Southampton Village: Planning for Preservation

prepared for The Southampton Association by Buckhurst Fish Hutton Katz

Southampton Village:
Planning for Preservation

prepared for

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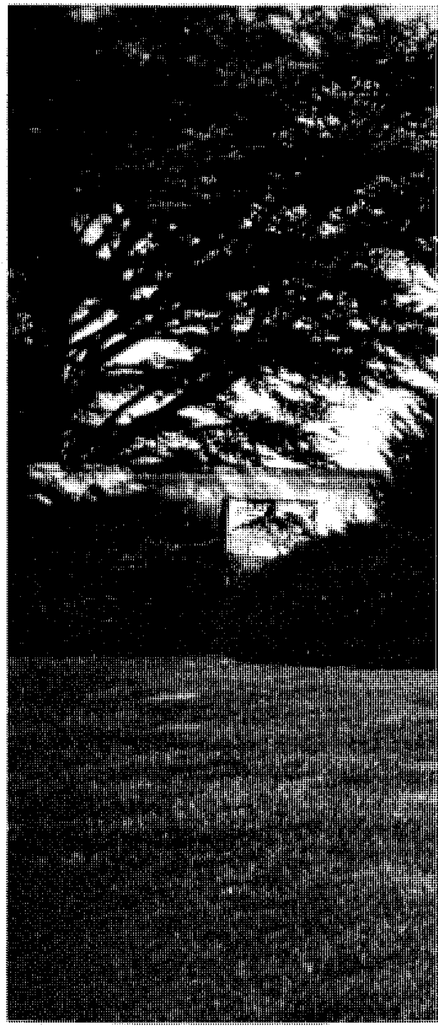


1 Introduction

1 Introduction

1.1 THE ORIGIN OF THIS STUDY

At a public hearing in July 1982, the Trustees of the Village of Southampton presented recommendations for the proposed revisions of the Master Plan prepared in 1970. The revisions recommended, among other things, that the Village Business District be increased by nine acres within an area located west of Windmill Lane. The new proposals also advocated that new roads should be built: one connecting Hill Street with Nugent Street and another extending to Bowden Square the road connecting with Hill Street.

The assumption underlying these recommendations was stated:

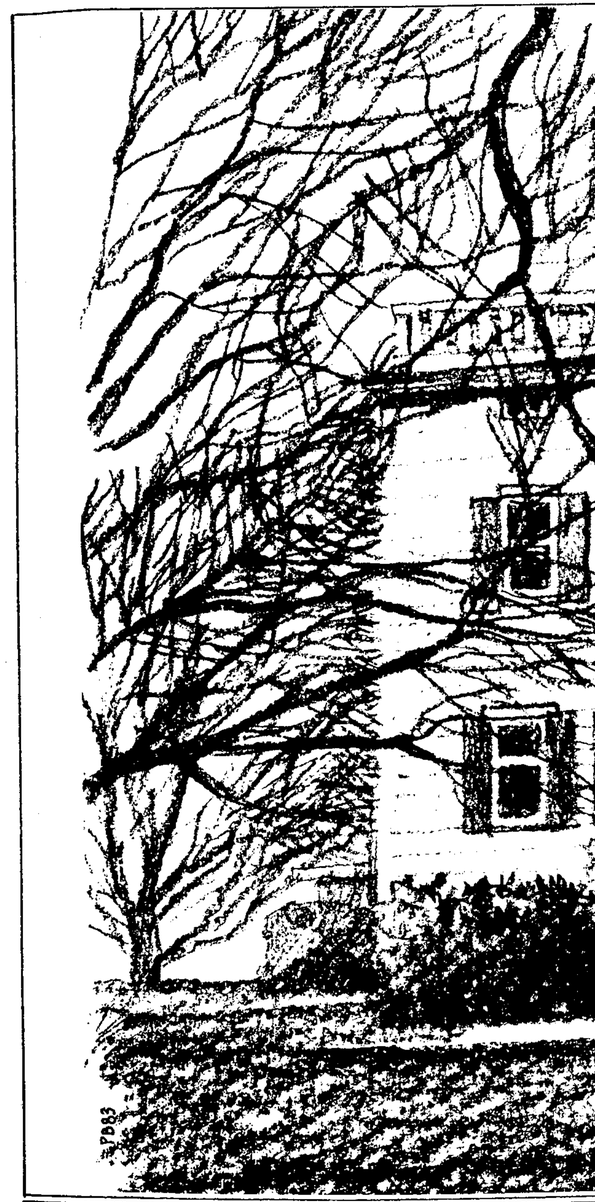
"The very size of boutique and specialty shop concentration in the business center also enhances its drawing power in a tourist and resort area. People ... who are tourists on day trips, or on a longer touring trip, would tend to seek out such a clustering of specialty stores for their sheer variety of interesting high-style merchandise .... Realization of the sales potential of this trade area will depend on how far abroad the reputation of the Village business center is spread with reference to its high quality of merchandise and the attractiveness of its environment ..."

For many residents of the Village, the emphasis on additional retail uses and attendant road construction was seen as unnecessarily biased toward new development growth. In response to this concern, the Southampton Association engaged the services of a professional planning firm, Buckhurst Fish Hutton Katz, to carry out an independent follow-up planning study for the Village which is the subject of the following report.

1.2 STUDY FOCUS

This report -- The Village of Southampton: Planning for Preservation -- is intended to complement the proposed Master Plan Amendment of 1982 by providing an historical study of the development of the Village as well as an analysis of the present character and location of its existing structures. The remaining areas of open space are illustrated herein with particular reference to the central area of the Village. Changes that have occurred over the past decade in terms of new construction and the consequent loss of actively cultivated farmland are also reviewed. Finally, this report examines the following specific issues which we believe to be of special concern to Village residents:

- The necessity for an expansion of the Village



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Southampton Village

1 View of Kendrick House

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business area and the character it should assume.

- The supposed benefits of the Nugent Street extension.
- The future use and/or preservation of open spaces, parks and farmland in the Village.
- The preservation of historic buildings and sites.
- Access to Village beaches.

Three Supplementary Reports were also prepared on behalf of the Association: a transportation analysis of the proposed Nugent Street extension by PRC Voorhees; a retail study by W. G. Conway & Company of the potential market for new businesses within the Village and, finally, a review of existing farmland by the Group for the South Fork.

The preparation of the report entailed a review of previous planning studies carried out for the Village as well as of other helpful documentation. Extensive site surveys were made to verify land uses and the existing condition of buildings in the present business area of the Village. Meetings were held and interviews conducted with Village officials, business people and prominent individuals, as well as with representatives of various local associations. In particular, the consultants wish to acknowledge the help of Mayor Roy Wines and the Village Board of Trustees; the Building Inspector, Eugene Romano; Fred Reuter of McClosky-Reuter; and Richard Foster, Village Historian. Additional acknowledgements are noted at the end of this report.

The consultants also wish to acknowledge the contributions made by Southampton Association members, whose generous support made this report possible.

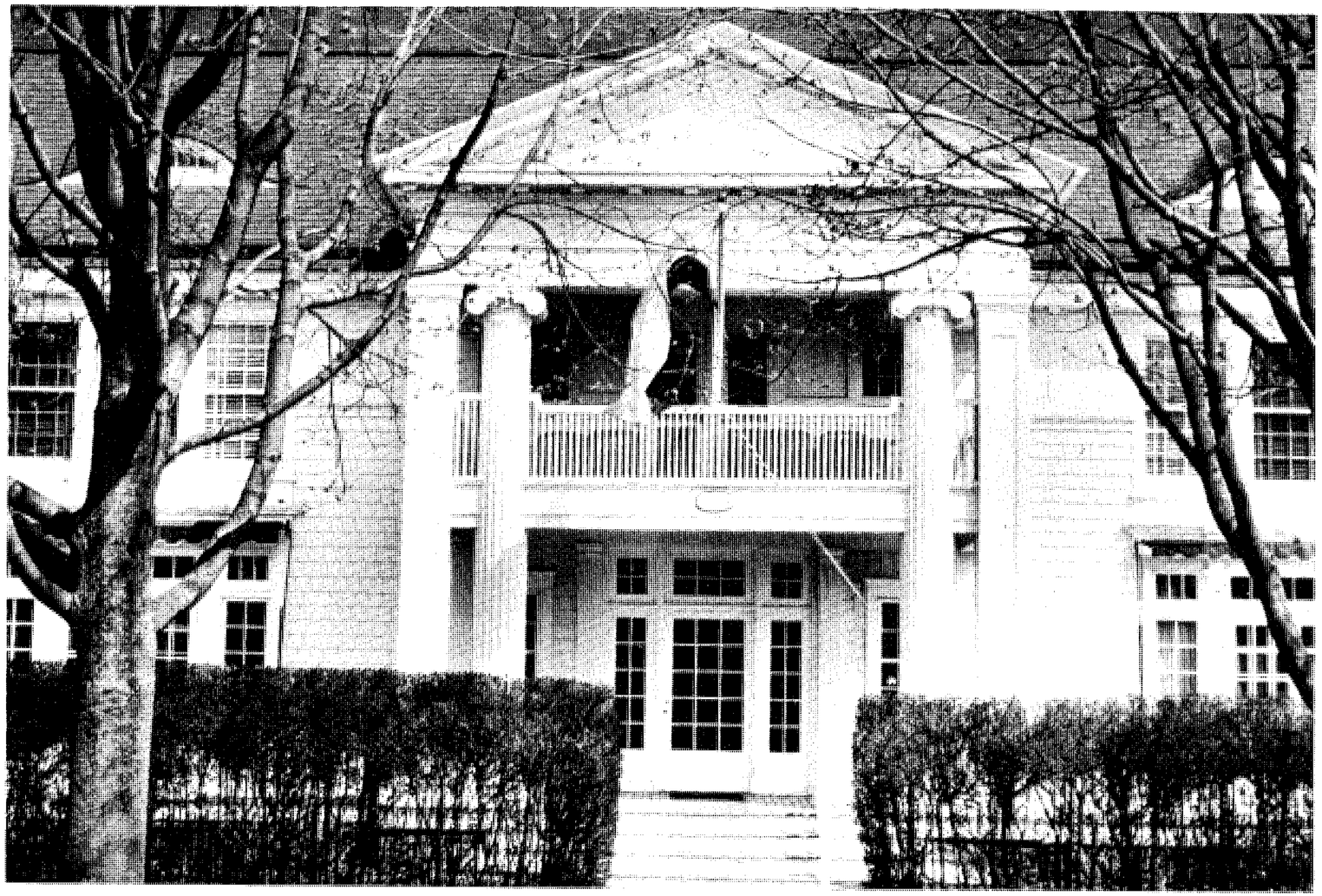
1.3 THE CONTENTS OF THE REPORT

This report is divided into four sections:

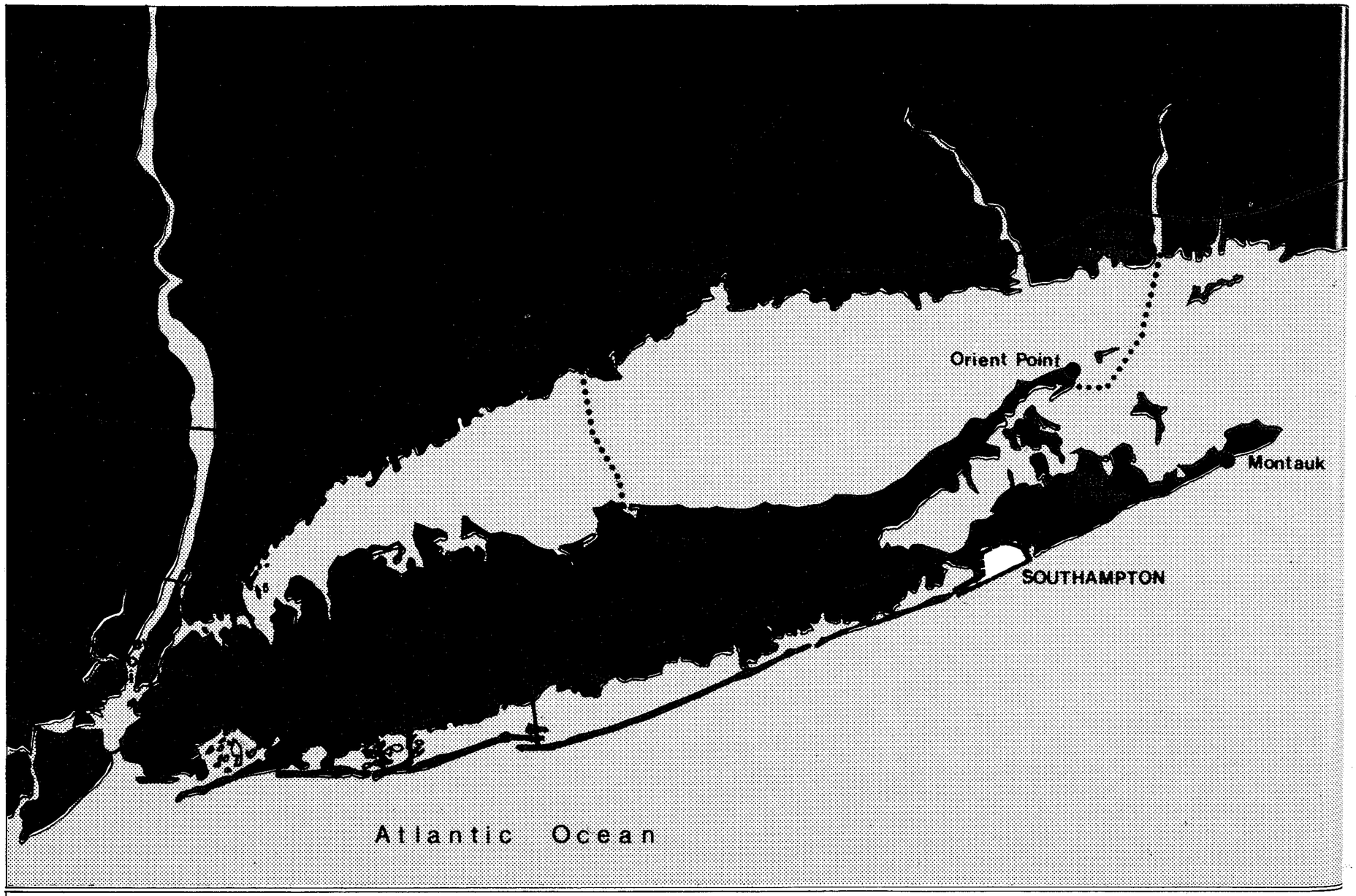
- **Section 2** summarizes the historical development of the Village and describes the pattern and character of land uses existing in 1970.
- **Section 3** reviews the existing physical conditions of the Village as a whole and, in somewhat greater detail, of the central business district. Information on the present uses permitted for buildings and their current state, those structures eligible for historical designation, the character of the landscape and road access to the beaches are noted in this section.
- **Section 4** includes a discussion of the issues raised by the proposed 1982 Master Plan Amendment. The topics in this section include a review of the needs for an expansion of retail shopping space in the Village; the wisdom of the Nugent Street extension; th for Village farmland and description of the proposed His District and the preparation of and the question of access b Village beaches. Course prescribed in response to each
- **Section 5** provides a brief sum recommendations.

Nugent Street extension; the future prospect for Village farmland and open spaces; a description of the proposed Historic Preservation District and the preparation of design guidelines; and the question of access by vehicles to the Village beaches. Courses of action are prescribed in response to each of these issues.

- **Section 5** provides a brief summary of the major recommendations.



2 Historical Development



Southampton Village

2 Regional Location

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2 Historical Develop

2.1 LOCATION

The Village of Southampton is
eastern end of Long Island, appro
from New York City. Figure
location of the Village relative
Manhattan and the Connecticut co
access roads are also indicated, i
Island Expressway and Sunrise H
The ferries from Orient Point a
provide additional transportati
Connecticut during the summer mo

Figure 3 illustrates the Village l
the surrounding Town of Southa
East Hampton, Southold and Sh
Village lies immediately east of Sh
includes approximately 6.8 miles
front. Major road access occurs
Highway, which in turn connects
approximately six miles west
boundary.

2 Historical Development

2.1 LOCATION

The Village of Southampton is located near the eastern end of Long Island, approximately 90 miles from New York City. Figure 2 indicates the location of the Village relative to Long Island, Manhattan and the Connecticut coastline. The major access roads are also indicated, including the Long Island Expressway and Sunrise Highway (Route 27). The ferries from Orient Point and Port Jefferson provide additional transportation connections to Connecticut during the summer months.

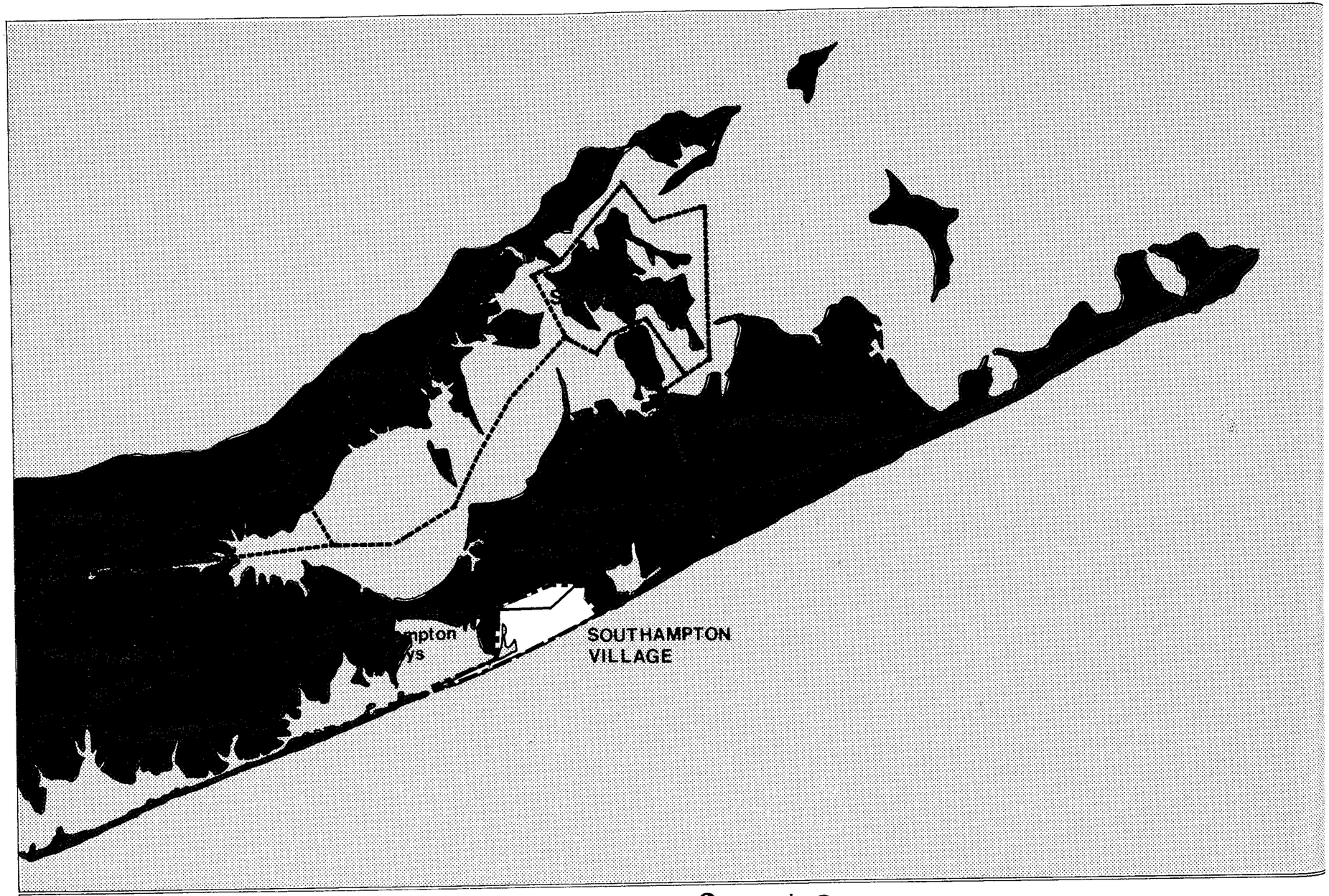
Figure 3 illustrates the Village location in terms of the surrounding Town of Southampton, Riverhead, East Hampton, Southold and Shelter Island. The Village lies immediately east of Shinnecock Bay and includes approximately 6.8 miles of Atlantic beach front. Major road access occurs via the Montauk Highway, which in turn connects to Sunrise Highway approximately six miles west of the Village boundary.

2.2 VILLAGE ORIGINS AND EARLY DEVELOPMENT

The Village of Southampton was founded in 1640 by colonists from Lynn, Massachusetts and represents the first English settlement in New York State. The site for the first dwellings was selected near Old Town Pond within a valley that now is the site of Southampton Hospital. By 1650, a number of roads had been established within the Village: Main Street, Meeting House Lane, Hill Street, Old Town Road, Jobs Lane and Wickapogue Road. Homes from this early period which still stand include the Thomas Halsey residence (1648) and the Foster House (1690).

From this initial development until the mid-nineteenth century, the Village was slowly established as a farming and fishing community. By 1850, the Village population reached between 450 and 500 persons. Figure 4 shows the main Village development in 1858.

From the mid-nineteenth century, however, the character and economic activity of the Village began to change. The quality of the local climate, the fresh air and, particularly, the high quality of the local beaches, made the Southampton area an important resort center. The construction of the railroad to Sag Harbor in 1870 suddenly made access to Southampton relatively easy for New York City residents, and the Village's importance as a summer



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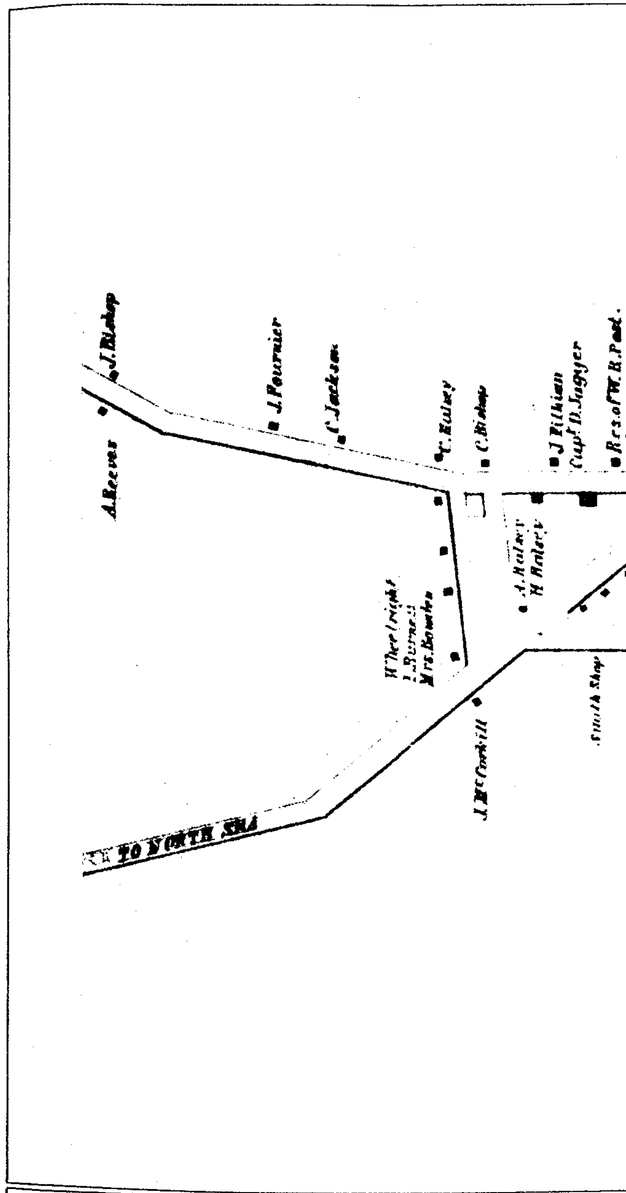
3 Local Context



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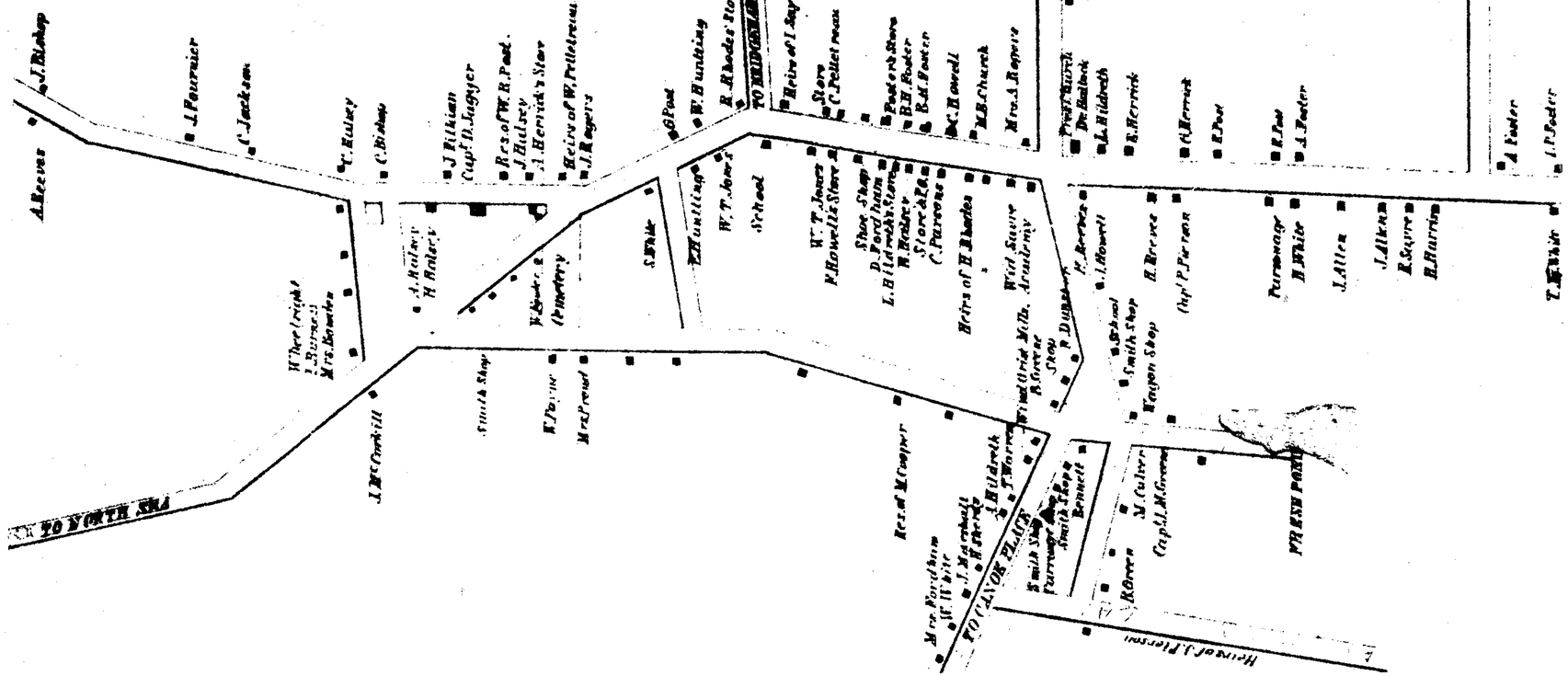

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4 Southampton : 1858

resort began to be quickly realized.

