

Draft Generic Environmental Impact Statement &  
Village of East Hampton Comprehensive Plan



Adopted February 15, 2002

# VILLAGE OF EAST HAMPTON

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## EXECUTIVE SUMMARY

Four hundred years of history have shaped the Village of East Hampton into the community that it is today. Previous generations have recognized the beauty of the Village, taking actions that have preserved its heritage, protected its natural resources, and maintained a tradition of wonderful residential architecture. Aware of the need to protect its character, the Village of East Hampton in 1925 was among the first communities in America to adopt a local zoning ordinance. Through the past seventy-five years this ordinance has remained in place with few changes. The residential areas and commercial districts established then remain in place today with few changes. In the next fifty years the Village will become fully developed. Then as now, with continued care it will be a residential community of year-round and second homes in one of the most beautiful settings in the Northeastern United States.

Considerable potential for change exists in the form of new residential and commercial development, as well as through intensification of existing land use activities. Even more significant for the future is the potential for new development in the Town of East Hampton. These forces will bring pressures on the Village in the form of more residents, visitors, traffic, and needed services. The Comprehensive Plan will serve as a guide to help the Village respond to these pressures and to enable it to be proactive in managing the use of its land and resources.

The touchstone of the Comprehensive Plan is the Village's Vision for the Future. Through a consensus building process, the community has described a shared image of what it is seeking to achieve and has articulated what is essential to the quality of Village life. The principal theme of the Vision is that the Village of East Hampton is and shall remain a residential community with extraordinary natural beauty, historic integrity, and special charm. The Village is committed to and will remain vigilant in preserving and protecting the character, heritage and quality of life in the community.

The guidance provided in the Vision for the Future is the basis for the recommendations of the Comprehensive Plan. The recommendations are organized around seven major themes:

- Preserving the Village's neighborhoods
- Supporting the Village's commercial needs
- Protecting the Village's natural resources
- Preserving the Village's historic character
- Providing for the Village's transportation needs
- Providing residents with facilities and services
- Working with the Town of East Hampton

Separate sections of the Plan address each theme. The sections begin with an overview of current trends, followed by a set of goals and objectives that



describe what the Village seeks to achieve in each area. Each section then includes an outline of the specific actions to be taken.

Primary among the conclusions of the Comprehensive Plan is the community's general endorsement of the Village Code. The consensus-building process evidenced clear support for the present growth management system in place today. The Comprehensive Plan calls for retention of the zoning districts, permitted uses, and minimum lot sizes as they are presently treated in Chapter 57. There is also a strong consensus that all chapters of the Village Code should continue to be enforced evenhandedly and fairly, and that the Village Department of Code Enforcement and the Administrative Boards should continue to be provided with the resources and training needed to do so.

### **Preserving the Village's Neighborhoods**

The Comprehensive Plan places primary importance upon preserving and protecting the Village's residential neighborhoods. Recommended actions of the Plan focus upon six principal issues of residential life in the Village:

- Maintaining a peaceful residential atmosphere
- Accommodating new development and redevelopment without adversely impacting neighborhood character
- Caring for and preserving the character of the Village's residential streets
- Mitigating the impacts of commercial and other non-residential uses on neighborhoods
- Mitigating the impacts of traffic on residential neighborhoods and streets
- Managing special events that attract large numbers of people

### **Supporting the Village's Commercial Needs**

The Village's Vision for the Future clearly states that the community seeks to retain its residential Village character. Recommended actions in the Comprehensive Plan regarding future development in the commercial districts clearly support this Vision by committing the Village to:

- Retaining the existing limits of commercial districts
- Considering a size cap for buildings which reflects the differing scales of buildings in individual commercial districts
- Taking measures to mitigate impacts of commercial activities on adjacent residential uses
- Enhancing the streetscape in commercial districts
- Creating/restoring open spaces in each of the Village's commercial districts through a combination of regulations, incentives and public acquisition

### **Protecting the Village's Natural Resources**

The Comprehensive Plan generally recommends that the Village continue its present practices to protect and manage its natural resources, relying on a variety of strategies. Five strategies are recommended:



- Identifying and acquiring important open spaces – including natural areas as well as open spaces in the commercial districts that maintain air and light and enhance the character of the Village
- Continue stewardship of wetlands, beaches, dunes, and critical wildlife habitat areas by both private landowners and the Village
- Relying upon effective use of existing regulatory protections, preferably without additional controls on the use of private property
- Cooperative protection and management efforts with various Village community groups
- Area wide management of non-point sources of water pollution – including those in the Town of East Hampton that drain into Village surface waters – including more effective management of both the quantity and quality of stormwater

### **Preserving the Village's Historic Character**

In the future, historic preservation efforts in the Village should focus on two initiatives intended to protect and preserve the Village's historic character:

- Recognizing the Village's heritage by continuing to document and update the understanding of Village history and historically significant sites and buildings
- Protecting historic Village landmarks and neighborhoods by working with property owners to establish local guidelines for historic neighborhoods

### **Providing for the Village's Transportation Needs**

Recommended actions in the Comprehensive Plan take the firm position that the Village should seek to mitigate transportation system deficiencies only to the extent possible without impacting the character of the community. The following summarizes the major recommendations of the Plan pertaining to the Village transportation system:

- The Village supports the concept of a limited access bypass through the Town of East Hampton to facilitate east-west traffic movement
- Improvements in traffic flow will most effectively be accomplished by reducing the volume of truck and car traffic passing through the Village
- Transportation system improvements should occur only when it can be demonstrated that they will not adversely impact community character
- The Village should not acquire any more land for construction of public parking
- The Village should continue to operate a shuttle service during the summer season to promote utilization of the Lumber Lane Parking Lot
- Regional cooperation is needed to generally reduce automobile dependency and to solve regional transportation system problems



### **Providing Residents with Facilities and Services**

The Comprehensive Plan addresses each of the public facilities and services needed to support the community, identifying actions needed to continue to provide residents with the high degree of services currently available. These focus upon:

- Continuing to provide recreation facilities at Herrick Park
- Continuing to provide and manage recreation facilities at Village beaches and to maintain beach safety
- Continuing to provide adequate police protection, fire protection and emergency medical services
- Routinely reviewing data regarding the quality of the Village's water supply and conveying that information to the public
- Working with property owners to enhance the functioning of on-site wastewater disposal systems
- Working with the Town to increase recycling in the Village and reduce the impact of trash trucks on residential neighborhoods
- Routinely and consistently enforcing Village laws and policies
- Continuing to provide prepared and responsive Village administrative boards

### **Working Cooperatively with the Town of East Hampton**

Many of the community issues for which the Village seeks solutions are shared with the Town of East Hampton. The potential to effectively address these and other issues facing both Village and Town communities will be greatly enhanced through cooperative planning. In the future the Village would like to establish a formal arrangement with the Town whereby the Village and the Town work together to understand and address shared issues. The initial set of issues that the Village is interested in considering with the Town include the following:

- Making transportation system improvements and long-range transportation planning
- Relieving the impact on the Village's Commercial Districts
- Coordinated planning for Village/Town scenic approaches and along common boundaries
- Relieving the impact on Village beaches and playing fields
- Managing non-point source contamination of streams in shared watersheds
- Recycling and transportation of solid waste

### **Implementation of the Comprehensive Plan**

The Comprehensive Plan will guide Village actions in future years. The actions generally fall into two broad categories: those relating to the Village Code and those relating to Village Administrative Policy and Management. Each has been assigned an implementation priority with time frames ranging from the immediate to the long-term. They are distinguished as follows:

- *Already Ongoing* – including actions that are already being implemented



- *Immediate* – including actions that should be undertaken within the next year
- *Short-Term* – including actions that should be undertaken within the next two to five years
- *Long-Term* – including actions that should be undertaken sometime in the next ten years

### **Future Revisions to the Plan**

Planning is an ongoing process through which a community continuously considers where it is today, where it is going, what it wants to be, and how it will get there. The *Village of East Hampton Comprehensive Plan* is a statement of the community's present – Year 2001 - consensus regarding the future. Periodically, the Village should reassess its course of action to determine if the actions identified in the Plan are suitable guides to achieve its desired future. After ten years, the Village should revisit the Plan – considering once again its Vision for the Future and the issues and trends that either support or threaten the community's future. The Plan should be modified as needed. After twenty years, the Village should consider undertaking a completely new comprehensive plan.







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## 1.0 INTRODUCTION

### 1.1 NEED FOR A NEW COMPREHENSIVE PLAN

The pattern of land use in the Village of East Hampton still reflects its historic settlement. In 1925 the Board of Trustees of the Village of East Hampton adopted its first zoning ordinance. This ordinance established a series of zoning districts – based upon the historic settlement pattern of the Village – that since that time has controlled land use. Accordingly, the Village Trustees, acting in 1925, chose to identify a series of residential zoning districts allowing for different residential lot sizes, complemented by only a few compact areas designated as commercial districts. Subsequent generations of Trustees have retained the original pattern of residential and non-residential zoning districts, adjusting through time the provisions of the Code that affect density, intensity and design of new construction. With only a few exceptions, the residential, commercial, and manufacturing areas laid out by the Trustees some 75 years ago remain in place in 2001.

For many years, growth on Eastern Long Island and the ever-increasing appeal of “The Hamptons” as a summer resort, have brought pressures for change to the Village. The number of second homeowners, seasonal residents, and visitors has risen in recent years. A trend toward larger homes has affected the nature of new residential construction and redevelopment. Increasingly, second home residents are staying for longer periods of time. A growing number are choosing to retire to the Village, and/or to take advantage of new technology to work from their East Hampton homes.

Some changes are evident in residential neighborhoods. Each year, additional new homes are built on vacant lots – averaging 11 new units per year from 1990 through 2000. Some neighborhoods have experienced a pattern of residential teardowns with replacement by much larger and more elaborate homes. There are examples where a renovation to an older home includes expansion that exceeds the original size of the house. There is also a pattern of intensification in the number and size of certain accessory structures.

Change in the past two decades has occurred in the commercial areas as well. Some new commercial buildings have been constructed. In addition, the Village has seen a shift in the types of goods and services that are available. Many traditional Village businesses have been unable to survive and gone out of business or moved elsewhere. New types of stores have moved in, displacing the traditional Village businesses and replacing them with specialty retail shops. This trend now causes many residents to travel to adjacent hamlets and towns to find the goods and services needed to meet their day-to-day needs.

In the future, pressures for intensification of existing residential and commercial uses will continue. In addition, there is capacity for both



residential and commercial development and redevelopment. As many as 291 additional residential units could be built in the Village. If built, this would represent an 18 percent increase in the number of homes in the Village. With respect to commercial development potential – analysis suggests that as much as 175,000 square feet of existing retail space is considered susceptible to change.<sup>1</sup> Under existing zoning regulations, if these buildings are torn down and replaced, new structures on the same sites could accommodate approximately 215,000 square feet of commercial space. This – coupled with new construction on a few parcels – could result in net increase of 5.6 percent over what exists today.

Even more significant for the future is the potential for change that could occur as a result of impacts associated with development in the Town of East Hampton. Preliminary information from the Town’s Comprehensive Plan indicates that there are approximately 7,800 vacant lots remaining in the Town (see Table 2. If all of these lots are developed, the population of the Town would grow to approximately 28,395 – approximately 44 percent larger than it was in the year 2000. By far the biggest impact of this new development would be an increase in the number of vehicles on the roadways, adding another 75,000 trips on a typical day. It would also increase demands for facilities and services that would impact the Village – caused by increased use of ocean beaches, pressures to use Village recreational facilities, and needs for fire protection and EMS services. In addition, unless commercial areas are planned and built in the Town, many new Town residents will try to satisfy their basic needs by shopping in the Village.

