of design and site planning standards by codifying the important elements of these principles. Then, as officials, commissioners, board members, developers come and go, concerned residents can be certain of continuity. The zoning code should have as an integral part a section on design guidelines for residential and non-residential buildings. The illustrations, photographs, and text should demonstrate how community character can be preserved through wise design choices in new construction and additions. The guidelines could not mandate architectural styles or design decisions, but would, if used over time by enough builders, lead to a more harmonious meshing of new and old structures and public spaces.

In codifying design standards, Southampton would have to produce two integrated documents. The first is a properly drafted code detailing rules and procedures. The second is a set of 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 community, or can be as elaborate as the document produced by the Nantucket Historic District Commission. The latter, *Building with Nantucket in Mind: Guidelines for Protecting the Historic Architecture and Landscape of Nantucket Island*, is a 128-page textbook on the island's history, architectural styles, and landscapes, with photographs and illustrations of preferred and discouraged construction styles and site planning. It is targeted at construction in areas

overseen by the Nantucket Historic District Commission; these areas cover the entire island. A simpler and less costly version could be sufficient. A step in this direction has been taken by the survey of historic structures and sites presented to the Village Architectural Review Board. The survey report recommended that architectural design guidelines for historic resources be created. Such guidelines could be expanded to encompass preferred styles and design features for non-historic properties.

4.7 FUTURE LAND USE and SUMMARY OF PROPOSALS

Southampton's comprehensive plan is necessary not only for the correct development of the remaining vacant land, but also for the redevelopment of built-up areas. Under the continuing pressures of population, business, and tourism growth on the East End, Southampton can expect an increasing number of applications for the reuse and redevelopment of existing properties, usually to a higher density or bulkier scale. Without a comprehensive plan to guide village boards and officials on both the minor and major development proposals, unattractive and haphazard growth will occur. Thus, this plan ends with two maps to serve as the village's guide in the years ahead.

The final element in a comprehensive plan typically is a future land use plan. This map shows the community at maturity: with all land committed to development, road network, or public land, such as parks or open space, according to the plan's recommendations. This map is shown as Figure 37. However, many of the recommendations in this comprehen-

sive plan will not dramatically alter the general existing land use patterns found in Figure 6, Existing Land Uses. The road network and the basic arrangement of commercial, industrial, and residential districts are proposed to remain nearly as they are now, with the exception that non-conforming uses shall be transformed into conforming, desirable uses. Since the future envisioned by the plan recommendations - preservation of existing historical settlement patterns and a strengthening of the village center - involves a fine-grained level of detail, a second map, Figure 38, is necessary to show the location of the major recommended actions. The geographic clustering indicates how many of the plan's ideas are interrelated, with the successful completion of each action boosting the effectiveness of the others.

The recommended actions are:

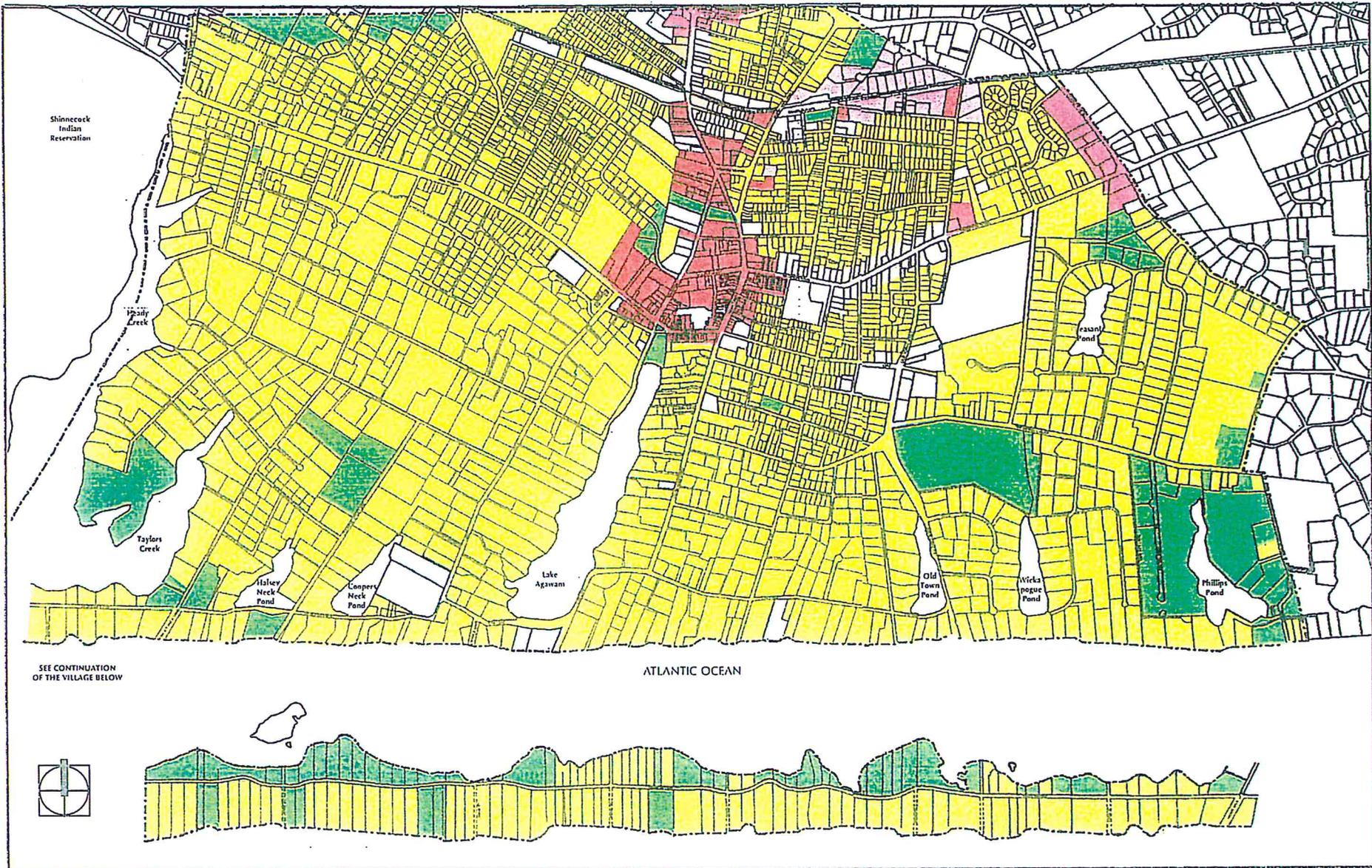
Village Center:

- Parrish Art Museum Expansion
- New Library Construction
- New Police Headquarters Construction
- Windmill/Nugent Intersection and Crosswalk Improvements
- Pedestrian Network Linking Cultural, and Community Facilities
- Festival Street Closings
- Parking Space Management, Landscaping, and Crosswalks
- Traffic Calming at Key Intersections
- Sign Controls Improvement
- Streetscaping

County Route 39 and Vicinity:

- Joint Village, Town, and County Study
- Highway Business Rezoning and Land Use Controls
- Capacity Improvements
- Rambo Site Improvement or Acquisition

**SOUTHAMPTON VILLAGE
COMPREHENSIVE PLAN**



- | | | |
|------------------|------------------|---------------------------------|
| Commercial | Residential | Parks/Recreation/
Open Space |
| Highway Business | Institutional | Mixed Office/
Residential |
| Office Business | Light Industrial | |

