

5.0 BRIDGEHAMPTON HAMLET CENTER PLAN RECOMMENDATIONS

This final chapter has general recommendations and specific recommendations. All recommendations build upon the recommendations made in the Comprehensive Plan Update pertaining to Bridgehampton.

5.1 General Recommendations

Community Housing

Community housing – housing that is affordable to a range of incomes - is needed. Property and housing prices, rents, and real estate taxes have made it difficult for the hamlet to hold onto its former character as home to a mix of incomes. In addition, hamlet residents cited poor living conditions and overcrowding. The Town of Southampton needs to consider a multi-faceted approach to producing below market-rate housing for hamlet residents and households on low, moderate, and fixed incomes. The town has started the process of establishing a Housing Authority with a housing office in Town Hall; this is a critical piece of the solution and should be implemented. Further, the town should identify potential development sites for new housing development that, ideally, would mix market-rate and below-market rate housing. Developers should be encouraged to construct affordable housing on these sites with zoning bonus incentives, tax or property cost incentives, and the use of the State Environmental Quality Review process to pre-approve community housing construction.

This plan's study area has five sites that might be developed entirely or in part with housing. These sites are the Carvel and surrounding parcels, the undeveloped farm parcel on Snake Hollow Road (adjacent to Agway), the property behind the ESP Fuel Facility on Montauk Highway, the Town of Southampton Department of Public Works Highway Yard on Corwith Road, and the former peach orchard, north of Hayground School. These are discussed further in Section 5.2.

Recreation Facilities

Participants in the planning process cited the hamlet's lack of active outdoor, municipally-owned recreation facilities or parks. The hamlet has the Lions club recreation field near the firehouse on School Lane. Aside from this, there are Sayre Park, John E. Berwind Memorial Park, and the new Triangular (Militia) Commons, parks that are small, irregularly-shaped, and/or designed for passive recreation. Some of the interviewees were even unaware of Berwind, and one cited it as best suited for taking photographs of the 1800 Beebe Windmill. A number of participants said that the hamlet needed a good-size park with a playground, fields, picnic areas, programs, and summer camp, similar to Mashashimuet Park in Sag Harbor.



Other recreation requests were basketball courts lit at night, unlocked Little League fields, soccer fields, skateboarding facilities, and playgrounds. The Bridgehampton High School cannot be made available for municipal needs, according to the School Board President.

Although the focus of this plan is the core of the hamlet along Montauk Highway, the need for recreation was so consistently cited that the plan recommends that the Town of Southampton identify a potential community recreation site somewhere in the hamlet. During the planning process, a parcel located outside the study area, on Mitchells Lane, was tentatively identified as having the right potential acreage, topography, access, and (possibly) purchase price for a new municipal park. The new park should have a mix of active and passive uses, with a focus on children, youth, and families and their recreational needs.

The Town of Southampton Recreation Master Plan offers many recommendations, most of which are general and do not provide details on park or recreation locations, types, and acreages. However, a number of the recommendations are seconded by recommendations within this plan for the Bridgehampton hamlet center: 1) using the town's subdivision regulations to better provide parkland, 2) expanding the use of existing services and facilities, such as the school yard and community center, 3) giving priority to location new recreational facilities in the town's villages and hamlet business areas, to strengthen their vitality and facilitate usage, and 4) identifying enhancements to hamlet centers using pocket parks, public space upgrades, and improved pedestrian amenities, streetscape, and historic qualities. (Section II of the Recreation Plan).

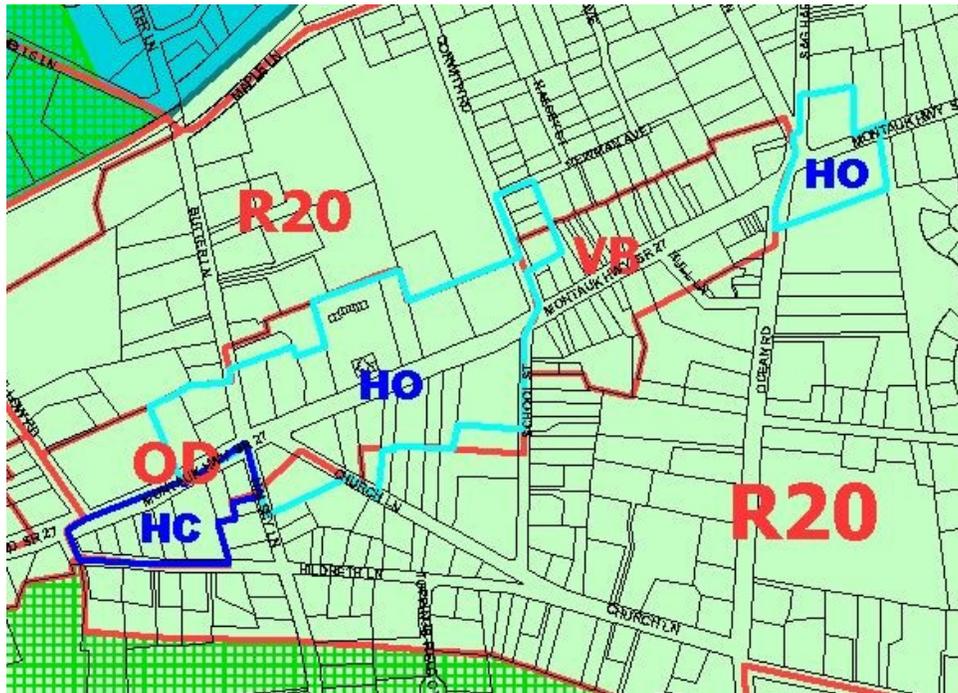
Zoning Regulations

Concerns were raised during the planning process about the effectiveness of town-wide zoning in realizing Bridgehampton's particular development and conservation goals. The areas of concern were 1) curtailing big-box retail development in Highway Business districts, 2) devising more finely-tuned hamlet business zoning districts, and 3) adapting the Planned Development District towards providing more predictable development and greater public benefits.