The De Bost House (1872) was the first "summer house" to be built and 1876 saw the initial development of beach sites for summer homes. In the period 1890 - 1910, there was a major wave of building activity when many of the significant larger summer homes were built. These include a large number of architecturally important mansions such as the "Old Towne" house (Figure 6), the original Dr. Ealey Home and the Lloyd Smith residence, all on Ox Pasture Road; the Whitefields House (designed in part by Stanford White), and houses on South Main Street, including the Bell, Humphries and Hornblower residences.

In addition this period saw the construction of the important civic buildings in the Village, including the Parrish Art Museum (1897), the Windmill Lane School (1890) and the Rogers Memorial Library (1895). Much of the initial cost for construction of these buildings was met through private donations from summer residents. In addition the Southampton Village Improvement Association initiated a number of local improvements at this time, including pavement and road surfacing, tree planting and the development of Monument Square. The year-round population in 1900 reached 1,555 persons, and during the summer months this total was at least doubled.

Figure 7 illustrates the extent of most of the development within the Village in 1902.

5 View of Main Street: 1900

During the first half of the twentieth century, the Village has seen a steady growth in population and development. By 1930, the total year-round resident population reached 3,700 people. Although the depression years and World War II slowed development growth, further residential construction occurred in the 1950-1970 period. By 1966, the Nassau-Suffolk Regional Planning Board's land use

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6 'Old Towne' Residence, Ox Pasture Road

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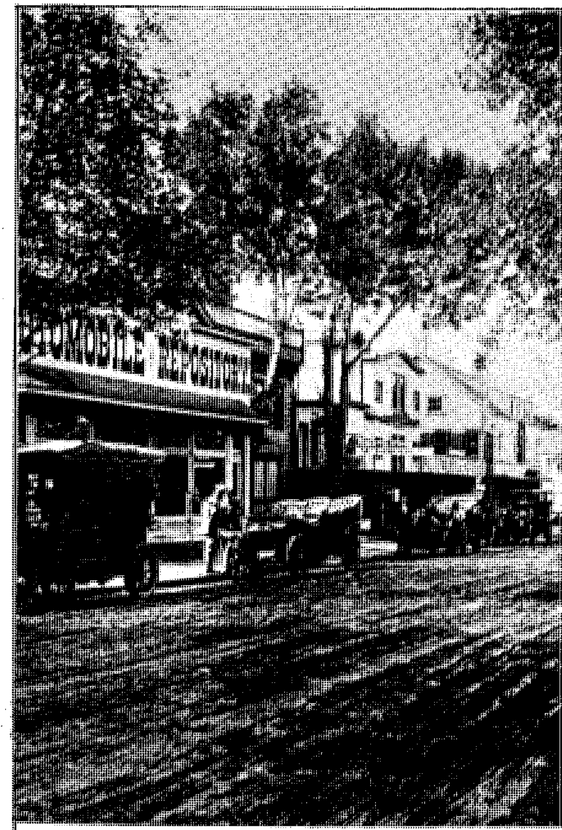
7 Southampton : 1902



8 Jobs Lane: 1905

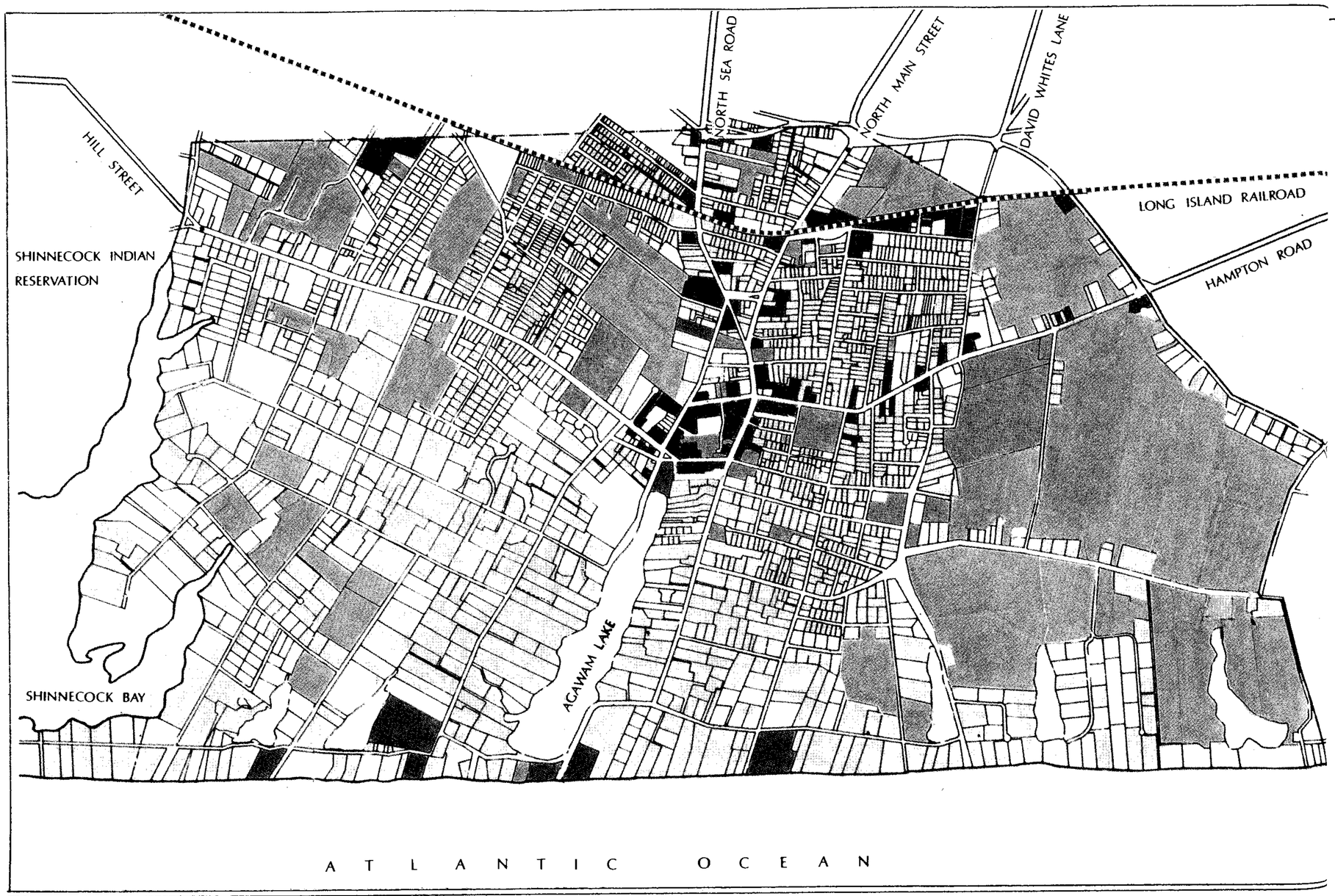
8 Jobs Lane: 1905

survey indicated that about half of the Village land area was under urban development.

2.3 VILLAGE DEVELOPMENT: 1970

The 1970 census revealed that the Village population had reached 4,900 year-round residents. Residential development had spread to most areas of the Village except for the active farm areas mostly to the east (generally east of Old Town Road and David Whites Lane). Vacant land also existed in much of the western reaches of the barrier beach. The more recent homes continued the pattern of single family development, but smaller lots began to prevail due to higher land costs. The subdivision of larger parcels into one or half-acre lots also became more prevalent, particularly in the northwest area of the Village.

Commercial uses were generally concentrated within the core area bordered by Main Street, Jobs Lane and Windmill Lane. More scattered retail uses were also located on Hampton Road and on the eastern end of Hill Street. Apart from the beach areas and the private grounds within the summer homes section of the Village, about half of the open space involved farmland, with about 900 acres still in use in 1970. Figure 9 illustrates the major land uses for the Village in 1970, excluding the barrier beach area on the west side of the Village.



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9 1970 Land Uses

- Residential
- Commercial
- Industrial
- Institutional
- Agricultural
- Open Space
- Utilities & Transportation
- Vacant

3 The Village Today

3 The Village Today

This section summarizes the existing pattern of land uses and other physical features occurring within the Village today. It is divided into two sections: Section 3.1 reviews land uses and access conditions for the Village as a whole, based on the survey completed in 1981 by McCrosky-Reuter, and includes information on the historic district designation being prepared by the Village. Section 3.2 focuses on the Village central area and gives a more detailed review of uses, access, building and landscape quality, and the historic importance of key structures.

3.1 OVERVIEW

A Housing

Between 1970 and 1980, the census showed that the number of housing units within the Village increased from 2,398 in 1970 to 2,542 units in 1980. Of this total, 442 units existed in buildings involving two or more dwellings.

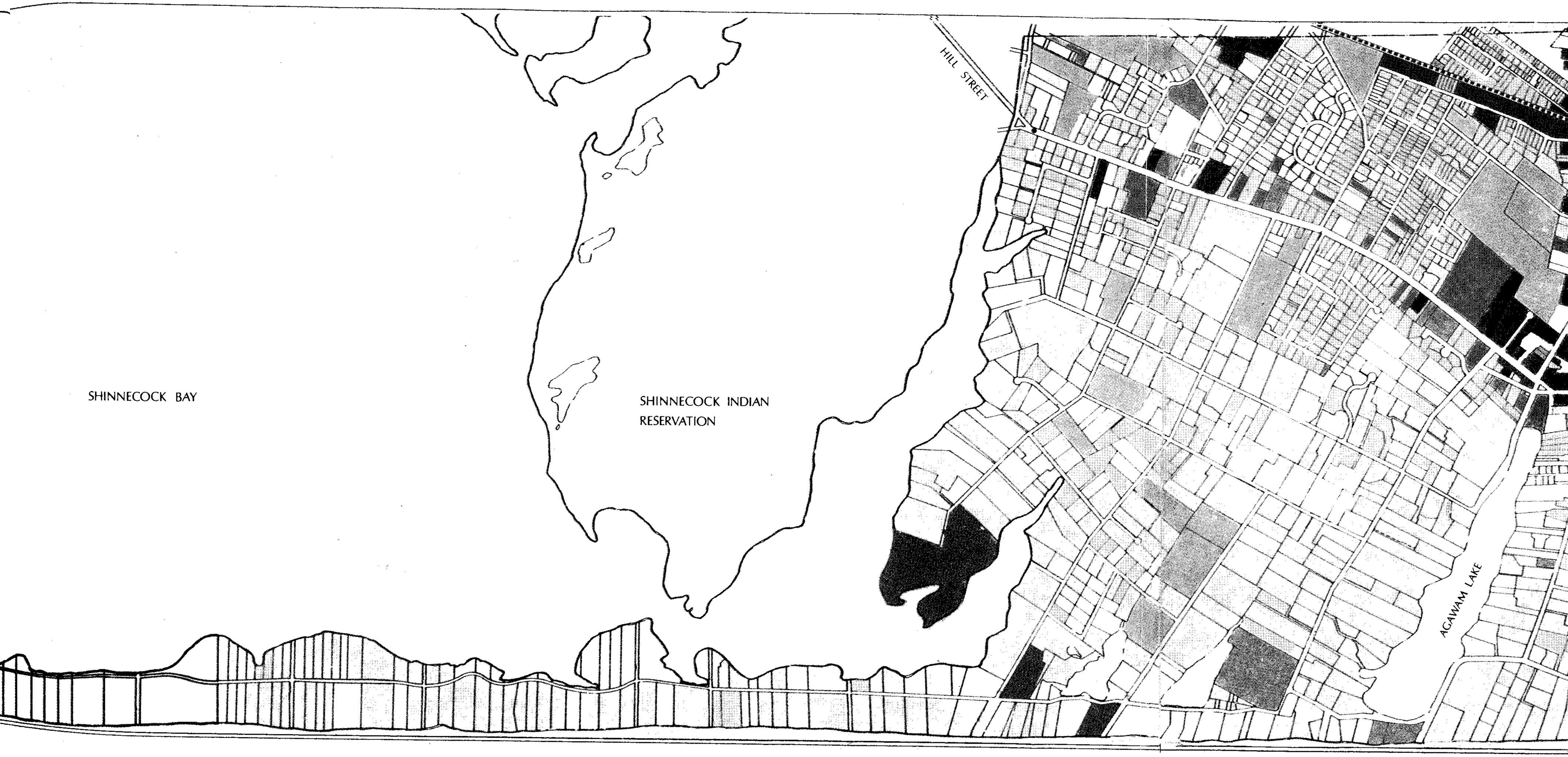
These figures reflect the substantial new subdivision and development that has occurred over the past decade of former farmland and open space of the Village. Developments that have been constructed since 1970 include the Whitefield Estate on Hill Street; the Irving Condominiums on First Neck Lane; and Canterbury Mews, the Rosko development and Farrington Close on Hampton Road.

B Land Use Pattern

Unlike the surrounding Town of Southampton, where more than half of the total land area remains undeveloped, the Village is largely built up and few areas remain as open space or as farmland property. Figure 10 illustrates the distribution of land uses within the Village based on the 1981 survey. Compared to the situation in 1970, the map indicates substantial new residential development within areas that were formerly vacant or that had been used for farming purposes. Residential land uses increased from just under 2,620 acres to 3,090 acres during this period. Most of this increase occurred through subdivisions of single family lots or by new condominium construction.

Figure 10 shows the existing residential uses defined in three broad categories:

- The low density seasonal home development which is generally confined to the southern and western portions of the Village;
- Year-round single family homes which are concentrated in areas north of Hill Street and



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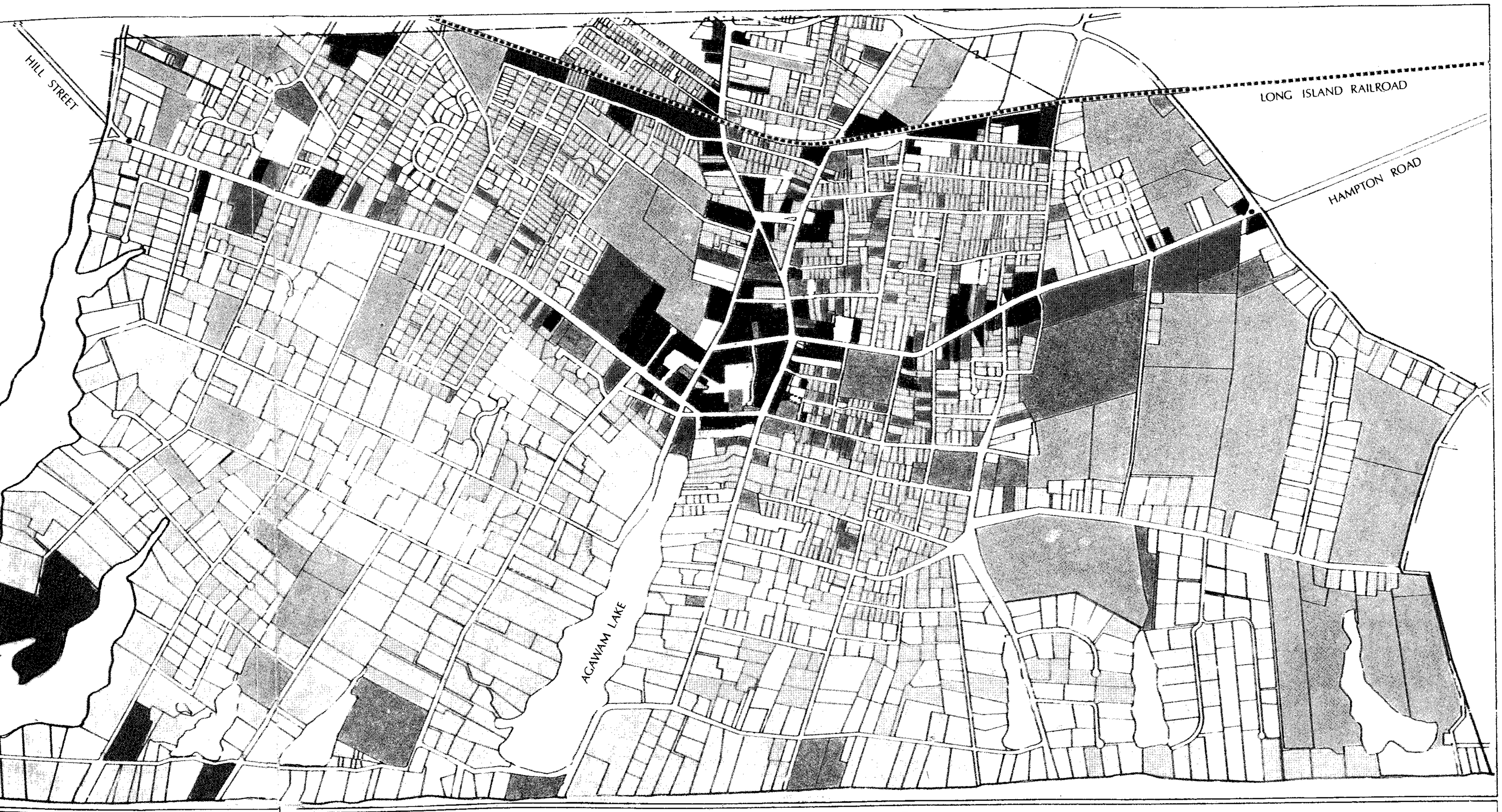

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10 1982 Land Uses

Source : McCrosky-Reuter

Residential
- Two & More Families
- Single Family
- Estates & Seasonal

Commercial
- Hotels & Cabins
- Retail
- Automotive

Industrial

Institutional
Agricultural
Open Space
Utilities & Transportation
Vacant

Hampton Road; and

- Higher density, condominium and townhouse development which is generally located near the Village Center and adjacent to other commercial uses.

Other land uses noted on the map include the commercial core area with business-related development extending northward on North Main, North Sea Road and Hampton Road; scattered institutional uses involving school and church sites and the Southampton Hospital; and the current farmlands which remain for the most part on the eastern edge of the Village area.

C Road Network

The roadway system accommodates major through traffic as well as providing for the distribution of vehicles to retail areas and the residential neighborhoods within the Village. Hill Street, Windmill Lane, Nugent Street and Hampton Road function as the east/west arterial (Route 27A) from a local point of view. Windmill Lane and North Sea Road act as minor local arterials in a north/south direction, while Jobs Lane and Main Street provide access to the retail core of the Village.

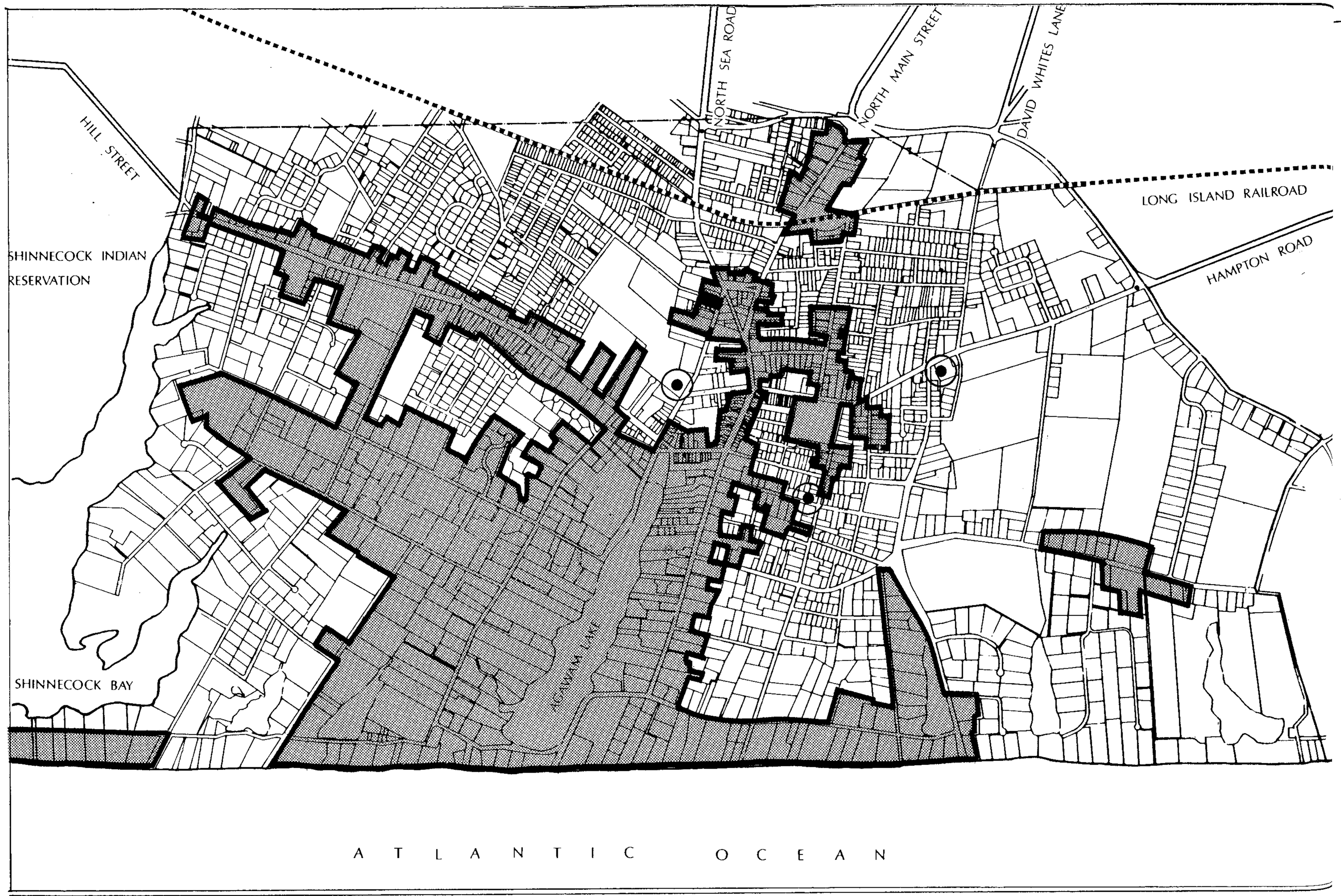
The street hierarchy or functional classification at the level of collectors and residential streets is very unclear due to a historical pattern of "haphazard" roadway development. Many local streets have the physical and land use characteristics of residential streets, yet they have to function as collector 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.

D Historic District Designation

The wealth of turn-of-the-century buildings and the architectural significance of many structures have made the Village of Southampton an important tourist center in the region. Since 1975 the Village, with support from the Society for the Preservation of Long Island Antiquities (SPLIA) has been documenting all buildings which are more than 50 years old.

Based on the survey of approximately 350 buildings in the Village, a comprehensive package for National Register nomination has been proposed. This nomination has been called "Multiple Resources of the Village of Southampton" and includes four historic districts and four individual sites, as follows:

- Southampton Village Historic District (the largest)
- North Main Street - Railroad Plaza Historic District



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11 Proposed Historic Districts

Proposed National Register District
Proposed Individual Listing

- Wickapogue Road Historic District
- Dune Lane or Meadow Lane Histori
- Four individual properties:
  - The Kendrick House and outbuild
  - 1280 Meadow Lane
  - 300 Hampton Road
  - The residence at the northw Herrick Road and Little Plains R

These districts and sites are illustr 11.