**Table 1.1.1**  
Year-Round Residential  
Population Trends  
(1980 to 2000)

Place	Year-Round Residents			
	1980	1990	2000 (US Census)	Build-Out Projection <sup>1</sup>
Village of East Hampton	1,886	1,402	1,334	1,580
Town of East Hampton	14,029	16,312	19,719	28,395
Suffolk County	1,284,231	1,321,864	1,419,369	NA

<sup>1</sup> Based upon average 2000 average household size  
Source: US Census, 1980, 1990 and 2000

<sup>1</sup> See *Village of East Hampton Commercial Districts Study (2000)* for a full discussion of the analysis of the development and redevelopment potential of the six commercial districts.



## 1.2 PURPOSE OF THE NEW COMPREHENSIVE PLAN

Currently, the Village of East Hampton does not have an adopted comprehensive plan. Land use is managed through local ordinances in the Village Code that address a variety of activities and issues. Over the years the ordinances in the Code have worked well to protect the character of the Village and to ensure residents a peaceful quality of life. In recent years, however, the intensification of activity and population in the Village suggests a need for a comprehensive plan that articulates and envisions the future of the Village and the actions that will be required to achieve that future.

Responding to the changes of the past ten years – and looking forward to what lies ahead – the Village Trustees anticipate that the *Village of East Hampton Comprehensive Plan* will serve a number of purposes:

- To provide a statement of the consensus of the community's vision for the future
- To provide assurance that the zoning provisions in Chapter 57 of the Village Code will guide future land use and development so that the Code is consistent with the community's vision
- To validate the Village's land use practices and provide authorization to maintain that direction
- To provide a basis for managing change, including, as needed, adoption of amendments to the Village Code
- To provide a basis for day-to-day decision-making by Village government
- To provide an overall framework for managing Village resources, such as its parks, coastal lands, trees, and surface waters
- To guide priorities for Village spending – for budgeting both operating and capital expenditures
- To establish priorities for interaction to address common issues with the Town of East Hampton
- To establish long-term planning whereby the Village periodically reexamines the Plan



### 1.3 PLANNING PROCESS USED TO DEVELOP THE PLAN

The Village of East Hampton has utilized a four-step Planning Process to develop the *Village of East Hampton Comprehensive Plan*. At the direction of the Trustees, the process has been led by the Planning Board with the assistance of a planning consultant, and guided by the Citizens Advisory Committee. (See Section 1.4 below for a brief description of the CAC.)

- **Step One: Profiling the Community and Analyzing Trends**

Step One in the Planning Process included profiling the community and analyzing current trends. This described the existing Village character and provided information on directions of change in the Village, answering the questions "Where are we now?" and "Where are we going?" Findings from this step are presented in Section 2.0 of the Comprehensive Plan.

- **Step Two: Creating the Vision**

Step Two in the Planning Process involved creating a vision for the future. The community's vision for the future is the overall image of what it wants to be and how it wants to look at some point in the future. The central question asked is "Where do we want to be?" The formal expression of this is the Vision Statement.

The Vision Statement for the Village of East Hampton was developed by the CAC over a number of months. It is presented in Section 4.0 of the Plan. The Vision Statement is complemented by a set of Goals and Objectives that provide further direction and that identify the conditions to be achieved in a number of areas of concern. With the Vision Statement and Goals and Objectives, local officials and residents can work consciously toward accomplishing the desired future. This view is necessary as a guide to short-term decisions and long-term initiatives, as well as the basis for developing and implementing the means to achieve the Vision.

- **Step Three: Posing Alternatives**

Step Three in the Planning Process involved posing alternative choices for the future. This step gave the community an opportunity to select from among a variety of choices the actions to be taken to achieve its Vision for the Future. The CAC, the Planning Consultant, and the Village Trustees have evaluated a number of alternatives.

- **Step Four: Developing the Plan**

Step Four in the Planning Process involved selecting the Recommended Actions of the Plan. After studying the various alternative choices, the CAC and the Trustees have recommended those they believe will best guide the community to achieve its Vision for the Future. These are expressed in terms of the Goals, Objectives, and Recommended Actions of the Plan. These are presented in Sections 3 through 11 of the Comprehensive Plan.





## 1.4 PUBLIC INVOLVEMENT IN THE PLANNING PROCESS

### Role of the Citizens Advisory Committee

The Village has developed the Comprehensive Plan with assistance from the Citizens Advisory Committee (CAC). The role of the CAC has been to represent the community's interests, to provide organized direction to the planning process, and to be the catalyst for community consensus-building in support of the Plan. Members of the Committee were invited to participate by the Trustees. Members included residents of the Village with a wide spectrum of interests and experience, as well as a number of residents of the Town. The CAC has generally met at least monthly throughout the Planning Process and has through consensus developed the Vision for the Future, Goals and Objectives, and the recommended Planning Actions.

### Public Participation during the Comprehensive Planning Process

The Village has invited the entire community to a number of forums to participate in the Comprehensive Planning Process. The Trustees and members of the CAC have also engaged in discussion with a variety of community groups. Additionally all meetings of the CAC have been open to the public. Three public hearings will also occur during the Plan Adoption Process (see Section 1.5 below).

#### ▪ Community Forums

A series of Community Forums were held to include the public in the planning process. Each forum was followed by interactive work sessions to address the variety of issues and potential solutions. These included:

- Community Forum 1** – *"Issues and Visioning" (January 2000)*
- Community Forum 2** – *"Alternatives to Accomplish the Vision" (April 2000)*
- Community Forum 3** – *"Trends and Issues in the Commercial Districts" (June 2000)*
- Community Forum 4** – *"Recommendations of the Plan" (July 2001)*

#### ▪ Interest Group Meetings

Early in the planning process, a number of interest groups provided input to the Plan through a series of extended interviews. These group meetings targeted specific community groups and issue areas, including:

- environmental groups
- cultural centers
- major institutions
- private recreation landowners
- local historic district neighborhoods
- resident groups
- business groups
- real estate professionals
- schools
- architects
- builders
- business owners
- attorneys
- senior residents
- disabled residents

Within each group the participants were broadly representative of community interests.



## **1.5 PLAN ADOPTION**

### **▪ Public Hearings on the Comprehensive Plan and GEIS**

Once the Draft Comprehensive Plan and Draft Generic Environmental Impact Statement (Draft GEIS) are complete, the Village Planning Board will conduct a public hearing on the Draft Comprehensive Plan and Draft GEIS. Following review of public comment and, as appropriate, revisions to the Plan, the Planning Board will recommend the Plan to the Trustees for adoption and convert the Draft GEIS to a Final GEIS. The Planning Board will then forward the Plan to the Village Trustees for review. As part of their review, the Trustees will conduct a public hearing on the Plan and Final GEIS.

### **▪ Plan Adoption**

The Trustees will decide whether to adopt the Plan and Final GEIS following a public hearing. Adoption – either at the hearing or at a later time – will depend on the determination of the Trustees regarding the need for amendments to respond to public comment. Both public hearings will occur in the fall of 2001.

## **1.6 TIME FRAME FOR THE PLAN AND FUTURE PLAN REVISIONS**

Planning is an ongoing process through which a community continuously considers where it is today, where it is going, what it wants to be, and how it will get there. The *Village of East Hampton Comprehensive Plan* is a statement of the community's present – Year 2001 - consensus regarding the future. The actions identified in the Plan will guide the Village in the next few years toward achieving that future. The actions identified in the Plan have a time frame ranging from the immediate to the long-term. Long-term is assumed to be sometime in the next five to ten years.

Periodically, the Village should reassess its course of action to determine if the actions identified in the Plan are suitable guides to achieve its desired future. After ten years, the Village should revisit the Plan – considering once again its Vision for the Future and the issues and trends that either support or threaten the community's future. The Plan should be modified as needed. After twenty years, the Village should consider undertaking a completely new comprehensive plan.



## 1.7 ORGANIZATION OF THE PLAN

The *Village of East Hampton Comprehensive Plan* is composed of eleven sections (in addition to this Introduction):

- ***Village Character Today*** provides an understanding of the Village as it presently exists. It includes an overview of population and land development trends, residential neighborhoods, commercial activities, natural and historic resources, the transportation system, community facilities and services, and the Village's financial condition.
- ***Potential for Change*** summarizes what could happen in the future. Residential build-out is described in terms of the number of potential new units, assuming continuation of existing zoning. Commercial build-out is described in terms of the amount, scale and type of potential commercial development given existing zoning. Future transportation system conditions are described in terms of anticipated growth in average daily vehicle trips, assuming build-out of the Village and the Town of East Hampton.
- ***Vision for the Future*** presents the Vision Statement, articulating the essential issues to the quality of life in the Village. It is the touchstone of the Comprehensive Plan.
- ***Preserving the Village's Neighborhoods*** sets forth the goals and objectives for preservation of the residential community. This is followed by a discussion of specific neighborhood issues and the actions that the Village will take to preserve and protect its residential neighborhoods.
- ***Supporting Village Commercial Needs*** outlines the goals and objectives related to commercial development. This is followed by a discussion of specific issues related to commercial development.
- ***Protecting Village Natural Resources*** presents the goals and objectives for protecting the Village's beaches and dunes, ponds and wetlands, mature trees, and wildlife, followed by a discussion of specific natural resource issues and the actions that the Village will take to preserve and protect its natural resources.
- ***Preserving Village Historic Character*** enumerates the goals and objectives for protecting the Village's historic resources, followed by a discussion of specific issues related to historic preservation and actions to preserve and protect its historic legacy.
- ***Providing for the Village's Transportation Needs*** outlines the goals and objectives for managing the Village's transportation concerns. This is followed by a discussion of specific transportation issues and the actions required by the Village to manage parking and to plan for long-range transportation needs.
- ***Providing Residents with Facilities and Services*** presents the goals and objectives related to providing the facilities and services



needed to protect the public health, safety, and welfare. This is followed by a discussion of specific issues and actions.

- **Working with the Town of East Hampton** presents the goals and objectives for a number of important issues affecting the Village and the Town. This is followed by specific actions that the Village hopes to take through interaction with the Town.
- **Plan Implementation** is a compilation of the actions recommended in the Plan. Actions are characterized in terms of the type of action as well as their priority for implementation.



## 2.0 VILLAGE CHARACTER TODAY

### 2.1 POPULATION CHARACTERISTICS

#### VILLAGE YEAR-ROUND RESIDENTS

##### Total Year-Round Population

The Village of East Hampton's year-round population has grown slowly over the years. Estimates of the current – year 2000 – year-round population range from 1,334 (US Census 2000) to 1,445 (LIPA 2000). The US Census count includes all people who identified the Village as their permanent place of residence on April 1, 2000. The Long Island Power Authority estimate is based upon U.S. Census data and utility records of residential electric meters.

##### Age

Residents of the Village of East Hampton are generally older than in most communities. The cost of living in the Village – particularly the high cost of real estate – makes it difficult for first-time homebuyers and young families to afford housing. As a result, in 2000 there were relatively few children in the community – 207 children under the age of 18 – and a large number of older residents. Approximately 43 percent of the residents – or almost one of every two residents – was over the age of 55.

##### Racial Composition

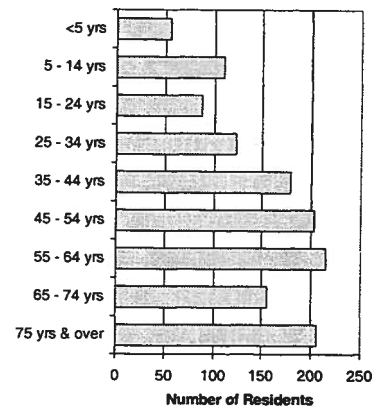
Since 1990 the Village of East Hampton has become less racially diverse. Most residents are white. In 1990, 93 percent of the population was white. By 2000, the white population had grown to 97 percent of the total Village population. The 2000 Census counted only 15 African Americans, 1 American Indian, 17 Asians, and 4 people of other races.

