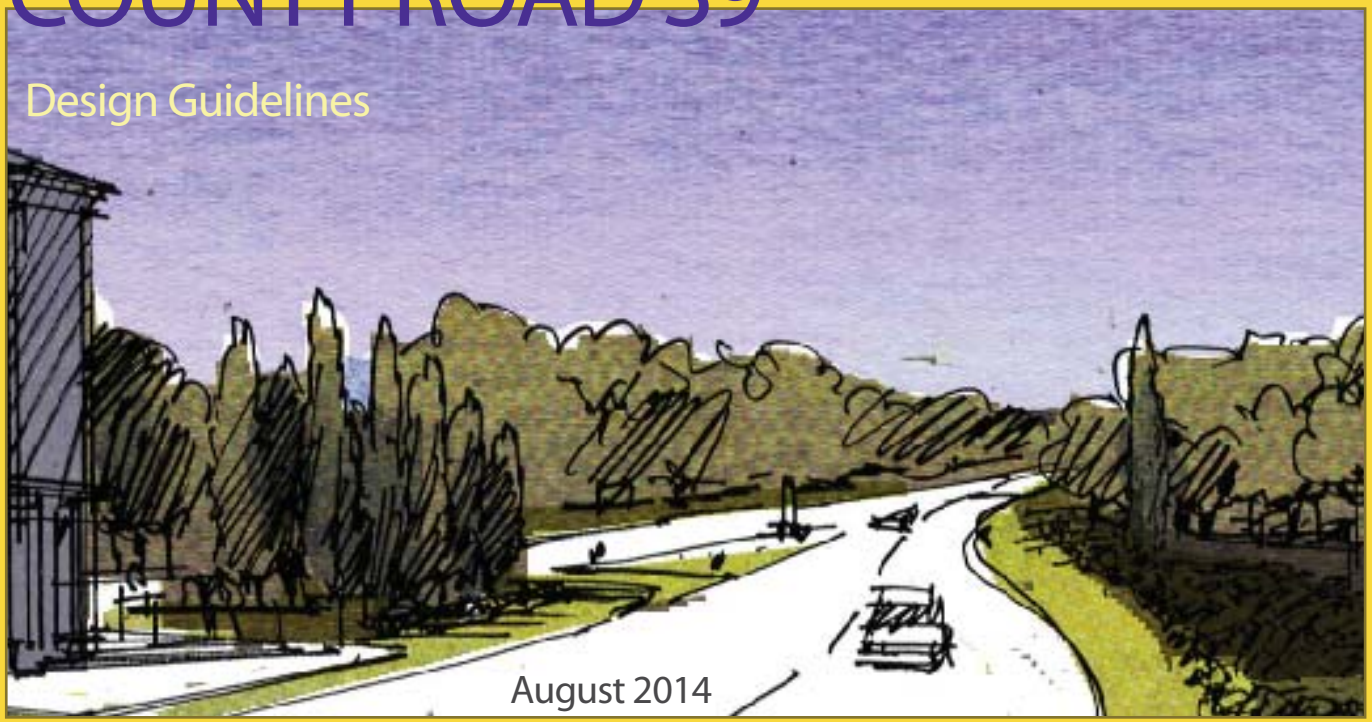
COUNTY ROAD 39

Design Guidelines



August 2014

INTRODUCTION

The purpose of this guide and how to use it.

BUSINESS ZONES

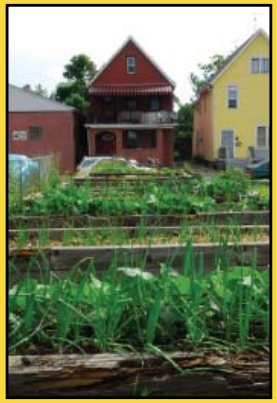
Site planning and dimensional regulations in business zones.

TRANSITION ZONES

Designing the spaces between residential and business zones.

SUSTAINABLE SITE DEVELOPMENT

Designing for longevity.



Contents

Introduction

The County Road 39 (CR39) Design Guidelines document is meant to direct the design of new construction and redevelopment along the CR 39 corridor in the Town of Southampton, and to support and illustrate the study recommendations as they are described and defined by the "CR 39 Corridor Study". These design guidelines address site planning, dimensional regulations and architectural standards for commercial land uses within the study area.

The guidelines are created with the intent of informing the surrounding buildings' patterns, styles, landscaping and parking placement.

The reader will find basic information about design criteria and development approaches that are supportive of a higher functioning County Road 39. This includes: site organization and layout, site design, and architectural design. While the interpretation of the design guidelines is the responsibility of the Planning Board, the implementation of the County Road 39 Study objectives for individual sites is clearly laid out here.

There are three sections in this document: Business Zones, Transition Zones, and Sustainable Site Development. "Business Zones" are the commercial areas along CR39 that are zoned for Highway Business (HB).

Transition Zones are areas located between commercial developments and other types of development, such as residential. These areas belong to a new zoning category, Hamlet Office Business (HOB). This 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 with residential character.

Sustainable site development applies to land use projects in all zoning categories. Sustainable sites minimize environmental impacts, achieve resource efficiency, and use innovative approaches to manage the maintenance of a site.

Each section provides the dimensional standards associated with sites in HB, HO and HOB zones. This includes everything from building height to lot coverage, build-to-lines and parking.

Many of the standards referenced in these guidelines are the same as those in the Town Code, but with graphics and images to show how they are applied. These images also illustrate access management techniques like cross access to visually explain how different sites can operate together more efficiently and safely.

Property owners and potential developers of parcels along County Road 39 should further reference the recommendations in the County Road 39 Corridor Land Use Plan and Access Management Plan to put together a cohesive site plan application.

Business Zones

Objective: *To improve the aesthetic of the highway corridor, making the roadway safer and businesses attractive to both auto driver and pedestrian, as well as functional for building owner and tenant.*

A more productive and enjoyable roadway that is consistent with the town's resort image requires:

- Upgrading the visual appearance of sites along the corridor, including signage and lighting;
- Improving shared access, circulation and parking between land uses;
- Including pedestrian amenities like sidewalks, benches, and lighting in site plans; and
- Promoting architecture that reflects the historic qualities of the area.

As such, a commercial site plan should provide for the interrelationship of all elements on the site as they relate to the roadway, to adjacent existing developments and within the context of the local community.

The coordination of a new development must adhere to several new guidelines in the site planning process.

GENERAL GUIDELINES FOR NEW DEVELOPMENT:

1. Every new development must coordinate the ingress and egress with neighboring sites to reduce the number of new curb cuts along CR39. If there are no current adjacent sites, the placement of the new curb should allow for its potential use as a common driveway in the future.