New Zoning Districts: HO and HC. Very early in the process, the town addressed the first concern by adopting a limit on the maximum floor area allowed per building lot in Highway Business districts to 15,000 square feet. The Town's Department of Land Management then drafted two new commercial districts, following the Comprehensive Plan Update recommendation for an HO Hamlet Office/Residential District and a companion district, called HC Hamlet Commercial/Residential as a transition between HO, VB Village Business, and OD Office District areas. With the two new districts and the existing OD with its new square footage limit, the town has moved closer to its objective of providing an orderly transition in uses, density, and bulk between residential, retail, and office development. This hierarchy builds on existing and potential market assets of current centers, and enhances Southampton's town-and-country image. This hamlet center study supports the actions and recommendations of the Town Board and the town's professional staff.

The town proposes to rezone certain areas where commercial zoning already exists. Thus, the town would not be opening up more land to commercial development but rather would retain the concentration of commercial uses in or near existing centers, and would provide the town more control over allowed uses, appearance, design, and performance. Some of the existing OD (Office District) areas would be rezoned to HO, allowing housing, offices, and low-traffic generating retail and service uses. Structures in an HO district would be required to be residential in appearance. The map below, created in January 2003 by the town, shows the proposed location of a new HO district. Certain areas immediately outside VB Village Districts could be rezoned to HC District, allowing housing, offices, and other HO uses. Some as-of-right VB uses would be allowed by special exception permit.

These proposals will assist the town in the long run to better calibrate the type and intensity of commercial uses surrounding the hamlet. In Bridgehampton, the HO district would be mapped in existing OD areas, and HC could be mapped in areas that frame existing VB areas. In Bridgehampton, the OD district is mapped in two places: first, along Montauk Highway from Corwith Road to Snake Hollow Road, and second, a small area just to the west of Bridgehampton Commons shopping center. The larger of the two abuts the VB district mapped on the hamlet's commercial core. Thus, in Bridgehampton's case, the OD district could potentially be re-zoned to HO and/or HC, with some remaining OD. The minimum HO and HC lot size would be 10,000 square feet. It appears from the zoning map that all existing OD parcels in Bridgehampton are at least that area, so none would be made non-conforming.



The OD parcels on the south side of Montauk Highway are generally smaller and somewhat more uniform in their retail and office land uses than on the north side. This stretch of Montauk Highway could be rezoned to HO. A re-zoning to HO would require that any future conversion of the four remaining residences to commercial use retain a residential building appearance, and would limit high traffic generating retail while encouraging lower traffic generating uses such as offices. These two aspects of HO would fulfill the planning objectives determined in this study of keeping retail closely contained within the Corwith Road - Sag Harbor Turnpike area, avoiding retail sprawl, and finding ways to slow the growth of traffic on Montauk Highway.

On the north side of Montauk Highway, the uses and parcel sizes are more variable. At present there are no retail uses; there are four institutional or community uses, four commercial or office buildings, one bank headquarters, one residence, and one vacant lot. However, all lots could be rezoned to HO with the exception of Bridgehampton National Bank as this was developed under OD regulations and should not be made non-conforming. The Historical Society and the Catholic Church could be rezoned to HO without their status as allowed uses being adversely affected.

These proposed zoning changes also further the town objective of encouraging a varied housing stock. Residential uses (including two-family structures) would be allowed in HO and HC as-of-right, as an accessory use in VB, and as a pre-existing use in all other business districts. Three- and four-family structures would be allowed by special exception and would need to meet the code's requirements on transferable development rights. This hamlet center plan supports the proposed HO and HC rezoning actions.