The Village's Hispanic community has grown significantly in the past ten years. In 1990, there were 48 residents of Hispanic origin, representing 3.4 percent of the population. By 2000, the Hispanic community increased to 119 or 8.9 percent of the population.

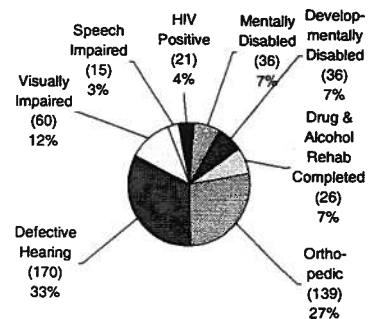
##### Estimated Disabled Population

Figure 2.1.2 describes the Village's estimated disabled population. Estimates are based upon application of national averages from the National Health Survey for 1999 applied to the 2000 U.S. Census year-round population.

**Figure 2.1.1**  
Age Distribution of  
Year-Round Village  
Residents (2000)  
(US Census, 2000)



**Figure 2.1.2**  
Estimated Year 2000  
Village Disabled  
Population





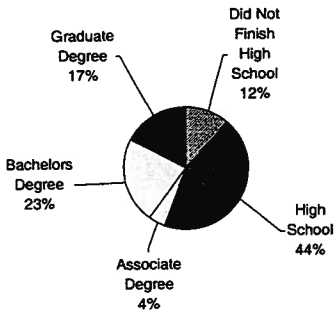
### Income

Village residents are relatively affluent. The Village's median household income in 2000 was estimated to be \$65,300. This was approximately 55 percent higher than the typical American household, and 58 percent higher than the typical New York State household.

In addition to being relatively wealthy, there is a concentration of people with great wealth in the Village. As a result, the disposable income of Village residents is considerably higher than that of residents in typical American communities. Past Census data (1990) indicated that when compared to the rest of the country, the Village had many fewer households earning less than \$25,000 and many more households earning more than \$150,000.<sup>1</sup>

Few Village residents are living below the poverty level. The 1990 Census reported that seventy residents (5 percent) – including eight children – were living in households with an income below the poverty level during 1989.<sup>1</sup>

**Figure 2.1.3**  
Educational Attainment<sup>1</sup>  
(residents older than 18 years) (US Census, 1990)



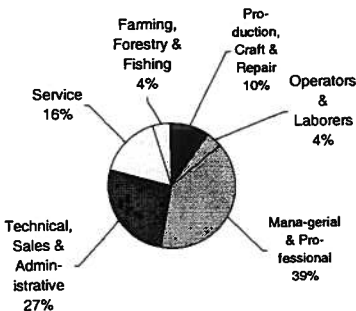
### Education

Residents of the Village are very well educated. Only 12 percent of the adult population in 1990 had not graduated from high school (compared to 16 percent nationally).<sup>2</sup> Forty percent of the adult population had graduated from college (compared to 33 percent nationally). Of the Village's college graduates, almost half had gone on to obtain a graduate or professional degree.

### Employment

A relatively high number of Village residents do not work. Forty-two percent of the population over the age of 16 in 1989 did not work, including half of the women and one-third of the men.<sup>1</sup> This is to be expected, given that 30 percent of the residents were over the age of 65 and assumed retired. The remaining 12 percent included young adults still in school (approximately 5 percent) and those who did not work for a living (approximately 7 percent) either because they were financially independent or were in one wage-earner households.

**Figure 2.1.4**  
Occupation<sup>1</sup>  
(US Census, 1990)



The majority of employed residents work in managerial, professional and technical positions. In 1990, 39 percent of the employed residents were professionals and managers (compared to 27 percent nationally) and 27 percent were technicians, in sales, or in administrative positions (compared to 32 percent nationally). By comparison, there were fewer operators and laborers in the Village – only 4 percent of the workforce compared to 14 percent nationally.

Most village year-round residents who work are employed in the Village or in Suffolk County. In 1990, slightly over half (56 percent) of residents worked in the Village and one-third (32 percent) worked elsewhere in Suffolk County. Ten percent were employed elsewhere in New York State and only two percent commuted to Connecticut, New Jersey or other states.

<sup>2</sup> Data from the 2000 Census for this subject will not be available until the spring of 2002.



## VILLAGE SEASONAL RESIDENTS AND GUESTS

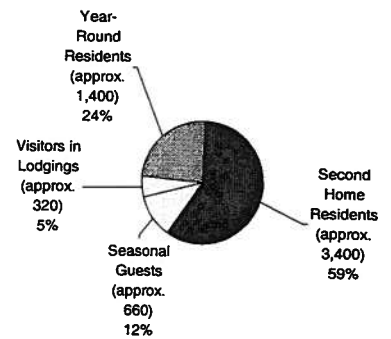
### Second Home Population

Through the years the popularity of the Hamptons as a summer resort has attracted many people to the area who have built second homes. These homes are used primarily during the summer months and on weekends throughout the year. These residents own approximately 60 percent of the residences in the Village – or 1,000 homes (as of 1/1/01). When all of these homes are occupied, the population is estimated at 3,390. This assumes that there are 3.4 people per second home (Suffolk County Planning Department 1990). It equates to 2.4 second home residents for every year-round resident. This is a slight increase from 2.25 in 1990 that is probably due to construction of more new second homes than year-round homes in the past ten years.

### Peak Seasonal Resident Population

On a peak summer weekend when the Village is “full” – such as July 4<sup>th</sup> weekend – there is an influx of houseguests and visitors. During the summer of 2000 it is estimated that there were approximately 980 houseguests and visitors staying in the Village on peak weekend days (Table 2.1.1). The total peak weekend day seasonal population climbed from 4,070 in 1990 to approximately 4,370 people in 2000 (up 7 percent). This included seasonal residents, houseguests of year-round residents, and visitors staying in lodging accommodations.

**Figure 2.1.5**  
Estimated Peak  
Seasonal Population  
(2000)



Village of East Hampton	1990 <sup>3</sup>		2000	
	Total	% of Total	Total	% of Total
Year-Round Residents	1,402 <sup>1</sup>	26%	1,400 <sup>2</sup>	24%
Seasonal Residents	3,186	58%	3,388	59%
Seasonal Houseguests	674	12%	664	12%
Visitors	213	4%	316	5%
<b>Total</b>	<b>5,475</b>	<b>100%</b>	<b>5,768</b>	<b>100%</b>

<sup>1</sup> US Census, 1990

<sup>2</sup> Rounded number based upon 2000 LIPA Estimate (1,445) and US Census 2000 Estimate (1,334)

<sup>3</sup> 1990 estimates prepared by Suffolk County Planning Department

**Table 2.1.1**  
Peak Weekend Day  
Combined Year-Round  
and Seasonal  
Population  
(1990 and 2000)

### Visitation Patterns

Generally, residents agree that the Village is busier now throughout the year than in the past. Not only are there more visitors during the peak summer season, the duration of the summer season has been extended. Today, the Village considers the “season” to extend from May 15<sup>th</sup> through October 15<sup>th</sup>. Second home residents are staying in the Village more frequently. These residents are staying longer than just weekends, choosing to work part of their week from the Village rather than from their offices or residences elsewhere.



## 2.2 LAND USE, HOUSING AND ZONING OVERVIEW

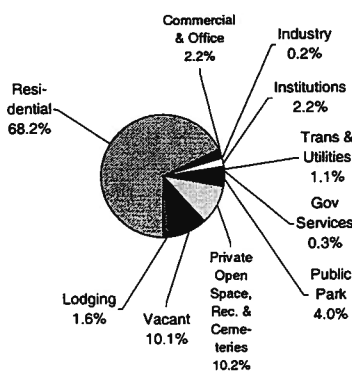
### EXISTING LAND USE OVERVIEW

Land uses in the Village of East Hampton include the full range of activities found in most American communities. What distinguishes the Village is that it is predominantly a residential community with a relatively large amount of public and private open space, and a relatively small amount of land committed to commercial development.

Approximately 1,870 acres of land (68 percent) of the land in the Village is developed in residential uses, largely single-family homes. Serving the commercial needs of year-round residents, seasonal residents, guests and visitors are commercial establishments on 43 acres of land (1.6 percent). For a resort community there are relatively few lodging rooms available for visitors – only 26 lodging facilities with rented rooms (occupying 0.6 percent of the land) offer 145 rooms to visitors. The Village’s Sea Spray Cottages include another 13 units. The amount of office and industrial development is also small. Office uses occur on only 14 acres (0.5 percent), generally including converted residential buildings. Industrial uses – which are light industrial activities such as storage, small warehouses, and contractors’ facilities – are limited to only five acres (0.2 percent).

The Village has a high percentage of open space. Approximately 14 percent of the land is in public parks (110 acres or 4 percent) or private open space (289 acres 10 percent) and recreation facilities, much of which belongs to the Maidstone Club (202 acres). Approximately 279 acres (10 percent) in the Village remain undeveloped and are categorized as vacant land.

**Table 2.2.1/Figure 2.2.1**  
2000  
Land Use Summary


















Land Use	Total Acres	% of Village
Residential	1,871	68.1%
Lodging	43	1.6%
Commercial	45	1.6%
Office	14	0.5%
Industrial	5	0.2%
Government Services	8	0.3%
Institutional	60	2.2%
Transportation <sup>1</sup>	27	1.0%
Utility	3	0.1%
Public Park	110	4.0%
Private Open Space	65	2.8%
Private Recreation	212	7.7%
Cemeteries	3	0.1%
Vacant	279	10.1%
<b>Total</b>	<b>2,745</b>	<b>100%</b>

<sup>1</sup> Exclusive of public road rights-of-way





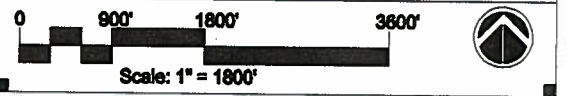
# Village of East Hampton Existing Land Use

-  Single-Family Residential Large Estate Density (>160,000 square feet/unit)
-  Single-Family Residential - Very Low Density (>80,000 to < 160,000 square feet/unit)
-  Single-Family Residential - Low Density (>40,000 to < 80,000 square feet/unit)
-  Single-Family Residential - Medium Density (>20,000 to < 40,000 square feet/unit)
-  Residential - High Density (< 20,000 square feet/unit)
-  Commercial/Office/Lodging
-  Manufacturing/Industrial
-  Governmental Services
-  Institutional
-  Public Parking Facilities
-  Vacant Land/Agriculture
-  Public Parks, Recreation Facilities and Open Space
-  Private Recreation
-  Private Open Space (Permanently Protected)
-  Cemeteries

Map 1



## Village of East Hampton Comprehensive Plan





## HOUSING OVERVIEW

### Total Housing Units and Mix of Housing

The Village of East Hampton is predominantly a community of residential neighborhoods composed of single-family homes. As of January 1, 2001, there were 1,661 housing units in the Village. Most of the homes – approximately 95 percent – were single-family detached residences. Only one townhouse development has been built in the Village – the East Hampton Town Houses – which has 35 units. There are only a few two-family homes and apartments. Of the Village’s 36 apartments, three-quarters are located in the commercial districts – primarily the Village Center – generally in converted single-family homes or on the second floor over commercial establishments.