2. Every new development must provide for cross access with adjacent lots via parking areas.

3. Every new developments must provide a 50 foot transition yard.

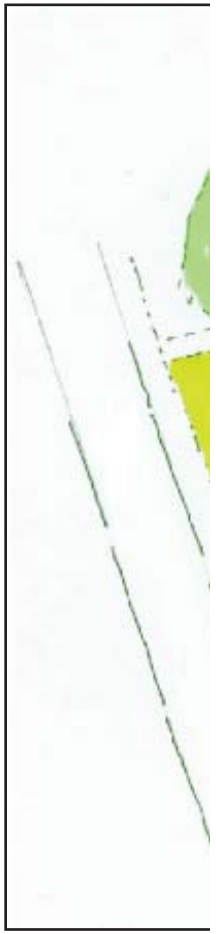
4. Every new development will accommodate parking only in the rear and side yard.

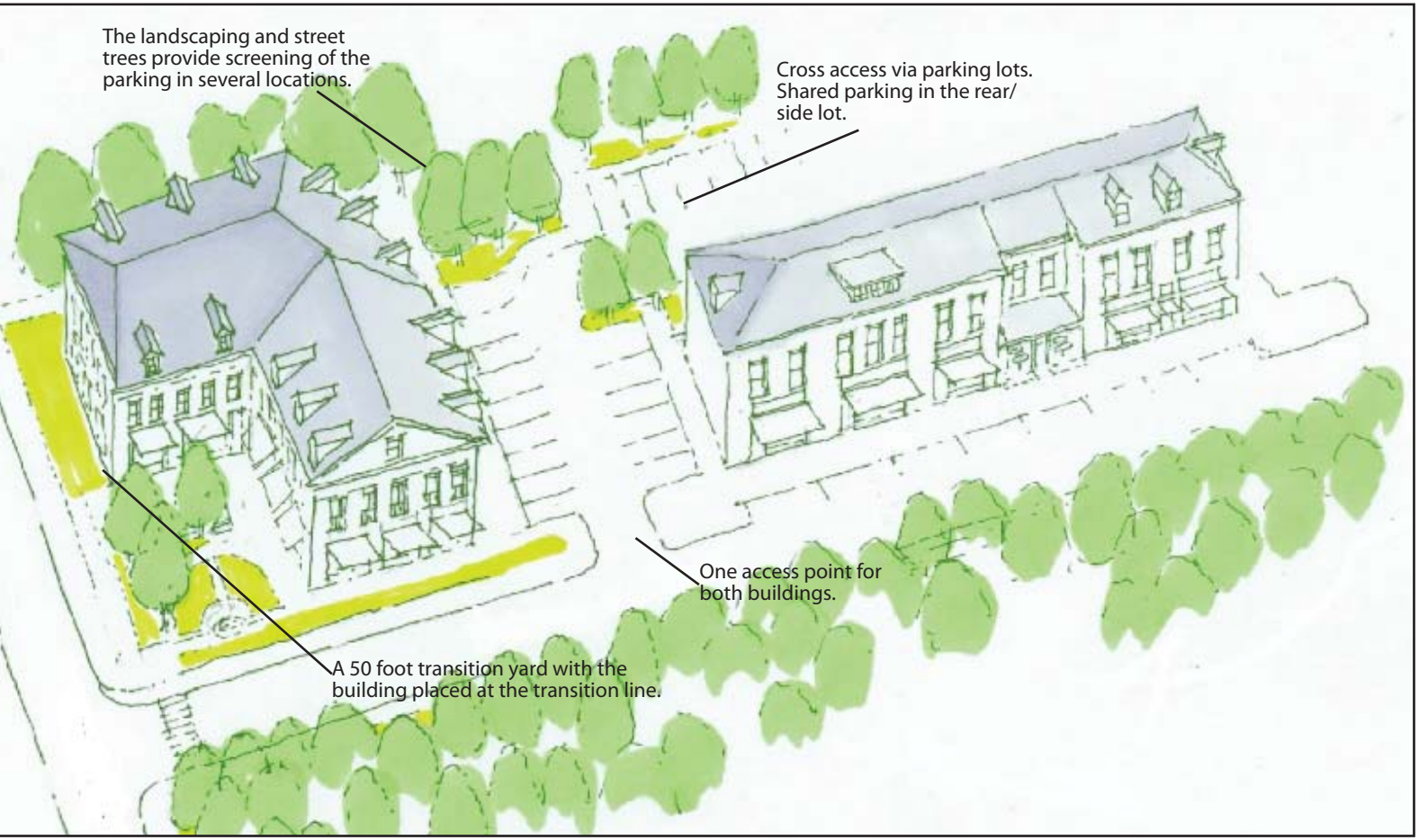
5. If cross access can only be provided in the front of the site, parking can be in the front of the building, but can not be located in the transition yard.

6. Every building should be placed on or as close to the transition yard as possible.

7. Every site should provide robust landscaping to screen parking in the rear and side yards from the street.

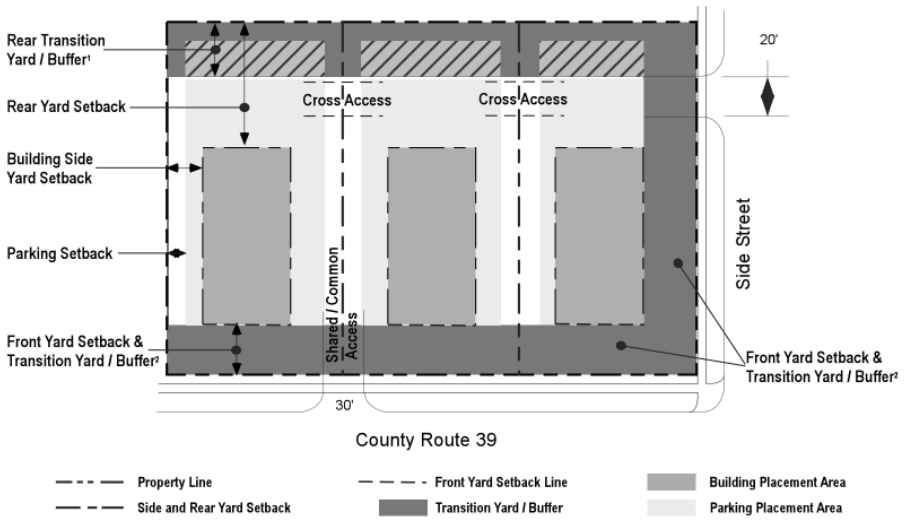
8. Every site should provide pedestrian scale lighting that is complaint with the Dark Sky requirements of Town Code Chapter 330, Article 29.




The landscaping and street trees provide screening of the parking in several locations.
Cross access via parking lots. Shared parking in the rear/ side lot.
One access point for both buildings.
A 50 foot transition yard with the building placed at the transition line.