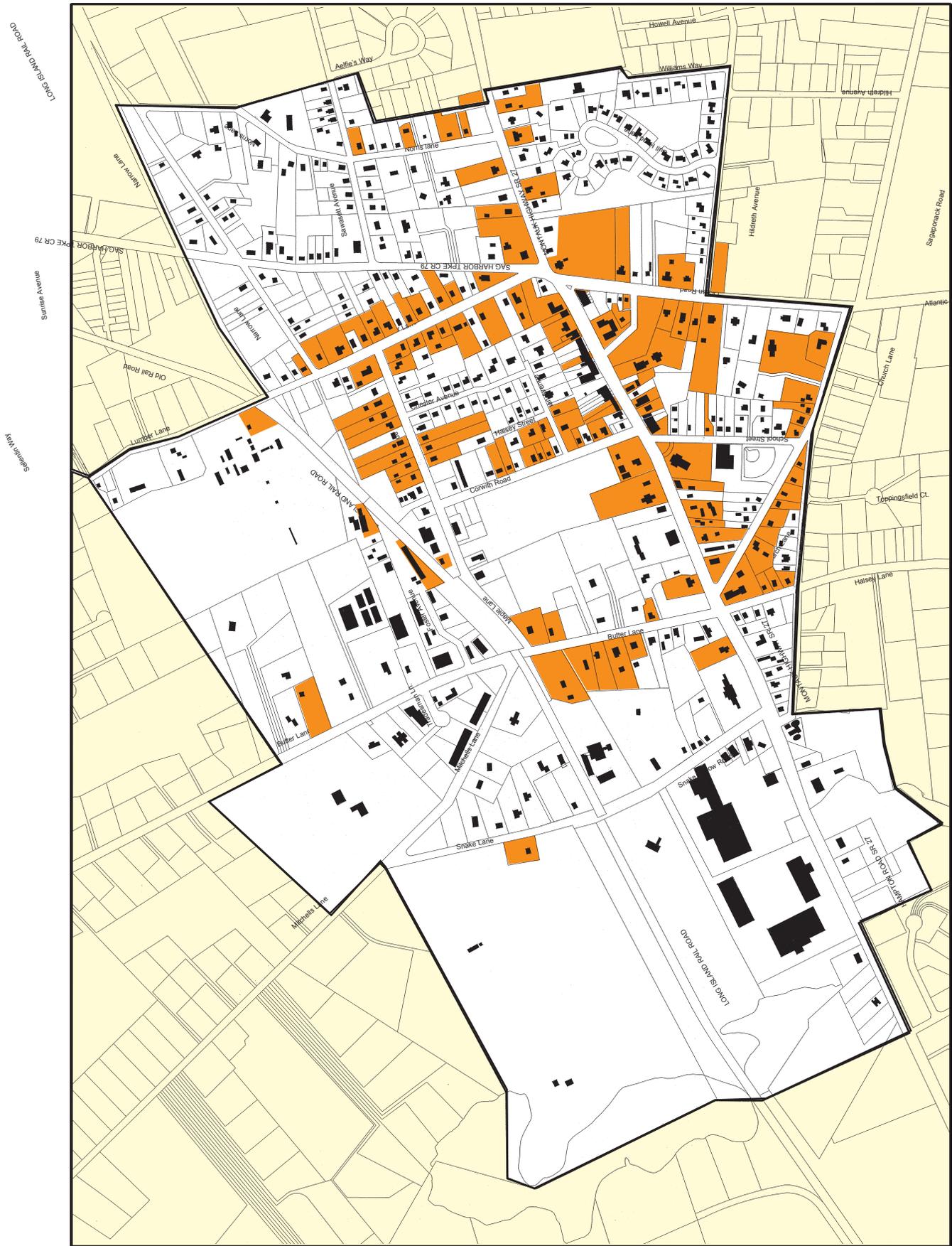
Changes to Use Tables in the Zoning Code. The town's zoning code uses SIC codes in table format to identify permitted, special exception, and prohibited uses in each district. While the use of a table is recommended for ease of administration, the use of SIC codes presents problems. The federal government was the source for these codes, which were in use from the 1930s. The Town of Southampton's tables date from the 1970s and have not been updated. In addition, this coding system was developed for economic purposes, not land use planning and so was never an entirely good fit. Further, SIC codes have been replaced by the North American Industry Classification System (NAICS). NAICS was developed by representatives from the United States, Canada, and Mexico, and replaces each country's separate classification system with one uniform system for classifying industries. NAICS industries are identified by a six-digit code rather than the four-digit SIC code.

Thus, the SIC code identifiers used in the zoning code cannot be readily updated and in their status quo they do not cover major new economic sectors. For example, NAICS has sectors for information, finance and insurance; professional, scientific and technical services; waste management and remediation services; arts, entertainment, and recreation; and accommodation and food services. Municipalities that use SIC codes have to judge applications for new unlisted uses against increasingly outdated categories.

One of the problems in using SIC codes, or for that matter NAICs codes, is the tendency to elaborate rather than generalize in broad use groups. Some of the distinctions become too fine and force arbitrary decisions: for example a hardware store would be a prohibited use in HO and HC, but a general housewares store selling paint, glass, wallpaper, floor coverings, lawn and garden equipment, variety goods, and general merchandise would be permitted. This distinction is probably not defensible in terms of traffic, parking, and appearance impacts on the neighborhood. The town needs to consider a major updating of its land use schedules (tables) to reflect more modern and general use groups and to allow for some flexibility.

Heritage Resources

The Town of Southampton Historic District and Landmark Board has identified 150 heritage resources in Bridgehampton alone. (See Figure 13 and Appendix A.) Figure 12 shows the areas where Bridgehampton's more important architectural resources are concentrated: within the neighborhood bordered by Corwith Road, Railroad Avenue and Lumber Lane on the north side of Montauk Highway; and south of the highway, in the area defined by Church Lane and Ocean Road. As the name of this advisory board states, the town has created two mechanisms for protecting architectural and historic resources. The first is the designation of a historic district, where there is a concentration of important architectural



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Figure 13. Heritage Resources
 (see Appendix A for full list)
 Source: Town of Southampton Historic District and Landmark Board



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and historic resources, and the second is the identification of individual structures or properties worthy of preservation.

The town should add a third level of special designation to its preservation efforts. This strategy would identify areas that do not meet the stringent requirements for a Historic District but nevertheless have heritage and aesthetic value whose importance rises to the level of a public good and thus demands municipal oversight. Other New York State municipalities have created Special Character Districts. These by definition do not include historic districts but serve to protect areas of town that lie outside a historic district, may not have sufficient remaining historic quality to become a district, and yet retain a special overall character worth preserving.

The Special Character Districts are part of the land development ordinance, and typically provide detailed design guidelines. While the guidelines are not mandatory, they clearly inform property owners about the town's preferences regarding how new construction and alterations are expected to mesh with existing buildings and enhance the overall appearance. In some cases, the guidelines address stone walls, mature trees, and landscaping. For example, in Lewisboro, Westchester County, the town has designated five special character districts in the zoning code. These "encompass relatively large land areas that contain a substantial number of contiguous buildings and common landscape elements reflective of a period of Lewisboro history. Each area presents a unique setting which can be protected while allowing for new development if detailed attention is given to the enhancement of the special characteristics." While the separate areas have their respective design guidelines for building construction, the general language of the special character overlay district enables the town to also control grade alterations, removal of stone walls, erection of walls or fences, and the removal of live trees. The district controls and the review process are administered by the Architecture and Community Appearance Review Council.