3.2 THE VILLAGE CENTER

A Building Uses

Most of the Village retail and o concentrated within a relatively small centered on Main Street, Jobs Lane, Jagger Lane and the southern part of Additional business uses extend eastwa Road and also northward on North M shown in Figure 12.

Considerable expansion has occurr shopping area since 1970. Jagg developed as a convenience shopp emphasis placed on automobile acces

- Wickapogue Road Historic District
- Dune Lane or Meadow Lane Historic District
- Four individual properties:
  - The Kendrick House and outbuildings
  - 1280 Meadow Lane
  - 300 Hampton Road
  - The residence at the northwest corner of Herrick Road and Little Plains Road

These districts and sites are illustrated in Figure 11.

3.2 THE VILLAGE CENTER

A Building Uses

Most of the Village retail and office uses are concentrated within a relatively small area and are centered on Main Street, Jobs Lane, Nugent Street, Jagger Lane and the southern part of Windmill Lane. Additional business uses extend eastward on Hampton Road and also northward on North Main Street, as shown in Figure 12.

Considerable expansion has occurred within this shopping area since 1970. Jagger Lane has developed as a convenience shopping area with emphasis placed on automobile access through the provision of large parking lots and drive-in facilities. A number of sites on Jobs Lane have expanded to include small pedestrian malls in order to provide additional retail frontage for small boutiques and other specialty stores. Other business expansion has also taken place along Hampton Road, with scattered commercial sites extending eastward as far as the Village line. In addition, one of the automobile dealerships has relocated from Hill Street to a site outside the business center, while another has been converted to small scale retail stores.

Apart from the commercial activities, other uses within the center include the following:

- Public and community facilities such as The Rogers Memorial Library, Village Hall and Town Hall buildings;
- The Methodist and Presbyterian Churches on Main Street;
- Entertainment and cultural facilities, including the Hill Street Theater and the Parrish Art Museum;
- Parkland and open space areas such as Lola Prentice Park, Agawam Park and the Parrish Art Museum Gardens.

B Roads and Parking

As noted earlier, access to the Village center

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0 200 1000 FT

12 Village Center: Uses

- Residential
  - Estates & Seasonal
  - Single Family
  - Two & More Families
- Vacant
- Commercial
  - Hotels & Cabins
  - Retail
  - Automotive
- Industrial
- Institutional
- Agricultural
- Open Space
- Utilities & Transportation
- Parking

occurs primarily from Hampton Road f
Hill Street from the west and via M
North Sea Road from the north. Traff
is a particular problem at certain ti
summer months due to the large volur
both to the retail area and to the n
The lack of clearly defined through
and the obstruction caused by diago
both Main Street and Hill Street i
seasonal problem of slow moving traffi

Car parking provision for the cer
on-street parking on most of the local
relatively large number of lots set beh
frontages. It is estimated that over
spaces are provided in the municipal lo

Figure 14 illustrates the major acc
parking areas within the Village centra

C Building Quality

Many of the Village's older buildings o
merit are located within the business
particular, most of the buildings on M
Jobs Lane and on North Main are
architectural quality and are locat
proposed historic district referred to e
15).

Buildings that are of special histori
include the Whitefields House, the Ke
the Southampton Theater, the Rog

occurs primarily from Hampton Road from the east, Hill Street from the west and via Main Street and North Sea Road from the north. Traffic congestion is a particular problem at certain times during the summer months due to the large volume of visitors both to the retail area and to the nearby beaches. The lack of clearly defined through traffic routes and the obstruction caused by diagonal parking on both Main Street and Hill Street increases the seasonal problem of slow moving traffic.

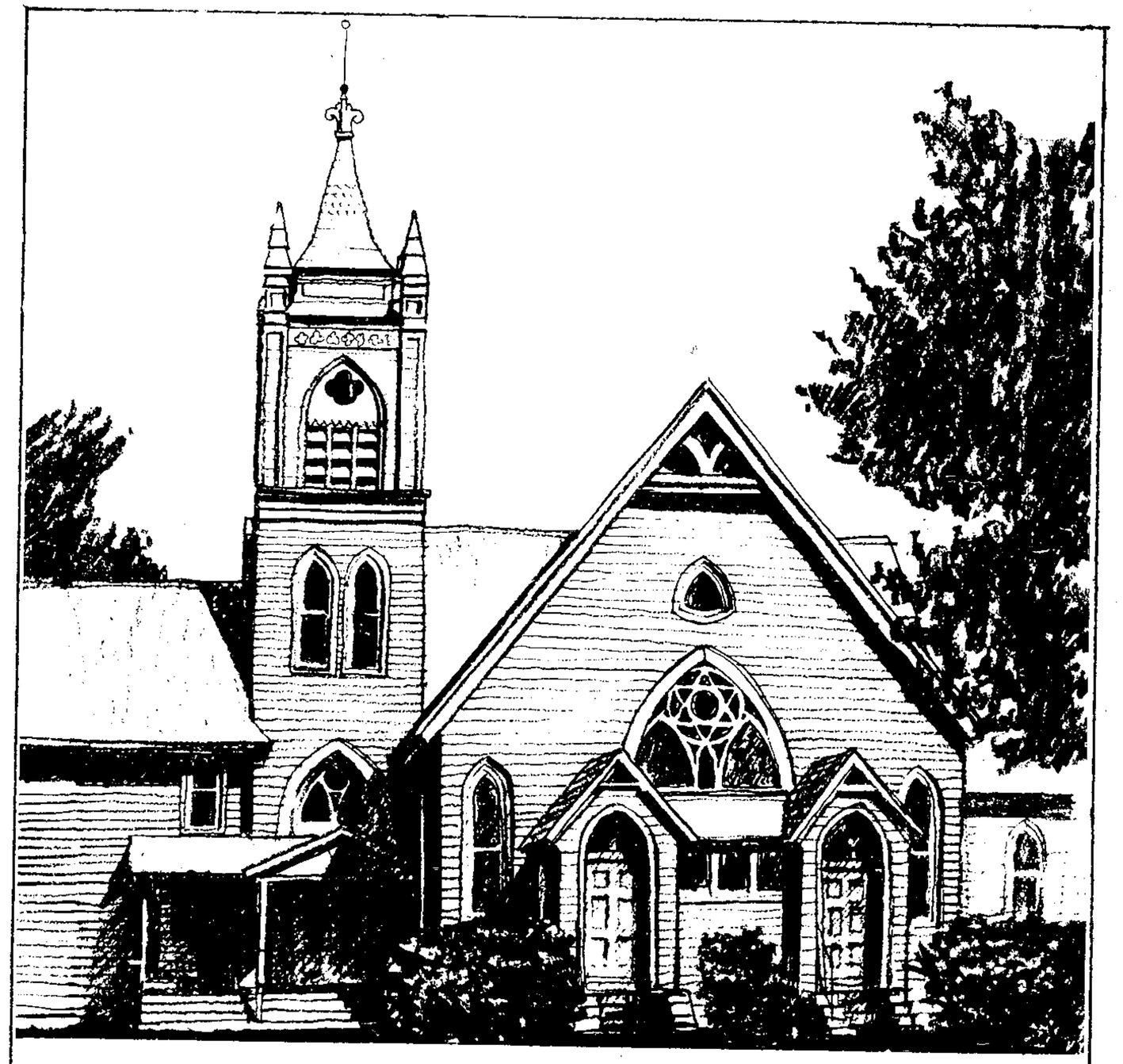
Car parking provision for the center includes on-street parking on most of the local streets and a relatively large number of lots set behind the retail frontages. It is estimated that over 1,750 parking spaces are provided in the municipal lots.

Figure 14 illustrates the major access roads and parking areas within the Village central area.

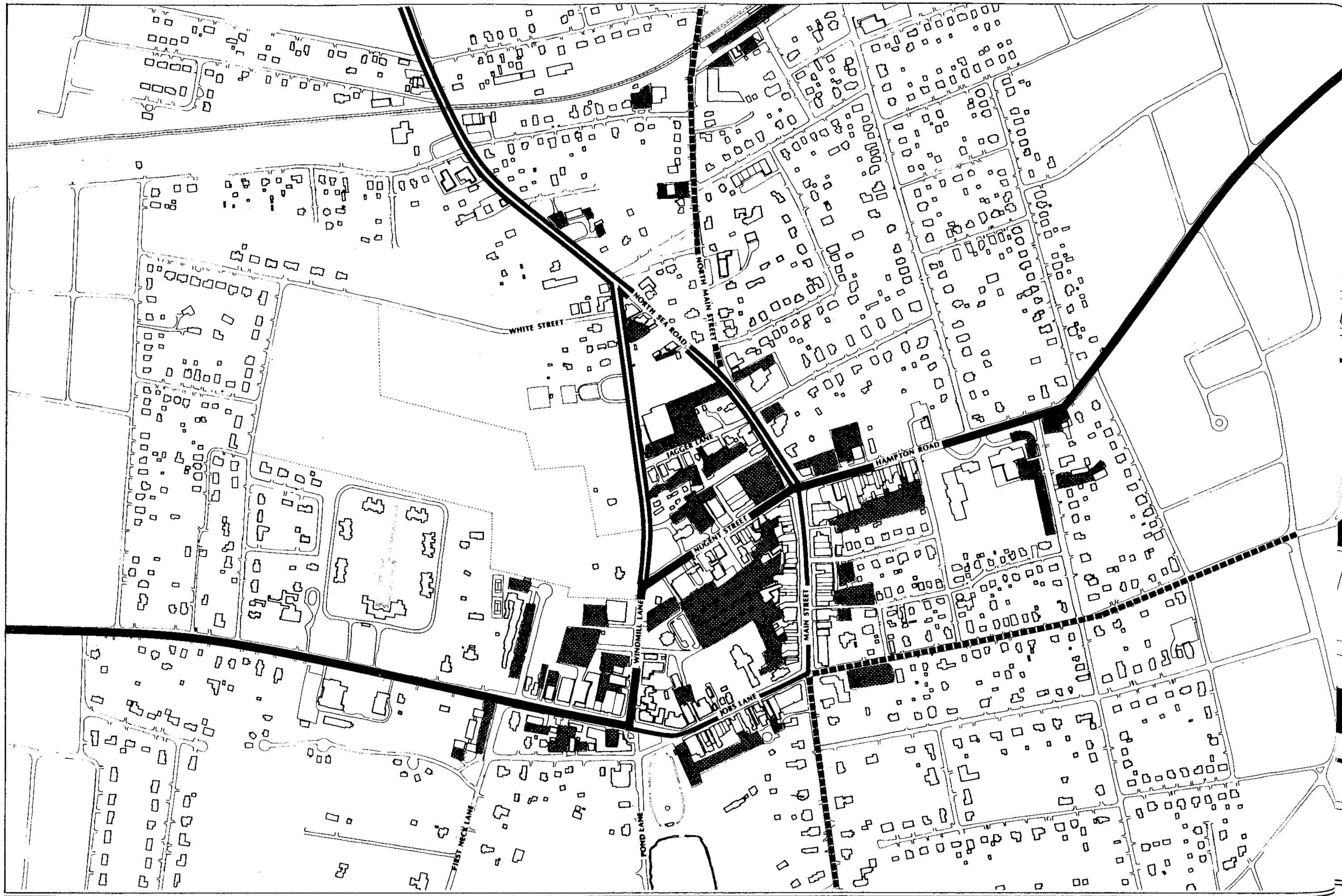
C Building Quality

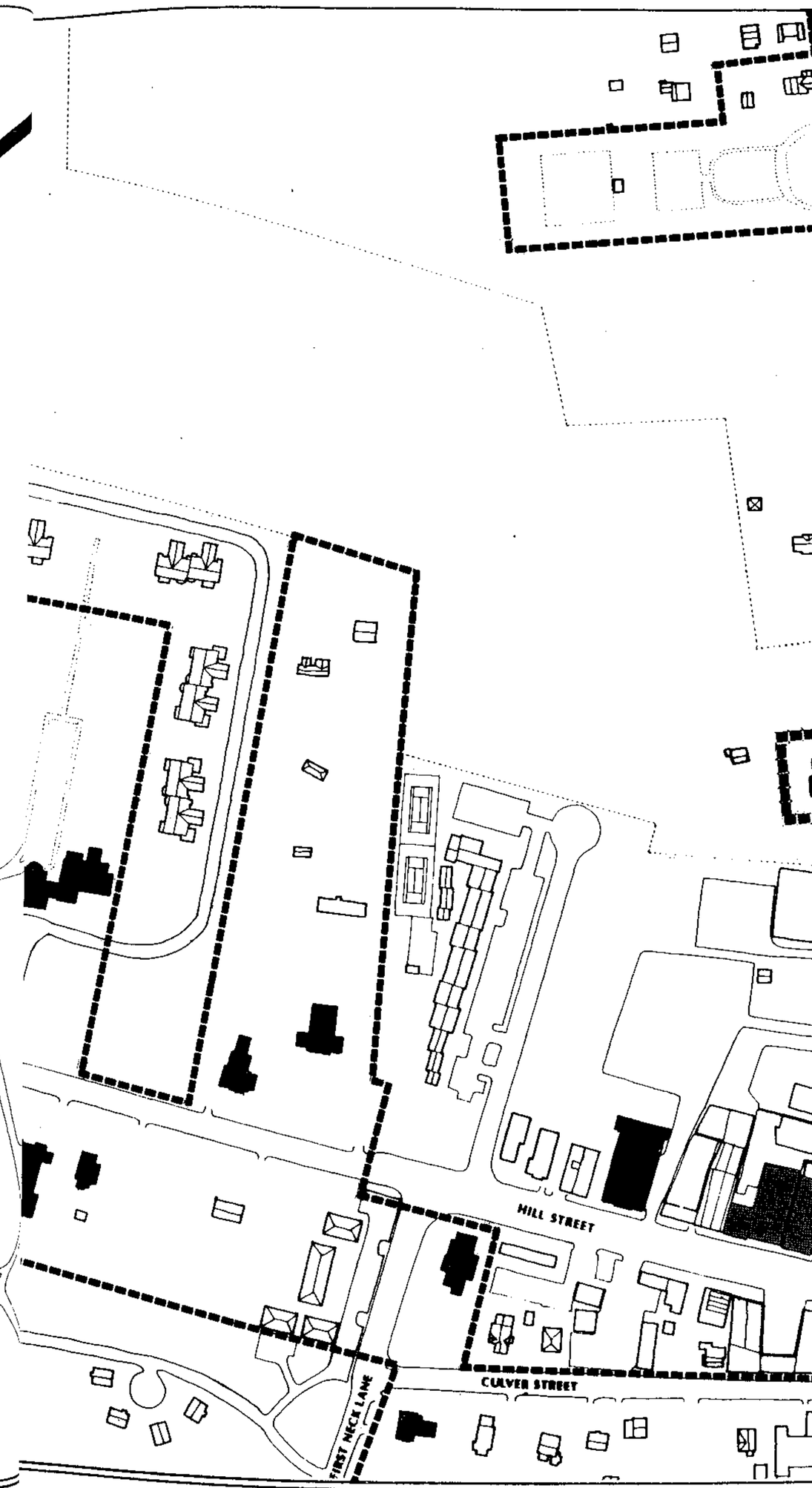
Many of the Village's older buildings of architectural merit are located within the business district. In particular, most of the buildings on Main Street, on Jobs Lane and on North Main are of special architectural quality and are located within the proposed historic district referred to earlier (Figure 15).

Buildings that are of special historic significance include the Whitefields House, the Kendrick House, the Southampton Theater, the Rogers Memorial Library, the Presbyterian Church, the Village Hall and the Methodist Church building (Figure 13).



13 Methodist Church, Main Street





Southampton Village

Buckhurst Fish Hutton Katz
Planners & Architects

0 200 1000 FT

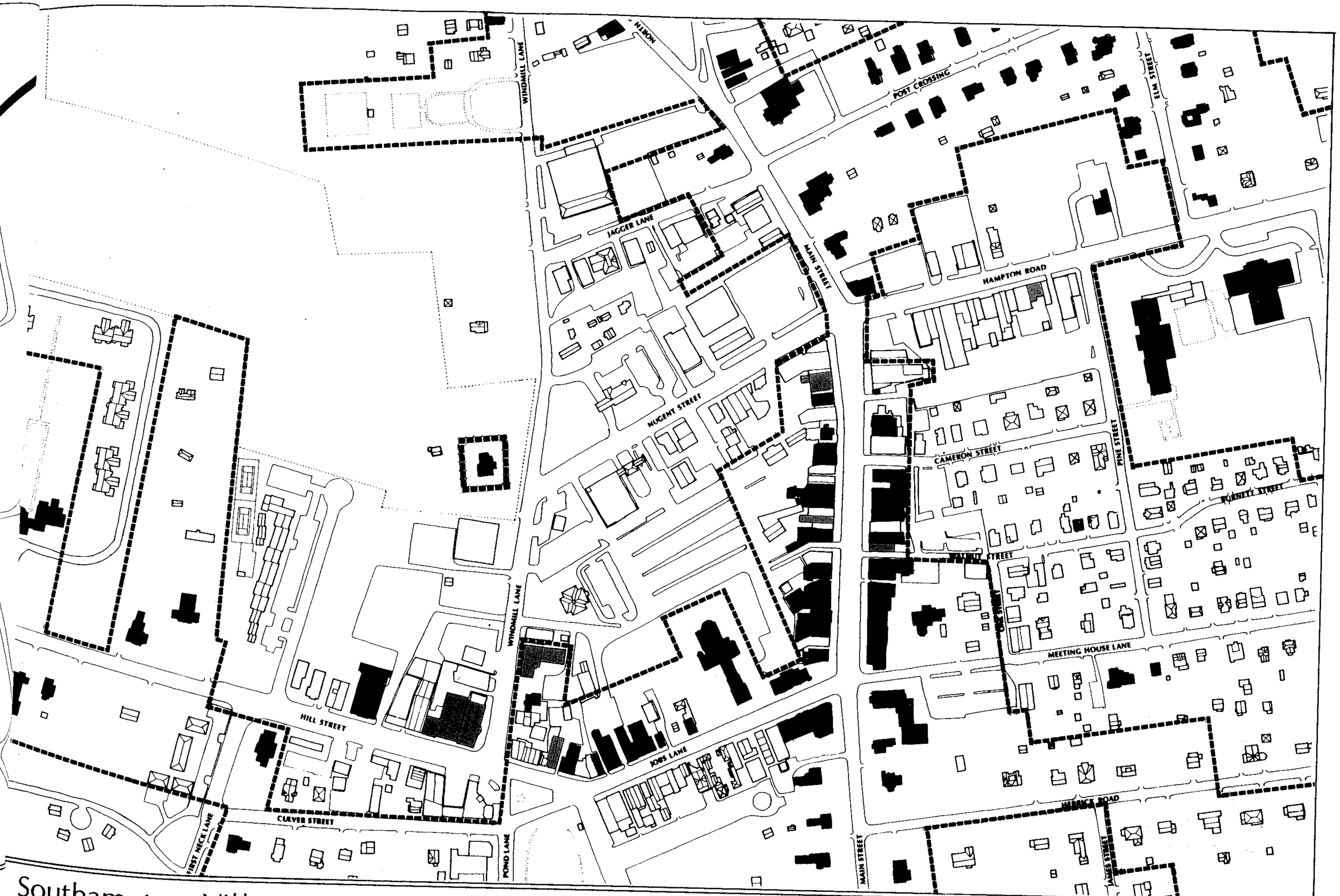
14 Major Roads & Parking

- Major Local Arterial (E-W)
- Minor Local Arterial (N-S)
- Commercial Collector
- Local Collector
- Major Parking Areas

Southampton Village

Buckhurst Fish Hutton Katz
Planners & Architects

0 100 500 FT



Southampton Village

Buckhurst Fish Hutton Katz
Planners & Architects

0 100 500 FT

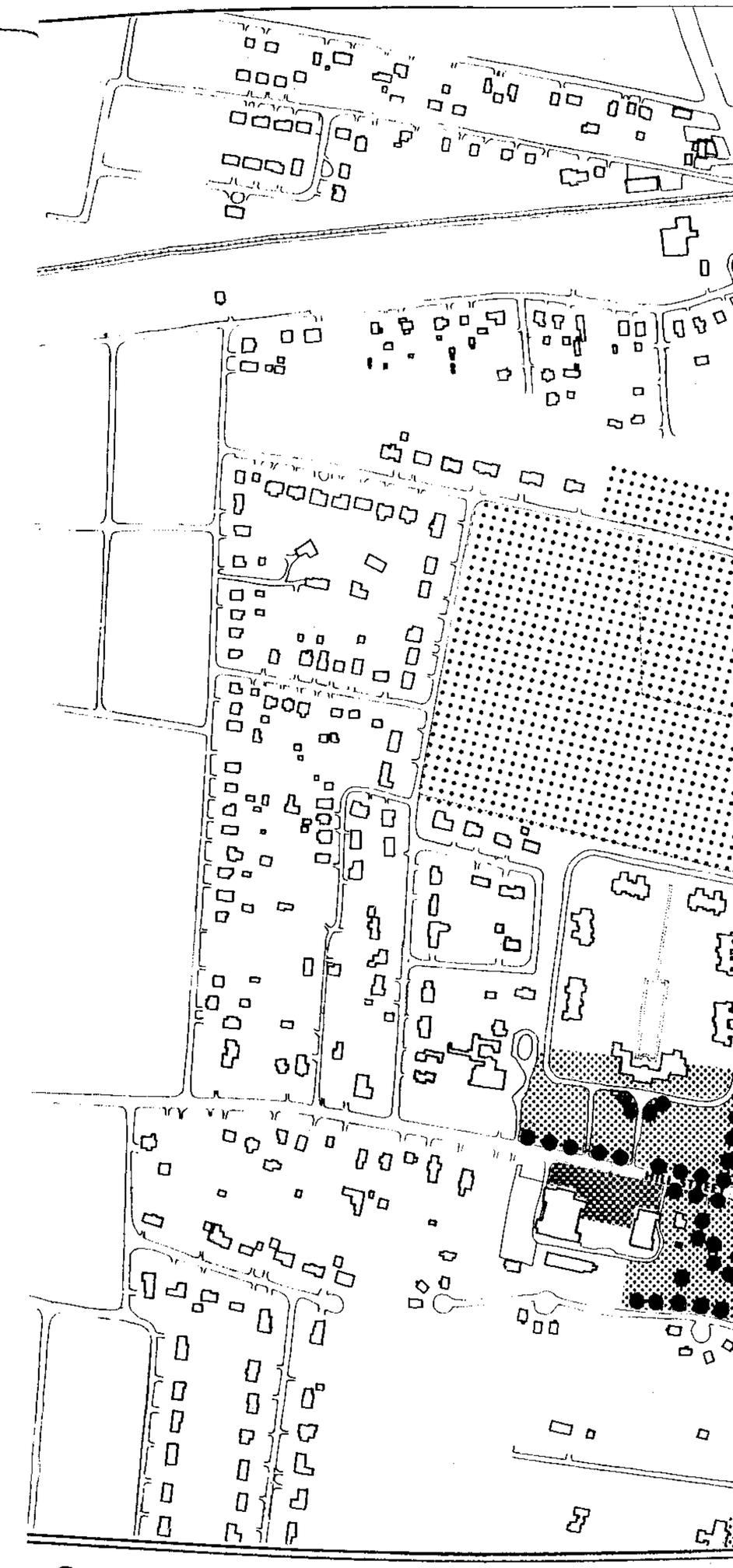
15 Detail of Historic District

- Pivotal and/or of Special Significance Integrity Good to Excellent
- Integrity Fair to Poor
- Proposed National Register District

D Open Space and Landscape

The attractiveness of the center is due in part to the natural landscape elements that contribute in a significant way to the character of most of the Village streets. Figure 16 illustrates the key components of the open space system and natural landscape that occur within the central business area, which include the following:

- Public open space areas such as parks, the cemetery and the landscaped garden surrounding the Parrish Art Museum;
- The private lawn areas and hedges that line many of the residential streets. Herrick Road, First Neck Lane, Post Crossing and Elm Street are particularly important in this regard;
- The street trees which generally line all of the main roads in the area;
- Landscaped properties west of Windmill Lane — especially the area surrounding the Kendrick House and extending north to Lola Prentice Park;
- The agricultural land to the west of Kendrick House which is now the subject of a proposed subdivision development.



