

3.0 IMPLEMENTATION TOOLS AND TECHNIQUES

3.1 Zoning Recommendations

Given the scale of the existing land uses in the Study Area and throughout the Hamlet, this Study proposes that the areas currently zoned Village Business be rezoned to Hamlet Office/Hamlet Commercial,⁷ (refer to Figures 10 and 11) with the exception of two properties including and adjacent to the Deli, which should remain in the VB district. Following adoption of this Study, the next step in adoption and implementation of the zoning recommendations requires at least one (1) public hearing before the Town Board. Additional community input will be sought at that time. What follows is a detailed description of the HO/HC zoning districts.

New Hamlet Commercial (HC)/ Hamlet Office (HO) Districts

One of the recommendations of the 1999 Comprehensive Plan (growing out of an earlier 1991 Water Mill hamlet plan recommendation) is to develop a pair of new development districts for more 'hamlet-scaled' commercial uses.

These new districts characterized as Hamlet Commercial (HC) and Hamlet Office (HO), in many instances, replace existing Office Development (OD), Village Business (VB), Highway Business (HB) or residential districts.

The HC and HO zones would be the proposed zones in the Noyac Hamlet Center area, HO to the north of Noyac Road and HC to the south. General characteristics of the proposed HC/HO zones include:

- Residential look and feel, including roof pitch, design and materials, front entry, window size, placement and orientation,

⁷ The Town Board has recently adopted this zoning district.

façade materials and color, landscaping in the front and side yards, and residentially scaled and compatible fixtures for lighting, outdoor furniture and waste receptacles.

- No off street parking or loading in front yards.
- Allowance of interconnected multiple buildings per lot but a maximum gross floor area per building-- generally 3,000 sf (with some specific exceptions) expandable only by special exception based on other benefits to the Town.
- Compatible design of such multiple buildings with primary entries and main facades facing the principal street where appropriate and practicable.
- Maximum building coverage (20 percent) and maximum impervious coverage (60 percent).
- Transitional yards and screening of commercial/office uses from adjacent residential districts.
- Screening of parking from side or rear property lines.
- Transitional signage requirements between residential and commercial districts, including size of wall signs and low-scale ground identification signs where buildings are set back from street line.

A Scenic Overlay District

This study also recommends, as a medium term option, the creation of a scenic overlay district over the Noyac Road right of way. Such a district could identify specific characteristics that epitomize the character of the area, and define criteria for their preservation or redevelopment. These could include both natural features and man-made elements.

The main reason for such a district, however, is to establish a hedge against future potential change: given the road's uncertain provenance between Town and County (see pages 11-12), adding criteria such as 'maintain the existing numbers of lanes' is a way of ensuring that the road is not redeveloped as a bypass at some future point in time. Other advantages of an overlay zone are that it can also become the fulcrum for leveraging desired projects: district boundaries can provide

the venue for special incentives to achieve specific site plan or development design standards, or provide mechanisms for discouraging demolition and preventing mergers of small lots where it would impact community character. Creation of such a district is outside the scope of the current study, but could be a targeted future work element to implement this Plan. It should be noted, however, that the community strongly favors the creation of a scenic overlay district and wishes to be engaged in the decision-making process.

3.2 Code Enforcement

Some key issues facing the Noyac Hamlet Center do not necessarily require new solutions. Rather, in some cases it would appear that an appropriate first step would be to increase enforcement efforts through the Town's Code Enforcement Division within the Department of Public Safety. The Division of Code Enforcement was created as part of the Police Department to address quality of life issues within the Town of Southampton and was then transferred to Land Management and then to Public Safety. The Division is responsible for follow-up/enforcement on planning and environmental complaints, seasonal rental permits and assists the Building Division by providing counter assistance and violation searches. Under the direction of the Public Safety Administrator/ Chief Fire Marshal, the Division of Code Enforcement is responsible for interpretation and enforcement of the following chapters of the Town of Southampton Code.