Village of East Hampton	Homes in Residential Districts	Homes in Commercial Districts	Village-Wide Homes	
			Total	% of Total
Single-family Detached Homes	1,570	14	1,584	95%
Town Homes	35	-	35	2%
Two-Family Homes	6	-	6	< 1%
Apartments	12	24	36	2%
<b>Total</b>	<b>1,623</b>	<b>38</b>	<b>1,661</b>	<b>100%</b>

**Table 2.2.2**  
Total Housing Units  
(as of 1/1/01)

<sup>1</sup> US Census, 1990

<sup>2</sup> Rounded number based upon 2000 LIPA Estimate (1,445) and US Census 1990 Estimate (1,335)

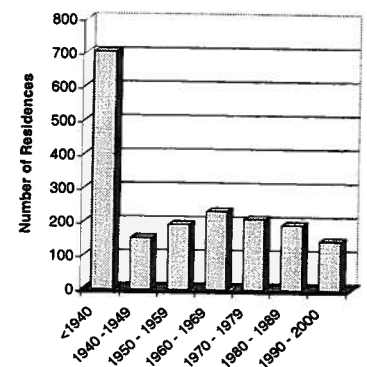
Source: US Census, 1980, 1990 and 2000; Long Island Power Authority, 2000

### Housing Age

Housing in the Village of East Hampton is generally older than most communities. Almost 40 percent of the residences were built prior to 1940.

### Year-Round Versus Seasonal Housing

Distinguishing year-round from seasonal housing in East Hampton is difficult, as it is in most communities with a large number of second homes. It is becoming increasingly difficult as seasonal homeowners are spending increasingly longer periods of time in the Village, further blurring the distinction between “year-round” and “seasonal.” Based upon experience and past studies, the Village generally assumes that 60 percent of the homes are not used year-round. Study of 2000 tax records supports this assumption, finding that 63 percent of the tax bills for residentially zoned land in the Village are mailed to addresses located outside of the Village. The 2000 Census found that on April 1, 2000, 59 percent of the homes in the Village were classified as “vacant used for seasonal, recreational, or occasional use” (US Census 2000). (Note that while this may be the Census category, it does not reflect the attitude of residents towards their homes in the Village.)



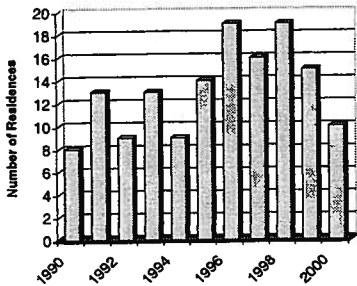
**Figure 2.2.2**  
Year Residences Built



### New Home Construction (1990 to 2000)

Since 1945 there has been a relatively constant rate of new residential construction, with an average of 15 to 20 units built per year until the 1990s. The rate of construction slowed somewhat in the past decade, with only 125 new units built from 1990 through 2000. In 2000, building permits were issued for only ten new residences, all of which were single-family homes.

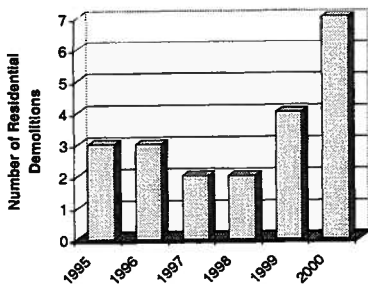
**Figure 2.2.3**  
Building Permits for  
New Residential  
Construction (1990 to  
2000)



### Demolition of Residential Units (1995 to 2000)

In recent years, as the number of residential building lots has diminished in the Village, there has been an increasing trend in which old homes are torn down to enable construction of new, typically larger homes. Review of demolition permits since 1995 indicate that 21 single-family residential units have been torn down over the six-year period. In almost every instance, a new home has been constructed on the site of the "tear-down."

**Figure 2.2.4**  
Residential Demolitions  
(1995 - 2000)



### Lodging Units

The Village knows of 26 locations where rooms are being rented to visitors. These provide approximately 145 rooms, each of which are limited by the Code to accommodating only 2 people. In addition, the Village owns 13 units in the Sea Spray Cottages at Main Beach, which it leases to the public during the summer season.

The privately owned lodging facilities are found on the north side of Montauk Highway west of Cove Hollow Road, and along Woods Lane, Main Street, James Lane, Pantigo Road, and North Newtown Lane. Most are licensed by the Village and operate in accordance with requirements of the Village Code. The Village inspects all licensed facilities annually for compliance with applicable safety and zoning regulations. The Village expects to have full compliance with licensing requirements in the near future.

### Housing Value

Average housing prices in East Hampton are high. Recent data on housing value are not available. Information from the 2000 Census will not be released until the spring of 2002. The best available data for the Village are from the 1990 Census. These indicate that the median house value in the Village on April 1, 1990 was estimated at \$319,900. There were 13 homes in the Village valued at less than \$100,000, there were only 35 valued at between \$100,000 and \$125,000, and approximately 27 percent of the homes were valued at over \$500,000 (U.S. Census 1990).



**Affordable Housing**

Affordable housing is limited in the Village of East Hampton. A number of conditions are responsible for this. The overall strength of the real estate market is extremely high, diminishing the incentive to build lower priced homes and raising the price of older housing units due to a tight supply of houses on the market. There are very few multi-family housing units available in the Village.

When considering the need for affordable housing, it is necessary to understand how much money a household can afford to spend for housing on a monthly basis. The general rule used by lending institutions is that housing costs (rent or mortgage payments, utilities, taxes, and other related housing expenditures) should not exceed 30 percent of gross monthly income. In 2000 the median family income in the Village of East Hampton was \$90,400 (Suffolk County Department of Planning). Based upon this figure, the maximum monthly budget available for housing in moderate income households in 1999 was \$2,712. This would have enabled a moderate income homeowner to afford a house having a sales price of up to \$273,000 (Table 2.2.3).

	Moderate Income	Low Income	Very Low Income
<b>Federal Guidelines Defining Income Group</b>	81 to 120% of median household income	51 to 80% of median household income	31 to 50% of median household income
<b>Household Income in the Village of East Hampton</b>	up to \$108,480 (1.2 x \$90,400)	up to \$72,320 (0.8 x \$90,400)	up to \$45,200 (0.5 x \$90,400)
<b>Monthly Budget Available for Housing</b>	up to \$2,712 <sup>1</sup>	up to \$1,808 <sup>1</sup>	up to \$1,130 <sup>1</sup>
<b>Sale Price of Affordable Housing in the Village of East Hampton</b>	Approximately \$273,000 <sup>2</sup>	Approximately \$177,000 <sup>2</sup>	Approximately \$101,000 <sup>2</sup>

**Table 2.2.3**  
Definition of Affordable Housing for the Village of East Hampton (2000)

<sup>1</sup> Based upon federal guidelines that monthly housing costs should not exceed 30 percent of gross monthly income.

<sup>2</sup> Assuming a 10% down payment, and 8% interest on 30-year mortgage plus property insurance and utilities.



**EXISTING ZONING OVERVIEW**

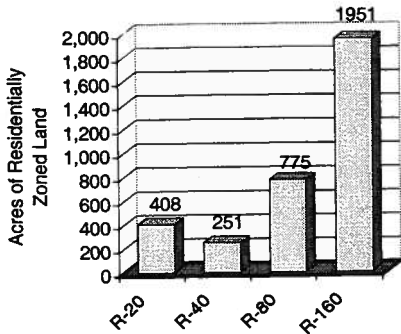
Chapter 57 of the Code of the Village of East Hampton includes the principal regulations controlling how land is used and the intensity of permitted development in the Village.

**Residential Zoning Overview**

The Village has four residential zoning districts (Map 2). Minimum lot sizes in the four districts range from 20,000 square feet to 160,000 square feet (Table 2.2.3). The R-160 District occupies the greatest land area, encompassing approximately 1,950 acres or 58 percent of the residentially zoned land in the Village. The breakdown of land in other residential districts is shown in Figure 2.2.5.

Regulations defining permitted uses are the same for the four residential districts. Permitted uses include single-family residences, rental guestrooms, home professional offices, home occupations, and landscape nurseries. The Village must license homes where guestrooms are rented. No more than two rooms can be rented per house; each room must be 80 square feet in area; and no room can be occupied by more than two people at a time. Uses permitted by Special Permit in residential districts include schools, charitable uses, and hospitals.

Accessory uses are permitted in a separate building in a residential district. Permitted accessory uses include swimming pools, tennis courts, garages, sheds, pool houses, greenhouses, or other similar buildings that are not used for cooking or sleeping. They cannot include more than one room or exceed 250 square feet in size, except when the structure is a garage.

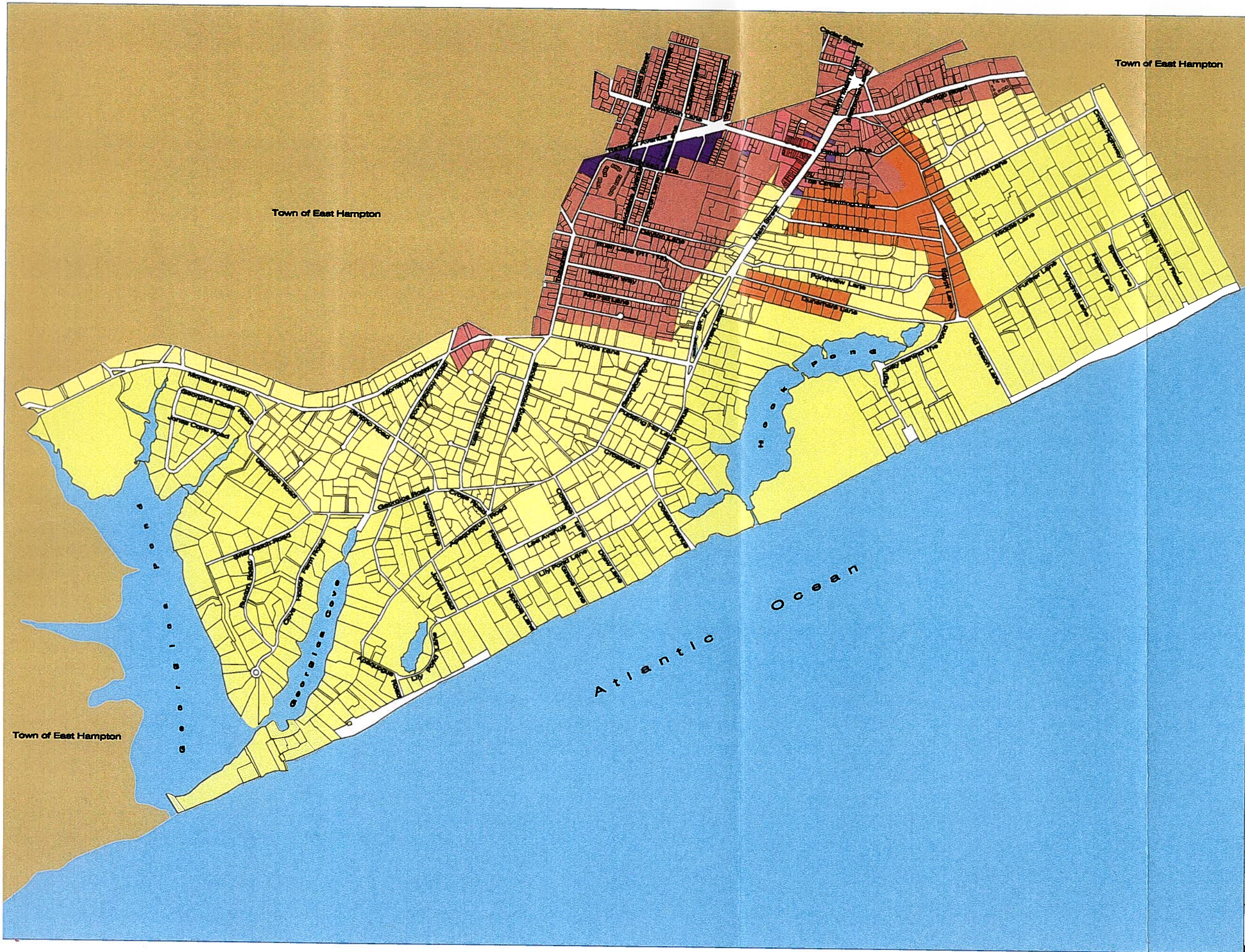


**Figure 2.2.5**  
Summary of Land in Residential Zoning Districts (acres)

**Table 2.2.3**  
Summary of Existing Chapter 57 Zoning Regulations Applicable to Residential Districts

Residential Zoning District	Minimum Lot Area		Maximum Coverage	Maximum Height	Front Yard Setback	Side/Rear Yard Setback
	Square Feet	Acres				
Residence District (R-160)	160,000	3.67	20%	35'	50'	30'
Residence District (R-80)	80,000	1.84	20%	35'	50'	25'
Residence District (R-40)	40,000	0.92	25%	35'	25'	20'
Residence District (R-20)	20,000	0.46	25%	35'	15'	10'

In addition to the regulations summarized above in Table 2.2.3, the Village has also established a maximum gross floor area for one-family and two-family detached dwellings. This is established as 12 percent of the lot area plus 1,200 square feet, or 20,400 square feet, whichever is less. This limitation applies to all residential districts.