Dimensional Standards in Highway Business (HB) Districts

BUILDING AND PARKING PLACEMENT



BUILDING PLACEMENT	
Setbacks (Minimum Distance for Property Line)	
Front Yard	50'
Side Yard, One Side	20'
Side Yard, Both Side	60'
Rear Yard	50'
PARKING PLACEMENT[2]	
Setbacks (Minimum Distance for Property Line)	
Front Yard	50'
Side Yard, One Side	10'
Rear Yard	10'
TRANSITION YARD / BUFFER[2]	
Front	50'
Rear	50'

DRIVEWAY LOCATION	
Distance between driveways	250'
Distance from CR 39, on side street	100'
Distance from intersection, on CR 39	180'

ACCESSORY STRUCTURES	
Front Yard	75'
Side Yard	50'
Rear Yard	20'

1. Adjacent to Residential Zoning District
2. Parking not permit in Transition Yard

Architectural Elements

Architectural elements define building materials, details and configurations. These three things greatly influence the character and quality of a street and a neighborhood.

BASE-MIDDLE-TOP RULE:
All elements in a building should be treated as having a base, middle (or body) and top. From the overall building massing, to the detail of a base molding, this treatment helps give elements a pleasing shape without prescribing a particular style.

For one-story buildings there should always be a clear visual definition (expression line) between the street level and the parapet or top of roof for low-slope or flat roofs, and the eave line for pitched roofs.

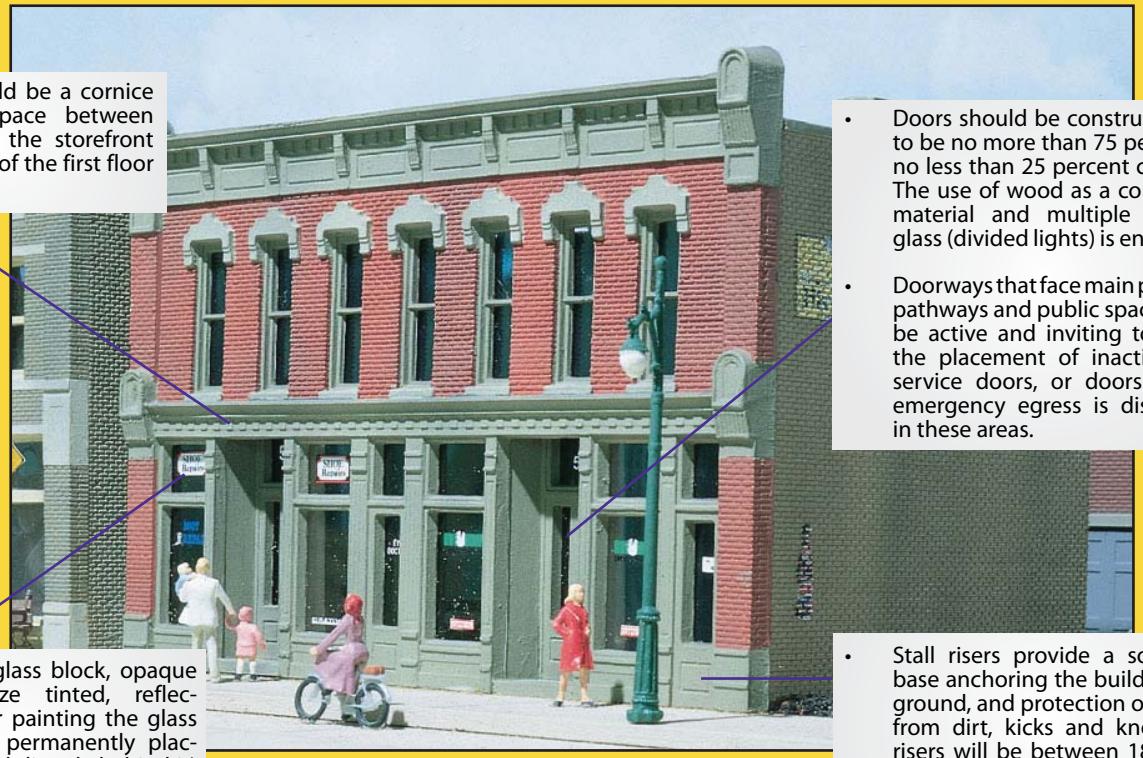
For two-story buildings there should always be a clear visual definition between the street level and the second level, and between the second level and the parapet or top of roof for low-slope (flat) roofs, and the eave line for pitched roofs.

One-story buildings whose massing could allow for one-and-a-half or two stories, should appear as one-and-a-half or two stories with appropriate fenestration and expression lines.

All street level façades should be designed to encourage pedestrian activity by providing stimulating storefronts that maintain and enhance the attractiveness of the street scene, display merchandise, seating areas, or activity inside the building. Blank walls are therefore prohibited along street frontages. The use of storefronts on street level façades facing pedestrian pathways and public areas is encouraged.

Front and side facades of each building should be consistent in material and detailing, with no more than two wall materials, not including the foundation material or trimwork. Separations between materials shall be primarily horizontal. Heavier materials shall always be below lighter materials.

SPECIAL BUILDING ELEMENTS



- There should be a cornice or clear space between the top of the storefront and the sill of the first floor windows.

- Doors should be constructed so as to be no more than 75 percent and no less than 25 percent clear glass. The use of wood as a construction material and multiple panes of glass (divided lights) is encouraged.

- Doorways that face main pedestrian pathways and public spaces should be active and inviting to patrons; the placement of inactive doors, service doors, or doors used for emergency egress is discouraged in these areas.

- The use of glass block, opaque glass, bronze tinted, reflective glass, or painting the glass opaque (by permanently placing a material directly behind it) is not permitted if used in large areas.

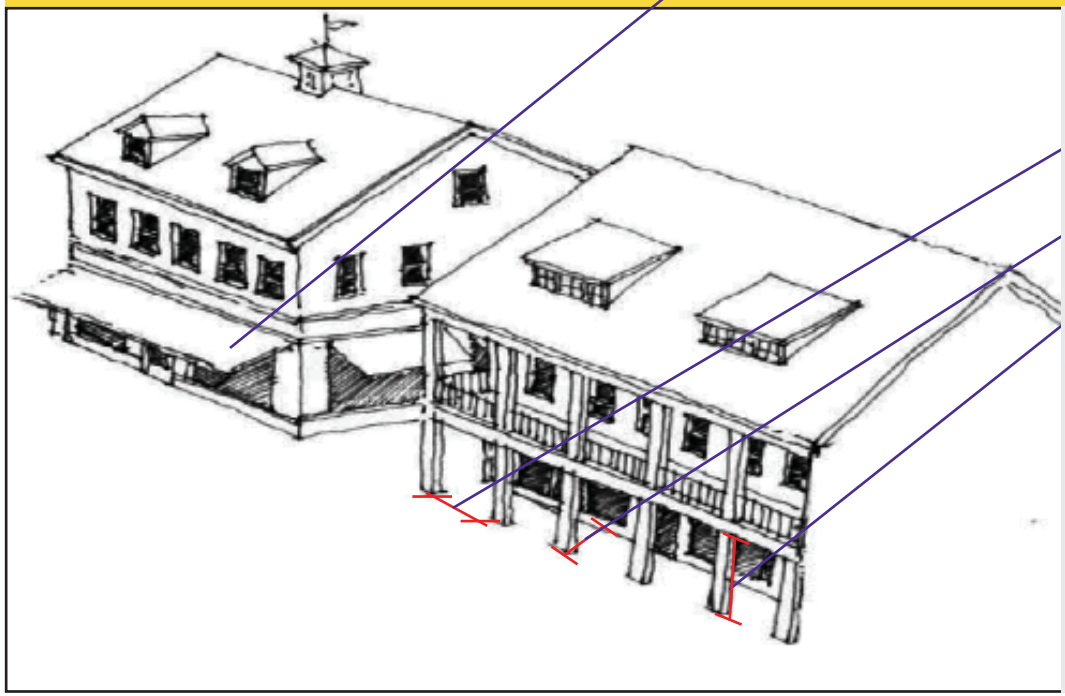
- Stall risers provide a solid visual base anchoring the building to the ground, and protection of the glass from dirt, kicks and knocks. Stall risers will be between 18" and 24" and 36" above the sidewalk.