Figure 37. Future Land Uses

0 2200 4400 ft

**SOUTHAMPTON VILLAGE
MASTER PLAN**

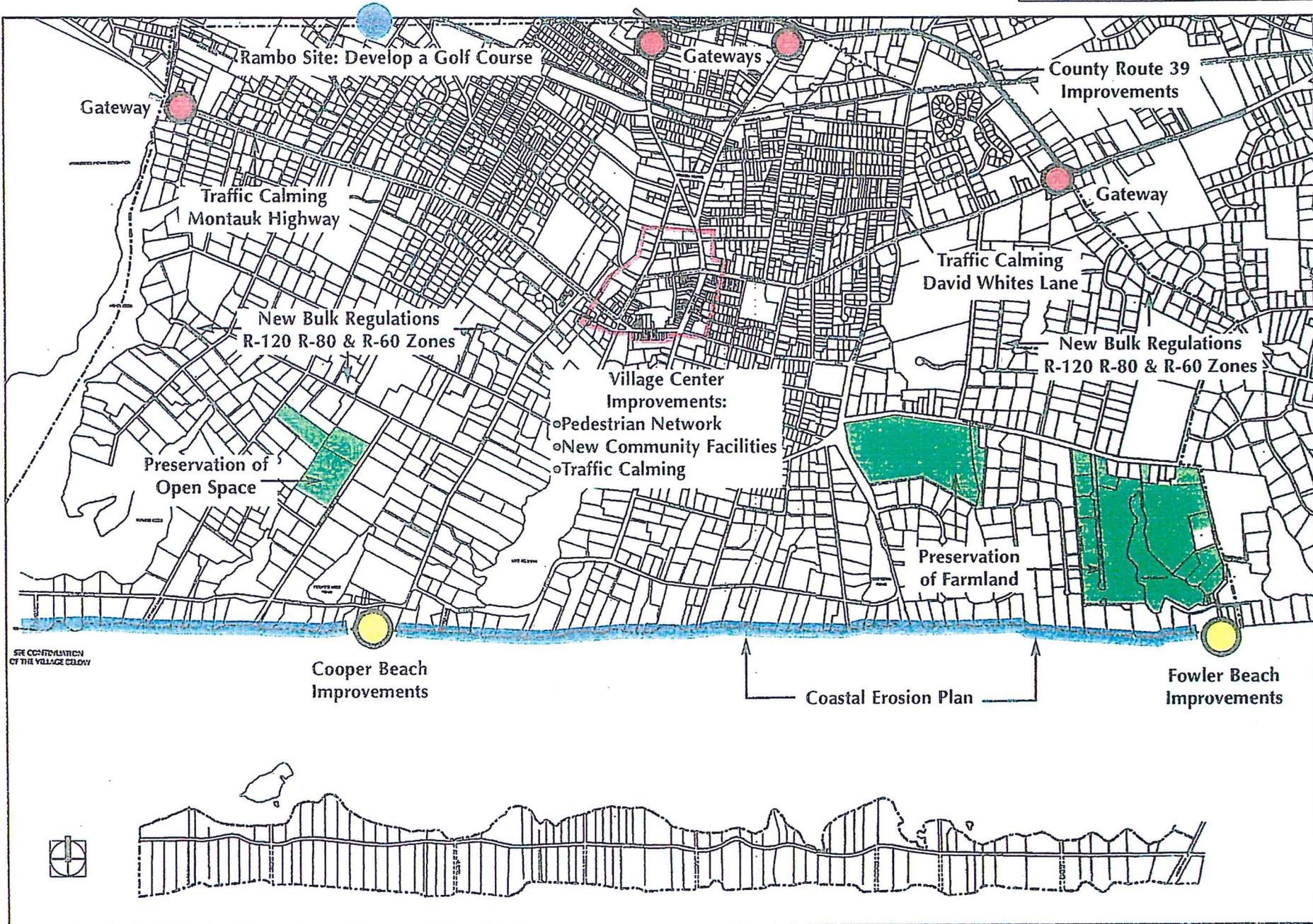


Figure 38. Summary of Proposals

Farmland and Open Space Preservation:

Wickapogue Road Parcel
Community Preservation Fund Acquisitions

Coastline and Beaches:

Coastal Erosion and Contingency Plan
Community Preservation Fund Acquisitions
Improved Amenities at Fowler and Cooper Beaches

Large-Lot Districts:

Land Use Controls to Minimizing Scale of
Residential Development

4.8 IMPLEMENTATION

In Table 8, actions recommended by the plan are divided into first priority and long-range actions. First priority actions should be accomplished within the next 12 months. These are the essential elements of the plan's recommendations, divided into four categories:

Land Use Controls. Development controls are what give a comprehensive plan its teeth. It is not desirable (or possible) to regulate completely all aspects of land development. However, the creation of development controls, such as zoning, overlay zones for environmentally sensitive lands, and site plan and subdivision regulations, is necessary. A careful balance must be made between maintaining flexibility and initiative for the landowner and maintaining the public interest in land development furthering community goals.

The plan's land use control recommendations are

the study of the effect of using floor area ratios to control building bulk in residential and non-residential zones. This would be supplemented with reduced lot coverage maximums and increased setbacks in certain zones, and a maximum allowed square footage for all structures on residential properties, regardless of parcel size. (See Appendix C for Details). These code modifications would supplement the upzoning of some years ago when areas of the village were rezoned from R-80 to R-120.

No longer can the village rely on the viability of agriculture within its bounds to retain a pervasive rural quality. Even as more people settle in or visit Southampton because of this quality, it evanesces. As a supplement to the use of the critically important real estate transfer tax, modified lot coverage and bulk requirements will enable the village to hold onto open spaces and vistas. Other land use control recommendations advocate studying the effect of clustered subdivision plans on parcels with farming or open space potential, and design guidelines for residential and non-residential structures. Other land use control studies should cover the Tuckahoe Road study, the OD zone, and the MTL zone.

Design guidelines, while not mandatory, can be effective in showing builders and individual property owners the community's preferences. The guidelines should illustrate subdivision layout, preferred commercial development site planning, parking location, landscaping, and other factors. These guidelines or standards would then form the basis of review by the relevant boards. Clarity and encouragement from the Planning Board, Trustees, and Board of Architectural Review can be persuasive.

"There has been very poor linkage with what the town is doing....We should be linked up with what they are doing because it can have an effect on us."

Over time, the total of these individual decisions on building and landscaping style will strengthen the village's character.

Capital Improvements. Certain recommendations will require public spending through a capital program. This is a timetable by which the village assigns expenditures on major improvements over a five or ten year period. Both the process of preparing a capital program and the resulting document are important tools for implementing a comprehensive plan. Most of the plan recommendations do not require significant public spending. The largest of the capital projects are the construction of a new police headquarters, land acquisition to preserve open space, and improvements to the pedestrian environment of the commercial core.

Partnership with Private Financing. There are other actions for the village to undertake where a private landowner or non-profit group will shoulder the project financing. The village should seek to involve itself as a subsidiary financial partner or as an interested but non-funding partner in these initiatives. The village can offer incentives as its share, such as streamlined approvals and review, and commitment of municipal officials and staff. A major effort in this category is the preservation of all or part of farmland on Wickapogue Road.

Involvement with Other Initiatives. In the last category, the village should insert itself into actions being taken by others, whether or not village approvals or expenditure are required. For example, the expansion of the Parrish Art Museum is critical to the continued accreditation of the museum and to

the cultural life of Southampton. Village government can demonstrate encouragement and support by acting on plan recommendations for improved pedestrian circulation, signs, crosswalks, and parking management in the downtown. Similarly, the Rambo site controversy will be resolved by having the village coordinate its actions with the town and the property owner in securing a new use.

Table 8. VILLAGE OF SOUTHAMPTON COMPREHENSIVE PLAN
IMPLEMENTATION MATRIX

FIRST PRIORITY ACTIONS	Land Use Controls	Capital Improvements	Partnership with Private Financing	Involvement w/ Other Initiatives
Sites:				
Windmill/Nugent: Landscape, crosswalk, new use	X	X		
Land Preservation	X		X	X
Fowler and Cooper Beaches: Amenities		X		
Rambo Site: New use	X		X	X
Police Station: Build		X		
Programs:				
Gateways: New signs (e.g. historic district)		X	X	
Municipal Parking: Landscaping, crosswalks		X	X	
David Whites Lane: Traffic calming		X		
Village Center:				
Cultural and Community Facilities: Pedestrian network		X	X	
Festivals: Street closings				X
Parrish Art Museum: Expansion				X
Streetscape elements: Lighting, underground utilities		X	X	
Planning Studies:				
CR 39 Study: Village input	X			X
Coastline Preservation EIS/Plan				X
Optional Clustering	X			
FAR and Building Cap	X			
Motel (MTL Zone)	X			
Office District (OD) Zone	X			
Sales Tax Analysis				X
Village Demographic Study				X
Funding Mechanisms:				
Trust Funds: Off-street parking, vest pocket parks, pedestrian crosswalks, parking field planting			X	
Real Estate Transfer: Community Preservation Fund			X	
Administration:				
Update/review of Comprehensive Plan [annually]				
Potential Participants:				
Village Board of Trustees	X	X		
Village Planning Board	X			
Village Architectural Review Board	X			
Town of Southampton	X	X		X
Suffolk County				X
Peconic Trust			X	X
Group for the South Fork				X
State/ISTEA Funding		X		