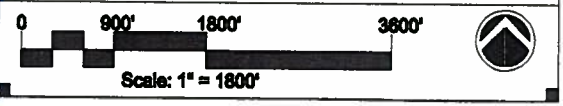
## Village of East Hampton Existing Zoning

- Commercial
- Core Commercial
- Manufacturing - Industrial
- Limited Office District
- Residential R-20
- Residential R-40
- Residential R-80
- Residential R-160

ZONE	AREA	BUILDING LINE WIDTH	MINIMUM FRONT YARD SETBACK	MINIMUM SIDE YARD	MINIMUM REAR YARD	PERMITTED COVERAGE
R-20	20,000 SQFT	100 FT	15 FT	10 FT	10 FT	25%
R-40	40,000 SQFT	100 FT	25 FT	20 FT	20 FT	25%
R-80	80,000 SQFT	150 FT	50 FT	25 FT	25 FT	20%
R-160	160,000 SQFT	180 FT	80 FT	30 FT	30 FT	20%

Map 2

### Village of East Hampton Comprehensive Plan





## **Non-Residential Zoning Overview**

The Village has four zoning districts designated for non-residential uses (Map 2). Chapter 57 of the Village Code includes the regulations applicable to development in each district. All applications for building permits in the four districts are also subject to review by the Village Design Review Board in accordance with Chapter 13 of the Code.

### **▪ Commercial and Core Commercial Districts**

The Commercial and Core Commercial Districts apply to most of the Village's non-residential areas. The Core Commercial District encompasses what is perceived by residents as the "Village Center" along Newtown Lane and the west side of Main Street. The Commercial Districts encompass the remainder of the Village's commercial areas, including those along North Newtown Lane, along the east side of Main Street, Cove Hollow, North Main Street, and the Sheepfold. The principal distinction between the Core Commercial District and the Commercial District is that parcels in the Core Commercial District adjoin a municipal parking lot and generally have no potential to expand without a variance from the parking requirements of Chapter 57-7 of the Village Code.

Permitted uses and prohibited uses are the same for both districts. Permitted uses include retail stores, delicatessens, restaurants, banks, offices, schools, nurseries, hospitals, telephone exchanges, apartments (on the 2<sup>nd</sup> floor), public parking lots, charitable institutions, and personal service shops. Prohibited uses include manufacturing, wholesaling, gas storage, vehicle rental establishments, and fast food and drive-in restaurants. Second floor apartments must be between 500 and 800 feet in size, contain no more than two bedrooms, and each bedroom must be a minimum of 100 square feet in size.

### **▪ Manufacturing/Industrial District**

The Manufacturing/Industrial District encompasses the areas between Gingerbread Lane, Race Lane, and Railroad Avenue, and along Railroad Avenue between Race Lane and Newtown Lane. This district is intended to allow for light manufacturing and industrial uses of the type needed to support the needs of local contractors, to allow for warehousing and storage space within the Village, and to permit certain uses that are not typically compatible in residential neighborhoods. Permitted uses include fuel storage, gasworks, ice plants, laundries, lighting and power plants, manufacturing and repair garages, and all uses permitted in residential districts. Garbage disposal facilities and junkyards are prohibited.

### **▪ Limited Office District**

The Village has adopted a Limited Office District designed to address the conversion of residential structures to office use. These areas are found in several locations at the periphery of the Village Center, such as portions of Muchmore Lane and east of the Schenck Parking Lot. Residential structures in the Limited Office District may be used for either two offices or one office on the first floor and one apartment on the second floor. Approval by the Design Review Board is required prior to converting the use from residential to office.



▪ **Area and Bulk Standards in Non-Residential Districts**

The regulations in Chapter 57 of the Village Code that address the non-residential districts are intended to promote development that is compatible in size and scale with the Village and that serves the needs of local as well as seasonal residents. In all but the Limited Office District, commercial buildings cannot have a building footprint greater than 10,000 square feet. All non-residential buildings are limited to a height of 35 feet (30 feet for flat roofs). Maximum coverage – the amount of a development parcel taken up by the building, access roads, and parking – is limited to 90 percent (except in the Limited Office District).

The Village has established requirements for parking as a condition of approval for all new non-residential development. These regulations – amended in 1995 – are intended to ensure that new development provides parking for its employees and customers and will not rely upon the Village to provide parking. Given the limited availability of non-residential land, the parking requirements make it very difficult to develop new commercial uses in most areas of the Village without assembling parcels and removing one or more existing buildings.

**Table 2.2.4**  
Summary of Existing  
Chapter 57 Zoning  
Regulations Applicable to  
Commercial Districts

<b>Commercial Zoning Districts</b>	<b>Maximum Building Footprint (square feet)</b>	<b>Height Limit</b>	<b>Coverage Limit</b>	<b>Parking Requirement</b>
Core Commercial	10,000	30-35'	90%	1 space/200 sq ft <sup>1</sup>
Commercial	10,000	30-35'	90%	1 space/200 sq ft <sup>1</sup>
Limited Office	none	30-35'	none	1 space/200 sq ft
Manufacturing/ Industrial	10,000	30-35'	90%	1 space/employee

<sup>1</sup> For each additional business unit: 2 parking spaces per unit  
 For bars: 1 parking space per 2 seats, plus 1 parking space per employee  
 For restaurants: 1 parking space per 3 seats, plus 1 parking space per employee  
 For apartments: 2 parking spaces per apartment  
 For public assembly: 1 parking space per 3 seats, plus 1 parking space per employee





## 2.3 VILLAGE NEIGHBORHOODS

### INTRODUCTION

Village residents feel very strongly that they live in a residential community. Residents choose to live in the Village because of its natural beauty, its sense of history, the quality of the residential architecture, and the tranquil character that it still retains during much of the year. There is tremendous unity among the various groups and neighborhoods in the Village. When asked to characterize the Village's strengths, many residents cite the sense of community and volunteerism, and the residents' commitment to taking care of and protecting Village character.

Within the Village, the character of the residential areas varies slightly from place to place. Village history – its evolution since 1648 when the first settlers arrived – has largely shaped this pattern. The Common along Main Street was the Village's first neighborhood. As the Village expanded, the agricultural areas around the Common developed as farmsteads with adjacent fields. As agriculture declined, the farm fields filled in with houses, evolving ultimately into the settlement pattern seen today.

The character of the different settlement areas of the Village typically reflects the period in which each developed, as well as the residents for whom the new homes were built. Those whose families had lived in the Village for generations built homes in which to live and raise their families. In contrast, the growing popularity of the Village as a summer resort attracted the wealthy from outside the Village, interested in building a very different type of home for seasonal use.

Today, there is a fabric of neighborhoods in the community that reflects the past, as well as the nature of land use activities that occur today. To provide a framework for understanding the different areas – their character, what makes them special, and the pressures on Village life perceived by residents – the Village has been divided into a number of different neighborhoods. This has been done for purposes of preparing the Comprehensive Plan. Each neighborhood has been identified and characterized to facilitate understanding the Plan. The residents view the Village as one residential community.



*The Circle*



**Table 2.3.1**  
Neighborhood Housing and Residential Density Overview  
(as of 1/1/01)

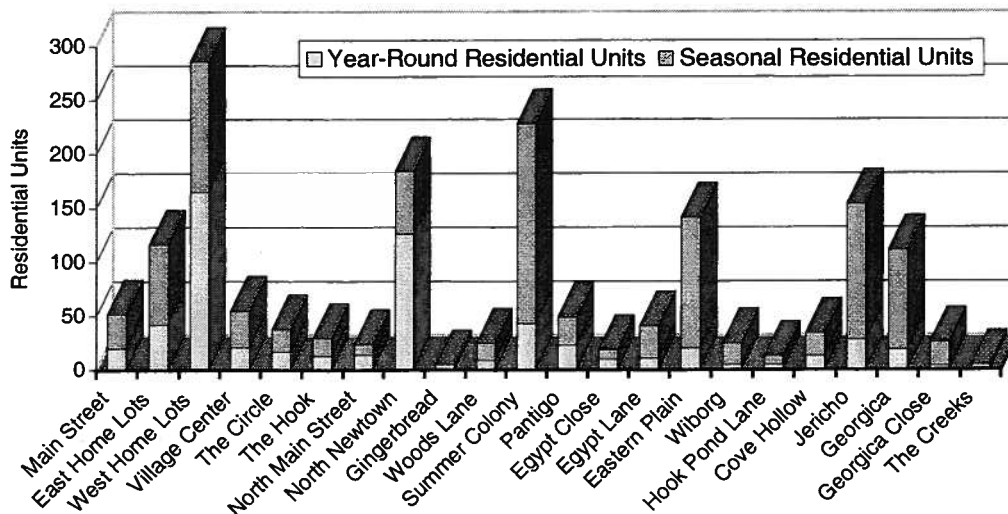
Neighborhood	Housing Units		Residentially Zoned Land		Residential Density (units/acre)
	Units	% of Village Total Units	Acres	% of Total Village Res Acres	
Main Street	52	3.1%	92.1	3.4%	0.6
East Home Lots	116	7.0%	194.2	7.3%	0.6
West Home Lots	286	17.2%	134.3	5.0%	2.1
The Village Center	55	3.3%	58.4	2.2%	NA <sup>1</sup>
The Circle	38	2.3%	15.1	0.6%	2.5
The Hook	30	1.8%	22.5	0.8%	1.3
North Main Street	24	1.4%	13.4	0.5%	1.7 <sup>3</sup>
North Newtown Lane	184	11.1%	69.8	2.6%	2.6
Gingerbread <sup>2</sup>	5	0.3%	NA <sup>2</sup>	NA <sup>2</sup>	NA <sup>2</sup>
Woods Lane	25	1.5%	45.5	1.7%	0.5
Historic Summer Colony	228	13.7%	429.8	16.1%	0.5
Pantigo	49	3.0%	54.1	2.0%	0.9
Egypt Close	19	1.1%	18.4	0.7%	1.0
Egypt Lane	41	2.5%	64.3	2.4%	0.6
Eastern Plain	141	8.5%	452.4	16.9%	0.3
Wiborg	25	1.5%	137	5.1%	0.2
Hook Pond Lane	13	0.8%	24.5	0.9%	0.5
Cove Hollow	34	2.0%	49.2	1.8%	0.7 <sup>3</sup>
Jericho	154	9.3%	215.1	8.0%	0.7
Georgica	111	6.7%	405.1	15.1%	0.3
Georgica Close	26	1.6%	63.3	2.4%	0.4
The Creeks	5	0.3%	118.1	4.4%	0.05
<b>Total</b>	<b>1,661</b>	<b>100%</b>	<b>2,687.21</b>	<b>100%</b>	<b>0.6<sup>3</sup></b>

<sup>1</sup> Residential density not shown due to commercial zoning and school and park parcels.

