

COUNTY ROAD 39 CORRIDOR LAND USE
PLAN

TOWN OF SOUTHAMPTON

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FINAL
REPORT





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Front photograph of County Road 39 under construction in 1952, looking west from where it meets Montauk Highway at the corner by the Princess Diner at the eastern end.

Photograph courtesy of the Price Family.

Table of Contents

EXECUTIVE SUMMARY...4

INTRODUCTION...7

DEVELOPING THE LAND USE AND ZONING RECOMMENDATIONS FOR CR39...13

GENERAL CORRIDOR RECOMMENDATIONS...15

QUADRANT 1...20

ISSUES AND RECOMMENDED SOLUTIONS...24

ZONING RECOMMENDATIONS...30

QUADRANT 2...32

ISSUES AND RECOMMENDED SOLUTIONS...40

ZONING RECOMMENDATIONS...43

QUADRANT 3...46

ISSUES AND RECOMMENDED SOLUTIONS...50

ZONING RECOMMENDATIONS...51

QUADRANT 4...54

ISSUES AND RECOMMENDED SOLUTIONS...57

ZONING RECOMMENDATIONS...58

ACTION ITEMS...62

CR39 ACCESS MANAGEMENT PLAN...64

PUBLIC OUTREACH...92

SUPPORTING PLANNING DOCUMENTS...93

SET OF 11”X17” QUADRANT ZONING AND RECOMMENDATION MAPS...114

APPENDIX

CR39 MARKET STUDY...130

Executive Summary

Beginning in Shinnecock Hills to the west and extending east to the terminus in the hamlet of Water Mill, County Road 39 is a major arterial roadway of approximately five linear miles. The County Road 39 Corridor Land Use Plan was initiated by the Town Board in order to guide long-term planning objectives. By analyzing the current patterns of development and potential for redevelopment, the Town can adequately respond to the needs of residents and the business community with the objective to make the highway business areas productive, attractive and consistent with the Town's resort image (1999 Comprehensive Plan Update).

There are many bucolic and scenic qualities associated with the Town's network of roadways, including County Road 39. Today the challenge is not just with planning new development on the highway, but in planning for the synergy of interrelationships between the new development and existing land uses and users. Studying the corridor in a larger context allows many opportunities to enhance Southampton's rural and scenic qualities and foster sustainable and resilient development practices. The initial guidance for this planning effort comes from the 1999 Comprehensive Plan Update, which states that the Vision for Transportation is "to create more choices for residents in how they travel to and through Town, and to create a transportation system that works in tandem with land use to preserve a landscape of rural roads with distinct village and hamlet centers".

The County Road 39 Corridor Land Use and Access Management Plan identifies the existing conditions of the roadway and adjacent areas in order to develop a comprehensive plan to guide future growth, economic development, and environmental protection. The vision statement that was developed as part this study reads: CR39 corridor is envisioned as a place where people travel safely across town in a well-maintained and amply landscaped environment. To achieve this vision, the land use plan focuses on these four goals:

- Goal 1: Maintain/Enhance Community Character
- Goal 2: Facilitate Movement/Enhance Safety
- Goal 3: Manage new development along the corridor
- Goal 4: Protect and enhance the area's environmental quality

This study analyzed numerous issues throughout the corridor, from the large scale question of particular land uses, to the small scale, location specific matter of bus stop placement. After potential solutions to these various obstacles were applied throughout the corridor, some patterns of general recommendations that could serve the entire corridor became clear. The recommendations for the County Road 39 study area are the following:

1. Modify the Highway Business (HB) zoning category to improve the quality and diversity of land uses. The Highway Business (HB) zone is the prevalent commercial zoning district along County Road 39. Refining the Highway Business zoning category to enhance its performance, while still maintaining the original intent to serve as the location for businesses that provide the sale of higher order goods is important in order to maintain low trip-generating uses.

This includes updating the use classifications from the 1972 Standard Industrial Classification (SIC) system to the current North American Industry Classification System (NAICS) code, and in doing so, updating the uses referenced in the Town's corresponding land use tables. Creating new zoning categories and changing current zoning designations where appropriate strengthens the character and intent of the corridor.

2. Deploy new Highway Office Business (HOB) zoning use category. The HOB zoning designation is intended to still allow for Highway Business (HB) uses, but with greater control of appearance and design. HOB zoning will have performance standards that require smaller buildings, not to exceed 5,000 square feet, which are residential in character. Where proposed, HOB developments will provide a visual relief and transition of scale between the greenbelts and the commercial nodes.

- The first HOB area is a triangle of seven parcels bounded by CR39 to the north, Hubbard Lane to the south, and South Magee Street to the east. These parcels were all previously zoned HB.
- The second HOB area is made up of 11 parcels at and near the intersection of CR39 and North Sea Road. These parcels were previously Office District (OD) and HB.

3. Promote open space retention on remaining large undeveloped tracts. There are several large tracts of land that are currently used as open space/recreation and effectively act as greenbelts between the commercial nodes. The current zoning allows for these parcels to be subdivided and more intensely developed. These parcels include the Shinnecock Hills Golf Course, Southampton Golf Course, the Driving Range, and the Elks Lodge site. Through the purchase of development rights the existing uses associated with the subject properties can remain, thereby eliminating the potential for further development in these areas which will retain their scenic character. In the case of the Elks Lodge, retaining the fairgrounds use is important to maintaining community character and tradition.

4. Create consistency in the look of the corridor. Implementing design guidelines changes the experience of roadway users, as landscaping replaces parking in the front of buildings, buildings are placed closer to the roadway, and motorists park in the rear, rather than the front of the business. These guidelines will be used by the Town to evaluate new and redevelopment proposals along the corridor to improve the look and functionality of the right-of-way and access between parcels.

5. Improve the appearance of key intersections with “gateway treatments” designed through an open competition. Several locations along County Road 39, particularly the western entrance to the corridor at the terminus of Sunrise Highway, could be locations for “gateway treatments” or a special structure denoting an entrance to the South Fork. Ideally the gateways would be designed as part of an open competition to solicit ideas from the public and design professionals throughout the region.

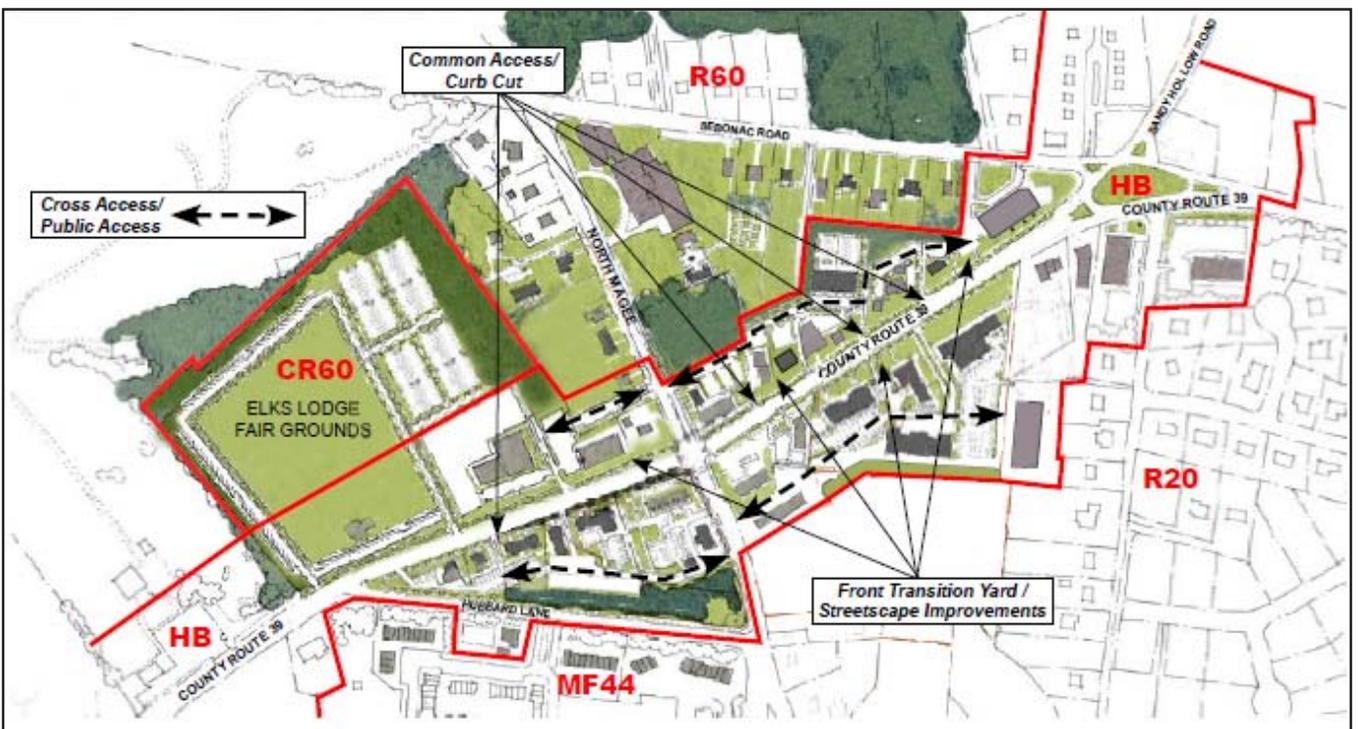
6. Implement access management strategies to improve safety and traffic flow. Access management refers to strategies that facilitate efficient movement, promote traffic safety, and ease congestion, primarily by controlling the number and placement of access driveways (i.e. curb cuts) and by providing connections between adjacent uses (i.e. cross access).

Consolidating driveways tends to both improve road way safety by reducing traffic crashes while also facilitating a consistent flow of traffic. Connecting land uses through a

secondary network of access streets reduces traffic on the main road and has been shown to improve the response time of emergency vehicles and fire truck.

Several concepts of access management are depicted on the map below. These include:

1. Maximize the extents of the landscaped transition yard.
2. Minimize the number of new curb cuts.
3. Consolidate existing curb cuts.
4. Provide cross access wherever possible to connect as many parcels as possible.



Cross Access and Design Guidelines at CR39 and Magee Street

Introduction

County Road 39 starts at the terminus of Sunrise Highway (S.R. 27) and is the primary east-west regional thoroughfare of the south fork of Long Island and functionally serves as the “Gateway to the Hamptons.” It is also the main east-west thoroughfare within the Town of Southampton for those traveling east of the Shinnecock Canal. There are no effective alternative routes for the number and type of vehicles that travel this roadway daily.

Traffic congestion historically has been widespread, particularly during the summer season when Southampton’s population increases from 57,421 to 167,682 people. Though the construction of an additional eastbound travel lane has increased the capacity of the roadway and improved operating safety, traffic congestion persists during peak travel times.

As a result of County Road 39’s regional significance in the transportation network of the East End, particularly the South Fork, there is a great need to develop and implement consistent upgrades along the entire corridor. This follows the recommendations of the 1999 Comprehensive Plan Update (Update), which states: *“the objective is to make the highway business areas productive, attractive and consistent with the Town’s resort image.”*

Thus, the objective of this study is to create a gateway corridor with commercial concentrations instead of commercial sprawl, managed access to and from the roadway, and visual upgrades for the entire County Road 39 corridor. The study identifies and examines the existing conditions of the roadway and adjacent areas in order to develop a comprehensive plan to guide future growth, economic development, and environmental protection. This plan will address negative aspects

of the corridor and strive to protect and enhance positive attributes through the development of land use, zoning, site design and environmental protection strategies.

The County Road 39 land use plan is a companion study to the Access Management Plan (page 52 of this report) developed by the Transportation Committee of the Town of Southampton. The Access Management Plan provides potential locations for cross access, recommendations on curb cut placement and consolidation, and builds on the site design strategies developed in the County Road 39 land use plan and design guidelines.

Project Study Area

The County Road 39 Corridor Study Area begins just east of the Shinnecock Canal in the Town of Southampton. It passes through the hamlets of Shinnecock Hills, Tuckahoe, North Sea, and Water Mill, sharing its southern boundary with the Incorporated Village of Southampton for about 1/3 of its length. The corridor terminates at the intersection of Montauk Highway and Flying Point Road.

The land uses adjacent to County Road 39 include commercial, residential, educational, open space and recreational uses.



Looking East from Sunrise Highway toward the beginning of County Road 39.

Many of the existing commercially developed areas along the corridor are considered commercial strip development, consisting of continuous and intermittent road side development, generally one store deep and characterized by multiple roadway access points with highly visible off-street parking and a lack of landscaping. Many of these commercial properties were developed either prior to the Town adopting zoning in 1957 or under the early business zoning standards which resulted in nondescript, one story buildings set back from the road with parking in front and little landscaping to soften the large expanses of asphalt.

Though the commercial properties that have developed or redeveloped under the current Highway Business (HB) zoning regulation has resulted in improvements to the aesthetics along the corridor, where a 50 foot wide landscaped transition is now required along the road to screen the development of the properties, there is still room for improvement on how these commercial areas develop in the future.

To this end, a companion set of standards to implement the land use recommendations in this report is provided in the “County Road 39 Design Guidelines”.

Project Purpose

Land uses adjacent to CR 39 influence and contribute to the road’s character and function as both a neighborhood road

and secondary highway. The purpose of this study is to understand how County Road 39 and the land uses around this roadway currently function in order to guide land use planning and development decisions going forward.

Looking at the layout and functionality of each parcel alone and in relation to the abutting parcels ultimately helps in creating guidelines that accomplish the goal of maximizing community integration through consistency in landscape treatments, building position and lighting within a site, and efficient cross access to and through sites. In addition to assisting in improvements to the visual appearance of the corridor as the principal gateway to Southampton, implementation of these guidelines should improve traffic safety for all roadway users along the corridor.

Goals and Objectives

The goals and objectives of the study follow the intent of the 1970 Master Plan and the 1999 Comprehensive Plan to make County Road 39 *“a productive and attractive area for businesses to better serve the citizens in adjacent hamlets*

Goal 1: Maintain/Enhance Community Character

OBJECTIVES: Define community character : Reinforce local identity : Preserve and enhance the corridor's scenic qualities : Make visual improvements.

TASKS: Document existing conditions : Identify/analyze prevailing architectural elements : Identify existing preserved land and CPF targets in the area.

RECOMMENDED TOOLS, TECHNIQUES, & STRATEGIES: Deploy Hamlet Office (HO) and Highway Office Business (HOB) zoning in select areas. Use design guidelines to ensure appropriate site planning characteristics, landscaping and architectural design. Use gateway treatments to highlight important junctions. Preserve key parcels along the corridor through the purchase of development rights or fee simple interest with Community Preservation Fund (CPF) monies or other means.

Goal 2: Facilitate Movement/Enhance Safety

OBJECTIVES: Define community character : Reinforce local identity : Preserve and enhance the corridor's scenic qualities : Make visual improvements.

TASKS: Document existing conditions : Identify/analyze prevailing architectural elements : Identify existing preserved land and CPF targets in the area.

RECOMMENDED TOOLS, TECHNIQUES, & STRATEGIES: Implement the recommendations in the County Road 39 Access Management Plan.

Goal 3: Manage New Development Along the Corridor

OBJECTIVES: Improve performance of the CR39 corridor.

TASKS: Assess current land use mix through a build out analysis and a market study to understand which new uses could be supported along the corridor.

RECOMMENDED TOOLS, TECHNIQUES, & STRATEGIES: Rezoning of select parcels from HB to residential, HO and/or HOB to potentially improve the land use mix.

Goal 4: Protect and Enhance the Area's Environmental Quality

OBJECTIVES: Preserve remaining key open space and natural resources : Minimize environmental impacts of new developments : Protect public water supply : Address eutrophication in area waterways : Preserve remaining agricultural land and uses.

TASKS: Identify preservation targets for the Town's CPF target list : Explore potential for transfer of development use : Identify additional protection measures : Review existing environmental controls : identify gaps and areas for strengthening : Identify zoning to protect key resources from potentially harmful uses.

RECOMMENDED TOOLS, TECHNIQUES, & STRATEGIES: The use of conservation/agricultural easements, innovative stormwater management or agricultural planned development district (PDD). The use of innovative funding mechanisms. Purchase of development rights.

Vision

The CR39 corridor is envisioned as a place where people travel safely across town in a well-maintained and amply landscaped environment.

A vision for the future of CR39 was developed through the following activities:

- A review of recommendations from past planning efforts. Consistency with the Town's Master Plan and Comprehensive Plan, as well as other hamlet plans and studies is of great importance as it provides the basis from which to implement, expand, or reconsider, and suitably adjust previously agreed upon strategies based on contemporary conditions, issues, and concerns.
- Public outreach, which includes a community wide forum held at the Tuckahoe School at the outset of the project, stakeholder interviews, and the active participation of an ad hoc advisory committee with community representation.

The future of CR39 is envisioned to include the following:

- While vehicles are the dominant mode of transportation, and the environment remains auto-oriented, pedestrians are fully accommodated with sidewalks and crosswalks. Bus shelters increase the safety, convenience and importance of public transit. Bicycle traffic is accommodated off of CR39, on nearby and connecting bike lanes, routes, and paths with appropriate signage.
- Traffic congestion is reduced with a series of cross-access lanes that add circulation options, reduce turning movements to and from CR39 and increase safety on the road.
- Residential uses adjacent to the highway are limited, separated from the road by substantial screening and buffering, and for the most part have access to CR39 from side streets.

- The residential neighborhoods surrounding CR39 are protected from adjacent and nearby commercial uses by planted buffers and from controls on the accessory uses and activities that can occur in rear yards.

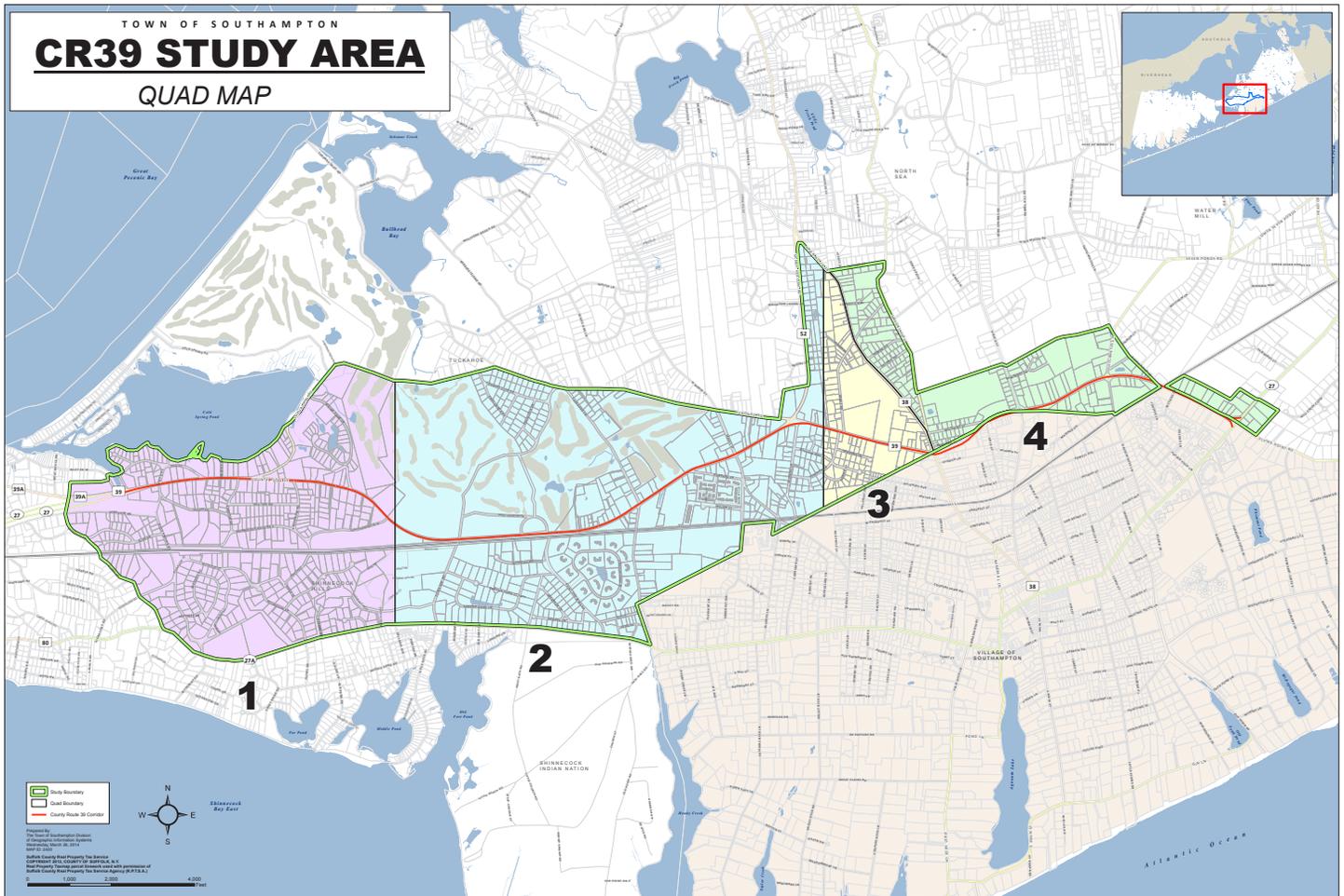
- The corridor has a "green" character. Businesses are set back from the road and separated from it by deep landscaped yards. Street trees line the sidewalks, providing both visual enhancement and shade to pedestrians. Shallow lots without sufficient area for landscaping are visually enhanced with fencing, foundation plantings, planted tubs, window boxes, trellises, and the like.

- Pervious surfaces are increased in order to provide both visual enhancements and natural storm water management. Parking areas are fully landscaped with shade trees and vegetated swales. A portion of parking is provided as pervious pavement. Parking placement is limited to the rear and side yards of lots. Limited parking in front of the building shall be permitted only as part of a cross-access lane, thereby serving as an incentive for businesses to implement cross access. Sideyard and rear parking is screened by low hedges, landscaping and/or decorative fencing.

- Gateway treatments are provided along the corridor to highlight the access to nearby hamlet and village centers, major institutional uses and area attractions. These are marked with a combination of special landscaping and a coordinated signage system.

- The overall character of the corridor is improved through enhanced landscaping, reduced curb cuts, a reduction in sign clutter, and the promotion of small-scale development. Existing viewsheds are preserved.

County Road 39



The four quadrants along County Road 39.

County Road 39 is a convenient, higher-capacity thoroughfare alternative to the historic local road network traversing the Town of Southampton. It is an entryway to many of the Town's hamlets but does not reflect the character of the surrounding communities and centers. Although golf courses and open space make up over 50% of the land along County Road 39, the character of the corridor is shaped by the groups of businesses with parking and signs in the front of the lot and buildings setback from the roadway. The visual experience of driving on County Road 39 is a jumble of utility poles, signs and curb cuts, with several examples of good vernacular architecture spotted here and there.

With over 30 special trade contractor businesses within a three mile section of County Road 39, the number of curb cuts becomes even more obvious as numerous trucks and trailers access the roadway. Traffic volumes exceed the roadway's capacity in both directions during the spring and summer, and traffic speed exceeds the posted speed limit of 35 miles per hour in the fall and winter, making it difficult to safely navigate the roadway year round. This study looks at these and other land use issues to suggest general and specific implementable strategies that can improve traveling on this roadway at all times of the year.

To begin, the study area was divided into four quadrants to help focus the analysis of existing conditions and develop subsequent recommendations. The four quadrants vary in size, with boundaries drawn at naturally occurring junctions where the environment and land use along the roadway changes.

Developing the Land Use and Zoning Recommendations for CR39

When considering the uses on County Road 39, it becomes clear that the majority of the businesses along the roadway have a direct relationship to and synergy with the Town's major economic engines, namely the resort economy and the second home sector. Construction/special trade contractors, pool companies, brick and tile, and pest control in addition to appliance stores such as PC Richards, furniture and furnishing stores (Sleepy's, Jennifer Convertibles) cabinetry, paint stores, hardware, irrigation and landscaping services all serve as supporting industries to the residential building trade.

Car dealerships, repair shops, real estate offices, and boat dealerships are also along the corridor and represent low-trip generating uses that are supported by the resort economy as well as the year round population. The driving range, fairs and events held at the Elks Lodge, motels, restaurants/catering, kayak rentals, and the world-class golf courses are uses within the study area that directly engage and support tourism. There are numerous residential uses within the study area, thus protecting the quality of life for these residents by providing both buffers from and safe connection to the corridor are fundamental consideration.

With the exception of golf courses, all of the commercial businesses mentioned above are permitted or special exception uses within the Highway Business (HB) zoning district. There are also gas stations with accessory convenience stores, fast food and strip developments that customarily establish themselves along well traversed corridors such as this, where careful control of these types of uses is of the utmost importance. The study recommends maintaining the HB zone in some portions of the corridor-but with refinements to the uses allowed in this zone to enhance the economic performance of the corridor.

Considering the many aspects of the HB zone that work well and refining the uses within this zoning category to create a perceptible sense of order and identity at a range of scales is key to developing efficient and compatible land use patterns. To more fully understand the variety of land uses that could be incorporated into the HB zoning category to benefit future development of County Road 39 required additional analyses. This work, "The County Road 39 Market Study" begins on page 80 of this report.

In addition, recreational facilities represent a growing development trend, as resort communities such a Southampton respond to the growing need for high-quality leisure

opportunities. These can provide tremendous economic and quality-of-life benefits for area residents and visitors , and there may be hidden potential within the Study area to provide for these types of uses.

In some sections, the character of the corridor is like many commercial strip developments, consisting of groups of businesses with parking and signs in the front of the lot and the building setback from the roadway. With this type of development come several common concerns, such as: motor vehicle conflicts associated with the numerous curb cuts, lack of consistent architecture, and visual clutter from the combination of utility poles lining the street and front yard signs. Commercial strip development and the accompanying traffic also tend to bisect adjacent neighborhoods, acting almost as barriers that limit walking near the roadway due to the unfriendly environment.

A small degree of retail, such as delicatessens, wine/beverage stores, and other similar uses exist along the highway, but the proliferation of major trip-generating big box retail along the corridor akin to what exists on Route 58 in Riverhead is not recommended or envisioned by the community as the fate of this corridor. Instead it is the goal of this study to plan for compatibility of vehicles, pedestrians, bus transit and select business along this highway while still retaining the roadway's functionality and efficient level of service.

Much of the commercially zoned property along County Road 39 is already developed and much of the development predates the 1970 Master Plan. The commercial zoning is generally only one lot deep and residentially owned property directly abuts it. In several locations between Shrubland Road and Tuckahoe Lane particularly, residential flag lots access C.R. 39 through commercially zoned property creating an undesirable mix of uses. Some of the properties in these locations have commercial buildings in the front of the property and residential structures behind the commercial buildings, all zoned HB.

Developing the Land Use and Zoning Recommendations for CR39

The key findings from the “County Road 39 Market Study” (market study) support the vision of the land use plan to update the Highway Business (HB) zoning category to include land uses that better represent the needs of the local economy. The market study concludes:

“The review of permitted uses in the HB zone, in the context of the Town’s stated land-use goals for the CR 39 corridor, indicates that current zoning is working well in achieving a balance of promoting functional and viable business and minimizing negative impacts on traffic and aesthetics. However, the Town may explore the addition of several key uses that represent feasible commercial options and that would be consistent with planning goals.

Looking at currently permitted retail and restaurant uses where spending leakages are evident, the gaps analysis suggests that the CR 39 corridor could support additional restaurants (both full- and limited-service), as well as auto parts, accessories & tires. In addition, several uses present market opportunities and encompass uses currently allowed in the HB District by special exception permit: motor vehicle dealers (which could include boats, RVs and motorcycles); gas stations and food service & drinking places (including bars). It is not suggested that these uses should change; they should continue to be subject to special exception permit. However, there may be related uses that have market potential which could also be allowed by special exception permit. For example, microbreweries (generally defined as restaurants that prepare handcrafted beer for consumption on the premises as an accessory use) may be a use to explore given the leakage evident in the food service & drinking places category.

In addition, the gaps analysis suggests that the CR 39 corridor has particular strength in the furniture & home furnishings and building materials, garden equipment & supply sectors. There may be non-retail uses that are not currently permitted in the HB District (even by special exception permit) that would capitalize on that strength, such as millwork, cabinetry and furniture making, which would appear to be consistent with the low-traffic, resort-related uses envisioned by both the 1970 and 1999 plans. These additional uses, if allowed in the HB District, should be subject to special exception permit to ensure that they are attractive and that any potential negative impacts are minimized.”

The market analysis goes on to say it may be advisable to further explore some additional such uses for the HB District. For example, the trade area has a relatively high concentration of fitness and recreational sports centers (in addition to the outdoor recreation and other indoor recreation activities that are allowed in the HB District by special exception permit and were not analyzed in the per capita analysis). As discussed above, it is not possible to know whether this concentration

represents a specialization or excess capacity. However, given that a range of fitness and recreational uses are already permitted either “as-of-right” or by special exception permit in the HB District, it is reasonable to consider whether related uses, such as health spas, may also be permitted. Clearly, the addition of health spas would need to be carefully defined and considered, as beauty shops and similar personal-service uses are not permitted in the HB District, nor are hotels.”

Based on the analysis from the market study, it is recommended that a number of new uses be considered for the Highway Business (HB) zoning category. These potential new uses may include, but are not limited by, the following uses:

- Wood Product Manufacturing
- Wood Kitchen Cabinet and Countertop Manufacturing
- Nonupholstered Wood Household Furniture Manufacturing
- Custom Architectural Woodwork and Millwork Manufacturing
- Specialized Design Services
- Motion Picture and Sound Recording Industries
- Fitness and Recreational Sports Centers
- Art Dealers
- Breweries –micro-breweries associated with restaurant uses.

General Corridor Recommendations

While concentrating on CR39 and development adjacent to it, the study also considered the surrounding area within a minimum of a ½ mile from the roadway. A number of recommendations that are applicable in all or most quadrants and serve as a basis for many of the recommendations in this report are outlined below:

Modify the Highway Business (HB) zoning category to improve the quality and diversity of land uses

The Highway Business (HB) zone is the prevalent business zoning district along County Road 39. Refining the Highway Business zoning category to enhance its performance is important as there are many aspects of the HB zone that work well. This would include changing the use classifications from the Standard Industrial Classification (SIC) system to the North American Industry Classification System (NAICS) code, and make the associated changes to the use table.

Deploy new Highway Office Business (HOB) zoning use category

Consistent with the major goal of this study to ‘recognize and strengthen the character and intent of the corridor’, the Year-Round Economy Section of the 1999 Comprehensive Plan Update indicates that “the Town should seek to attract and nurture small employers as this approach not only responds to market forces, it also makes for a sound and sustainable land use policy”. The general approach recommended for Southampton is to build a more diverse, stable and sustainable resort-compatible employment/tax base by nurturing local small businesses.

As discussed throughout the Study, businesses that contribute to Southampton’s resort and second-home industry that are a staple of the local economy have the greatest presence on the corridor. In order to enhance the unique character of the Town and preserve the integrity and vitality of the County Road 39, specific portions are recommended to change to a new zoning category, HOB.

The Highway Office Business zoning designation is intended to still allow for Highway Business (HB) uses, but with greater control of appearance and design. HOB zoning will have performance standards that require smaller buildings, not to exceed 5,000 square feet, that are residential in character. Features such as porched entries, pitched roofs, and discrete signage are recommended in order to more closely resemble a residential scale. This will enable small businesses to locate along the corridor and will provide a visual relief and transition of scale where proposed.

Promote open space retention on remaining large residentially zoned tracts

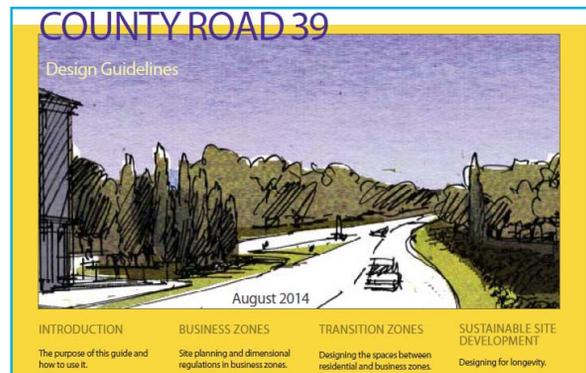
There are several large residentially zoned tracts of land that are currently used for recreational or open space uses, but could be developed for housing under their current zoning. These parcels include the Shinnecock Hills Golf Course, Southampton Golf Course, the Driving Range, and the Elks Lodge site. Though residential development is permitted on the golf course sites, there are numerous reasons why this type of development is highly unlikely.

The same is not true for the Elks Lodge and the Driving Range. Recommendations to retain the open space of these sites can be found on page 37 of this report.

Create consistency in the look of the corridor

Development along CR39 with consistent plantings, signage and well maintained frontage areas is a priority of this study. As such, a set of design guidelines has been written to provide an implementation strategy for this land use plan. These guidelines will be used by the Town to evaluate new and redevelopment proposals along the corridor to improve the look and functionality of the right-of-way and access between parcels.

The County Road 39 design guidelines are included as a stand alone document.



Improve the appearance of key intersections with “gateway treatments” and/or signage specific to each hamlet, designed through an open competition

Several locations along County Road 39, particularly the western entrance to the corridor at the terminus of Sunrise Highway, could be locations for “gateway treatments” or a special structure of some kind denoting an entrance to a place. Ideally the gateways would be designed as part of an open competition to solicit ideas from throughout the region.

As per the 1999 Comprehensive Plan, “landscaping of key intersections along County Road 39, such as Shrubland Road, Tuckahoe Road, Sandy Hollow Road, Sebonac Road and Montauk Highway. One approach would be to commission a “beauty contest” in which landscape firms and nurseries-would participate (pg. 312)”.

In addition to the gateway treatments, many residents were in favor of creating hamlet specific signs to identify a community to passing motorists. Residents will have a role in the design and location of these signs along the roadway.

Examples of signs that could serve as potential examples for the hamlet specific signs include:



Improve the operation of the roadway by creating new breakdown areas and/or dedicated right hand turning lanes

As per the 1999 Comprehensive Plan, “promote setbacks that would allow cost-effective road improvements in the future, as well as minimize the negative impact on future businesses should road improvements go forward (pg. 340)”. Creating public access easements at key locations would greatly enhance the safety of the roadway. Incentives in the form of relief of some parking requirements could be given to property owners willing to dedicate a portion of their transition yard to a public easement.

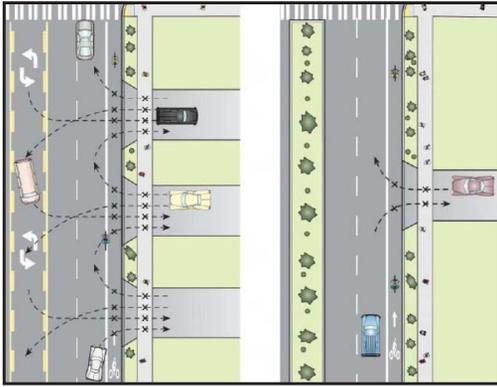
Consider the role of curb and driveway management in improving safety and traffic flow through the Access Management Plan; implement the recommendations listed in the Access Management Plan

Access management refers to strategies that facilitate efficient movement, promote traffic safety and ease congestion by controlling the number and placement of driveways/curb cuts and by providing connections between adjacent uses (i.e. cross access). Consolidating driveways improves roadway safety by reducing traffic crashes while also facilitating a consistent flow of traffic. Connecting land uses through a secondary network of access streets reduces traffic on the main road and has been shown to improve the response time of emergency vehicles and fire trucks.

“The Town of Southampton Access Management Plan for County Road 39”, page 52, addresses various mechanisms to improve the appearance and function of this roadway.

These include:

1. Establish setbacks and buffer areas for all properties along County Road 39.
2. Promote interconnectivity between properties through joint/cross access agreements.
3. Design for improved site distance for vehicles to turn on and off of CR39 and adjacent driveways.
4. Combine access points for adjacent properties to reduce the total number of driveways and increase the spacing between driveways along CR39.
5. Provide parking in the rear of the building.



Consolidating driveways not only reduces congestion and increases the area for landscaping, it also greatly reduces potential conflicts between roadway users.

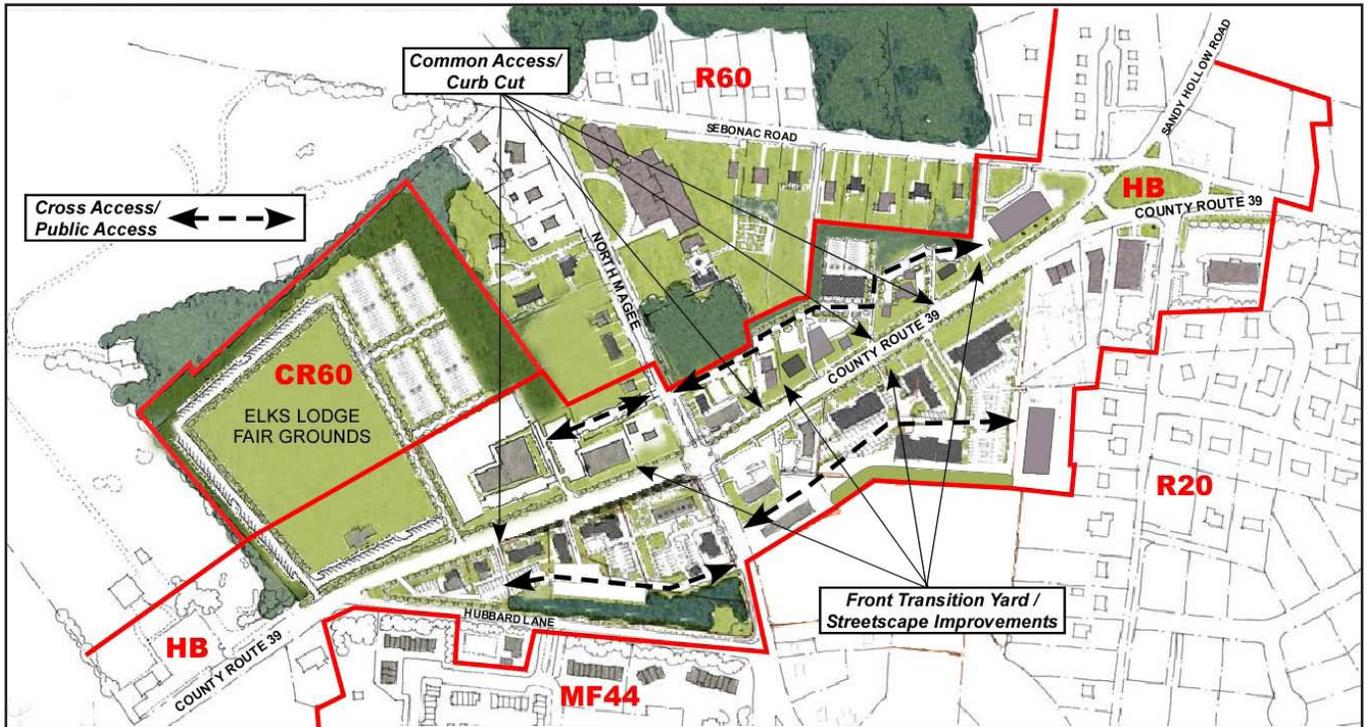
Graphic: Federal Highway Administration

The diagram at the top of page 18 depicts the recommendations from the Access Management plan as it relates to the intersection of Magee Street and County Road 39. The four primary concepts shown here that should be replicated throughout the corridor include:

1. Maximize the extents of the landscaped transition yard.
2. Minimize the number of new curb cuts.
3. Consolidate existing curb cuts.
4. Provide cross access wherever possible to connect as many parcels as possible.