**VILLAGE OF SOUTHAMPTON COMPREHENSIVE PLAN
IMPLEMENTATION MATRIX**

LONG-RANGE PLANNING AND ACTIONS	Land Use Controls	Capital Improvements	Partnership with Private Financing	Involvement w/ Other Initiatives
Appearance & Aesthetics:				
Study design guidelines	X			
Study modified lot coverage maximums	X			
Study modified maximum building heights	X			
Reduce subdivision road widths	X			
Improve image and quality of highway business	X		X	X
Improve public landscaping (streets, parking fields)		X	X	
Issue guidelines for private landscaping	X			
Open Space, Recreation, Shoreline, Farmland:				
Preserve other farm parcels				X
Adopt unified coastal policy	X			X
Install gateway signs at beaches		X		
Study clustering, FAR, and other zoning techniques	X			
Increase, improve playgrounds		X		
Expand accessibility at beaches		X		
Expand programs at Lola Prentice			X	
Community and Cultural Facilities:				
Improve access to Village Hall		X		
Support school expansion plans				X
Village Center:				
Encourage convenience stores				X
Install traffic calming at key intersections		X		
Adopt parking management plan	X			
Encourage IGA lot landscaping, screening			X	
Install recycling receptacles		X		
Recruit local businesses to assist in upgrade				X
Potential Participants:				
Village Board of Trustees	X	X		
Village Planning Board	X			
Village Architectural Review Board	X			
Town of Southampton	X	X		X
Suffolk County				X
Peconic Trust			X	X
Group for the South Fork				X
State/ISTEA Funding		X		

**VILLAGE OF SOUTHAMPTON COMPREHENSIVE PLAN
IMPLEMENTATION MATRIX**

LONG-RANGE PLANNING AND ACTIONS (cont.)	Land Use Controls	Capital Improvements	Partnership with Private Financing	Involvement w/ Other Initiatives
Traffic, Circulation, and Parking:				
County Road 39				
Improve road		X		
Improve image	X		X	
Access Management	X			
Shift Capacity from Hill, Windmill, Nugent, Hampton		X		X
Secondary Arterials				
Reduce traffic speed, volume				X
Collector Roads				
Reduce traffic speed, volume reductions				X
Restrict truck traffic				X
Local Roads				
Reduce traffic speed, volume				X
Reduce road widths	X			
Reduce hospital parking impacts			X	
Restrict truck traffic				X
LIRR Station				
Advertise service to schedule to Village promo materials			X	X
Acquisition of station building by Village		X	X	
Bicycle Routes				
Allow bikes on Main Street				
Prepare map of routes			X	X
Install Rules of Road signs			X	
Link route to LIRR station		X		
Village Center parking				
Adopt short- and long-term paid parking		X		
Encourage off-site parking (in-lieu fund)	X			
Potential Participants:				
Village Board of Trustees	X	X		
Village Planning Board	X			
Village Architectural Review Board	X			
Town of Southampton	X	X		X
Suffolk County				X
Peconic Trust			X	X
Group for the South Fork				X
State/ISTEA Funding		X		

APPENDIX A

**Village of Southampton
Written Resident Survey**

A. Introduction

As part of the effort to update its Comprehensive Master Plan, the Village of Southampton, in conjunction with the consulting firm of Buckhurst Fish & Jacquemart Inc. (BF&J) prepared a survey to elicit the opinions of Village residents regarding a broad range of topics. The Village mailed a total 3,000 surveys, one to each postal patron, in August 1997. By the cut-off date of mid-October, the Village had received 534 completed forms, a remarkable 18% rate of return. Opinions were solicited on the following topics:

- Village appearance
- Transportation and parking
- Community facilities and amenities
- Public services
- Local government
- Business, including retail development
- Preservation
- Housing opportunities
- Village priorities
- Bicycle lanes

A copy of the Village of Southampton Resident Survey follows the discussion of the survey results.

A.1 Summary of Findings

Overall, residents are extremely pleased with the Village, with most respondents having lived in Southampton for more than 20 years. The most loved qualities of the Village are its beaches, its small town character and charm, the beauty of the landscape and oceans, the community facilities, the

Topic	Year-Round Residents	Second Homeowners
It is very important to attract new business	23%	12%
It is very important to increase housing opportunities for young couples	40%	14%
It is very important to expand recreational opportunities	30%	15%
The enforcement of Village codes is good	40%	53%
It is very important to provide additional parking	37%	29%
It is very important to acquire agricultural land, preserve farmland	52%	65%
It is very important to acquire nuisance sites	36%	50%
It is very important to improve roads	29%	17%
It is very important to provide pedestrian connections to parking areas	32%	17%
It is very important to create more pedestrian areas	29%	15%

people, the feeling of safety, and its accessibility both within the Village itself and to other destinations.

The most frequently mentioned dislike about Southampton is the traffic and parking problems caused by the influx of summertime residents and tourists. While many year-round residents recognize the economic benefits derived from second/part-time homeowners and “day trippers,” they also feel that more could be done to facilitate the transition between the winter and summer months. One of the most commonly mentioned suggestions was to work harder to enforce Village laws in the summer time.

One major priority should be the need to strike a balance between preserving Southampton’s character and quality, and promoting its economy. Many respondents also felt that preserving remaining open space, farms, and beaches should be a priority, as well as diversifying the retail mix so that year round residents can afford to shop in more of the stores. Another priority mentioned was the need to provide more recreational facilities for children and young adults.

A.2 Statistically Significant Findings: Year-Round Residents v. Second Homeowners

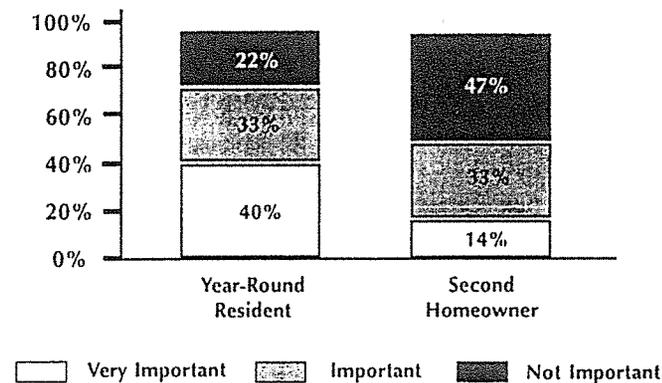
On issues regarding the preservation of wetland areas, expanding of the amount of open space, containing retail development, and acquiring additional oceanfront, year-round residents and second homeowners were in agreement. Both groups felt that it was important for the Village of Southampton to preserve its natural environment. On the other hand, several differences emerged in the responses

on specific issues raised in the survey. These differences are summarized below.

Attract New Business. Whereas 23% of year-round residents felt it was very important to attract new business, only 12% of second homeowners felt this way.

Increase Housing Opportunities for Young Couples. Forty percent of year-round residents felt it was very important to increase housing opportunities for young couples, while only 14% of second homeowners felt this way.

Increase Housing Opportunities for Young Couples?

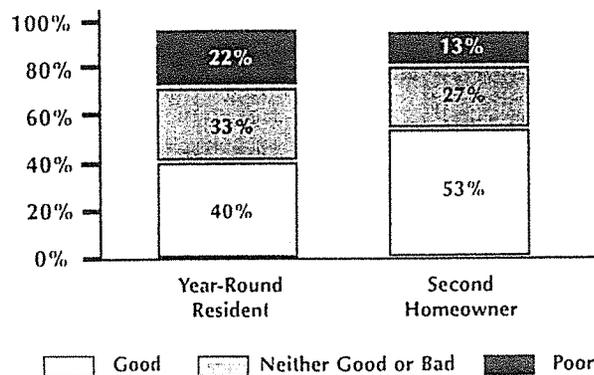


Expand Recreational Opportunities. Whereas nearly 30% of year-round residents felt that allocating tax dollars towards expanding recreational opportunities was very important, only 15% of second homeowners felt this way. Moreover, nearly 20% of year-round residents felt that increasing recreational opportunities for children and teenagers should be a Village priority, compared to 11% of second homeowners.

Provide Additional Parking. Whereas 37% of year-round residents believed that additional parking is needed, and 29% think that tax dollars should be allocated towards additional parking in the Village center, only 23% and 16%, respectively, of second homeowners agree.