Southampton Village

Buckhurst Fish Hutton Katz
Planners & Architects

0 200 1000 FT

Southampton Village

Buckhurst Fish Hutton Katz
Planners & Architects

0 200 1000 FT

16 Open Space / Landscape

- Significant Private Open Space
- Public Open Space
- Trees
- Agriculture

Southampton Village

17 War Memorial: Agawam Park

Buckhurst Fish Hutton Katz
Planners & Architects

3.3 SUMMARY

The Village of Southampton
developed. Much of the Village
density development containing
fine historic homes. The busi
important retail center and is c
attractive mix of turn-of-the-ce
community buildings. Tree-lined
and hedges as well as parkland pro
amenity in addition to beach a
Atlantic Ocean. The existence
quality development has prompt
propose the designation of a N
Historic District that incorporates
development within the Village.
illustrating some of the physica
Village center is shown in Figure

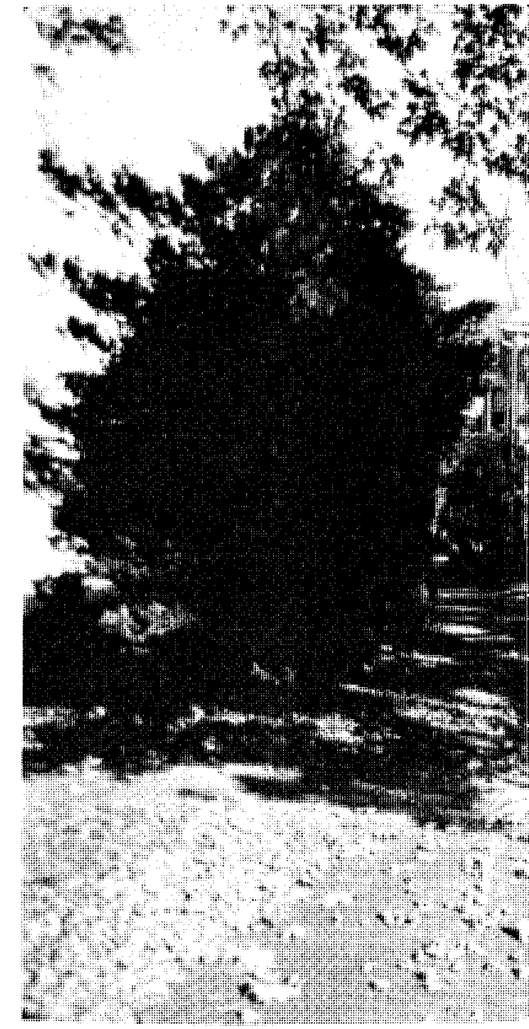
Despite these special qualities,
number of important issues rela
growth and development. A
buildings and developments are o
The very qualities that have m
desirable place to live and visi
threatened by urban development
housing and additional retail and
with the inevitable accompan
increased parking and road access.
the remaining active farmland w
estimated at about 470 acres -- is
lost unless special preservation
within the immediate future.

3.3 SUMMARY

The Village of Southampton is almost fully developed. Much of the Village consists of low density development containing a large number of fine historic homes. The business area is an important retail center and is characterized by an attractive mix of turn-of-the-century shops and community buildings. Tree-lined streets, lawn areas and hedges as well as parkland provide an important amenity in addition to beach areas fronting the Atlantic Ocean. The existence of so much high quality development has prompted the Village to propose the designation of a National Register Historic District that incorporates much of the older development within the Village. A summary map illustrating some of the physical assets within the Village center is shown in Figure 18.

Despite these special qualities, the Village faces a number of important issues related to its future growth and development. A number of recent buildings and developments are of inferior design. The very qualities that have made the Village a desirable place to live and visit are increasingly threatened by urban development pressures for more housing and additional retail and commercial uses, with the inevitable accompanying demand for increased parking and road access. In turn, much of the remaining active farmland within the Village -- estimated at about 470 acres -- is now likely to be lost unless special preservation measures are taken within the immediate future.

These and other issues are discussed in the following section.



Southampton Village

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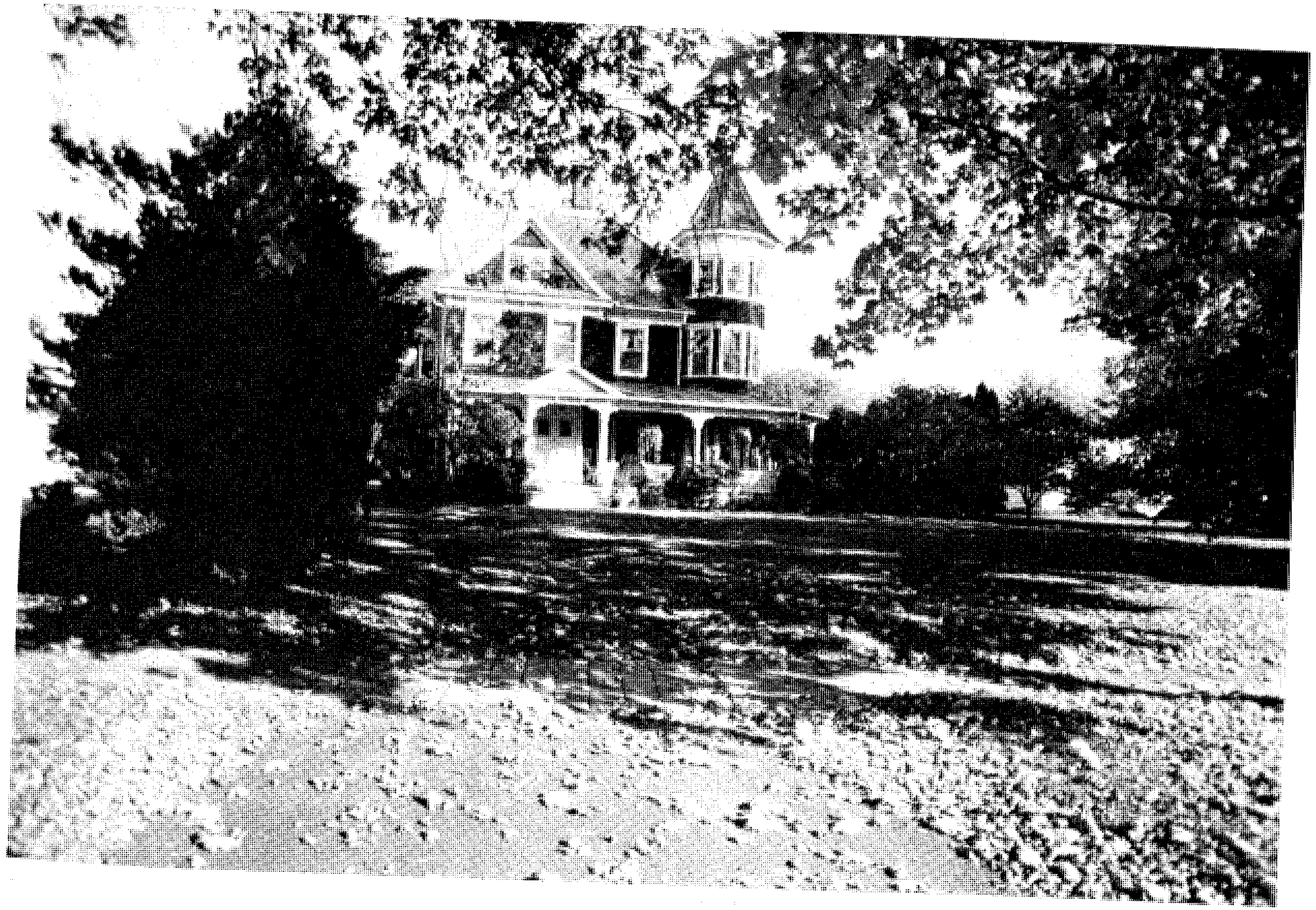
18 Summary of Assets

Significant Buildings
Major Open Space
Trees



4 Issues and Opportunities

4 Issues and Opportunities

4.1 INTRODUCTION

The proposed Master Plan Amendments outlined a number of development proposals for the Village in response to surveys and analyses completed in connection with a re-evaluation 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. A change to single family residence was also suggested for selected sites presently zoned for light industry.

The proposed Amendment also recommended that the Village business area be expanded by nine acres on the west side of Windmill Lane. Additional office business was also suggested in the multi-family area on Hampton Road between Elm Street and David Whites Lane. Finally, the 1970 proposal to create a four-lane road from Hill Street to Nugent Street, with a north/south road connecting this extension to Bowden Square, was recommended for early implementation. Figure 19 shows the key proposals related to the Village center in the 1970 and 1982 proposed master plan proposals.

This focus on increased development and on new roadway construction underlines the need for some further appraisal of future Village development needs and opportunities. This section therefore reviews the following key questions:

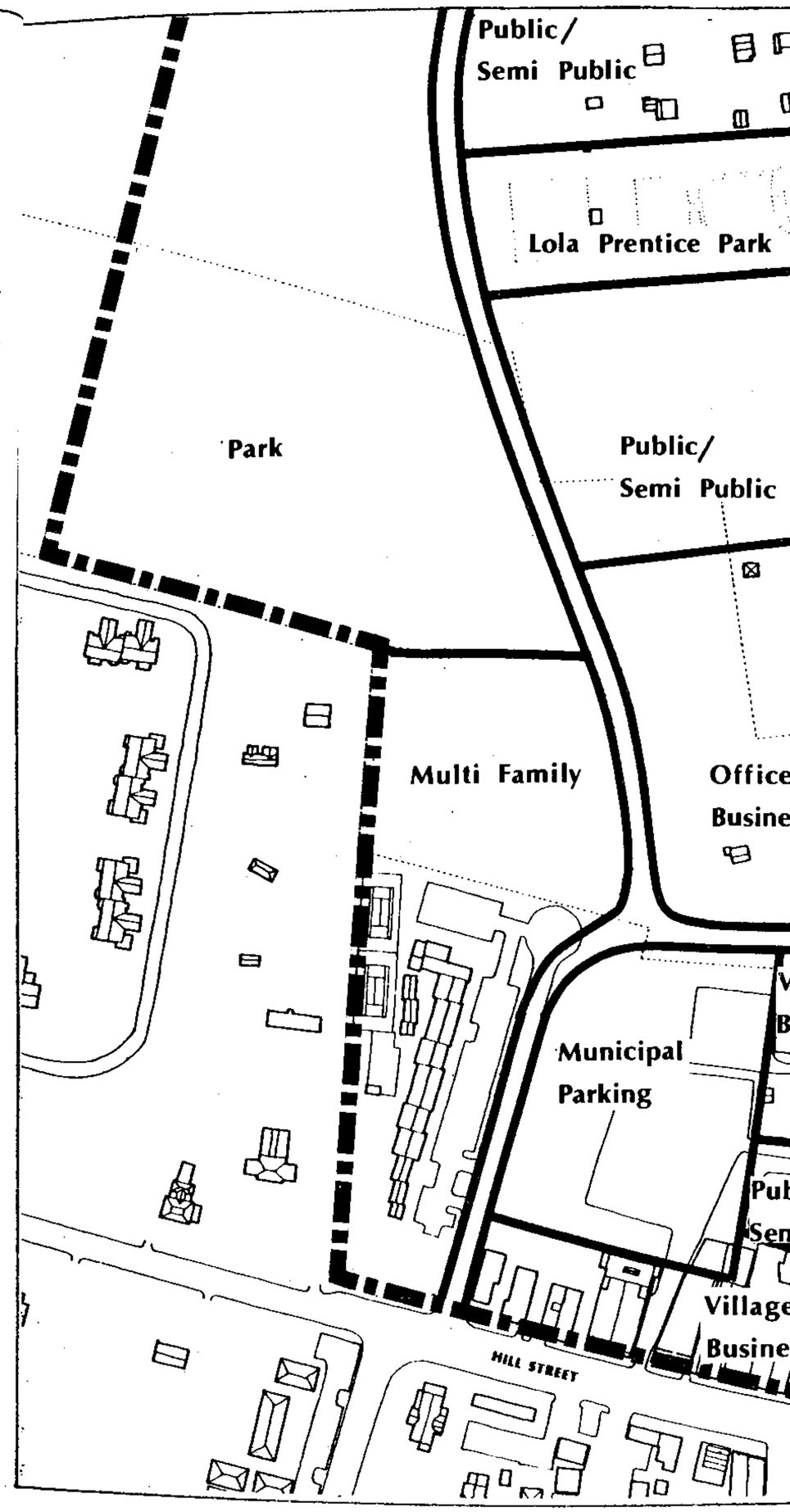
- The need for new retail space in the Village business area;
- The need for and impact of the proposed Nugent Street extension;
- The opportunities for preserving open space and farmland;
- The historic preservation of important buildings within the Village;
- The future planning for public access to beach areas.

In addressing these issues, we have outlined a number of specific recommendations which, we believe, provide the guidelines for a Preservation Plan for Southampton.

4.2 RETAIL ANALYSIS

A The Village Center in the Regional Context

The Southampton Village center has by far the largest



1970 Master Plan

Southampton Village

Buckhurst Fish Hutton Katz
Planners & Architects

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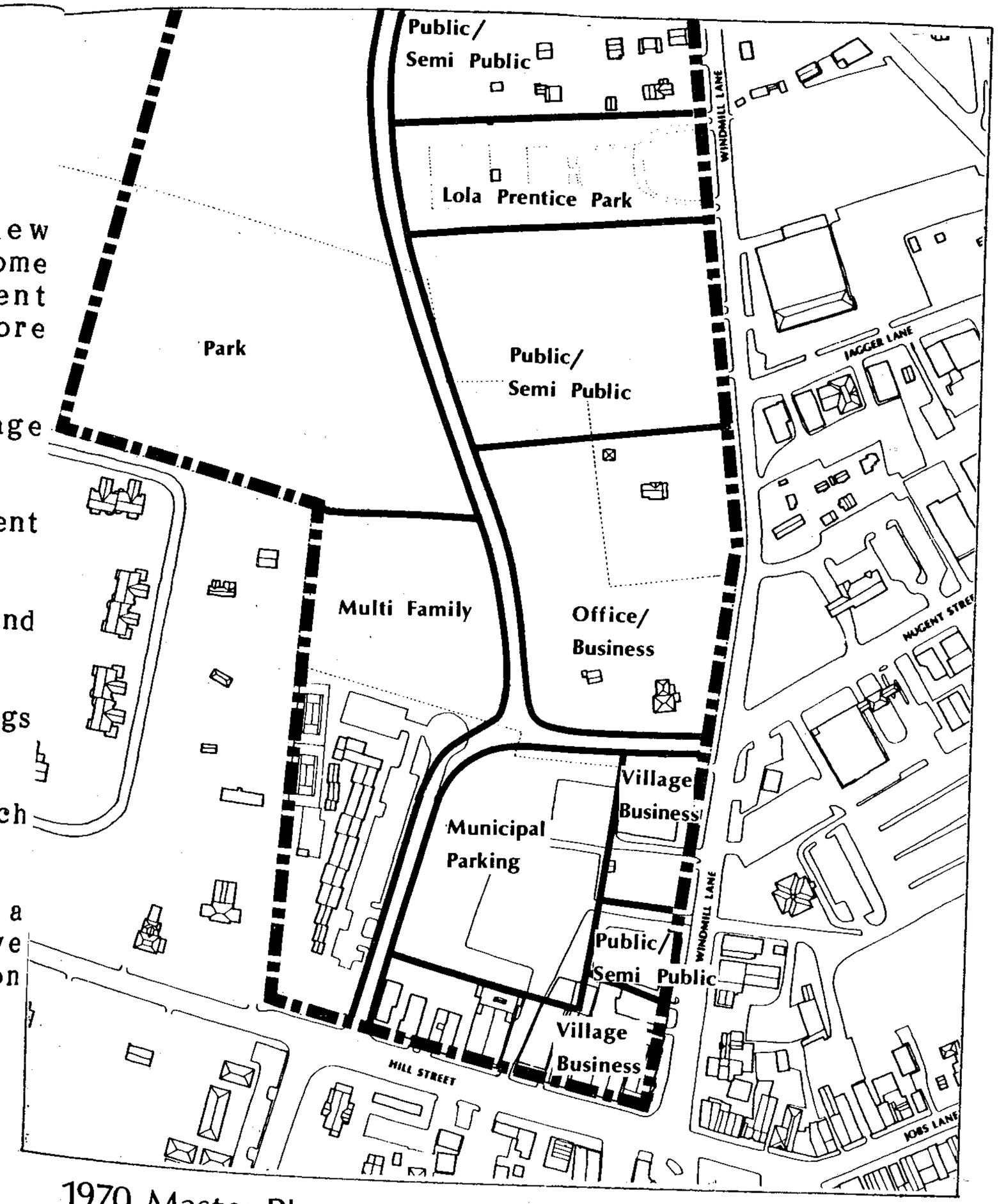
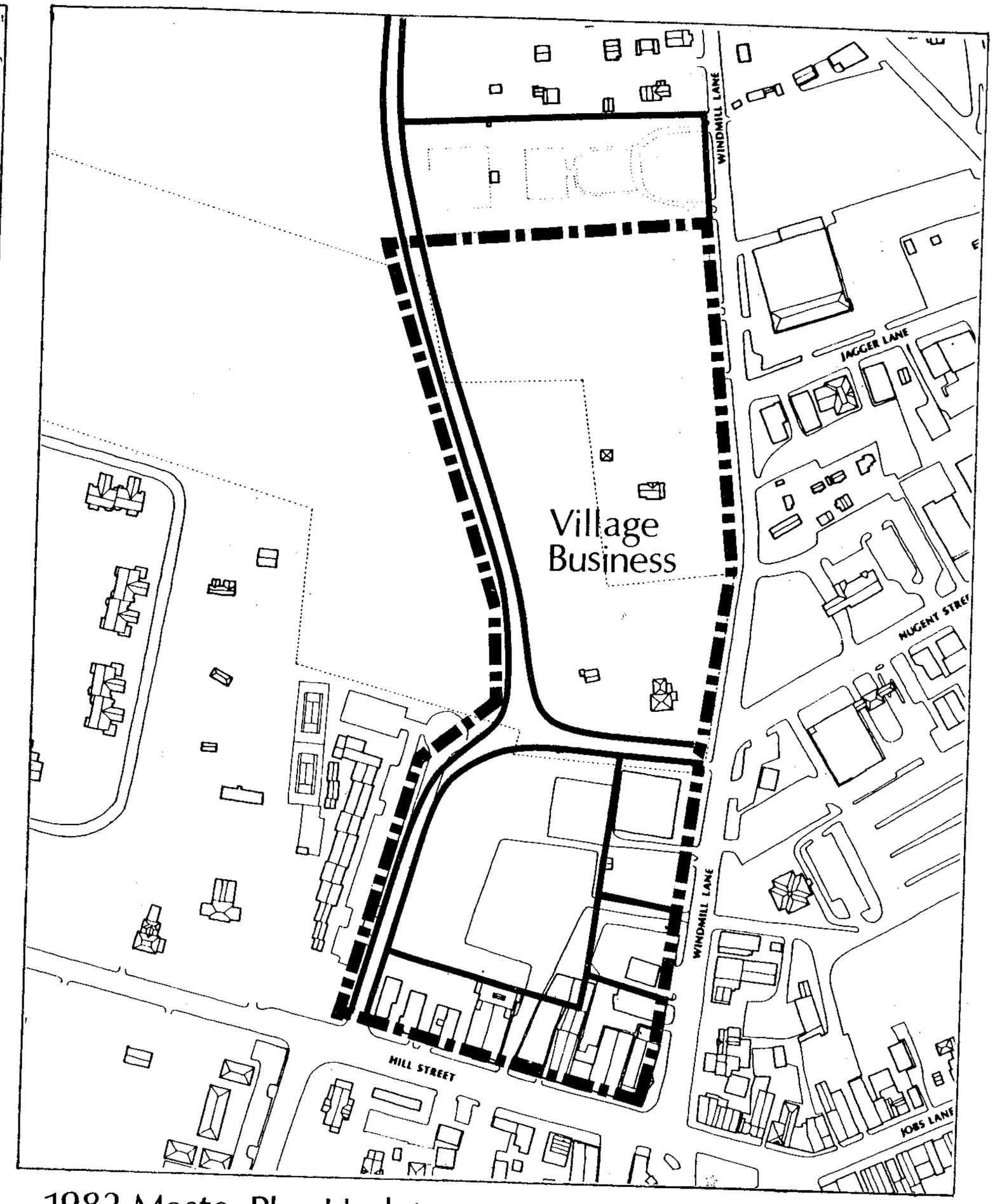


1970 Master Plan



1982 Master Plan Update

Southampton Village

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0 100 500FT

19 Village Proposals for Windmill Lane Area

concentration of stores in the Town of Southampton and, from a retailing standpoint, is one of the most important business districts in Suffolk County.

The Village center contains over one fourth of the retail floor area in the Town and is more than two times larger than the next largest retail concentration in the Town, Westhampton.

Table 1 shows the relative importance of the Village center as a retail center in the Town of Southampton. Table 2 presents the relationship between resident population (p
floor area for the Village,
County. Note that the Vi
estimated 105 square feet per ca
county-wide average. A high ra
capita indicates that a retail
customers from an extraordinary
case of the Village center, it is

TABLE 1

Southampton Village Center
Relative Importance as a Retail Center
(1981)

	No. of Stores	Total Square Feet
Village Center	224	448,000
Other business districts (Town of Southampton)	352	704,000
Commercial Strips and Shopping Centers (Town of Southampton)	131	562,000
Southampton Town: Total	**707**	**1,714,000**

TABLE 2

Southampton and Suffolk County
Retail Space Per Capita

	1980 Population	1981 Total Retail Square Feet	Square Feet Per Capita
Village of Southampton*	4,900	514,000	105
Town of Southampton	43,000	1,714,400	40
Suffolk County	1,410,000	37,719,800	27

* Village Center and County Road 39.

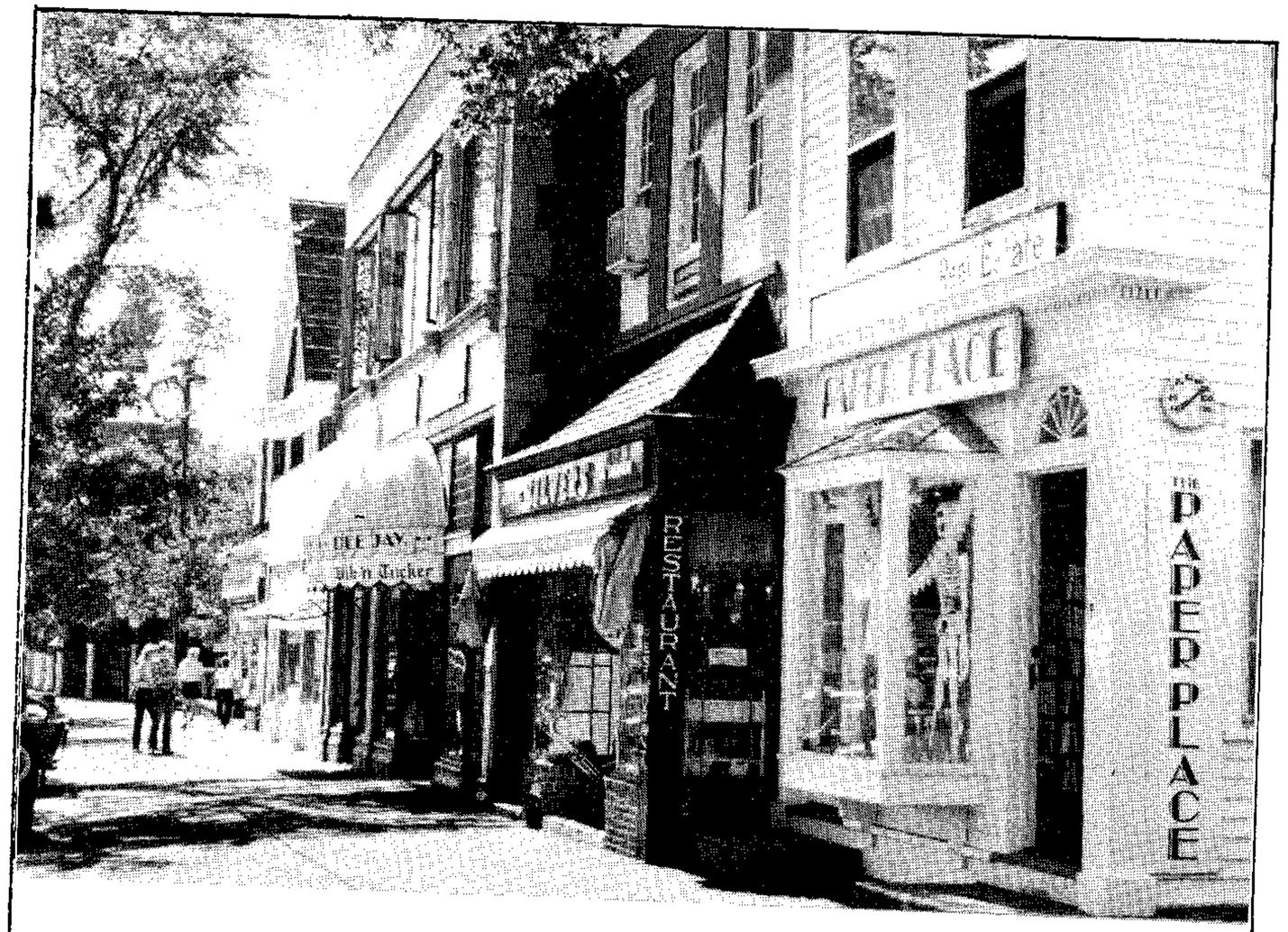
20 Recent Retail Developm

between resident population (permanent) and retail floor area for the Village, the Town and the County. Note that the Village contains an estimated 105 square feet per capita, four times the county-wide average. A high ratio of floor area per capita indicates that a retail destination draws customers from an extraordinary trade area. In the case of the Village center, it is the retailing hub of the "Hamptons" resort area.