Improve access to bus stop locations and improve these bus stops with shelters, benches and trash receptacles wherever possible.

Creating more appealing transportation options is central to improving the operation and look of County Road 39. Improving the safety of the walking environment to each stop is critical in promoting greater ridership. In addition, each stop along County Road 39 should be enhanced with bus shelters, benches and trash receptacles.



Graphic showing recommendations from the Access Management plan as it relates to the intersection of Magee Street and County Road 39.



Using this Report

The structure of this report follows County Road 39 from west to east. The corridor is divided into 4 quadrants of various lengths that encompass distinctly different types of land uses and environmental features.

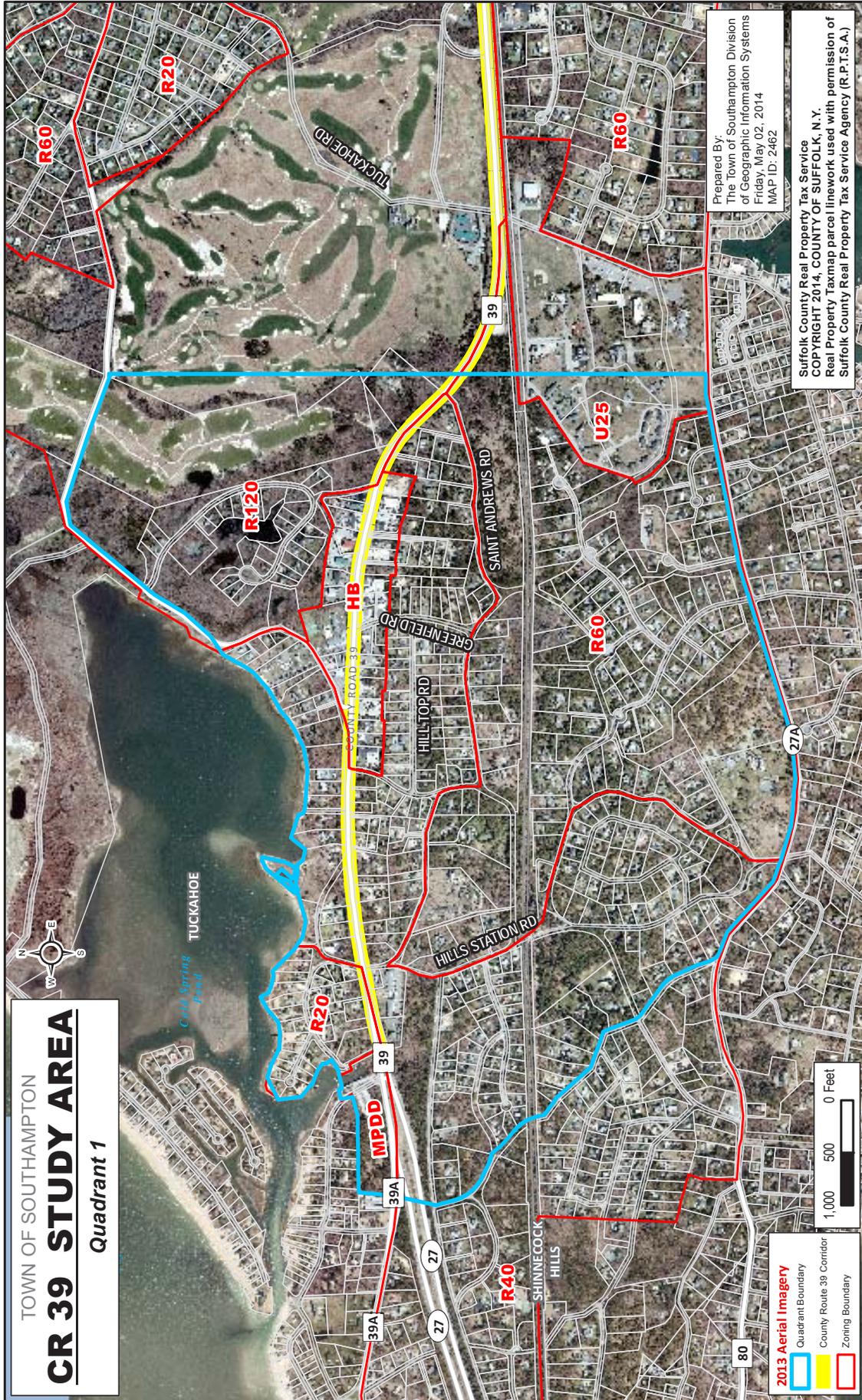
Each of the quadrants begins with a narrative of the community character created by the land uses that line the corridor and are located with a 1/2 mile of the corridor. This is followed by the zoning designations associated with these parcels and a description of some of the dimensional requirements of the zoning designations.

A short analysis of the land use type and size of all parcels with frontage along County Road 39 within that quadrant follows the description of the current zoning. This completes the existing conditions review.

Throughout the process of researching and writing this report, many issues have come to light within each of the quadrants that aren't easily categorized and aren't readily mitigated through zoning and/or site design. A discussion of each of these issues and the recommended solution(s) follows the review of the existing conditions for each quadrant.

Each section ends with recommendations for changes to the zoning designation of particular parcels within each quadrant, and the rationale for the change.

Quadrant 1



The boundaries of quadrant 1 include the merger of CR39 with Sunrise Highway (SR27) to the west, the intersection of CR 39 with Saint Andrews Road to the east and a 1/2 mile buffer from CR 39 to the north and south.

In this area SR27/CR39 transitions from a 55 mph divided highway of two lanes in each direction, to a 35 mph secondary highway with two lanes in each direction and an intermittent middle turning lane. There are no traffic signals in this segment and most driveways and side streets restrict left turns during the morning peak hour to improve traffic operations along the arterial. Side street traffic is controlled by stop signs. There are limited sidewalks from Shrubland Road to Fairfield Road, and no shoulders on either side of CR39.

Community Character

The beginning of the County Road 39 study area has special significance as the gateway east of the Shinnecock Canal.

The predominant visual cues are the narrowing of the highway and a series of road signs announcing the end of the highway and the change in speed limit. The rustic sign advertising the Lobster Inn Grille restaurant on the northside of the road stands as a local landmark indicating the change in roadway character.

Almost diagonally across the roadway from the large Lobster Inn sign is a Suffolk County Transit bus stop sign tucked into the hillside, but close to the roadway. There is a path to the bus stop also the steep hillside indicating that transit users walk from the neighborhood to the east of the stop to access the bus.

While the northside of the CR39 is wooded and entirely residential, the southside of the roadway has a very active gas station at the intersection of Hills Station Road. The intersection at Hills Station Road is busy in the summer months, with east bound motorists making right turns from Hill Station Road to County Road 39 and southbound motorists making left turns from County Road 39 to Hills Station Road. The marked increase in seasonal traffic at this intersection may be because this roadway is a north-south link between CR39 and Montauk Highway.

Both sides of the roadway are wooded and residential for the next approximately half mile. The notable difference is that the residential uses on the south side of the road have driveways on County Road 39, where the residents on the northside of the roadway have driveways that feed into the secondary roads that access County Road 39. During the school year the southside of the roadway can slow to a stop as school buses pick up at each individual driveway. There is no shoulder on this part of County Road 39, making it less than ideal as a waiting area for school age children.

The terrain along Hilltop Road elevates homes above the commercial uses on CR39 so that backyards overlook parking, storage and other activities. There have been complaints of multiple functions on existing commercial lots, such as automobile repair and oil changes occurring in the rear yards of restaurant properties.



The front driveways and parking areas dwarf their associated buildings at Shrubland Road, looking south.

Roughly 600 feet before the intersection with Shrubland Road, the southside of CR39 shifts from residential to commercial. At Shrubland Road the northside of the roadway also becomes commercial, with some newer, warehouse style special trade contractor offices set back from the road, mixed with some older businesses, like Yesterday's Treasures, shown on page 22, that use the entire lot as a showroom.

Generally, newer, more attractive development is seen on the northern side of the road. Some uses feature 50-foot deep, well-landscaped and maintained front yards, with street trees planted near the sidewalk. There are instances of shared driveways and cross-access, and buildings tend to have a traditional appearance, with gable or hip roofs.

The buildings on the southside of the road are of varied architectural styles and setback placement from the roadway. Many businesses in this area have multiple driveways, with front areas dedicated to parking, and little landscaping in the front yards. This layout makes buildings here appear small compared to the driveway.

Throughout this stretch of County Road 39 there are a variety of businesses, including: insurance/mortgage services, pool sales/services, landscape care, masonry, sanitation services, a boat dealer, a windsurfing and sailing center, several restaurants, two motels, several gas stations, a muffler dealer, and a masonry.

Once past this brief commercial stretch, Shinnecock Hills Golf Club becomes visible to the north with the curvature of the roadway. The southside of the road is wooded, reflecting the 25 acre preserve owned by the Nature Conservancy located between Saint Andrews Road and the Long Island Rail Road (LIRR) tracks.

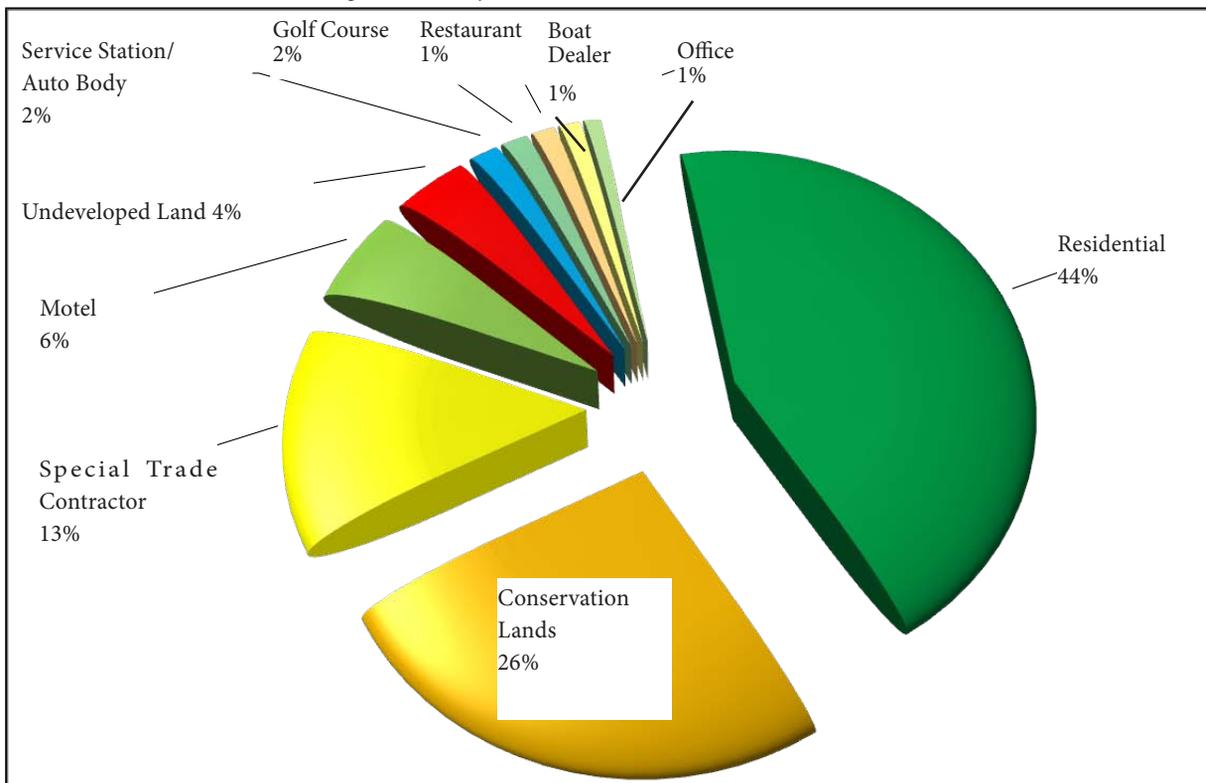
Land Use Summary

The land use, square footage and acreage of parcels with frontage on County Road 39 within Quadrant I are shown in Table 1 and Chart 1.

Table 1- Land Uses with Frontage on County Road 39

Land Use	Area in Square Feet	Acreage
Residential	2,460,423	56.5
Conservation Lands	1,482,998	34.0
Special Trade Contractor	756,998	17.4
Motel	324,671	5.4
Developable Land/Vacant Land	235,379	5.4
Service Station/Auto Body	88,973	2.0
Golf Course	82,656	1.9
Restaurant	72,500	1.7
Boat Dealers	66,081	1.5
Office	51,898	1.2

Chart 1 - Land Uses with Frontage on County Road 39 in Quadrant 1



Current Zoning

Quadrant 1 is generally zoned residential, with primarily R60 and R40 zoning designations. The R60 and R40 zoning categories have minimum lot size requirements of 1.5 acres and 1 acre, respectively.

One of the first large parcels in the quadrant is the Lobster Inn, shown on the quadrant map with the “MPDD”, or Shinnecock Hills Maritime Planned Development District, zoning designation. On December 18, 2008 the Town of Southampton’s Zoning Board of Appeals (ZBA) granted relief from Town Code Section 330-167(B) (3) to allow a change from one nonconforming use to another, to wit, from a restaurant to a residential yacht club community comprised of 25 units, 5 of which shall be dedicated to affordable housing purposes within the Town, and an associated marina”. Finally, “This relief is conditioned upon applicant dedicating the necessary right-of-way to the Town of Southampton for purposes of improving Inlet Road East for safer egress pursuant to the recommendations of the Suffolk County Department of Public Works”.

Moving east along the corridor the predominant zoning on both sides of the road is R-40. Starting at Arbustus Road (an unopened paper street), at the site of Tortorella Pools, the zoning of the properties fronting on either side of CR39 is HB. The HB zoning designation spans the next 1/2 mile of CR39, before transitioning back to the residential zoning designations.

From the end of the HB zone to the midpoint of quadrant 2, zoning on the northside of the road is R120, a designation with a minimum lot size of 3 acres. There is a small cluster of homes off of Spring Pond Lane in this R120 zone, but the majority of this area is dedicated to golf courses. The southside of the road shifts from R40 to R60 heading east.

South of the LIRR tracks, at the edge of quadrant 1 and 2 is the 82-acre SUNY Stony Brook Southampton Campus, zoned University-25 (U-25). This parcel, located in the hamlet of Shinnecock Hills, was rezoned from R-60 to U-25 in 2012.

The intent of this zoning designation, per Town Code §330-34.1, is “A university or college district shall mean the area belonging to an educational institution which may contain structures and facilities directly and principally connected to the institution’s mission of education. These may include classroom facilities, offices, research laboratories, facilities for health and wellness care, facilities for outdoor education and recreation, cultural facilities, student and faculty housing, and facilities necessary for the maintenance of buildings and grounds. It shall exclude any property which produces income from rent, lease, or business activities not demonstrated to have a direct and primary relationship to education activities.”

The U-25 site is currently home to Stony Brook University’s Southampton Campus. Southampton Hospital is currently in talks to relocate to this area.



Yesterday’s Treasures store at 1547 County Road 39.

Issues & Recommended Land Use Solutions - Quadrant 1

Issue #1:

The median at the junction of SR27 and CR29 provides an opportunity for a gateway treatment to create a sense of place and signal the entrance to “the Hamptons,” as the phrase is commonly used to signify the resort communities east of the Shinnecock Canal.



Recommendation:

Create a gateway treatment at the terminus of SR27 median where the road narrows and the speed limit becomes 35 miles per hour. One potential alternative is to install a series of transition groves at the end of Sunrise Highway to “tell” motorists to that they need to slow down before the beginning of County Road 39.

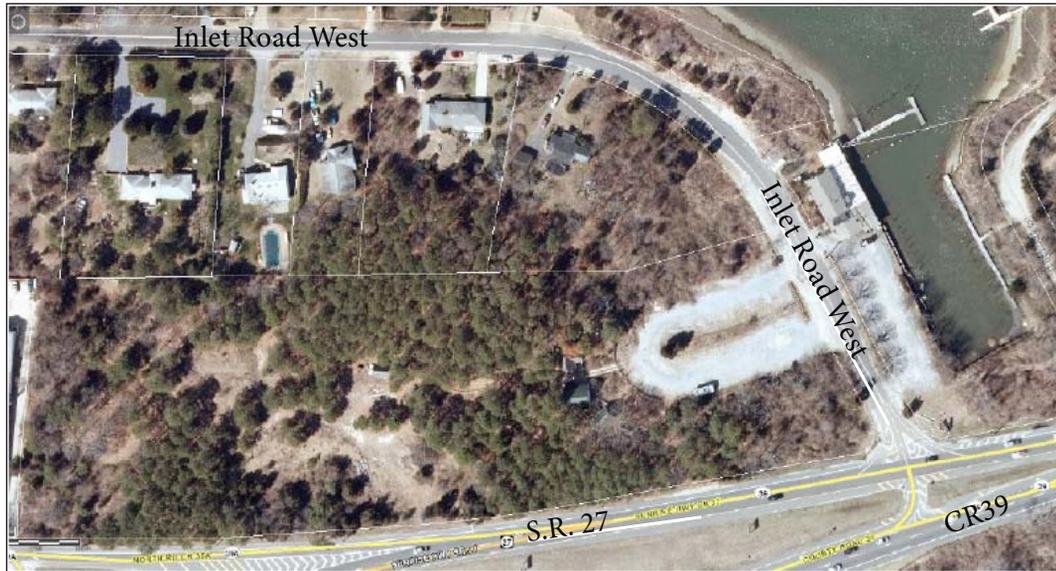
One alternative for developing the gateway treatment for this area would be through a design competition, with the Town Board selecting the final design with the assistance of the public.



Issues & Recommended Land Use Solutions - Quadrant 1

Issue #2:

The redevelopment of the Lobster Inn site may bring additional traffic and congestion to the corridor at this location.



Recommendation:

There is currently an application before the zoning board of appeals (ZBA) for this site. The applicant is requesting a modification of a ZBA decision dated 18, 2008, in order to construct 25 condominiums and an associated club house in a modified design. The club house would take the place of the current Lobster Inn, and is proposed to include new decking and a swimming pool.

In addition, a 25-foot wide road connecting Inlet Road East and West is also proposed as part of the site plan, as well as a new access point onto Rt 27/CR 39 located toward the middle of the site. Vehicular and pedestrian access to and through this site must be carefully reviewed to ensure safe ingress and egress at this site.

In addition, efforts should be made to preserve the wooded portion of the property. Preservation of the wooded area would achieve the following goals:

- Maintain and enhance the rural gateway character of the area.
- Protect the unique ecosystems found on the wooded portion of the property.
- Screen the existing neighborhoods from Sunrise Highway/County Road 39.

The next public hearing on this project will be held on February 5, 2015.

Issues & Recommended Land Use Solutions - Quadrant 1

Issue #3:

There are approximately eight residential properties that have direct access only to CR 39. There are a substantial number of properties that have indirect access via Inlet Road East. These properties with indirect access to CR 39 have difficulty making left turns from Inlet Road East onto eastbound CR 39.



Recommendation:

As part of the County's study of CR 39 a modification of the transition from Sunrise Highway (Route 27) to CR 39 was developed. Under that proposal Inlet Road would be connected with Inlet Road East and North Road. These roads would be separated from CR 39 and Sunrise Highway as illustrated below.

With this connection these properties on the north side of CR 39 would be able to use North Road, Peconic Road, Longview Road and Hill Station Road to gain safer access to eastbound CR 39. See the "Access Management Plan" for further details.



Issues & Recommended Land Use Solutions - Quadrant 1

Issue #4:

The only access to many of the residentially developed properties is via CR39, resulting in multiple curb cuts, thereby creating more conflict potential. As a result of this, school buses have to make multiple stops along CR39 during peak commuting time, creating safety concerns for school age children, as well as congestion.

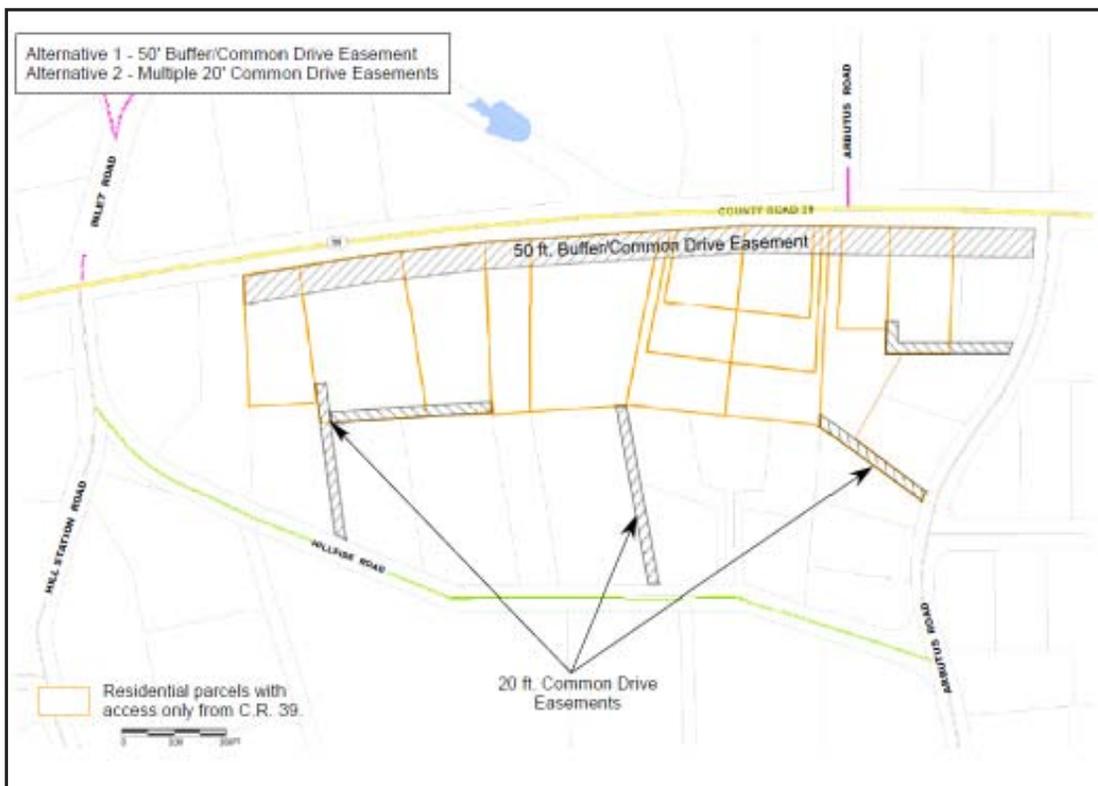


Recommendation:



As per The Access Management Plan, “There are a number of driveways to flag lots that could be consolidated and combined into a single street type access that serves both commercial properties and residential properties. Property owners of these sites should be encouraged to consolidate these driveways into a single high quality access point.

This requires working with adjacent property owners of the properties that only have access on to CR39 to provide access to said alternative local streets via purchasing an easment over these properties.



Issues & Recommended Land Use Solutions - Quadrant 1

Issue #5:

North and South Side of CR 39: Shrubland Road to Fairfield Road

On the south side of CR 39 there is a mix of older commercial uses and those constructed within the last twenty years. The driveways and parking areas of these older commercial businesses combine to create an almost continuous stretch of asphalt.



Two views of properties along CR39 showing current driveway conditions



Recommendation:

The Access Management Plan recommends consolidating driveways/curb cuts wherever possible. In almost all of these cases, one driveway could be closed and the second driveway could be used for entrances and exits.

The Design Guidelines recommend reducing parking in the front of businesses and introducing landscaping in the transition yard or front of the parcel. The first 15 feet of the transition yard is to be planted and maintained with low growing vegetation which reaches a maximum height of three feet.

The transition yard is to be a landscaped area of a total of 50 feet from CR39.

Issues & Recommended Land Use Solutions - Quadrant 1

Issue #6:

The existing bus stop pull-in is little more than a dirt encroachment onto the area's adjacent parcel's green space, making it difficult for bus drivers to safely pull completely off of CR39 to pick up and drop off riders, located far from the exist residential or pedestrian network creating unsafe conditions.



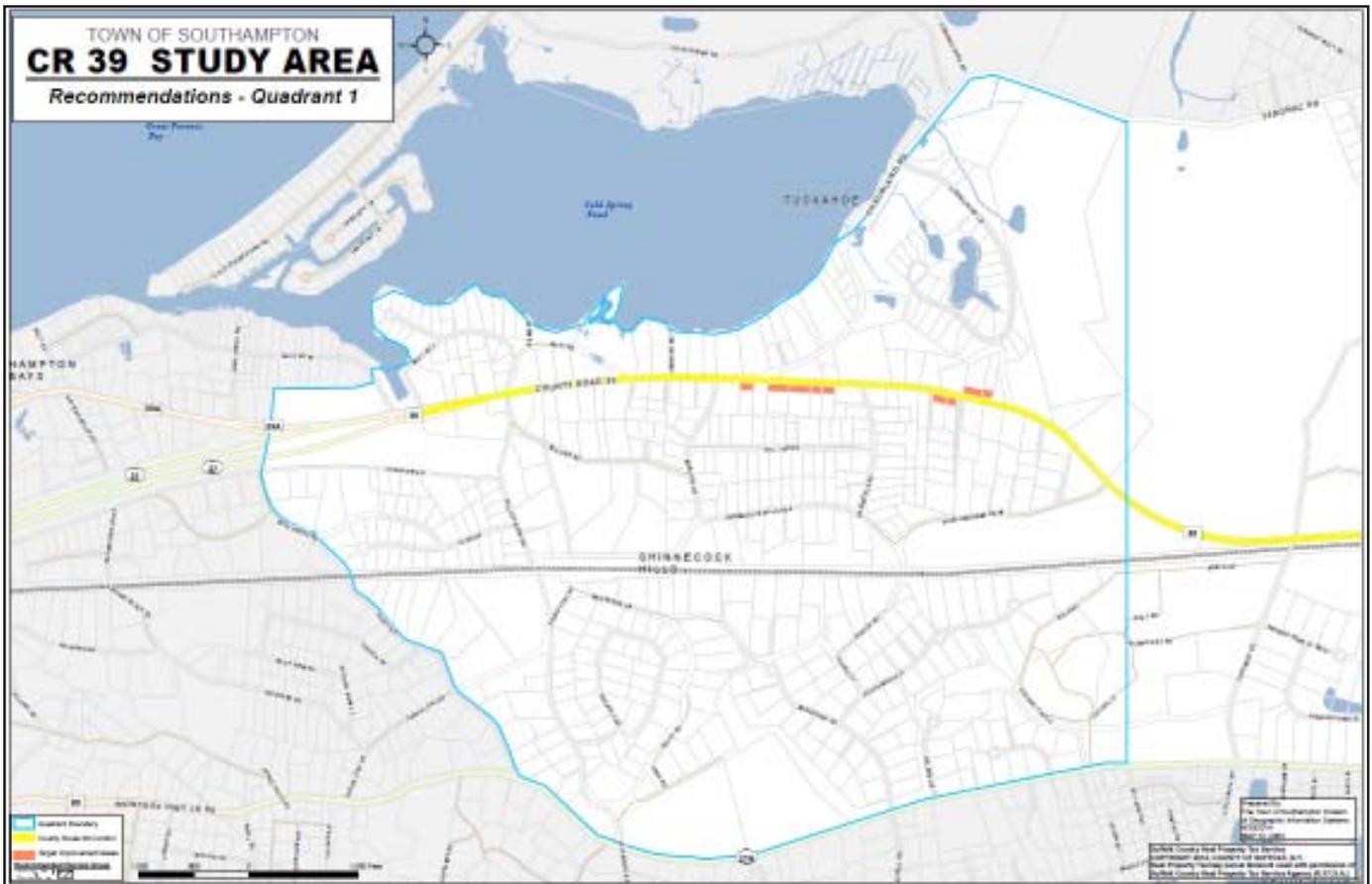
Recommendation:

There are several recommendations that would improve this section of CR39 for people who currently travel by bus or would potentially travel by bus in the future:

- Move bus stop closer to Hills Station Road with a dedicated pull off lane for the bus stop.
- Install a formal bus stop for Suffolk County Transit buses with a shelter, bench and route information at or near the newly located bus stop.



Zoning Recommendations for Quadrant 1



Recommendations for quadrant 1 focus on improvements to front yards as considered in the Design Guidelines.

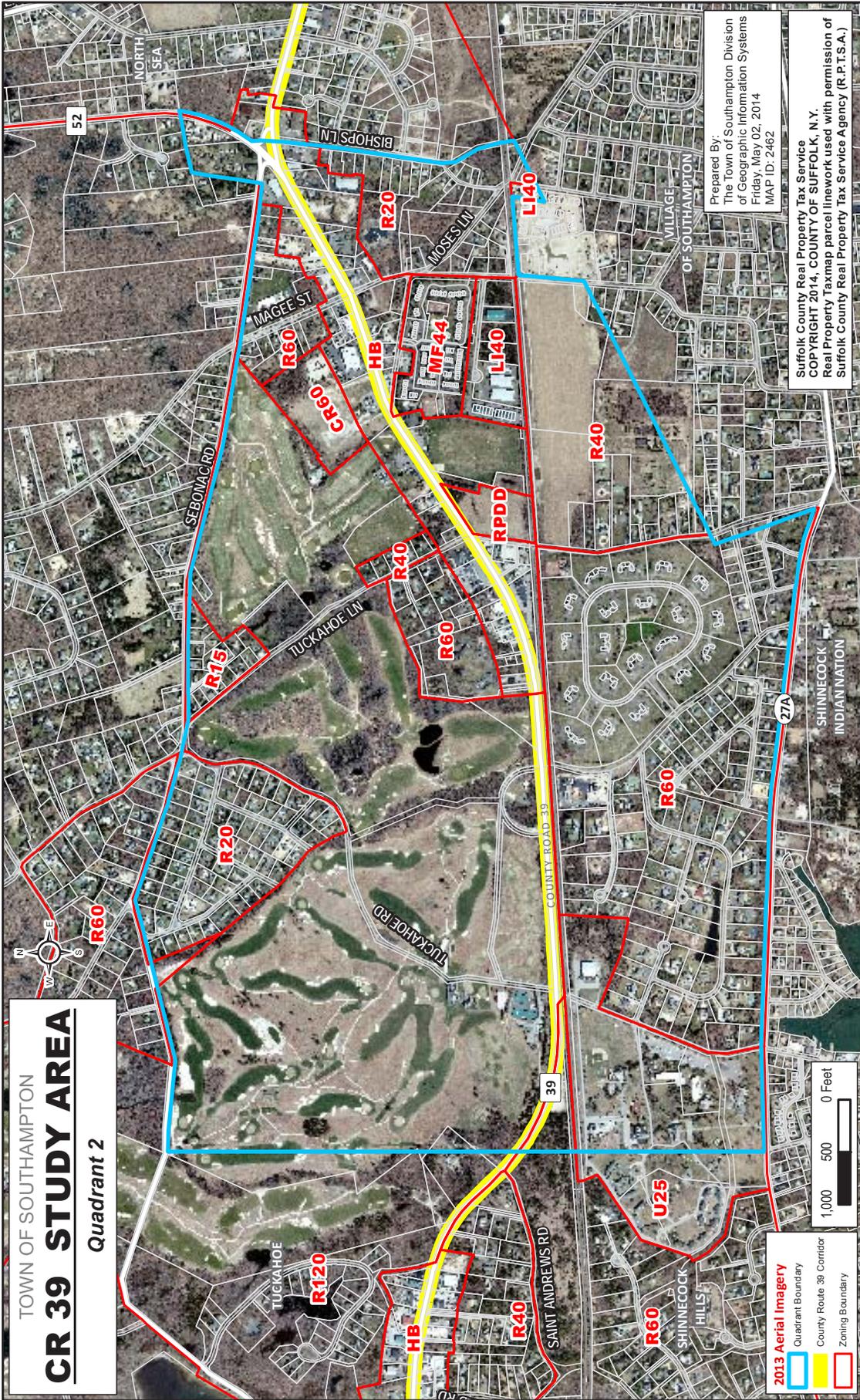
There are no zoning recommendations for quadrant 1, however there are “areas of improvement” shown in orange in the map above.

These improvements include, but are not limited to, the dimensional regulations in Highway Business (HB) zoning districts which call for a front transition yard of 50 feet. The first 20 feet of the transition yard should be landscaped.

In addition, it is recommended that parking be accommodated in the rear of the building or the side, rather than the front of the building.

Further detailed information can be found in the “County Road 39 Design Guidelines”.

Quadrant 2



Quadrant 2 begins at the intersection of Saint Andrews Road West and CR39 and ends near the intersection of CR39 and Sandy Hollow Road. Parcels located at 1/2 mile from points along CR39 make up the north and south boundaries.

In this section, the roadway contains a two-way left turn lane in the center, two lanes of travel in each direction and has no shoulders. The south side of CR39 has a sidewalk throughout much of this section.

There are traffic signals at Tuckahoe Road, Magee Street and Sandy Hollow Road and CR39.

Community Character

The character of the scenery in the first half of quadrant 2 is bucolic, with golf courses to the north and the Nature Conservancy Preserve and the SUNY Stony Brook Southampton campus to the south. Tracks for the LIRR run close to the roadway, with a formal railroad crossing at Tuckahoe Road. Mature trees line both sides of the roadway.

The three golf courses in quadrant 2 are long established. The National Golf Links of America, listed on the National Register of Historic Places, opened in 1908, the Shinnecock Hills Golf Club was founded in 1891, hosted the second U.S. Open in 1896, and the Southampton Golf Club was founded in 1925.

The Highway Business zoning district begins with as the roadway curves away from the railroad tracks. North of the highway, steep wooded slopes provide a topographic demarcation between the commercial and residential uses. The businesses along the north side of the roadway are set into the hillside, and include older structures surrounded by asphalt and cars in the front and sides of the buildings.

The area has two strip-style shopping centers. On the north side of CR39 the shopping center includes a pizza place, bagel store, jewelry and gold dealer, barber and tavern (The Blue Collar Bar) and has a rundown appearance.

The shopping center on the south side of CR39 was developed more recently and has traditional design elements such as shingles, dormers, mullioned windows and doors, and a small rotunda at the building's western edge. Unfortunately, the the newer shopping mall lacks cross access with the adjacent Hess service station.

There are boat dealers on both sides of CR39 almost immediately after these malls, with the shop to the north looking new and well maintained, and the shop to the south looking deserted.



The shopping center on the northside of County Road 39.



The shopping center on the southside of County Road 39.

Between Tuckahoe Lane and Magee Street there is an incredible variety of land uses. The golf courses, club houses and parking lots line the north side of the roadway. On the southside is a large tract of what appears to be undeveloped land. One the zoning map it is labeled "RPDD" for "Residential Planned Development District". This indicates where the proposed Fairfield Southampton development will be placed.

Next to the Fairfield site is the Southampton Golf Range, which has an ice skating ring in the winter. Across the roadway is the Elks Lodge, which also serves as a great source of activity in the community, with fairs and carnivals throughout the year.



Setting up for the fair at the Elks Lodge, May, 2014.

Across the street from the Elks Lodge is East End Clambake, an iconic landmark for many driving along CR39 in the summer. From the putt-putt golf at the driving range to the East End Clambake, and finally the Rosko Potato Barn at Magee Street, the southside of the roadway has a very distinct, local feel.



Looking south from the parking lot of the Elks Lodge at the East End Clambake, a seasonal restaurant.



The former Treasure Island restaurant.



Looking east toward the Rosko potato barn.

At the intersection of Magee Street the commercial uses are built much closer to the roadway than in other areas. These uses include an industrial laundry, a gas station, a pool company and a small special trade contractor use.

After this intersection there are a number of small auto body garages with large front yards of asphalt similar to the automotive land uses in the beginning of the quadrant.



One of several garage uses with wide front asphalt driveways near Sebonac Road .

Next to these small garages, is a series of barn style structures that have been a variety of uses, from an antique store to a restaurant. These buildings are shown in the picture below:



The buildings near the automotive uses at 419 County Road 39.

Across from these buildings, on the southside of the roadway, is a four acre site with various buildings and activities, including a nursery use in a building that used to be the Flying Point Surf Shop. The whole front of the lot is a packed dirt, open area. This leads into a main three way intersection with Sebonac Road, Snake Hollow Road, and County Road 39.

This is a busy intersection, with a strip style mall building on one side of the roadway, and a stretch of small buildings on the southside of the roadway. These small buildings include a deli, laundromat and moving/storage business. There is a traffic signal at this intersection to handle the high volume of motor vehicles.



The old Flying Point Surf Shop, now Southamton Nursery.



The shopping center between CR39 and Sebonac Road.

North of the shopping center, at the intersection of Sebonac Road and Snake Hollow Road, are two parcels that stand out from the others in the area. One is an almost 5 acre lot with a single family home and 13 cottages, the other is a two acre site with an auto radiator repair site. The first of the cottages was constructed in 1958 and the garage that would become the auto radiator repair site was approved in 1964.

Lending to the character of the Tuckahoe community, the radiator shop has an almost two story permanent snow man in the front yard.



Looking north on Sandy Hollow Road at the snowman next to the auto radiator repair shop.

Tuckahoe Center

The Southampton Town Board is currently considering a zone change proposal for three adjoining properties along the southeasterly side of Country Road 39 (SCTM No's 900-158-3-4, 5 and 6) from Highway Business (HB) to Shopping Center Business (SCB). The redevelopment plan, called "Tuckahoe Center" would encompass a total of 7.2569 acres (or 316,109 square feet) and proposes: a 40,000 square-foot supermarket, supporting retail and commercial uses (contained in an 8,400 square-foot building and a separate 6,600 square-foot building), a 3,500 square-foot bank, and off-street parking. The application also includes a rezoning request for a 40,036 sq. ft. portion of a fourth parcel (SCTM No. 900-158-3-19) which adjoins the northeasterly side of Magee Street from Residential (R-20) to Shopping Center Business (SCB) to allow such portion to provide a 50 foot transitional rear yard buffer for the Tuckahoe Center and driveway access to and from Magee Street.

As discussed in the Land Management pre-application report dated March 16, 2012, the proposed development yield of 58,500 sq. ft. of commercial space is 1,500 sq. ft. less than the 60,000 sq. ft. of commercial space that would potentially be permitted as-of-right on the subject property if the lots were merged and re-subdivided. Some of the uses proposed for the potential "Tuckahoe Center" shopping center development would be permitted under the site's current HB zoning, while others would not, consequently prompting the change of zone request. The Town Board reviewed the pre-application proposal and, per resolution dated June 12, 2012, elected to consider the zone change request pursuant to §330-185C(4).



This aerial shows the location of the proposed Tuckahoe Center as a blue dashed line. The red line shows the zoning district boundary for the highway business zone.

As part of the 1970 Master Plan, the Future Land Use Plan analyzed and recommended the amount of land that should be dedicated to various business use categories based on meeting the need to service the demands of the future year round population of the Town, which resulted in the amount of land that was zoned for each of the Town business zoning districts.

This 1970 Master Plan outlines the intent of various business zoning district categories. Although the plan acknowledges that the intent of the Village Business District, which are located within the Town's traditional hamlet business center, is to provide the retail shopping and personal services facilities within the Town, it does acknowledge that as the Town population increases, the amount of lands dedicated to the Village Business Districts will not have the ability to service the future population needs for these uses. The Shopping Center Business (SCB) category was introduced to account for this potential unmet need of future populations for the same retail shopping and personal services as provided in the Village Business Districts. The plan further states that as new residential development patterns emerge throughout Town "some new neighborhood convenience Shopping Center Business facilities will be appropriate", and should be "carefully located with respect to residential development patterns, at reasonable intervals through the community and on sites not in excess of between five and ten acres. (p. 44-45)".