<sup>2</sup> Includes 5 units on land zoned for manufacturing; residential density not determined.

<sup>3</sup> Residential densities do not include units located on non-residentially zoned land.

**Figure 2.3.1**  
Housing Units by Neighborhood  
(as of 1/1/01)



# Village of East Hampton Neighborhoods

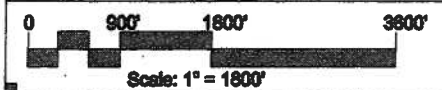


Source: Suffolk County Planning Department

Map 3



## Village of East Hampton Comprehensive Plan



Scale: 1" = 1800'





**MAIN STREET**

The center of the original East Hampton settlement was a broad common running northeast-southwest through the Village flanked by 34 long home lots of eight to twelve acres. Today, the common is composed of Main Street, James Lane and the Village Green. Turning east onto Main Street at Town Pond is a striking final arrival in the Village, marked by views of the pond, the Gardiner Windmill, large well-kept single-family homes set back from Main Street behind white fences, and a canopy of mature street trees arching high above the road.

Main Street is a neighborhood of 43 large single-family homes – many of which are historically significant – set on large lots with extensive mature landscaping. Most are on parcels of one acre or more. Seasonal residents own sixty percent of the homes.

Some of the large homes on Main Street have been converted to lodging facilities. There are eight licensed lodging facilities with approximately 72 rooms, representing half of the total rooms for rent in the Village. Many of the Village’s major institutions are also found on Main Street. It is home to the East Hampton Library, Guild Hall, the Historical Society, the East Hampton Star, and the First Presbyterian Church.

Main Street is a mature community that is almost fully developed. Two vacant lots remain. In addition, 8 parcels could be further subdivided to create an additional 12 building lots. There have been no home demolitions in the past six years

**EAST HOME LOTS**

The East Home Lots neighborhood evolved historically as the home lots flanking Main Street changed from farming to residential uses. The parallel network of streets – Hunting, David’s Lane, Pondview, and Dunemere Lanes – follows the original property lines of the home lots east of Main Street.

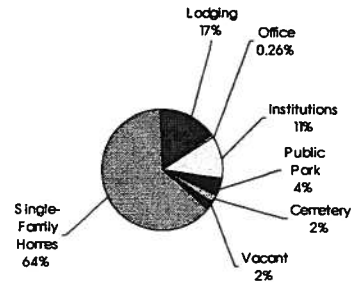
The East Home Lots is one of the Village’s older residential neighborhoods. Today, the East Home Lots is a residential area with 123 single-family homes, most of which are located on 20,000 to 30,000 square foot lots. Newer homes on infill lots are bigger, typically 80,000 square feet in size. Seasonal residents own approximately 60 percent of the homes. The area is almost fully developed. Fourteen buildable lots remain. Only four parcels can be further subdivided, which could yield an additional 7 lots (exclusive of any potential development of land owned by the Maidstone Club).

There are no non-residential uses in the East Home Lots. An exception is the 43-acre tract adjacent to Hook Pond that is owned by the Maidstone Club and used for several golf course holes.

Through traffic and travel speeds are a concern common to residents, as is spillover parking during the peak summer season. Dunemere Lane is most severely impacted by traffic cutting through the area at high travel speeds. Parking issues affect areas adjacent to the Village Center.

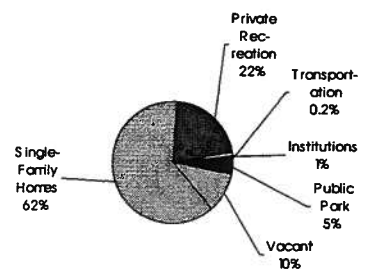
For most homes there are no problems with drainage, except for about 20 parcels that are within the 100-year floodplain.

- Main Street**
- ✓ 43 single-family homes
  - ✓ 0.5 units per acre (avg. density)
  - ✓ 40 percent year-round residents
  - ✓ 72 lodging units
  - ✓ no home demolitions in past six years
  - ✓ 2 vacant buildable lots



**Main Street Land Use Summary**

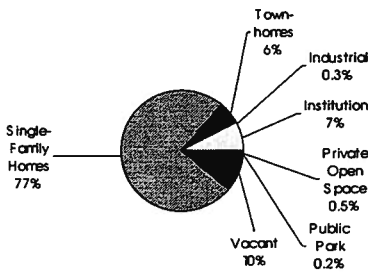
- East Home Lots**
- ✓ 123 single-family homes
  - ✓ 0.6 units per acre (avg. density)
  - ✓ 37 percent year-round residents
  - ✓ 2 lodging units
  - ✓ 1 home demolition in past six years
  - ✓ 14 vacant buildable lots



**East Home Lots Land Use Summary**

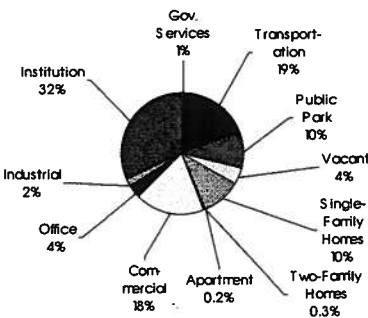


- West Home Lots**
- ✓ 251 single-family homes
  - ✓ 35 townhouses
  - ✓ 2.1 units per acre (avg. density)
  - ✓ 59 percent year-round residents
  - ✓ no lodging units
  - ✓ 1 home demolition in past six years
  - ✓ 19 vacant buildable lots



**West Home Lots Land Use Summary**

- The Village Center**
- ✓ 33 single-family homes
  - ✓ 22 apartments
  - ✓ 52 percent year-round residents
  - ✓ no lodging units
  - ✓ 1 home demolition in past six years
  - ✓ 2 vacant buildable lots



**The Village Center Land Use Summary**

**WEST HOME LOTS**

Like the East Home Lots, the West Home Lots evolved as the original village home lots flanking Main Street changed from agricultural to residential uses. Today, the parallel streets in the West Home Lots neighborhood – Mill Hill Lane, Meadow Way, Buell Lane, and Dayton Lane – follow the original property lines of the home lots. Residential development north of Main Street has occurred on slightly smaller lots – generally ¼ acre or less – with slightly smaller houses when compared to the East Home Lots.

Today, as in the past, the West Home Lots is primarily a year-round community, serving the housing needs of people who live and work in the Village. Year-round residents own 60 percent of the homes in the neighborhood. There are 251 single-family homes and 35 townhomes. There are no commercial uses, although one industrial use is present on NY 114 at the Village boundary. The Most Holy Trinity Catholic Church – including the church, parsonage, school and playing field (on 10 acres) – is the only institutional use.

In recent years there has been a great deal of renovation to existing homes in the area, sometimes out of scale with development on a particular block. Generally, people are not buying homes to tear them down and rebuild. There has been only one demolition in the past six years. In the future, there is little opportunity for new development. There are 19 vacant lots and only one parcel that can be further subdivided to create one additional lot.

Residents of the West Home Lots have identified a number of issues of concern in their neighborhood. Activities related to use of the RECenter are considered disruptive to local residents. Through-traffic is using Toilsome Lane and Church Street, disrupting the neighborhood atmosphere and creating a hazard. There is concern that traffic on Toilsome will increase considerably in the future due to further development in the Town. Future development in the Gingerbread Commercial District has the potential to impact the neighborhood.

**THE VILLAGE CENTER**

The Village Center Neighborhood – composed of the Village Center and Newtown Lane Commercial Districts and adjacent residential land – is not really a residential neighborhood. Rather it is a commercial center with a few residential units scattered about on the second floor of commercial buildings, in isolated buildings in non-residential zoning districts that have not succumbed to the pressure for conversion, or in one of three small enclaves of residential land.

There are approximately 55 homes in the Village Center, including 33 single-family homes and 22 apartments. Approximately one-half of the units are owned by year-round residents. Residential enclaves of very small single-family homes are located on Pleasant Lane, Muchmore Lane, and Barns Lane.

A number of issues face these residential areas. They are subject to obvious pressures brought by close proximity to the Village’s core commercial center. Traffic congestion hinders accessibility. Parking spillover occurs onto residential streets in some areas, despite Village parking prohibitions. The area can be noisy at times, particularly on summer weekend evenings.



**THE CIRCLE**

The Circle is a quiet residential community directly adjacent to the Village Center. It includes 34 single-family homes and one apartment building with only four units. The homes are small, located on parcels typically 10,000 to 15,000 square feet in size. Despite its close proximity to the Village Center, The Circle retains an intimate village character due to the small scale of the buildings, the flow of the streets, and the mature residential landscaping and street trees. However, there is a threat of impinging commercial activity which has been rebuffed, so far, by the residents.

The Circle is almost fully developed. There are two vacant buildable lots and two parcels on Fithian Lane that could possibly be further subdivided to create four more building lots. There has been one residential "tear down" and rebuild in the area in the past six years.

Because of problems with through traffic – typically people looking for parking places so that they can go shopping in the Village Center – Fithian Lane is now designated one-way. To prevent overflow parking from the Village Center, parking is prohibited along the length of The Circle and along portions of Fithian Lane. Fithian Lane has also been designated a "residents only" street for parking.

The Circle is located on gently sloping land adjacent to the upstream portion of the Village Nature Trail. Runoff flows down the roads directly to Hook Pond Stream.

**THE HOOK**

The Hook includes one of the most historic areas of the Village. Hook Mill, the North End Cemetery, the Hook Mill Green and the Methodist Church form the center of the neighborhood. Focused on the green are single-family residences on North Main Street, Accabonac Road, and Pantigo Road, as well as the commercial uses at the Sheepfold Commercial District.

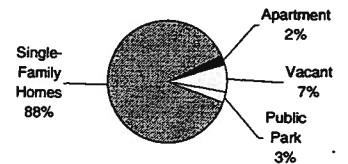
There are 30 residences in Hook, including 26 single-family units and four apartments. Slightly over one-half of the units are occupied by year-round residents. There is one lodging establishment with four rooms.

The Hook is almost fully developed. There is one vacant buildable lot and six additional lots are possible through subdivision of property that is already developed in some way.

A number of issues are of concern to residents of the Hook, including traffic volume and speed on Pantigo Road, congestion in the Sheepfold Commercial District (Post Office), and the future use of the vacant Buick dealership building.

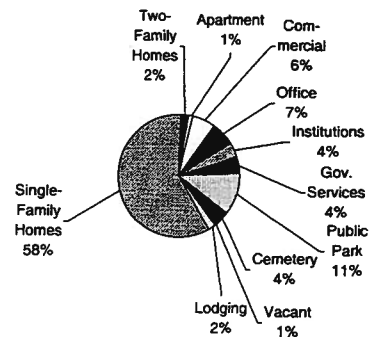
Discharge of untreated stormwater directly to Hook Pond Stream at the headwaters of the Nature Trail is suspected to be a cause of sediment and contaminant loading to Hook Pond.