Enforcement of Village Codes. Forty percent of year-round residents felt that the enforcement of Village codes was good, compared to 53.2% of second homeowners. Moreover, 22% of year-round residents felt enforcement of Village codes was poor, whereas only 13% of second homeowners felt this way.

How do you rate the enforcement of Village codes?



Acquire Agricultural Land, Preserve Farmland. Whereas 52% of year-round residents felt that it was very important to acquire agricultural land, 65% of second homeowners felt this way. Moreover, whereas 49% of second homeowners felt that preservation of farmland, open space, and beaches should be a Village priority, only 32% of year round residents felt this way.

Acquire "Nuisance" Sites. Whereas nearly 50% of second homeowners felt it was very important to allocate tax dollars towards acquiring nuisance sites, only 36% of year-round residents felt this way.

Road Improvements. Whereas 29% of year-round residents felt that it was very important to allocate tax dollars towards improving roads, only 17% of second homeowners felt this way.

Pedestrian Connections to Parking. Whereas 32% of year-round residents felt it was very important to improve pedestrian connections to parking lots, only 17% of second homeowners felt this way. Moreover, whereas only 34% of year-round residents felt such connections were not important, 47% of second homeowners felt this way.

Create More Pedestrian Areas. Whereas 29% of year-round residents felt it was very important to create more pedestrian areas, only 15% of second homeowners felt this way. Moreover, whereas only 32% of year-round residents felt such areas were not important, 49% of second homeowners felt this way.

B. METHODOLOGY

On August 29, 1997, the three-page survey was mailed to a total of 3,000 postal patrons. The survey comprised a series of open- and close-ended questions concerning the Village's physical character, community facilities, transportation and parking, and local government. The survey also set up a rating system to prioritize Village objectives, as well as enabling residents to develop their own priorities, and list their likes and dislikes of Southampton. Finally, there were several questions regarding

demographic characteristics to ensure that a representative sample was obtained. The Village received 534 surveys, or a 18 percent rate of return. The results of the survey were then compiled and tabulated using a statistical software package.

This survey and its findings are only *estimates* of what the actual entire population of the Village of Southampton thinks. The survey results are based upon the responses of only those who answered the survey, or a representative sample of the entire population. Based on the number of surveys that were mailed to Southampton residents and businesses (3,000), and based on the 18 percent rate of return (the 540 returned surveys), we can assume with 95 percent confidence that our estimates will have a sampling error of no more than five percent.

C. FINDINGS

The following findings summarize the results of the Village of Southampton Resident Survey. In order to present the findings in a concise manner that is easy to follow, the responses to questions 2, 3, 4 and 5 have been incorporated, where applicable, with the

responses to question 1 and its subparts. Throughout the discussion, references to Tables 1 and 2 will be made. These tables are found at the end of this section.

C.1 Findings on the Village’s Existing Physical Development and Character

Appearance

The majority of those surveyed were pleased with or gave a “good” rating to the Village’s residential areas (88%), the Village Center (77%), the beaches and shoreline (84%) and the cultural landmarks (59%). One suggestion was to institute a flower box program in the Village center whereby merchants would adopt a flower box and plant it with flowers every year. Other responses mentioned the need for streetscape improvements, including lighting, sidewalks and other amenities. Responses concerning the light industrial area were slightly more divided, with nearly 12% claiming this area was poor. Many respondents felt that the Rambo site had a negative affect on the surrounding residential neighborhoods. Moreover, nearly 38% of respondents felt entrances into the Village were “poor.” Specifically,

Appearance	Good	Neither Good nor Bad	Poor	No Response
Residential areas	88.1%	8.6%	1.6%	1.6%
Village center	77.4%	18.4%	3.5%	0.6%
Beaches / Shoreline	83.8%	11.5%	3.9%	1.2%
Cultural Landmarks	58.8%	10.6%	4.0%	26.6%
Light Industrial Area	50.9%	31.1%	11.5%	6.6%
Entries into Village	34.4%	26.6%	37.8%	1.2%

respondents mentioned Route 39 at North Sea Road, Sunrise Highway at Sebonac Road, North Highway, Route 27 and Southampton College to North Main Street as all being visually unattractive, and lacking proper signage which should reflect the beautiful, historic character of Southampton.

Transportation and Parking

Traffic and Parking Conditions in Village

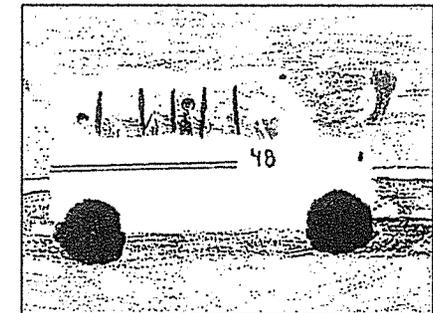
Not surprisingly, traffic congestion and parking were two areas of the greatest dissatisfaction, and represented the two biggest "dislikes" about the Village of Southampton (collectively mentioned 241 times). It should be kept in mind, however, that most respondents were referring to summer traffic and indicated that off-season there were fewer traffic problems. Thus, 47% of surveyed respondents indicated that traffic conditions in the Village center were poor. Speeding traffic on Hill Road was also mentioned. Many respondents (nearly 20%) felt that a long-range traffic and parking plan should be a Village priority, and that the police must put more emphasis on enforcing traffic laws (i.e.: no U-turns on Main Street), particularly during the summer months.

Road Improvements

More than two-thirds of surveyed respondents felt that it was very important (26%) to important (41%) to spend tax dollars on improving roads (see Table 2). A specific example cited is the intersection at County Road 39 and North Sea Road where the 7-Eleven is currently located. However, whereas nearly 30% of year-round residents felt road improvements were very important, only 17% of second homeowners felt this way.

Parking

According to those surveyed, 37% said parking in the Village center was poor during the summer months, coinciding with the influx of tourists, "day-trippers," and summer residents. Another 20% said that parking facilities at the beaches was poor. With regard to the objective of providing additional parking, two-thirds of those surveyed felt that additional parking was important to the Village of Southampton. Slightly less (54%) felt that utilizing tax dollars to create more parking in the Village was also important. However, a cross-tabulation between year-round residents and second home-



Transportation & Parking	Good	Neither Good nor Bad	Poor	No Response
Traffic conditions in residential areas	51.7%	27.5%	19.0%	1.9%
Traffic conditions in Village center	20.7%	30.7%	47.1%	1.5%
Parking facilities in Village center	31.9%	30.2%	36.6%	1.7%
Parking facilities at beaches	46.7%	27.5%	20.1%	5.7%
Bicycle routes	13.4%	23.9%	50.9%	11.9%
Railroad services	23.2%	30.7%	35.2%	10.9%

owners revealed that second homeowners felt it was less important to provide additional parking than year round residents. Moreover 29% of year round residents felt it was very important to allocate tax dollars towards parking, whereas only 16% of second homeowners felt this way. With regard to parking at the beaches, many respondents felt that non-year-round-residents should pay more for beach permits and that a shuttle bus service to the beaches should be considered.

Pedestrian Connections

More than half of those surveyed felt that it was important to improve pedestrian connections to parking areas (see Table 1). However, year-round residents and second homeowners differed on this subject. Whereas 31.3% of year-round residents felt it was very important to improve pedestrian connections to parking areas, only 17% of second homeowners felt this way.

Railroad Service and Bicycle Routes

According to those surveyed, 35% felt that Long Island Railroad service was poor, citing its infrequency of service as the main problem. The most frequently mentioned response regarding bicycle

routes was “what bicycle routes?” When asked to rate the importance of bicycle routes/lanes to the Village’s future, two-thirds of those surveyed responded that such lanes were either very important or important (36% and 30%, respectively). (See Table 1). Several survey respondents also added that a bike lane could be used by roller-bladers who currently use the streets obstructing traffic.

Community Facilities and Amenities

Overall, respondents felt the Village’s cultural and recreational facilities and its parks and open spaces were good. Furthermore, another 15% listed community facilities as one of the best things about living in Southampton. Many of those surveyed were looking forward to the opening of the new library, adding that the existing one is much too small, and a few respondents wanted a public golf course. There was also some feeling that the current library space should be sold to the museum to meet its expansion needs.