This hamlet plan recommends that the Town Board implement the Comprehensive Plan by establishing a committee to study creating Special Character districts in Bridgehampton, the necessary local laws, and powers and duties of the Planning Board (or other board) that would regulate development in these districts.

5.2 Special Study Areas

A number of key areas within the Hamlet Center are potential redevelopment sites or provide opportunities for re-use, improvement, or community housing. (See Figure 14.) These important areas are:

- Queen of the Most Holy Catholic Church Property and adjacent vacant properties, Corwith Road
- Carvel and Surrounding Parcels, Montauk Highway
- Snake Hollow Road Site, Snake Hollow Road
- Light Industrial District, Mitchells Lane and Butter Lane
- Property behind the ESP Fuel Facility
- Former Peach Orchard, north of Hayground School
- Town of Southampton Department of Public Works Highway Yard

Queen of the Most Holy Catholic Church Property and Adjacent Properties, Corwith Road

The property extends along the west side of Corwith Road, to the rear of the Historical Society premises (Corwith House) and the Queen of the Most Holy Catholic Church. The 10.9 acre property is adjacent to two other vacant properties (3.3 acres and 5.1 acres) that are privately owned. All three parcels are currently farmed under lease, providing views of farming from Montauk Highway as well as from along Corwith Road. Current zoning is R-20.

The church's farmland is farmed under an annual renewable lease. The church's plan for the parcel must be accommodated in any planning for the site's preservation and/or development. This plan is the development of a Church Community Center on a portion of the site immediately behind the church building, and the continued leasing of the farm field to a local farmer. Other potential uses for the church's property are improved parking, and road access. New short-term public parking and visitor parking would serve the Historical Society. Road access to the Church Center and parking would occur from Corwith Road. This new curb cut on Corwith Road would eliminate a few parking spaces, but would alleviate bottlenecks and dangerous conditions at the existing curb cuts on Montauk Highway for the church and the Historical Society. The new drive would serve both uses, and possibly the new housing.



Figure 14. Special Study Areas

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Figure 15. Catholic Church Property; Sayre Fields; Corwith Road Recommendations

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The Church has no plans to develop this property other than those projects described. The Church has agreed to review any future plans for this site with the town prior to submitting an application. General recommendations for the church property are shown in Figure 15 and include the following objectives:

- To the maximum extent possible, preserve this site as open space.
- Should any development take place, retain an open space corridor along the Corwith Road Frontage.
- Keep an area to the rear of Corwith House preserved as open space, available for Historical Society functions.
- Retain the existing R-20 zoning.
- Extinguish or relocate the pre-existing industrial propane tank facility currently located across the street from the LIRR train station.

Adjacent to the open space property owned by the Roman Catholic Church on Corwith Road is a 10.8-acre site where a 14-lot single-family development known as Sayre Fields has been filed with the Planning Board. The subject property is currently zoned R-20 single-family residential. Under the R-20 zoning, only 25 percent of the site is required to be set aside as open space. The proposed subdivision is designed in a cluster layout, consisting of 14 single-family houses on approximately 66 percent of the site, leaving approximately 33 percent of the site as fragmented open space. The proposed development complies with existing zoning requirements and is also consistent with the Single Family Residence land use designation identified in the 1970 Master Plan. Should this project be approved, it would not preserve any large blocks of public open space, the scenic vista would be lost, and no community housing would be provided.

Options

This study reviews two possible alternatives to the pending Sayre Fields subdivision.

Option One. One option is to preserve the site as open space. The site is currently farmed and there is strong local support for the town to purchase this land. The property is included on the Community Preservation Fund (CPF) list. To be preserved as open space, the land could be purchased by the town, a private interest, or by a public/private partnership. This option requires a willing seller. If acquired, this area could be used for a variety of uses such as agriculture, ballfields, a park, or other similar public use.

Option Two. A second option would be to significantly reduce the permitted yield in the subdivision and preserve substantially more open space than what is required under the current zoning. Under this scenario, the town and property owner would need to reach an agreement on the purchase of either development rights or fee title for the portion of the site to be preserved. Development could be contained to a small area of the site, which would provide a greater opportunity to maintain the scenic views and protecting a large contiguous undisturbed block of open space. The total number of houses provided on the site could be significantly reduced to as few as two to four dwellings.

To achieve this goal, the property owner would have to be willing to sell all or a portion of the development rights to the town. The town could enter into an agreement that would limit the number of remaining building lots and restrict the location where these houses could be constructed. A conservation easement could be placed on the vacant portion of the site to insure that it remains as open space.

Carvel and Surrounding Parcels

These properties form an important part of the western gateway leading into the hamlet center. Located on Montauk Highway, they are positioned directly across from the Bridgehampton Commons development. Most of the 8.9 acres are zoned for Highway Business. A number of smaller vacant properties immediately west of the Carvel and surrounding parcels total about four of the approximately nine acres. The overall site is an important hamlet gateway, located at a highly visible location on Montauk Highway at the western edge of the business district. The presence of a large amount of developable acreage in a prominent site was noted by the 1999 Comprehensive Plan, which made a specific recommendation for this site: "Tightly control additional commercial development in and around Bridgehampton Commons, ideally employing landscape and building designs that complement the rustic and historic image of the entire Bridgehampton hamlet."