SPECIAL BUILDING ELEMENTS

The use of street level porches is encouraged to maintain the alignment of façades, add variety to façades, and emphasize entrances. The use of street level colonnades is encouraged to maintain the alignment of façades, add variety to façades, and to create areas protected from the weather, such as outdoor seating or a covered walkway.

AWNINGS /CANOPIES

1. Awnings should be placed at the top of windows and storefronts and their shape should relate to the top of the opening.
2. Awnings can not be placed on the façade where there are no windows.
3. Maximum projection of first floor awnings is 8 feet.



BALCONIES, PORCHES, COLONNADES

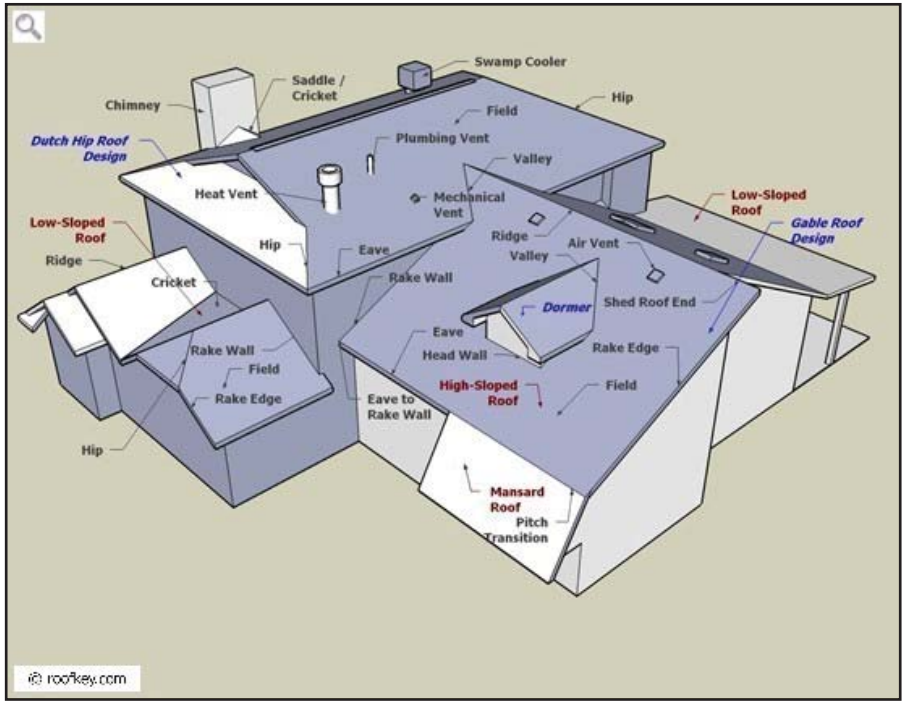
1. The maximum clear opening between two columns should not exceed 10 feet.
2. The minimum clear dimension between a column face and the building wall is 7 feet.
3. The maximum height of the ceiling under a porch or colonnade is 12 feet.
4. Individual columns, or those supporting a porch or colonnade, should not extend more than one storey uninterrupted, and be of properly proportioned height, diameter, and taper.

ROOF & ROOF MATERIALS

1. Sloped roofs shall be asphalt shingle, wood shingle, slate, synthetic slate, standing seam galvanized, painted or copper metal. Architectural-grade shingles are preferred for visible roof finishes.
2. Commercial buildings and garages may have shallow or flat pitched roofs, of ¼:12 to 5:12. Flat-pitched roofs shall have an appropriately detailed cornice atop a parapet wall, designed to hide the roof-top equipment. Shallow pitched roofs shall have eaves that are well finished. An ornamented eave or detailed cornice helps to establish the "top" of a building's facade.
3. Sloped roofs shall be at a pitch between 6:12 and 12:12. Shed roofs shall be permitted when the ridge is attached to either another roof or an exterior wall of a building. The pitch of shed roofs is permitted if between 3 ½:12 and 4:12.

4. Roofs shall overhang at least 12" gable ends and between 12" and 24" at eaves. Eaves should be as continuous as possible. The undersides of soffits and roof overhangs should be well finished as these are often more visible than the roof itself.

5. Dormers can range in style from rustic to more formal. Dormers shall be proportioned to show only trim and no siding material on the front facade. The exterior walls of dormers should be placed at least 3 feet from the exterior wall of the roof below. Overhangs on dormers should be much smaller than those on the main roof, ranging from 3" to 12," to be proportionate to their smaller size.



6. Skylights shall not face frontages. Dormers are preferred over skylights to let light into roof spaces as they are more energy efficient in both summer and winter and are less prone to leaking.