Recreation, Parks, Facilities for Children/Youth

There is a strong sentiment that more recreational activities are needed for children and teenagers. A majority felt the current facilities for children/youth

Community Facilities and Amenities	Good	Neither Good nor Bad	Poor	No Response
Cultural facilities	72.4%	18.8%	7.1%	1.7%
Recreation	53.2%	24.7%	15.2%	6.9%
Parks	61.8%	27.0%	5.8%	5.4%
Open space	44.4%	27.1%	21.1%	7.4%
Facilities for children/youth	29.9%	32.7%	23.7%	13.7%

were neither good nor bad or poor, while another 16% felt that recreation for children and teenagers should be a Village priority. Further supporting this notion were the two-thirds who believed spending tax dollars on recreation was very important to important (26% and 33%, respectively). (See Table 2). Once again, however, this issue is somewhat split among year-round residents and second homeowners. Almost 30% of year-round residents believed that it was very important to use tax dollars to expand recreational opportunities, yet only 15% of second homeowners agreed. Moreover, nearly 20% of year-round residents felt recreation should be a Village priority, whereas only 10% of second homeowners agreed.

Open Space and Preservation

Preservation of existing farm land, expanding open space, and protecting the environment were the most frequently mentioned topics of the entire survey. Three-quarters of surveyed respondents felt that it was very important to important to spend tax dollars on acquiring agricultural land (for preservation), and expanding open space areas. Ninety percent felt it was very important to important to spend tax dollars on preserving wetland areas and another 65% felt it was very important to important to spend tax dollars on acquiring additional oceanfront. Moreover, the number one priority for the Village of Southampton, according to those surveyed, should be the preservation of existing farmland, open space, and beaches. This priority was mentioned 183 times. Interestingly, however, there were more second homeowners than year-round residents who listed preservation as their number one priority for the Village. Moreover, 56% of second homeowners versus 44% of year-round residents felt it was very

important to allocate tax dollars towards the expansion of open space.

More than three-quarters of those surveyed felt it was very important to important to acquire "nuisance sites" and convert them to a better use (see Table 2). One example given was the lot at the intersection of Nugent Road and Windmill Lane, where a respondent suggested erecting a large gazebo and surrounding park to add to the character of the Village center.



Public Services

Overall, respondents were pleased with the public services provided by the Village, particularly the fire and ambulance services. However, with regard to the police, there was some contradiction between the overall response to this question and the subsequent comments made. Many respondents (17%) felt the police were not enforcing local laws, particularly during the summer months. Frequently mentioned examples were illegal U-turns on Main Street, parking violations, noise, bicyclists and roller bladers on the streets, and dress code violations.

Public Services	Good	Neither good nor Bad	Poor	No Response
Police	74.1%	19.0%	5.20%	1.7%
Fire	87.6%	8.7%	0.6%	3.1%
Ambulance	83.5%	10.4%	0.4%	5.4%
Library	60.5%	20.7%	15.9%	2.7%
Schools	57.1%	22.2%	3.6%	17.1%
Trash Collection	59.6%	26.1%	9.1%	6.2%

Local Government	Good	Neither Good Nor Bad	Poor	No response
Enforcement of Village codes	43.8%	31.0%	19.0%	6.3%
Public hearings and forums	39.0%	40.5%	9.9%	10.7%
Village planning and recreation	29.0%	36.3%	24.6%	10.0%

Local Government

The major complaints included zoning enforcement issues, the need for sidewalk and lighting improvements, architectural standards, and “pooper scooper” laws. However, there was a rather large split between year-round residents and second homeowners with regard to enforcement of Village codes. Where as 53% of second homeowners felt the enforcement of Village codes was good, only 38% of year-round residents agreed. This finding coincides with the sense that there is a dearth of police presence during the summer months.

Business

Nearly two-thirds of those surveyed thought both the restaurants and the retail stores of the Village were good. Somewhat contradicting this notion were the 17% who listed the retail mix as one of the things they liked least about Southampton. The major complaints surrounded the prices, which

respondents felt were too high, particularly during the summer months. While realizing the benefit of raising prices during the peak season, respondents claimed that the prices did not come down in the winter. Respondents cited a need for more practical, affordable shops, outdoor cafes and fewer large chain stores. Also mentioned was the need for stores to remain open later. Currently they close at 6:00 p.m. One suggestion was for all stores to stay open until 8:00 p.m. one night per week.

More than three-quarters (79%) of those surveyed felt that retail development should be contained, and that big box retailers in particular should be discouraged. This coincides with how respondents feel about their Village and how it should remain. For example, respondents listed as a priority the need to promote the local economy while preserving the Village character 144 times. Moreover, small town character, charm, and history were mentioned 287 times as the best qualities of living in the Village of Southampton.

Business	Good	Neither Good Nor Bad	Poor	No Response
Quality/variety of local restaurants	61.8%	25.3%	11.4%	1.4%
Quality/variety of local retail stores	62.8%	26.2%	9.4%	1.6%

On the other hand, 54% felt that it was “very important” to “important” for Southampton to attract new businesses (see Table 2). Year-round residents in particular were more open to new business opportunities than were second homeowners. Whereas 53% of year round residents felt it was very important to important to allocate tax dollars towards attracting new businesses, only 40% of second homeowners felt this way.

Housing

There was mixed opinion regarding increased housing for young couples and/or senior citizens in the Village. More than two-thirds (67%) of surveyed respondents felt that it was very important to important to increase housing opportunities for these age cohorts, while another one-third did not. (See Table 2). In support of increased housing opportunities were the eight percent who listed housing as a Village priority. This group felt that the cost of living and high-priced housing stock prevented their children from returning to Southampton to live. Forty percent of year-round residents thought it was very

important to provide additional housing opportunities, but only 14% of second homeowners agreed.

What are the things you like best about living in the Village of Southampton?

- The small town ambiance and charm; quality of life (mentioned 287 times).
- The beauty of the landscape, the history (mentioned 263 times).
- The beaches and ocean (mentioned 198 times).
- Easy access to Village center, other Hamptons and New York City (mentioned 121 times).
- The schools and other community facilities (mentioned 107 times).
- The friendliness of the local residents (mentioned 96 times).
- The feeling of safety (mentioned 58 times).

Table 1
How important do you think the following objectives are?

	Very Important	Important	Not Important	No Opinion
Contain retail development	52.3%	27.0%	14.5%	6.0%
Improve cultural facilities	33.5%	46.5%	13.3%	6.5%
Provide additional parking	33.0%	30.2%	32.6%	4.2%
Improve pedestrian connections to parking	27.5%	27.9%	36.1%	8.6%
Create more pedestrian areas	25.7%	29.3%	35.5%	9.6%
Create bicycle routes/lanes	36.1%	30.1%	22.9%	11.0%

Dislikes

- Traffic and parking (mentioned 241 times).
- Summer crowds (mentioned 149 times).
- Retail mix (too many high-end goods at high prices) and new large-scale retailers or big box stores (mentioned 90 times).
- Lack of recreational facilities for children (mentioned 87 times).
- Lack of enforcement by police (mentioned 86 times).
- High cost of living (mentioned 44 times).

Priorities

- Preserve existing open space, farms; protect beaches from encroaching development (mentioned 183 times).
- Long-term planning that strikes the delicate balance of preserving quality and character of Southampton, but also promotes the Village's economy (controlled growth) (mentioned 144 times).
- Create a long-term plan that deals with traffic and parking problems during summer months (mentioned 107 times).
- Diversify retail mix with regard to high-end vs. low-end products; too many high-end goods,

Table 2
How important do you think it is to provide tax dollars for the following purposes?

	Very Important	Important	Not Important	No Opinion
Acquire agricultural land	53.3%	23.6%	19.2%	4.0%
Expand recreational opportunities	25.8%	32.8%	34.2%	7.0%
Expand open space areas	45.7%	31.3%	15.6%	7.4%
Provide additional parking at Village Center	25.3%	29.3%	38.1%	7.2%
Attract new business	21.3%	29.7%	41.6%	7.4%
Increase housing opportunities for young couples or senior citizens	34.3%	32.9%	27.7%	5.0%
Improve Roads	25.8%	41.2%	25.8%	7.2%
Acquire "nuisance" sites to convert to better use	38.6%	38.6%	9.2%	13.7%
Preserve wetland areas	61.6%	29.0%	5.8%	3.6%
Acquire additional oceanfront	41.2%	23.7%	29.4%	5.8%

whose prices do not go down when season ends; no large chain stores desired (mentioned 90 times).