The town is concerned that future development could attempt to mimic Bridgehampton Commons, fail to establish an appropriate image as a major gateway into the hamlet, introduce traffic-generating retail at this sensitive point, and miss a critical opportunity for creating community housing. Thus, this plan makes the development recommendations

listed below and illustrated in Figure 16. This figure shows a conceptual site layout for the Carvel et al. parcels.

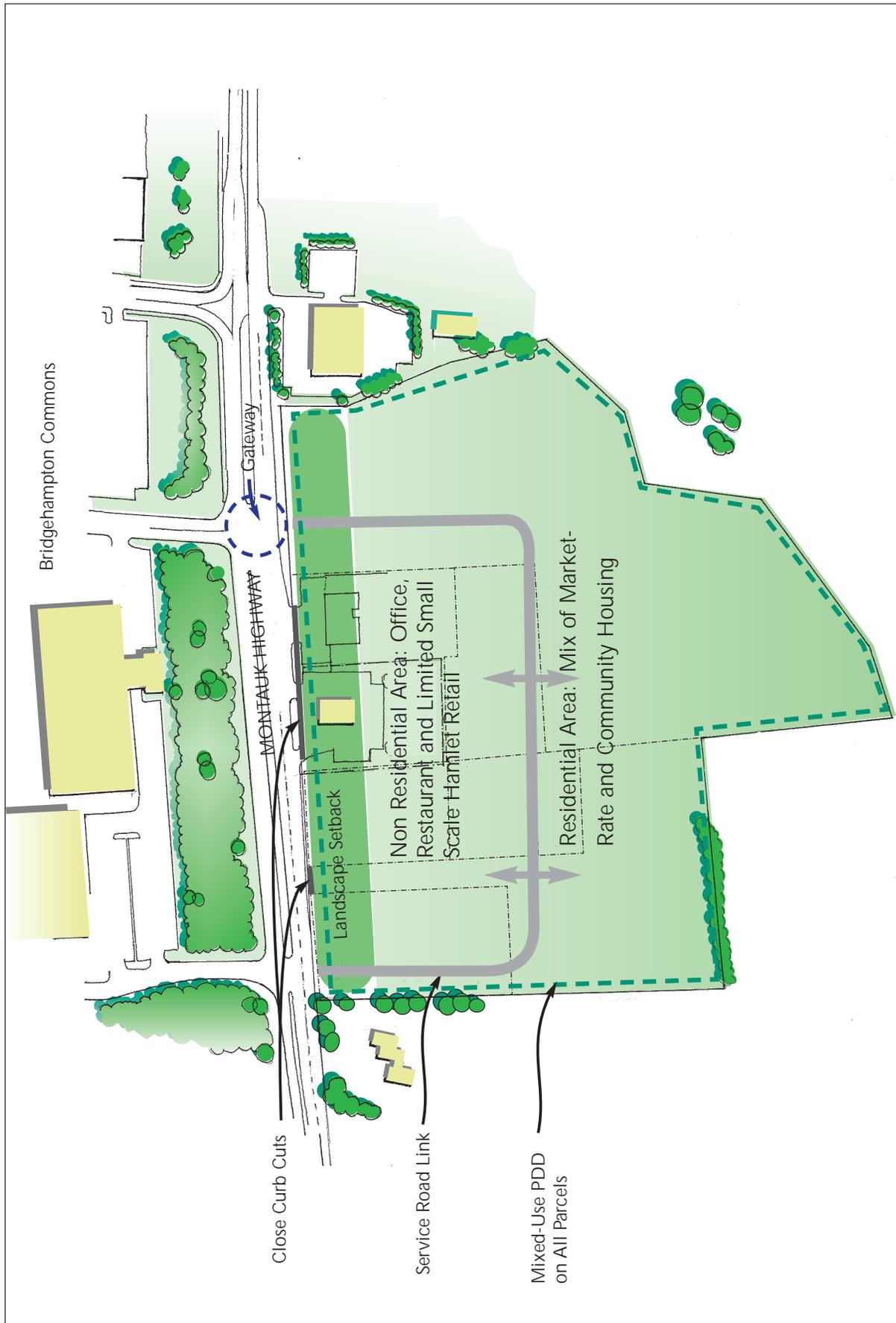


The major elements are 1) landscaped frontage along Montauk Highway, 2) entry points opposite existing Bridgehampton Commons entries, and 3) two distinct development areas. The first area is non-residential, with a mix of uses that could allow museums and libraries, offices, restaurants, and limited retail commercial uses. Retail uses should only be necessary to support principal uses described in this study. Any uses listed in the MUPDD text must be a part of further study for this area. Community input will be essential in further evaluating alternative uses.

The second distinct development area of this MUPDD is residential, abutting existing neighborhoods but arrived at through the main Montauk Highway entries. The residential development mixes market-rate housing with community housing. Figure 16 is supported by Comprehensive Plan Map 26W which recommends “unified development (PDD)” on the Carvel et al. parcels, shows landscaped frontage, and a main access point coordinated with the traffic signalized entry into Bridgehampton Commons.

Development Recommendations:

- ***Improve the Visual Quality of the Hamlet Gateway.*** Establish a deep landscaped setback along Montauk Highway that will help to provide a strong landscape quality to the gateway area.



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Figure 16. Carvel and Surrounding Parcels:
Mixed-Use Planned Development District
Concept Plan



- **Require Coordinated Traffic Circulation.** Locate internal road access to any new development at the existing traffic light control to Bridgehampton Commons. Provide a loop service road that links future development on the Carvel and surrounding parcels with adjacent development areas, thus reducing the number of curb cuts along Montauk Highway.
- **Initiate the Preferred Mixed-Use Development.** Rezone the commercial acreage, as if it were a unified site, to a town-initiated Mixed-Use PDD (Planned Development District). The town should undertake this immediately, in advance of a development-specific application. This recommendation is described in detail below.