LARGE COMMERCIAL BUILDINGS

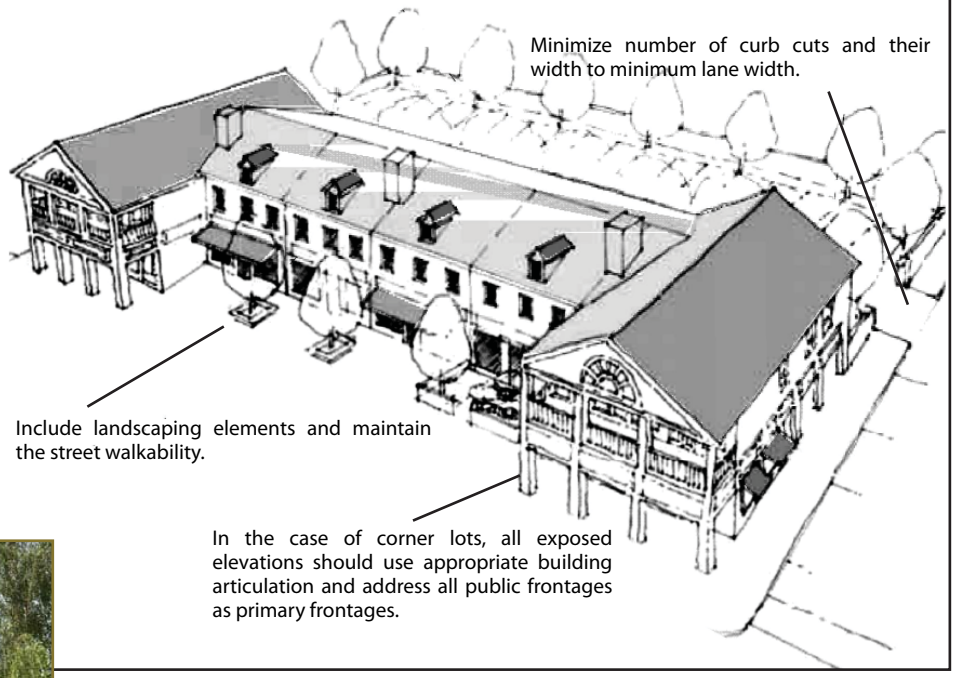
Responsible development creates buildings that perform through time and serve multiple uses, as they change. This means that the building elements need to work in proportion to one another, following these concepts:

- For one-story buildings there should always be a clear visual definition (expression line) between the street level and the parapet or top of roof for low-slope or flat roofs, and the eave line for pitched roofs.
- One-story buildings whose massing could allow for one-and-a-half or two stories, should appear as one-and-a-half or two stories with appropriate fenestration and expression lines.
- Blank walls are prohibited along street frontages.
- Front and side facades of each building shall be consistent in material and detailing.
- Separations between materials shall be primarily horizontal.

Example:

- A clerestory building (e.g. one level, 35 ft. height) is designed with the appearance of a two story building.
- Building is easily adaptable for two story use.
- The entrance is on the side, however, the building is addressing the street by increased glazing and inclusion of details. The entrance is clearly indicated from the street, by provision of the porched walkway
- Parking on the side of the building, buffered from the street by landscaping.
- Roof massing is broken by inclusion of architectural elements: dormer, shed dormer, eyebrow window, cupola.

The principal building orientation should ↑ always address the main thoroughfare.



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The gas pump canopy design should be integrated into main building design.

REDEVELOPMENT OF EXISTING COMMERCIAL CENTERS

Renovated and new commercial buildings and centers should be planned and designed so that the siting and shape of buildings contribute to the identity, heritage and design concepts of that area. This includes orientation of buildings, composition of roof forms, and architectural treatments.

Buildings with historical relevance, like the Rosko Potato Barn, for example, should be retrofitted for new uses where possible. New buildings that take the place of those which have relevance but are razed or demolished should be designed with consideration of the historical past use, look and function of the property.

Renovated and new commercial projects along highway corridors should be designed to include the creation of gateways and open spaces and provide an interconnected system of pedestrian ways that provide for social interaction, or other design features that make attractive architecture, landscaping and pedestrian access the primary visual focus.

The frontage of primary commercial roadways and connecting side streets should be enhanced by the design of commercial buildings and centers. They should improve the streetscape, building edge and land use continuity.

New and renovated commercial projects should strive to introduce new design themes and concepts emphasizing pedestrian comfort and interconnectivity. The pictures below show two existing commercial centers, located almost directly across the street from one another on County Road 39.

The top commercial center lacks unified signage and lighting, has a variety of roof and building massing, and provides minimal landscaping to conceal all of the parking. In contrast, the bottom commercial center is relatively new, with well chosen design elements, even building massing and attractive detailing.

Existing, older commercial center.

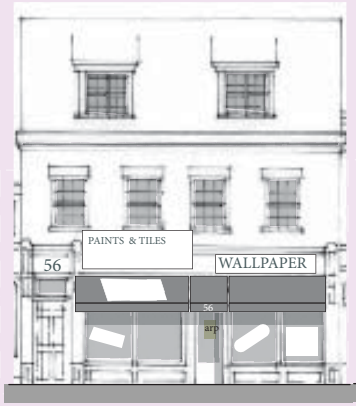
Existing, newer commercial center.

MERCHANDISING DISPLAY

Retail uses benefit from street level façades designed to encourage pedestrian activity by providing stimulating storefronts that maintain and enhance the attractiveness of the street scene, display merchandise, seating areas, or activity inside the building. Some businesses along County Road 39 use their front yards for additional advertising by displaying merchandise in this area. For example:

MERCHANDISE DISPLAY, BOATS AND POOLS- Display of boats and merchandise in front is not appropriate as it creates clutter in front yards. (Strongs Marine above, Yesterday's Treasures, below; both on County Road 39).

SIGNAGE



SIGNAGE- UNDESIRABLE

SIGNAGE- DESIRABLE

All signs will comply with Town of Southampton Zoning, Chapter 330, §330-200. The Sign Design Guidelines are provided with Town of Southampton Zoning, Chapter 330, §330-210.1.

In general, signs should relate in placement, proportion, and size to other building elements; and sign materials, style, and color should complement the building façade. Sign content must be related to businesses within the building.

Transition Zones

Transition zones are areas along CR39 that serve as buffers between concentrations of residential and commercial uses. These zones are recommended to be rezoned to Highway Office/Business (HOB) and/or Highway Office (HO).

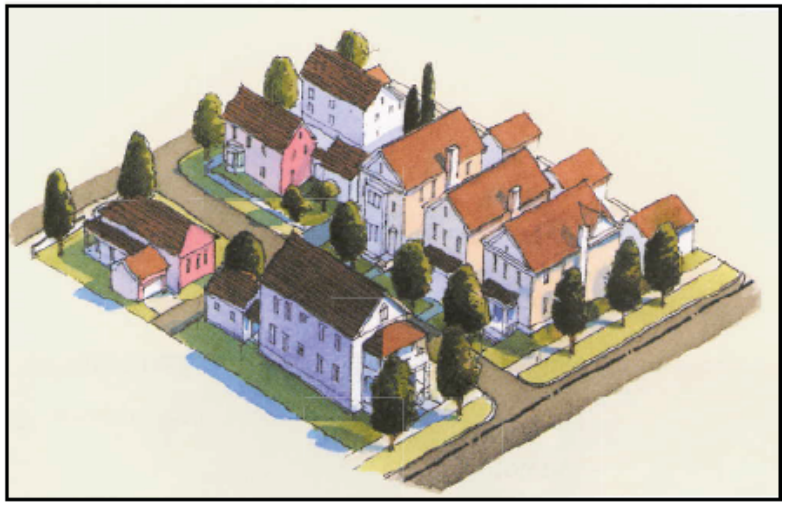
Businesses that contribute to Southampton's resort and second-home industry that are a staple of the local economy have the greatest presence on the corridor. In order to enhance the unique character of the Town and preserve the integrity and vitality of the County Road 39, specific portions are recommended to change to a new zoning category, Hamlet Office/Business (HOB).