Chapter 89	Alcoholic Beverages
Chapter 111	Beaches and Waterways
Chapter 123	Building Construction
Chapter 128	Buildings, Unsafe
Chapter 143	Contractors
Chapter 164	Fire Prevention
Chapter 187	Graffiti Building Construction
Chapter 199	Junkyards and Junk Dealers
Chapter 205	Landfill and Transfer Stations
Chapter 211	Littering and Handbills
Chapter 235	Noise Building
Chapter 254	Peddling and Soliciting
Chapter 261	Property Maintenance
Chapter 267	Racing & Exhibitions [Race Tracks]
Chapter 283	Special Events
Chapter 286	Street Address Numbering
Chapter 287	Streets and Sidewalks
Chapter 312	Parking - seasonal and year round
Chapter 316	Vehicles, Junked and Abandoned
Chapter 320	Recreational Vehicles [ATV's]
Chapter 330	Zoning ⁸

⁸ With respect to Chapter 330, enforcement of zoning relates to enforcement of development once built.

The Division of Code Enforcement coordinates its efforts within the Department of Public Safety with the Divisions of Fire Prevention and Animal Shelter, as well as the Town Safety Officer. They also coordinate with the Office of the Supervisor, Land Management, Public Works, the Office of the Town Attorney, Justice Court, the Police Department, Parks and Recreation, the Town Trustees and with various CACs and other citizen groups. This Division is particularly relevant to the issue of noise emanating from some commercial uses along the corridor as well as litter in key areas along Noyac Road such as Trout Pond Park.

The Superintendent of Highways, under authority of the New York State Vehicle and Traffic Law, is responsible for the installation and maintenance of traffic control devices (e.g. signs, traffic signals, pavement markings) on Town roads. The Town Code contains a listing of traffic control regulations, which can be amended following a public hearing. These regulations include:

- Stop intersections
- Yield intersections
- One-way roadways
- Parking regulations
- Restricted turning movements
- Intersections controlled by traffic signals

In the past, the State Department of Transportation had the authority to set speed limits on Town roads. Since the Town's population now exceeds 50,000, the Town may now establish these speed limits. Enforcement of traffic regulations falls under the jurisdiction of the Town's Police Department.

3.3 The Noyac Hamlet Center Partnership

The various community groups, Town officials, property owners, civic groups and private merchants or businesspeople all represent stakeholders who have gathered 'around the table.' Their interaction has been spirited and healthy and it has resulted in a sharing of goals and objectives and participation in defining recommendations during the charrette process and related public meetings.

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It is important that this spirit of cooperation remains as the planning and implementation process of Noyac Road improvements continues. Each organization should maintain its autonomy, but should focus its efforts on a commonly agreed upon agenda.

There are a number of issues in which community-wide discussion is important—issues that will affect all residents: how to implement road improvements, how to ensure equitable housing for a diverse hamlet population and how to monitor ongoing development proposals for new commercial or residential development.

Assuming that agreement on future development can be reached on the basis of mutual benefit, implementation of the strategic recommendations of this Plan will require shared actions— each partner may have a potential role to play, not only in planning but also implementing improvements. Some may be public responsibilities, but not-for-profit groups or private entities may best accomplish many others.

For instance, a major recommendation is for a new 'Noyac Community Center.' Who will operate such a center? How will it be made available to all members of the community? Who will structure and run recreational, cultural or civic functions? Who will resolve conflicts between public uses and private functions? Similarly, who will speak for the community in the detailed planning and implementation of roadway improvements as Town, County or State funding and plans are defined?

Having community wide consensus to deal with such issues is critical. Participants in developing and maintaining this consensus, as in this study, should include representatives of major community groups, private sector interests such as merchants, individual landowners, and developers and civic groups representing historic and environmental interests.

This basic strategy for continuing partnership efforts should therefore focus on the following tactics:

- Coordinate public investment in the road itself to add value to the community;
- Leverage private projects for public objectives and civic benefit;
- Use civic participation to help facilitate maintenance/ approvals

It Takes a Partnership