- The Circle**
- ✓ 34 single-family homes
  - ✓ 4 apartments
  - ✓ 2.5 units per acre (avg. density)
  - ✓ 52 percent year-round residents
  - ✓ no lodging units
  - ✓ 1 home demolition in past six years
  - ✓ 2 vacant buildable lots



**The Circle  
Land Use Summary**

- The Hook**
- ✓ 26 single-family homes
  - ✓ 4 apartments
  - ✓ 1.2 units per acre (avg. density)
  - ✓ 56 percent year-round residents
  - ✓ 4 lodging units
  - ✓ no home demolitions in past six years
  - ✓ 1 vacant buildable lot

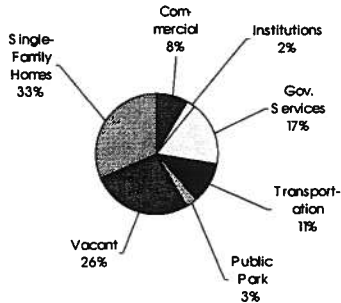


**The Hook  
Land Use Summary**



**North Main Street**

- ✓ 20 single-family homes
- ✓ 4 apartments
- ✓ 1.7 units per acre (avg. density)
- ✓ 71 percent year-round residents
- ✓ no lodging units
- ✓ no home demolitions in past six years
- ✓ 6 vacant buildable lots



**North Main Street  
Land Use Summary**

**NORTH MAIN STREET**

North Main Street is a mixed-use neighborhood, including both commercial uses and residential uses. Non-residential uses concentrated at the intersection of Cedar Street and North Main, include the EMS Building, the IGA (in the Town), and a number of small restaurants and shops.

The North Main residential areas include Talmage Lane and Collins Avenue, including 20 single-family homes and four apartments. They are small homes on small lots – typically 8,000 to 10,000 square feet in size. The Talmage Lane area is almost fully developed. Six single-family lots remain along Talmage Lane area in the Village (if they could obtain wastewater disposal approval from the County). The Collins Avenue area is fully developed.

The major threat to the character of the Talmage Lane area is the potential for development on adjacent land in the Town.

Both Collins Avenue and Talmage Lane residents are adversely impacted by traffic in the North Main Street area, particularly on weekends in summer. Inadequate parking in the North Main Street commercial area frequently causes illegal spillover parking onto Talmage Lane on weekend evenings when restaurants are full.

**NORTH NEWTOWN LANE**

North Newtown Lane is a neighborhood of year-round residents. It is an established neighborhood of small homes on small lots – typically one-quarter acre properties. There are no apartment buildings.

Despite close proximity to the Village Center, there has been no spill over of commercial uses into North Newtown Lane. Non-residential uses are limited to three lodging establishments and one storage facility. The lodging establishments have only a total of 10 rooms for rent. Guest parking related to lodging is an issue in this area.

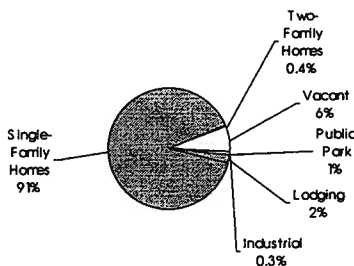
There is some business use of private homes in North Newtown Lane that is causing concern regarding parking and noise in isolated locations. Some residents feel there has been a recent increase in this type of use change.

There are a number of transportation related issues in the area. Through traffic and travel speeds are a concern common to local residents, as is illegal spillover parking from the Village Center during the peak summer season. This affects North Newtown Lane and streets closest to the Village Center. Train arrivals at the East Hampton Railroad Station cause traffic congestion and noise. There is considerable traffic related to the High School – with students parking on some residential streets – which many feel could increase in the future. A number of sidewalks are in need of better maintenance.

North Newtown Lane is almost fully developed. There are 14 remaining vacant lots. Only two large vacant parcels remain, on which 2 additional homes could be built (due to OSDS siting requirements). In recent years there have been a number of major renovations to older homes, sometimes out of scale with the neighborhood. In the past six years there has been one home demolition. Tearing down homes to build new ones is not occurring.

**North Newtown Lane**

- ✓ 184 single-family homes
- ✓ 2.6 units per acre (avg. density)
- ✓ 70 percent year-round residents
- ✓ 10 lodging units
- ✓ no home demolitions in past six years
- ✓ 14 vacant buildable lots



**North Newtown Lane  
Land Use Summary**



**GINGERBREAD**

Gingerbread Lane is the Village’s manufacturing and industrial zone. Land uses are dominated by a lumber yard, small retail establishments, contractor storage facilities, small offices, a few restaurants, a grocery store, a fish market, and a garden center. Over the years, most of the residences in Gingerbread have been converted to office or retail uses. Some have been torn down to make way for new construction. Today, amidst the commercial uses there are four single-family residences and one apartment.

In the future, there is interest in encouraging redevelopment of the Gingerbread area in mixed uses, including non-residential uses on the ground floor of new buildings with residential uses on the second floor.

**Gingerbread**

- ✓ 4 single-family homes
- ✓ 1 apartment
- ✓ no lodging units
- ✓ no home demolitions in past six years
- ✓ no vacant buildable lots

**WOODS LANE**

From Cove Hollow to Main Street, the NY 27 corridor – referred to locally as Woods Lane – is a single-family residential area. Woods Lane marks the entrance to the area of older homes at the western entrance to the Village. The combination of mature street trees and large estate-style homes creates an elegant Village atmosphere.

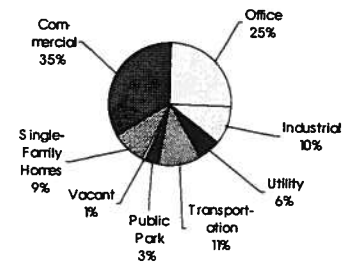
Twenty-five single-family homes face Woods Lane. Homes are older and larger than houses on NY 27 to the east. They are located on large lots, one to two acres in size with well-developed landscaping. Approximately 40 percent are owned by year-round residents, and sixty percent are owned by seasonal residents.

Non-residential land uses in the Woods Lane corridor include a gas station and two large residences that have been converted to B&Bs, with a total of nine rooms. The Jewish Center of the Hamptons occupies slightly less than five acres on the north side of Woods Lane. The Village’s 2.4-acre Bannister Park provides an important green space on the south side of NY 27 at the eastern edge of the area.

Traffic on NY 27 detracts from the character of the area, generally creating a noisy environment and limiting mobility for residents, as well as for travelers on the road. Grass shoulders along Woods Lane are generally in poor condition because of cars cutting around vehicles waiting to make left turns. When events are held in some homes or institutions, overflow parking spreads out along the edge of Woods Lane, damaging the grass and roots of street trees.

Little residential development potential remains on Woods Lane. There is one remaining vacant residential lot. There is no potential for subdivision of existing developed properties. There has been one residential demolition and rebuild in the past six years.

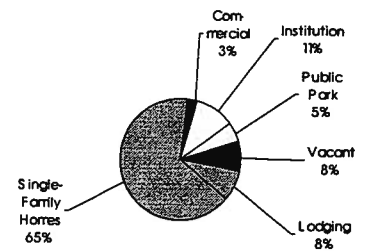
Stormwater runoff from Woods Lane discharges into Town Pond and into Georgica Cove through a system of culverts to Georgica Cove. This discharge is suspected to be a source of pollutants and high water levels in Town Pond and in Georgica Pond, particularly during storm events.



**Gingerbread Lane Land Use Summary**

**Woods Lane**

- ✓ 25 single-family homes
- ✓ 0.5 units per acre (avg. density)
- ✓ 45 percent year-round residents
- ✓ 9 lodging units
- ✓ 1 home demolition in past six years
- ✓ 1 vacant buildable lot



**Woods Lane Land Use Summary**





### HISTORIC SUMMER COLONY

The Historic Summer Colony evolved largely in the early to mid-twentieth century as the Village grew in popularity as a summer resort. It originally grew east from James Lane and down Ocean Avenue to Main Beach. Today, the Summer Colony has expanded down Lily Pond Lane to Lily Pond.

Seasonal residents own 80 percent of 228 homes. Most of the land is developed. Only 22 vacant lots remain. Subdivision of existing developed lots could yield another 10 lots. Proof of the demand for homes in the Summer Colony is the number of recent demolitions. In the past six years, there have been ten "tear downs" and rebuilds in the area – representing half of the residential demolitions in the Village during the same period.

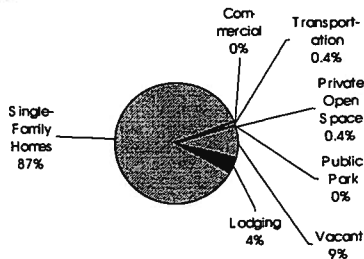
There are few non-residential uses in the Summer Colony. Only two parcels have some kind of commercial use (other than Main Beach). Other than the Village-owned Sea Spray Cottages (13 units), there are no other lodging units in the area.

Ocean Avenue provides access to Main Beach and Sea Spray Cottages. The Village owns 19.5 acres at the end of the road, including 1.3 acres for the beach concession area, 1.6 acres for parking (285 spaces), and 16.6 acres at the Sea Spray Cottages. Main Beach is the principal Village beach, and one of two with lifeguards. There is considerable traffic on Ocean Avenue as people travel to and from the beach.

An issue of concern to many residents of the Historic Summer Colony is the number of large events held in private homes during the summer season.

**Historic Summer Colony**

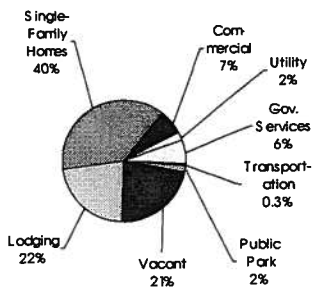
- ✓ 228 single-family homes
- ✓ 0.5 units per acre (avg. density)
- ✓ 20 percent year-round residents
- ✓ 13 lodging units
- ✓ 9 home demolitions in past six years
- ✓ 22 vacant buildable lots



**Historic Summer Colony  
Land Use Summary**

**Pantigo**

- ✓ 48 single-family homes
- ✓ 0.9 units per acre (avg. density)
- ✓ 48 percent year-round residents
- ✓ 11 lodging units
- ✓ no home demolitions in past six years
- ✓ 12 vacant buildable lots



**Pantigo  
Land Use Summary**

### PANTIGO

The Pantigo Road corridor marks the entrance to the Village from the east. The predominant land use is single-family homes. With the exception of the single-family homes at Amy's Court, the residences front onto Pantigo Road, or are on "flag" lots that are accessed from Pantigo Road. There are 48 single-family units. Most are located on lots less than one-half acre in size. Approximately one-half of the homes are occupied by year-round residents.

Non-residential uses include the East Hampton Town Hall, the New York Telephone Building, and a small office building. In addition, there are three lodging establishments with a total of 11 rooms. While there is no public open space in Pantigo, there is a tract of agricultural land on which an easement has been conveyed adjacent to Amy's Court.

A fair amount of development could still occur in the Pantigo neighborhood. There are 12 vacant buildable lots and the potential for 24 additional lots on parcels that could be further subdivided.

Pantigo is located on gently sloping upland. Drainage flows down Pantigo Road via storm culverts to Hook Pond Stream.



**EGYPT CLOSE**

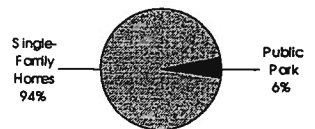
Egypt Close is one of the Village’s few neighborhoods that is not located on a through road. Lying in the center of the larger area bounded by Pantigo Road, Egypt Lane, Hither Lane, and Amy’s Lane, Egypt Close is a quiet neighborhood of 19 single-family homes on 1-acre lots, originally laid out in a single subdivision. Homes have been constructed on all of the lots, with one exception. The lot at the neighborhood center – where Egypt Close splits into two culs-de-sac – there is a 1.1 acre parcel that is owned by the Village and is part of the Village’s open space system. Year-round residents live in slightly over half of the homes.

Egypt Close is located on gently sloping upland terrain. The land is well drained. There are no wetlands or floodplains.

None of the lots in Egypt Close can be further subdivided to create additional lots for new development.