The Benefits of Town-Initiated Action. In general terms, a PDD provides the town and the applicant with greater density, use, and design flexibility in return for an identifiable public benefit, such as housing opportunity and land preservation. A PDD can be a receiving site for development rights. The district is a floating one as it is typically mapped only upon successful application to town for a re-zoning. However, there is nothing to stop the town from initiating this action itself. The town would proactively establish the preferred nature and extent of development on these parcels: PDD restrictions would specify acceptable building sizes, density, uses, landscaped buffers, internal circulation, and the proportion of community housing to market-rate housing.

There are several benefits to creating a Planned Development District on these properties. First, the town would alleviate the issue of unpredictability inherent in a typical developer-sponsored PDD process for owners, abutters, and the community. Developers would have a strong incentive to propose conforming plans, to avoid a costly and lengthy application process. And, over time, the individual parcels would be developed according to a unified plan.

Steps to Achieving the Preferred Development. If the town chooses to re-zone the Carvel and surrounding parcels with a PDD zone, the following actions are necessary to satisfy Bridgehampton residents' desire for appropriate development on the site and to overcome their concern that PDD development is unpredictable and too negotiable.

First, despite the site's moniker, there are nine parcels held by a number of private owners. The town needs to determine the full extent of the development parcel, and where on this site the PDD district should be mapped.

Second, the town needs to determine the general scope of site development on the PDD area. The MUPD (Mixed Use Planned Development District) would be the best PDD classification as it enables the town to propose a mix of uses. The town then prepares a conceptual or preliminary site plan. This determines the location of the uses, their density and bulk, and lays out a coordinated internal circulation and parking system. These elements must respond to the specific planning objectives for the site. These are to:

- Permit non-retail uses that have low to medium traffic generating rates,
- Create a mix of uses so that peak traffic hours are staggered,
- Keep the building sizes to no more than 15,000 sf,

- Require coordinated circulation and parking, with heavily landscaped perimeters,
- Provide community housing opportunities,
- Provide on-site open space, recreation, and/or vistas, and
- Create a handsome gateway to the hamlet.

The third step is a key inducement to the development community. The town should process the PDD overlay zoning and conceptual site plan under SEQRA (State Environmental Quality Review Act). The developer would still need to submit an amended site plan and site-specific SEQR documentation. However, much of the time-consuming and costly part of PDD land development would be completed before the developer expended private funds. The site would be attractive for development despite its complexity because negotiation and unpredictability would be minimized. The hamlet community would know that eventual development on the Carvel and surrounding parcels would adhere to the general site plan.

Town-Initiated Action Complies with the Comprehensive Plan. Bridgehampton is more likely to get the preferred mixed-use, landscaped, and coordinated development at its gateway using the town-sponsored PDD approach, rather than relying on the standard piecemeal, HB parcel-by-HB parcel approach. Unless the PDD overlay is created on this site, the remaining HB district remains in place. HB allows retail (high traffic-generating uses) at a 15,000 sf building size. Each parcel would be developed separately, with little town control over the mix of commercial uses. The Planning Board would have to encourage each applicant to provide a portion of the landscaped buffer and coordinated roadwork. As subsequent applications were made, the town would have to rely on applicants to connect the stub ends of the road network and parking lots. The PDD approach is worth the effort by town government and is supported by the 1999 Comprehensive Plan recommendation of tight control.

Snake Hollow Road Property

One of the significant undeveloped parcels within the hamlet is located on the east side of Snake Hollow Road, between Montauk Highway and the LIRR. The 7.6 acre parcel is sited between the Agway commercial use to the north, and to the south single family housing. Opposite the site is Bridgehampton Commons. The property is partially wooded and contains a barn as well as a single family house at the southwest corner of the site. Current zoning is R-2O. The property is appropriate for future housing development for several reasons. It is located adjacent to existing residential uses to the south and backs on to single family homes that front on to Butter Lane. Future residents would be within easy walking distance of stores at Bridgehampton Commons and the commercial uses on Montauk Highway. The site is within a quarter mile walk of the LIRR Station to the west.

Given these attributes, the property is particularly well suited for increased-density community housing development or for housing for seniors. The town should establish a PDD overlay with a community housing objective on this site. Any increase in allowable density should be tied to development guidelines that 1) require clustering of housing lots,

2) require open space, and 3) require that a portion of the open space be a landscaped buffer along the Snake Hollow Road frontage. This will help to establish a stronger rural character to this section of the road, linking it visually to the more open landscape that occurs in the vicinity of the Hampton Classic site further north.



Property behind the ESP Fuel Facility (Montauk Highway), and Former Peach Orchard

Directly behind the ESP Fuel Facility lies an approximately five acre site. This site is currently developed with an unused potato barn and is zoned HB Highway Business. This hamlet center plan recommends that the town rezone this site for multi-family use. The housing should be either entirely community housing or a mix of market-rate and community housing units. The site is close to the hamlet center businesses and public transit, with frontage on Montauk Highway, and so makes sense as a multi-family housing site. Similarly, the plan recommends that the site of the former peach orchard, north of Hayground School, be considered for community housing development.

Town of Southampton Department of Public Works Highway Barn, Corwith Road

The Town of Southampton DPW owns a 1.1 acre site on Corwith Road. This yard has a one-story "highway barn" that is approximately 9,000 square feet in size. The yard is predominantly used for storage of town maintenance vehicles. There are also fuel pumps located on the property used by town vehicles. Should the town no longer need this site for highway maintenance purposes, the property is recommended for community housing.