- Need more recreational facilities for people of all ages, but particularly for children and young adults (i.e.: teen center, public golf course) (mentioned 87 times).
- More police enforcement during summer months (particularly against parking violations, U-turns on Main Street, noise, bicyclists going too fast, roller bladers not abiding by traffic laws, and dress code violations) (mentioned 86 times).
- Improve streetscape, sidewalk conditions and lighting (mentioned 58 times).
- Provide more affordable housing opportunities (mentioned 44 times).

- Put local interests first (mentioned 42 times).

C.2 Respondent Characteristics

The typical respondent was male, aged 45-65, and has lived in the Village for more than 20 years. However, of those respondents who have lived in the Village for more than twenty years, 58% were women and 48% were men. The majority of respondents were also year-round residents, with nearly one-quarter being second homeowners. Although the sample obtained is not representative demographically of the entire Village population, the survey findings are still valid. Respondents are generally older than the population as a whole because people in their forties, fifties, and sixties have more time and inclination to complete an opinion survey. What is important to glean is the fact that the Village is home to a very stable population, one which has lived in the Village for a considerable period of time.

Age	Percent
Under 25	0.6%
25-45	22.3%
46-65	45.7%
Over 65	31.4%

Gender	Percent
Male	53.5%
Female	46.5%

Type of Resident	Percent
Year-round resident	70.6%
Renter	2.0%
Second homeowner	24.3%
Business	3.2%

Length of Time in Village	Percent
Fewer than 5 years	12.7%
5-20 years	34.6%
More than 20 years	52.7%

APPENDIX B

Village of Southampton Telephone Survey

A. Introduction

During the summer of 1995, the Town of Southampton, in conjunction with the Institute for Regional Research at Southampton College, conducted a telephone survey of residents of the Town as part of its Comprehensive Plan Update. The study was based on a statistically representative sample of Town residents, and was intended to explore the public attitude toward a number of issues affecting decisions to be made by the Town Board and Town Planning Board. These issues included: traffic, shopping configurations, recreational facilities, and availability of community services. A total of 300 telephone interviews were conducted on weekdays between 6:00 p.m. and 9:00 p.m., and weekends between 10:00 a.m. and 5:00 p.m., from June 28, 1995 to July 27, 1995.

B. Overall Findings in Comparison to Village of Southampton Resident Survey

Issue	Town of Southampton	Village of Southampton
Traffic (responses differed)	Improvements in and around the Town of Southampton, including the construction of new roads, were not viewed as the most effective way to improve local traffic congestion. A majority (50%) of part-time residents, however, felt improving existing roads would be a very effective way of relieving traffic congestion, but an even larger majority (78%) preferred improving rail service.	More than a majority (67%) would be willing to spend tax dollars on improving roads. More year-round residents (30%) than second homeowners (17%) felt road improvements were very important. Thirty-five percent felt Long Island Railroad Service was poor, citing infrequency of service as the main problem.
Recreation (responses similar)	Play areas such as parks, playgrounds and picnic areas are the most favored as areas that should receive more money and effort from the Town. This view is most strongly supported by full-time residents, though part-timers also rate these facilities highest on their priorities for Town assistance.	Village residents felt more recreational activities are needed, particularly for children and teenagers. Two-thirds believed spending tax dollars on recreation was very important. More year-round residents than second homeowners felt it was very important to expand recreational activities
Business and Shopping (responses differed slightly)	Between 40% and 50% would prefer no further shopping areas be built for any reason, including market support. Slightly over half would prefer small village stores, despite higher prices and less convenience. The part-time resident is significantly stronger in this point of view than full-time residents	More than three-quarters of those surveyed felt retail development should be contained, and big box retailers discouraged. Yet, 54% felt it was important to attract new businesses. Year-round residents were more open to new business opportunities than were second homeowners (53% vs. 40%). Respondents claimed a need for less expensive, more affordable stores.
Housing (similar-responses)	Affordable housing is the only development that is strongly supported. Full time residents are particularly strong in their support for this aspect of development.	More than two-thirds felt it was important to increase housing opportunities for young couples. More year-round residents (40%) than second homeowners (14%) were in support of this type of development.
Open Space and Preservation (responses same)	Residents are overwhelmingly in favor of the acquisitions of open space by the Town, even if such acquisitions might mean an increase in taxes.	Three-quarters felt it was very important to spend tax dollars on acquiring agricultural land and expanding open space areas. Second homeowners felt more strongly than year-round residents about preservation.

C. Conclusion

There were many similarities among the responses between the two surveys, notably, recreation and housing opportunities and preservation of existing farmland and open space. It was uncovered through both surveys that more recreational activities and affordable housing opportunities were needed. Everyone also agreed that preservation should be a number one priority. In both surveys, year-round residents were more in favor of recreation and housing opportunities than second homeowners/part-time residents were. In both surveys, second homeowners also felt stronger about preservation and maintaining the "norm" than year-round residents did. Two notable differences between the surveys were the need to build or improve existing roads, and the preference to contain retail development. While both surveys found a majority wanted to contain retail development, Village residents were more open to new business opportunities. Village residents felt a need for less expensive stores and were more open to new business opportunities than were those who responded to the Town survey. Finally, more year-round residents than second homeowners felt improving roadways were important. The reverse held true for the Town survey.

APPENDIX C

Proposed Area and Bulk Control Changes in Residential Zones.

Southampton should enact certain changes to the bulk requirements in the zoning code to lessen the scale and density of housing. The village should not resort to upzoning (increasing the minimum lot size). The recommended bulk changes maintain the existing basic zoning requirements on minimum lot sizes but reduce somewhat the scale of any new construction. In addition, the plan recommends that Southampton enact a maximum floor area of 18,000 square feet for the total of all structures on a lot, no matter how large the lot is. The basis for this ceiling is that it is the largest amount of square footage that could be built on an R-120 lot of minimum size using the proposed bulk control, i.e. a lot of 120,000 square feet built out at the maximum proposed FAR of 0.15.

Planning Rationale. Over the course of the comprehensive planning process, the village articulated a concern about residential site development that new construction was yielding homes out of scale with the preferred small town, historic character of the village. Aside from the question of scale on a community-wide level, there are new homes (and additions to homes) out-of-scale for their lots, thus harming the visual and aesthetic integrity of the local context. There also appeared to be an increasing number of tennis courts, bathhouses, swimming pools, and other accessory structures built on residential properties, contributing to the sense that

properties are being overbuilt, although all largely within code. So the planning process turned toward revising the bulk requirements so that size and placement on the lot, and buffering to protect neighbors, could be controlled better to implement master plan goals.

Development Control Tools. At present, the village controls the scale (bulk) of houses through maximum lot coverage controls, setbacks (yards), and height controls. The plan recommends some minor changes to the first two controls, and no change to the existing height limitations. The major recommendation is to institute a floor area ratio (FAR) control in addition to the revised lot coverage controls. The benefit of using an FAR (explained more below) is that it continues to provide the property owner with flexibility and choice in how the property is developed, while providing the approving board with a stricter control governing all structures on the site.

FAR is also much more successful at controlling scale than yard setbacks and lot coverage alone can be. The plan prefers to add FAR to the various development control tools available to the planning board rather than relying just on stricter setbacks and coverages due to the danger of creating non-conforming uses. This is especially likely in the oldest and most dense part of the community. The combination of revised lot coverage and a new FAR control will handle recent concerns about the demolition of existing structures on small lots in order to construct a "bulkier" house. Indeed, reducing the scale of such new homes and maintaining the existing, steady front yard pattern will better mesh the new with the old.

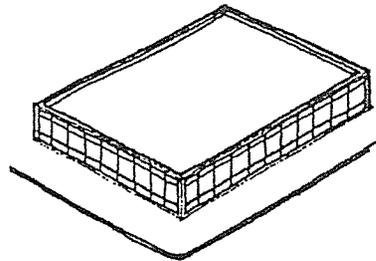
Floor Area Ratio (FAR). As the term implies, FAR is a formula. Its effect is to control building bulk. FAR is the total floor area (of all floors in all buildings) divided by the area of the lot. FAR of 1.0 means that the total floor area of the building equals the lot area. Where the structure is allowed 100% coverage, a one-story building may cover the entire lot. Where the maximum lot coverage is 25 %, a four-story building may cover one-quarter of the lot. The total floor area for both these buildings would remain the same.