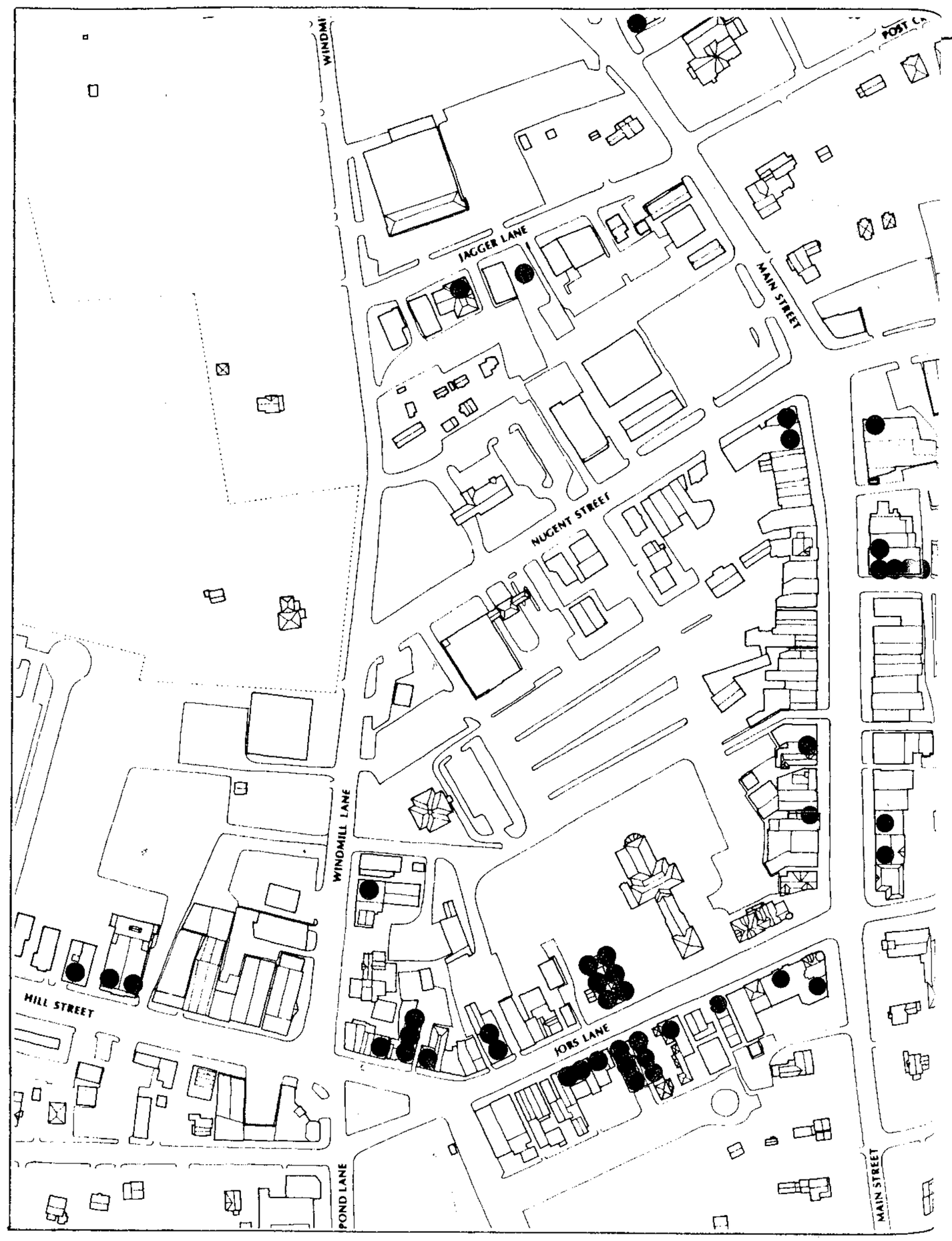
B Retail Space Characteristics of the Village Center

Figure 22 shows retail activity in the Village center. Retail stores are clustered along Main Street, Jobs Lane and Nugent Street, with smaller,

20 Recent Retail Development



21 Established Retail Uses on Main Street



Southampton Village

Buckhurst Fish Hutton Katz
Planners & Architects

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22 Retail Uses

Year Round Stores
Construction 1970-82

Vacant Stores as of February, 1983

mixed office, service and retail clu
Road, Jagger Lane and Hill Street.

Retail market analysts categorize s
of merchandise sold. The bro
categories are comparison goods, c
and retail or customer services.

- Comparison goods include such
shoes, furniture and the like. S
is differentiated in terms of
style. Customers often compare

- Convenience goods are food,
the like. Customers usually m
goods purchases close to home.

- Retail services include such t
shoe repair, restaurants and the

Type of Store

Table 3 shows the distribution of r
Village center by store type and su
clusters) and compares these dis
type of stores in a typical regional

The types of stores found in th
taken as a whole compares directly
typical regional shopping center.
be clearly seen in Table 3 that th
Lane and Main Street are heavil
comparison goods.

mixed office, service and retail clusters on Hampton Road, Jagger Lane and Hill Street.

Retail market analysts categorize stores by the type of merchandise sold. The broadest analytical categories are comparison goods, convenience goods and retail or customer services.

- Comparison goods include such items as apparel, shoes, furniture and the like. Such merchandise is differentiated in terms of price, quality and style. Customers often compare before they buy.
- Convenience goods are food, drugs, liquor and the like. Customers usually make convenience goods purchases close to home.
- Retail services include such things as laundries, shoe repair, restaurants and the like.

Type of Store

Table 3 shows the distribution of retail space in the Village center by store type and sub-area (or retail clusters) and compares these distributions to the type of stores in a typical regional shopping center.

The types of stores found in the Village center taken as a whole compares directly with those in a typical regional shopping center. However, it can be clearly seen in Table 3 that the stores on Jobs Lane and Main Street are heavily skewed toward comparison goods.

TABLE 3

Southampton Village Center
Percent Distribution of Retail Space
By Store Type and Sub-Area
(Excluding Vacant Stores)

	Jobs Lane (%)	Main Street (%)	Other (%)	Total Center (%)	Typical Regional Shopping Center (%)
Store Type					
• Comparison Goods	75	70	28	51	53
• Convenience Goods	9	10	47	27	23
• Retail Service	16	20	25	22	24
• **Total**	**100**	**100**	**100**	**100**	**100**
Space Occupied					
• SF by Sub-Area	63,050	135,950	173,700	372,700	n/a
• % of Total	17	36	47	100	

The predominance of comparison goods in the store mix on Main Street and Jobs Lane gives these streets a special character, one that invites strollers to "comparison shop" as they make their way about the Village center.

Store Size

The Village center is compact, with few sites available for development near or on Main Street or Jobs Lane. As trade has increased over the last few years, existing stores on Main Street and houses on Jobs Lane have been subdivided into smaller retail units. This trend began in 1978 and has continued unabated since then. Almost half of the retail space in the Village center is in stores with less than 1,000 square feet. These small stores, 110 in all, are another important distinguishing characteristic of retailing in the Village center. About one half of the small shops are located on Jobs Lane.

Small stores tend to sell items purchased on impulse, such as candy, ice cream or souvenirs, with small markups and high turnover -- or, at the other extreme, items in a narrow range of merchandise with high markups and low turnover. Examples in the latter category are designer boutiques and jewelry or craft stores. Small stores with this mix of merchandise are characteristic of shopping districts in tourist and resort areas. This is exactly what the Village center, and most particularly Jobs Lane, has come to resemble in form and function.

Seasonal Business

The stores in the Village center serve three distinct markets -- permanent residents, seasonal (mostly summer) residents, and tourists (mostly summer

23 Store Closed Off Season on Jobs Lane

weekends). The markets will be de later. Because of the seasonability retail goods and services, many oriented to seasonal as opposed to y tend to close during the winter month give the Village center another characteristic.

Table 4 shows the number and the area of stores closed for business Saturday of February 1983. (The n closed during the week may be h important to note that over one Village center's retail stores, occu percent of floor area, are closed Twenty-seven, or half of the tot unoccupied stores, are located on Jo means that over 60 percent of stores are seasonal.

weekends). The markets will be defined in detail later. Because of the seasonability of demand for retail goods and services, many of the stores oriented to seasonal as opposed to year-round trade tend to close during the winter months and, in turn, give the Village center another distinguishing characteristic.

Table 4 shows the number and the aggregate floor area of stores closed for business on the second Saturday of February 1983. (The number of stores closed during the week may be higher.) It is important to note that over one fourth of the Village center's retail stores, occupying about 16 percent of floor area, are closed in the winter. Twenty-seven, or half of the total number of unoccupied stores, are located on Jobs Lane, which means that over 60 percent of stores on this street are seasonal.

TABLE 4

Southampton Village Center
Seasonal Retail Space
(February 1983)

	No.	AREA Square Feet	%
Stores closed for Season*	26	35,640	9
Vacant Stores**	28	27,640	7
Unoccupied Subtotal	**54**	**62,930**	**16**
Occupied Stores	180	327,460	84
Total	**234**	**390,390**	**100**

* Sign posted: "Closed for Season."

** Either sign posted "For Rent" or unoccupied and status uncertain.

New Supply

On average, since 1981, about 19,000 square feet per year of new or converted space have been put on the Village center market. This is an overall annual growth rate, in the supply of space, of about five percent. The most recent space additions, which are marked in Figure 22 , are located on the fringe of the Village center. The two largest, International Boutiques on Hill Street and the Town Hall project on Main Street, continue the trend toward small stores. But, with their mix of small, luxury specialty stores, these projects will draw comparison goods strollers beyond the present concentration of Jobs Lane and Main Street shops.

Brokers and property owners suggest that the next cycle of construction and conversion will take place on Hill Street, replacing auto showrooms and the like with small stores, and on Nugent Street, replacing, perhaps, some of the convenience stores that now serve both permanent and seasonal residents.

The high demand for retail space in the Village center is best measured by rapidly rising rent levels. In 1978, when the retailing in the Village center began the transformation that continues today, average asking rents for small stores were in the $12 per square foot per year range on Jobs Lane and Main Street. Now, average asking rents are in the $20-$25 range. Rents, therefore, are increasing at nearly an 18 percent annual rate, much greater than the rate of inflation or the rate at which new space is being added.

Little wonder, then, that International Boutiques and the Town Hall project are being put on the market. Rent levels are also the reason why store conversions can be expected to continue unless steps are taken within the heart of the Village center.

C Sales Potential and Space Demand in the Village Center

Retail sales and hence space demand are a function of population and income. The dynamics and composition of retail trade are propelled by the wide seasonal fluctuations in Village and Town population and by the large number of transient visitors attracted to the Village center in summertime. Retail stores must therefore serve three distinct market segments, each with its own income level, tastes and preferences, and patterns of consumption.

Both permanent and seasonal populations are expected to continue to grow during the balance of the decade, providing Village center merchants with an expanding base of expenditure potential. The 3:1 ratio of peak population (including visitors) to the winter population should continue.

Permanent residents provide stores with about 40 percent of annual sales. The balance of retail sales are derived from seasonal residents and visitors. Approximately 60 percent of sales ar occur in 15 weeks, or less than on year. Inasmuch as the ratio of permanent population is expected to likely that slightly over half of all an continue to occur in the summer peak

At the same time it should be noted open year round, with mostly conve than comparison shops, achieve distribution of sales: typically 20- total sales for the first four montl 35-45 percent for the middle four 35-40 percent for the final four month

Retail Space Demand

Table 5 provides an estimate of retai through 1986, assuming no changes in Based on the analysis of demand, a supply of retail space in the range square feet per year can be supporte population growth. There are two questions facing the Village, ass limitation on retail space additions is

1 Where will the new space -- abou feet by 1986-87 -- be built?

2 What can be done to use these c improve the character of the cente

Approximately 60 percent of sales are expected to occur in 15 weeks, or less than one third of the year. Inasmuch as the ratio of seasonal to permanent population is expected to continue, it is likely that slightly over half of all annual sales will continue to occur in the summer peak season.

At the same time it should be noted that merchants open year round, with mostly convenience rather than comparison shops, achieve a more even distribution of sales: typically 20-25 percent of total sales for the first four months of the year; 35-45 percent for the middle four months; and 35-40 percent for the final four months.

Retail Space Demand

Table 5 provides an estimate of retail space demand through 1986, assuming no changes in current trends. Based on the analysis of demand, additions to the supply of retail space in the range of 15-20,000 square feet per year can be supported by projected population growth. There are two fundamental questions facing the Village, assuming that no limitation on retail space additions is imposed:

1 Where will the new space -- about 50,000 square feet by 1986-87 -- be built?

2 What can be done to use these developments to improve the character of the center?

TABLE 5

Southampton Village Center
Retail Space Demand Projections

1	1982 Retail expenditure potential	$ 50,000,000
2	Supportable sf (@ $125/sf)	400,000
3	Current inventory (sf)	390,000
4	Deficit	10,000
5	New space added in 1983 (sf)	27,000
6	Excess supply	17,000
7	Real growth in expenditure potential	4% per year
8	1986 Retail expenditure potential	$ 58,500,000
9	Expected new sales (1986)	$ 8,500,000
10	Supportable new space (@ $125/sf)	68,000
11	Less excess supply	17,000
12	Expected new space by 1986	51,000
13	1984-1986 Annual rate of addition of new space	17,000
14	1980-1983 annual average of space added	18,900

Windmill Lane

From a functional and marketing standpoint, in the long run, land on the east side of Windmill Lane, north of Jobs Lane, could be developed as a convenience retail center. However, creation of additional retail space still further from the heart of the Village center would be incompatible with existing and proposed residential uses in the vicinity. By allowing intensive commercial development near a residential area, Village officials could be responsible for a reduction in the desirability of an important part of the Village as a place to live.

Heart of the Village Center

As noted, potential development sites are on the fringe of the Village center. They will be the first parts of the Village center to provide additional retail space. The possible consequences are outlined above. Whenever these sites are developed, there will come a time in the decade following when the center is "filled" to its zoning capacity for commercial space. Then the Village will look much the way it does today -- small buildings with the bulk of parking located in interior lots. But, because of rising rents and a changing function, it is likely that a larger percentage of stores in the heart of the Village center will be closed in the winter and will be in the under 1,000 square foot size range.

24 Shops on Main Street

Zoning

At present the zoning ordinance puts a cap on commercial growth, but the market is sure to demand more space in the future. The Village could use this demand to beneficial effe
incentives.

If developers in the future wa
coverage or more rentable spac
under current zoning, the Villa
something in return. The Village
space for a public amenity, such
maintenance fund, a facade rest
loan fund, public art, a fund
downtown for more year-round
facilities, and so on. The extra
be added in the heart of the ce
fringe, and these zoning incenti
available only in the traditional co

The value of floor space encour
but in excess of the area permitt
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issued. To get good results fro
Village officials must understand t
amenities and must be skilled barg

Commercially zoned areas on the
the heart of the center, shou
different zoning classification
minimum size for any new or conv
higher than the present 800 squ
Retail areas on Hill Street and
good examples in this case.

use this demand to beneficial effect by using zoning incentives.

If developers in the future want additional site coverage or more rentable space than available under current zoning, the Village could ask for something in return. The Village could trade more space for a public amenity, such as a part of street maintenance fund, a facade restoration revolving loan fund, public art, a fund to promote the downtown for more year-round business, parking facilities, and so on. The extra floor space should be added in the heart of the center, not on the fringe, and these zoning incentives would be made available only in the traditional core of the center.

The value of floor space encouraged by incentives but in excess of the area permitted by the zoning ordinance can be determined by standard appraisal techniques. Some portion of the capitalized value of the income from additional area would be paid to the Village before a construction permit would be issued. To get good results from incentive zoning, Village officials must understand the value of public amenities and must be skilled bargainers.

Commercially zoned areas on the fringe, away from the heart of the center, should be assigned a different zoning classification which would set a minimum size for any new or converted retail space, higher than the present 800 square foot minimum. Retail areas on Hill Street and Hampton Road are good examples in this case. By setting a large enough minimum store size, certain types of seasonal business would be precluded, and rent levels in this area would tend to be lower than the "small store" portion of the main shopping area.

Taxes

Tax incentives are a common way to stimulate business investment toward desired public objectives. The most attractive incentive to business and developers is tax abatement. The Village could offer to reduce or forgive taxes on all or part of projects in proportion to what it considers necessary for the public good. For example, if a developer were to provide, say, a parking facility with more than the number of spaces required by the code, the Village would help the developer finance the improvement by foregoing some tax revenue for a specified period.

Tax increment financing is another tool based on the tax revenues generated by a development. But instead of depriving local government of tax revenues, tax increment financing uses the potential increases in tax revenues as security for new debt issues which, in turn, could be used to finance public investments in the Village center, such as an open space or landscaping provision.

The Village center could be designated as a special taxing district. Special taxes (a surcharge) would be levied and used to provide special services and improvements. Most typically, the special taxes are

used by the local merchants association for promotional activities or special events. The assessments for special taxes would be based on a formula that relates to square footage, or front footage. In the case of the Village center, there could be an inverse relationship between the special tax rate and store size.

Another tax device is the "nuisance tax". A common complaint of those interviewed for this study is the deleterious effect that the large number of stores "closed for the season" had on a year-round merchant morale and on the image of the Village center. Landlords with merchants who decided, for business reasons, to close up shop for the winter would pay an empty window fee. If a merchant decides to close from, say, October through May, his landlord would forfeit the entire fee to the Village. (The fee could also be reduced by providing for a "window dressing allowance." If the landlord were to attractively fix up the window of the empty store, he would get some of the fee rebated.) For stores only partially occupied -- say on weekends -- in the winter, the following year's fee would be adjusted accordingly.

This special levy could be administratively cumbersome but should pay for itself and add some visual delight to the Village center in winter.

D Shaping the Form of the Village Center

It is estimated that the existing zoning ordinance would permit more than 600,000 square feet of commercial space in the Village center. The present total supply of space, including theaters, bank buildings, houses converted to offices, and auto showrooms is about 500,000 square feet. In effect, then, the zoning capacity of the Village Center provides for an additional 100-150,000 square feet of commercial space.

A survey of the Village center for potentially developable sites identified between 200,000 and 300,000 feet of land that could accommodate new development.

Assuming this land is developed to its zoning capacity (50 percent site coverage), almost 130,000 square feet of new commercial space could be built in the Village Center. Of course, it cannot be expected that all of this land will be developed right away or that it will be developed to its capacity but, according to the demand projections for retail space, the land could accommodate six years of supportable new retail space (at 20,000 square feet per year).

The development sites are on the fringe of the Village center. If these are built to their potential, they will most probably continue the extension of high rent, small comparison goods stores -- the kind of space that is in demand -- into areas now either vacant or underdeveloped, convenience goods or retail servic

From a real estate standpoint, th to raise the average rents in t parts of the Village center.

Many of the convenience goods s of the Village center will be unab rents and thus may close. The stores will more solidly identify t as a tourist or resort shopping reduce the relevance of the Vill day to day consumer needs of t Town and Village.

E CONCLUSIONS

1 There is significant demand the Village center.

2 Rents are rising rapidly, eve recessions. Since 1978, averag typical stores (less than 2,0 Jobs Lane and Main Street h at a 17 percent annual rate.

3 Although there is little or n new commercial development Main Street, a number of s within the Village center (e Hampton Road). These sites about 130,000 square feet of

vacant or underdeveloped, or occupied by convenience goods or retail service operations.

From a real estate standpoint, the result would be to raise the average rents in the newly developed parts of the Village center.

Many of the convenience goods stores on the fringe of the Village center will be unable to afford higher rents and thus may close. The loss of convenience stores will more solidly identify the Village center as a tourist or resort shopping district and also reduce the relevance of the Village center to the day to day consumer needs of the residents of the Town and Village.

E CONCLUSIONS

1 There is significant demand for retail space in the Village center.

2 Rents are rising rapidly, even during the recent recessions. Since 1978, average asking rents for typical stores (less than 2,000 square feet) on Jobs Lane and Main Street have been going up at a 17 percent annual rate.

3 Although there is little or no land available for new commercial development on Jobs Lane and Main Street, a number of sites are available within the Village center (e.g., north side of Hampton Road). These sites could accommodate about 130,000 square feet of commercial space, approximately one fifth of the current supply.

4 Because of the strength of the market, as evidenced by rising rent, full occupancy in the peak season and new construction, available sites would, if unrestricted, probably be developed in the next five to seven years, adding retail space at the rate of 15-20,000 square feet per year.

5 The stores most in demand are small. As smaller stores proliferate and rents go up, the convenience stores -- the ones serving permanent residents' day to day consumer needs -- may be forced out of the Village center unless strong steps are taken.

6 Stores closed for the season are an eyesore in the winter and the problem may increase unless corrective action is taken. Although merchants and the Chamber of Commerce are taking steps to increase off-season retail business, their efforts may not be enough to offset the ghost-town effect of empty store fronts.

7 Many public policy tools at the disposal of Village officials are not being used. There are ways to use taxes and regulation to preserve the Village character and increase amenities in the Village center.

8 A special improvement district for the Village center is recommended.

4.3 NUGENT STREET EXTENSION

Two separate but related issues are addressed in connection with the proposed Nugent Street extension: first, the implications on traffic movements; second, the impact on the Kendrick property which will be affected by the road.

A Traffic Implications

Nugent Street, Windmill Lane and Hill Street currently perform the role of a major local arterial -- the old Montauk Highway -- near the center of the Village of Southampton. A westward extension of Nugent Street has been proposed in both the 1970 Village Master Plan and the 1982 Master Plan Update. This extension would serve suggested new retail development west of Windmill Lane and north of Hill Street. At the same time, it is supposed that this extension of Nugent Street would relieve traffic congestion at the junction of Windmill Lane and Hill Street by creating a "bypass" around this important intersection. Based on the studies prepared for this report, the proposed Nugent Street extension and bypass have not been shown to be a cost effective means of improving traffic conditions in the Village, and cannot be justified based upon existing traffic data.

The only reference in the 1970 Master Plan as well as in the 1982 Update to the purpose of the proposed Nugent Street extension can be found in the 1970 Master Plan on Page 90 under "Implementation of the Village Center Plan." It says the following:

"The expansion of the business development west of Windmill Lane and north of Hill Street should be initiated in conjunction with the Nugent Street extension. As long as the business area stays within its present confines, there is no pressing need for the construction of the street extension. However, the Village should be cognizant of potential development which would effectively block this improvement. It may be necessary to initiate land acquisition to assure the availability of the right-of-way, if and when needed. Similarly, the extension of Bowden Square, as shown on Maps 3 and 5, predicted on the development of the proposed Museum Village and calls for much the same treatment."

It is relevant to add that the Nugent Street extension as well as the Bowden Square extension were part of a new overall circulation concept which included significant traffic restrictions in the retail core of the Village. Jobs Lane was proposed to become a pedestrian mall, and no through traffic would have been permitted on Main Street. It appears that this concept has been abandoned.

The proposed extension of Nugent Street would also be contradictory from a functional traffic point of view. On the one hand, it is supposed to function as a through route; on the other hand, it is intended to serve an expanded retail district, in which case it could not function bypass route. Because the new r traffic from Hill Street and Windm advantage would be the improve of service at the Windmill La intersection. Congestion at the Hill Street intersections, howeve worse; and the Nugent Stre intersection would require widenin signalization, and would tend t along First Neck Lane.

The analyses carried out by PRC- that the existing route of Hill Str and Nugent Street would perf through arterial better than a Nug and that the levels of service at / Hill Street intersection could about 20 percent by the relative eliminating diagonal parking alo well as a few spaces along Wind Lane close to the intersection. would permit a traffic increase c percent over existing peak volume

Such an increase is significant, es the capacity constraints existing road network. If traffic volum Village were to increase by more levels of service would deterio levels at Windmill Lane and Hill also become unacceptable at Nugent Street (especially if it b intersection), at Nugent Street

which case it could not function effectively as a bypass route. Because the new route would attract traffic from Hill Street and Windmill Lane, its major advantage would be the improvement of the levels of service at the Windmill Lane / Hill Street intersection. Congestion at the Nugent Street / Hill Street intersections, however, would be made worse; and the Nugent Street / Hill Street intersection would require widening, realignment and signalization, and would tend to increase traffic along First Neck Lane.

The analyses carried out by PRC-Voorhees also show that the existing route of Hill Street, Windmill Lane and Nugent Street would perform the role of a through arterial better than a Nugent Street bypass; and that the levels of service at the Windmill Lane / Hill Street intersection could be improved by about 20 percent by the relatively simple means of eliminating diagonal parking along Hill Street, as well as a few spaces along Windmill Lane and Jobs Lane close to the intersection. These changes would permit a traffic increase of approximately 25 percent over existing peak volumes.

Such an increase is significant, especially in view of the capacity constraints existing elsewhere in the road network. If traffic volumes in Southampton Village were to increase by more than 25 percent, levels of service would deteriorate beyond today's levels at Windmill Lane and Hill Street and would also become unacceptable at Windmill Lane and Nugent Street (especially if it becomes a four-leg intersection), at Nugent Street and Main Street, at Main Street and Jobs Lane, and at North Sea Road and County Road 39. More extensive traffic solutions would need to be developed in order to accommodate increases of more than 25 percent.