This 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 with residential character.

Buildings in the HOB are not to exceed 5,000 square feet with porched entries, pitched roofs, and discrete signage 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.

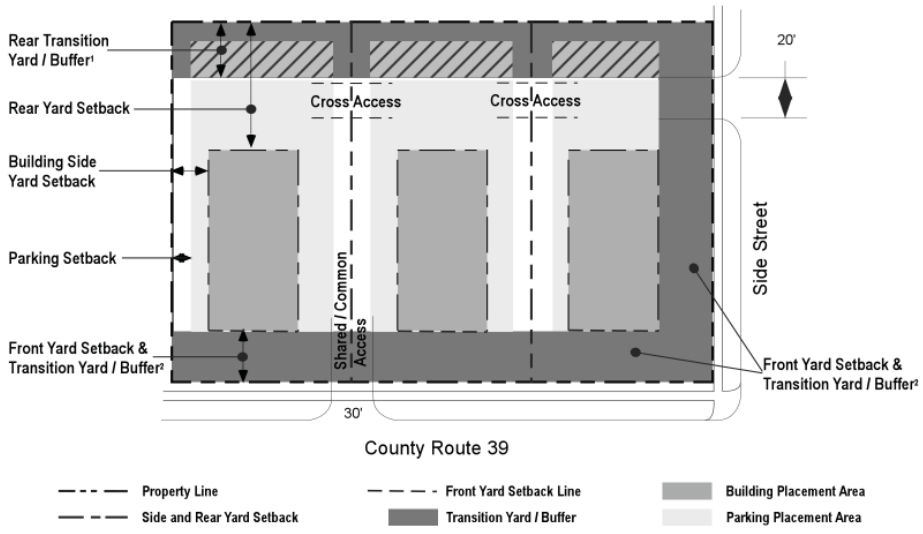
Transitional zones integrate commercial uses by clustering smaller compatible buildings together and designing the architecture to maintain a residential appearance, irrespective of use. This includes roof pitch; design and materials; front entry (with porch); window size, placement and orientation; facade materials and color; and landscaping in the front and side yards. The use of corporate or franchise architecture is discouraged.



Transition areas are often more residential in nature, and therefore benefit from adjacent businesses designed in a residential style, rather than a standard commercial storefront.

Dimensional Standards in Highway Office Business (HOB) Districts

BUILDING AND PARKING PLACEMENT



BUILDING PLACEMENT	
Setbacks (Minimum Distance for Property Line)	
Front Yard	30'
Side Yard, One Side	20'
Side Yard, Both Side	40'
Rear Yard	30'
PARKING PLACEMENT[2]	
Setbacks (Minimum Distance for Property Line)	
Front Yard	30'
Side Yard, One Side	10'
Rear Yard	10'
TRANSITION YARD / BUFFER[2]	
Front	30'
Rear	30'

DRIVEWAY LOCATION	
Distance between driveways	250'
Distance from CR 39, on side street	100'
Distance from intersection, on CR 39	180'

ACCESSORY STRUCTURES	
Front Yard	40'
Side Yard	15'
Rear Yard	15'

1. Adjacent to Residential Zoning District
2. Parking not permitted in Transition Yard

Lighting

A lighting plan should be prepared in accordance to Zoning Chapter 330-340, 348, Outdoor Lighting. These standards promote Dark Sky guidelines regarding lighting placement, intensity, timing, duration and lighting color.

Lighting plans should be developed in conjunction with adjacent sites to create a coordinated and continuous appearance to the streetscape. The picture of Main Street in Hampton Bays is an example of a streetscape with continuous pedestrian scale lighting at the street's edge that is coordinated with lighting on the building to create an overall enjoyable environment for walking.

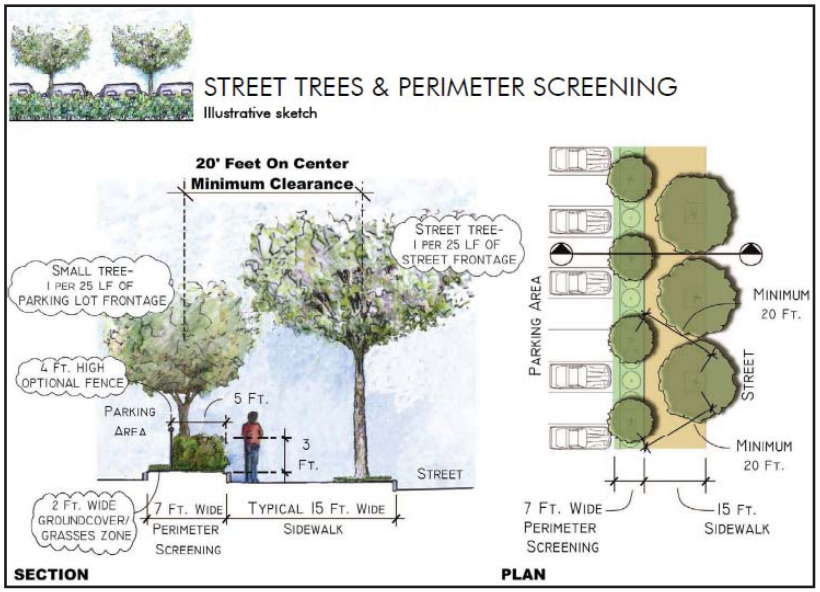
Lighting plays an enormous role in the perception of safety and quality of place. The intent of the Town Code standards for outdoor lighting states the importance of a good lighting plan in the "preservation of our rural character, aesthetic value, and the unique quality of life enjoyed by Southampton Town residents by preserving and enhancing the ability to view the night sky."

PARKING PLACEMENT and PROVISIONS

Designing the parking portion of a site shouldn't be an afterthought. In fact, careful consideration of how pedestrians and cars will circulate to and through a new development given different methods of access should always be at the forefront of the design process.

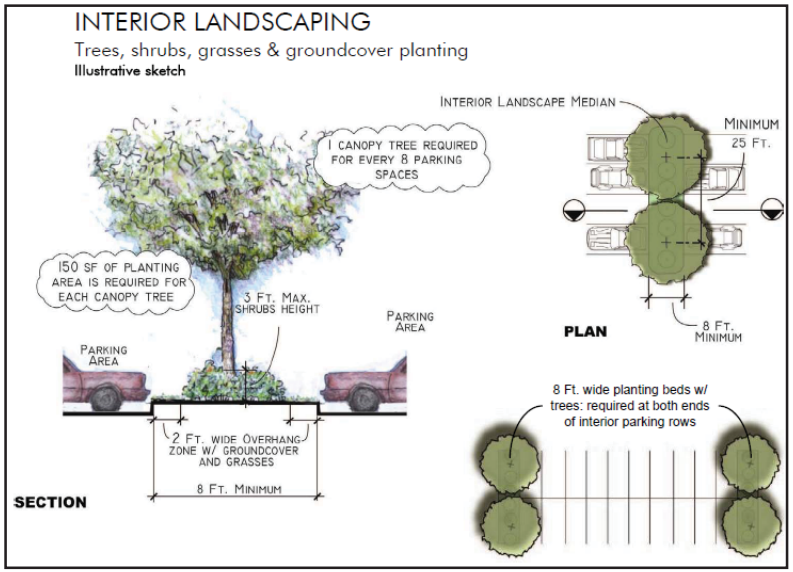
The parking area of a new development should be designed for safety, access between sites, and sustainability within the site. Thus, while the parking lots must be screened from the street it is essential to coordinate the lighting plan with the screening elements so shadows are not cast through the lot during evening hours.