The plan does caution, however, any new SCB districts located "within an adequately served local residential trade area can only undercut the market for existing Village or Shopping Center Business Area" (p.45). Further, the intention of the plan is clear that the SCB category was not intended to spur the development of continuous 'strip commercial' development along the highways. It concluded that the strongest retail area that serves the needs of the residents of the Town is one that is centralized with ample parking and a combination of essential stores designed for one-stop shopping.

Before the Town Board can consider whether or not the Shopping Center Business is appropriate in this area, they must take into account the reasoning outlined above, as well as the relevant and specific impacts that are being evaluated as part of the SEQRA review on the subject change of zone application. The pending Draft Environmental Impact Statement (DEIS) requires a significant amount of data and discussion from technical experts of associated impacts and is therefore much more extensive than the breadth of this Corridor Study. The Town Board will have to evaluate the information along with public testimony and make a

reasoned elaboration as to whether the SCB zoning and the associated development proposal is appropriate for the proposed site in relation to the surrounding development patterns as well as whether the proposal meets the other recommendations within this Study such as cross access, design guidelines, traffic, etc. The Town Board will have to issue findings that indicate how the impacts can or cannot be sufficiently mitigated and that will inform the decision of whether to approve or deny the application.

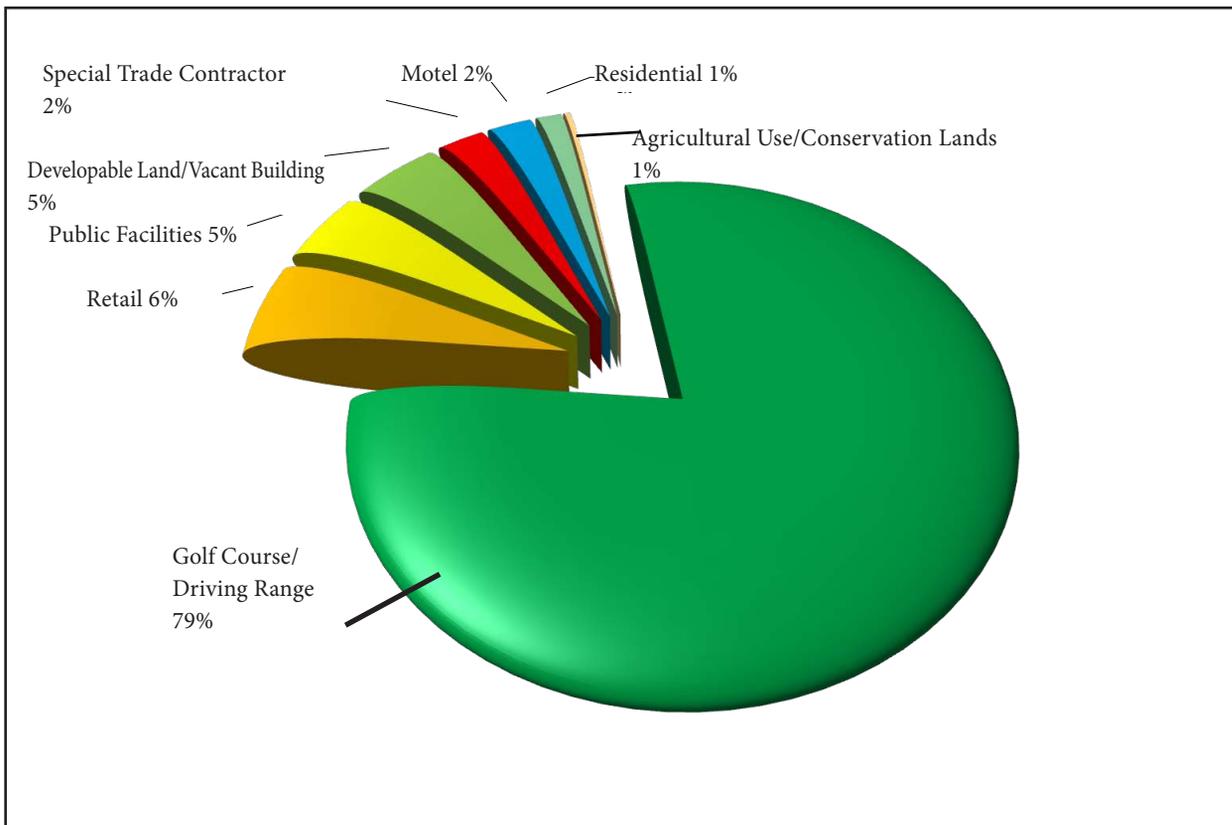
Land Use Summary

The land use, square footage and acreage of parcels with frontage on County Road 39 in Quadrant 2 are shown in Table 2 and Chart 2.

Table 2 - Land Uses with Frontage on County Road 39 including the Golf Courses and the Driving Range

Land Use	Area in Square Feet	Acreage
Golf Course and Driving Range	16,431,885	377.2
Retail	1,178,640	27.1
Public Facilities	929,535	21.3
Developable Land/Vacant Buildings	922,025	21.2
Special Trade Contractor	490,477	11.3
Motel	471,491	10.8
Residential	275,419	6.3
Agricultural Use/ Conservation Lands	66,845	1.5
Office	51,898	1.2

Chart 2 - Land Uses with Frontage on County Road 39 including the Golf Courses and the Driving Range



Land Use Summary

While there are only two parcels denoted as conservation/flood control land in this quadrant, there is a large amount of open space and recreational open space in this quadrant. Between the golf courses, driving range, cemeteries and flood control land, over 424 acres of open, mostly green area is the dominant land use in quadrant 2.

The pie chart on the left shows the land use distribution for parcels with frontage on CR39 in quadrant 2. A second pie chart, shown above, depicts the same data without the golf courses and driving range in order to graphically depict the percentage of the land uses with less acreage than the golf courses and driving range.

There is slightly over 27 acres of retail uses in this quadrant, concentrated primarily in four places: the three strip style malls and the P.C. Richards store. The larger of the two adjacent P.C. Richards stores is located in quadrant 3.

There are just two motels in quadrant 2, but one of them, bordering the Southampton Golf Course to the south, is 395,567 square feet, or about 9 acres. This motel, no longer commercially operating as such, is located at 204 Sebonac Road-tucked behind the row of parcels with frontage on CR39, making it impossible to see from the roadway.

The large amount of developable land/vacant buildings is also primarily made up of just three large parcels: the long since closed Long Island Automotive Museum at 325,436 square feet/7.5 acres, the vacant Rosko Potato Barn site at 92,318 square feet/2.12 acres and the site of the proposed Fairfield Southampton development at 312,856 square feet/7.2 acres.

Recommendations for the Long Island Automotive Museum and the Rosko Potato Barn sites can be found in the “Zoning Recommendations for Quadrant 2” section of this report on page 44 and 34, respectively.

The Fairfield Southampton site is an approved Residential Planned Development District or “RPDD”. The Planning Board approved the plan for this site on October 27, 2011 and has applied for several extensions of their approval since. The developers currently has a site plan extension until September 25, 2014.

Current Zoning

The zoning in Quadrant 2 is mostly residential, with R120, R60 and R20 as the dominant categories. The acreage dedicated to the R120 zone comes primarily from the golf courses in this area, so while there are 368 acres in the R120, there are only 6.8 acres of actual single family homes in this quadrant.

The parcels fronting on County Road 39 from about the middle of the quadrant to the eastern edge of the quadrant are zoned Highway Business (HB). There are two large parcels, the Sandstrom motel site and the Elks Lodge, that have a small portion of the overall site with frontage on CR39 and zoned HB, but the majority of the site is zoned for residential use, or R60 and CR60 respectively.

Just east of the driving range is a large development zoned Multi-Family 44 or MF44, known as Southampton Commons. The MF44 is a floating zone category that was used to create a higher density residential development than was permitted under the zoning. The 44 refers to the minimum lot size of 44,000 square feet.

Parcels within a light industrial 40 zone (LI40) about the MF44 zone. The light industrial zoning category allows for many of the same uses as the HB zone, but also permits manufacturing uses that are not allowed in any other zoning district. In this case, the uses in the LI40 zone are warehouses and self-storage.

As mentioned in the last section, the parcel labeled “RPDD” or “Residential Planned Development District” is the approved site of the future Fairfield housing development.

Issues & Recommended Solutions - Quadrant 2

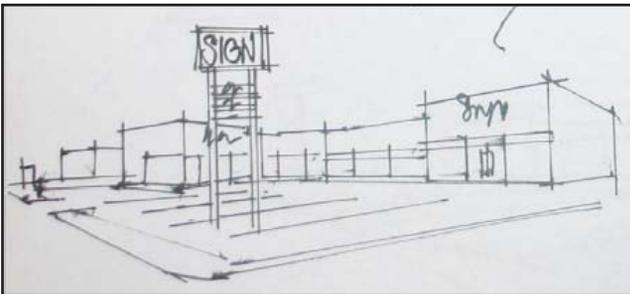
Issue #1:

Many businesses along this section of the corridor have installed multiple signs in a haphazard way throughout their properties, making the area look visually unappealing.



Recommendation:

The design guidelines for frontage areas of parcels along CR39 should help minimize the use of multiple front yard signs as landscaping and the shops themselves are moved to more prominent parts of the parcel.



Before



After

Issue #2:

The 1999 Comprehensive Plan Update identifies several areas for “gateway” enhancement, including the 5-way CR39-Sebonac Road-Sandy Hollow Road-Bishop Lane intersection and the North Sea Road intersection.



Recommendation:

The traffic island at Sebonac Road has been improved with red brick sidewalk edging and tree plantings. Additional flowers and trees could be used to enhance this area. Using trees in high traffic area tends to slow down motorists, and makes this area much more inviting for people accessing the bus stop.



Issue #3:

The Rosko Barn, located at the southwest corner of CR39 and Magee Street (512 County Road 39) is a significant community landmark as it is one of the last remaining structures along CR39 that evokes the area's agricultural past.



Recommendation:

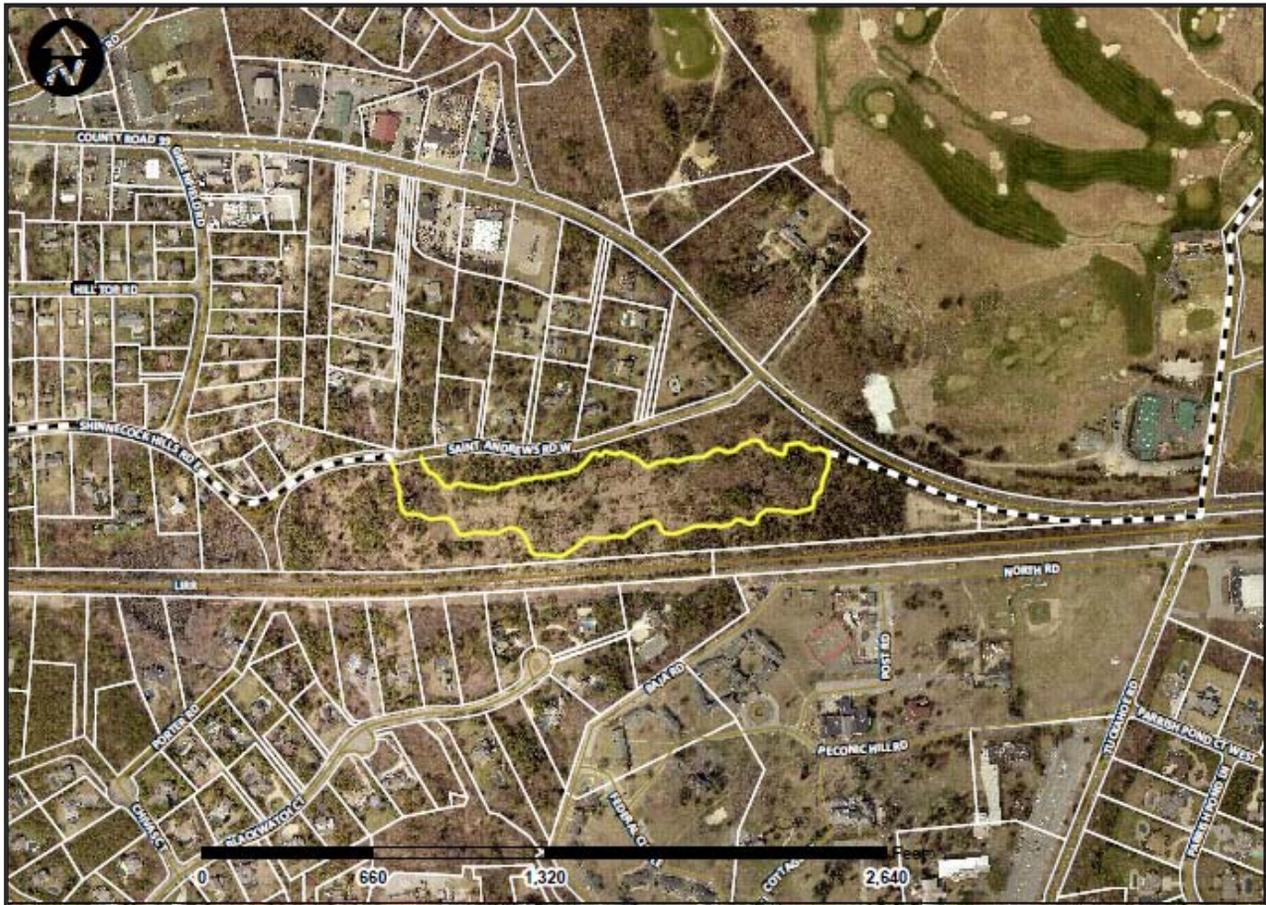
The recently completed “Southampton Historic Resources Survey” states: “The Roscoe Barn is one of the largest known potato barns in the Town of Southampton. The barn is a fine and unusually large example of an agricultural building type that is associated with potato farming, a crucial industry in Southampton’s economic history. (This property is potentially landmark eligible under Town Criteria A and C, found in the Town Code, Chapter 330, Article XXVII).

The Town should consider working with the property owner to contemplate the merits of applying for landmark status.

This study recommends creating a façade easement to allow for the adaptive reuse of the building for the purpose of preserving the historic fabric and/or character of the barn’s façade. These easements would help to carry on the history of agricultural uses in this area by preserving the character of the Rosko barn into perpetuity.



Looking at the Rosko Barn from the south. This is the intersection of County Road 39 and Magee Street.



The map above shows the Paumanok Path. The yellow line is the trail through the Nature Conservancy property. The dashed white and black lines show proposed and on-street connections.

Issue #4:

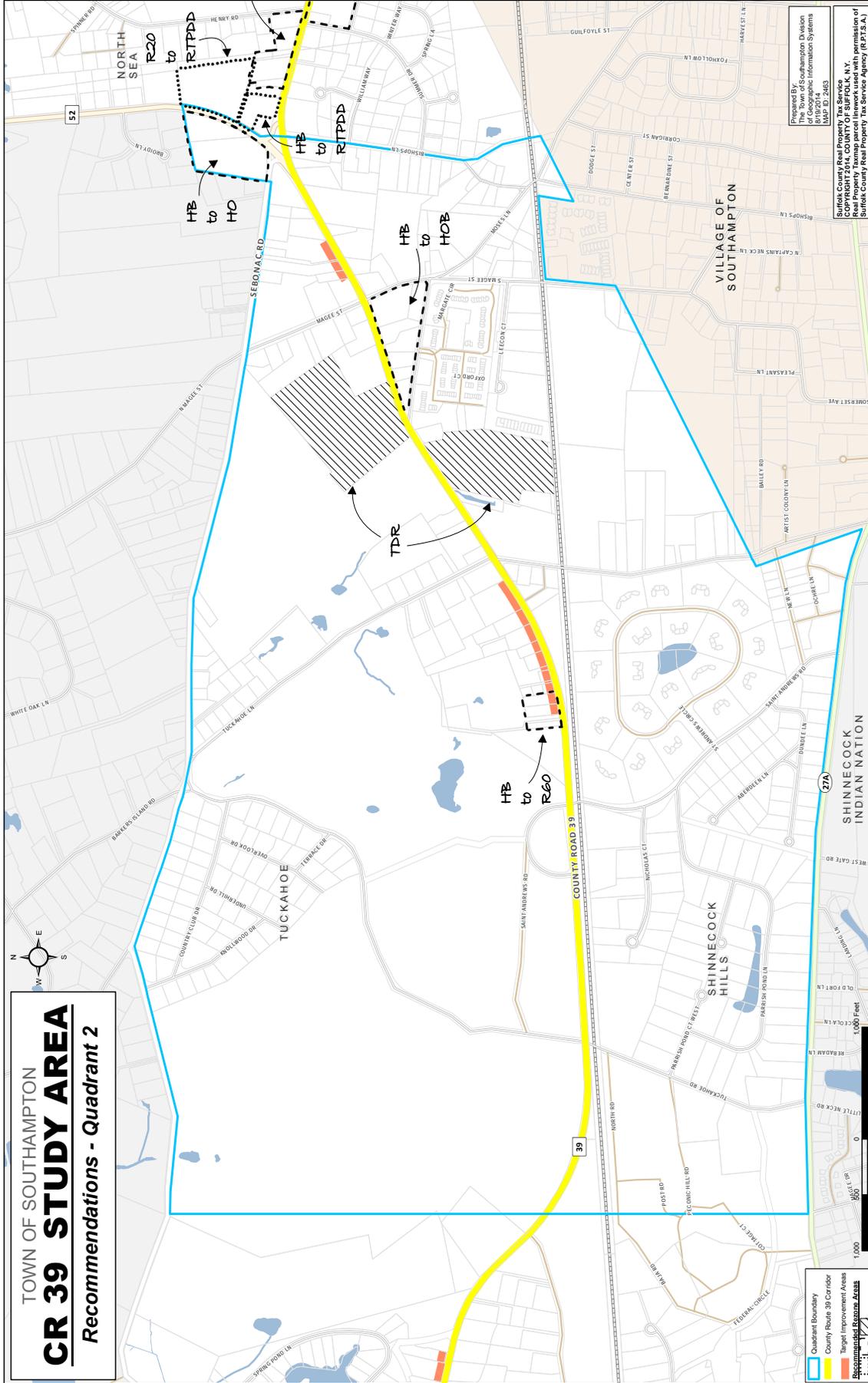
The Paumanok Path is missing an important link between trail sections near the intersection of Tuckahoe Road at County Road 39.

Recommendation:

It is outside of the scope of this project to determine exactly where the connection should be installed. It is recommended that field work be conducted in the vicinity of Tuckahoe Road and County Road 39 to identify the best location to create this link.

The Southampton Trails Preservation Society has provided a location for a proposed link. This information and associated maps are on page 112 of this report.

Zoning Recommendations for Quadrant 2



Recommended changes to several zoning districts in quadrant 2.

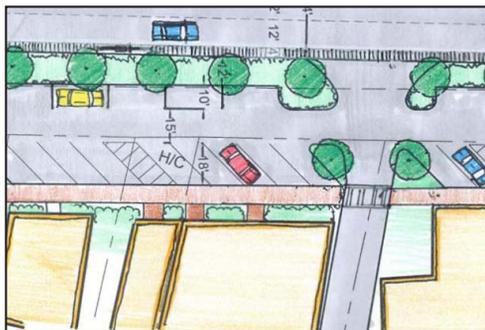
There are three areas recommended for zoning changes to parcels located in quadrant 2. In addition, there are two parcels, the driving range and the Elks Club, where certain land planning techniques are recommended.

The sections depicted in red on the map above indicate parcels where improvements to the frontage area are recommended. The frontage area along this section of the roadway is a continuous travelway/parking area, with several signs for adjacent businesses between the buildings and the roadway, but no barriers between each land use.



An aerial view of the parcels recommended for improvements. The white lines depict the boundaries of each parcel, but do not physically exist.

The recommendations for this area improve roadway safety and visual appeal by consolidating driveways, landscaping the first ten feet of the frontage area, and formalizing the parking area. A graphic concept of this design is shown below. A shared entrance and exit for three or more parcels reduces conflicts between motor vehicles both in the parking area and as vehicles access CR39. Reconfiguring the driveway also reduces potential conflicts between people walking to and from the businesses and people pulling into the large, open parking area.



This parking configuration is recommended for retrofitting existing sites that lack the area in the rear of the site for cross access.

Creating one entrance and one exit for several businesses will also assist in more consistent roadway operations on CR39, especially for motorists making left turns from the center lane.

HB to R60

The zoning recommendations all look to change the current zoning from Highway Business (HB) to a different zoning category. The first change from west to east, includes five parcels (S.C.T.M. #:900-157-2-36, 900-157-2-37, 900-157-2-38; and the HB portions of 900-157-2-39 and 900-157-2-8), from Highway Business (HB) to Residential 60 (R60).

The majority of parcels 900-157-2-39 and 900-157-2-8 are already R60, thus the rezoning of these lots creates continuity. The abutting parcels have steep slopes and are not well suited for the uses and traffic associated with HB. One of the parcels is already used as a residential use, so this rezoning would bring that property into conformance.

HB to HOB

The triangle of seven parcels bounded by CR39 to the north, Hubbard Lane to the south, and S.Magee Street to the east, are recommended to be rezoned from HB to HOB. The Suffolk County Tax Map numbers for these parcels are: 900-158-2-5, 900-158-2-4, 900-158-2-3, 900-158-2-2.1, 900-158-2-2.2, 900-158-2-1, and 900-158-2-2.3. The uses in this triangle include East End Clambakes, the long vacant restaurant building, Grand Prix auto detailing, Southampton Nursery, a special contractor use, the Rosko Barn, and an undeveloped parcel associated with the nursery and special contractor use.

The Highway Office Business zoning designation is intended to still allow for Highway Business (HB) uses, but with greater control of appearance and design. HOB zoning will have performance standards that require smaller buildings, not to exceed 5,000 square feet, that are residential in character. Features such as porched entries, pitched roofs, and discrete signage are recommended in order to more closely resemble a residential scale. This will enable small businesses to locate along the corridor and will provide a visual relief and transition of scale where proposed.

HB to HO

Two parcels (S.C.T.M. #: 900-129-2-38.2 and 39) running along Sandy Hollow and Sebonac Road are recommended for a change in zone from Highway Business (HB) to Hamlet Office (HO). The first parcel, “38.2” is 4.8 acres in size and includes one single family house and 13 cottages. The second parcel, “39” is 2 acres in size and includes an auto radiator repair shop, known as North Sea Radiator.

Changing these parcels from HB to HO will influence the future use of these sites. The maximum number of uses in an HB district is one for every 20,000 square feet, whereas in the HO district it is one use for every 4,000 square feet.

In addition, this would bring the “38.2” site into compliance.

Transfer of Development Rights (TDR)

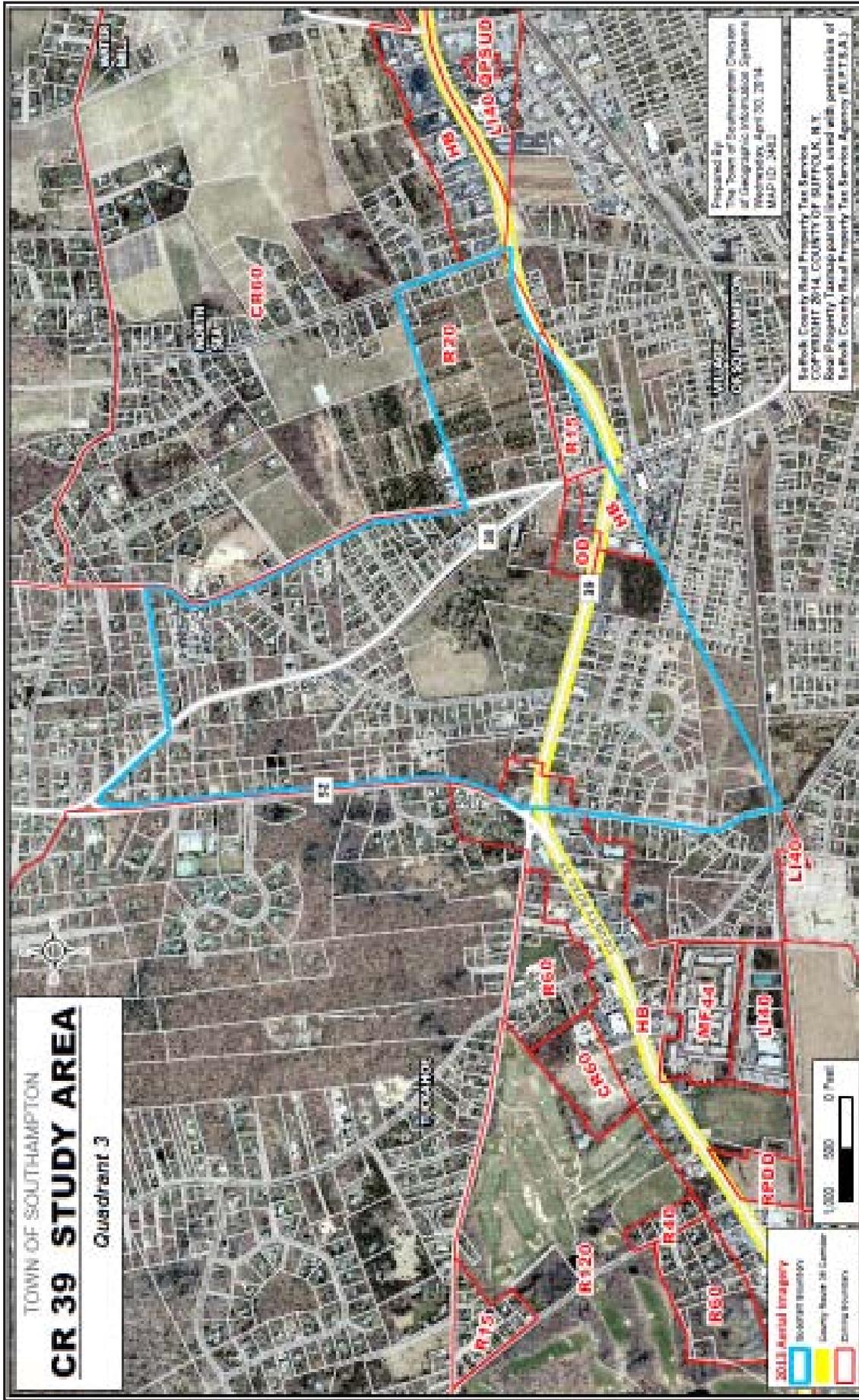
It is recommended that the development rights of two parcels be purchased in order to maintain the current uses of recreational/community amenities and prevent additional development on these parcels. These parcels include the Southampton Elks Lodge (S.C.T.M.# 900-158-1-12) and the Southampton Golf Range (S.C.T.M.#900-158-2-34.1). The Elks Lodge is 17.7 acres with 13.7 acres zoned CR60 and 4 acres zoned HB. The CR60 section allows for residential development on 1.5 acre lots, or 9 single family houses. The front of the lot could be developed much the same way as the abutting Mercedes Benz dealership.



The Elks Lodge could be developed like its neighbor, the Mercedes Benz dealer, shown here outlined in yellow.

The Southampton Golf Range is 12.7 acres and zoned HB. It is located between two higher density developments: Southampton Commons to the east and the future Fairfield Southampton to the west. Maintaining this large parcel as an open, green, recreational use by transferring the development rights will preserve the character of this area and this particular use.

Quadrant 3



Quadrant 3 begins near the intersection of Sandy Hollow Road and CR39 and ends near the intersection of CR39 and North Main Street. Parcels located at 1/2 mile from points along CR39 make up the north and south boundaries.

The roadway maintains the same configuration in quadrant 3, with two travel lanes in each direction and a center turn lane. There are two traffic signals in this quadrant, one at North Sea Road and one at North Main Street.

The intersection of County Road 39 and North Sea Road is a gateway into Southampton Village.

Community Character

The character of this quadrant is influenced by two large parcels in the center of the quadrant. On the north side of the roadway are the Catholic Cemetary and Southampton Cemetary, with a combined 45.2 acres and slightly over 1,000 feet of frontage on CR39. On the south side is the Southampton Full Gospel Church, set back from the road over 120'. The Church is set on 8.9 acres, with slightly less than 2 acres cleared for the building and the parking, the rest of the parcel is densely wooded.



An aerial of the Southampton Full Gospel Church. The blue outlines the entire church property; the yellow outlines the church and parking lot/driveway.

The cemeteries had an even stronger presence on the corridor when the roadway was only one lane in each direction, the green lawn and trees went right to the road edge, and there wasn't a brick wall separating the cemetery from the roadway.

Perhaps most importantly, when the roadway was only one lane in each direction, there was a sidewalk running in front of the cemetery all the way to North Sea Road, creating pedestrian access on both sides of the street. People continue to walk in front of the cemetery with caution.

Pedestrian safety is a particular concern near the start of this quadrant as people wishing to access the bus stop on the north side of CR39 at Sandy Hollow Road tend to cross

in the middle of traffic rather than walking to the crosswalk a few hundred feet away. The traffic merging onto CR39 from Bishops Lane is controlled by a stop sign.



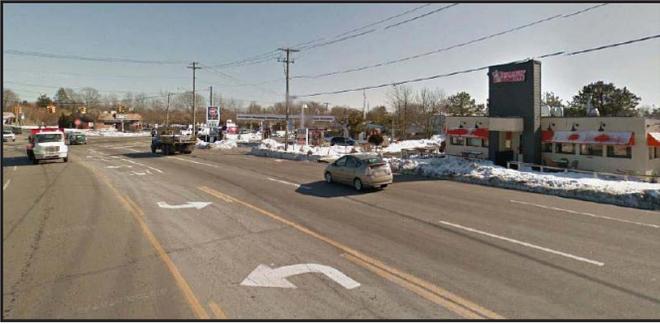
The Catholic Cemetary and the Southampton Cemetary on County Road 39.



Southampton Full Gospel Church.

Traveling east, with the cemeteries on the left, the corridor has several small residential uses mixed between a two acre parcel with several warehouses and a two acre parcel used as an office park. The Gospel Church lends briefly to a rural feeling of the roadway. This quickly dissipates at the approach to the intersection with North Sea Road and its concentration of commercial franchises.

The intersection of North Sea Road and County Road 39 is a gateway to the Village of Southampton (“Village”) as well as a chaotic mix of fast food restaurants, gas stations and convenience services. Unlike any other portion of the roadway, the character of this area is unrelated to the local geography.



Looking southeast at the land uses lining County Road 39 near North Sea Road.

The warehouse beverage distribution business, Dunkin Donuts, gas station and 7-11 are within the jurisdiction of the Village. On the north side of the roadway, the Burger King, Meinke auto garages and gas station are within the jurisdiction of the Town of Southampton.

Between North Sea Road and the intersection of Wiltshire Road and County Road 39, all of the parcels abutting the roadway are within the Village. East of Wiltshire Road, the north side of the roadway is within the Town, but the entire south side of roadway is within the Village until well after North Main Street.

From Wiltshire Road to North Main Street is an almost five acre field, with over 700 feet of frontage along the north side of the roadway. This agricultural use is in keeping with the character of the surrounding farmland of the North Sea community.



Agricultural uses on the northside of County Road 39, between Wiltshire Road and North Main Street.

Land Use Summary

The land use, square footage and acreage of parcels with frontage on County Road 39 in Quadrant 3 are shown in Table 3 and Chart 3.

Table 3 - Land Uses with frontage on County Road 39

Land Use	Area in Square Feet	Acreage
Cemetaries	1,974,730	45.3
Public Facilities	489,708	11.2
Residential	395,017	9.1
Restaurant	293,461	6.7
Agricultural Use	293,308	6.7
Retail	200,899	4.6
Developable Land/Vacant Land	137,927	3.2
Office	87,301	2.0
Service Station/Auto Body	59,289	1.4

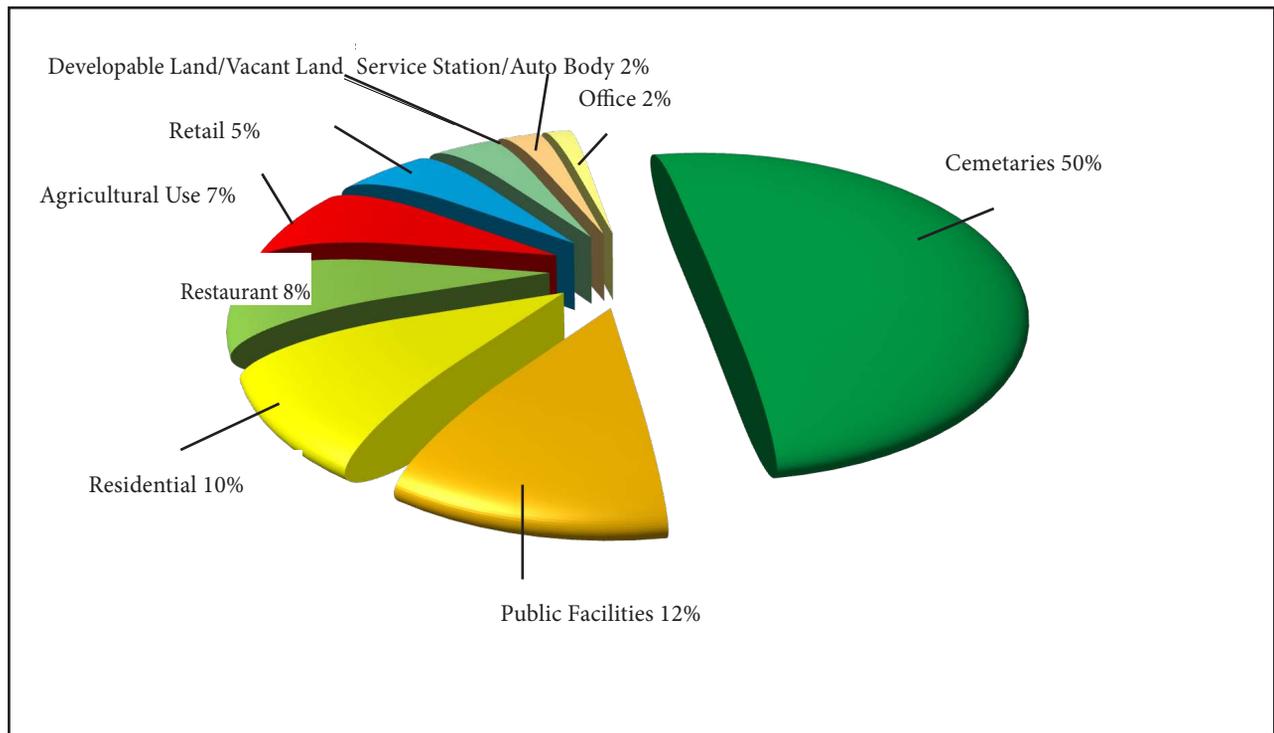


Chart 3 - Land Uses with frontage on County Road 39

Land Use Summary

Like quadrant 2, quadrant 3 has a large amount of acreage that is not developed with business or residential uses. In this case, the majority of the “undeveloped” land are two cemeteries.

The “Public Facilities” category refers to the Southampton Gospel Church and the Hampton Center, a nursing home/ assisted living facility. The Center itself is under the jurisdiction of the Village, but the large parking lot associated with it is in the Town, and fronts on CR39.

Also of note, while much smaller geographically, quadrant 3 has over 30% more single family residential parcels than quadrant 2.

The largest vacant parcel at slightly over 100,000 square feet is adjacent to Burger King and zoned office District (OD). There have been a number of site plan applications for this site over the years.

Current Zoning

With a few small sections of commercial zoning, quadrant 3 is almost 90% covered by the R20 zoning district. There is also a small section of R15 parcels adjacent to the commercial area. The R20 and R15 allow for smaller lot sizes, resulting in a relatively large number of residential uses in a small area.

Unique to quadrant 3 is a set of four parcels zoned Office District (OD). The Office District zoning category has a minimum lot size of 12,000 square feet and allows for one land use for every 4,000 square feet of lot area. The OD zoning classification allows residential uses by special exception. No type of wholesale or retail businesses are allowed in this zone, nor are recreational or amusement establishments such as gyms or bowling alleys.

Issues & Recommended Solutions - Quadrant 3 Issue #1

South Side of CR 39: North Bishops Lane to North Sea Road
There are a number of residential properties that front directly on CR 39 and several flag lots, which also access CR 39. A recently completed subdivision road now provides frontage to the lots either fronting or flagged to CR 39.



Recommendation:

Several flag lots could be reversed providing access to the new subdivision road. That would allow traffic in this residential area, as well as properties with access only to County Road 39, to access North Bishops Lane and Magee Street to CR 39 and a traffic signal. Additionally, the northwest subdivision road could also provide alternate access to the church fronting on County Road 39.



There are five areas that are recommended for rezoning in quadrant 3.

OD and HB to HOB

This proposed rezoning includes 11 parcels (S.C.T.M.#: 900-159-1-17.1, 15, 14, 13, 12, 11, 10.2, 8, 7, 6.2, 6.1). The Highway Office Business (HOB) is a new zoning category proposed to combine the low-traffic generating uses of Highway Business with the design intent of Hamlet Office (HO), which is in this instance to limit individual buildings to 5,000 sq. ft. maximum and require architecture that is residential in character.

R20 to HO - Northside and southside of road

The proposed rezoning on the northside of County Road 39 includes eight parcels (S.C.T.M.# 900-131-1-3, 4, 6.1, 5.1, 6.2, 5.2, 900-159-2-28 and 29). The proposed rezoning on the southside includes ten parcels (S.C.T.M.#900-159-2-1, 2, 3, 4.2, 4.1, 5.1, 5.2, 7.2, 7.1, and 25.7).

Both the northside and the southside of this section of County Road 39 have a mix of residential and commercial uses in the R20 zone. The 1999 Comprehensive Plan Update recommends that the Town rezone certain residential parcels to HO, so as to promote building setback, specifically to the immediate east of Henry Street. The Update additionally indicates that re-zoning to Hamlet Office/Residential (HO) should be considered on the periphery of highway strip corridors and that every effort should be made to de-intensify the highway business “strip”.

Rezoning these areas to HO permits the continuation of a small amount of low-traffic generating commercial uses while still allowing residential and provides for a transition from the more intensified uses along the highway. The design standards of HO require that an individual building must be designed as residential in character and may not exceed 3,000 sq. ft.

R15 to HO

This proposed rezoning includes four parcels (S.C.T.M.#900-132-1-83, 71, 70.2, and 69) parcels that front on North Sea Road at its intersection with County Road 39. The parcels have single family residential uses and a gas station. The HO district permits the single family uses and provides for additional office or other low-traffic generating uses. The rezoning to HO will ensure that any future use will maintain a residential appearance and also applies building size restrictions as well as impervious surface area limitations. In addition, this rezoning will create a transition area between the business uses on the corners of CR39 and North Sea Road and the residential uses to the northeast.

HB & R20 to RTPDD

This proposed rezoning focuses on the long vacant Long Island Automotive Museum (S.C.T.M.# 900-131-1-7.1). The adopted 'Southampton 400+' Sustainability Plan recommends that the Town provide access for Town residents to a healthy lifestyle including opportunities for active recreation, locally produced/organic food, safe drinking water, educational and cultural activities, community engagement, and personal fulfillment.