Industrial District and Station Area

The industrial district is an important component of the land use mix found within the hamlet, providing space for light industrial manufacturing, storage, and service uses as well as opportunities for local employment. Uses within this district include a substantial natural gas facility (which utilizes the railroad spur for bulk deliveries), a scrap metal yard, vehicle storage yards, warehousing (including the reuse of at least one old potato barn), and small manufacturing operations (including a cabinet maker). In addition, there are relatively well-kept commercial operations such as commercial printing establishments and an auto parts store located within the district.

The zone is located on the north side of the Long Island Railroad, with road access provided by Butter Lane, Tradesman Lane, and Foster Avenue. In addition to the railroad, the zone boundary is defined by a mix of surrounding land uses that include a school, church property, residential uses, and preserved open space.

The following major issues need to be considered in future redevelopment or improvement of the industrial district and station area:

- The zone suffers from poor truck access due to the congestion on major highways leading to the area (especially Montauk Highway), and to the restriction imposed by the railroad bridge at the intersection of Mitchells Lane, Maple Lane and Butter Lane. The bridge has a 9'7" headroom, inadequate for large truck traffic. Further, the railroad bridge area is subject to intermittent flooding.
- The physical appearance of the district is varied, with well-maintained industrial operations located adjacent to deteriorated facilities. This contrast is particularly noticeable between the newer development off Tradesman Lane and the older, poorer quality structures found along Foster Avenue.
- The physical infrastructure of the industrial district is also highly variable. In some instances it is in excellent repair, while in others it requires attention. Foster Avenue, for example, is in need of repaving and repair. Curbs and landscaping would add dramatically to the appearance of the district and would help to mitigate much of the poor appearance.



- Off-street parking is also a problem in this area. The lack of off-street parking is particularly a concern along Foster Avenue where the curb-less encourages random and haphazard parking. Better enforcement, the installation of curb and curb cuts, and the formal designation of off-street parking spaces within individual industrial properties would help to alleviate this problem.



The following opportunities are present:

- Although limited in area, a number of parcels and buildings remain underutilized. The town could assist in business recruitment and should pursue upgrading the overall appearance of the district. As the industrial area begins to fulfill its role better, the amount of car and truck traffic will increase. This might have an impact on the residential areas nearby, but is a necessary trade-off in the better utilization of this economically important area.
- Several existing rail sidings are available on the north side of the Long Island Railroad line. One is actively used to bring in bulk natural gas. In the past, these sidings were used primarily to transport agricultural goods and products. The town should not discourage the repair and reuse of the sidings. The greater use of sidings might somewhat ameliorate truck traffic.
- In conjunction with the enhancement of the industrial district on the north side of the railroad train station, the town should consider either constructing more parking or encouraging office and commercial uses at the underutilized MTA property that is located within the vicinity of the train station. The development of a commercial node would begin to unify the central business district's reliance on the train station and may begin to encourage more use of public transit rather than the reliance on individual private automobiles.

5.3 Plan Implementation and First Priorities

A necessary first step in putting the Bridgehampton Hamlet Center Plan to work for Bridgehampton is its adoption as official town policy by the Town Board as an Update to the Town's Master Plan and 1999 Comprehensive Plan. Certain recommendations are first priority and should be accomplished within the next year to eighteen months. Other mid-term and long-term recommendations require advance planning. Once adopted, there are several strategies that Bridgehampton and the Town of Southampton should use to implement the recommendations. The plan will largely be implemented through changes to land use controls, necessary capital improvements, cooperation with other government agencies or departments, continuing planning, and private development.

FIRST PRIORITIES, YEAR ONE

Commercial and Residential Land Use Controls

- Establish a town-initiated Mixed-Use PDD on the Carvel and surrounding parcels.
- Adopt the proposed HO and HC districts and amend the Zoning Map accordingly in Bridgehampton.

- Recommend that future residential development (if any) on the Catholic Church property and adjoining properties have a community housing component and preserve open space and views.

Traffic Circulation

- Prepare a detailed traffic study for the downtown hamlet center that evaluates the recommendations outlined in this study.
- Study the proposed roundabout at the intersection of Montauk Highway, Bridgehampton-Sag Harbor Turnpike, and Ocean Road.
- Study the proposed neckdowns, enhanced crosswalks, and the raised landscaped median in the commercial core of the hamlet.
- Find alternate sites for off-street public parking.

Community Housing Initiative

- Establish a residential PDD overlay on the Snake Hollow Road site, with a community housing objective.

Parks and Open Space

- Create a conceptual site plan for the Hopping House property, seek funding for the renovation and adaptive reuse of the house, and clean up the Montauk Highway frontage to begin creating an attractive eastern gateway to the hamlet.
- Assign a top open space priority to the site known as Sayre Fields.

Heritage Resources

- Establish a committee to study Special Character Districts to regulate development in such areas, thereby protecting areas in Bridgehampton with architectural and historic value.
- Establish a Hamlet Heritage Area for Bridgehampton's Main Street.

Industrial District and LIRR Transit Hub.

- Provide more off-street parking in the immediate station area.
- Prepare streetscape improvement proposals for Foster Avenue
- Improve development quality on land across the street from the LIRR station to remove non-conforming uses and to create a mix of good quality businesses and public parking.

MID-RANGE ACTIONS AND FURTHER STUDY, YEARS ONE TO THREE

Zoning Changes

- ***Residential Use in Commercial Core.*** Within the heart of the hamlet center, the town should allow upper floor residences in order to introduce greater variety into the local housing stock and to provide a nighttime presence to this commercial area that goes dark after business hours during the winter season.