One of the objectives of the improvements proposed above is to provide two long queueing lanes (of at least 500 feet) in the eastbound direction along Hill Street, one for left turns onto Windmill Lane and one for the through movement into Jobs Lane. This way both movements can operate independently. To increase the capacity of the eastbound movement along Jobs Lane, an increase in the proportion of green time for the Jobs Lane traffic at the Main Street / Jobs Lane intersection is recommended.

Finally, the analyses carried out for this study clearly show the need for up to date traffic data which would form an adequate basis for future traffic studies.

B Impacts on the Kendrick House Property

The Village Planning Board's recent first-stage approval of the subdivision plan for the 34 acre farmland property to the west of Kendrick House included a condition that its access road would be "aligned to permit a connection with Nugent Street and should then continue westerly to connect with the unnamed street."

More recently, a Preliminary Approval for the plan for the property -- granted on February 14, 1983 -- was given on condition that Mr. Semerjian, the

developer, would make an offer of dedication of land for the extension of Nugent Street if the Trustees decide it is necessary. A revised design for the road was also prepared by the Board, which involves the construction of a 25 foot wide island at the center of the proposed entry for the Nugent Street extension. This will effectively widen the overall curb cut on the west side of Windmill Lane to at least 80 feet, but this will be inadequate if an additional turning-lane is added to the design.

Whether a road island is eventually included or not, the Nugent Street extension will have a visually devastating effect on the landscaped open space and the mature trees that occur to the south and west of the Kendrick House. Road construction and the necessary earth grading will result in the destruction of at least six major trees, with the road edge located (at a maximum) within 60 or 70 feet of the building. Figure 25 illustrates the existing open space area viewed from Nugent Street. The potential impact of the extension is shown in Figure 26. (Note that in this view no central road island is indicated.)

For aesthetic reasons alone the Village should reject the Nugent Street extension proposal. The local road access required for the proposed residential development could easily be handled by providing an extension of the unnamed cul-de-sac off Hill Street, as indicated in Figure 27. This route would provide access for new housing, linking up with Coopers Farm Road which would in turn connect with White Street on the north edge of the proposed subdivision.

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25 View from Nugent Street: Existing

Southampton Village

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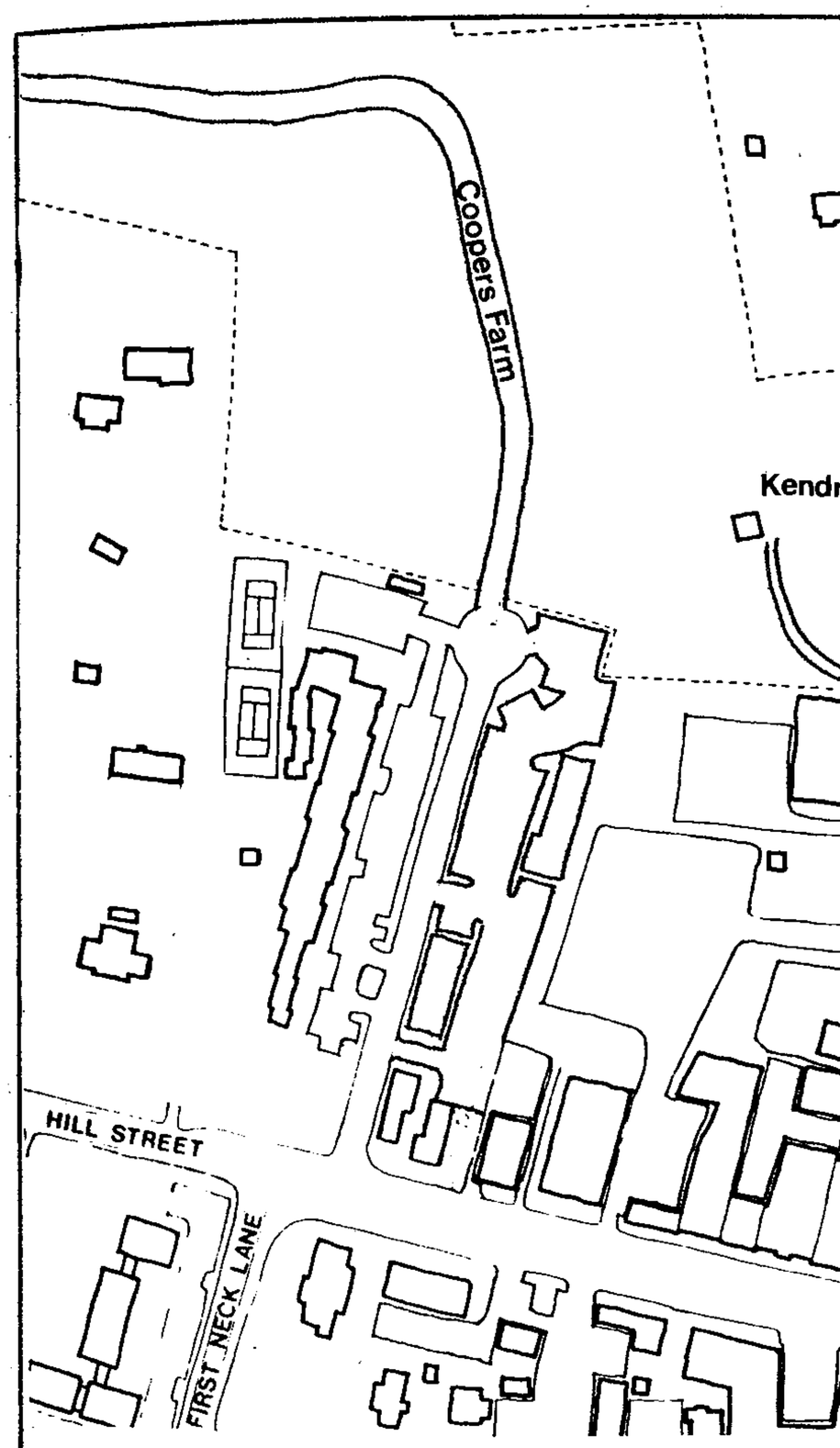
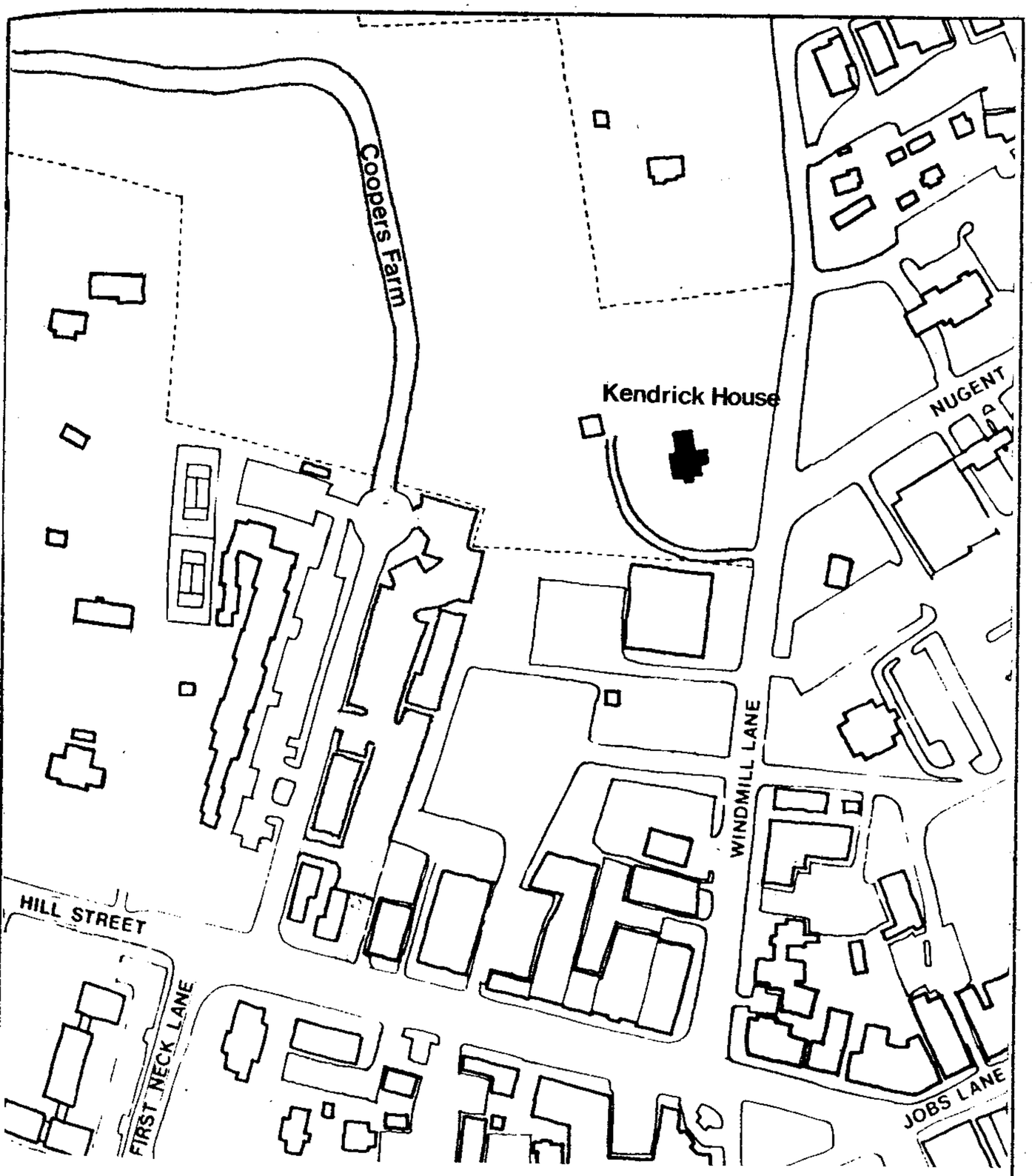
26 View from Nugent Street Showing Road Extension



27 Proposed Road to Semerji

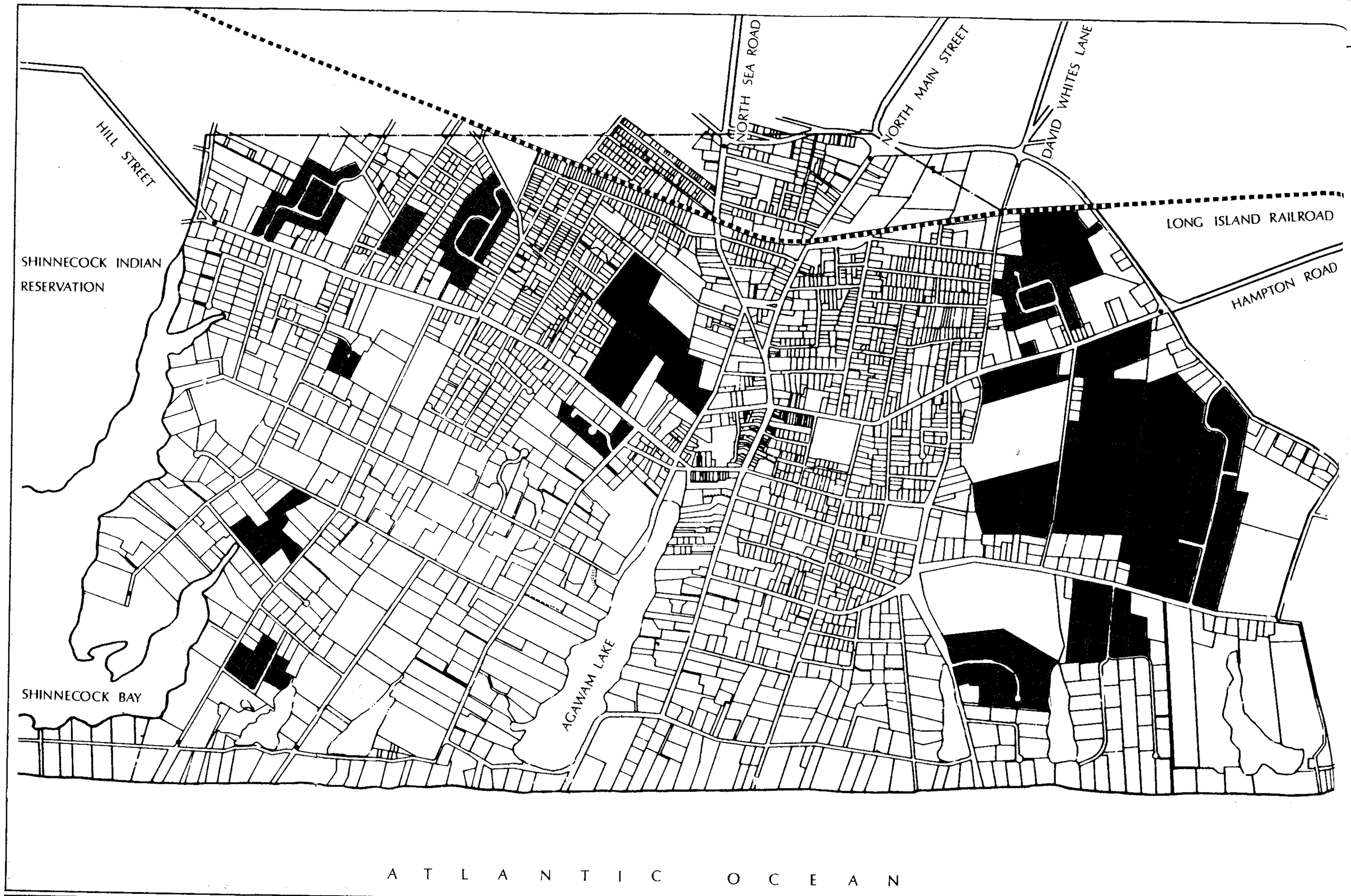


27 Proposed Road to Semerjian Subdivision

4.4 THE PRESERVATION OF OPEN SPACE AND FARMLAND

Southampton's farmland and other major open space areas continue to be an essential resource that contributes to several vital aspects of Southampton life, including its historic heritage, its rural flavor and its aesthetic appeal. Such attributes are integral to the Village's success both as a viable resort area and as a quality home for its residents. Farms and fields provide the Village with an ecological diversity that safeguards it from becoming an unimaginative gridded suburbia. In addition, local food producing acres help to ensure that the community will be able to help maintain a degree of self-sufficiency for many years to come.

Previous discussions on the changing pattern of land use within the Village have highlighted the fact that the area has lost a considerable amount of its farmland, and consequently its rural appeal, to encroaching development. As house after house is constructed where crops once grew, Southampton Village is clearly stepping over a threshold which will permanently determine its character in a manner which is contrary to the wishes of many of its residents. Figure 28 shows the distribution and extent of subdivisions in development or in the planning stage that have been initiated between 1970 and 1982 within the Village. The 20 subdivisions shown -- some developed, some under construction and others still in the planning stage -- involve a total of approximately 570 new houses.



Southampton Village

28 Existing/Proposed Subdivisions 1970-1982

Buckhurst Fish Hutton Katz
Planners & Architects

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Of these, 310 units have been
subdivision development over the past

By contrast, Figure 29 illustrates the
lost to development from 1970 to 19
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Village. Larger tracts of active
located in the eastern portion of the
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The proposed developments inclu
property involving two-acre gridde
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family lots; and the Leidesdorf site
incorporates 29 acres of farmland. Th
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Already, the County has acquired o
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Of these, 310 units have been proposed for subdivision development over the past three years.

By contrast, Figure 29 illustrates the farmland areas lost to development from 1970 to 1982. In 1970 an estimated 900 acres of farmland remained in the Village. Larger tracts of active farming were located in the eastern portion of the Village, with more scattered parcels -- many ranging in size from 10 to 20 acres -- sited to the northwest of the main Village area. By 1982, there were 469 acres of actively farmed land, but of this area over one third is already proposed for subdivision development.

The proposed developments include the Downs property involving two-acre gridded lots on 115 acres of land; the 34-acre Kendrick tract which also proposes a standard subdivision layout of single family lots; and the Leidesdorf site which presently incorporates 29 acres of farmland. These 178 acres contain prime agricultural soils and, based on an analysis performed by the Group for the South Fork, are identified as first priority acres for acquisition.**(1)**

Already, the County has acquired over 4,350 acres in its Purchase of Development Rights program (PDR). Essentially, this program pays a farmer the difference between what his land is worth as real estate and what his land is worth for farming purposes only. Under this program the farmer retains title to the land, while citizens are guaranteed that the land will remain open in perpetuity. The County PDR program will expend some twenty million dollars of the taxpayer's money with the taxpayer's blessing.

In 1980, community concern over the loss of farmland mounted to a pitch in the Town of Southampton and culminated in a six million dollar farmland preservation referendum. In an historic move, residents voted three to one to expend their tax dollars and shoulder some of the responsibility for farmland preservation by acquiring the development rights to local farmfields. To date about 600 acres have been preserved under this program. The County also recently agreed to join in the preservation program by contributing an estimated $2.8 million for a further 265 acres of agricultural properties.

In 1981, the loss of the Fordune Estate in Water Mill further evidenced the desire of local residents to preserve farmland. The public protested when the Town Planning Board approved a plan that established three-acre grid estates. It is ironic that the developers of the Downs property have told the Village Planning Board that they prefer a design which "extends Southampton's estate area" when, in 1981, residents had argued that the establishment of similar estates on Fordune were bought at too high a price -- namely the permanent loss of 150 acres of prime farmland. At the time, the Southampton Town Board complained that it had "no tools" to require the developer to cluster and approved the

(1) For more detail, see Southampton Village Farmland Inventory: Group for the South Fork, March 1983.

Southampton Village

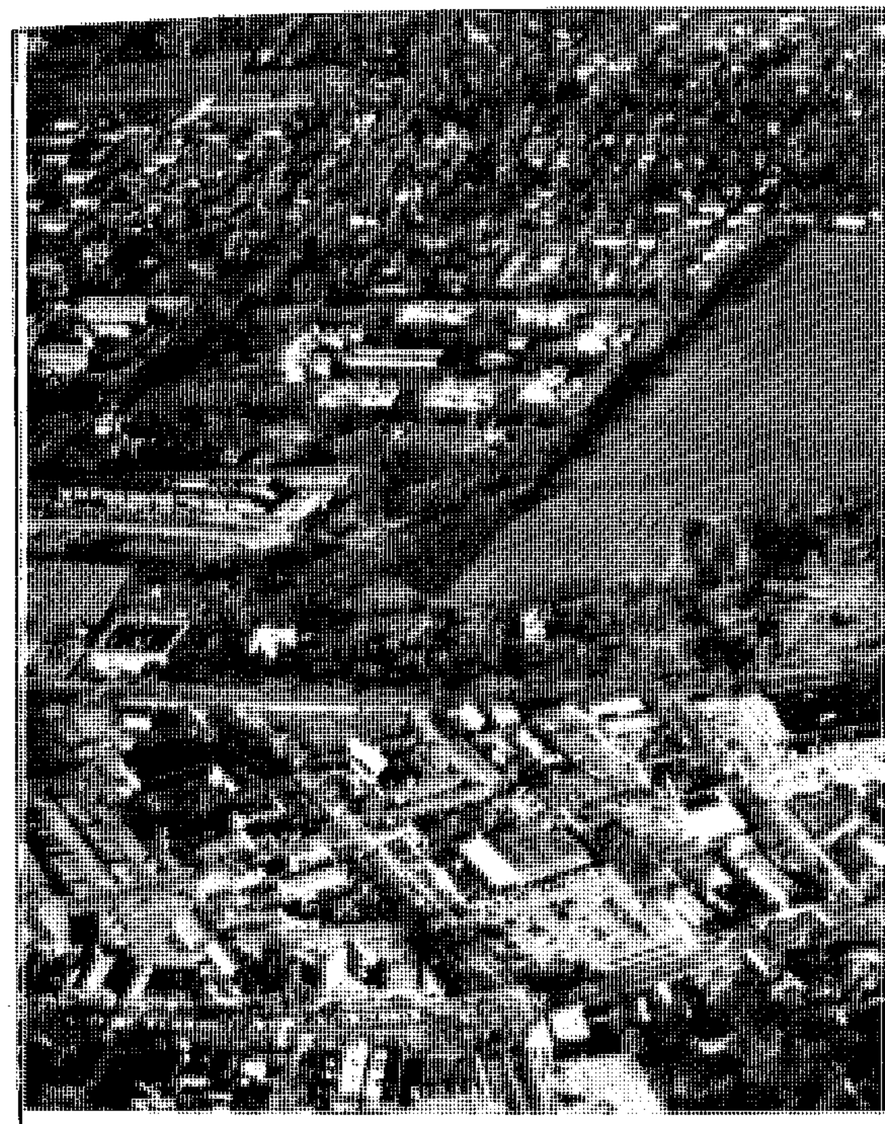
Buckhurst Fish Hutton Katz
Planners & Architects

0 .6 3MI

29 Farmland Areas : 1970 & 1982

Current Farmland

Current Farmland with Proposed Subdivision



30 Farmland Near Village Cen

grid design despite public protest.

Recently the public again made
preserve farmland and open
unanimously supporting the Ope
action which provides the Town B

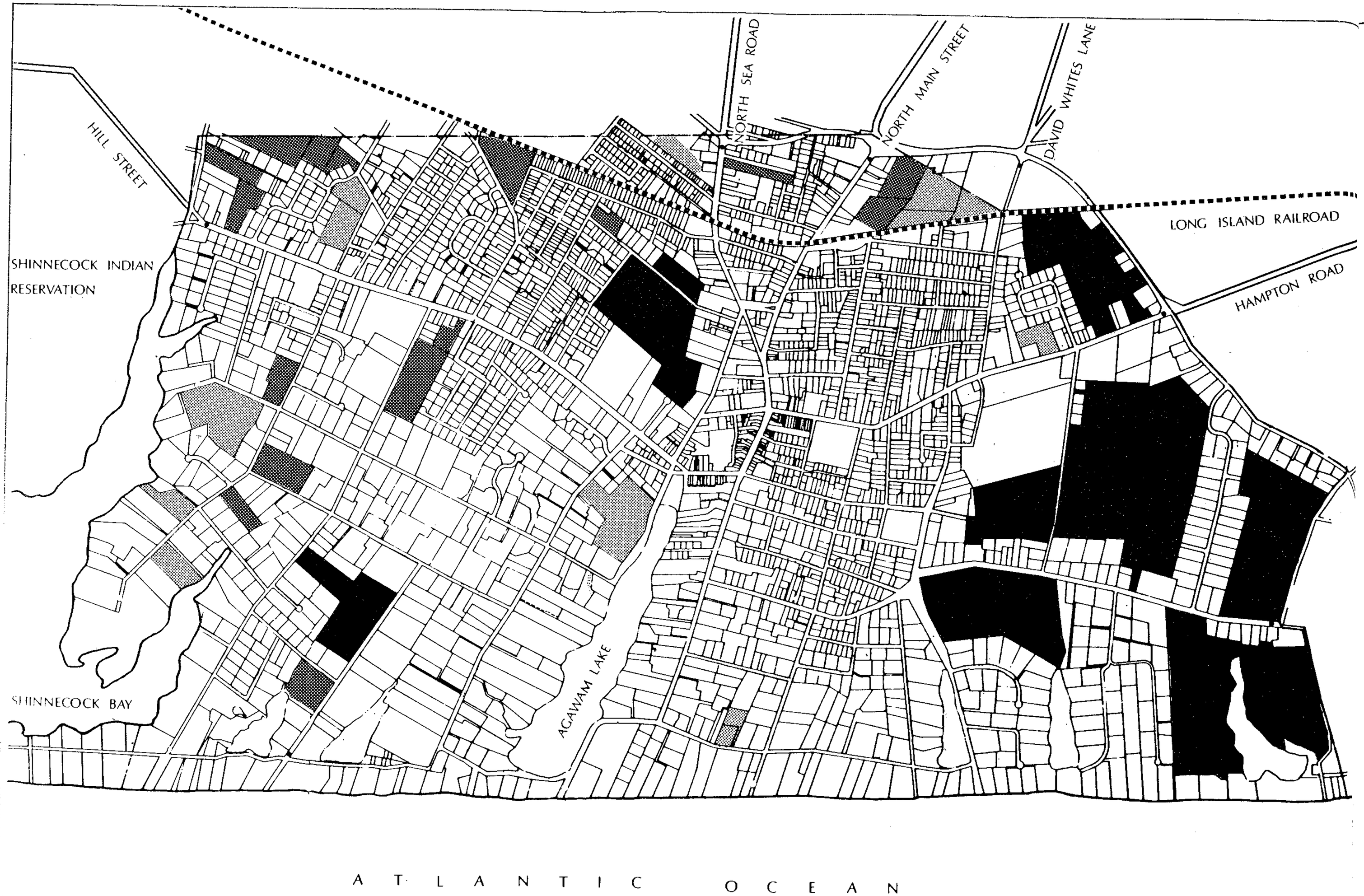
30 Farmland Near Village Center

grid design despite public protest.

Recently the public again made its mandate to preserve farmland and open space clear by unanimously supporting the Open Space Law, an action which provides the Town Planning Board with the tools it had previously lacked. If utilized properly, the Open Space Law will enable the Planning Board to preserve at least fifty percent of Southampton Town's agricultural base as well as areas of historic, recreational or archaeological significance.