In looking at opportunities to incorporate these recommendations within the CR39 Planning effort, there is the potential to revitalize the property which was previously occupied by the Long Island Automotive Museum into something that can add to the Town's image as a world-class resort destination. It is therefore recommended that the Town Board consider rezoning the 7.4 acre parcel to Recreation/Tourism Planned Development District (RTPDD).

The Recreation/Tourism Planned Development District (RTPDD) is intended to encourage the development of a centralized area of recreation, cultural, entertainment and tourism facilities to serve the Town's tourism industry. Permitted uses include community sports or recreation facilities (including a playing field, skating rink, tennis center, swimming pool or other recreation facility) as well as spa facilities and lodging.

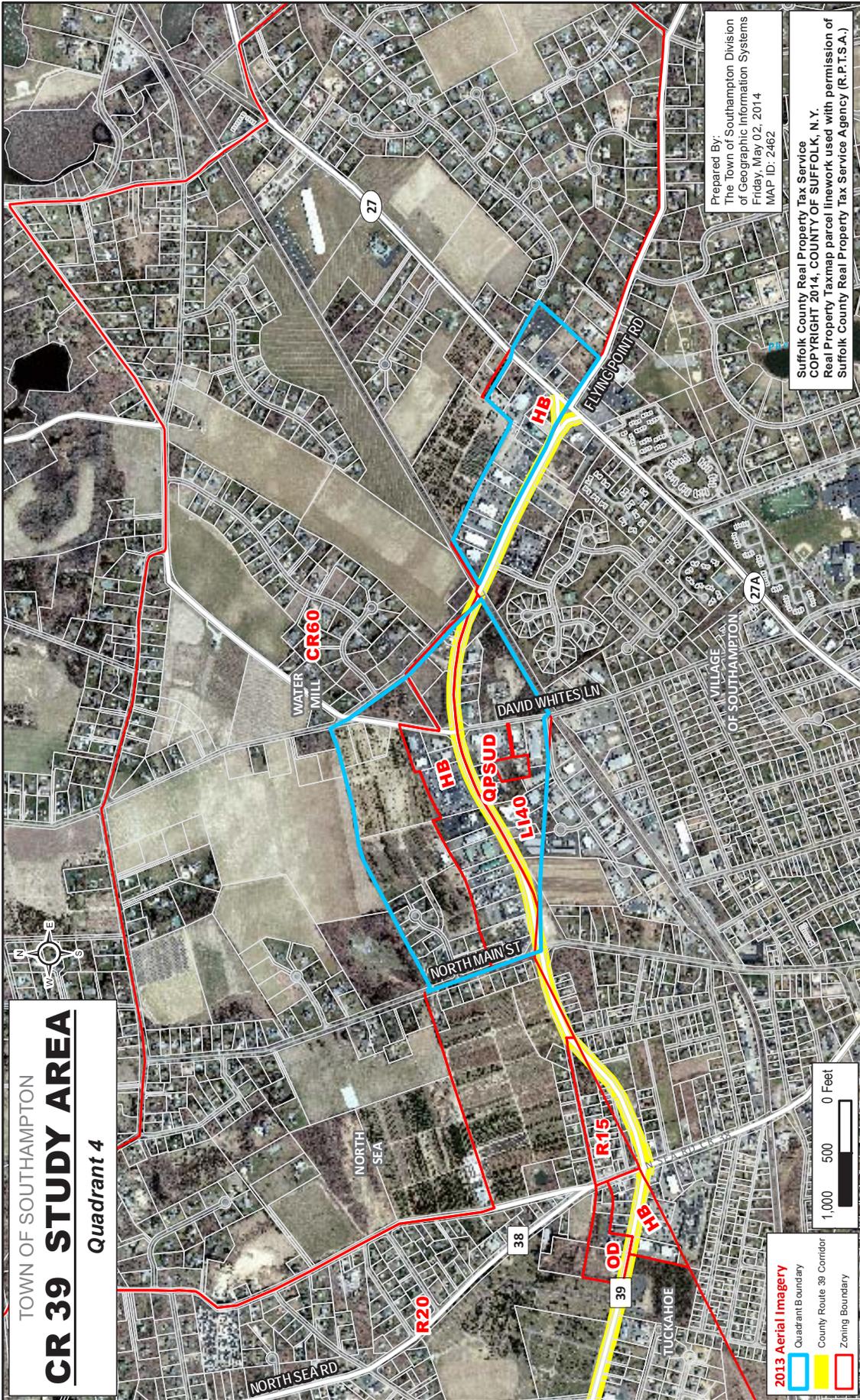


Images of the Long Island Museum taken in the spring of 2014. These are several of the numerous buildings still standing on this site.



A proposed swimming facility, such as this, is the highlight of the RTPDD at the Long Island Automotive Museum site.

Quadrant 4



Quadrant 4 begins at the intersection of North Main Street and CR39 and ends at the intersection of CR39 and Flying Point Road. Parcels located at 1/2 mile from points along CR39 make up the north and south boundaries.

Community Character

Transitioning from quadrant 3 to quadrant 4, eastbound County Road 39 has a more open feel as the first parcels on the southside of the roadway are open fields. These parcels are within the jurisdiction of the Village of Southampton.

CR 39 westbound is one lane from the Flying Pt/SR 27 intersection (Montauk Highway) west to a point between North Main St and North Sea Rd. There is a center turn lane along portions. It becomes two lanes westbound (plus the turn lane) just before/east of North Sea Rd.-very near the 7-11.

The northside of the road from the intersection with North Main Street to the end of the study area at Flying Point Road is zoned HB, with the exception of one, .9 acre parcel zoned CR60.

The first few commercial uses on the northside of the roadway are traditional in size and architecture, fitting in easily to the agricultural uses that abut these parcels. The few residential parcels on the southside of the road are set back from the roadway some 200 feet and do not have direct access onto CR39. These first five parcels on the southside of the roadway are “split”, meaning half of the parcel is within the Town of Southampton and the other half is in the Village.

The HB area changes quickly from smaller, traditional buildings to buildings with larger footprints, like the Lexus dealer, to warehouse style structures on both sides of the street. The buildings on the northside of the street are setback from the roadway and have a newer appearance than those on the southside of the roadway.

One of the most dominant uses on the northside of the roadway is the Hampton Jitney building, which is also home to Enterprise rent-a-car and a gym. As CR39 approaches David Whites Lane the character of the area is diminished by the land uses on both sides of the roadway that have large parking lots in front of large, nondescript buildings.

Passing through David Whites Lane, the roadway becomes one lane in each direction with a center turn lane. During certain times of the day and during the summer season this section of the roadway can be very congested, as motorists traveling further east head toward Montauk Highway, the only direct road to the areas east of Flying Point Road.

As the road curves toward the LIRR, there are a few very small businesses on the northside of the roadway, but otherwise this area is undeveloped, with great vistas stretching to the north.

The southside of the street is all commercial development, generally serving the second home industry through special trade contractor uses. At the intersection with the LIRR

all of the land on the southside of the roadway is within the boundaries of the Village of Southampton.

After the LIRR, the northside of the roadway has several buildings that have two or three businesses located within one structure. These businesses cater to the second home/construction industry. There is a continuous sidewalk running in front of these buildings.

Following these buildings are a series of car dealerships, with 7.3 acres of land dedicated to showrooms, vehicle storage and parking for customers and employees. Next to the car dealerships, at 749 County Road 39, is a new outlet of the Hampton Coffee company, then an underdeveloped lot, and finally Patio.com.

The area near the intersection of Flying Point Road and Route 27 has a gateway appearance, largely owing to the road’s configuration with a central median and turning lanes that are separated from mainstream traffic by planted islands. There are two transitions served by the gateway- the transition to and from the CR39 major arterial, and the transition between Southampton Town and Southampton Village.

The southeast corner of the intersection of Flying Point Road and Montauk Highway has been the subject of several development plans. The southwest corner is currently vacant.

The character of this quadrant is unique in the corridor, as the fairly intense commercial development is broken up by large swaths of open space and agricultural land. While the farmland doesn’t have much frontage on CR39, it is visible as you drive along the roadway in the east and west direction. Interspersed with car dealerships, these open fields make this section of the corridor feel much less chaotic than the commercial areas in the center of the corridor.



The new Hampton Coffee near Flying Point Road

Land Use Summary

The land use, square footage and acreage of parcels with frontage on County Road 39 in Quadrant 4 are shown in Table 4 and Chart 4.

Table 4- Land Uses with frontage on County Road 39

Land Use	Area in Square Feet	Acreage
Special Trade Contractor	592,053	13.6
Auto Dealer	559,736	12.8
Office	287,355	6.6
Service Industry	271,103	6.2
Retail Business	180,554	4.1
Conservation Lands	147,831	3.4
Agriculture Use	119,494	2.7
Storage	107,336	2.5
Motel	100,341	2.3
Residential	64,217	1.5
Developable Land/Vacant Land	30,680	.7

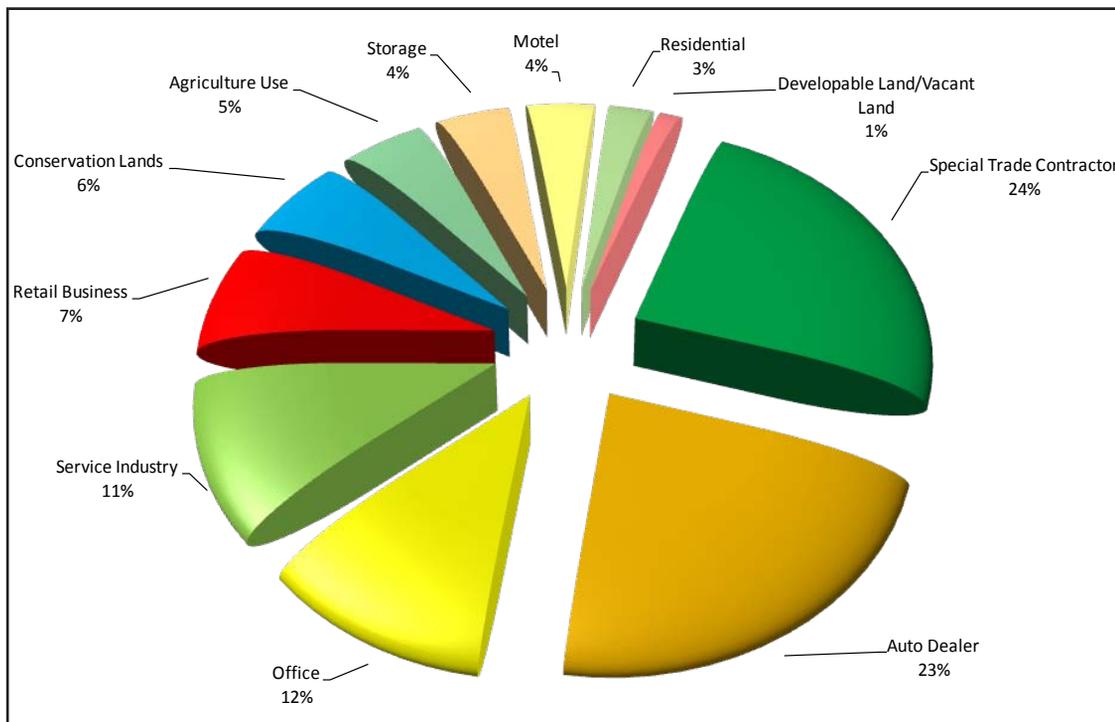


Chart 4- Land Uses with frontage on County Road 39

Issues & Recommended Solutions - Quadrant 4

Issue #1:

The primary issue in Quadrant 4 is the safe transition to and from County Road 39. The intersection of Montauk Highway and CR39 can be extremely congested during the summer months as motorists shift from CR39 to one lane east and west bound on Montauk Highway.

Recommendation:

“Access Management Plan for County Road 39” addresses this issue in the following way:

“Several other significant features should be noted with respect to the developed properties in this location. These positive access management features are:

1. The fifty-foot buffer creates driveway throat area free of conflicts. Each driveway has a “throat” or length of driveway between roadway (C.R. 39) and the first potential conflict point within the site, where parking aisles create an intersection. At least two cars can be stored between the road and the internal intersection. This assures that entering vehicles can clear the roadway safely before encountering vehicles stopped at the internal intersection and that vehicles in the driveway waiting to access C.R. 39 do not queue back into the internal intersection and cause operational problems.

2. If the fifty foot buffer is diminished in the future by a “taking” of land to widen the highway, enough buffer will still remain to:

- Provide sufficient throat,
- Provide sufficient green space to provide the attractive streetscape that the Town Comprehensive Plan Update – Transportation Element recommends.

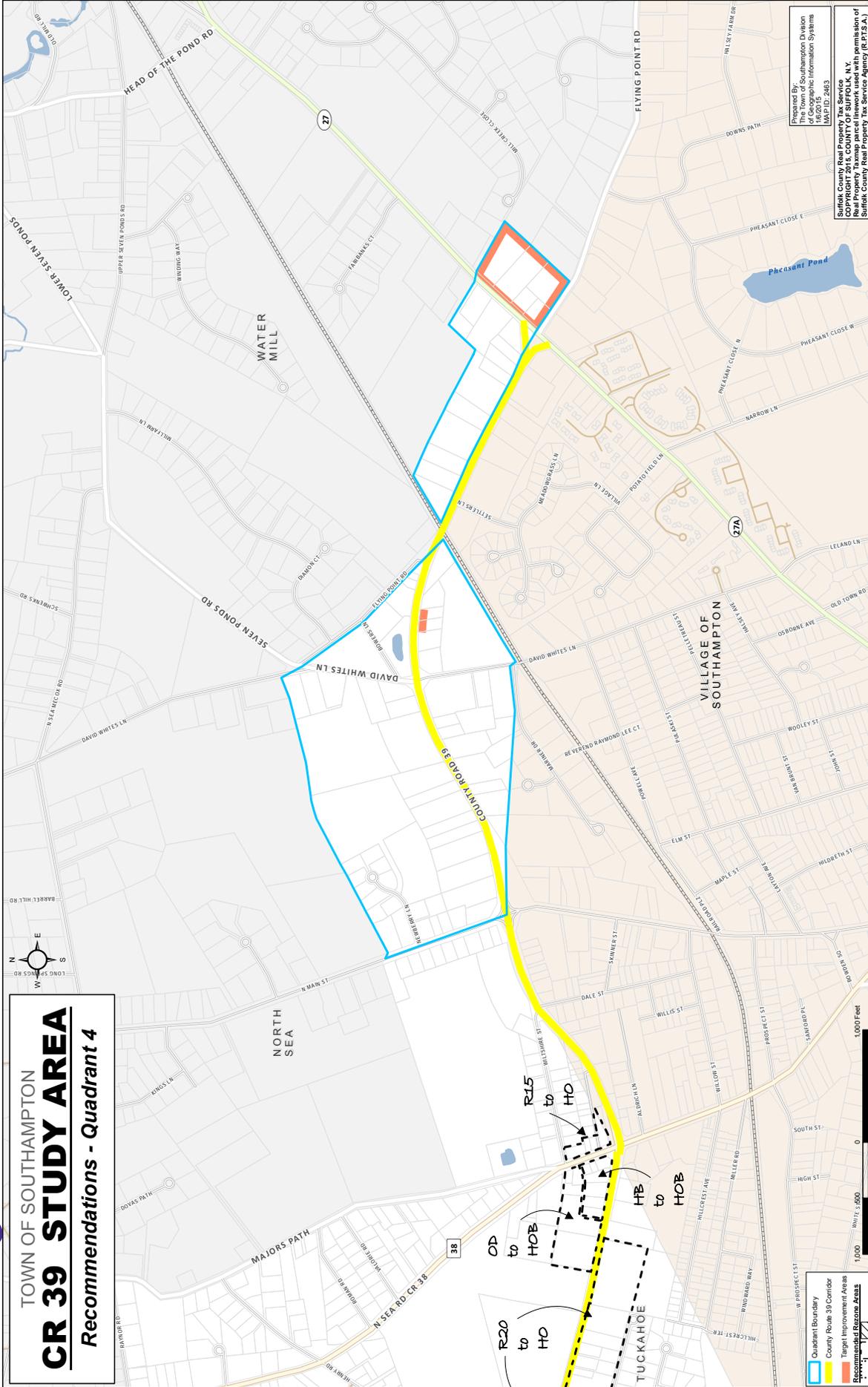
3. Connectivity behind buildings is often blocked by the need of industrial and contractor type uses to have secure yards. These secure yards can be placed behind the building shielding them from view. Allowing the building to be brought forward up against the buffer and place parking behind the building should allow adequate space for a circulation and parking aisle behind the building and still allow adequate space for a secure yard.

The buffer could be reduced under this approach from a traffic standpoint as the presence of the building would effectively extend the driveway throat. It should be recognized that some buffer between the building and the highway boundary must be utilized to create adequate sight for motorists and pedestrians on CR 39 of the driveway’s activity. From an aesthetic view a 50 foot buffer between the building and the highway boundary should be maintained. Placing the building directly behind the buffer will tend to hide cross access points to the site behind the building and may diminish the effectiveness of the cross access and require supplemental signing. There may also be a tendency of sites that require secure storage to close off all the site’s parking and also the cross access to adjacent sites.”



Looking North at CR39 from Montauk Highway

Zoning Recommendations for Quadrant 4



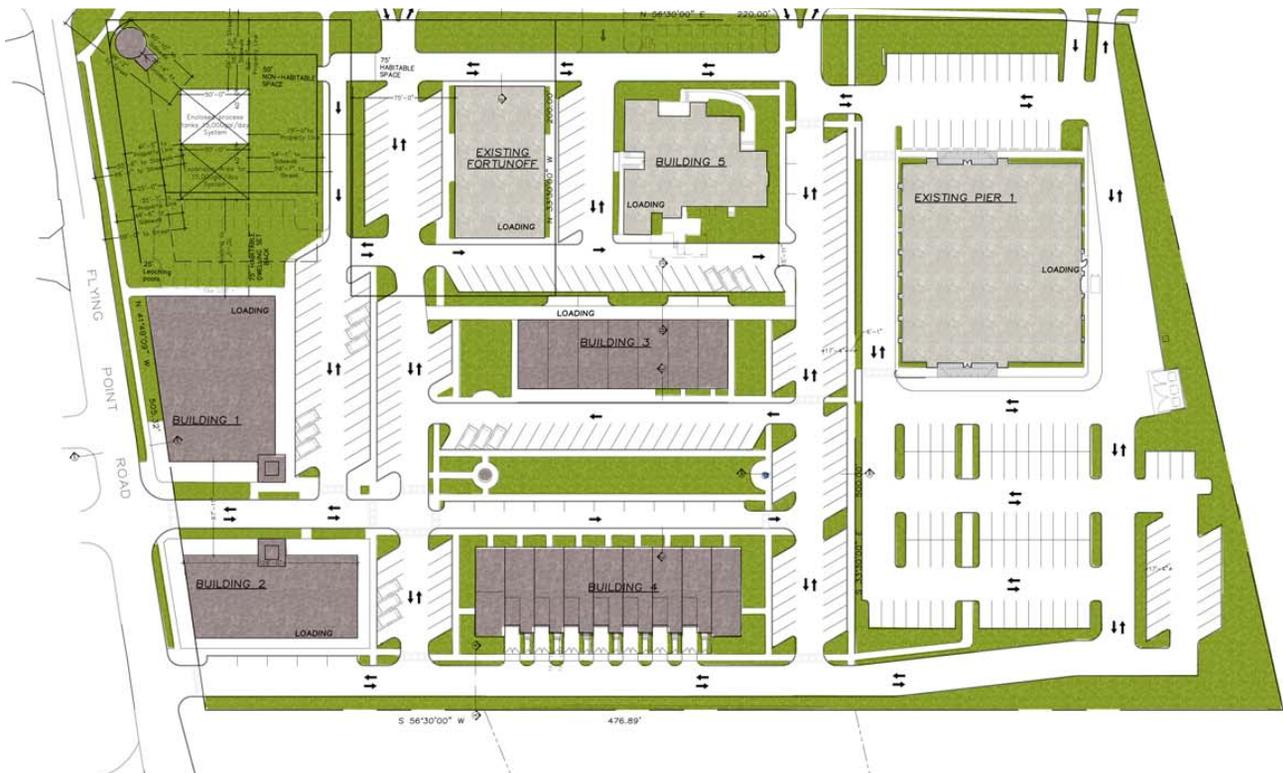
Recommendations for Quadrant 4 focus on the intersection of County Road 39 with Flying Point Road and Montauk Highway.

Past Planning Efforts

In 2009 the Town began developing a concept plan for the intersection of County Road 39, Flying Point Road and Montauk Highway. This intersection serves as a gateway to the Village of Southampton, the Hamlet of Watermill and to the rest of the Hamptons. One of the central features of the concept plan was a recommendation that the corner lot, which was previously a gas station, be cleared and that a green, park space be placed there to create a visually pleasing entrance that recalls the country character of Southampton. This design also provided views into the site and to the proposed new retail stores and residential elements.

Additionally, the concept plan was designed to benefit and help meet the goals of the 1999 Comprehensive Plan Update. While this concept plan was never adopted, the goals of any site plans at this central intersection should follow these previously developed ideas. These goals include:

1. A clear transition between the Highway Business zoning district at the intersection and the Country Residence 60 zoning district just south of the intersection.
2. Providing a pleasing visual gateway between the Hamlet of Watermill and the Village of Southampton.
3. Improve street safety for all roadway users at this location.
4. Enhance bus service through amenities that will increase ridership.
5. Mix land-uses to reduce automobile trips.
6. Reinforce the historic, economic and natural character of the Town of Southampton.
7. Create affordable housing that is in keeping with the historic, architectural and natural qualities of the Town of Southampton.



A figure showing the Flying Point Planned Development District (PDD). This PDD was not adopted.

Kyle's diagram-then description

The intersection of County Road 39, Flying Point Road and Montauk Highway

Recommendations:

Setbacks, cross access/shared parking, consolidated driveways.

There are no zoning recommendations for quadrant 4, however there are "areas of improvement" shown in orange in the map above.

These improvements include, but are not limited to, the dimensional regulations in Highway Business (HB) zoning districts which call for a front transition yard of 50 feet. The first 20 feet of the transition yard should be landscaped.

In addition, it is recommended that parking be accommodated in the rear of the building or the side, rather than the front of the building.

Further information on these improvements can be found in the County Road 39 Design Guidelines.

Action Items

The recommendations discussed in this report and the design guidelines are broken down here as items which require further action. These implementable action items are categorized into four groups: Land Use, Zoning, Design and Access. In addition, there is one action item that is really a catch-all of the four categories, and is thus labeled “All Categories”.

Category of Recommendation	Action Item	Type of Action	Agency/Organization
Land Use	Rezone parcels as recommended.	Zoning Map Amendment	Department of Land Management (DLM), Town Attorney, GIS, Town Board
	Pursue CPF/TDR acquisitions at the Elks Lodge and the Driving Range.	Purchase the Transfer of Development Rights	DLM, Community Preservation Department (CPD), Town Attorney, Town Board
	Obtain common and cross access easements to eliminate multiple residential curb cuts in Quadrant I.	Conduct community outreach/negotiation with residential property owners to obtain the necessary easements. Identify funding opportunities.	Intermodal Transportation and Traffic Safety Division, Town Attorney, Suffolk County DPW, Town Board
	Analyze existing transit bus stop program for the corridor to determine the most appropriate locations for bus stops and shelters.	Relocate bus stop and install new bus shelter where appropriate. Identify funding opportunities.	Intermodal Transportation and Traffic Safety Division, Suffolk County Transit
	Pursue Paumanok Trail connections.	Obtain necessary trail connection through purchase or easements. Identify funding opportunities.	DLM, Planning Board, and CPD

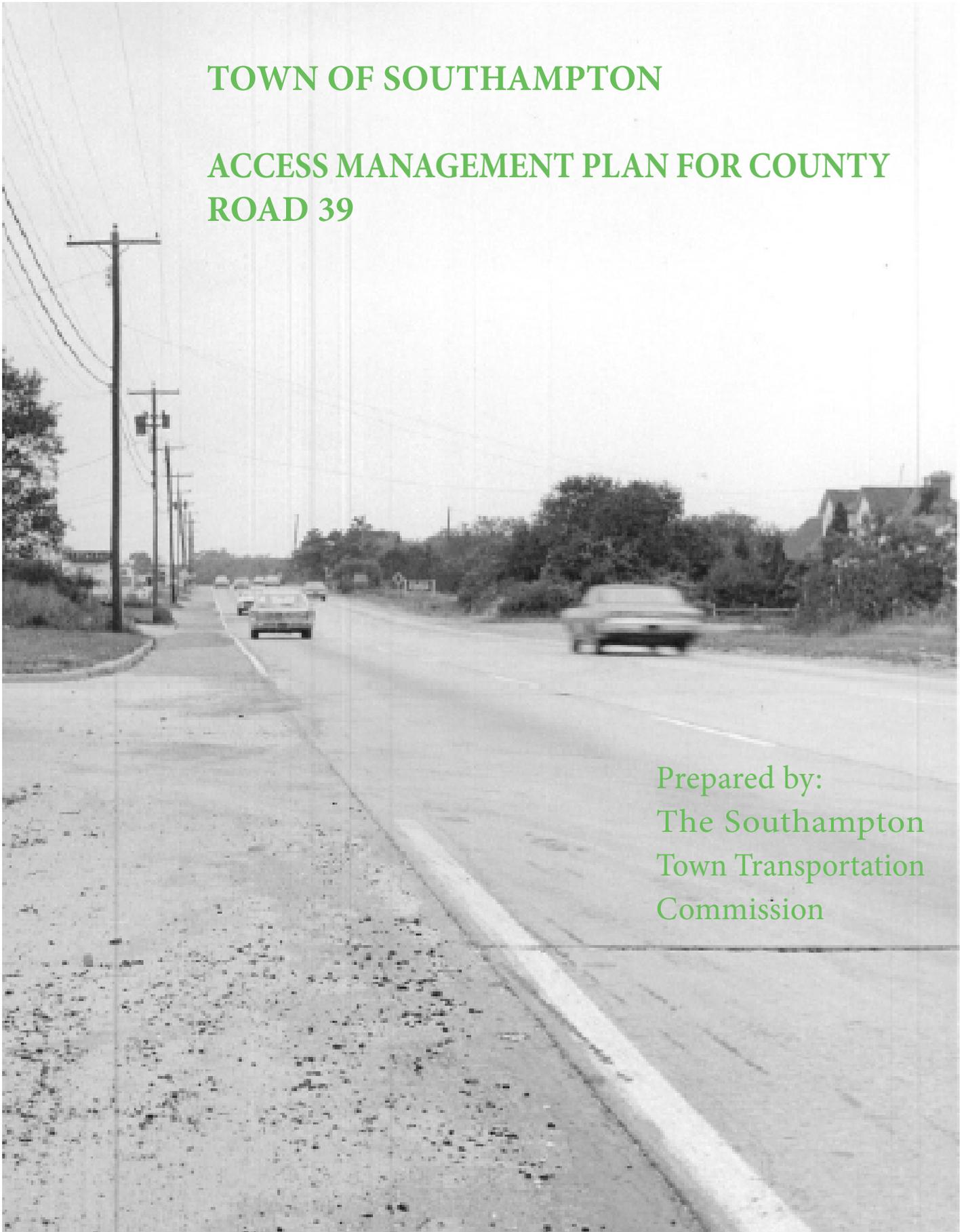
Action Items

Category of Recommendation	Action Item	Type of Action	Agency/Organization
Zoning	Establish new Highway Office Business (HOB) zoning district category.	Code Amendment	DLM, Town Attorney, Town Board
	Add use categories to the Highway Business (HB) zoning category where appropriate.	Code Amendment	DLM, Town Attorney, Town Board
Design	Conduct a design competition to improve key intersections with gateway treatments.	Design Competition and Identify funding opportunities.	DLM and NYS DOS
	Adopt and Implement design guidelines.	Code Amendment	DLM, Planning Board, Town Board
Access Management	Obtain public access easements to provide acceleration/deceleration lane to access the site.	Site Plan Review and/or Special Exception Review.	Planning Board, Suffolk County DPW, Town Attorney
	Obtain cross access between parking lots on adjacent sites.	Site Plan Review and/or Special Exception Review.	Planning Board, Town Attorney
	Obtain common curb cuts to adjacent properties to reduce the conflict points along CR39.	Site Plan Review and/or Special Exception Review.	Planning Board, Suffolk County DPW, Town Attorney
	Obtain public access easements to facilitate traffic circulation to existing roadway intersection.	Site Plan Review and/or Special Exception Review.	Planning Board, Town Attorney

TOWN OF SOUTHAMPTON

ACCESS MANAGEMENT PLAN FOR COUNTY ROAD 39

Prepared by:
The Southampton
Town Transportation
Commission



INTRODUCTION

Streets and highways constitute a valuable resource as well as a major public investment. It is essential to operate them safely and efficiently by managing the access to and from abutting properties. Property owners have a right to reasonable access to the general system of streets and highways, as roadway users have the right to freedom of movement, safety, and efficient expenditure of public funds. The need to balance these competing rights is especially acute where significant changes to the transportation system and/or land use have occurred or are envisioned to occur. The safe and efficient operation of the transportation system requires the effective management of highway access to adjacent property.

County Road 39 is a critical link in the Town of Southampton's transportation system. It links the terminus of Sunrise Highway (NYS Route 27) with the continuation of Montauk Highway (NYS Route 27) east of Southampton Village. The Sunrise Highway/County Road 39/Montauk Highway route is the principal arterial link through eastern Southampton Town; it is one of only two roadways crossing the Shinnecock Canal and it is the more critical of the two. In addition, the roadway carries over 36,000 vehicles per day.

The Town of Southampton and County of Suffolk have long recognized the importance of County Road 39 to the area's transportation system and the economic vitality of the Region. Beginning in the late 1980's continuing traffic growth began to congest CR 39, first on summer Sundays and then during the summer weekday A.M. and P.M. peak hours. Eventually, congestion became a daily occurrence even during the off peak winter months. Small improvements were made including the eventual construction of a second westbound travel lane between North Sea Road (CR 39) and Sunrise Highway (Route 27).

Eastbound congestion continued to increase until 2006 when the Town and County began the "Cops and Cones Program" which provided a temporary second eastbound travel lane between Sunrise Highway and North Sea Road during the weekday A.M. peak hour from May to September. The program operated successfully for two years until the fall of 2007, when the Suffolk County Department of Public Works, in an interim project, widened CR 39 within the existing right-of-way to provide two travel lanes in each direction with a two way center left turn lane between Sunrise Highway and North Sea Road. The work was completed in the spring of 2008 and substantially reduced the recurrent congestion on CR 39. This summer, the County completed a second project to widen and resurface County Road 39 from North Sea Road to Montauk Highway. This project provided two eastbound lanes, one westbound lane and a center two way left turn lane. The project will further reduce minor eastbound congestion that currently recurs during some summer weekday A.M. peak hours. The County will continue to invest considerable

funding to reduce congestion that constantly on CR 39.

In order to protect the existing and future capacity of County Road 39, and maximize the safety of the roadway, an aggressive access management plan is recommended to cover the entire length of C.R. 39 from Sunrise Highway (NYS Route 27) to Montauk Highway (NYS Route 27). The desirability of implementing an access management plan is detailed in the Update to the Town of Southampton Comprehensive Plan – Transportation Element (Page 90 thru 126). The access management plan must adequately cover the existing roadway configuration, as well as, provide for the access after the construction of the recommended improvements. To the maximum extent possible, the access management plan should facilitate the eventual reconstruction of the roadway.

GENERAL ACCESS AND LAND USE CONSIDERATIONS

The greatest single threat to the capacity of County Road 39 to function without significant daily traffic delays is the potential development of high volume uses which attract additional traffic to the roadway and create high volume driveways on the roadway. Such uses impact smooth roadway operations by drawing additional traffic that must be accommodated by the intersections in the vicinity. These uses may also create new access points that require traffic signalization, adding an additional point on the roadway that restricts east-west traffic flow. Each of these potential impacts will be discussed separately.

High Volume Driveways

At this time along CR 39 there are few, if any, "high volume" driveways or access points. "High volume" access only occurs at signalized intersections of public roadways. These intersections include:

- Tuckahoe Road
- Magee Street
- Sandy Hollow Road (CR 52)
- North Sea Road (CR 38)
- North Main Street
- David White's Lane
- Montauk Highway (NYS Route 27)/Hampton Road

These signalized intersections are locations where movements across CR 39 and left turn movements onto CR 39 can be accommodated under the safety of a traffic signal.

The crossing movements and the left turn movements onto CR 39 are the movements that are most hazardous because they require a sufficient gap in both the east and westbound traffic in order to safely complete the movement. In making the maneuver, the crossing or turning vehicle is also exposed

to side impacts which tend to result in greater injury than a rear impact or side swipe, typical of collisions with right turning vehicles. Left turning traffic from CR 39, into a side street or driveway, also exposes the turning vehicle to side impacts but can be negotiated more safely because only one direction of traffic is being crossed and sight distance for the turning vehicle is greater. Consideration should be given to restricting left hand turns on CR39 to reduce these traffic safety issues.

With the presence of the continuous two way left turn lane some vehicles wishing to make left turns onto CR 39 often cross the closest two lanes of traffic and use the left turn lane as a refuge awaiting a gap in the two farthest through lanes. Once a gap appears the driver will move into the travel lane. This two step maneuver allows the motorist to find separate gaps which allow the left turn to be made quicker. While allowing the left turn to be made, this type of maneuver cannot accommodate a significant number of left turning vehicles.

The volume of traffic on CR 39 provides a minimal number of gaps. With the low volume nature of the existing drive-ways and unsignalized intersections, traffic utilizing these accesses appears to find sufficient gaps to either make the desired movement, or alternatively make a right turn and find another route to arrive at their destination.

When examining the impact of proposed projects on CR 39, the Town must consider the burden additional traffic using an existing or proposed traffic signal will have on the through capacity of CR 39. The recently completed County projects added capacity to CR 39, but whether that added capacity lasts for five, ten or twenty years depends on the capacity of these signalized intersections. A project which generates large traffic volumes that directly impact one or more of the traffic signals could dramatically reduce the life of the reconstruction project's benefits.

The addition of new traffic signals along CR 39 to accommodate either increased traffic or a large project can also diminish the overall capacity of the roadway due to the spacing of the traffic signals. With proper placement and good spacing between signals the capacity reducing aspects of additional signals can be avoided.

Land Use

With the exception of the area south of CR 39 between North Main Street and the LIRR grade crossing, the commercial property is generally only one lot deep and is zoned "Highway Business" (HB). The area on the south sides of CR 39 between North Main Street and the LIRR is zoned "Light Industrial" (LI-40). Both the HB and LI-40 zoning along CR 39 include land uses that have lower traffic generating characteristics than the retail uses that typically dominate land use along

Long Island's arterial highway system. Typical uses in the area include:

- Plumbing contractors and supply facilities
- Electrical contractors and supply facilities
- Automotive dealerships
- Automotive repair shops
- Garden centers
- Marine sales
- Home furnishing stores

In addition to the above uses, which generate light volumes of traffic, there are several existing uses which generate considerable numbers of turning movements in and out of relatively small sites. These are:

- Gas Stations/Quick Marts
- Convenience Stores
- Fast Food and Take Out Restaurants
- Deli's

The HB zoning designation has fostered generally low traffic generating uses with the exception of those noted immediately above. The higher volume uses found on CR 39 tend to benefit from "pass-by" activity, meaning that traffic utilizing the site comes from the passing traffic stream rather than generating new destination type traffic. This also means that a large percentage of traffic using the site is a right turn in and right turn out, which is particularly true of gas stations. Because of this, gas stations are best located where traffic from them enters or departs utilizing a side street provided with a traffic signal.

High volume uses or projects which attract significant numbers of new vehicles to CR 39 should be discouraged as ultimately it will reduce the throughput capacity of this vital roadway. The Town should consider these access management concerns, the need to protect the limited highway infrastructure, and most importantly, safety when approached for special exception uses for HB zoned parcels along C.R. 39.

Setbacks and Buffers

One of the most important elements in the proposed Access Management Plan is the establishment of setbacks and buffers.

Buffers and setbacks on residential and commercial property should be used to create an attractive corridor for the passing traffic and to protect the adjacent uses from the visual and audible impacts of the roadway. Use of the buffers and setbacks will also lessen the impact of property acquisition necessary to widen the roadway as proposed.

Figure 1 (on the following page) shows a segment of County Road 39 east of Hill Station Road that is flanked by residential properties. For the most part the residential structures are

setback 100 feet from the roadway and substantial natural buffer exists. The natural buffering and setbacks will help protect the homes along this segment of road. It is recommended that all residential properties fronting on C.R. 39 require that the first 50 feet of the property be left natural to maximize the protection of the home. In addition, the first fifteen feet of property should be planted and maintained with low growing vegetation which reaches a maximum height of three feet in order to provide the necessary sight distance for driveways and side streets. The planting of “street” trees in this area would be permissible.

Figure 2 (on the following page) shows a segment of County Road 39 east of the Long Island Rail Road that is flanked by commercial uses constructed under current zoning. Both buildings and parking are setback from the roadway. A 40 to 50 foot green buffer is provided and with the buildings setback at least 100 feet, a parking aisle and parking is provided in front of the building, more readily allowing for connectivity between individual properties. It is recommended that a 50 foot landscaped buffer be required for all new commercial uses along County Road 39.

In addition, the first fifteen feet of property should be planted and maintained with low growing vegetation which reaches a maximum height of three feet in order to provide the necessary sight distance for driveways and side streets. The planting of “street” trees in this area would be permissible. The use of signs within the first 15 feet of the buffer should also be restricted so that signs do not restrict sight distance. Sign posts like street trees will not restrict sight distance but sign panels in the height range of zero to ten feet will restrict sight distance and should not be permitted in the first 15 feet of the buffer .

Several other significant features should be noted with respect to the developed properties shown in Figure 2.

These positive access management features are:

1. The fifty foot buffer creates driveway throat area free of conflicts. Each driveway has a “throat” or length of driveway between roadway (C.R. 39) and the first potential conflict point within the site, where parking aisles create an intersection. At least two cars can be stored between the road and the internal intersection. This assures that entering vehicles can clear the roadway safely before encountering vehicles stopped at the internal intersection and that vehicles in the driveway waiting to access C.R. 39 do not queue back into the internal intersection and cause operational problems.
2. Connectivity behind buildings is often blocked by the need of industrial and contractor type uses to have secure yards. These secure yards can be placed behind the building, shielding them from view. Allowing the building to be brought forward up against the buffer, with parking placed behind the building, provides adequate space for a circulation and parking aisle behind the building and still allows adequate space for a secure yard.

General Recommendations for Access Placement and Design

Sight Distance

As noted in the Update to the Southampton Town Comprehensive Plan – Transportation Element (pages 113 thru 115); adequate sight distance for vehicles to turn on and off of a roadway is the most critical factor in providing safe access. Safe stopping sight distance must be provided for access to any roadway as a minimum. Intersection sight distance should be provided for accesses along County Road 39.

Table 1 provides the required stopping sight distances at various design speeds. Design speed should be measured in the field at the location of the access under free flow conditions. Design speed should be set at the 85th percentile of the speed measurements taken.

In order to maintain optimum sight distance for driveways and intersection along CR 39, it is important to keep the first ten to fifteen feet beyond the highway boundary free from vegetation over 3 feet in height or any other large obstruction. Street trees with branches trimmed below eight to ten feet would be acceptable as even trees with larger trunks only provide a single point obstruction.