The use of shared parking entrances and rear alleys is encouraged. Parking lots should be screened from the street and the use of landscaping, trellises, low street walls and other aesthetic elements to help define the sidewalk edge is encouraged. The provision of secondary rear entrances and pleasing rear facades is strongly encouraged.



The New York City Department of City Planning's "Design Standards for Commercial and Community Facility Parking Lots" lists four design concepts essential in minimizing the impacts of parking facilities:

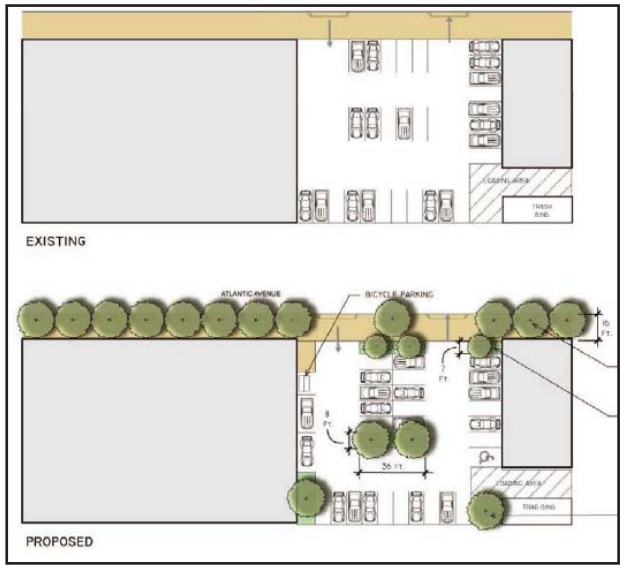
1. Street Trees
2. Perimeter Screening
3. Interior Landscaping
4. Maneuverability Standards



Angle of Park	A Min.Length	B Min. Width	C Min. Aisle	D Min. Turnaround
0*	8'-6"	20'-0"	13'-2"	N/A
0**	8'-6"	20'-0"	23'-3"	N/A
45	17'-1"	8'-6"	12'-10"	18'-0"
50	17'-5"	8'-6"	13'-2"	17'-6"
55	18'-1"	8'-6"	13'-7"	17'-3"
60	18'-5"	8'-6"	14'-6"	17'-0"
65	18'-7"	8'-6"	15'-4"	17'-3"
70	18'-8"	8'-6"	16'-5"	17'-6"
75	18'-7"	8'-6"	17'-10"	18'-0"
90	18'-0"	8'-6"	22'-0"	22'-0"

The example below shows an application of the four design concepts. Note the interior and exterior street trees of varying sizes that provide perimeter screening of the lot from the street.

Also note the configuration of the parking facility. By reconfiguring the existing lot to increase the maneuverability the site operates more safely without the loss of parking and incorpates interior landscaping.



Sustainable Site Development

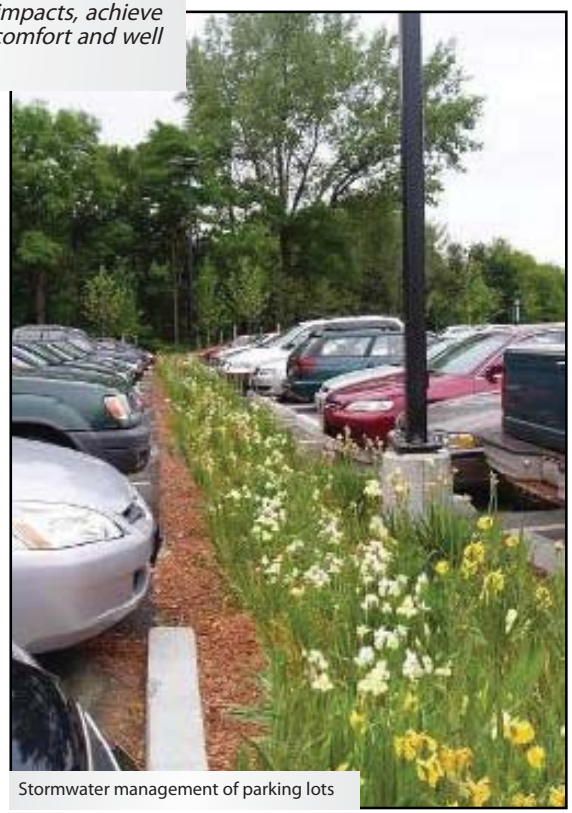
Sustainable sites minimize environmental impacts, achieve resource efficiency, and provide occupant comfort and well being.

Successful application of green techniques will encourage soil and vegetation contact and infiltration and retention of stormwater.

Incorporating erosion and sedimentation controls, drainage improvements, and construction activity pollution prevention programs as part of future development projects is important.

For all new streets, access lanes and new parking lots, minimization of impervious area (asphalt/concrete) is strongly recommended. When retrofitting and redeveloping existing streets, opportunities to eliminate unnecessary impervious area should be explored.

Green infrastructure can incorporate a wide variety of design elements including street trees, permeable pavements, bio-retention, and swales. Although the design and appearance of green infrastructure will vary, the functional goals are the same: provide source control of stormwater, limit its transport and pollutant conveyance to the collection system, restore pre-development hydrology to the extent possible, and provide environmentally enhanced roads.



Stormwater management of parking lots

STORMWATER MANAGEMENT AND GREEN INFRASTRUCTURE

SWALES are vegetated open channels designed to accept sheet flow runoff and convey it in broad shallow flow. The intent of swales is to reduce stormwater volume through infiltration, improve water quality through vegetative and soil filtration, and reduce flow velocity by increasing channel roughness. In the simple roadside grassed form, they have been a common historical component of road design.

Additional benefit can be attained through more complex forms of swales, such as those with amended soils, bioretention soils, gravel storage areas, under drains, weirs, and thick diverse vegetation.