Hopefully the Village can take similar action in order to help preserve as much of the remaining acres of farmland under its jurisdiction as possible. Figure 31 illustrates the existing major farmland areas of three acres and above in the Village. These are the lands composed of Class I and II soils also known as prime soils, which are best suited for agriculture. They represent a natural resource, in that acre per acre they produce more food than any other soils. In the Group for the South Fork study, prime soils were divided into three priority groups on the basis of their contribution to the Village's agricultural and aesthetic resources. These are depicted in Figure 31.

Unfortunately, a large percentage of the parcels that are most critical to the Village are already proposed for housing development. In fact, projections from the proposed 1982 Master Plan Amendment predict that under existing zoning policies only 61 acres of "agricultural reserve" land will eventually be preserved. Special measures must be taken now if these trends are to be reversed. First, local officials must adopt a policy that recognizes the importance of farmland and open space resources. Second, once a policy is adopted,



Southampton Village

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Planners & Architects

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31 Existing Farmland

First Priority	456.1 acres
Second Priority	101.7 acres
Third Priority	73.1 acres

Source: Group for the South Fork

the municipality should consi
restriction on all lands or at le
that it considers vital to its char

Third, the Village should com
identify viable preservation too
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which will clearly restrict any pr
buy acres outright. A numbe
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within the Village. They are not

A Reduction in Allowable Den

The Town has recently a
approximately 26,000 acres of
zoning density. Its goals inclu
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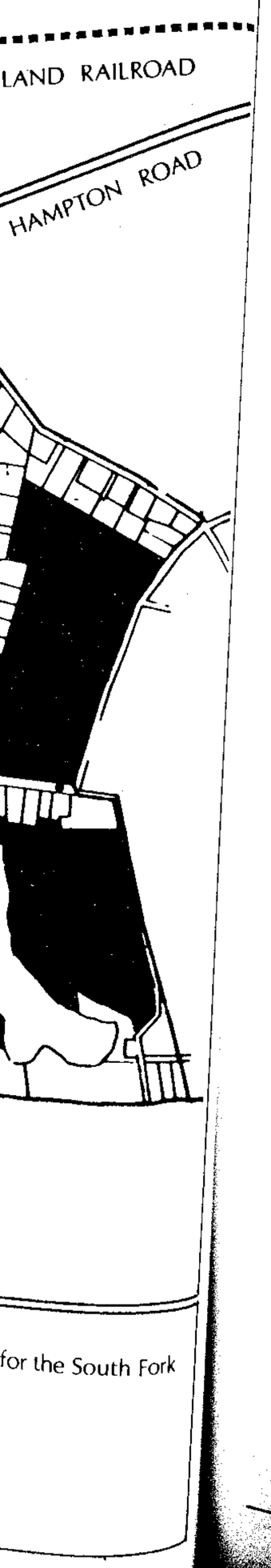
A similar response support



the municipality should consider a development restriction on all lands or at least on those lands that it considers vital to its character and future.

Third, the Village should commission a study to identify viable preservation tools which would be most suited to conditions as they exist in the Village. The impediments to any large scale preservation of farmland and open space are of course considerable. Land values within the Village range from $50,000 per acre to $70,000 per acre, which will clearly restrict any program which would buy acres outright. A number of options exist, however, for saving and providing for open space within the Village. They are noted below:

A Reduction in Allowable Densities

The Town has recently acted to upzone approximately 26,000 acres of land to a five acre zoning density. Its goals include: water quality and quantity protection, the preservation of open space, and the preservation of the unique rural and aesthetic qualities of the Town. In the language of the Town's recently adopted upzoning legislation, "the preservation of open space and the unique rural character of the Town are legitimate governmental purposes and are a proper objective of zoning... Legislative power may be utilized to preserve the existing character, appearance, and environment of an area."

A similar response supporting these general objectives is appropriate for the Village within the Town as well. For example, an immediate upzoning of existing farmland to at least two acres in Southampton Village would further similar goals. Alternatively, a more far-reaching proposal for upzoning could be considered on existing R80 and R60 zones which currently involve 50 percent of the Village area -- a total of 1,937 acres. With one third of this R80/R60 area vacant, an upzoning to, say, a density of one unit per three acres could result in an overall reduction of between 400-600 housing units.

Other zoning changes which should be considered include:

- Changing the present Office District Zone south of Lola Prentice Park and west of Windmill Lane to R20 in order to restrict the spread of the Village commercial area;
- Reducing the Highway Business zones on the County Road;
- Changing the Light Industrial area to Single Family Village Residence (as noted in the proposed Master Plan Amendment).

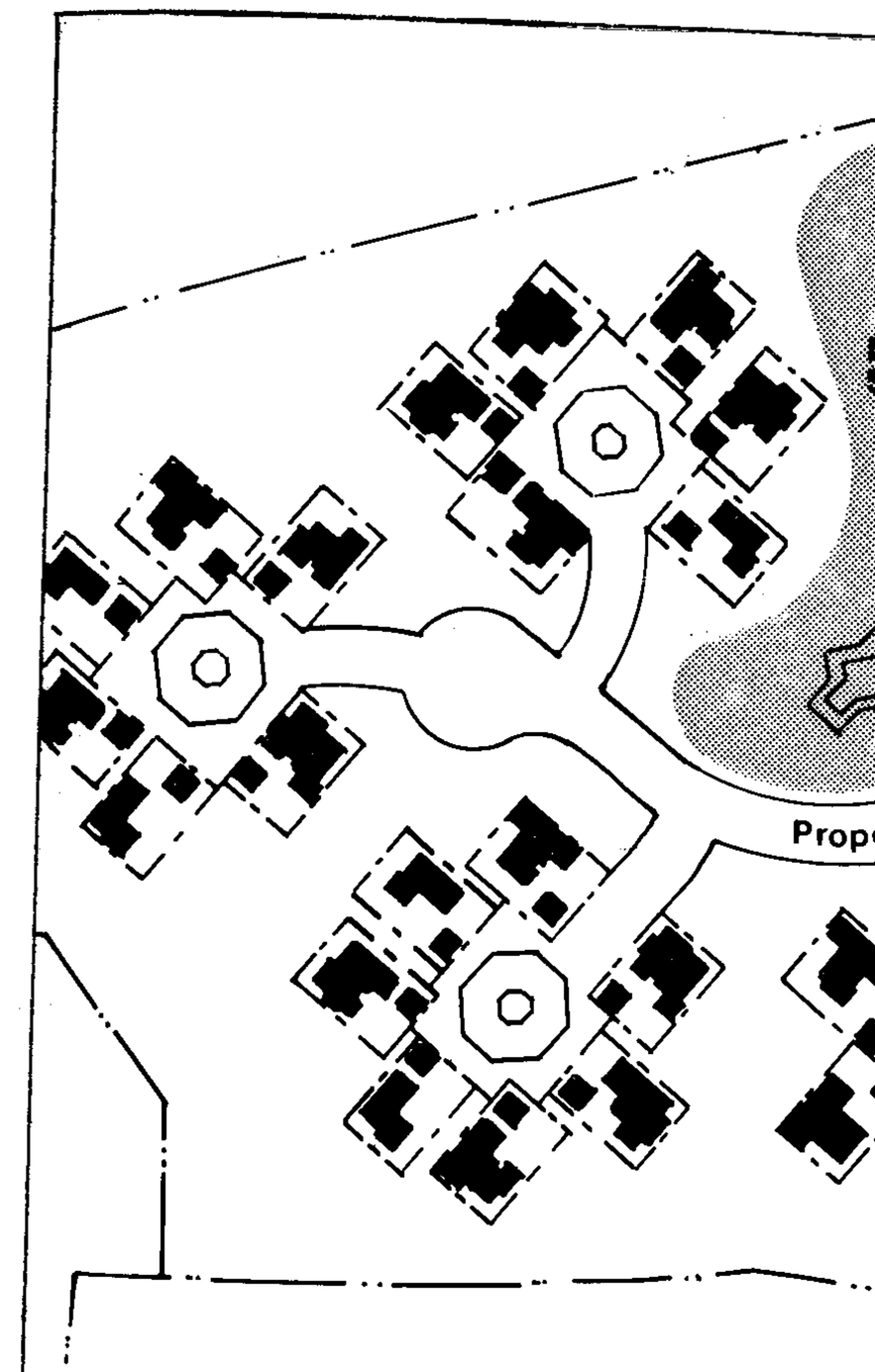
B Adoption of a Mandatory Cluster Law

Both the 1970 and 1982 Master Plan reports advocated that "early consideration" be given to cluster development within new residential areas.

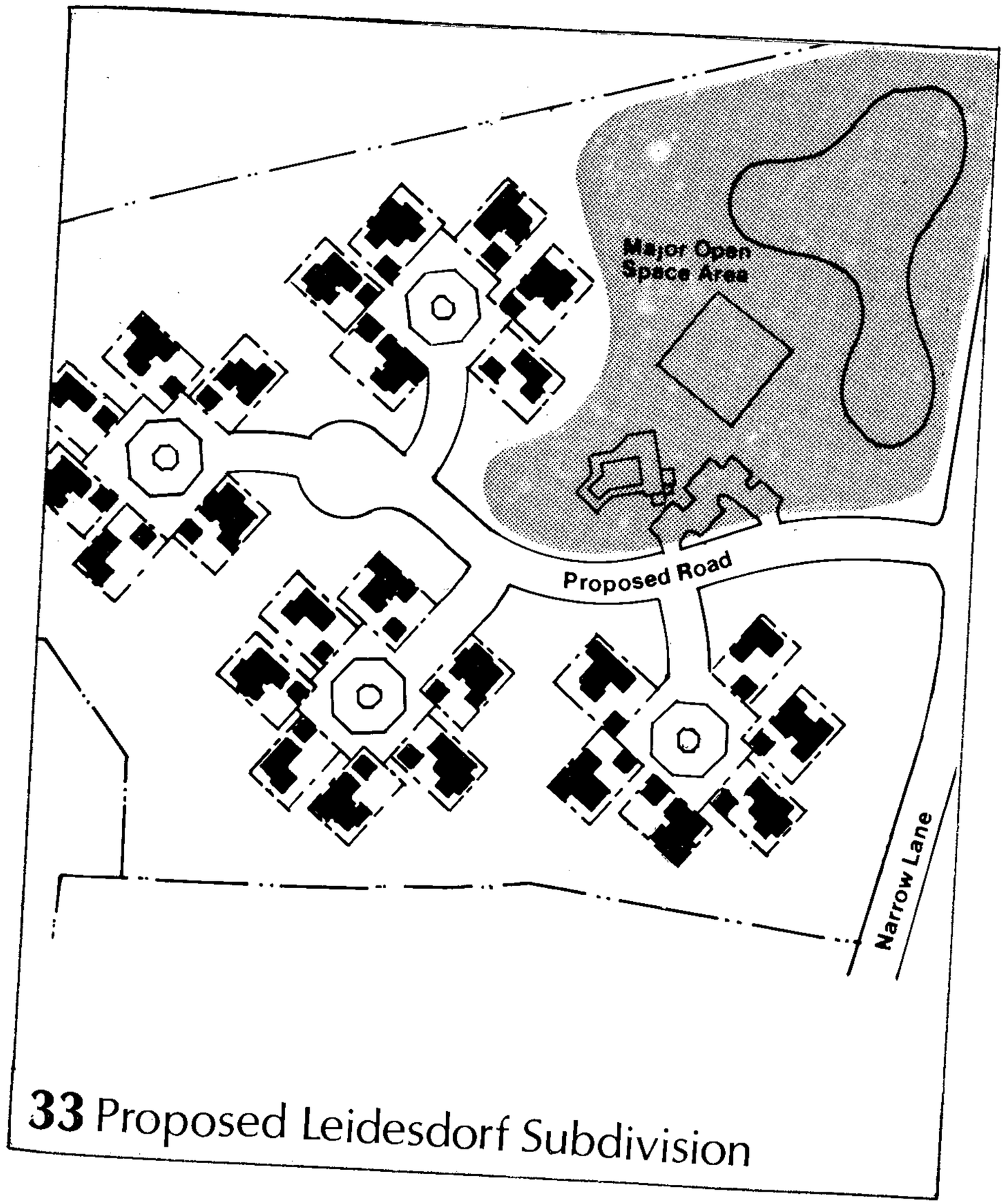
The grouping of housing units, allowing part of the subdivision area to be designed as landscaped open space, is now proven as a desirable form of land conservation. Examples of clustering within the Village of Southampton include the Whitefield Estate and the Leidesdorf proposal (Figure 33). Clustering is most effective when building densities are lower, as this prevents cramped housing developments. Unfortunately, pending developments such as the Semerjian and Downs Farms subdivisions are proposing traditional grid plans which will provide only minimum open space areas under Village control.

32 Whitefield Estate Cluster Development

In 1982, the State of New York signed a bill into law which enables local municipalities to require developers to cluster units in any given subdivision plat. Southampton Town has already utilized this option and has adopted an Open Space Law for the Town. The Open Space Law entitles a developer to the same number of units he would ordinarily get; however, the Planning Board can require that he cluster his building lots away from valuable natural amenities. These might include farmland, wetlands, watersheds, trails, beach areas and areas of historic importance. The combined use of an upzoning of at least two acres on farmland along with the use of a similar law in the Village could immediately preserve significant areas of remaining farmland at no cost to Village residents.



33 Proposed Leidesdorf Subd



33 Proposed Leidesdorf Subdivision

C Parkland Donations

Developers of subdivisions in the Village have generally had the option of providing local open space within the subdivision area or of contributing a fee-in-lieu of land, under powers authorized under Section 97-35B of the Village Codes.

A more focused policy should now be adopted where owners seeking subdivision development should be required to provide public parkland in an effort to contribute to increased Village open space. Policies should also be reviewed in terms of actual allocation. It is suggested that open space provision should be calculated on the basis of one acre per ten units (i.e., twice the present guideline), and that the Village provide guidelines in terms of park design and location. At least part of the open space should be sited along or adjacent to public streets so that maximum benefit is gained in terms of the visual impact of these landscaped areas. The parks could also incorporate drainage basins designed to respond to the natural contours and landscape of the immediate site area.

D Purchase of Land and/or Development Rights Program (PDR)

PDR programs have been successfully implemented at the Town and County levels.

The advantage of a PDR program in contrast to other land use controls is that entire pieces of

farmland can be saved and it enables farmers to hold title to their land. The disadvantage of such a program would be its cost, given land prices within the Village. Undeveloped raw land can be as much as $70,000 an acre. In any case, the feasibility of such a program should be examined in light of the Village's tax base and both the citizens' and farmers' willingness to participate in such a program.

Tax increment financing -- utilizing, for example, the annual increase in the Village tax base -- could be used to finance open space acquisition. Thus, the increased tax revenues generated by the current development boom could be set aside and used to pay debt service on a Village bond issue, the proceeds of which would be used to acquire key open space areas before it is too late. The possibility should also be explored of encouraging matching donations from private contributors to preserve important parcels of land.

E Community Land Trust

Efforts are underway to initiate a Community Land Trust Program that would focus on farmland preservation efforts within the South Fork area. A Land Trust would provide landowners with individualized financial planning and creative development options. It would take a multi-dimensional approach to farmland and open space preservation. Some of its techniques would include: creative, limited development, coordinated application of existing preservation techniques such as PDR, the utilization of Estate Planning and the exploration of the taxing consequences in any given approach. The Community Land Trust would also create a technical assistance pool for landowners, including lawyers, financial planners, land use planners, realtors, appraisers and government officials in an effort to maximize landowner equity while preserving vital resources.

F Utilization of South Fork Land Foundation

The Foundation was set up to administer a program enabling land owners to donate farmland and in turn obtain tax benefits based on the market value of the property. The lands involved are leased out for continued farming use. To date about 250 acres, valued at $13 million, have been donated.

G Summary

No single preservation approach will remedy the increasing loss of farm acres and open space throughout the Village. A multi-dimensional approach to the problem will probably prove to be the most useful and least costly to the municipality. In any event, options such as those briefly highlighted herein should be examined in depth and a comprehensive farmland/open space management program put forth for Southampton Village.

4.5 HISTORIC PRESERVATION

A comprehensive survey of more t
buildings in the Village has been
seven year period. The result of
been the preparation of the Nomina
would place four historic dist
individual properties in the Nati
Historic Places. The Nomination
the "Multiple Resources of t
Southampton."

Aided by local historians an
professionals, the New York Stat
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preparing the detailed Nomination Fo
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and all buildings within the four pr
districts were notified and invite
informational meeting sponsored by th
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Support by the owners of the indiv
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proposed districts was required for
to be recommended for formal approva
Committee on the Register to the N
Board on Historic Preservation. Or
recommendation is forwarded to the
Preservation Officer (SHPO), Comm
Lehman, whose approval results in

4.5 HISTORIC PRESERVATION

A comprehensive survey of more than 350 historic buildings in the Village has been completed over a seven year period. The result of this survey has been the preparation of the Nomination Forms which would place four historic districts and four individual properties in the National Register of Historic Places. The Nomination has been called the "Multiple Resources of the Village of Southampton."

Aided by local historians and preservation professionals, the New York State Division for Historic Preservation has been responsible for preparing the detailed Nomination Forms. Following their completion, owners of the four individual sites and all buildings within the four proposed historic districts were notified and invited to attend an informational meeting sponsored by the State office in Southampton. The purpose of the meeting was to inform owners of the benefits of National Landmark designation.

Support by the owners of the individual properties and 50 percent or more of the buildings within the proposed districts was required for the Nomination to be recommended for formal approval by the State Committee on the Register to the New York State Board on Historic Preservation. Once made, this recommendation is forwarded to the State Historic Preservation Officer (SHPO), Commissioner Orin Lehman, whose approval results in the "Multiple Resources of the Village of Southampton" being listed in the State Register.

With State approval, the nomination is then sent to the Secretary of the Interior in Washington, D.C., who is responsible for administering the National Register. After a 25 day review period, the listing can appear in the Federal Register.

The real purpose of National Historic Landmark designation is to give recognition to properties of unique historic and/or architectural importance. Landmark designation seeks to increase people's awareness of the importance of historic preservation in maintaining and improving the quality of the built environment. It is also useful in helping to shape public policy in planning for future growth. Although there are no legal constraints on the redevelopment or demolition of buildings within National Landmark Districts, there are tangible benefits to property owners.

The Economic Recovery Tax Acts of 1981 and 1982 have revised incentives for the rehabilitation and restoration of historic buildings. These include a 25 percent investment tax credit for the rehabilitation of historic commercial, industrial or rental residential buildings combined with a 15 year cost recovery period for the adjusted basis of the historic building. We believe these historic preservation provisions provide real incentives for the preservation and creative rehabilitation of the many historic buildings in the Village which would

Southampton Village

34 Late 1890's House on Post Crossing

Buckhurst Fish Hutton Katz
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qualify for certification.

National Landmark designatio
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For this reason, we recommend th
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Village. In fact, the 1970 Master P
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would occur. Unfortunately, such
never been established.

In our view, the district should
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The Village Planning Board would be
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Overlay District, with the advice
formed Historic Committee which cou
historians and representatives from
the Preservation of Long Island Ar

qualify for certification.

National Landmark designation represents an important step in preserving the unique historic character of the Village. There are limitations, however, in the ability of the designation alone to ensure that historic buildings are preserved and that the historic quality of the Village is not eroded by new development which is incompatible in terms of design, scale and materials with adjacent historic structures.

For this reason, we recommend the creation of a Village Historic District as an effective means of implementing a policy of historic preservation in the Village. In fact, the 1970 Master Plan recommended the creation of such an Historic Overlay District within which specialized control over development would occur. Unfortunately, such a district has never been established.

In our view, the district should be kept to a manageable size capable of being administered in an efficient way. It should also focus on the historic center of the Village where pressure for redevelopment is particularly severe.

The Village Planning Board would be responsible for establishing the boundaries of a Village Historic Overlay District, with the advice of a specially formed Historic Committee which could include local historians and representatives from the Society of the Preservation of Long Island Antiquities. The decisions on district boundaries would need to be accompanied by design and new development standards, as well as techniques for "protecting and upgrading the character and value of the properties in the proposed overlay district."(1)

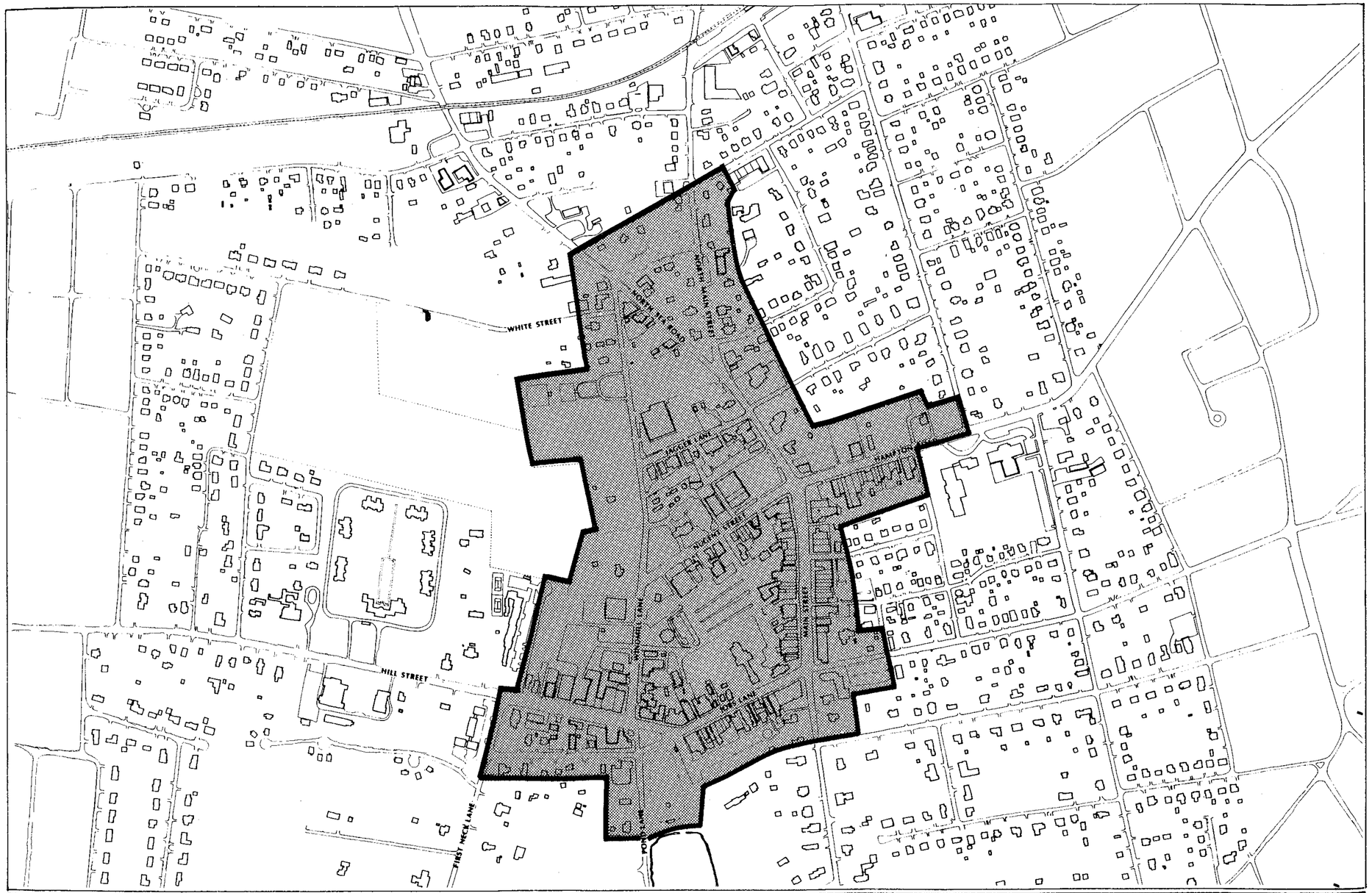
A suggested set of possible boundaries for an Historic District are noted in Figure 35 and are as follows:

On the north	Bowden Square.
On the east	A line parallel to and approximately 300 feet east of Main Street; and the north and south frontage of Hampton Road west of Elm Street.
On the south	A line running parallel to and south of Hill Street and Jobs Lane.
On the west	A line running parallel to Windmill Lane from First Neck Lane to Bowden Square, including the currently undeveloped frontage along Windmill Lane.

Alternatives to the entity which would administer the provisions of the district include:

- A strengthened Board of Architectural Review;

(1) Town of Islip, Zoning Code Article 41, Planned Landmark Preservation Overlay District, Sec. 68-449.



Southampton Village

35 Proposed Historic Overlay District

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Planners & Architects

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- A newly appointed hist
  commission (as suggested i
  Plan);

- A subcommittee of the Villag

In addition to administering tl
regulations, the review board
also undertake the development c
guidelines which would be av
owners and their architects w
development within the Village H

The guidelines would be prep
containing specific recomme
construction and renovation, resp
character of the Village. The
use the manual to help eval
proposals before agreeing to issu
Appropriateness" which, along
permit, would be required prior
construction.

The manual prepared by the N
District Commission, "Building
Mind - Guidelines for Protec
Architecture and Landscape of N
serves as a good model for the
this manual, the following tabl
suggested for Southampton:

1 **Introduction:** Goals for build
Village; purpose and use of tl

- A newly appointed historic and cultural commission (as suggested in the 1970 Master Plan);

- A subcommittee of the Village Planning Board.