Driveway Spacing

The safety issues related to the number of access points provided on high volume roads such as County Road 39 is well documented and has been previously discussed in the Update to the Southampton Town Comprehensive Plan – Transportation Element. Table 2 presents recommended standards for the placement and design of driveways and subdivision roadways along County Road 39. Property owners of adjacent flag lots accessing CR 39 should be encouraged to join multiple access points and treat the combined access point as one subdivision road for the first 50 feet from the County Road 39 right-of-way.

Figure 3 indicates how driveway or subdivision road placement should be measured. Particularly onerous are closely spaced “opposite right” driveways as shown in Figure 3. When this condition occurs, the left turns from the major street into the two “opposite right” driveways conflict with each other for space in the left turn lane. Ideally, “opposite right” driveways should have a minimum separation of 200 feet.

It must be noted that due to the size of existing properties along County Road 39, and the existence numerous pre-existing driveways, that these standards cannot always be met by individual sites. Combining adjacent sites and the use of shared driveways will help achieve the goals of these standards. In addition, when a site cannot meet the standards, reducing the volume of traffic utilizing the proposed driveway is another way to mitigate the potential impacts of non-compliance.



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EA

PROJECT: C.R. 30
 SHEET NO. OF

C.R. 30 ACCESS MANAGEMENT

FIGURE 2 EXISTING C.R. 30 EAST OF THE L.F.R.

DATE	SCALE	DATE	SHEET NO.
08/17/13	1"=100'		001/02
DESIGNED BY	DRAWN BY	CHECKED BY	DATE

Design Speed (mph)	Stopping Sight Distance (ft)	Right Turning Vehicles		Left Turning Vehicles	
		Intersection Sight Distance for Passenger Cars		Intersection Sight Distance for Passenger Cars	
		Calculated (ft)	Design (ft)	Calculated (ft)	Design (ft)
15	80	143.3	145	165.4	170
20	115	191.1	195	220.5	225
25	155	238.9	240	275/6	280
30	200	286.7	290	330.8	335
35	250	334.4	335	385.9	390
40	305	382.2	385	441.0	445
45	360	430.0	430	496.1	500
50	425	477.8	480	551.3	555
55	495	525.5	530	606.4	610
60	570	573.3	575	661.5	665

Table 1: Stopping distances associated with design speeds.

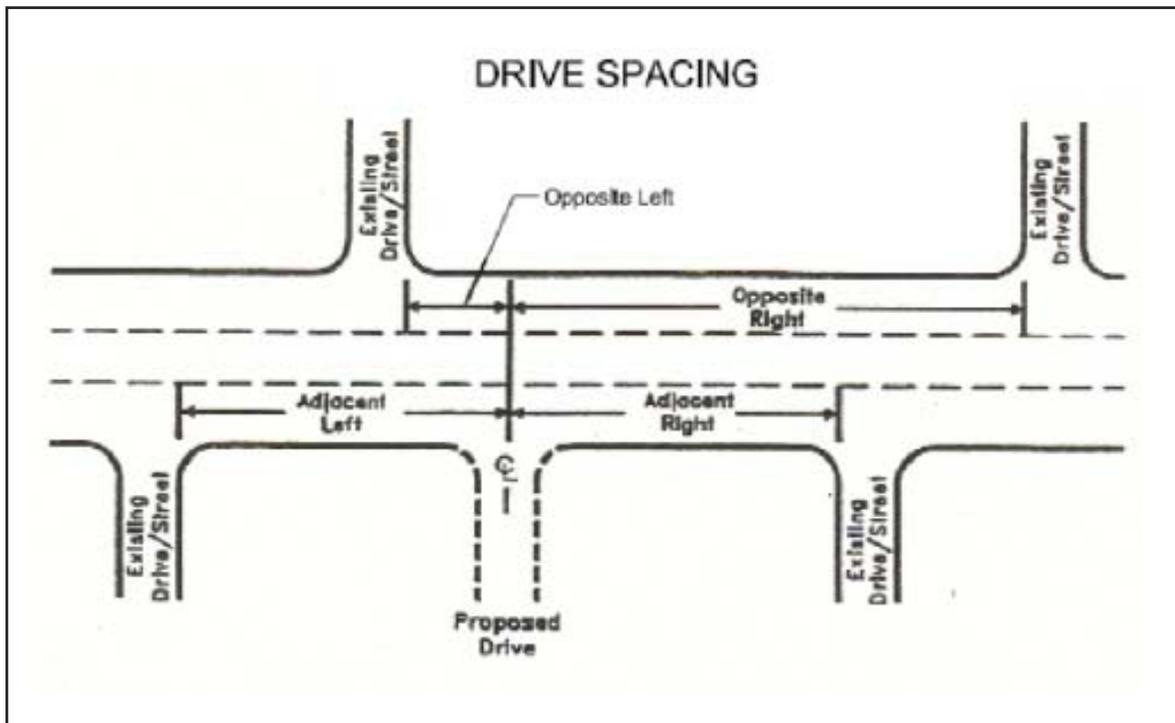


Figure 3: Recommended driveway placement schematic

Access Easements

All commercial properties being developed adjacent to commercially zoned properties should be required to grant cross access to the adjoining properties. The purpose of the access easements is to create interconnectivity between properties. This interconnectivity provides the following benefits:

1. Allows motorists to move between properties without going back onto CR 39.
2. Allows a single driveway to serve multiple sites ultimately reducing the number of driveways and allowing greater separation between driveways.
3. Can allow movement through adjacent properties to reach a side street with signalized access to CR 39.

The location of the access easements must be determined during the site plan review to achieve maximum interconnectivity. Cross access agreements obtained from a property which is adjacent to a site which already has a cross access agreement in place can be specific and constructed when the property develops, as the location adjacent cross access is known and the configuration of the adjacent site is also known. Cross access agreements obtained from a property which is adjacent to a site which does not have a cross access agreement for whatever reason will still design the development to include the future cross access between sites.

The cross access must be designed early in the process to develop both the horizontal and vertical layout. As a site is designed to connect the access point to the road it fronts, the site must also be designed to connect to the cross access to the adjacent properties.

Cross access between sites works best when apparent and visible to motorists. Cross access when placed behind buildings may require additional signage to direct the motorist. If all the site's parking is located behind a building, a cross access placed directly behind the building may be more apparent than in the back of the site. It is best not to divide the parking by placing it on either side of the building unless the cross access points are in front of the building.

As has been mentioned previously, many uses in the HB zoning district require secure storage yards. It is important that cross access points not be closed off by security gates.

Corner Properties

At locations where a site fronts on County Road 39 and also enjoys access to an adjacent public street intersecting County Road 39 at approximately a near perpendicular angle,

all access to the site should be provided from the adjacent street and not from County Road 39. The driveway should be placed a minimum of 100-feet from County Road 39. A 200-foot distance would be preferable.

Auxiliary Turn Lanes

County Road 39 is provided with a continuous two way left turn lane. At signalized intersections the two way left turn lane transitions into a one way left turn lane to provide unencumbered left turn lane storage for the signalized intersections.

Warrants for Right-Turn Lane

Right turn lanes are not generally provided along CR 39 but should be considered to minimize the disruption of through traffic flow and to enhance safety. A right-turn deceleration lane should be considered when any two (2) or more of the following are satisfied:

1. Right-turn volume > 30 vehicles per hour in peak hour of the street (CR 39)
2. Limited sight distance for through drivers to see the turning vehicle
3. Signalized access is proposed

Right turn lanes should have a minimum length of 125 feet with a 75-foot taper.

Traffic Studies

All proposals for commercial development, multi-family housing or single family home subdivisions should present data of the anticipated traffic they will generate. Data should include peak hourly A.M. and P.M. daily, and peak hourly weekend traffic data. Anticipated daily traffic flows should also be presented. In addition, each proposed development should provide sight distance measurements at the development's proposed access to the highway system.

Developments that generate significant traffic should be required to submit traffic impact studies that evaluate the operational and safety aspects of the proposed access but also evaluate the impact of the site generated traffic on adjacent intersections, particularly adjacent signalized intersections. A full traffic impact study should be required for those proposed projects anticipated to generate in excess of 100 total trips during one or more peak hours of the day.

Projects that generate less than 100 trips during a peak hour should provide a traffic analysis that evaluates the safety and operation of the proposed access. The analysis should evaluate the characteristics of the roadway being accessed and provide traffic volume data. Sight distance measurements for the access should be provided and this information compared against sight distance standards. The analysis should also provide a recommended driveway design based on Town Standards and recommendations for remediation of features which do not meet standards.

When possible, traffic data should be collected between Memorial Day and Labor Day. When not possible, off-season counts can be adjusted using the appropriate seasonal adjustment factors.

IMPROVING ACCESS TO COUNTY ROAD 39

Residential Access

Residential access to County Road 39 is obtained directly by properties fronting on the road and indirectly by local streets which are either directly or indirectly connected through other local streets or connectors. There are a substantial number of residential and residentially zoned properties, which have access only to CR 39.

Whenever possible, direct residential access should not be granted. Rather access should be provided to another street which will allow access to CR 39.

• South Side of CR 39: Hill Station Road to Tuckahoe Road

There are a considerable number of residential properties directly fronting CR 39. Frontages vary from 50 to 200 feet. Many of these properties have already been developed and have existing driveways. These properties generally lie within the R-40 zoning district and the lots appear small enough so as to preclude further subdivision. It is important that no further subdivision take place adding additional residential driveways along CR 39. The nature of CR 39, which provides no shoulder, and the actual construction of many driveways, with narrow gravel surfaces, hinders ingress and egress. In addition, because the streetscape adjacent to CR 39 is not graded and brush is often present at the edge of the pavement, sight distance from these driveways is often poor. Brush should be cut back to enhance sight distance and only low height vegetation should be used within 15 feet of the roadway. Properties developed in the future should be graded along the roadway to enhance sight distance for both proposed driveways and existing adjacent driveways.

There are a number of driveways to flag lots that could be

consolidated as shown on Figure 4 and combined into a single street type access that serves both commercial properties and residential properties. Property owners of these sites should be encouraged to consolidate these driveways into a single high quality access point.

• South Side of CR 39: Hill Station Road to Tuckahoe Road (con't)

In order to facilitate access to all residential properties that lay between CR 39 and the LIRR between Hill Station Road and Tuckahoe Road it is recommended that the existing dirt road known as Hillside Road between Hill Station Road and Arbutus Road be improved (see Figure 4). This improvement would allow westbound traffic from the community, which would normally have to make a left turn lane onto CR 39 at Greenfield Road or St. Andrews Road, to reach westbound Route 27 via Long View Drive, Peconic Road and North Road. Access to westbound Montauk Highway can be made via Hill Station Road and a right turn onto Montauk Highway.

The improvement of Hillside Road would give this large residential community a safer means to access CR 39 and Montauk Highway westbound. It is recognized that residents of Hillside Road have concerns that improvement of Hillside Road could lead to its use as a cut-through in the event of eastbound congestion on CR 39. To prevent this it is recommended that the westernmost 100 feet of the road be made one way westbound, the road constructed narrower in this segment, and signed one way/do not enter.

Arbutus Road, which has not been constructed through to CR 39, should not be constructed through to create a new access onto CR 39 unless done so as part of an overall access management plan for commercial properties to the east (See Commercial Access discussion). It should, however, be extended a sufficient distance to serve the existing residential property on its west side that fronts on CR 39.

• North Side of CR 39: Inlet Road to Tuckahoe Lane

There are approximately eight residential properties that have direct access only to CR 39. There are a substantial number of properties that have indirect access via Inlet Road East. These properties with indirect access to CR 39 have difficulty making left turns from Inlet Road East onto eastbound CR 39. As part of the County's study of CR 39 a modification of the transition from Sunrise Highway (Route 27) to CR 39 was developed. Under that proposal (see Figure 5) Inlet Road would be connected with Inlet Road East and North Road. These roads would be separated from CR 39 and Sunrise Highway. With this connection these properties on the north side of CR 39 would be able to use North Road, Peconic Road, Longview Road and Hill Station Road to gain safer access to eastbound CR 39.

Residential properties east of Shrubland Road to St. Andrews Road are either part of residential cluster buffers or part of either National or Shinnecock Golf Courses which do not require access to CR 39.

There are also several properties behind commercial properties on CR 39 between St. Andrews Road and Tuckahoe Lane. These properties obtain access either adjacent to or through the commercial properties which front CR 39. Access to these properties should also be from combined driveways. Actual access onto CR 39 should be via a standard 27 to 30 foot wide intersection type approach with relatively flat grade within 50 feet of CR 39. (Also see Commercial Access discussion for this area).

• **South Side of CR 39: North Bishops Lane to North Sea Road**

There are a number of residential properties that front directly on CR 39 and several flag lots, which also access CR 39. A recently completed subdivision road now provides frontage to the lots either fronting or flagged to CR 39. Several flag lots could be reversed providing access to the new subdivision road. That would allow traffic in this residential area, as well as properties with access only to County Road 39, to access North Bishops Lane and Magee Street to CR 39 and a traffic signal. Additionally, the northwest subdivision road shown on Figure 6 could also provide alternate access to the church fronting on County Road 39.

Where alternate access is not possible, individual driveways should be combined whenever possible. The driveways on CR 39 should be provided with adequate sight distance and sufficient width and construction to move traffic to and from CR 39 quickly and efficiently.

• **North Side of CR 39: Sandy Hollow Road to North Sea Road**

There are several existing residences between Sandy Hollow Road and Henry Road, which have direct access to CR 39. Where possible, two accesses could be combined. Again, adequate sight distance and the construction of driveway access points to smooth the flow of traffic to and from the highway are important.

East of Henry Road the north side of CR 39 is dominated by two cemeteries. Both have access to Henry Road which also accesses both North Sea Road (CR 38) and CR 39. Consideration should be given to restricting left turns out of the cemeteries onto eastbound on CR 39 (see Figure 6).

• **North Side of CR 39: North Sea Road to North Main Street**

There is currently only one residential property that has access to CR 39. There appears to be little leeway to improve access to this site. There are two undeveloped parcels that have frontage on CR 39. One also has access to Wiltshire Street and future

• **North Side of CR 39: North Sea Road to North Main Street**

There is currently only one residential property that has access to CR 39. There appears to be little leeway to improve access to this site. There are two undeveloped parcels that have frontage on CR 39. One also has access to Wiltshire Street and future access should be from that roadway. The other parcel has access only to CR 39, but has an agricultural easement and will not be subject to further development (see Figure 7).

• **South Side of CR 39: North Sea Road to North Main Street**

This area lies within the Village of Southampton. There are nine residential properties that currently front on CR 39. Behind many of these properties is a large undeveloped parcel of residentially zoned property that also has access to North Main Street. These properties can alternately gain signaled access to westbound CR 39 by making a right turn and using North Main Street, Willow Street and North Sea Road. Ideally, alternate access would be given to six of the properties fronting on CR 39 via a new subdivision road that would provide access to new lots in the currently undeveloped parcel. There are two additional properties that directly access CR 39 via a “private” road. Adjacent to this road and further south are additional tracts of undeveloped formerly residential property that has been acquired by the Village. These properties can make a right turn onto CR 39 and use North Main Street, Willow Street and North Sea Road (See Figure 7).

Commercial Access

Much of the commercially zoned property along County Road 39 is already developed and much of the development predates the 1970 Master Plan. The commercial zoning is generally only one lot deep and residentially owned property directly abuts it. In several locations between Shrubland Road and Tuckahoe Lane particularly, residential flag lots access C.R. 39 through commercially zoned property creating an undesirable mix of uses. Some of the properties in these locations have commercial buildings in the front of the property and residential structures behind the commercial buildings, all zoned HB. These mixed properties are generally underutilized for the type of zoning they fall under and are thus ripe for redevelopment. As the existing vacant and underutilized properties are developed, it is essential that the recommended standards be rigorously applied to maximize the effectiveness of the access management plan.

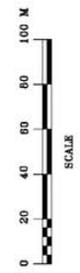
Commercial Access (con't)

As noted, many parcels with the HB zoning designation along CR 39 are one lot deep with residentially zoned properties behind them. There are generally no parallel streets that serve the commercial properties that allow circulation between cross streets with signalized access to CR 39. The ability to use the local street system to improve circulation and access for commercial properties is therefore limited to a few specific locations and to a few hundred feet of the cross street's distance from CR 39.

Improving access to existing and proposed commercial properties will depend on: reducing the number of access points by combining access for adjacent properties, improving direct access to CR 39, providing connectivity between adjacent properties and providing access to cross streets via interconnecting parking lots or the development of a commercial service road.



 DUNN ENGINEERING ASSOCIATES, P.C. Consulting Engineers 1000 Washington Road, NY 11784 (815) 439-3000		C.R. 39 ACCESS MANAGEMENT	
FIGURE NO. 15 EXPANDED PROJECT PROPOSAL COUNTY ROAD 39 NORTH ROAD SUFFOLK COUNTY DEPARTMENT OF PUBLIC WORKS MARCH 2009		FIGURE 5 POSSIBLE RECONSTRUCTED SUNRISE HIGHWAY/CR 39 TRANSITION	
DATE	08/17/03	SCALE	AS SHOWN
DESIGNED BY	P.L.C.	DRAWN BY	P.L.C.
CHECKED BY		DATE	08/17/03
APPROVED BY		SHEET NO.	OF



NOTE:
 1. FIGURE NO. 15 EXPANDED PROJECT PROPOSAL
 COUNTY ROAD 39 NORTH ROAD
 SUFFOLK COUNTY DEPARTMENT OF PUBLIC WORKS
 MARCH 2009

Formalizing Access Points

The quality of the site access to commercial property along CR 39 varies greatly. Some properties have no formal access. Several of these properties had been provided with a continuous asphalt apron along the entire frontage of the site and no formal designated parking area. During the recent reconstruction of CR 39, curbing was placed across these properties with drop curb provided at specific locations to restrict access to a limited portion of the frontage. Movements in and out of these sites remain chaotic as the access point is not provided with formal driveways with adequate throat. Formalized access should be developed for each of the existing sites where it does not exist.

Commercial Site Layout

An important element of access management is assuring that the operation of a site does not interfere with the flow of traffic on the adjacent roadway or create any safety hazards on the roadway because of internal site problems. There are several existing sites along CR 39 where poor site design and operation causes operating and safety problems on the public roadway. These problems generally relate to the inability of the site to accommodate truck deliveries without backing either into or out of the site, temporarily stopping traffic on CR 39 in one or both directions.

Another operational problem that has been observed is auto carriers unloading vehicles in the center left turn lane or shoulder of CR 39, rather than being accommodated on site. Tractor trailers have also been observed parked in the CR 39 two way left turn lanes waiting for access to off road facilities. These operations present hazards to passing motorists and should not be tolerated. During site plan review the applicant should be required to demonstrate that the site can accommodate the anticipated deliveries with no backing onto or off of the highway. The space necessary to accommodate the required vehicle operating space should be clearly shown on the site plan.

Shared Driveways and Cross Access Driveways

Shared driveways are driveways serving two or more abutting properties. They may or may not be comprised of land from each property. Shared driveways allow for larger driveway spacing and improved management of traffic entering and exiting a development.

Cross access driveways interconnect the parking facilities of two or more abutting properties. They are always comprised of land from each property. Cross access driveways provide an opportunity for vehicles to move from one site to another without recourse to the roadway, thus reducing traffic volumes on the road and eliminating conflicts with entering or exiting vehicles.

Shared and cross access driveways are key elements of almost all access management plans. Indeed, in areas which are heavily developed, cross access driveways provide the most significant traffic relief short of closure and retrofit of existing driveways, driveway signalization, and capacity enhancement.

Provisions for shared and cross access driveways are most effective and uniformly applied if enacted by local law. These requirements would then be implemented as part of a subdivision or site plan approval. In all cases the land comprising the shared or cross access driveway should be recorded as an easement and constitute a covenant running with the land. Joint maintenance agreements should also be incorporated in the property deed.

It will take many years before the impact of such a law is felt. Reciprocal access agreements can usually only be obtained when a site comes before the Planning Board and as the initial approvals and easements are granted the adjoining properties are unlikely to have an access easement in place. The actual connection between the adjacent properties cannot be accomplished until agreements are in place for both properties. As more and more existing properties are provided with the easements, the likelihood of making actual connections will increase.

While the securing of cross access agreements and the ability of the Town to legally create access between adjacent properties is critical, the physical creation of the access requires planning and engineering to achieve. Differential elevations between properties can offer impediments to the access connection. Site plan engineering and review cannot be isolated to the site being proposed. Thought must be given to how connections to adjacent properties can be made. Sufficient horizontal space must be allowed where cross access will be placed to resolve grading issues between properties. The elevation of the adjacent site and its grading plan may require modification of an adjacent proposed site in order to minimize the differential elevation between the sites and permit for a connection to be made. This evaluation of grading must happen early in the site plan process to minimize the expense to the property owner and to assure that this connection can be made as planned.

Recommendations for Cross Access and Shared Driveways

Cross access between sites generally works best when placed in front of the development buildings. Access behind the buildings is not as readily apparent to motorists unless all parking for the adjacent sites is also located behind the buildings and informational signing is provided. The cross access provided should not require circuitous movements. Many of the highway business uses along CR 39 have secured rear yards for the storage of building materials, automobiles or service vehicles. This makes the provision of cross access in these areas difficult because the businesses cannot readily connect through these secure yards.

The majority of commercial properties along County Road 39 already have some commercial development on the property. In many cases the properties were developed many years ago under different standards than would apply now or are being recommended as part of this plan. Some have unrestricted access along the entire property's frontage, many have inadequately designed driveways and many have site designs which preclude the creation of cross accesses with adjacent parcel(s).

New developments have been constructed with fifty foot buffers and driveways with adequate throats to move traffic on and off CR 39 quickly and effectively. Some of these were provided with 100 foot or more building setbacks which allowed one or two rows of parking and an aisle in front of the buildings. Where there are several sites with similar setbacks and design, cross access has been provided through this front aisle and shared driveways have been utilized (see Figure 2, which shows the north side of CR 39 east of the LIRR).

More recently, the Planning Board has preferred to place proposed buildings adjacent to the fifty foot buffer with no parking or access aisle in front of the building. Joint access must therefore be provided behind the building. Under these circumstances, the placement of connecting access to adjacent properties can be effective if augmented with signing and a clear path to the adjacent property and beyond. The most advantageous location of the cross access would be close to the rear of the building.

A goal of providing cross access and an ability to move through adjacent properties is to provide access from midblock properties to side streets that may have signalized access to CR 39 so that left turns can more safely be made onto CR 39. Access across adjacent properties should be clear and not circuitous or it will be ineffective.

The application of cross access techniques will, over time, result in the interconnection of many commercial sites and ultimately reduce the number of driveways accessing County Road 39. In determining how a site should be developed to maximize cross access opportunities, the configuration of the adjacent properties and the likelihood that they would be redeveloped in the near future must be considered. For instance, in the area along the north side of CR 39 between the LIRR and Montauk Highway most properties have been developed with an access aisle and parking to the front of the building. Except for some sites to the east, most are fairly new. A new development with a building upfront, adjacent to the fifty foot buffer, would not be consistent with the access already in place in the area.

Along the south side of CR 39 in the vicinity of Shrubland Road recent development has placed buildings upfront. Access and parking is behind the buildings. Therefore new development should be consistent with this approach. In the future if properties east and west of Tuckahoe Lane are developed with good access management plans it may be possible to signalize Tuckahoe Lane. Such a signal could serve to allow safe signalized access to CR 39 for many properties surrounding the intersection. In addition, the existing configuration of some properties and the adjacent roadways present some additional opportunities for enhanced access. Some possible access enhancements include:

- **North and South Side of CR 39: Shrubland Road to Fairfield Road**

On the south side of CR 39 there is a mix of older commercial uses and those constructed within the last twenty years (see Figure 8). The more recently constructed sites have adequate front yard buffers. Buildings have not been setback to create a front parking aisle that would allow connection of adjacent properties through cross access easements. These newer sites tend to use the areas behind the buildings for storage of materials and secure yards which block cross access potential behind the buildings. The property behind all the commercial uses is residential, and several have flag lot access between the adjacent commercial sites to County Road 39. These residential flags make it difficult to provide cross access between the commercial sites they separate. The flag lot access should be reversed, if possible, allowing these sites to gain access to nearby residential streets.

In the future, as vacant or underutilized sites in this area are developed, the access standards for County Road 39 should be applied to reduce the number of driveways and provide

cross access between the commercial sites they separate. The flag lot access should be reversed, if possible, allowing these sites to gain access to nearby residential streets.

In the future, as vacant or underutilized sites in this area are developed, the access standards for County Road 39 should be applied to reduce the number of driveways and provide the maximum driveway spacing possible. Sites should be developed with buildings upfront along the setback with parking in the rear consistent with the majority of the new sites in the area. Cross access between the commercial sites should be developed behind the buildings. If gated, storage is necessary for the site's operation it should be behind the general parking and an access aisle across the site directly behind the building. Where residential flags access CR 39 consideration should be given to providing a common road with intersection type access to CR 39 that would also serve as access to the adjacent commercial sites. This would create a common entry point for two commercial sites and several residences.

On the north side of County Road 39 the first three properties have alternate access to Sebonac Road which should be maintained. It is recommended that the proposed access management standards be applied to the remaining properties to the east as they are developed / redeveloped. Two recently developed properties in that block have been provided with a common driveway and easement for cross access, a pattern that should be continued.

o North and South Side of CR 39: East of St. Andrews Road Bridge to East of Sandy Hollow Road

On the north side of County Road 39, between St. Andrews Road and Tuckahoe Lane there is a mix of commercial and residential uses accessing County Road 39. More recent site plans for Strong's Marine and the OTB site have provided cross access between sites. These sites are located on the northwest corner of CR 39 at Tuckahoe Lane. The Strong's Marine site was developed more recently and enjoys access from Tuckahoe Lane and a connection to the Off-Track Betting site to the west, but has no direct access to CR 39. The OTB site was constructed in two phases and a driveway was provided for each. The driveway does not provide individual left and right turn lanes for reentering traffic and lacks a fifty-foot throat length. Drivers encounter internal conflict points almost immediately upon entry into the site.

It is also difficult for motorists in the front of the OTB site to find the secondary access out of the site thru the Strong's Marine site. Internal signing could be used to direct vehicles to the Strong's Marine cross access connection to Tuckahoe Road (see Figure 9).

To the west of these sites, commercial buildings are placed close to the roadway allowing for no buffer and no opportunity for organized parking and legitimate circulation between adjacent properties. Grades in this area appear to physically block cross access behind the commercial buildings, however, grading of the sites to more fully use the entire parcel in the future may mitigate this concern. Ideally, when these properties redevelop in the future the commercial buildings should be setback to allow for front yard buffers.

There are two residential properties behind the Shinnecock Hardware Store and Karzdin Pool site. In the future, it is recommended that a single access driveway be provided for these two sites and that the commercial uses on either side use the same access (see Figure 9). Properties further to the west should be redeveloped in accordance with the proposed access management standards. Grading of all of the sites west of OTB will be a challenge as the rear portions of these sites rise sharply. In order to fully utilize the site entrance, retaining walls may be necessary, though the Town may wish to consider stepped walls or another treatment that would allow for vegetation. This would, however, reduce the usefulness of a portion of the site.

In the future if properties east and west of Tuckahoe Lane are developed with good access management plans, it may be possible to signalize Tuckahoe Lane. Such a signal could serve to allow safe signalized access to CR 39 for many properties surrounding the intersection.

On the south side of County Road 39 west of Tuckahoe Lane there is a right-of-way on the west side of the Hess Station that accesses Tuckahoe Lane. The properties to the west of the right of way can gain access to the rights of way via cross access agreements connecting their front yard parking lots (see Figure 9).

On the south side of County Road 39 east of Tuckahoe Lane there are two large parcels, the one on the corner is a recently approved planned development district and the other is a driving range. Between the two properties there are two recharge basins for the CR 39 drainage system and between these two basins is a County easement for an underground drainage pipe.

It should be noted that the intersection of Tuckahoe Lane on the south with CR 39 is poorly aligned for the placement of a traffic signal because of the acute angle at which it intersects with CR 39. The preferred CR 39 reconstruction plan proposed a minor realignment of both Tuckahoe Lane approaches to CR 39 to better align the intersection (see Figure 9). This proposed realignment should be considered when the development on the southeast corner is considered.

There are four properties fronting on the north side of County Road 39 east of Tuckahoe Lane. As these properties develop, efforts should be made to connect all four thru to Tuckahoe Lane (see Figure 9).

The Southampton Golf Club currently enjoys a service access to Tuckahoe Lane. Should a traffic signal be installed at the intersection of CR 39 and Tuckahoe Lane, this service access should be enhanced to serve a secondary access to the Club to allow patrons to access CR 39 with the protection of a traffic signal.

East of Southampton Golf Club on the north side of County Road 39 is a mix of vacant and active commercial properties. The Arrow Laundry site is a particular problem due to insufficient room on site to accommodate the large trucks that serve the site. Traffic is occasionally stopped on County Road 39 to allow trucks to back in and out of the site. Using cross access arrangements, access should be developed which will allow these sites to access Magee Street and the traffic signal (see Figure 10).

On the north side of CR 39, adjacent to the Southampton Golf Club on the east, is the Elks Club property. The Elks Club property is split zoned, with the portion fronting on CR 39 zoned HB, and the back portion zoned R-60. The parcel is large and would ideally have site access to and from Magee Street if it is ever redeveloped. This is particularly important should the site be developed with residential uses. On the south side of County Road 39 between Hubbard Lane and Magee Street, all of the properties that access County Road 39 also enjoy access to Hubbard Lane and Magee Street. The secondary access allows traffic exiting these sites to use the Magee Street traffic signal to make a left turn onto County Road 39 (see Figure 10).

On the north side of County Road 39 between Magee Street and Sandy Hollow Road incentives for property owners to allow cross access easements should be pursued to eventually provide all of these properties with access to either Magee Street or Sebonac Road (see Figure 9). Several of these properties already have frontage and access to both County Road 39 and Sebonac Road. The presence of the Tuckahoe Elementary School raises some concern for providing access

to Sebonac Road, so uses that are permitted with access to Sebonac Road should be examined carefully as the type of traffic they will generate.

On the south side of County Road 39 between Magee Street and North Phillips Road many of the existing structures are too close to County Road 39 leaving little space to establish interconnectivity between sites. At this location, the commercial zoning is more than one parcel deep. Residential uses along North Phillips Road complicate commercial access to it. Access management standards should be applied as these properties are redeveloped. Providing secondary access to either Magee Street or North Phillips Road from all properties fronting on County Road 39 should be the goal in this area as access to North Phillips Road provides indirect access to the Magee Street traffic signal.

Magee Street is already a heavily traveled Town road and the intersection of CR 39 at Magee Street may experience capacity issues in the future. Therefore, as properties with frontage on Magee Street are developed, careful examination is required to determine if minor widenings can be accommodated to provide sufficient left and right turn lanes on the approaches to CR 39. Additional turning lanes with adequate storage will increase the capacity of the intersection.

• Northwest, Southwest and Southeast Corners of the Intersection of County Road 39 at North Sea Road

On the southeast corner of C.R. 39 and North Sea Road is a 7-11, where only right turns in and out of the site onto C.R. 39 are permitted. Other access points are provided onto Aldrich Lane which in turn accesses North Sea Road south of the site. This access is preferable to other arrangements although a site with lower traffic generating capacity would be preferable. Two other commercial parcels east of the 7-11 have access to C.R. 39. The parcels are shallow and back onto property owned by the Village. Cross access opportunities for these parcels is not feasible.

On the southwest corner, the Payton Lane Nursing Home surrounds a gas station and restaurant site. The nursing home has only right turns in and right turn out access to C.R. 39. This access is supplemented by a full access driveway onto North Sea Road (see Figure 11). A single joint access between the gas station and the adjacent restaurant site could be an improvement. Combining accesses with the Nursing Home site, because of the nature of its use, would seem inappropriate.

On the northwest corner of the intersection of C.R. 39 at North Sea Road is a Mobil Station and an adjacent automotive/truck repair facility which share a common driveway. The third parcel to the west is currently underdeveloped and could provide

a means of alternate access to North Sea Road for existing commercial sites on either side of it (see Figure 11). Ideally, cross access should be developed for all properties in this area including the Burger King and undeveloped property to the west. The cross access path should lead to an entrance/exit placed opposite Wiltshire Street.

• **North and South Sides of C.R. 39: North Main Street to Montauk Highway/Hampton Road**

Figure 12 shows the existing cross access created among Suffolk Lighting, Bridgehampton National Bank and Hampton Jitney sites. These three properties are located on the northwest corner of CR 39 and David Whites Lane. The Suffolk Lighting and Bridgehampton Bank have a single full access driveway onto CR 39 and the Suffolk Lighting site also has a single full access driveway onto David Whites Lane. A connection behind these buildings is provided to the Hampton Jitney site. The location of the access point on the Hampton Jitney site makes it difficult for the general public to use because of the one-way parking flow in front of the building and because access to the rear of the site is restricted by bus operations (see Figure 13).

Note that joint access could be provided to properties west of the Hampton Jitney. Additional connections between properties could be created as the remaining properties are developed to the west. As an alternate for this area, a new roadway could be placed behind all of the sites fronting County Road 39, using the existing rear yard buffer of the commercial sites. Each site would then have access to either David White's Lane or North Main Street and driveways onto County Road 39. This would be particularly beneficial if CR 39 were reconstructed with a center median, as has been proposed.

On the south side of County Road 39 several of the properties fronting on C.R. 39 have alternate access or do not need access to C.R. 39. The field on the west is an agricultural preserve which requires no access and generates little traffic. The self storage site has access only from Mariner Drive and the Revco Electric site has alternate access to Mariner Drive. Ideally, the site between the self storage site and Revco would benefit from access to the adjacent Revco site and thence onto Mariner Drive. The Blackman Plumbing Supply site has access to both C.R. 39 and David White's Lane. There are three sites between the Revco site and the Blackman Plumbing site that currently enjoy access only to C.R. 39. Ideally, these sites could gain a secondary access to David White's Lane thru the parcel behind them which is landlocked except for a flag pole type access to David White's Lane. Such cross access easements should be considered as part of the development of that site. Other alternate access

opportunities are available from adjacent sites.

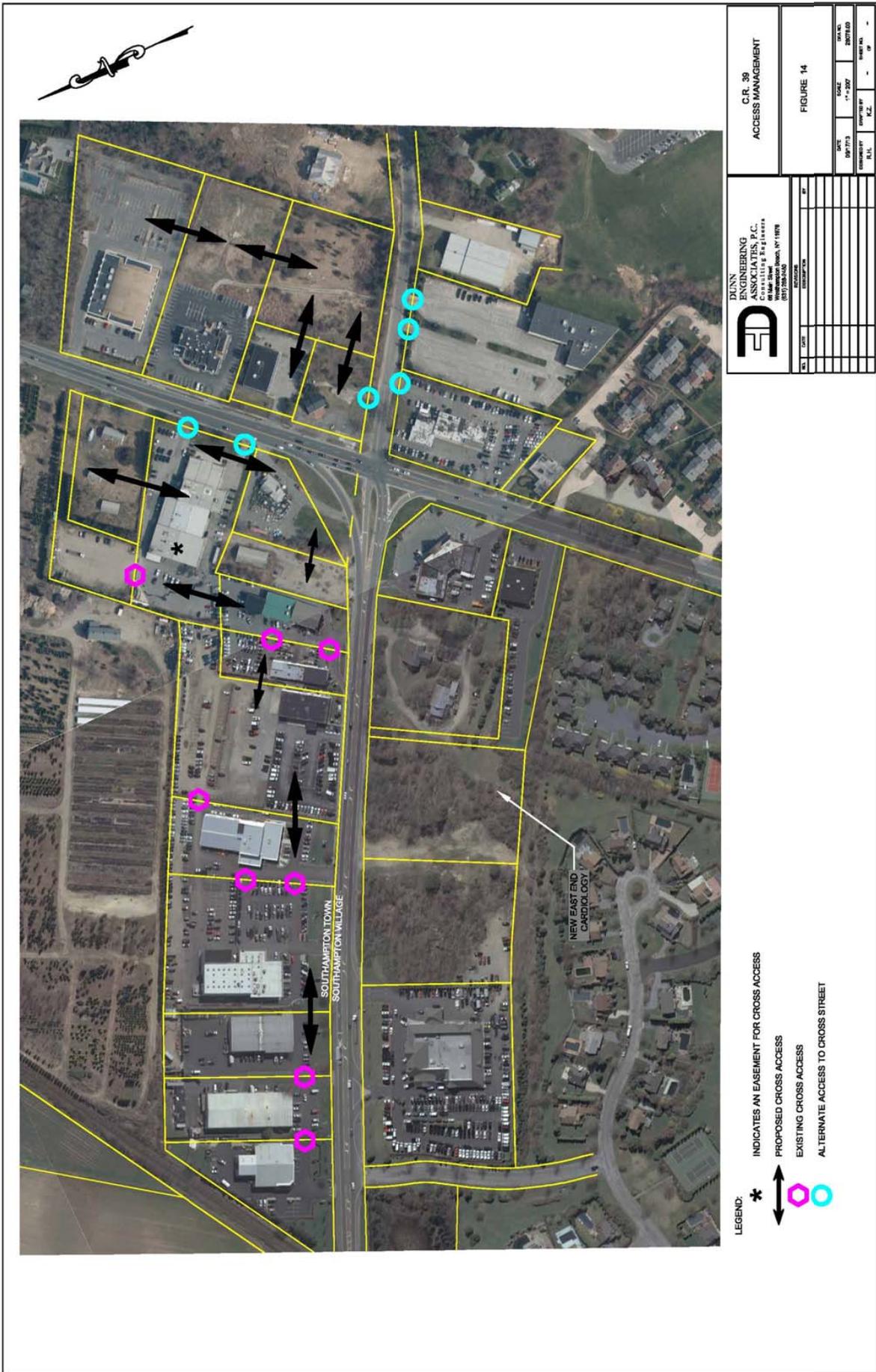
The parcel on the southeast corner of County Road 39 at David White's Lane, the Cancos Tile site, has access only to David White's Lane and the Caruso Medical Office site to the east of it has a full access driveway onto C.R. 39. Both sites are joined by the single two-way aisle which provides access to parking in front of both sites (see Figure 13). A connection could eventually be made thru the adjacent sites to the east, although the provision of additional front yard buffering should also be considered. Cross access opportunities may also exist in the rear of the properties or could be developed using the adjacent LIPA property.

East of the LIRR on the north side of County Road 39 the Yamaha Motorcycles/Carpet Man/Architectural Features sites have connectivity in front of each site's buildings via the front parking aisle. Only two full access driveways serve the three uses. One full access drive serves the Yamaha site and one full access drive is placed between the Carpet Man and Architectural Features sites, which serves both sites. These three sites are a good example of reducing driveways and providing connectivity between sites where the connectivity can be readily seen and used by the public. In addition both driveways serving the sites provide separate left turn lanes and separate right turn lanes for exiting traffic. The first internal conflict point with a cross aisle is over fifty feet removed from CR 39. This is done by providing a substantial vegetative buffer between the parking and access aisles and CR 39 (see Figure 14).

It appears that the cross access opportunities could be further extended to the Storms Motors site just to the east, although an auto display blocks the potential front aisle connection. This arrangement could also be extended easterly to connect with the existing Storm Ford Motor's dealership.