Existing and Proposed Controls. Table 9a is the present bulk table. Table 9b shows the proposed changes with a black background. You will see that the entire row of FARs is new (black). There are very few changes in the yard setbacks, for the reasons discussed above. There are no yard changes recommended in zones R-20, R-12.5, and R7.5. The plan proposes changes in zones R-120, R-60 and R-40; these may create minor non-conformities. The setback required for tennis courts and swimming pools in R-40 has been increased.

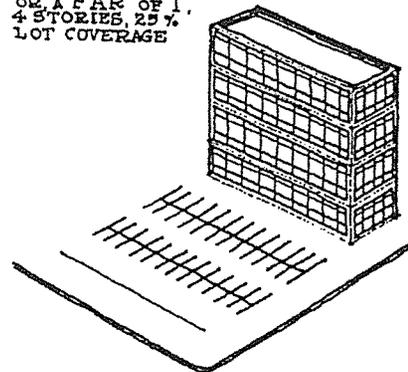
$$\text{FAR} = \frac{\text{Total Floor Area}}{\text{Total Lot Area}}$$

Floor Area Ratio is the total floor area on a zoning lot, divided by the lot area of that zoning lot.

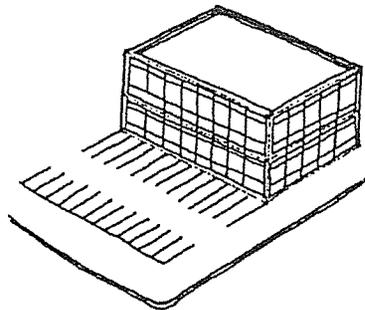
A FAR OF 1.
ONE STORY, 100%
LOT COVERAGE



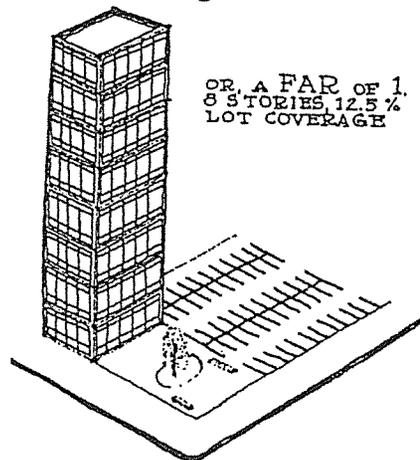
OR A FAR OF 1.
4 STORIES, 25%
LOT COVERAGE



OR A FAR OF 1.
2 STORIES, 50%
LOT COVERAGE



OR A FAR OF 1.
8 STORIES, 12.5%
LOT COVERAGE



Example. A 120,000 sf lot in the R-120 zone with an FAR of 0.15 would be limited to 18,000 sf ($120,000 \times 0.15$) of total floor area for all structures on the site. The existing definition of building would continue in use, so that not only the home but all accessory buildings would be governed by the 18,000 sf cap in this example. Further, the 10% maximum lot coverage would require that the structures' combined footprint may be no more than 12,000 sf ($120,000 \times 10\%$). The remaining allowed 6,000 sf would necessarily have to be built as a second story, up to the existing height limit.

Table 9c shows how the combination of FAR and new lot coverage maximums would play out on lots of minimum size. This table is followed by a series of drawings showing a typical lot in each zone, with both existing and proposed controls. Each drawing is annotated with the building area available after yard setbacks are included. The building area is sufficient to allow sensitive placement of the home and accessory structures, if there is, for example, a mature tree or other natural feature that should be kept.

In working out lot coverage and FAR for each zone, the plan has been mindful of the following:

- There should be an orderly, incremental progression in the lot coverages and FARs from the largest to smallest lot, maintaining some proportion between the lot sizes and allowed bulk.
- The larger the parcel, the greater the floor space that could be constructed.
- The number of non-conforming uses created should be minimized. This danger is greatest in the

zones with lot sizes under one acre (R-20, R-12.5 and R-7.5).

- Where lots are made non-conforming in terms of area and bulk standards, the use should be "grandfathered". It becomes a prior non-conforming lot with the right to continue without bringing the house into compliance. However, the owner would not be able to add additional bulk that did not conform to the new regulations.

**Table 9a. Village of Southampton Bulk Requirements in Residential Zones
Existing Area and Bulk Controls**

Zoning Districts	R-120	R-80	R-60	R-40	R-20	R-12.5	R-7.5
Lot Coverage (maximum)	15%	15%	15%	20%	20%	25%	30%
Lot Width (minimum)	200 ft	200 ft	150 ft	150 ft	120 ft	100 ft	75 ft
Yards (minimum)							
Front	80 ft	80 ft	80 ft	60 ft	40 ft	30 ft	25 ft
Side (minimum for one)	30 ft	30 ft	25 ft	20 ft	20 ft	15 ft	10 ft
Side (total for both)	80 ft	80 ft	65 ft	60 ft	45 ft	40 ft	20 ft
Side on street (corner lot)	80 ft	80 ft	80 ft	60 ft	40 ft	30 ft	25 ft
Rear	100 ft	100 ft	100 ft	70 ft	60 ft	35 ft	25 ft
Accessory building (minimum) distance from street	90 ft	90 ft	90 ft	70 ft	50 ft	40 ft	35 ft
Accessory building (minimum) distance from side and rear lot lines	30 ft	30 ft	30 ft	20 ft	10 ft	10 ft	8 ft
Tennis Courts (minimum) side and rear setbacks	30 ft	30 ft	30 ft	20 ft	20 ft	20 ft	20 ft
Swimming Pools (minimum) side and rear setbacks	30 ft	30 ft	30 ft	20 ft	20 ft	20 ft	20 ft

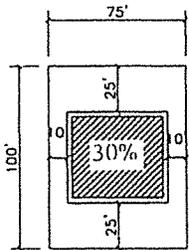
**Table 9b. Village of Southampton Bulk Requirements in Residential Zones
Proposed Area and Bulk Controls**

Zoning Districts	R-120	R-80	R-60	R-40	R-20	R-12.5	R-7.5
Lot Coverage (maximum)	10%	12%	15%	17%	20%	25%	30%
Floor Area Ratio (maximum)	0.15	0.20	0.25	0.30	0.35	0.40	0.45
Lot Width (minimum)	200 ft	200 ft	150 ft	150 ft	120 ft	100 ft	75 ft
Yards (minimum)							
Front	80 ft	80 ft	80 ft	60 ft	40 ft	30 ft	25 ft
Side (minimum for one)	35 ft	30 ft	30 ft	25 ft	20 ft	15 ft	10 ft
Side (total for both)	80 ft	80 ft	70 ft	60 ft	45 ft	40 ft	20 ft
Side on street (corner lot)	80 ft	80 ft	80 ft	60 ft	40 ft	30 ft	25 ft
Rear	100 ft	100 ft	100 ft	70 ft	60 ft	35 ft	25 ft
Accessory building (minimum) distance from street	90 ft	90 ft	90 ft	70 ft	50 ft	40 ft	35 ft
Accessory building (minimum) distance from side and rear lot lines	35 ft	30 ft	30 ft	20 ft	10 ft	10 ft	8 ft
Tennis Courts (minimum) side and rear setbacks	35 ft	35 ft	30 ft	25 ft	20 ft	20 ft	20 ft
Swimming Pools (minimum) side and rear setbacks	35 ft	35 ft	30 ft	25 ft	20 ft	20 ft	20 ft
FAR Definition: The ratio of maximum gross floor area to lot area. For example, an FAR of 0.5 allows one-half square foot of building area for each square foot of lot area, or Lot Area x FAR = Gross Floor Area.							
Note: Shaded area indicates proposed change from existing controls.							