In addition to administering the historic district regulations, the review board or commission should also undertake the development of a series of design guidelines which would be available to property owners and their architects who are proposing development within the Village Historic District.

The guidelines would be prepared as a manual containing specific recommendations for new construction and renovation, respecting the historic character of the Village. The review board would use the manual to help evaluate development proposals before agreeing to issue a "Certificate of Appropriateness" which, along with a building permit, would be required prior to the start of any construction.

The manual prepared by the Nantucket Historic District Commission, "Building with Nantucket in Mind - Guidelines for Protecting the Historic Architecture and Landscape of Nantucket Island," serves as a good model for the Village. Based on this manual, the following table of contents is suggested for Southampton:

1 **Introduction:** Goals for building in Southampton Village; purpose and use of the design manual; role of the Village Historic District Commission.

2 **Understanding Southampton's Architectural Heritage:** Historic development of the Village; influences on Southampton buildings; styles of Southampton architecture; essential concepts of architectural design (e.g., scale, proportion).

3 **Guidelines for Building within the Historic District (Mandatory and Discretionary):** Site planning; bulk, proportion and scale; massing; roofs; windows and doorways; exterior architectural elements; surface materials; trim and miscellaneous details; colors.

4 **Guidelines for Building Elsewhere in the Village (Discretionary):** General guidelines for new construction; building in the open landscape.

5 **Appendices:** Legislation establishing the Historic District and Commission (excerpt from Village Ordinance); instructions for filing an Application for Certificate of Appropriateness; glossary of architectural terms; U.S. Department of Interior guidelines for historic preservation; tax incentives for historic preservation; summary of the "Multiple Resources of the Village of Southampton;" National Register Historic Properties and Districts.

Designation of a Village Historic District and provision for its effective administration would have a positive effect in preserving the historic character

of the Village center. Together with the National Landmark District Designation, a workable framework for thoughtful change and preservation can thus be accomplished.

4.6 BEACH ACCESS

The Village of Southampton, like other resort communities with attractive public beaches, faces a continuing problem in terms of controlling public access to its waterfront areas during the summer months.

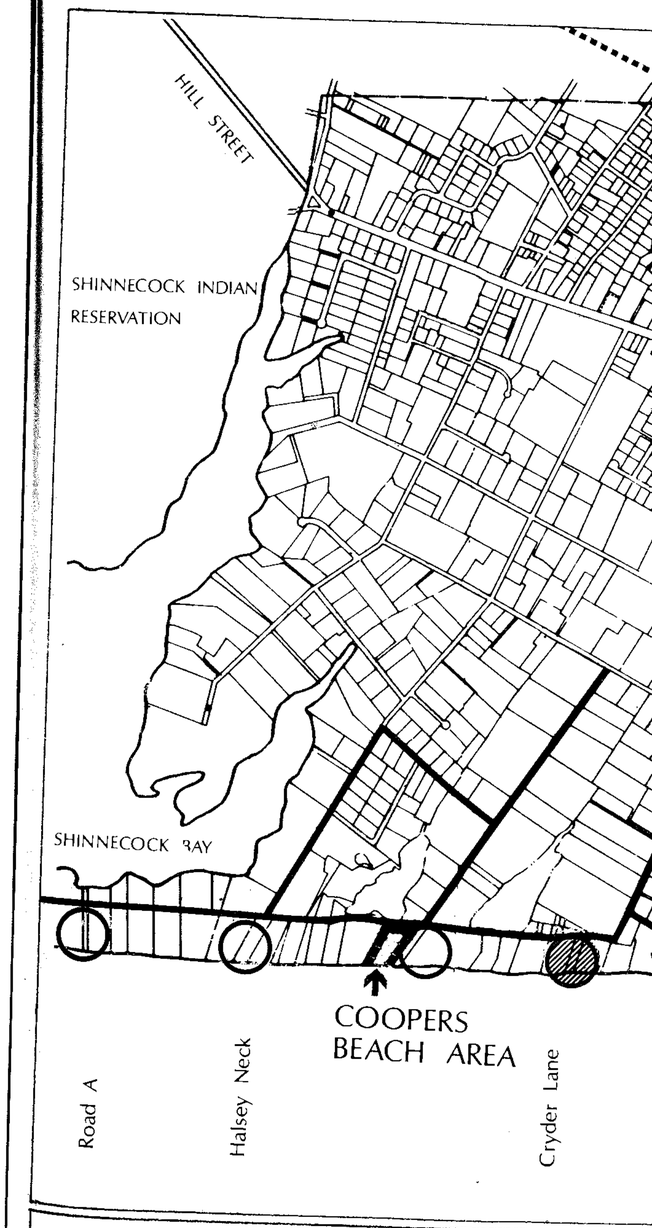
On the one hand the reasonable provision of road access and parking areas to enable visitors to enjoy the benefits of the beachfront must be maintained; on the other hand uncontrolled public use would create traffic and other environmental conditions which would be unacceptable from the viewpoint of both local residents and visitors to the area. Village residents -- particularly those with properties near the beachfront -- have voiced four key concerns:

- Road congestion on residential streets resulting from beach-bound traffic trying to identify available parking near the beaches;
- The difficulty of parking near the beach due to the competition for parking spaces by residents and visitors alike;
- Inadequate provision of sticker parking areas which would be limited for use to Village and Town residents;
- Lack of control in the size and number of vehicles travelling to and from the County beach area.

Figure 36 shows the main access roads to existing beach parking. Parking areas for beaches are generally limited to about 16 street "ends" and these are available for the general public except for the Cryder Lane street end which has been designated as a sticker area for Village and Town residents only. In addition, the Coopers Beach parking and the parking lot at the Beach Club are for use by local residents only.

The relatively limited areas for public parking -- restricted to the "dead end" lengths of the north/south streets in the Village -- mean that for summer visitors, and especially those at weekends, there is always a shortage of available parking facilities. In the past, cars were therefore parked along residential streets throughout areas bordering the beachfront, but in response to residents' complaints no parking restrictions have been placed on roads nearest the beach areas, as indicated in Figure 36.

The conflicting demands of local residents and visitors will not be easily solved -- visitors will seek additional opportunities to park near beaches;



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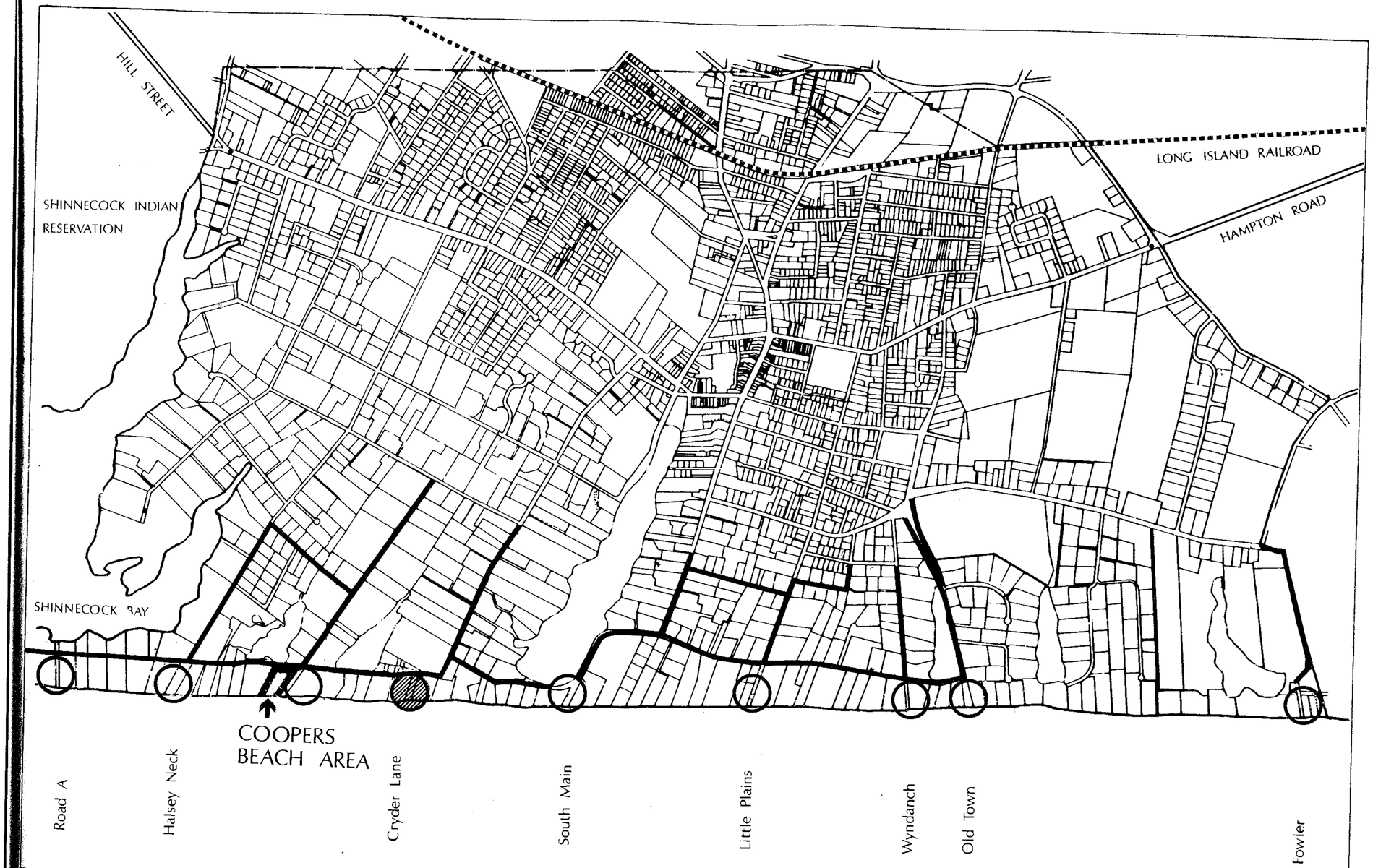

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36 Beach Access

Parking Restrictions
Public Parking for Beach
Village/Town Parking

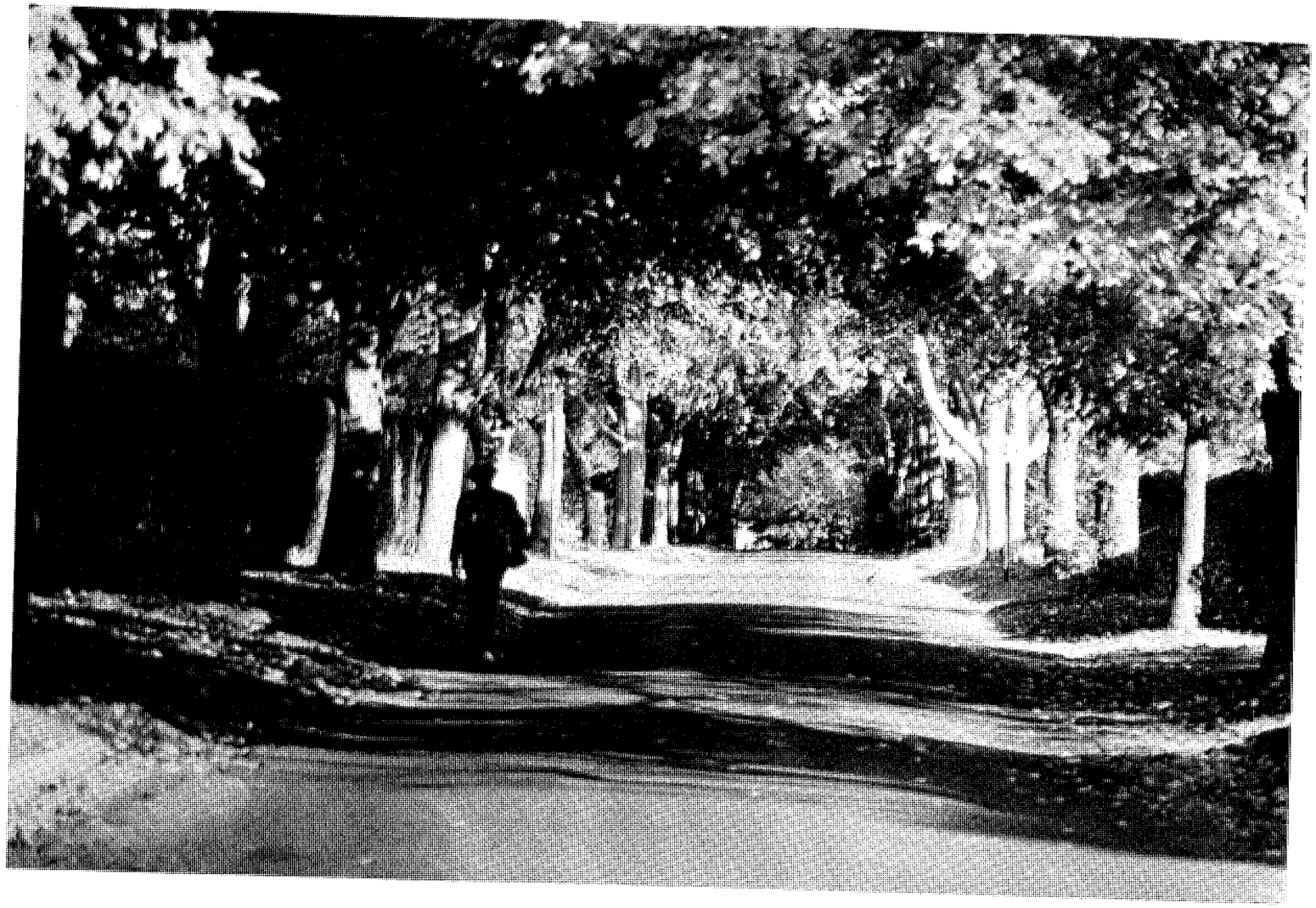
residents will demand parking restrictions in order to limit disturbance to private properties near the ocean, while other residents want additional car park areas which would be limited in use to Village or Town residents.

An additional issue concerns public access to the County Park at the Shinnecock Inlet. Although the County and Village authorities have attempted to place limits on the use of this park, the traffic generated by the facility has significant impact on Dune Road, Halsey Neck Lane and other streets used for access, and on nearby residences. Some of the traffic consists of camper and trailer vehicles which are, of course, confined to the single entry residential road which extends for almost four miles along the barrier beach area.

These problems are not, of course, unique to Southampton. Other communities in Long Island and resort areas such as Westport and Greenwich in Connecticut face some of the same issues. For the Village, the following policies appear appropriate:

- Retain existing public parking areas and clearly identify those available for general visitor use;
- Prohibit any additional public/visitor parking near beach areas. In fact, any transfer to "sticker" parking will effectively reduce the number of parking spaces available to visitors;
- Retain and, if necessary, increase in number those residential streets where parking is prohibited during the day in summer months;
- Designate at least one additional "sticker" parking area for use by Village residents. Based on earlier efforts, the Wyandanch and Fowler street ends appear to be the most obvious candidates for this use. This will obviously require further negotiations with adjacent landowners to determine if ownership of the beach end can be satisfactorily transferred, provided the Village legally abandons the road;
- Seek ownership of the County park at the Shinnecock Inlet for use by Town and Village residents;
- Prohibit outsize vehicles such as trailers and campers from using the County park area, given the poor road access and the special quality of the park itself;
- Prohibit buses at street-ends near beaches;
- Ban the use of all vehicles on Village beaches during the summer months.

Further detailed legal studies are obviously required in order to resolve some of the issues that these proposals will raise.



5 Summary of Recommendations

5 Summary of Recommendations

The previous section of this report identified a number of ideas and recommendations in response to the issues being examined by the Southampton Association. These are summarized below:

Retail Expansion

- Designate the Village center as a special improvement district in order to seek improvements to building facades and landscaping. Special taxes could also be levied on seasonal merchants in the form of an "empty window" fee.
- Restrict further seasonal boutique development through more restrictive zoning ordinances.
- Concentrate new retail development within the existing retail areas, focusing on vacant sites and underutilized land.
- Reject proposal for new village business district on west side of Windmill Lane.

Nugent Street Extension

- Retain the Hill Street - Windmill Lane - Nugent Street route as a designated through-traffic route.
- Eliminate some of the diagonal parking on Hill Street and institute other improvements to reduce traffic congestion in summer months.
- Reject the proposed Nugent Street extension.
- Use the Southampton Inn cul-de-sac as the access road for the proposed Semerjian Subdivision.

Farmland and Open Space Preservation

- Establish policies to upzone farmland and other undeveloped land within the Village.
- Adopt a mandatory cluster law which would ensure that new subdivisions preserve at least a proportion of land as landscaped public open space.
- Developers of future subdivisions should be required to donate a percentage of the site area as public open space. The Village should provide guidelines on the design and location of these open space areas.

- The Village should carry c
on the feasibility of a Purc
Rights program and a Villag
preserving significant far
space areas in the Village c

Historic Building Preservation

- An Historic Overlay Distr
for the Village Center,
specially formed review boa
- The review board should be
greater control can be exer
future development.
- A design manual should
specific recommendations f
and renovation.

Beach Access

- The Village should conti
additional "sticker" parkin
Village residents only.
- The policing of streets wh
should be more vigorously en
- The Village should pursue c
Park at the Shinnecock Inlet

- The Village should carry out an immediate study on the feasibility of a Purchase of Development Rights program and a Village bond issue aimed at preserving significant farmland and key open space areas in the Village center.

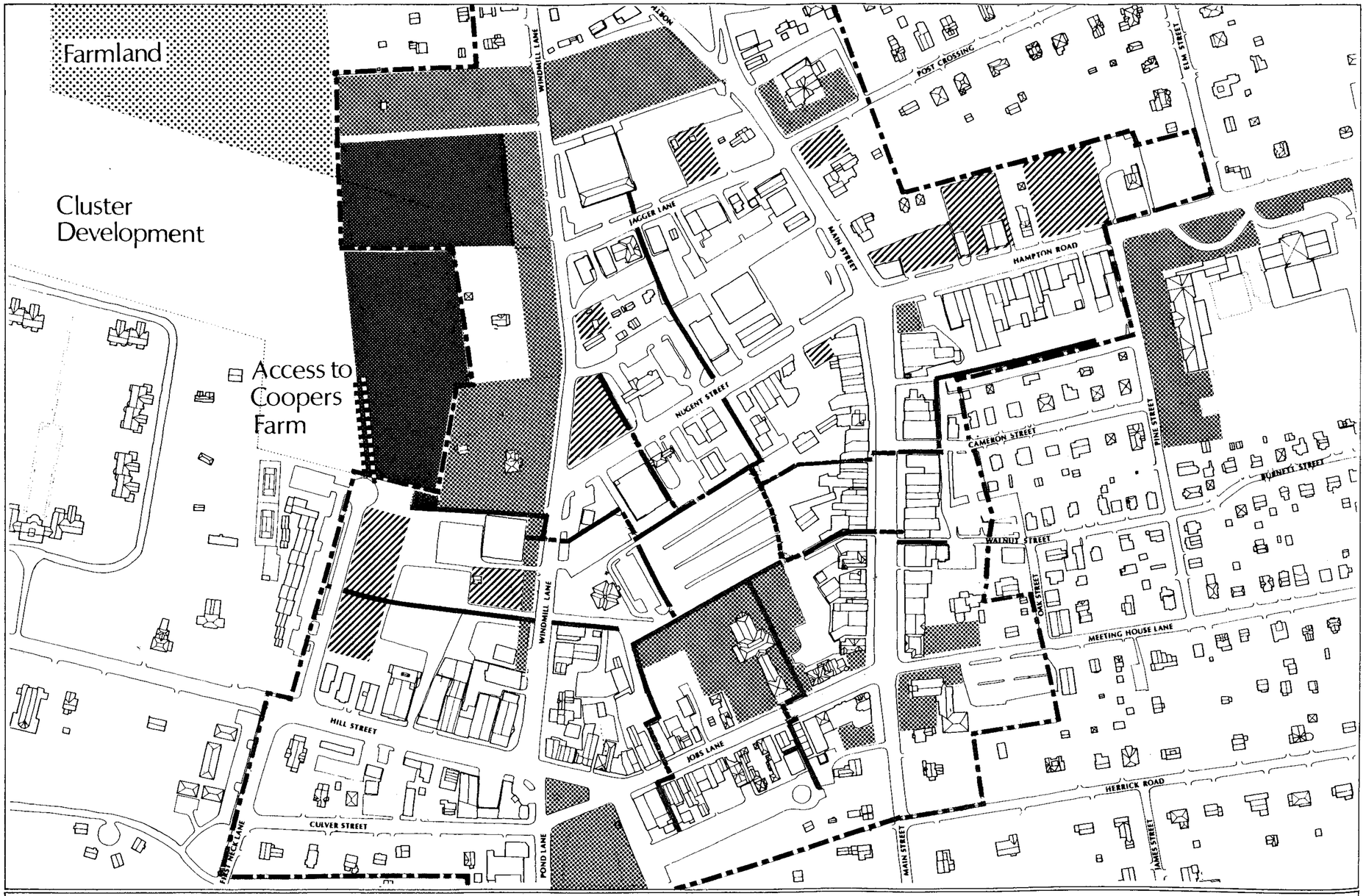
Historic Building Preservation

- An Historic Overlay District should be set up for the Village Center, administered by a specially formed review board or commission.
- The review board should be strengthened so that greater control can be exerted on the design of future development.
- A design manual should be prepared, giving specific recommendations for new construction and renovation.

Beach Access

- The Village should continue efforts to seek additional "sticker" parking areas for use by Village residents only.
- The policing of streets which restrict parking should be more vigorously enforced.
- The Village should pursue control of the County Park at the Shinnecock Inlet.
- Outsize vehicles such as buses, campers and trailers should be banned from residential streets in the Village.

Figure 37 illustrates a number of these proposals, applied to the Village Center.



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37 Central Area Recommendations

- Open Space Preservation
- Retail / Business Development
- Historic Overlay District
- Proposed R20 Zone
- Pedestrian Routes to Parking Areas

Appendices

APPENDIX A: ACTIVE FARM LAND BY OWNER AND FARMER, 1982

Owner and Tax Map	Farmed By	Acres
1 Kendrick Property	Rosko Farms	
904-6-1-5		34.2
2 Nugent	Rosko Farms	
904-3-3-21.1		5.5
904-5-1-33		9.3
3 Stachecki	Stachecki	
904-10-1-4		30.5
904-10-1-7.3		7.9
904-10-1-7.4		6.0
4 Hackett	Southampton Produce	
904-12-2-21		6.6
904-12-2-42		12.2
904-12-2-43		6.2
5 Lindsay	Southampton Produce	
904-14-1		13.7
6 Leidesdorf	Fowler (1981)	
904-20-1-32.1		15.3
904-20-1-31		13.9
7 Downs	Wesnofske	
904-2--2-2		23.0
904-20-2-26		35.0
904-20-2-27.5		57.7
8 Halsey	Halsey	
902-20-2-13		26.6
904-20-2-14		28.5
9 Queens Structures	Fowler	
904-30-1-1		50.4
10 Fowler	Fowler	
904-3-1-44		21.4
11 Fowler	Fowler	
904-30-1-56		22.7
904-30-1-57		14.0
12 Halsey	Halsey	
904-30-1-46		25.9
904-30-1-47		3.3
Total		**469.8 acres**

APPENDIX B: REFERENCE DOCUMEN

- Village of Southampton: Master
  April 1970
  McCrosky-Reuter
- Village of Southampton: Master
  McCrosky-Reuter
  June 1982
- Master Plan Update Request No.
  1983
  Town of Southampton
- In Old Southampton
  Abigail Halsey
  1968
- Southampton - Her Records and
  Lizbeth White
  1932
- The Centenary of Job's Lane: 1
- Southampton Village: 1908
  Pamphlet No. 2
- Southampton, Long Island 1640-19

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- Village of Southampton: Master Plan
  April 1970
  McCrosky-Reuter

- Village of Southampton: Master Plan Amendments of 1982
  McCrosky-Reuter
  June 1982

- Master Plan Update Request No. 1
  1983
  Town of Southampton

- In Old Southampton
  Abigail Halsey
  1968

- Southampton - Her Records and Her Landmarks
  Lizbeth White
  1932

- The Centenary of Job's Lane: 1664-1964

- Southampton Village: 1908
  Pamphlet No. 2

- Southampton, Long Island 1640-1965

- Farmsteads and Market Towns:
  A Handbook for Preserving the Cultural Landscape
  Preservation League of New York State
  1982

- Building with Nantucket in Mind:
  Guidelines for Protecting the Historic Architecture and Landscape of Nantucket Island.
  Nantucket Historic District Commission
  1978

APPENDIX C: ACKNOWLEDGEMENTS

Village of Southampton:

Mayor	Roy L. Wines, Jr.
Trustees	Orson D. Munn, Jr. Charles F. Schreier, Jr. Richard L. Fowler Paul Parash
Village Attorney	Emil F. DePetris
Building Inspector	Eugene R. Romano
Planning Board	Mardooni Vahradian, Chairman Paul Buttonow Denis Coleman George Lewis Richard Spooner

Contributions to this study are also acknowledged from:

Fred Reuter	McCrosky-Reuter
Richard Foster	Village Historian
Robert Keene	Southampton Historical Society
Nancy Kelly Carolyn Zenk	Group for the South Fork
David Emilito	Planner, Town of Southampton
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