• **South Side of Montauk Highway, East of Flying Point Road**

The Town has long targeted the sites on the south side of Montauk Highway from Flying Point Road to the Pier I Imports site for additional interconnected connected access. As shown in Figure 14, it is proposed to provide access to all four properties fronting on Montauk Highway through cross access easements and driveway through a currently vacant site located on Flying Point Road behind two of the sites. In this manner, left turns from these sites fronting Montauk Highway may be made by exiting the sites via the coordinated cross access onto Flying Point Road and then onto Montauk Highway/Hampton Road via the protection of the traffic signal. This is a far safer method of exiting the four sites fronting Montauk Highway.



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C.R. 39 ACCESS MANAGEMENT

FIGURE 14

Public Outreach

Outreach for the project included phone conversations and in-person interviews with a diverse group of stakeholders.

While these conversations were free ranging, the feedback collected can be grouped under the following headings:

Desired Land Uses: Rural vistas/view corridors, Town community center, small scale/less than 7,500-10,000 square feet retail tenant spaces, Office/medical uses, some housing (but not enough to impact the school districts)

Undesired Land Uses: Light or heavy industrial, student housing, sewage treatment, uncontrolled signage, required sidewalks

Desired Community Character: Rural/agrarian (Rosko Potato Barn), Traditional, A look commensurate with the character of the town (i.e. more upscale), Respect this stretch of road as “the gateway to the Hamptons”

Miscellaneous Comments/Suggestions: Develop a means to create offers of dedication for future sidewalks; develop planting standards / minimum requirements; require cross-access easements with all site and building department reviews (faster implementation); keep highway business and office district zoning from permeating into residential areas; No uniformity, but development that complements the surrounding countryside, like the golf courses.

On December 4th, 2008, the project team conducted a public workshop at the Tuckahoe Common School to collect broader input into the future of County Road 39 than is possible through individual outreach efforts. The event was promoted Town-wide through a mailing to all property owners in the corridor; over 400 phone calls were made to members of the Southampton Business Alliance, Chamber of Commerce, resident associations, community organizations, and civic leaders; posters and flyers distributed to businesses and civic locations (library, Town Hall, etc.) along the corridor; and a news release to local media.

More than 50 residents and business owners in Southampton gathered in the school’s “Cafetorium.” The firm leading the design component of the study gave a presentation on existing conditions in the study area, accompanied by land-use maps and retrofitted images of similar roads. These were weighted through a dot exercise, in which sheets listing all of the comments were displayed on walls around the room and workshop participants were given dot stickers to place next to the ones they felt were most important.

Summary of Supporting Planning Documents

Master Plan-1970

In 1970 the Town Board of the Town of Southampton adopted their first Master Plan. This plan outlines long-term planning objectives, establishes a general plan to guide both public and private development and addresses critical community planning issues. These issues include the protection of natural resources, provisions for affordable housing, forecasting the need for improved or additional municipal facilities, sustaining the local economy, and improving transportation management.

The 1970 Master Plan includes numerous references and recommendations for the CR 39 study area. Future land use recommendations applicable to CR 39 include:

- Primarily single-family residential development on the west end of the study area;
- A commercial area along CR 39 southeast of Cold Spring Pond;
- A greenbelt along the Long Island Railroad from the SUNY Southampton campus, west to and beyond the western study area boundary, including the maritime grasslands that have been recently acquired and preserved by The Nature Conservancy;
- Public and semi-public uses at the SUNY Southampton campus property;
- A commercial district along CR 39 generally at the southeast end of the Southampton Golf Club property;
- Single-family residences east of Sandy Hollow Road to North Main Street; and
- Agricultural reserve/residential lands north of CR 39 and north of the planned light industrial and commercial area located between North Main Street and the CR 39/Montauk Highway intersection.

The intent of the Highway Business zoning designation is described as follows:

The Highway Business areas are designated for highway oriented business and services such as automobile services and sales, certain transient services, offices and wholesale facilities, but not retail shopping and personal service facilities generally found in Village and Shopping Center Business. These areas would also serve as locations for certain commercial recreation activity and entertainment establishments. However, transient and resort motels are prohibited since areas for these uses are specified separately. The Highway Business areas are to be built in accordance with considerable open space and contemporary standards similar to those for a shopping center, including off-street parking (pg 45-46).

Draft Tuckahoe Corridor Study-1993

In 1993, the Town prepared a draft “Tuckahoe Corridor Study (Concepts for Discussion Preliminary to Hamlet Planning),” focusing on the Highway Business (HB) zoned portion of the CR 39 corridor between Tuckahoe Lane and North Sea Road in the unincorporated hamlet of Tuckahoe. The study was never formally adopted by the Town, but it provides insight into community concerns and potential strategies that remain relevant.

The goals of the 1993 Draft Tuckahoe Corridor Study are:

- To stop further traffic congestion and improve traffic flow along County Road 39.
- To conserve and enhance the area’s appearance.

Draft Tuckahoe Corridor Study-1993 (con't)

- To alter land use patterns and site activities in conflict with quality neighborhood environments.
- To plan for significantly sized vacant parcels so that development meets the local growth needs.
- To propose recreational land use concepts to benefit residents and resort bound visitors.

The recommendations for the corridor included:

- Remove the HB district from quadrants of the corridor to lessen commercial growth and its traffic generating potential. Areas where HB zoning was recommended to be removed include: the intersection of Sandy Hollow Road and CR 39; along the south side of CR 39 just east of Tuckahoe Lane; and along the north side of CR 39 between Tuckahoe Lane and Magee Street.
- Develop cross access between businesses to reduce traffic conflicts.
- Provide parking along the sides and rears of buildings.
- Install progressive traffic light cycle controls, where needed, to keep traffic moving.
- Promote street tree plantings with grassed islands.
- Discourage long uncurbed asphalt stretches of parking along the road.
- Unify commercial wall signage when there are two or more businesses in a building.
- Encourage residential development along the highway to hold the residential building and lot appearances.
- Construct commercial buildings using a similar style and character as residential uses rather than common commercial box forms.
- Discourage or diminish commercial window advertisements.
- Ensure parking area lighting meets Town standards as to height, intensity and controlled direction.
- Discourage front yard product displays, particularly vehicles, building materials, boats, masonry products and other bulk items of an inorganic nature.
- Unite various existing adjacent businesses by off street access linkage including rear area access ties with side streets. This would help cut back on highway conflict incidents particularly for exiting traffic from these businesses.

Comprehensive Plan Update (“Southampton Tomorrow”)-1999

The 1999 Comprehensive Plan Update (Update) builds upon the 1970 Master Plan, both of which identify a number of significant land use, transportation, zoning, and capital improvement strategies. A concept plan for the County Road 39 Corridor is shown in Map 2. Objectives for the CR 39 corridor outlined in this plan include:

- Improve access and egress to existing centers and businesses, so as to improve their marketability, as well as safety.
- Reduce visual clutter and provide unifying landscape and design elements.
- Promote infill development rather than sprawl.

Specific recommendations for land use, zoning, design and access are as follows:

Summary of Supporting Planning Documents

Comprehensive Plan Update (“Southampton Tomorrow”)-1999 (con’t)

Land Use

- Promote unified development near Tuckahoe Lane.
- Allow housing as well as low-traffic inducing uses in the peripheral areas of the commercial corridor.
- Promote planned recreational/resort development to the east of Tuckahoe Lane/south of County Road 39. Possible uses include a golf course.
- Curtail large-scale commercial development.

Zoning

- Use Planned Development District (PDD) zoning to coordinate development of vacant and underutilized land from Tuckahoe Lane to Magee Street.
- Rezone outlying Highway Business (HB) parcels to Hamlet Office/Residential (HO), so as to promote more attractive development and reduce traffic conflicts.
- Rezone some residential parcels to HO, so as to promote building setbacks, specifically to the immediate east of Henry Road, opposite a stand of old growth trees and a cemetery wall that should be preserved from any future street improvements.

Traffic Improvement Plan CR39-1994

Recommended modifications by location and implementation phase are summarized:

1. CR 39 at Tuckahoe Road - Signal Timing – east-west CR 39 phase, maximum green time to 255 seconds; to “maximum recall”; Main Street modifications –widen/convert the eastbound right-turn lane and down-stream acceleration lane to a combined thru/right-turn lane.
2. Montauk Highway at Tuckahoe Road - Signal Timing – east-west CR 39 phase, maximum green time to 255 seconds; to “maximum recall”; Main Street modifications-widen Montauk Highway along the north shoulder and re-stripe to provide a second eastbound thru lane; Side street modifications – widen Little Neck Road approach to provide a thru/left-turn lane and a right-turn only lane.
3. CR 39 at Magee Street - Signal Timing – east-west CR 39 phase, maximum green time to 255 seconds; to “maximum recall”; Temporary traffic control- temporary conversion of center left-turn lane to second eastbound thru lane (Hubbard Lane to Sandy Hollow Road).
4. CR 39 at Sandy Hollow Road - Temporary traffic control-see Magee Street.
5. Sunrise Highway/CR 39 Merge Area - Signal Timing – westbound Sunrise Highway phase to “maximum recall”, maximum green time to 255 seconds ; Temporary traffic control – temporary closure of North Road eastbound during AM peak hours.
6. Shrubland Road/New North Highway/ Sebonac Road - Reopen roadway to eastbound traffic; Initiate study of need for traffic signal at Magee Street at Sebonac Road.

Long Island Comprehensive Special Groundwater Protection Area Plan-1992

The Long Island Regional Planning Board has played a major role in the protection of groundwater in Long Island's sole source aquifers including the development of its 1992 "Long Island Comprehensive Special Groundwater Protection Plan." The plan established Special Groundwater Protection Areas or "SGPAs" (which are also county designated critical environmental areas under the State Environmental Quality Review Act) and provides a variety of land use recommendations to ensure the protection of groundwater resources within these areas. The plan has relevance to the CR 39 planning effort as a small portion of the study area located east of Majors Path, north of CR 39, and west of the Long Island Railroad/CR 39 intersection is located within a portion of the Long Island Comprehensive Special Groundwater Protection Area's South Fork SGPA. The SGPA plan offers a number of broad recommendations for protecting the integrity of groundwater resources within the very large South Fork SGPA. Recommendations for the South Fork SGPA are as follows: clustering development, preservation of farmlands through purchase of development rights and transfers of development rights, use of agricultural best management practices, Town and County land acquisitions, replatting of old filed maps to ensure suitable lot sizes to accommodate on-site septic systems (not applicable to the study area), "upzoning" to five acres per lot for residentially zoned properties, limitations on commercial and industrial uses, and filling and regrading of mined sites.

Peconic Estuary Program Comprehensive Conservation and Management Plan-2001

In 1992, the Peconic Estuary was named as one of 28 "Estuaries of National Significance" threatened by pollution under the 1987 Federal Water Quality Act's National Estuary Program. This designation prompted a multi-agency and community-based effort that culminated in the 2001 Peconic Estuary Program's Comprehensive Conservation and Management Plan (CCMP). The CCMP provides a framework of policies, techniques and strategies for various agencies and stakeholders to implement to achieve the protection and management of this critical resource.

The CCMP focuses on several broad topics: Brown Tide, nutrient loading, habitat and living resources, pathogens, toxic contaminants, and critical lands protection. The CCMP management area consists of the entire south shore bays estuary system including its more than 100 bays, harbors, embayments, and tributaries, as well as the system's watershed and groundwater contributing areas. The CCMP has specific relevance to the County Road 39 Corridor study due primarily to the presence of Cold Spring Pond. This coastal salt pond opens to Great Peconic Bay and the Peconic Estuary via a baymouth bar inlet and extends into the study area near the Lobster Inn. In addition, portions of the uplands along the CR 39 corridor are within the Cold Spring Pond and Peconic Estuary watershed and contribute both overland and groundwater flow to the system. Management of this resource and protection from any potential adverse impacts associated with the recommendations of the corridor study is therefore of critical importance.

The goals of the CCMP, as provided in the CCMP, are as follows:

- Ensure a healthy and diverse marine community; optimizing opportunities for water dependent recreation.
- Promote the social and economic benefits, which have been associated with the Peconic Estuary System.
- Establish a comprehensive water quality policy, which ensures the integrity of marine resources, habitat, and terrestrial ecosystems while supporting human activities in the Peconic Estuary study area.
- Ensure an effective technical, regulatory, and administrative framework for the continued monitoring and management of the Peconic Estuary study area.
- Achieve zero discharge (from point and nonpoint sources) of toxic pollutants, and particularly of bioaccumulative chemicals.
- Promote an understanding and, thus, appreciation of the value of the Peconic Estuary as an ecosystem and as a mainstay to the East End economy so that it is preserved and restored as one of the last great places in the Western Hemisphere.
- Involve the many and diverse stakeholders in the Peconic Watershed regarding the implementation of the CCMP and in the future direction and decisions affecting the estuary" (SCDHS, 2001).

Summary of Supporting Planning Documents

Peconic Estuary Program Comprehensive Conservation and Management Plan-2001 (con't)

The CCMP contains 85 recommendations to achieve its water quality, ecological and resource management goals. Recommendations include but are not limited to:

- Preserving water quality east of Flanders Bay;
- Implementing plans to address nonpoint sources of nutrients from existing development, aging septic systems, and fertilizer applications;
- Utilizing land use planning to control nitrogen loading associated with new development;
- Protecting critical natural resource areas by means of local management overlay districts, ordinances, and land protection efforts;
- Protecting wetlands through stewardship programs;
- Implementing habitat restoration plans;
- Identifying and preserving land for open space protection;
- Developing and implementing storm water management plans to control runoff and pathogen loading from existing development;
- Applying land use regulations and construction site guidelines that eliminate or minimize new sources of storm water runoff;
- Investigating new low- and high-tech approaches to remediating storm water runoff;
- Enhancing existing and implementing new best management practices for septic systems;
- Eliminating or reducing pesticide use;
- Ensuring proper storage and disposal of chemicals at construction and road repair sites;
- Keeping toxic substances from getting into runoff and groundwater;
- Creating and carrying-out pollution prevention programs, including local household hazardous waste disposal programs; and instituting public education and outreach programs.

Long Island South Shore Estuary Reserve Comprehensive Management Plan-2001

In 1991 the New York State Legislature enacted New York State Executive Law Article 46 (“South Shore Estuary Reserve Act”). The Act created the South Shore Estuary Reserve and the South Shore Estuary Reserve Council. The Council consisted of a group of representatives from south shore municipalities, Nassau and Suffolk counties, and recreation, business, academic, environmental and citizens groups. The Act authorized the Council to prepare a comprehensive management plan which would increase public education, outreach and resource stewardship and provide a blueprint for state and local governments to restore and maintain the Reserve’s water quality, ecological resources, maritime heritage, use and enjoyment, and estuary-based economy.

Long Island South Shore Estuary Reserve Comprehensive Management Plan-2001 (con't)

The plan recommends 75 distinct actions to protect and manage the SSER. Recommendations include:

- Instituting nonpoint source, storm water, erosion, sedimentation and roadway maintenance controls.
- Employing on-site wastewater disposal system best management practices;
- Protecting and restoring wetlands.
- Ensuring compliance with existing environmental regulations.
- Conducting proper hazardous waste management.
- Protecting wildlife habitat and open space.
- Improving shoreline access.
- Preserving and protecting estuary-related historical resources.
- Promoting the development and redevelopment of water dependent businesses and tourism along the shoreline.
- Enhancing economic viability of shore-dependent businesses; and
- Promoting public education.

Long Island Source Water Assessment Study-2003

The Long Island Source Water Assessment Program study (SWAP) (2003) was conducted by Camp Dresser and McKee on behalf of the New York State, Nassau County and Suffolk County Departments of Health and the Nassau County Department of Public Works. The SWAP was developed through the federal Safe Drinking Water Act amendments of 1996 for the purposes of delineating the source water recharge area for community water supply areas based on various groundwater flow modeling parameters; creating a general inventory of land use and the potential presence of contaminants within source water areas; and providing a rough evaluation of the relative vulnerability of public wells to possible contamination. This study allowed for a review of the delineated public well contributing areas so that land use activities and other threats to these water sources could be assessed.

A Vision for County Road 39-2004

- County Road 39 should be reconstructed to modern safety standards from the terminus of Sunrise Highway (NYS Route 27) to Montauk Highway (NYS Route 27) and easterly on NYS Route 27 to just west of Fairbanks Court. The reconstruction should provide for two westbound travel lanes the entire distance of the proposed improvement. Two eastbound travel lanes should be provided beginning at the two eastbound lanes on Sunrise Highway NYS Route 27 and ending between North Main Street and David White's Lane.
- Each signalized intersection should be improved by the addition of left and right turning lanes as appropriate to maximize the capacity of the intersection to accommodate future traffic conditions.
- The town feels strongly that the key to improving safety and maintaining the capacity of County Road 39 is to limit access and minimize the use of traffic signals. The use of a raised landscaped median with openings only at essential locations will accomplish this goal. Access for trucks and other traffic that may no longer have direct access to adjacent properties should be accomplished using a variety of circulation enhancement techniques.
- To enhance the safety of the roadway and to create a more scenic gateway to the Hamptons, it is recommended that utility poles flanking County Road 39 be removed and the lines buried. It is further recognized that the cost of this work is not traditionally included in highway improvement projects and that the Town will seek supplementary funding to cover some or all of these costs.

Summary of Supporting Planning Documents

A Vision for County Road 39-2004 (con't)

- To help maintain the rural character of the area, particularly in the Shinnecock Hills area, sidewalk areas should be discouraged except where necessary. It is recognized that pedestrian safety and assuring pedestrian access to the public transportation system is of paramount importance.
- Bus turns outs should be provided at each designated bus stop frequently along the corridor particularly at intersections with traffic signals. Bus stops should be provided with bus shelters.
- Landscaping is essential both on the median and along the sides of the road. Some of the landscaping should be evergreen to maintain a green look during the late fall to early spring period. The landscaping should not mask the commercial signage or reduce sight distance along the roadway or for entering or exiting traffic at driveways or intersecting roadways. A landscape architect should be used to develop plans for the streetscape of the CR39 Corridor.
- The use of traffic signals should be minimized and they should be removed wherever possible.
- The Sunrise Highway (NYS Route 27) transition into County Road 39 needs to be simplified through the use of a landscaped median so that traffic from North Road (CR39A to the west) and Inlet Road are not allowed to enter the eastbound traffic lanes. Both sides of the highway and the median should have enhanced landscape to signal a change in the character of the roadway.
- A modern interconnected traffic signal system with remote control capabilities should be installed. Bus priority operation should be considered and all signals should be equipped with emergency vehicle preemption. Intelligent Transportation System techniques such as incident surveillance, closed circuit TV should be considered to manage and operate the highway.
- Buffers and setbacks on residential and commercial property should be used to create an attractive corridor to move the traffic and to protect the adjacent uses from visual and noise impacts of the roadway. Use of the buffers and setbacks will also lessen the impact of the eventual property acquisition to widen the roadway as proposed.

Access Management Plan for CR39-2004

- In order to protect the existing and future capacity of County Road 39 and maximize the safety of the roadway, an aggressive access management plan is recommended to cover the entire length of CR39 from Sunrise Highway (NYS Route 27) to Montauk Highway (NYS Route 27).
- Buffers and setbacks on residential and commercial property should be used to create an attractive corridor to move the traffic and to protect the adjacent uses from visual and noise impacts of the roadway. Use of the buffers and setbacks will also lessen the impact of the eventual property acquisition necessary to widen the roadway as proposed.

Town of Southampton Community Preservation Project Plan-2005

In June of 1988 Governor George Pataki signed legislation enabling the five eastern Long Island towns in the Peconic Bay region to establish a two percent real estate transfer tax or community preservation fund to preserve important open space and environmental resources. As part of this legislation, each of the towns were required to compile a list of target land acquisition properties toward which funds would be allocated to acquire land through negotiated purchase. This mandate resulted in the preparation of the 2005 Town of Southampton Community Preservation Project Plan (CPPP). The CPPP provides a list of target acquisition properties that are organized under nine separate resource headings: agricultural lands; open space/greenbelts; Central Pine Barrens Core Preservation Area; Central Pine Barrens Critical Resource Areas; wetlands; trails; aquifer recharge areas; village and hamlet greens, parks, recreation, and open space; and historic places. Resource classifications that are pertinent to the CR 39 corridor are open space/greenbelts, wetlands, agriculture, and trails. The CPPP also identifies a variety of land preservation techniques and existing Town laws that are available to assist in conservation efforts.

Sustainable East End Development Strategies (SEEDS)-2006

The goals of SEEDS is creating a balanced and sustainable approach to improving transportation in coordination with land development, establish land use policies consistent with regional goals, and guiding regional transportation investment.

Consensus Guiding Principles of SEEDS

- Preserve and enhance hamlet centers
- Provide for a mix of housing types to provide for economic diversity
- Redevelop and reclaim land before converting undeveloped land
- Protect agricultural and open space resources
- Decrease dependency on cars and improve pedestrian and public transit accessibility
- Establish short and long term solutions to chronic congestion and unsafe road conditions

Transportation Management Strategies

- Proposed and approved roadway improvements
 - Intersection geometry
 - Landscaping and other visual improvements
- Signage improvements along all major corridors
- Sidewalk improvements, pedestrian safety and amenities
- Traffic calming measures
- Gateway Improvements

Parking Treatments

- Day lighting congested intersections
 - During peak hours
 - Parking removed 50 feet from intersection along curb cut
 - Creation of turning pockets for better lane utilization
- Satellite Parking Lots
 - Ease demand for spaces lost to day lighted intersections
 - Connected by pedestrian designated routes
 - Located just outside and within walking distance from village or congested location

Transit Focused Investment

- Intermodal hubs within density clusters
- Improved and expanded service on existing SCT bus routes
- Inter-hamlet shuttle bus service

Summary of Supporting Planning Documents

Sustainable East End Development Strategies (SEEDS)-2006 (con't)

Intermodal Hubs Provide

- Increased LIRR service
- Construction of intermodal center
- Connectivity to SCT bus routes
- Connectivity to inter-hamlet shuttles
- Connectivity to available water home transportation
- Taxi stands
- Park and ride locations

Coordinating and expanding SCT Bus Services

- Divide SCT route 92 into two separate loops: North Fork SCT 92A, South Fork SCT 92B
- Improve shuttle and bus routes to provide pull offs with shelter
- Infrastructure on all buses and shuttles to allow for storage of bicycles

Inter-Hamlet Shuttle Service

- Connecting and coordinating with SCT routes and LIRR service at each intermodal center
- Upscale shuttle providing effective service for seasonal residents to beaches, villages and local landmarks

Large Scale Investment: Roads

- Creating new roadway infrastructure along the LIRR right-of-way to provide a limited access bypass route beginning just east of Shinnecock Canal and terminating at East Hampton town line
- Implement traffic calming measures on neighborhood streets

Large Scale Investment: Transit

- East End Inter-hamlet Transit System
- Propose additional second rail track infrastructure

New York State Water Quality Section 305b Report-2006

The New York State Water Quality Section 305b Report is prepared periodically by the New York State Department of Environmental Conservation. The report, which is created pursuant to Section 305b of the Clean Water Act, summarizes surface water quality conditions for major water bodies in the State, determines known or suspected water quality issues, and monitors progress toward remediating adverse conditions. The report utilizes New York State Water Quality Classifications to assess whether these water bodies meet designated best water use designations. The 305b report does not provide specific recommendations for restoring or protecting compromised water bodies but is helpful in determining the current health and impairment status of major systems that are within or adjacent to or which have watersheds or groundwater contributing areas within the CR 39 corridor study. Examples of such features are Cold Spring Pond, Great Peconic Bay, and Shinnecock Bay.

Town of Southampton State Pollution Discharge Elimination System (SPDES) Phase 2 Partnership Report-2008

The Town's Storm Water Management Division was created in January of 2008. The division oversees storm water abatement and management initiatives and provides coordination, implementation, and advisory support for hazard mitigation and loss reduction projects. As part of its duties, the Division prepared an annual State Pollution Discharge Elimination System (SPDES) Phase 2 Partnership Report. The 2008 Partnership Report addresses drainage and storm water pollution issues throughout the Town and the Incorporated Villages of North Haven, Quogue, Sag Harbor, Southampton, and Westhampton Beach. The report focuses on the status of public education and outreach, public involvement and participation, illicit discharge detection and elimination, construction and post-construction storm water runoff regulations, and pollution prevention and good housekeeping practices for municipal operations. Actions identified by the Partnership Report that are currently underway to address storm water and storm water pollution are as follows:

- Periodic storm water management and education presentations at Town and Village Board, governmental committee, and civic association meetings, public workshops, and regional conferences, and engineering and environmental firms.
- Mailing of newsletters to taxpayers and furnishing additional copies at Town Hall and Building Departments throughout the Town. The newsletter provides general storm water and storm water abatement and management information, storm water management requirements, and identifies flood zones in the Town. It also discusses storm water best management practices for dealing with the disposal of waste oil and household hazardous materials, pesticide use, recycling and yard waste disposal, pet waste management, wetland protection, soil stabilization and erosion control, site specific property development and redevelopment requirements, and related ordinances that are proposed to address storm water issues.
- The mailing of storm water information to civil engineers and landscape architects, designers, contractors, and materials suppliers operating within the Town.
- Training of staff for storm water abatement and management issues.
- Preparation of draft local laws, ordinances, code amendments, and implementation of programs addressing: Phase 2 storm water management activities and construction and storm water pollution prevention standards, illicit discharges, erosion and sedimentation regulations, goose control, pet waste requirements, and septic systems management, including inspections of existing septic systems.
- Assessment of ways to better control nitrogen and pathogen inputs to the Peconic Estuary.
- Consideration of ways to reduce storm water runoff and contaminant levels through the institution of state-of-the-art technologies and management practices such as filter systems and flow barriers.
- Development of suction truck and street sweeping waste processing sites including retention basins with dewatering, drying, and storage areas complete with liners and drywells at existing Town recycling centers.

Quadrant 1: Existing Conditions: Environmental Resources

Soil Resources:

- Unlike other portions of the study area, Quadrant 1 contains little prime agricultural soils, just two small pockets at the very southern end, straddling the study area boundary.
- Poorly drained hydric soils, associated with surface waters and wetlands, are found in the southern and eastern shore areas of Cold Spring Pond, including land immediately adjacent to the right-of-way at the western gateway south of the Lobster Inn. Hydric soils support such natural features as tidal marshes, reed marshes, emergent marshes or wet meadows, red maple hardwood swamps, as well as ponds and creeks. Because disturbance of these soils can have adverse impacts on groundwater, surface water, and ecological resources, they can pose significant constraints to development.

Quadrant 1: Existing Conditions: Environmental Resources (con't)

Soil Resources:

- The CR39 corridor and surrounding areas contain sand and gravel resources used in construction. Currently, there is only one such operation in the study area — the 13 acre “Rambo pit”.

Aside from the hydric soils, most soils in the study area pose few constraints to development.

Topography: The Shinnecock Hills area contains rolling topography with gentle, moderate and steeply-dipping slopes associated with the Ronkonkoma Moraine. South of the highway, however, topographical differences make it more difficult to buffer commercial uses from the residences that hover above them. Sharp changes in grade between adjacent commercial properties can also affect the creation of cross access.

Drainage patterns: Regional drainage along CR 39 is generally to the north and northeast toward the Great Peconic Bay and Cold Spring Pond in the Shinnecock Hills areas. As discussed below, in the section on Water Resources, the quality and usability of these water bodies are threatened by pollution from area runoff. Site drainage must be considered on a site-by-site basis.

Natural Communities: Natural systems in the western half of the study area (Quadrants 1 and 2) have been severely fragmented by previous development, although not to the extent of the eastern half where most have been eliminated and replaced with buildings, pavement, landscaping, and invasive vegetation.

- The predominant remaining natural community in Quadrant 1 is Pitch Pine-Oak Forest, which is seen in the western gateway area on the wooded portion of the Lobster Inn property and the SR27 right-of-way to the south of it. The gateway also includes a small portion of Red Maple Hardwood Swamp, and Tidal Marsh on the Trustee-owned property bordering Cold Spring Pond.
- The eastern part of Quadrant 1 includes Red Maple Hardwood Swamp, Successional Southern Hardwoods, Tidal Marsh and Maritime Heathland and Maritime Grassland. Both Maritime Grasslands and Heathlands are relatively abundant in the study area but are globally rare and very rare in the State of New York. They can be found generally north of the SUNY Southampton campus, including within the 25.7-acre Nature Conservancy preserve and wild (non-maintained) areas of the area golf courses. The Nature Conservancy Maritime Grasslands and Heathlands are preserved while other privately owned instances of these communities in the study area are not.
- A Maritime Heathland is a dwarf shrubland community that occurs on rolling outwash plains and moraines of the glaciated portion of the Atlantic coastal plain, in proximity to the ocean and within the influence of offshore winds and salt spray. This community is dominated by low heath or heath-like shrubs that collectively have greater than 50 percent cover. Grasses and forbs are commonly present in a maritime heathland, but they do not form a turf. This community commonly occurs adjacent to and grades into Maritime Grasslands and the two communities may occur together in a mosaic (Edinger et al., 2002). Maritime Grasslands are dominated by grasses that commonly form a turf. The grasses provide greater than 50 percent of the land cover. Low heath shrubs are some-times present and provide less than 50 percent cover.

Fish and Wildlife:

In general, much of the native habitat in the study area has been disturbed and fragmented by commercial, residential, institutional, recreational, and transportation development. This disturbance and fragmentation has resulted in the degradation and an overall reduction in the quality of wildlife habitats from their natural conditions in many areas. There are a wide variety of wildlife species that could conceivably inhabit, breed within, or visit the study area, most likely in the natural woodlands, grasslands, shrublands, and wetlands with a lesser presence in heavily developed areas along the CR39 right-of-way.

Quadrant 1: Existing Conditions: Environmental Resources (con't)

Endangered or Threatened Species: The Town's Geographic Information Systems database and NYSDEC Natural Heritage Program records indicate a number of rare or state-listed plants that are known to occur, may occur, or have been previously identified in the general area. The list of species should not be considered an exhaustive or all-inclusive listing, nor should it be concluded that all listed species currently inhabit the area or are in close enough proximity to future planned development activities to be affected. The area between the intersections of Shinnecock Hills/Saint Andrews Road and CR39 west of the Southampton College campus and Art Village Circle (on both sides of the highway) have the most potential to contain rare plants and ecological communities. Rare or state-listed species that are known to exist or possibly occur within the study area include a number of vascular plants and amphibians. Vascular plant species of concern include Nantucket Juneberry (*Amelanchier nantucketensis*) (Endangered); Midland Sedge (*Carex mesochorea*) (Endangered); Silvery Aster (*Synphyotrichum concolor* var. *concolor*) (Endangered); Possum-haw (*Viburnum nudum* var. *nudum*) (Endangered); Seabeach Knotweed (*Polygonum glaucum*) (Rare); Showy Aster (*Eurybia spectabilis*) (Threatened); Bushy Rockrose (*Helianthemum dumosum*) (Threatened); Slender Beadgrass (*Paspalum setaceum* var. *psammodon*) (Threatened); Flax-leaf Whitetop (*Sericocarpus linifolius*) (Threatened); and Flat-top Goldenrod (*Euthamia gymnospermoides*) (Unlisted). In addition, the Tiger Salamander (*Ambystoma tigrinum*) (Endangered) has been identified a short distance north of the study area and a potential tiger salamander habitat exists at a small isolated fresh coastal plain pond located approximately 135 feet north of CR 39, east of Inlet Road East.

Critical Environmental Areas: Section 157-10 (3) of the Southampton Town Code classifies NYSDEC Freshwater wetlands and adjacent areas that are subject to the requirements of Article 24 of the State Environmental Conservation Law as critical environmental areas. There are a number of NYSDEC regulated freshwater wetlands within the Quadrant 1, as discussed below and shown on the wetlands map. These areas, as well as tidal wetlands and smaller unmapped freshwater wetlands, are also regulated by the Town pursuant to Chapter 325, "Wetlands" of the Southampton Town Code.

- The County-designated Peconic Estuary and Environs CEA includes Cold Spring Pond, a small portion of which is within Quadrant 1 of the CR39 study area.
- One designated CEA that is located outside of the study area but immediately adjacent to its boundaries is the Town-designated Shinnecock Indian Contact Period Village Fort CEA which shares its eastern boundary with the southwestern boundary of the study area.

Other Areas of Environmental Distinction:

According to the New York State Natural Heritage Program, the corridor study area is adjacent to a designated Significant Coastal Fish and Wildlife Habitat. The New York State Department of State's Coastal Atlas indicates that the only Significant Coastal Fish and Wildlife Area in proximity to CR 39 is a stretch of shoreline located between the Great Peconic Bay and the northwest shore of Cold Spring Pond. This area is significant in terms of both plant and animal communities including populations of least tern, common tern and piping plover. Although this area is located outside the study area along the west shore of Cold Spring Pond, a portion of Cold Spring Pond near the Lobster Inn is within the study area and land development activities could potentially affect environmental conditions in the pond. The stretch of CR39 located south of Cold Spring Pond comprises the designated landward coastal boundary and is approximately 80 feet from the southwest inland extent of Cold Spring Pond.

Quadrant 1: Existing Conditions: Environmental Resources (con't)

Environmental Resources — Water

Cold Spring Pond: Quadrant One contains the CR39 corridor's main water resource, Cold Spring Pond — a tidally influenced coastal salt pond opening to the Great Peconic Bay along its western shoreline or bay mouth bar. The pond is 185.6 acres, and is classified by the New York State Department of Environmental Conservation (NYSDEC) as "SA" waters, with a use designation of "threatened", indicating that uses are not restricted and no water quality problems exist, but that specific land uses or other changes in the surrounding watershed are known or strongly suspected of threatening water quality. Possible threats include storm water runoff, wastewater disposal, marine activities, intensive land development, and application of fertilizers and pesticides. On the southwest end of Cold Spring Pond and east of the Lobster Inn restaurant is a dredged and partially bulkheaded "canal" within approximately 82 feet of the CR39 right-of-way. Since this area is in topographic depression, contains both wetlands and open waters, and the CR39 right-of-way passes in close proximity to these water features, it is considered generally more vulnerable to receiving and experiencing the impacts of storm water inputs.

Small Freshwater Coastal Plain Pond: There is a small unnamed circular freshwater coastal plain pond located approximately 134 feet north of CR 39 and 810 feet east of the centerline of Hills Station Road within an unopened quadrant of Inlet Road East. The pond is estimated to be one-quarter acre in size and is located on private property. It is surrounded by a narrow band of fringing freshwater wetlands containing a variety of common wetland vegetation. The types of wildlife inhabiting this pond and its adjacent uplands are unknown but the pond may be suitable habit or breeding area for endangered tiger salamanders (*Ambystoma tigrinum*) although a review of NYSDEC Natural Heritage Program literature did not indicate any documented reports of these animals at this location.

- **Inlet Road Peninsula Pond:** A small salt or brackish pond exists on a peninsula located along the shore of Cold Spring Pond north of the unopened portion of the Inlet Road East right-of-way and the aforementioned coastal plain pond. This area includes low intertidal marsh and high marsh.
- **Spring Pond Lane Ponds:** There are three small unnamed ponds located near Spring Pond Lane just east of Cold Spring Pond. The area is poorly drained and contains associated red maple-hardwood swamps.
- **Stormwater Recharge Basins:** There are several man-made storm water recharge basins identified within the corridor study area, which are shown on the Surface Waters, Wetlands and Recharge Basin. The largest of these in Quadrant 1 is located east of Shrubland Road, approximately 900 feet north of CR 39; in an area containing freshwater wetlands. Smaller basins exist in the vicinity of Hilltop Road in between the row of commercial uses fronting the highway and the residential parcels immediately to the south; a parcel near the corner of Shinnecock Hills and Greenfield Roads; and two areas south of the LIRR right of way in the vicinity of Blackwatch Court and McGregor Drive. The Town's minimum wetlands buffer zone for recharge basins is 25 feet.

Wetlands:

- DEC designated wetlands line both sides of CR39 in the western gateway area at Inlet Road, and have the potential to influence activities such as gateway landscaping or circulation improvements (see the Traffic discussion below).
- A parcel containing DEC wetlands abuts the south side of CR39 east of Fairfield Road. This caps the end of the row of commercial uses in this area, effectively serving as a natural barrier for the concentration of businesses here.
- Fringing high marsh and tidal wetlands exist along the south shore of Cold Spring Pond, north of Shrubland Road.
- There is a fringing tidal wetland along the east shore of Cold Spring Pond, and a freshwater wetland and an area containing standing water on the south side of Shrubland Road. This tidally-influenced feature supports several plant species that are adapted to saline conditions. The freshwater feature was once part of the tidal wetlands system but today is no longer directly connected due to the construction of Shrubland Road.
- There are wetlands present on open space properties in the southern portion of this quadrant, in the vicinity of Montauk Highway, some of which have been pre-served for use as a greenbelt. Their presence may affect the use of these parcels for pedestrian or bicycle paths.

Quadrant 1: Existing Conditions: Environmental Resources (con't)

- Federal Emergency Management Act Flood Zones: Most of the corridor study area is outside (inland) of Federal Emergency Management Agency (FEMA) designated 500-year flood zones. However, land adjacent to Cold Spring Pond, including the western gateway, lies within zones of flood potential including FEMA AE 100-year flood zones and X500 flood zones.

Historic and Archaeological Resources

Nearly all of the study area in Quadrant 1 has been designated as archaeologically sensitive by the State Office of Parks, Recreation and Historic Preservation (OPRHP) due primarily to historic and prehistoric Native American activity within the area. The Shinnecock Indian Contact Period Village Fort critical environmental area, Sugar Loaf Hill Indian Burial Grounds Archaeological Resource Area, and Chase-William Merritt- Homestead are all located outside the study area, but contiguous with its southwestern boundary.

Quadrant 2: Existing Conditions: Environmental Resources — Land

Soil Resources:

- Quadrant 2 contains prime agricultural soils in the southeastern portion. While there are some parcels in agricultural use off, and east of, Tuckahoe Lane, much of the agriculturally-suitable land has been placed in residential development. As noted above in the discussion of Open Space, there is one 12-acre agricultural parcel on the Town CPF target list.
- Poorly drained hydric soils, associated with surface waters and wetlands, occur off Tuckahoe Lane, spreading east and west primarily through golf course land, where they do not affect the existing land use. This area also includes the 5-acre wooded parcel in the CPF target list.

As in the other quadrants, aside from the hydric soils, most soils in the study area pose few constraints to development.

Topography: Topography in this quadrant is not as variable as Shinnecock Hills to the west, but does contain some moderately-steeply sloping and rolling terrain, particularly on the golf course lands and in the aptly named residential street of Overlook Drive. As noted, steep slopes provide a natural barrier between the commercial uses on CR39 northwest of the Tuckahoe Land intersection. They continue to constrain properties east of the intersection, to the extent that a retaining wall has been erected on the north side of the road.

As a result, it is likely that, should the vacant 2-acre parcel in this area be developed, access will have to be off Tuckahoe Lane.

Drainage patterns: Drainage here is generally consistent with regional patterns — i.e. to the north toward the Great Peconic Bay and Cold Spring Pond — but must be considered on a site-by-site basis.