Traffic, Circulation, Parking, and Park-and-Walk System

- ***Left-Turn Lanes and Signals.*** The town should urge the county to 1) improve the intersection of Montauk Highway and Snake Hollow Road with, at minimum, a short left turn lane for vehicles to turn left into Snake Hollow Road, 2) undertake a signal warrant study for this location, and 3) undertake a signal warrant study for the Montauk Highway/Butter Lane intersection.
- ***Park-and-Walk System.*** The town can boost retail vitality and lessen traffic congestion on Montauk Highway by encouraging park-and-walk behavior by visitors and shoppers within the hamlet. The following actions are recommended:
 - ***Shared Parking.*** The town should institute a park-and-walk system where private parking lots would be leased and maintained by the town. For zoning purposes, the property owners would be credited for the number of parking spaces leased into the "common lot." These lots would be operated like a municipal parking lot (with access points for loading and unloading at particular businesses). Southampton should pursue 1) combining the lots and increasing the number of access points to each lot, and 2) increasing the access between each lot and the retail destinations. Signs like "XXXXX's Customer Parking Only" should be strongly discouraged or prohibited.
 - ***Drives and Service Lanes.*** To increase shared parking accessibility and to relieve summer parking along residential streets, the town must provide drives or access onto the side streets. In this way, customers can get to the common lots without having to enter Montauk Highway. For instance, the town should continue to proceed with its draft conceptual plan establishing a service lane between Lumber Lane and Corwith Road. The parking lots of Newman Village, the Post Office, and the Catholic Church should be connected in the back and a connection should be made with Corwith Road behind the Historical Society building.
 - ***Parking Times.*** Within these common lots, the town should manage parking by limiting the most attractive spaces for shoppers to two hours. The town should pursue additional long-term parking and encourage long-term parkers, employees, and storeowners to park more at the fringes away from the retail stores.
 - ***Sidewalks.*** Sidewalks should be constructed to connect the stores, homes, and businesses in the western part of the hamlet center to the dense commercial core east of Corwith Road.
- ***Public Transit.*** The town should pursue with the county ways of bringing the 10-B route and the S-92 route past the LIRR station. The town should create new municipal parking areas close to the LIRR station and consider ways of increasing the ability to use the station without needing to park a car (e.g., kiss-and-ride drop-offs), taxi parking spots at the station, and a direct telephone connection to the local taxi service and car rental

agencies in the area. Local car rental agencies should be encouraged to pick up or drop off customers at the station. In the long-term, the town should explore the creation of a new station on land immediately north of Bridgehampton Commons, with sufficient parking, drop-off, and taxi space. If the LIRR station remains where it is now, three parking options should be explored: additional parking areas north of the station, south of the station, and underground parking.

Community Housing

Identify potential development sites for new housing development that would mix market-rate and community housing (below-market rate housing). This plan identifies four such sites: Carvel and surrounding parcels, the undeveloped farm parcel on Snake Hollow Road (adjacent to Agway), the property behind McCoy's fueling facility on Montauk Highway, the town's DPW Highway Barn site on Corwith Road, and the former orchard, north of Hayground School. The Snake Hollow Road site is a top priority. Developers should be encouraged to construct community housing on all these sites with zoning bonus incentives, tax or property cost incentives, and the use of the State Environmental Quality Review process to pre-approve community housing construction.

Recreation Facilities

The town should continue its implementation of the town Recreation Master Plan, with respect to the specific needs voiced by hamlet residents for a community park with a playground, fields, picnic areas, programs, and summer camp, basketball courts lit at night, unlocked Little League fields, soccer fields, skateboarding facilities, and playgrounds. During the planning process, a parcel located outside the study area, on Mitchells Lane, was tentatively identified as having the right potential acreage, topography, access, and (possibly) purchase price for a new municipal park. The new park should have a mix of active and passive uses, with a focus on children, youth, and families and their recreational needs.

Changes to Use Tables in the Zoning Code

The town's zoning code uses SIC codes in table format to identify permitted, special exception, and prohibited uses in each district. While a use schedule is recommended for ease of administration, the use of SIC codes is archaic. The town should overhaul its use schedules to reflect modern and general use groups and to allow for some flexibility.

Queen of the Most Holy Catholic Church Property and surrounding vacant properties, Corwith Road

The town should remain involved in discussions with the church regarding the eventual development of the Church Community Center and potential use of the remaining property. The town should work with the owners of other properties, not owned by the church, to evaluate their eventual use.

Snake Hollow Road Site, Snake Hollow Road

Establish a PDD overlay on the Snake Hollow Road site, with a community housing objective.

Property behind the ESP Fuel Facility, Town DPW Site on Corwith Road, and Former Peach Orchard

These properties are appropriate for future multi-family housing development. The town should rezone these sites for multi-family use and pursue development of community housing or a mix of market-rate and community housing units.

Light Industrial District, Mitchells Lane and Butter Lane

The town needs to work with local property owners to enhance the appearance of the industrial district on the north side of the railroad train station. The town should consider either constructing more parking or encouraging office and commercial uses at the underutilized MTA property that is located within the vicinity of the train station. The town should act on the non-conforming use on the south side of the train station, on Maple Lane, to clean up this area and possibly re-use the property for parking or for new commercial development. Several existing rail sidings are available on the north side of the Long Island Railroad line. One is actively used to bring in bulk natural gas. In the past, these sidings were used primarily to transport agricultural goods and products. The town should not discourage the repair and reuse of the sidings. The greater use of sidings might somewhat ameliorate truck traffic.

APPENDIX A: BRIDGEHAMPTON HERITAGE RESOURCES

This appendix contains a report compiled by the Town of Southampton Historic District and Landmark Board, dated August 17, 2002. This report lists 150 properties in Bridgehampton that have historic and/or architectural value.