**Table 9c. Village of Southampton Proposed Bulk Requirements
Examples of Effect of FAR and Revised Lot Coverage Controls using Minimum Lot Sizes**

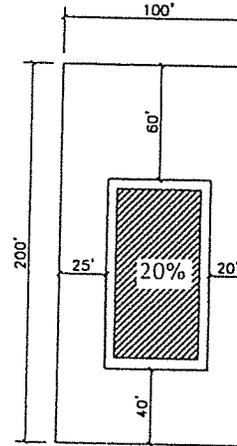
Residential Zone	Minimum Lot Size	Floor Area Ratio (FAR)	Max. Floor Area for All Structures	Max. Lot Coverage Percentage	Maximum Square Footage Footprint
R-120	120,000 sf	0.15	18,000 sf	10%	12,000 sf
R-80	80,000 sf	0.20	16,000 sf	12%	9,600 sf
R-60	60,000 sf	0.25	15,000 sf	15%	9,000 sf
R-40	40,000 sf	0.30	12,000 sf	17%	6,800 sf
R-20	20,000 sf	0.35	7,000 sf	20%	4,000 sf
R-12.5	12,500 sf	0.40	5,000 sf	25%	3,125 sf
R-7.5	7,500 sf	0.45	3,375 sf	30%	2,250 sf
<p>FAR Definition: The ratio of gross floor area to lot area. For example, an FAR of 0.5 allows one-half foot of building area for each square foot of lot area, or Lot Area X FAR = Gross Floor Area</p>					
<p>Use of Maximum Lot Coverage: Once the gross floor area (maximum floor area for all structures) is calculated, then the lot coverage requirement is applied to calculate the maximum amount of square footage that can be at ground level, i.e., the building footprint.</p>					

R - 7.5



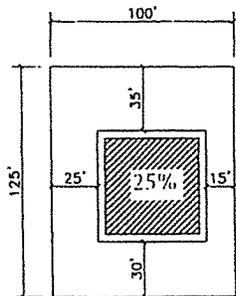
PROPOSED CONTROLS:

- New: Floor Area Ratio
- Area within setbacks:
55' x 50' = 2,750sf
- FAR 0.50
Max. Floor Area: 3,750sf
- Max. Lot Coverage:
30% = 2,250sf



R - 20

R - 12.5



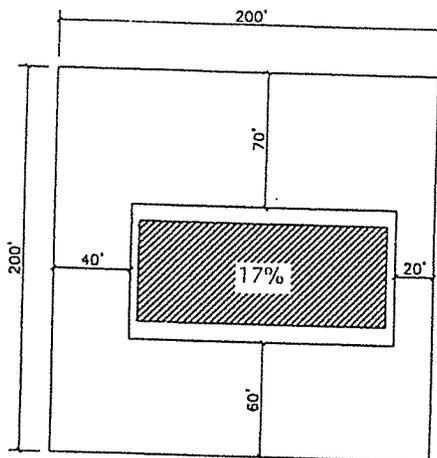
PROPOSED CONTROLS:

- New: Floor Area Ratio
- Area within setbacks:
60' x 60' = 3,600sf
- FAR 0.40
Max. Floor Area: 5,000sf
- Max. Lot Coverage:
25% = 3,125sf

PROPOSED CONTROLS:

- New: Floor Area Ratio
- Area within setbacks:
55' x 100' = 5,500sf
- FAR 0.35
Max. Floor Area: 7,000sf
- Max Lot Coverage:
20% = 4,000sf

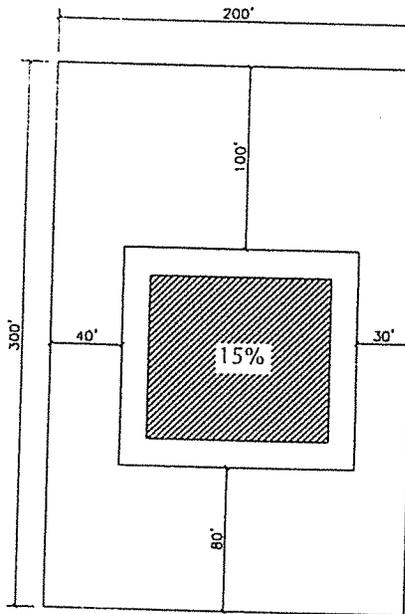
Scale 1 in. : 100 ft.



R - 40

PROPOSED CONTROLS:

- Minimum side yard increased from 20' to 25'.
- Revised lot coverage. (Reduced from 20% to 17%)
- New: Floor Area Ratio
- Increased setback for tennis courts and swimming pools. (20' to 25')
- Area within setback lines: 140' x 70' = 9,800sf
- FAR 0.30
Max. Floor Area: 12,000sf
- Max. Lot Coverage: 17% = 6,800sf



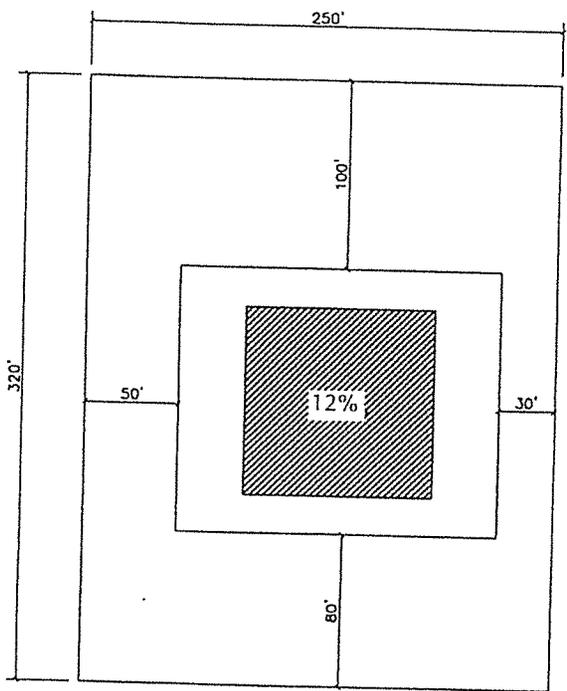
R - 60

PROPOSED CONTROLS:

- Minimum side yard increased from 25' to 30'.
- Side yard total increased from 65' to 70'.
- New: Floor Area Ratio
- Area within setbacks: 130' x 120' = 15,600sf
- FAR 0.25
Max. Floor Area: 15,000sf
- Max. Lot Coverage: 15% = 9,000sf

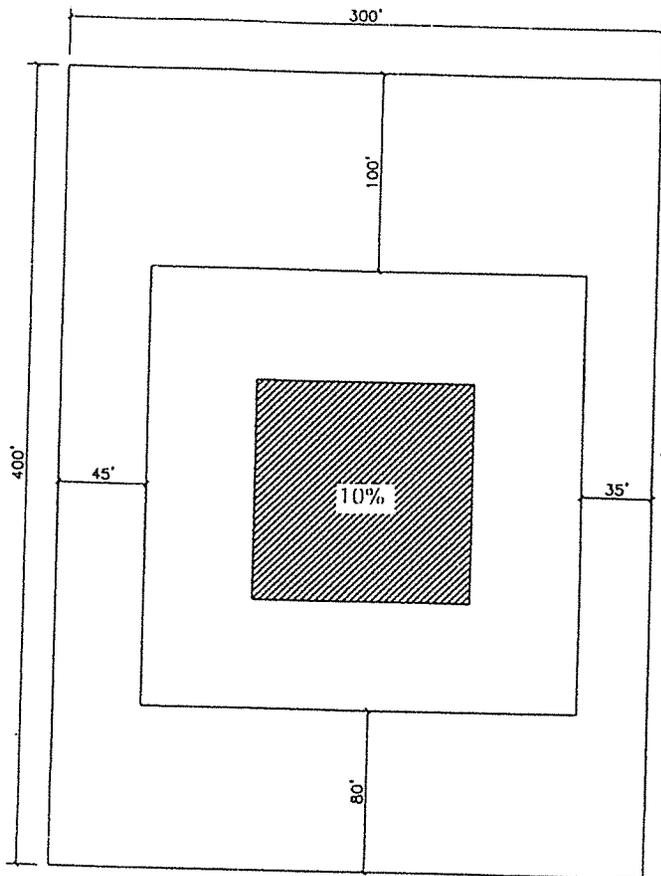
Scale 1 in. : 100 ft.

**SOUTHAMPTON VILLAGE
MASTER PLAN**



R - 80

- PROPOSED CONTROLS:
- Revised lot coverage.
(Reduced from 15% to 12%)
 - New: Floor Area Ratio
 - Area within setbacks:
140' x 170' = 23,800sf
 - FAR 0.20
Max. Floor Area: 16,000sf
 - Max. Lot Coverage:
12% = 9,600sf



R - 120

- PROPOSED CONTROLS:
- Revised lot coverage. (Reduced from 15% to 10%)
 - Side yard increased from 30' to 35'.
 - New: Floor Area Ratio
 - Increased setbacks for tennis courts, swimming pools and accessory buildings (from 30' to 35')
 - Area within setbacks:
220' x 220' = 48,400sf
 - FAR 0.15
Max. Floor Area: 18,000sf
 - Max. Lot Coverage:
10% = 12,000sf

Scale 1 in. : 100 ft.