Natural Communities: Areas adjacent to CR 39 are primarily developed and consist mostly of common terrestrial cultural ecological communities associated with development, landscaping, and other disturbances or modifications to the land — in the particular case, golf course development. However, pockets of vacant woodlands, wetlands, heathlands and shrublands do exist along the CR 39 corridor, including a NY State designated Natural Heritage area which occupies much of the western part of the corridor for this quadrant. The Town has identified and mapped a diverse and fragmented mosaic of fifteen distinct ecological communities in the study area. Most occur in the western and central portions, including Quadrant 2. Ecological communities identified within the study area are: Developed, Landscaped, and Disturbed Areas (Terrestrial Cultural); Cultivated Lands; Emergent Marshes or Wet Meadows; Lakes, Ponds, and Creeks; Maritime Grasslands; Maritime Heathlands; Pitch Pine – Oak Forest; Red Maple Hardwood Swamps; Reedgrass Marshes; Successional Maritime Forests; Successional Old Fields; Successional Red Cedar Woodlands; Successional Shrublands; Successional Southern Hardwoods.

Quadrant 2: Existing Conditions: Environmental Resources — Land (con't)

The golf courses contain abundant stretches of Maritime Grasslands and bit of Maritime Heathland, both globally rare and very rare in the State of New York. With the exception of the Nature Conservancy preserve, the instances of these communities are not protected.

Fish and Wildlife: Fish and wildlife populations in the area are generally expected to consist of the diverse assemblages of fish and wildlife associated with the previously listed ecological communities. In general, much of the native habitat has been disturbed and fragmented along the corridor by commercial, residential, institutional, recreational, and transportation development. This disturbance and fragmentation has resulted in the degradation and an overall reduction in the quality of wildlife habitats from their natural conditions in many areas. Some of the more common species that could inhabit, breed within, or visit the study area include but are not limited to: muskrat (*Ondatra zibethicus*), raccoon (*Procyon lotor*), white-tailed deer (*Odocoileus virginianus*), opossum (*Didelphis virginiana*), white-footed mouse (*Peromyscus leucopus*), eastern cottontail rabbit (*Sylvilagus floridanus*), eastern mole (*Scalopus aquaticus*), eastern grey squirrel (*Sciurus carolinensis*), woodchuck (*Marmota monax*), short-tailed shrew (*Blarina brevicauda*), American crow (*Corvus brachyrhynchos*), black-capped chickadee (*Parus atricapillus*), grey catbird (*Dumetella carolinensis*), American robin (*Turdus migratoris*), blue jay (*Cyanocitta cristata*), rufous-sided towhee (*Pipilo erythrophthalmus*), red-winged blackbird (*Agelaius phoeniceus*), Canada goose (*Branta canadensis*), American black duck (*Anas rubripes*), wood duck (*Aix sponsa*), marsh wren (*Cistothorus palustris*), common yellowthroat (*Geothlypis trichas*), eastern box turtle (*Terrapene carolina*), eastern mud turtle (*Kinosternon subrubrum*), green frog (*Rana clamitans*), bullfrog (*Rana catesbeiana*), fowler's toad (*Bufo woodhousei fowleri*), pickerel frog (*Rana palustris*), spring peeper (*Hyla crucifer*), eastern garter snake (*Thamnophis sirtalis*), and red-backed salamander (*Plethodon cinereus*) (Springer-Rushia and Stewart, 1996 and 1998).

Most of these species are more likely to be found in the natural woodlands, grasslands, shrublands, and wetlands in the area with a lesser presence in heavily developed areas along the CR 39 right-of-way.

Endangered or Threatened Species: As noted for Quadrant 1, the Town's GIS database and NYSDEC Natural Heritage Program records indicate a number of rare or state-listed plants that are known to occur, may occur, or have been previously identified in the general area — with the most potential occurring Saint Andrews Road. The list of species was given previously in the discussion of Quadrant 1.

Critical Environmental Areas: Section 157-10 (3) of the Southampton Town Code classifies NYSDEC Freshwater wetlands and adjacent areas that are subject to the requirements of Article 24 of the State Environmental Conservation Law as critical environmental areas. The quadrant contains a significant amount of these wetlands, clustered on golf course land on either side of Tuckahoe Lane, as well as a portion south of New North Highway (see Southampton Golf Club Ponds and Bullhead Bay Pond, below). These areas, as well as smaller unmapped freshwater wetlands, are also regulated by the Town pursuant to Chapter 325, "Wetlands" of the Southampton Town Code.

Environmental Resources — Water

There are several surface water features within or immediately adjacent to the CR 39 corridor study area. With the exception of storm water recharge basins east of Majors Path and David White's Lane, these features are concentrated in the western half of the study area — near Cold Spring Pond, in the golf courses, along Sandy Hollow Road, and adjacent to the Long Island Railroad. Water quality data indicating general conditions and the ecological health is available for Cold Spring Pond, the Great Peconic Bay, and Shinnecock Bay, but none of the other water resources inventoried.

Surface Waters:

- **Bullhead Bay Pond:** A small unnamed freshwater pond exists south of New North Highway on the National Golf Links of America golf course property and drains in a northerly direction toward Bullhead Bay. It is part of a larger NYSDEC freshwater wetlands system that ultimately discharges to NYSDEC tidal wetlands and the open waters of Bullhead Bay.

Quadrant 2: Existing Conditions: Environmental Resources — Land (cont)

Surface Waters:

Bullhead Bay Pond: A small unnamed freshwater pond exists south of New North Highway on the National Golf Links of America golf course property and drains in a northerly direction toward Bullhead Bay. It is part of a larger NYSDEC freshwater wetlands system that ultimately discharges to NYSDEC tidal wetlands and the open waters of Bullhead Bay.

Southampton Golf Club Ponds: There are eight small unnamed freshwater ponds or water features on the Southampton Golf Club property. Some of the ponds, particularly those near Tuckahoe Lane, are associated with a mosaic of freshwater wetlands identified as red maple hardwood swamps.

Parish Pond: A linear freshwater pond/recharge area associated with the Parish Pond residential subdivision located south of CR 39, north of Canoe Place Road, east of Tuckahoe Road and west of Fort Pond/St. Andrews Road. The pond/recharge area is equipped with aerators, apparently in an attempt to oxygenate the water, reduce pond stagnation, and generally maintain a higher level of water quality.

Art Village Circle: An unnamed freshwater pond/recharge area is centrally located within the Art Village Circle residential subdivision, south of CR 39, east of St. Andrews Road and west of Tuckahoe Lane.

Stormwater Recharge Basins: Man made storm water recharge basins in this quadrant were identified at the following locations:

- Southwest side of the intersection of CR 39 and the Long Island Railroad, at the eastern end of the Nature Conservancy preserve;
- South of the Long Island Railroad and north of Nicholas Court South;
- In the southwest corner of the Saint Andrew's Circle development;
- South of CR 39, east of the proposed Fairfield at Southampton multi-family residential development, and west of the golf driving range consisting of a linear/channeled open water drainageway located approximately 10 feet from the edge of pavement and along the edge of the proposed CR 39 right-of-way at its closest point. The recharge basin recently underwent physical extension and improvements as part of the recent CR 39 road improvements project;

During a field investigation, recharge basins in the vicinity of the LIRR right of way tended to be dry with no signs of wetlands vegetation. Vegetation associated with the dry recharge basins consist primarily of terrestrial, invasive and successional tree, shrub and plant species rather than obligate or facultative wetlands vegetation. Wetland vegetation or "hydrophytes" commonly associated with wet recharge basins were also limited — though present — in wet basins due to the steeply sloping sides of the basins and recent construction or maintenance.

The Town's minimum wetlands buffer zone for recharge basins is 25 feet.

Wetlands: The abundant presence of DEC-designated wetlands was noted above under the discussion of Critical Environmental Areas. In addition, Town-designated wetlands have been identified on the surrounding golf course lands, and on an existing vacant parcel fronting Tuckahoe Lane. The 0.8 acre wooded parcel (ID: 29756) was noted above in the discussion of open space as being adjacent to a 12.3 acre CPF target. Although small, it presents approximately 180 linear feet of wooded road frontage on Tuckahoe Lane.

Federal Emergency Management Act Flood Zones: Most of the corridor study area is outside (inland) of Federal Emergency Management Agency (FEMA) designated 500-year flood zones. However, in this quadrant land adjacent to the southernmost headwaters of Bullhead Bay in the Shinnecock Hills Golf Course, and along Shinnecock Bay near Old Fort Pond are within zones of flood potential including FEMA AE 100-year flood zones and X500 flood zones.

Quadrant 2: Existing Conditions: Environmental Resources — Land (con't)

Groundwater: Depth to groundwater is variable along the CR 39 corridor study area but generally ranges between 0 feet within freshwater ponds and wetlands to approximately 85 feet in the Shinnecock Hills area. The generalized groundwater flow direction is variable due to a groundwater divide that essentially bisects the study area from east to west. Groundwater flow near the northern boundary of the study area is in a generally northerly direction and flow at the south end of the study area is generally in a southerly direction.

All of Quadrant 2 falls within the Suffolk County Department of Health Services' (SCDHS') Groundwater Management Zone IV. Article 6 of the County Sanitary Code requires that developments in this zone utilize community sewage disposal systems when lots are less than 20,000 square feet, or the population density equivalent of the Code can be met. These requirements do not apply to grandfathered preexisting nonconforming developments and single and separately held single-family house lots over 8,000sf that have sufficient space for on-site systems.

Public Water: Residents and businesses along the corridor are served primarily by the Suffolk County Water Authority. The Authority has a public wellhead located at the intersection of North Road and Bahn Road, directly south of the Nature Conservancy preserve and the LIRR right-of-way.

Historic and Archaeological Resources:

- The Shinnecock Hills Golf Club is listed on the National Register of Historic Places, as it claims to be the oldest formal organized golf club in the United States and has a clubhouse designed by the noted architect Stanford White.
- Large swaths of the quadrant, encompassing its eastern and western flanks, are considered to be archaeologically sensitive.
- Five historic homes of local interest are located in this quadrant. Two, the John Miller House and C.H. Jennings House, are located at the eastern cusp of this quadrant off Sebonac Road. Three, the Bartholomew Smith House, D.L. Keys House, and Studio Lane House are clustered near the intersection of Tuckahoe Lane and Montauk Highway.

Soil Resources:

- Quadrant 2 contains extensive Class I and II agricultural soils. Although much of this agriculturally-suitable land is developed, the southwest portion of the quadrant in the Shinnecock Hills hamlet contains some agricultural reserve land and other agricultural property that is on the CPF priority list for preservation. Ironically, one of the few remaining pieces of agricultural property in the area, the site of the Rosko barn, does not appear underlain by prime agricultural soils.
- There are no poorly drained hydric soils in this part of the corridor.

Topography:

- Land in Quadrant 3 is largely flat, having slopes with a gradient of less than 5%. The few pockets of steeply sloping land is generally man made, as in the heavily excavated "Rambo pit" property south of the LIRR tracks at Magee Street or the drainage basin further east off Bishops Lane.
- There are small areas where steep slopes may serve as a development constraint, or provide opportunities for views.

The Rosko barn site is one such property, sloping up sharply from the sidewalk on CR39. Its elevation makes the iconic barn building more visible from the corridor, and there are some scenic views available from atop the site.

Drainage patterns: Although drainage must be considered on a site-by-site basis, nearly all of the corridor study area in the quadrant drains south to the Atlantic Ocean.

Quadrant 3: Existing Conditions: Environmental Resources — Land

Natural Communities: The eastern half of the CR39 corridor lacks the biological diversity found in the two quadrants to the west. The Natural Communities map shows patches of “cultivated lands” which is consistent with the presence of prime agricultural soils and noted agricultural uses. In the case of the Southampton Commons subdivision, these cultivated lands are in the process of being replaced with housing. The map also shows a patch of emergent marsh/wet meadow toward the rear of the Mercedes parcel.

Fish, Wildlife and Flora: Habitat in this part of the corridor is the most heavily affected by development, and has been severely fragmented and degraded. GIS and NYSDEC Natural Heritage Program records do not indicate the presence of rare or state-listed plant or animal species.

Critical Environmental Areas: The only DEC designated wetlands in the study area are well off the corridor in the northern portion of Sandy Hollow Road. Land in this area is residentially zoned and fully platted. Much of the property remains vacant, owing in part to the development constraints posed by the wetlands.

Environmental Resources — Water

Surface Waters and Wetlands: There are no surface water bodies in this quadrant with the exception of the DEC wetlands noted above and surrounding properties on the Town wetland inventory.

Stormwater Recharge Basins: There are three recharge basins in this quadrant:

- On the west side of Magee Street at its southernmost end before the Southampton Village municipal boundary. The basin is adjacent to agriculturally used land and across from the proposed Ponds condominium development;
- At the intersection of Bishops Lane and the Long Island Rail Road right of way;
- Northeast of the intersection of North Sea Road and Majors Path.

Federal Emergency Management Act Flood Zones: This part of the study area does not lie within any FEMA flood zone.

Groundwater: The quadrant falls across two of Suffolk County Department of Health Services’ (SCDHS’) Groundwater Management Zones. Property west of Bishops Lane and Magee Street is in Groundwater Management Zone (GMZ) IV, which supports development at the density, or equivalent, of one dwelling per 20,000sf. Land in the CR39 corridor east of Bishops Lane and Magee Street is in the more restrictive Groundwater Management Zone V, which requires a minimum residential lot size of 40,000 square feet. These requirements do not apply to grandfathered preexisting nonconforming developments and single and separately held single-family house lots that have sufficient space for on-site systems. As a result, the SCDHS groundwater management restrictions hold little sway in this part of the corridor, where the residential land is mostly either developed or single and separately held and most commercial lots will have some grandfathered flow. The full or expanded redevelopment of underutilized properties such as the Aviation Museum site may be limited by GMZ development standards, but large scale development is likely to rely on a Cromaglass or other advanced treatment system. The R15 and R20 development in the eastern part of the quadrant exceeds the SCDHS current standards.

Public Water: Residents and businesses along the corridor are served primarily by the Suffolk County Water Authority. The Authority has several public wellheads located east of the drainage basin in the vicinity of North Bishops Lane and several more south of the LIRR tracks east of Moses Lane.

Historic and Archaeological Resources:

This quadrant is north of, and borders on, Southampton Village which has an abundance of historic resources and sites clustered in three historic districts. The largest is the Southampton Village Historic District, which is arrayed along Montauk Highway. It would be accessed from CR39 off of Tuckahoe Lane, South Magee Street/Moses Lane, or North Sea Road. The other two districts lie south of Quadrant 4 of the CR39 study area.

- There are a handful of historic buildings clustered on North Magee Street in the vicinity of the Tuckahoe School. These include the Old Tuckahoe School along with the John Miller House, CH Jennings House and Bruning House.
- Portions of the corridor west of the 5-way intersection of CR39 and Sebonac Road are considered archaeologically sensitive.

The Rosko Barn at the southwest corner of CR39 and Magee Street is not included in the Town's historic resource inventory but is nonetheless considered a significant community landmark because it is one of the last remaining structures along CR39 that evokes the area's agricultural past. Many believe the barn should be preserved and stabilized for adaptive reuse. At its July 2010 meeting the Town's Landmarks and Historic Districts Board considered recommending that the Town apply the \$500,000 Sebonack Golf Course MUPPD public benefit contribution toward the Rosko Barn's preservation.

Quadrant 4: Existing Conditions: Environmental Resources — Land

Soil Resources:

- Quadrant 4 is made up of Riverhead and Haven soils, Haven loam graded, Bridgehampton silt loam, and Riverhead sandy loam. The slopes in this area are between 0 and 8 percent.

Topography: Topography in this quadrant shifts about 20 feet from west to east. At David White's lane and heading east the land is general flat, at 45 feet topo lines. After the LIRR tracks the topography drops to 20 and 15 feet lines.

Drainage patterns: There are four recharge basins/areas near the LIRR tracks, on both sides of County Road 39.

Natural Communities: Much of this area is commercially developed. Two types of flora exist throughout this area: *Helianthus angustifolius* (Swamp Sunflower), and *Agalinis acuta* (Sandplain Gerardia). There are agricultural lands north of CR39 in Quadrant 4. This area is also in an agricultural overlay district.

Fish and Wildlife: Fish and wildlife populations in the area are generally expected to consist of the diverse assemblages of fish and wildlife associated with the previously listed ecological communities. In general, much of the native habitat has been disturbed and fragmented along the corridor by commercial, residential, institutional, recreational, and transportation development. This disturbance and fragmentation has resulted in the degradation and an overall reduction in the quality of wildlife habitats from their natural conditions in many areas.

Most of these species are more likely to be found in the natural woodlands, grasslands, shrublands, and wetlands in the area with a lesser presence in heavily developed areas along the CR 39 right-of-way.

Endangered or Threatened Species: As noted for Quadrant 1, the Town's GIS database and NYSDEC Natural Heritage Program records indicate a number of rare or state-listed plants that are known to occur, may occur, or have been previously identified in the general area — with the most potential occurring Saint Andrews Road. The list of species was given previously in the discussion of Quadrant 1.

Critical Environmental Areas: Section 157-10 (3) of the Southampton Town Code classifies NYSDEC Freshwater wetlands and adjacent areas that are subject to the requirements of Article 24 of the State Environmental Conservation Law as critical environmental areas. The on the east side of the roadway, quadrant 4 falls into the South Fork Special Groundwater Protection Area (SGPA).

Groundwater Management: Most of Quadrant 4 falls within the Suffolk County Department of Health Services (SCDHS) Groundwater Management Zone V. At Montauk Highway, where CR39 meets Flying Point Road, the area is in Zone IV.

Historic and Archaeological Resources:

- The Shinnecock Hills Golf Club is listed on the National Register of Historic Places, as it claims to be the oldest formal organized golf club in the United States and has a clubhouse designed by the noted architect Stanford White.

Paumanok Path from the Southampton Trails Preservation Society

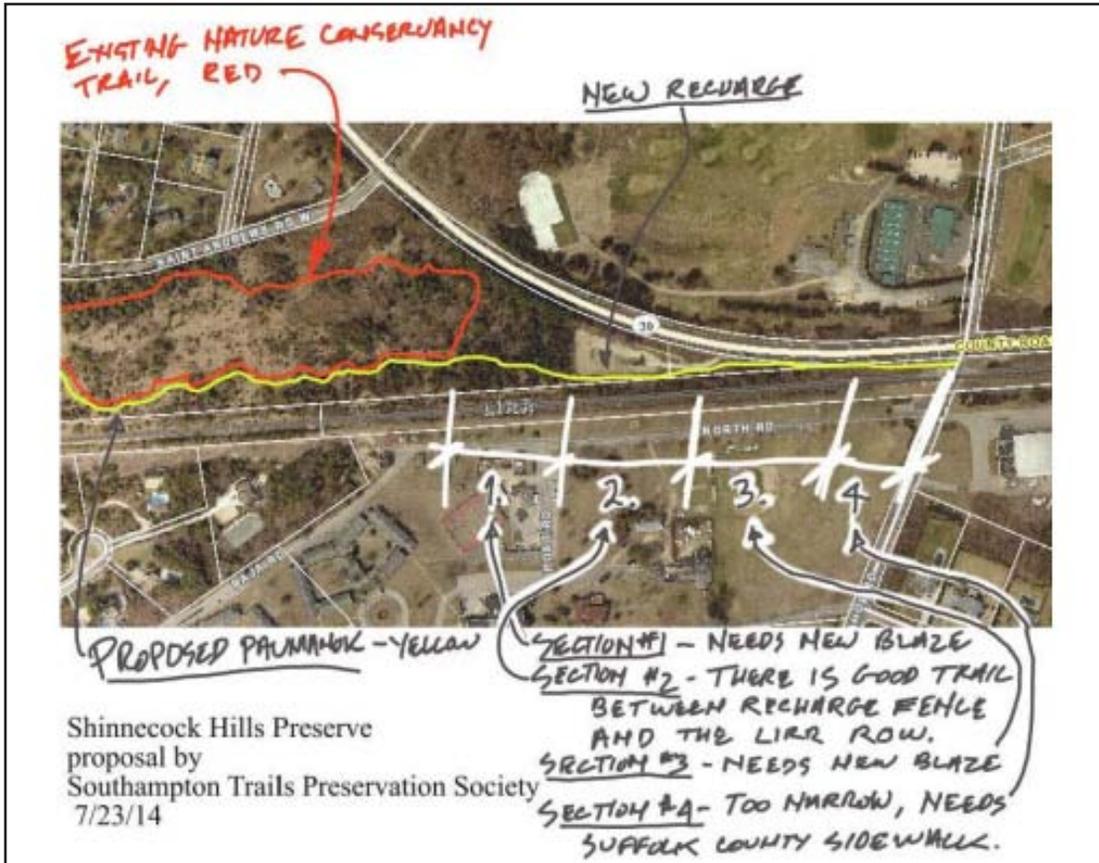
The Paumanok Path is Long Island's 125 mile off-road walking trail connecting Rocky point to Montauk point. The trail is complete and blazed for almost the entire length. After many years identifying trail linkages the Southampton Trails Preservation Society has decided the best route through Shinnecock Hills includes a segment through the Nature Conservancy Shinnecock Hills Preserve south of St. Andrews Road, Crossing County Road 39 at Tuckahoe Road.

An existing preserve trail can be extended east past the new County recharge basin until a point about 300 feet from the Tuckahoe Road intersection where there is no longer space available for an off-street trail. There is not even room for walkable shoulder and for safety's sake we believe it both prudent and most practical to add a 3 foot wide paved sidewalk just south of the County Road 39 pavement.

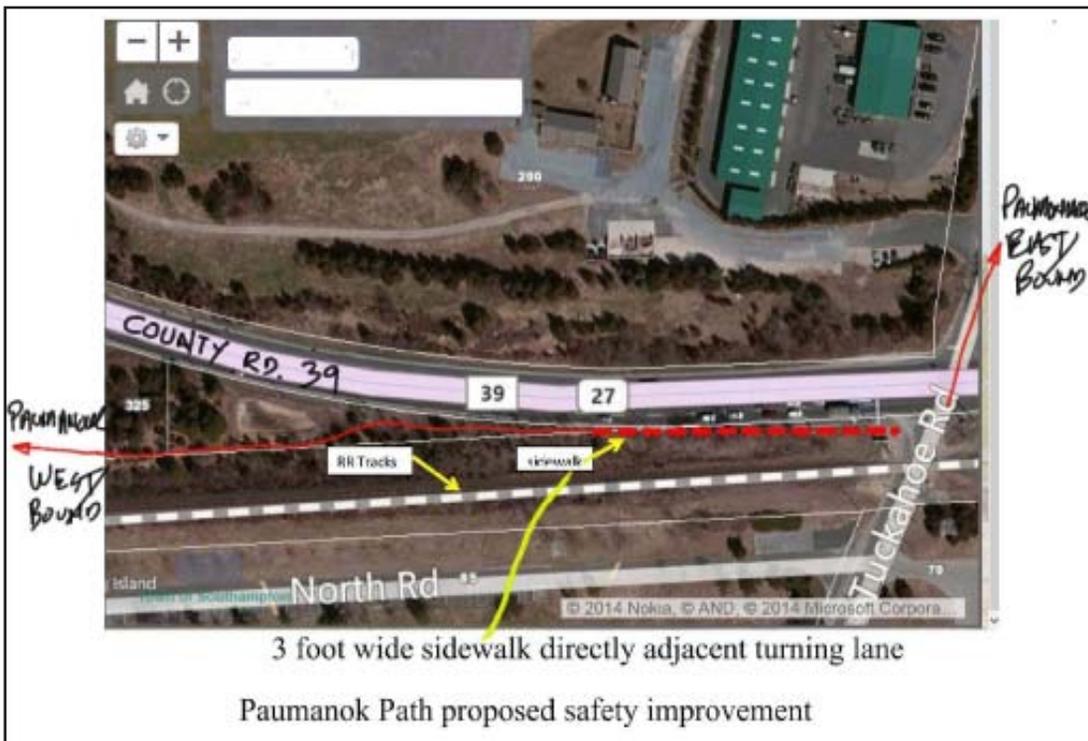
During the recent County road widening sidewalks were added in many places but not at this location. Note the road is directly adjacent to the Long Island Railroad right-of-way. Installation of the sidewalk would require partial re-grading of the existing gully between the roadway and the railroad.



Location of proposed link in the Paumanok Path.

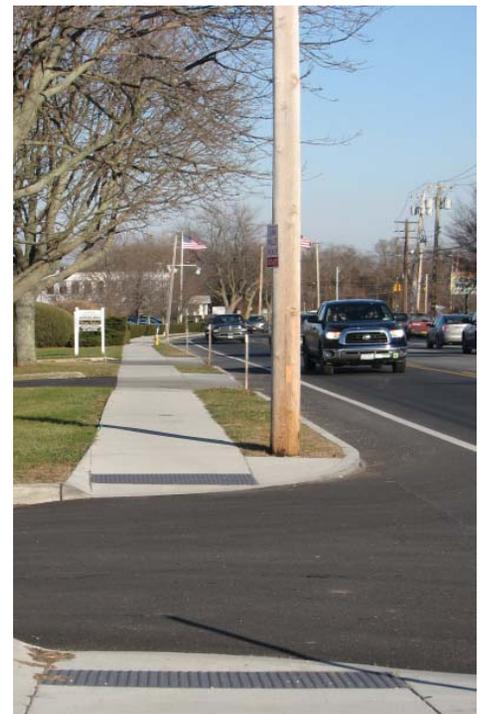


Detailed recommendations from the Southampton Trails Preservation Society for the Paumanok Path.



Detailed recommendations from the Southampton Trails Preservation Society for the Paumanok Path.

Appendix



COUNTY ROAD 39 MARKET STUDY

Town of Southampton, NY

August 2014

COUNTY ROAD 39 MARKET STUDY

Prepared on behalf of:

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TABLE OF CONTENTS

1. INTRODUCTION	1
1.1 Background and Purpose	1
2. HB ZONING DISTRICT	4
3. EXISTING LAND USES	5
4. PLANNING CONTEXT	5
4.1. Background	5
4.2. NAICS Conversion	6
5. MARKET OVERVIEW OF THE CR 39 CORRIDOR	7
5.1. Snapshot of Retail Trade and Industrial Sectors	7
5.1.1. Methodology	8
5.1.2. Existing Conditions and Past Trends	9
5.2. Assessment of Consumer Spending	11
5.2.1. Retail Gaps Analysis	11
5.2.2. Non-Retail Per Capita Analysis	17
5.3. Review of Prior Market Studies	21
5.3.1. Village Retail Market Study	21
5.3.2. Village Grocery Study	22
6. SUMMARY AND KEY TAKEAWAYS	24

Figures

Figure 1: A regional map of the Town of Southampton	1
Figure 2: Complete study area map showing the four quadrants	2
Figure 3: Clusters of HB zoned parcels along County Road 39	4
Figure 4: The trade area for the market assessment.....	7

Tables

Table 1: ESRI Business Summary for the Trade Area, 2013	10
Table 2: Employment Trends in the Trade Area, 2007-2011	11
Table 3: Consumer Spending & Retail Sales Gap in the Trade Area in 2013	14
Table 4: Consumer Spending & Retail Sales Gap in the Village of Southampton, 2013	15
Table 5: Consumer Spending & Retail Sales Gap in the Rest of the Trade Area in 2013	16
Table 6: Permitted Establishments in Excess in the Trade Area, 2011	18
Table 7: Permitted Establishments in Deficit in the Trade Area, 2011	21

1. INTRODUCTION

1.1 Background and Purpose

County Road 39 (“CR 39”) is the main east-west thoroughfare within the Town of Southampton and serves several distinct functions. It serves as the “Gateway to the Hamptons,” providing primary access to seasonal destinations of regional importance. The 5.5-mile corridor is also an entryway into many of the Town’s hamlets (*see Figure 1*). The businesses located on CR 39 provide a range of goods and services needed to serve residents of the Town, as well as surrounding areas. Traffic congestion remains a recurring issue, despite the construction of an additional eastbound travel lane in 2013, and is particularly acute during the summer months, when the Town’s population nearly triples.

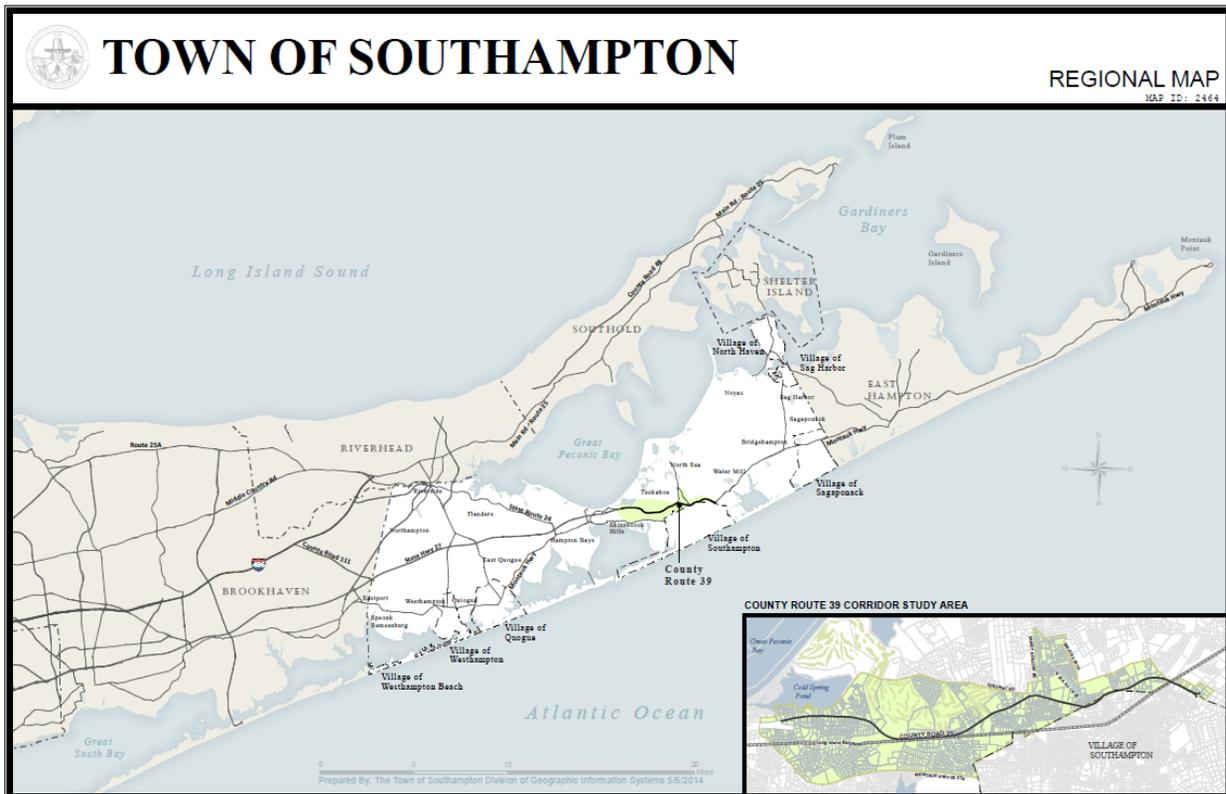


Figure 1: A regional map of the Town of Southampton

Recognizing the corridor’s importance, the Town has undertaken extensive study of CR 39 in recent years, seeking to implement a key recommendation of the 1999 Comprehensive Plan Update, “to make the highway business areas productive, attractive and consistent with the Town’s resort image.”

The *County Road 39 Corridor Land Use Plan*, with the primary goal to understand how the corridor and its land uses function in order to guide future land use planning and development decisions. The study's goals are to maintain and enhance community character, facilitate movement and enhance safety, manage growth and protect and enhance the area's environmental quality.

The *Corridor Land Use Plan* study area consists of a half-mile area to the north and south of the roadway, bounded on the west by the intersection of CR 39 and Sunrise Highway, and on the east by the intersection of CR 39 and Montauk Highway (see *Figure 2*). *Access Management Plan for County Road 39*, a companion study to the *Corridor Land Use Plan*, addresses intersection safety and access management strategies along the corridor.

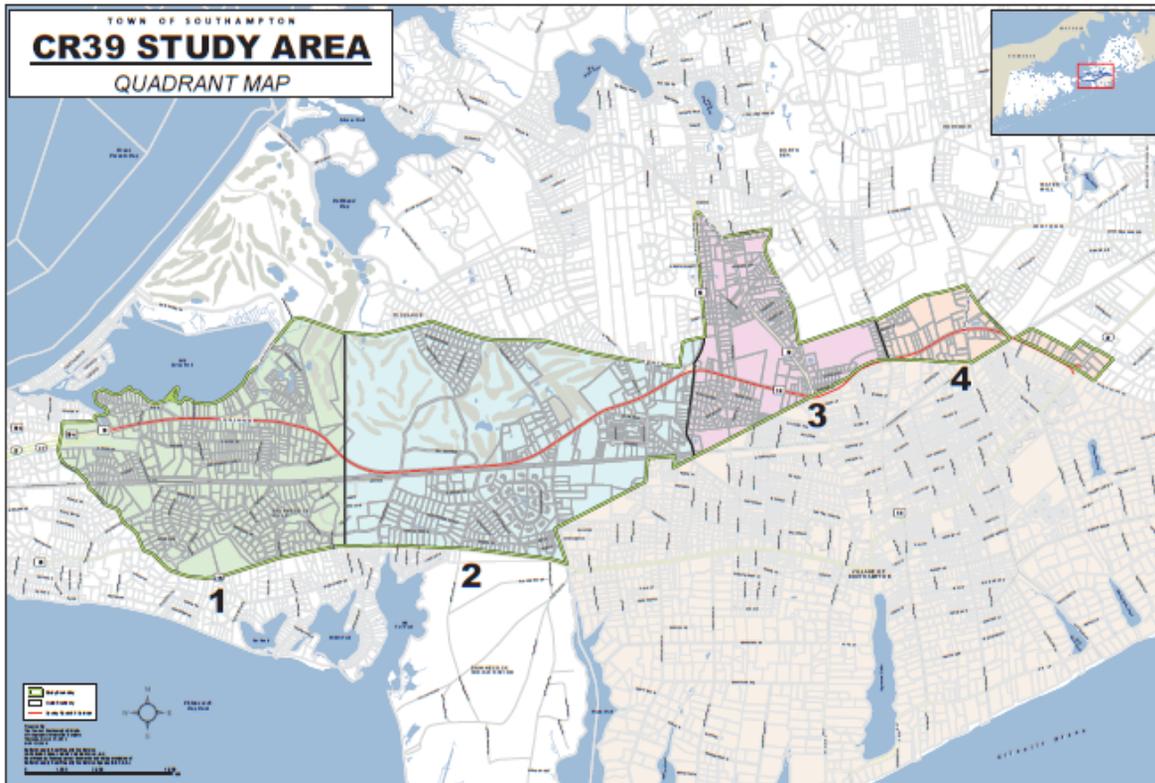


Figure 2: Complete study area map showing the four quadrants

In addition, there is an active zoning application before the Town to rezone three adjoining properties located on the south side of CR 39 east of Magee Street in the Hamlet of Tuckahoe, from Highway Business (HB) to Shopping Center Business (SCB), and a portion of a fourth parcel adjoining the northeasterly side of Magee Street from Residential (R-20) to Shopping Center Business (SCB).

In this context, the Town has solicited professional planning firm BFJ Planning to provide an analysis of the appropriate land use mix to achieve the most beneficial development pattern in light of market realities. This analysis evaluates existing uses contemplated in the HB zoning district to determine whether any changes to these uses are needed to meet long-term planning goals. It also assesses the CR 39 corridor market, identifying the types of land uses that are likely to be supportable in the near future, and which are also consistent with goals of corridor.

The analysis includes the following tasks:

- A review of relevant Town planning documents and discussions with Town staff on overall planning goals for the CR 39 corridor
- A review of permitted uses in the HB zone
- A review of existing land uses, based on the draft *Corridor Land Use Plan* and a site visit
- An assessment of past work updating the Table of Use Regulations from the current Standard Industrial Classification (SIC) System to the North American Industry Classification System (NAICS), to determine if this update would substantively change any permitted uses

2. HB ZONING DISTRICT

The focus of this report is the Highway Business (HB) zoning district, which is the predominant business zoning district along the CR 39 corridor. The intention of the HB zone is to provide for:

Highway-oriented businesses and services such as automobile services and sales, certain transient services, offices and wholesale facilities, but not retail shopping and personal services generally found in Village and Shopping Center Business. These areas would also serve as locations for certain commercial recreation activity and entertainment establishments. However, transient and resort motels are prohibited since areas for these uses are specified separately. The Highway Business areas are to be built in accordance with considerable open space and contemporary standards similar to those for a shopping center, including off-street parking.

-1970 Master Plan

The majority of commercial uses along CR 39 are zoned HB and clustered in six general locations, shown here in *Figure 3*:

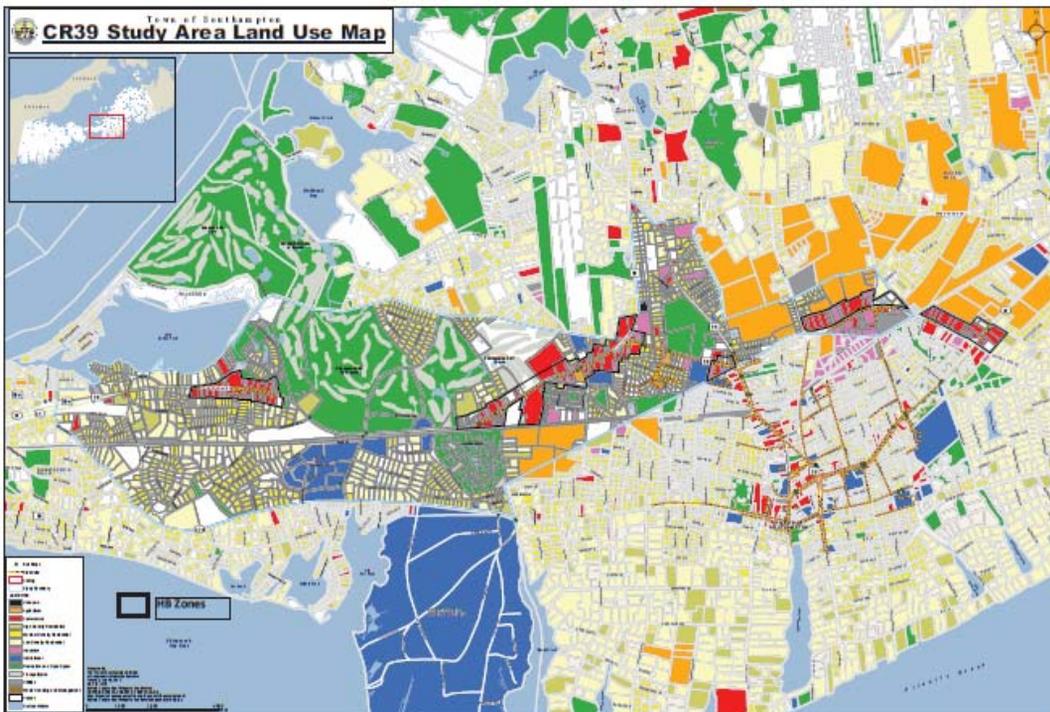


Figure 3: Clusters of HB zoned parcels along County Road 39

3. EXISTING LAND USES

Aside from commercial uses, several light industrial and low- and medium-density residential uses, as well as hotels, are also present, many of which are pre-existing nonconforming uses. In addition, the CR 39 corridor contains several community assets that are within the HB zone, including the Southampton Golf Range east of Tuckahoe Lane, which provides a driving range, miniature golf, batting cages and a seasonal ice rink; the Elks Club, which acts a community fairground with outdoor special events like carnivals, art shows, and cultural festivals throughout the year; and the historic Rosko potato barn at Magee Street.