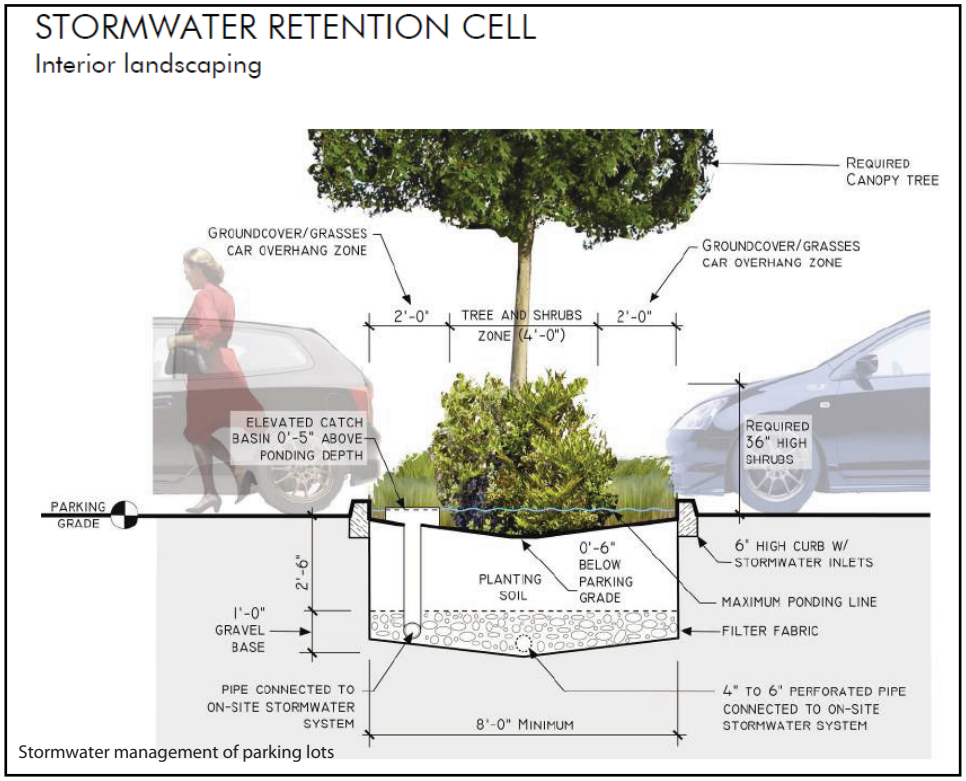
Sidewalk Swale

BIORETENTION is a versatile green infrastructure strategy. Bioretention features can be tree boxes taking runoff from the street, indistinguishable from conventional tree boxes. Bioretention features can also be attractive attention grabbing planter boxes or curb extensions.

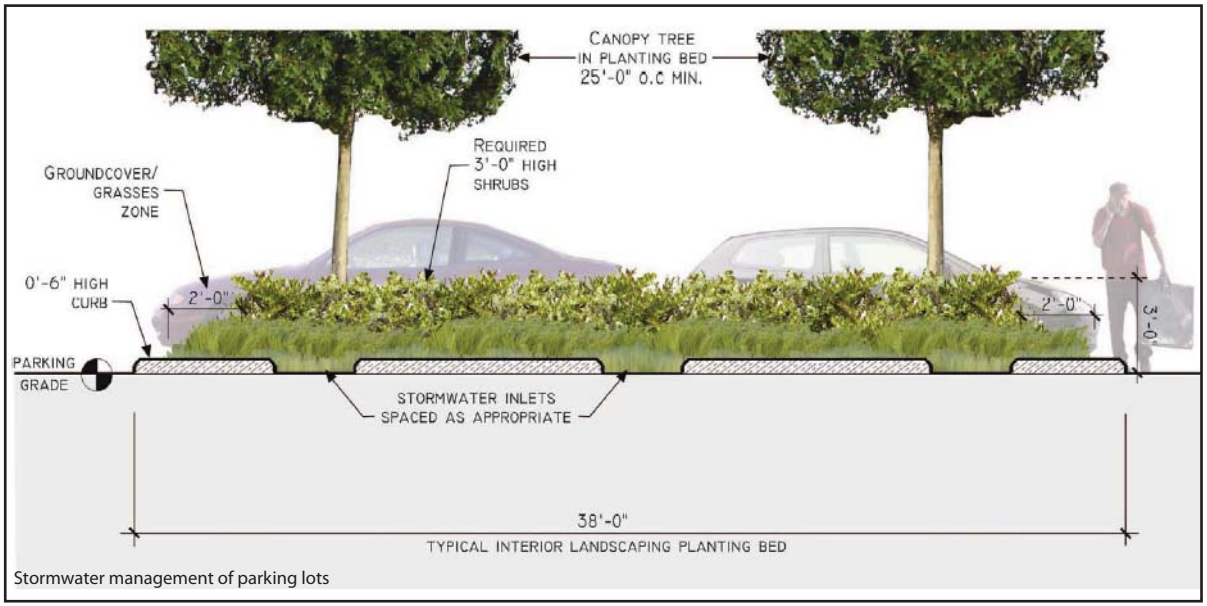
Many natural processes occur within bioretention cells: infiltration and storage reduces runoff volumes and attenuates peak flows; biological and chemical reactions occur in the mulch, soil matrix, and root zone; and stormwater is filtered through vegetation and soil.

PERMEABLE PAVEMENT comes in forms of permeable concrete and asphalt (both ADA compliant), permeable interlocking concrete pavers, and grid pavers. Permeable concrete and asphalt are similar to their impervious counterparts but are open graded or have reduced fines and typically have a special binder added.

Methods for pouring, setting, and curing these permeable pavements also differ from the impervious versions. The concrete and grid pavers are modular systems. Concrete pavers are installed with gaps between them that allow water to pass through to the base. Grid pavers are typically a durable plastic matrix that can be filled with gravel or vegetation.



Stormwater management of parking lots



Stormwater management of parking lots


Permeable paving

All of the permeable pavement systems have an aggregate base in common which provides structural support, runoff storage, and pollutant removal through filtering and adsorption. Aside from a rougher unfinished surface, permeable concrete and asphalt look very similar to their impervious versions.


Close up of a permeable paving application

Street Trees

From reducing the urban heat island effect and reducing stormwater runoff to improving the urban aesthetic and improving air quality, much is expected of street trees. Street trees are also good for the economy. According to recent surveys, customers spend 12% more in shops on streets lined with trees than on those without trees. However, most often street trees are given very little space to grow in often inhospitable environments.

The soil around street trees often becomes compacted during the construction of paved surfaces and minimized as underground utilities encroach on root space. If tree roots are surrounded by compacted soils or are deprived of air and water by impervious streets and sidewalks, their growth will be stunted, their health will decline, and their expected life span will be cut short.

By providing adequate soil volume and a good soil mixture, the benefits obtained from a street tree multiply.

To obtain a healthy soil volume, trees can simply be provided larger tree boxes, or structural soils, root paths, or "silva cells" can be used under sidewalks or other paved areas to expand root zones. These allow tree roots the space they need to grow to full size.

SILVA CELL STRUCTURES

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Town of Southampton
Department of Land Management

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