Although there are not a significant number of properties with vacant buildings in the HB zone along CR 39, several of these vacancies appear to be long-term (the reliance on septic sewer systems may play a role in potential weakness among existing vacant restaurant uses). While there are a number of small vacant properties throughout the corridor, the largest vacant and underdeveloped parcels are those assembled as the proposed Tuckahoe Center retail complex.

4. PLANNING CONTEXT

4.1. Background

The 1970 Master Plan and the 1999 Comprehensive Plan both envision CR 39 as a productive and attractive area for businesses to serve residents and visitors, but differ somewhat in their approaches. In the 1970 plan, the majority of the corridor was envisioned as primarily single-family residential, agricultural and open space, with commercial and light industrial uses limited to a few key areas.

By 1999, the vision for CR 39 had evolved. The primary goals for the corridor expressed in the Comprehensive Plan Update (*Southampton Tomorrow*) include:

- Improving access and egress to existing centers and business, to improve their marketability and safety.
- Reducing visual clutter and providing unifying landscape and design elements.
- Promoting infill development rather than sprawl.

For the HB zone in particular, the 1999 plan recommended retaining the zone as the primary commercial zone along CR 39, but rezoning outlying parcels to Hamlet Office/Residential (HO) to promote more attractive development (including residential) and reduce traffic conflicts. The plan also suggested utilizing Planned Development District (PDD) zoning to facilitate development of vacant and underutilized land between Tuckahoe Lane and Magee Street.

Today, the vision for CR 39 remains largely intact from the 1970 and 1999 plans. The community supports a continued focus on auto-oriented uses; however uses along the roadway are desired to be attractive and viable, as well as low traffic generators. This overall context guides the recommendations on HB uses contained in this study.

4.2. NAICS Conversion

In 2011, the Town of Southampton initiated a conversion of the use tables for its residential, business and industrial zones, from the Standard Industrial Code (SIC) system to the North American Industry Classification System (NAICS) system, reflecting a specific recommendation of the 1999 Comprehensive Plan Update.

The Town's current use tables are based on a 1970s edition of the SIC. However, the NAICS system replaced the SIC system in 1997, identifying significantly more business and industry sectors, and providing greater specificity. Although the Town initiated the conversion process from the SIC system to the NAICS system for all zoning categories, this report focuses only on further refining the HB zoning category.

As part of this CR 39 Market Study, an initial conversion from SIC to NAICS was begun for the HB zone only; the table in the appendix illustrates this process. Because the NAICS codes encompass a much larger number of categories and subcategories than the SIC codes, the Town will need to further distill down the extent the business use tables should reflect all of these categories.

The initial code conversation did not result in any significant changes to permitted uses in the HB zone.

5. MARKET OVERVIEW OF THE CR 39 CORRIDOR

5.1. Snapshot of Retail Trade and Industrial Sectors

A market assessment has been prepared for two zip code areas, 11968 and 11976, in the Town of Southampton that encompass the trade area served by County Road 39 (see *Figure 6*). The purpose of this analysis is to determine the potential for new establishments that are consistent with the goals of the Corridor Land Use study and serve the year-round and seasonal community.



Figure 4: The trade area for the market assessment

The major data sources for this analysis were acquired at the zip zone level from the U.S. Bureau of the Census (*2011 County Business Patterns*) and ESRI and Dun & Bradstreet (*2013:*

ESRI Retail MarketPlace Profile, ESRI Business Summary, ESRI Community Profile, and ESRI Sports and Leisure Market Potential). ESRI has created 2013 forecasts for population, households, income and consumer demand based upon Census Bureau decennial counts and survey estimates.

5.1.1. Methodology

The methodology used in the market assessment of the retail and restaurant sectors is based on a gaps analysis of the difference between consumer demand and business supply (sales). The gaps analysis identifies where greater demand than supply represents a leakage of retail opportunity outside the trade area, versus where more supply than demand shows a surplus of retail sales, indicating a market where customers are drawn from outside the trade area. While it does not incorporate business-to-business demand, as no data sources are available on local business spending on retail and restaurant purchases, sales to such business establishments are included in the measure of supply.

A traditional gaps analysis looks at a wide range of retail trade and food and drink uses. However, although there may be a market for some of these uses, they may not be consistent with the Town's vision for CR 39 that focuses on auto-oriented uses that are attractive and viable, generate little traffic and complement the Town's resort image. As a result, only those retail and restaurant uses that are presently permitted are considered in the analysis. While this approach may exclude uses that have a potential for CR 39 from a purely financial standpoint, it will shed light on the relative strength of uses that are already permitted, thus identifying the potential for related uses that are also consistent with the planning vision.

In addition, comparable gaps analysis data are not available for non-retail or non-restaurant uses. Thus, this assessment compares the difference in per capita incidence of business establishments between the local area and the region and nation as a whole to evaluate relative demand and supply for these uses. Where relatively more businesses are present in the national and regional averages than locally, it will be considered a leakage of sales opportunity outside the trade area, versus where more businesses are present locally, it will be considered a surplus of business sales. These comparisons are not adjusted for local differences in area income, business scale, or industrial structure.

To set the context for this analysis, existing socioeconomic conditions of the trade area and the Village are briefly described, based on ESRI's Business Summary for 2013 and the Census Bureau's *Longitudinal Employer Household Dynamics* (LEHD) database for 2007-2011. The Bureau's *Economic Census* was not used because the most recent available data were for 2007.

5.1.2. Existing Conditions and Past Trends

As of 2013, the trade area had 2,027 establishments that employed 10,150 people. The construction and health services industries are strong in the trade area, along with agriculture and eating and drinking establishments.

On a single industry basis, Services and Retail Trade draw the largest shares of business and employment in the trade area. Within the Retail sector, the prevalent businesses in the trade area include Home Improvement, Auto Dealerships, Gas Stations, Furniture & Home Furnishings shops.

Table 1: ESRI Business Summary for the Trade Area, 2013

Businesses & Employment by SIC Code	Businesses		Employment	
	Trade Area		Trade Area	
	#	%	#	%
Agriculture & Mining	117	5.8%	456	4.5%
Construction	258	12.7%	1,106	10.9%
Manufacturing	75	3.7%	395	3.9%
Transportation	34	1.7%	282	2.8%
Communication	14	0.7%	106	1.0%
Utility	6	0.3%	12	0.1%
Wholesale Trade	91	4.5%	395	3.9%
Retail Trade Summary	363	17.9%	2,036	20.1%
Home Improvement	27	1.3%	209	2.1%
General Merchandise Stores	4	0.2%	110	1.1%
Food Stores	31	1.5%	368	3.6%
Auto Dealers, Gas Stations, Aftermarket	28	1.4%	158	1.6%
Apparel & Accessory Stores	55	2.7%	186	1.8%
Furniture & Home Furnishings	30	1.5%	154	1.5%
Eating & Drinking Places	70	3.5%	493	4.9%
Miscellaneous Retail	118	5.8%	358	3.5%
Finance, Insurance, Real Estate Summary	156	7.7%	767	7.6%
Banks, Savings & Lending Institutions	17	0.8%	180	1.8%
Securities Brokers	15	0.7%	128	1.3%
Insurance Carriers & Agents	16	0.8%	36	0.4%
Real Estate, Holding, Other Investment Offices	108	5.3%	423	4.2%
Services Summary	903	44.5%	4,432	43.7%
Hotels & Lodging	25	1.2%	128	1.3%
Automotive Services	39	1.9%	152	1.5%
Motion Pictures & Amusements	55	2.7%	311	3.1%
Health Services	131	6.5%	1,460	14.4%
Legal Services	49	2.4%	135	1.3%
Education Institutions & Libraries	24	1.2%	578	5.7%
Other Services	580	28.6%	1,668	16.4%
Government	10	0.5%	163	1.6%
Totals	2,027	100.0%	10,150	100.0%

Source: Dun & Bradstreet, Inc., 2013

In looking at recent employment trends, data were utilized from the U.S. Census Bureau's LEHD database for the 2007-2011 period (the most recent data available). Over the four years, the trade area increased employment by 5.8%, growing from 9,364 to 9,910 jobs. The employment

numbers can be expected to reflect the nationwide recession occurring during the latter half of the period.

In the trade area as a whole, job losses were concentrated in the Goods Producing sector which fell from 1,630 to 1,250 jobs, with nearly all losses occurring in Construction. Employment among Transportation and Utilities fell from 350 to 294 jobs, while Trade industries remained virtually unchanged. Services were the only major group to add a significant number of new jobs, growing from 5,681 to 6,646 (+17%). Job gains were highest in the following service sectors: Health Care and Social Assistance, Administration & Support & Waste Management & Remediation, Information and Educational Services.

Table 2: Employment Trends in the Trade Area, 2007-2011

	Trade Area (2 zip zones)			
	Count		Change	
	2007	2011	Absolute	Percent
Total	9,364	9,910	546	5.8%
Goods Producing	1,630	1,250	-380	-23.3%
Transportation and Utilities	350	294	-56	-16.0%
Trade	1,703	1,720	17	1.0%
Services	5,681	6,646	965	17.0%

Source: U.S. Census Bureau, OntheMap LEHD dataset, 2007-2011

Although the data sources differ between past trends (Table 2) and existing conditions (Table 1), it is evident from the 2007-2011 trends that job growth occurred in selected sectors over a difficult recessionary period, and that job recovery has advanced more broadly from 2011 to 2013.

5.2. Assessment of Consumer Spending

5.2.1. Retail Gaps Analysis

A retail gaps analysis has been prepared by ESRI for the trade area to determine where spending leakages and injections are occurring in retail trade and restaurant activity as of 2013. The gaps analysis measures the difference between consumer spending or demand, and estimated retail sales or supply. When the retail gap estimate is a positive expenditure, then demand is greater than local store sales, and consumer spending “leaks” out of the capture area. Conversely, when the retail gap estimate is a negative expenditure, then sales are greater than demand and consumer spending is “injected” into the capture area.

Before reviewing these results, as shown in Tables 3 and 4, it is useful to assess the underlying drivers of ESRI estimates. On the demand side, these drivers consist of demographic and household expenditure forecasts dependent upon decennial and *American Community Survey (ACS)* data of the U.S. Bureau of the Census, as well as consumer expenditure patterns derived from the 2010 and 2011 Consumer Expenditure Surveys of the U.S. Bureau of Labor Statistics and applied to household lifestyle segments defined by the demographic data. Lifestyle segments are determined at the Census block group level and used by many national retailers to determine potential store locations. For the two geographic areas, the estimates and forecast assumptions are as follows:

- In the trade area, according to the U.S. Bureau of the Census, the 2010 population consisted of 13,506 residents in 5,252 households, with an average household size of 2.48 persons. Over the five year 2008-2012 ACS period, the average household income was estimated at \$162,968. By 2013, the population was projected by ESRI to have increased to 13,619 residents in 5,289 households, or by less than 1% at the average household size of 2.49. The average household income was estimated at \$123,699 for 2012, while the median household income was \$86,941, with a median disposable income of \$64,526 in current dollars. The demand estimates are generated by the distribution of household income as of 2013 and the determination of household lifestyle segments, applied to data patterns of the Consumer Expenditure Surveys.

Table 3 presents the relationship between demand and supply for all 3-digit retail subsectors and the 4-digit retail uses permitted in the HB District (*in bold italics*) for the whole target area, Table 4 shows the Village only, and Table 5 is without the Village. This relationship is depicted as positive and negative numbers. The positive numbers, in green, show spending “leakage”; meaning people are leaving the target area to buy what they need. For example, many people in the target area are looking for items sold at general merchandise stores, but in order to meet these needs they are driving outside of the target area where all of these items can be found. These are the positive numbers.

The negative numbers, shown in red, depict injection. Because the term “supply” is synonymous with retail sales in this data set, an injection of spending simply means that that spending is not being done by households in the target area. This is not the same as what is traditionally thought of as supply and demand, where if the supply is greater than the demand the negative number is a sign of failure. In this case, it simply means the spending is coming from out of town.

Thus, the demand column represents the spending of people whose primary address (year-round households) is within the target area, while the supply column is money earned by stores in the target area from people that live here and outside the target area, including seasonal

residences. This is completely in keeping with the resort, second-home economy of the target area, with over 100,000 additional inhabitants from Memorial Day to Labor Day.

The data shows that consumer demand of households is less than the estimated sales of all establishments in the area by \$140.6 million for all retail and restaurant spending in the trade area. This suggests that 36% of all sales are attracted from shoppers residing outside of the trade area, or the seasonal households within the trade area.

Only seven store categories exhibit a leakage of resident spending:

1. General merchandise stores (including grocery items) - \$21.2 million
2. Electronic shopping and mail order - \$18.5 million
3. Gasoline stations - \$17.1 million
4. Health and Personal care - \$3.97 million
5. Limited-service eating places - \$3.61 million
6. Auto parts, accessories and tires - \$2.85 million
7. Sporting goods, hobby, books and music - \$2.76 million

Three of these uses: auto parts, accessories and tires; electronic shopping and mail-order; and limited-service eating places are permitted in the HB.

Table 3: Consumer Spending & Retail Sales Gap in the Trade Area in 2013

	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap*
Industry Summary				
Total Retail Trade and Food & Drink	44-45,722	\$248,229,920	\$388,851,731	-\$140,621,811
Total Retail Trade	44-45	\$224,296,219	\$360,331,376	-\$136,035,157
Total Food & Drink	722	\$23,933,701	\$28,520,355	-\$4,586,654
	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap*
Industry Group				
Motor Vehicle & Parts Dealers	441	\$41,217,544	\$116,758,559	-\$75,541,015
Auto Parts, Accessories & Tires	4413	\$3,160,927	\$334,958	\$2,825,969
Furniture & Home Furnishings Stores	442	\$5,651,867	\$32,087,397	-\$26,435,530
Furniture Stores	4421	\$2,770,415	\$23,444,836	-\$20,674,421
Home Furnishings Stores	4422	\$2,881,452	\$8,642,561	-\$5,761,109
Electronics & Appliance Stores	4431	\$7,897,021	\$12,406,838	-\$4,509,817
Bldg Materials, Garden Equip. & Supply	444	\$8,777,413	\$23,816,930	-\$15,039,517
Bldg Material & Supplies Dealers	4441	\$7,809,690	\$21,192,563	-\$13,382,873
Lawn & Garden Equip & Supply	4442	\$967,723	\$2,624,367	-\$1,656,644
Food & Beverage Stores	445	\$41,322,537	\$42,597,405	-\$1,274,868
Beer, Wine & Liquor Stores	4453	\$3,567,344	\$11,466,091	-\$7,898,747
Health & Personal Care Stores	446	\$19,286,939	\$15,316,787	\$3,970,152
Gasoline Stations	447	\$21,028,017	\$3,885,520	\$17,142,497
Clothing & Clothing Accessories	448	\$16,999,554	\$51,907,105	-\$34,907,551
Sporting Goods, Hobby, Book & Music	451	\$5,462,046	\$2,703,875	\$2,758,171
General Merchandise Stores	452	\$25,907,252	\$4,698,003	\$21,209,249
Miscellaneous Store Retailers	453	\$6,862,179	\$16,741,176	-\$9,878,997
Used Merchandise Stores	4533	\$759,112	\$3,779,645	-\$3,020,533
Other Miscellaneous Retailers	4539	\$3,920,801	\$11,251,889	-\$7,331,088
Nonstore Retailers	454	\$23,883,850	\$37,411,781	-\$13,527,931
Electronic Shopping & Mail-Order	4541	\$19,763,210	\$1,243,486	\$18,519,724
Food Services & Drinking Places	722	\$23,933,701	\$28,520,355	-\$4,586,654
Full-Service Restaurants	7221	\$12,280,034	\$20,415,614	-\$8,135,580
Limited-Service Eating Places	7222	\$8,904,999	\$5,288,335	\$3,616,664

*Positive, or green, numbers, indicate a spending leakage. Negative, or red, numbers, indicate a spending injection.

Source: ESRI and Dun & Bradstreet, 2013

Table 4: Consumer Spending & Retail Sales Gap in the Village of Southampton, 2013

	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap*
Industry Summary				
Total Retail Trade and Food & Drink	44-45,722	\$64,080,800	\$231,657,348	-\$167,576,548
Total Retail Trade	44-45	\$58,070,212	\$211,844,195	-\$153,773,983
Total Food & Drink	722	\$6,010,588	\$19,813,153	-\$13,802,565
	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap*
Industry Group				
Motor Vehicle & Parts Dealers	441	\$10,659,943	\$103,622,608	-\$92,962,665
Auto Parts, Accessories & Tires	4413	\$799,222	\$0	\$799,222
Furniture & Home Furnishings Stores	442	\$1,413,702	\$4,640,561	-\$3,226,859
Furniture Stores	4421	\$700,081	\$2,220,877	-\$1,520,796
Home Furnishings Stores	4422	\$713,621	\$2,419,684	-\$1,706,063
Electronics & Appliance Stores	4431	\$2,010,331	\$5,281,358	-\$3,271,027
Bldg Materials, Garden Equip & Supply	444	\$2,263,702	\$7,118,398	-\$4,854,696
Bldg Material & Supplies Dealers	4441	\$1,990,875	\$7,118,398	-\$5,127,523
Lawn & Garden Equip & Supply	4442	\$272,827	\$0	\$272,827
Food & Beverage Stores	445	\$10,744,577	\$10,397,573	\$347,004
Beer, Wine & Liquor Stores	4453	\$903,246	\$2,084,929	-\$1,181,683
Health & Personal Care Stores	446,4461	\$5,079,837	\$10,893,796	-\$5,813,959
Gasoline Stations	447,4471	\$5,566,804	\$3,102,244	\$2,464,560
Clothing & Clothing Accessories	448	\$4,223,870	\$50,550,678	-\$46,326,808
Sporting Goods, Hobby, Book & Music	451	\$1,404,808	\$2,175,850	-\$771,042
General Merchandise Stores	452	\$6,682,713	\$4,698,003	\$1,984,710
Miscellaneous Store Retailers	453	\$1,810,681	\$6,798,605	-\$4,987,924
Used Merchandise Stores	4533	\$190,801	\$3,225,648	-\$3,034,847
Other Miscellaneous Retailers	4539	\$1,050,804	\$2,358,911	-\$1,308,107
Nonstore Retailers	454	\$6,209,244	\$2,564,521	\$3,644,723
Electronic Shopping & Mail-Order	4541	\$5,104,352	\$1,243,486	\$3,860,866
Food Services & Drinking Places	722	\$6,010,588	\$19,813,153	-\$13,802,565
Full-Service Restaurants	7221	\$3,089,339	\$15,588,926	-\$12,499,587
Limited-Service Eating Places	7222	\$2,247,959	\$2,451,387	-\$203,428

*Positive, or green, numbers, indicate a spending leakage. Negative, or red, numbers, indicate a spending injection.

Source: ESRI and Dun & Bradstreet, 2013

Table 5: Consumer Spending & Retail Sales Gap in the Rest of the Trade Area in 2013

	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap*
Industry Summary				
Total Retail Trade and Food & Drink	44-45,722	\$184,149,120	\$157,194,383	\$26,954,737
Total Retail Trade	44-45	\$166,226,007	\$148,487,181	\$17,738,826
Total Food & Drink	722	\$17,923,113	\$8,707,202	\$9,215,911
	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap*
Industry Group				
Motor Vehicle & Parts Dealers	441	\$30,557,601	\$13,135,951	\$17,421,650
Auto Parts, Accessories & Tires	4413	\$2,361,705	\$334,958	\$2,026,747
Furniture & Home Furnishings Stores	442	\$4,238,165	\$27,446,836	-\$23,208,671
Furniture Stores	4421	\$2,070,334	\$21,223,959	-\$19,153,625
Home Furnishings Stores	4422	\$2,167,831	\$6,222,877	-\$4,055,046
Electronics & Appliance Stores	4431	\$5,886,690	\$7,125,480	-\$1,238,790
Bldg Materials, Garden Equip. & Supply	444	\$6,513,711	\$16,698,532	-\$10,184,821
Bldg Material & Supplies Dealers	4441	\$5,818,815	\$14,074,165	-\$8,255,350
Lawn & Garden Equip & Supply	4442	\$694,896	\$2,624,367	-\$1,929,471
Food & Beverage Stores	445	\$30,577,960	\$32,199,832	-\$1,621,872
Beer, Wine & Liquor Stores	4453	\$2,664,098	\$9,381,162	-\$6,717,064
Health & Personal Care Stores	446	\$14,207,102	\$4,422,991	\$9,784,111
Gasoline Stations	447	\$15,461,213	\$783,276	\$14,677,937
Clothing & Clothing Accessories	448	\$12,775,684	\$1,356,427	\$11,419,257
Sporting Goods, Hobby, Book & Music	451	\$4,057,238	\$528,025	\$3,529,213
General Merchandise Stores	452	\$19,224,539	\$0	\$19,224,539
Miscellaneous Store Retailers	453	\$5,051,498	\$9,942,571	-\$4,891,073
Used Merchandise Stores	4533	\$568,311	\$553,997	\$14,314
Other Miscellaneous Retailers	4539	\$2,869,997	\$8,892,978	-\$6,022,981
Nonstore Retailers	454	\$17,674,606	\$34,847,260	-\$17,172,654
Electronic Shopping & Mail-Order	4541	\$14,658,858	\$0	\$14,658,858
Food Services & Drinking Places	722	\$17,923,113	\$8,707,202	\$9,215,911
Full-Service Restaurants	7221	\$9,190,695	\$4,826,688	\$4,364,007
Limited-Service Eating Places	7222	\$6,657,040	\$2,836,948	\$3,820,092

*Positive, or green, numbers, indicate a spending leakage. Negative, or red, numbers, indicate a spending injection.

Source: Urbanomics based upon ESRI and Dun & Bradstreet, 2013

As Table 5 shows, for the rest of the trade area (excludes the Village) demand exceeds supply in the aggregate as store types with fewer sales than consumer spending increase dramatically, signaling a leakage or an opportunity for new development.

It is noted that several retail uses are allowable in the HB District by special exception permit, including motor vehicle dealers; gas stations; and boat, RV and motorcycle dealers, while fast-food restaurants and bars are also special exception permit uses. As Table 6 indicates, fairly significant spending leakages are evident in the rest of the trade area for motor vehicle dealers (\$17.4 million), gas stations (\$14.7 million) and food service & drinking places (\$9.2 million).

As noted previously, these estimates of spending leakage are based upon consumer income and spending propensities of the year-round population, and do not take into consideration the impact of seasonal population or business-to-business sales.

With respect to findings of the Retail Gaps Analysis, a further caveat should be noted: the current Census Bureau estimate of average household income in the trade area and Village of Southampton differs considerably from the ESRI estimate as of 2013. This suggests that consumer expenditures and leakage of resident household consumption could be more than ESRI estimates.

5.2.2. Non-Retail Per Capita Analysis

In addition to Retail and Restaurant uses, there are 111 permitted uses identified for the HB District. Although data are not available with regard to their establishment sales, or to the propensity for the resident households and businesses in the trade area to purchase their goods and services, an alternative measure of surplus or deficiency can be applied. Tables 6 and 7 present the results of a per capita analysis, showing first the permitted uses that are already in excess of per capita averages and, secondly, those that are deficient with respect to the norms.

The methodology is based on a measurement of the number of establishments existing in the trade area that are permitted in the HB District by NAICS code and comparing their incidence per 10,000 residents to the comparable per capita averages in Long Island, New York State and the United States as a whole. When two or more reference areas identify less than one establishment per 10,000 residents, the potential for such a use is excluded in the trade area.

Table 6: Permitted Establishments in Excess in the Trade Area, 2011

NAICS code	Permitted Use in HB District in Surplus With Respect to Two or More Reference Areas	Establishments per 10,000 persons				
		Trade Area		Long Island	New York	United States
		Total Estabs	Per Capita Establishments			
WHOLESALE TRADE						
423120	Motor vehicle supplies and new parts merchant wholesalers	1	0.8	0.6	0.4	0.4
423210	Furniture merchant wholesalers	1	0.8	0.3	0.3	0.2
423220	Home furnishing merchant wholesalers	2	1.5	0.5	0.4	0.2
423490	Other professional equipment and supplies merchant wholesalers	1	0.8	0.1	0.1	0.1
423610	Electrical apparatus and equipment, wiring supplies, and related equipment merchant wholesalers	1	0.8	0.7	0.4	0.4
423710	Hardware merchant wholesalers	1	0.8	0.4	0.2	0.2
423910	Sporting and recreational goods and supplies merchant wholesalers	2	1.5	0.3	0.1	0.2
423940	Jewelry, watch, precious stone, and precious metal merchant wholesalers	2	1.5	0.6	1.4	0.2
423990	Other miscellaneous durable goods merchant wholesalers	2	1.5	0.5	0.4	0.3
424330	Women's, children's, and infants' clothing and accessories merchant wholesalers	2	1.5	0.5	1.1	0.2
424340	Footwear merchant wholesalers	1	0.8	0.1	0.1	0.1
424490	Other grocery and related products merchant wholesalers	2	1.5	1.2	0.8	0.4
TRANSPORTATION & WAREHOUSING						
485113	Bus and other motor vehicle transit systems	1	0.8	0.1	0.0	0.0
INFORMATION						
511120	Periodical publishers	1	0.8	0.4	0.3	0.2
519120	Libraries and archives	1	0.8	0.1	0.3	0.1
FINANCE & INSURANCE						
522110	Commercial banking	11	8.4	2.9	2.5	3.0
522120	Savings institutions	4	3.0	0.9	0.7	0.4
523120	Securities brokerage	8	6.1	1.7	1.4	1.2
524210	Insurance agencies and brokerages	7	5.3	6.2	3.5	4.2
REAL ESTATE RENTAL & LEASING						
531210	Offices of real estate agents and brokers	17	12.9	3.5	2.5	2.8
532299	All other consumer goods rental	1	0.8	0.2	0.1	0.2
PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES						
541110	Offices of lawyers	22	16.7	10.1	6.7	5.6
541213	Tax preparation services	1	0.8	0.8	0.8	0.9
541219	Other accounting services	4	3.0	2.4	1.4	1.2
541310	Architectural services	21	16.0	1.2	1.1	0.7
541320	Landscape architectural services	9	6.8	0.5	0.2	0.2
541340	Drafting services	2	1.5	0.2	0.1	0.1
541430	Graphic design services	1	0.8	0.7	0.8	0.5
541512	Computer systems design services	2	1.5	2.2	1.5	1.5

541611	Administrative management and general management consulting services	7	5.3	4.0	2.4	2.1
541612	Human resources consulting services	2	1.5	0.3	0.3	0.3
541613	Marketing consulting services	5	3.8	1.7	1.2	0.9
541690	Other scientific and technical consulting services	1	0.8	0.8	0.6	0.8
541810	Advertising agencies	2	1.5	0.7	0.7	0.4
541820	Public relations agencies	2	1.5	0.4	0.5	0.3
541990	All other professional, scientific, and technical services	1	0.8	1.0	0.6	0.5
ADMINISTRATIVE SUPPORT, WASTE MANAGEMENT & REMEDIATION SERVICES						
561439	Other business service centers (including copy shops)	2	1.5	0.1	0.2	0.2
561621	Security systems services (except locksmiths)	2	1.5	0.6	0.3	0.2
561710	Exterminating and pest control services	9	6.8	0.6	0.3	0.4
561720	Janitorial services	5	3.8	2.1	1.5	1.7
561730	Landscaping services	82	62.3	8.1	3.2	3.0
561790	Other services to buildings and dwellings	6	4.6	1.1	0.4	0.4
EDUCATION SERVICES						
611110	Elementary and secondary schools	3	2.3	0.6	0.9	0.7
MEDICAL SERVICES						
621111	Offices of physicians (except mental health specialists)	39	29.6	12.3	8.5	6.9
621112	Offices of physicians, mental health specialists	2	1.5	0.5	0.4	0.4
621210	Offices of dentists	20	15.2	6.6	4.8	4.2
621310	Offices of chiropractors	2	1.5	1.8	1.1	1.2
621320	Offices of optometrists	2	1.5	0.5	0.4	0.7
621330	Offices of mental health practitioners (except physicians)	1	0.8	0.9	0.6	0.6
621340	Offices of physical, occupational and speech therapists, and audiologists	4	3.0	2.6	1.5	1.1
621391	Offices of podiatrists	1	0.8	0.9	0.6	0.3
621399	Offices of all other miscellaneous health practitioners	1	0.8	0.7	0.5	0.5
621498	All other outpatient care centers	1	0.8	0.2	0.3	0.3
ARTS, ENTERTAINMENT & RECREATION						
712110	Museums	2	1.5	0.1	0.2	0.2
713940	Fitness and recreational sports centers	7	5.3	1.4	1.1	1.0
OTHER SERVICES						
812199	Other personal care services	2	1.5	1.0	0.7	0.5
812210	Funeral homes and funeral services	1	0.8	0.5	0.6	0.5
812990	All other personal services	1	0.8	0.6	0.4	0.3
813110	Religious organizations	8	6.1	3.3	4.3	5.9
813410	Civic and social organizations	2	1.5	0.4	0.7	0.9
813990	Other similar organizations (except business, professional, labor, and political organizations)	3	2.3	1.5	2.4	0.7

Note: When establishment value ranges between 0.5 and <1.0, assumed equal to 1.0

Source: U.S. Census Bureau, 2011 Census Business Patterns & 2010 Summary File 1

When two or more reference areas contain more establishments per capita than the trade area, the permitted use is regarded as deficient. And when the trade area already exceeds two or more reference area measurements, the permitted use is considered an excess or without potential for additional attraction.

As Table 6 shows, the trade area already enjoys a substantial development of permitted non-residential uses and non-retail/restaurant uses, owing in part to its higher per capita income and seasonal as well as year-round residents. Business demand is not a likely factor as the area has less industrial or major office activity. Given the exceptional development, it is not likely that opportunities exist in the market to feasibly attract more activity. Examples of the trade area's extensive development include:

- Commercial Banks, at 8 establishments per 10,000 trade area residents vs. 3 in reference areas
- Real Estate Agents, at 13 establishments per 10,000 trade area residents vs. 3 in reference areas
- Architectural Services, at 16 establishments per 10,000 trade area residents vs. 1 in reference areas
- Landscape Services, at 62 establishments per 10,000 trade area residents vs. 3 to 8 in reference areas
- Offices of Physicians at 30 establishments per 10,000 trade area residents vs. 7 to 12 in reference areas

As Table 7 shows, relatively few permitted establishments are under-developed in the trade area. They represent opportunities for attracting several certified accountants, perhaps an engineering firm and computer programming service. Beyond these limited examples, no further permitted uses could be identified in the available data.

Table 7: Permitted Establishments in Deficit in the Trade Area, 2011

NAICS code	Permitted Use in HB District Deficient With Respect to Two or More Reference Areas	Establishments per 10,000 persons				
		Trade Area	Long Island	New York State	United States	
		Total Estabs	Per Capita Establishments			
PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES						
541211	Offices of certified public accountants	1	0.8	4.9	2.0	1.8
541330	Engineering services	1	0.8	1.5	1.1	1.9
541511	Custom computer programming services	1	0.8	2.4	2.0	1.9

Note: When establishment value ranges between 0.5 and <1.0, assumed equal to 1.0

Source: U.S. Census Bureau, 2011 Census Business Patterns & 2010 Summary File 1

It should be noted that the per capita analysis only looks at the number of business establishments for the trade area in comparison to the region, state and nation. Employment and sales data are not available for the non-retail and non-restaurant business establishments listed in Table 7, so it is not possible to know whether a high per capita number of businesses reflects a specialization (as may be the case with real estate agents due to the Town's resort status and physicians due to the proximity of Southampton Hospital), whether there is a prevalence of small businesses or whether other factors are at play.

5.3. Review of Prior Market Studies

Two prior studies were conducted by Robert Gibbs, titled the *Village of Southampton Village Grocery Impact Study*, to be referred to henceforth as the Village Grocery Study, and the *Southampton Retail Market Analysis*, to be referred to as the Village Retail Market Study. Both have been reviewed as to their merits, methodologies and conclusions. These studies were published at approximately the same time.

5.3.1. Village Retail Market Study

The Village Retail Market Study is not a quality research product. It bases conclusions on a questionable primary market area that extends beyond the likely reach of shoppers, given traffic conditions in the South Fork and the existence of a major shopping center in Bridgehampton. Its findings include the identification of significant sales leakage, indicative of a large demand for goods and services that is not met by existing supply within the trade area. However, the Village Retail Market Study provides no data that documents the actual sales leakage.

In turn, there is no documentation as to whether drive times reflect off-season weekday conditions, an average of year-round travel, or the worst-case summer condition. It is not clear how demand from the affluent seasonal residents of Southampton factors into overall spending, nor is it probable that spending of local employment would have a significant impact. The majority of workers in the primary market area also reside within the area and their expenditures are reflected in household consumption, not in incremental worker consumption.

Table 9 of the Village Market Retail Study, “Supportable Retail” presents findings for the square-footage of additional retail and restaurant uses that could be supported in the primary trade area. Determining how these findings were calculated is an unfortunate impossibility, as there are no sources listed for the data, no supporting data in the text or appendices, and significant computational errors that reduce the reliability of any potential conclusions.

To illustrate this point, Table 9 identifies an existing demand for “Grocery” goods of approximately \$88 million, with estimated existing sales of only \$14.4 million. This means there is a significant unmet demand in the trade area. Using a factor of \$410 in sales per square foot, the study indicates that the unmet demand of \$73.6 million would only support 30,053 square feet of additional grocery retail use in the Village. In actuality, dividing the \$410 in sales per square foot into the unmet demand of \$73.6 million is closer to 180,000 square feet of additional grocery retail development. The reader is left to understand this discrepancy on their own, as the Study provides no further information.

The generally accepted methodological approach to such a market study is to base most findings upon a reputable Retail Gaps analysis in which consumer expenditures are compared to retail store revenues. Although such data are available, as evident in ESRI Retail Marketplace Profiles, the report does not include these data. Rather, it presents un-sourced estimates of supportable retail and employment by sector. The Village Retail Market Study should not serve as the basis for promoting development of an additional 109,000 square feet of retail space in the Village of Southampton. Some of the specific store types it proposes for development, such as General Merchandise and Sporting Goods, are identified in the ESRI Retail Gaps analysis as sectors that more than adequately meet consumer demand.

5.3.2. Village Grocery Study

The Village Grocery Study supports the attraction of a new 20,000-square-foot upscale grocer in the Village’s central shopping district, similar to Whole Foods, to supplement the existing 25,000 square feet of Grocery Stores outside of the village center. Assuming the ESRI Supply estimates are reasonably accurate for the Village, such a new store would likely absorb somewhat more than all of the current Village leakage of consumer spending on Grocery Store

items, or roughly \$4.4 million relative to a leakage of \$3.8 million under current income estimates.

The finding in the Village Grocery Study that demand in the Village would support up to 25,000 additional square feet of grocery retail is inconsistent with the Village Market Retail Study, which projects that over 30,000 square feet would be supported. Other assumptions utilized for the analysis in the Village Grocery Study are not supported, including the assumption that all households shop for groceries within the trade area only. This assumption is also at odds with the retail gap numbers provided in the Village Market Retail Study.

Perhaps most significant is the absence in the Village Grocery Study of a true depiction of the Village's character as a major travel and tourism destination with a 75% increase in seasonal population over year-round residents, in its initial calculations of supportable sales, etc.

From the perspective of the Village, a new grocery store would be a plus, increasing convenient access to quality food for residents and visitors as well as benefitting neighboring retail and residential uses by anchoring existing development and bolstering retail and restaurant sales. From the Town's perspective, a new grocery store in the Village would also be a benefit for similar reasons, and would likely absorb all of the zip code area leakage of consumer spending on Grocery Store items, in addition to the leakage from the Village.

However, for the Town, the same market situation could be expected to be true for a grocery store located on CR 39. Because of the corridor's proximity to the Village, even a 20,000-square-foot Whole Foods-type store would likely absorb all of the Village's current leakage for Grocery Store spending, as well as the zip code area's. If the store were a larger, full-service supermarket, it would likely also absorb some Grocery Store leakage from portions of the Town outside of the 11968 zip code.

Therefore, from a market standpoint, an argument can be made for siting of a grocery store in either the Village or along CR 39 (it is less likely that the market could support a grocery store in both areas). The location choice therefore would come down to a planning decision, based on the established planning objectives for both municipalities, and the weighing of potential impacts such as traffic and noise.

While the Village Grocery Study presents findings that are inconsistent with the Village Market Retail Study, it provides some reasonably supportable conclusions. References to relevant developments and outcomes in reliable real estate and economic journals, as well as current news articles, lend credence to the consultant's conclusions. However, whether adequate parking currently exists to support 20,000 square feet of Grocery Store development in the Village center – or would be supplied in concert – is not discussed and is a critical issue. Without available parking, Demand would not be met and the leakage would not be absorbed.

6. SUMMARY AND KEY TAKEAWAYS

The review of permitted uses in the HB zone, in the context of the Town's stated land-use goals for the CR 39 corridor, indicate that current zoning is working well in achieving a balance of promoting functional and viable business and minimizing negative impacts on traffic and aesthetics. However, the Town may explore the addition of several key uses that represent feasible commercial options and that would be consistent with planning goals.

Looking at currently permitted retail and restaurant uses where spending leakages are evident, the gaps analysis suggests that the CR 39 corridor could support additional restaurants (both full- and limited-service), as well as auto parts, accessories & tires. In addition, several uses present market opportunities and encompass uses currently allowed in the HB District by special exception permit: motor vehicle dealers (which could include boats, RVs and motorcycles); gas stations and food service & drinking places (including bars). It is not suggested that these uses should change; they should continue to be subject to special exception permit. However, there may be related uses that have market potential which could also be allowed by special exception permit. For example, microbreweries (generally defined as restaurants that prepare handcrafted beer for consumption on the premises as an accessory use) may be a use to explore given the leakage evident in the food service & drinking places category.

In addition, the gaps analysis suggests that the CR 39 corridor has particular strength in the furniture & home furnishings and building materials, garden equipment & supply sectors. There may be non-retail uses that are not currently permitted in the HB District (even by special exception permit) that would capitalize on that strength, such as millwork, cabinetry and furniture making, which would appear to be consistent with the low-traffic, resort-related uses envisioned by both the 1970 and 1999 plans. These additional uses, if allowed in the HB District, should be subject to special exception permit to ensure that they are attractive and that any potential negative impacts are minimized.

For other non-retail and non-restaurant uses, because of the lack of quantitative data, this report cannot make any definitive recommendations; however, it may be advisable to further explore some additional such uses for the HB District. For example, the trade area has a relatively high concentration of fitness and recreational sports centers (in addition to the outdoor recreation and other indoor recreation activities that are allowed in the HB District by special exception permit and were not analyzed in the per capita analysis). As discussed above, it is not possible to know whether this concentration represents a specialization or excess capacity. However, given that a range of fitness and recreational uses are already permitted either "as-of-right" or by special exception permit in the HB District, it is reasonable to consider whether related uses, such as health spas, may also be permitted. Clearly, the addition of

health spas would need to be carefully defined and considered, as beauty shops and similar personal-service uses are not permitted in the HB District, nor are hotels. It is suggested that, if the Town wishes to further explore the addition of health spas or other non-retail uses that are not currently allowed (e.g. artists' studios or galleries), detailed analysis be conducted to gain an understanding of the specific market for these uses as well as their potential impacts.

Acknowledgements

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