**Egypt Close**

- ✓ 19 single-family homes
- ✓ 1.0 units per acre (avg. density)
- ✓ 52 percent year-round residents
- ✓ no lodging units
- ✓ no home demolitions in past six years
- ✓ no vacant buildable lots



**Egypt Close  
Land Use Summary**

**EGYPT LANE**

Egypt Lane is a neighborhood of single-family homes that front Egypt Lane from Fithian Lane to Dunemere Lane. At the center of the neighborhood is a 1.6-acre village green – Egypt Lane Green. East of the road the land rises to a 15-foot high bluff. Older homes line the top of the bluff, looking down on the green and newer homes across the road to the west. The Village Nature Trail occupies the lowland behind the homes along the west side of Egypt Lane.

Egypt Lane is largely a neighborhood of seasonal homes. Only one-quarter of the homes are occupied by year-round residents. There have been no home demolitions in the past six years, although there have been some recent renovations that have significantly enlarged small older homes. The area is almost fully developed. There are two remaining vacant buildable lots. None of the lots on Egypt Lane can be further subdivided to create additional lots for new development.

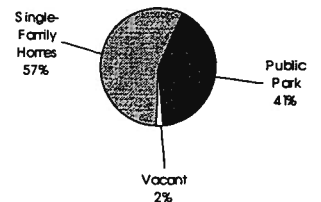
All of the private land on the west side of Egypt Lane is located within the 100-year floodplain, as well as two parcels on the east side of the road.

Water quality in Hook Pond Stream is being impacted by on-site disposal systems and by stormwater runoff from the Egypt Lane area. While the specific source of the contamination is not known, care should be taken in this area to ensure that on-site wastewater disposal systems (OSDSs) are installed and working properly. This is particularly a problem where OSDSs are located within the 100-year floodplain.

Through traffic and vehicle speed on Egypt Lane are of concern to residents of the area.

**Egypt Lane**

- ✓ 41 single-family homes
- ✓ 0.6 units per acre (avg. density)
- ✓ 28 percent year-round residents
- ✓ no lodging units
- ✓ no home demolitions in past six years
- ✓ 2 vacant buildable lots



**Egypt Lane  
Land Use Summary**



### EASTERN PLAIN

The Eastern Plain stretches across the gently sloping upland from Egypt Lane, Pantigo, and Wiborg to the eastern edge of the Village. It encompasses the area of the Village with the lowest density of development. Lots are quite large – typically two to four acres in size. There are 141 single-family homes in the area, most of which – 85 percent – are seasonal residences. Most of the homes are relatively new. Approximately 43 more homes could be constructed, including 27 vacant lots and 16 lots that could be subdivided from properties that already have a home (excluding Maidstone).

The Maidstone Club contributes to the tranquil, open atmosphere of the Eastern Plain. The Club's golf course and clubhouse occupy approximately 70 acres adjacent to Hook Pond. Along the oceanfront there is a double dune system, including some of the only remaining undeveloped barrier beach and back dune ecosystems on Long Island. The Nature Conservancy has acquired 12 acres in the Village as part of its Atlantic Double Dunes Preserve. Through traffic and vehicle speeds are concerns on Further Lane, which is used by many people as a means of avoiding traveling through the Village Center en route to Amagansett. Oceanfront properties in Wiborg are partially located within the Coastal Erosion Hazard Area and are subject to coastal flood hazards. Some of the homes in the Eastern Plain still use on-site wells for water supply.

Egypt Beach and Two Mile Hollow Beach are both located in the Eastern Plain. Both are unprotected beaches without lifeguards or facilities. Parking along the beach access roads during the summer is restricted by the Village to vehicles with beach permits. There is considerable traffic in the neighborhood as people travel to and from the beach.

### WIBORG

Wiborg is a seasonal neighborhood of 25 single-family homes located on the upland between the primary dune along the ocean and Hook Pond. Homes are built on large lots – one to two acres in size – and generally have ocean views, or views of Hook Pond and the Maidstone Club.

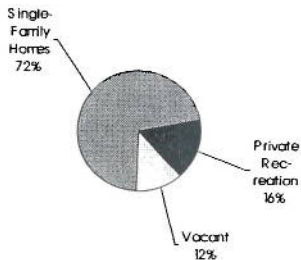
The Maidstone Club – located on either side of the homes – creates a tranquil entrance and setting for the neighborhood. To the east are 79 acres that are used for the golf course. To the west are 47 acres, including the clubhouse and portions of the golf course.

Highway Behind the Pond provides access to the homes in Wiborg and to Wiborg Beach. The Village owns 1.4 acres at the end of the road that is designated for beach parking. Wiborg Beach is not protected – there are no facilities or lifeguards. The Village prohibits parking along the road. There is considerable traffic in the neighborhood as people travel to and from the beach. During the peak summer season, there are days when the beach parking area is full.

Oceanfront properties in Wiborg are partially located within the Coastal Erosion Hazard Area and are subject to coastal flood hazards. Some of the homes in Wiborg still use on-site wells for water supply.

#### Eastern Plain

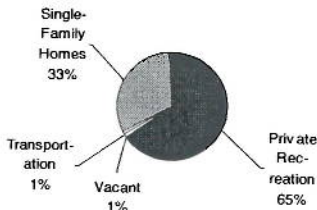
- ✓ 141 single-family homes
- ✓ 0.3 units per acre (avg. density)
- ✓ 15 percent year-round residents
- ✓ no lodging units
- ✓ 1 home demolition in past six years
- ✓ 27 vacant lots



#### Eastern Plain Land Use Summary

#### Wiborg

- ✓ 25 single-family homes
- ✓ 0.2 units per acre (avg. density)
- ✓ 20 percent year-round residents
- ✓ no lodging units
- ✓ no home demolitions in past six years
- ✓ 1 vacant buildable lot



#### Wiborg Land Use Summary



### HOOK POND LANE

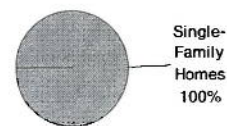
Hook Pond Lane is a small neighborhood of 13 single-family homes on a small private lane adjacent to Hook Pond. The neighborhood is distinguished by a sense of seclusion. The street is small, has no through traffic, and is enhanced by a canopy of mature trees. Several homes look out over Hook Pond with views of the Maidstone Club across the water.

Approximately half of the residents of Hook Pond Lane live there year-round. In the past six years, there has been one tear-down of an older home and replacement with a new home. Presently all of the lots have single-family homes. None can be further subdivided.

Seven of the properties in Hook Pond Lane are located either partially or completely within the 100-year floodplain.

**Hook Pond Lane**

- ✓ 13 single-family homes
- ✓ 0.5 units per acre (avg. density)
- ✓ 45 percent year-round residents
- ✓ no lodging units
- ✓ 1 home demolition in past six years
- ✓ no vacant buildable lots



**Hook Pond Lane Land Use Summary**

### COVE HOLLOW

Entering the Village from the east on NY 27, Cove Hollow marks the beginning of developed Village land uses. The corridor from Jericho Road to Baiting Hollow Road has a mixed-use character – including residential, lodging, and commercial uses. Commercial uses are concentrated at the Cove Hollow Commercial District. Six lodging establishments – with a total of 33 rooms – are located on NY 27, mostly on the north side of the road, east of the Commercial District.

The 31 single-family residences in Cove Hollow are all located along NY 27. Approximately half of the homes are lived in by year-round residents.

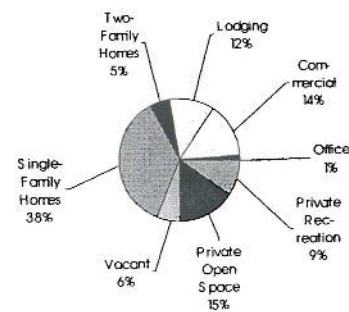
The linear nature of the neighborhood and the traffic generally detract from the character of the area. Traffic on the road impacts the area, creating a noisy environment and making it difficult to enter and exit driveways. Residents are concerned that traffic will further impact their neighborhood if commercial land in the Cove Hollow area is redeveloped with more intense uses in the future.

Little residential development potential remains in Cove Hollow. There are only three remaining vacant residential lots. There is no potential for subdivision of existing developed properties.

Stormwater runoff from Cove Hollow and NY 27 discharges through a system of culverts to Georgica Cove. This discharge is suspected to be a source of pollutants and high water levels in Georgica Pond, particularly during storm events.

**Cove Hollow**

- ✓ 31 single-family homes
- ✓ 1 apartment
- ✓ 0.6 units per acre (avg. density)
- ✓ 43 percent year-round residents
- ✓ 33 lodging units
- ✓ no home demolitions in past six years
- ✓ 3 vacant buildable lots



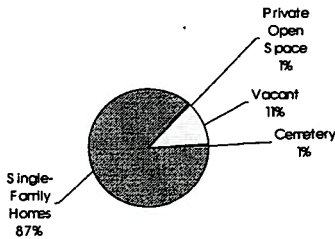
**Cove Hollow Land Use Summary**



### JERICHO

#### Jericho

- ✓ 154 single-family homes
- ✓ 0.7 units per acre (avg. density)
- ✓ 20 percent year-round residents
- ✓ no lodging units
- ✓ 3 home demolitions in past six years
- ✓ 21 vacant buildable lots



#### Jericho Land Use Summary

Jericho encompasses the land between Montauk Highway, Georgica Road and East Hollow Road. The area developed later than the Historic Summer Colony to the east, in slightly smaller homes on slightly smaller lots. Today, Jericho is almost fully developed with single-family homes. Like the Summer Colony, it is primarily a seasonal neighborhood – approximately 80 percent of these homes are second homes. There are no non-residential uses in Jericho, nor is there any public open space.

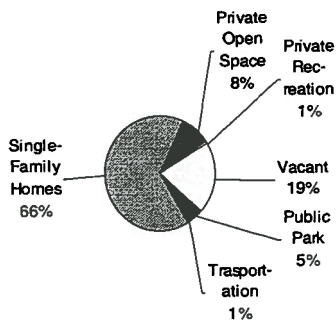
Development in recent years has occurred largely as infill. Only 23 vacant buildable lots remain. Most of these are interior lots, designed on short cul-de-sac or as “flag” lots. Six properties with homes are large enough to be subdivided to yield an additional seven building lots. Because of the decreasing amount of buildable land in Jericho there has been some “tear-down” activity. In the past six years, three older homes were demolished and replaced.

Through traffic and vehicle speed are concerns on Georgica Road, Cove Hollow Road, Jericho Road, and Baiting Hollow Road.

### GEORGICA

#### Georgica

- ✓ 110 single-family homes
- ✓ 0.3 units per acre (avg. density)
- ✓ 18 percent year-round residents
- ✓ no lodging units
- ✓ 1 home demolition in past six years
- ✓ 26 vacant lots



#### Georgica Land Use Summary

Georgica encompasses the area of relatively recent residential development located east of Jericho and the Historic Summer Colony. Georgica is a neighborhood of large single-family homes on relatively large lots – typically two to four acres in size. Most of the homes – approximately 80 percent – are second homes.

Today there are 110 single-family homes in Georgica. In the future, an additional 29 homes could be constructed on 26 vacant buildable lots and 3 parcels that could be subdivided from existing developed parcels.

Compared to other parts of the Village, there has been more private land conservation in Georgica. The Nature Conservancy owns the 17.6-acre Felling Mill Farm on Briar Patch Road. There are easements along much of Georgica Cove. The Peconic Land Trust, the Open Space Institute, and the Beaverskill Conservancy also own land or hold easements on land in Georgica. There are also a number of linear reserved areas in Georgica that serve as natural buffers between subdivisions and along roads.

Lily Pond Lane and Apaquogue Road provide access to Georgica Beach. The Village owns 2.9 acres at the beach, part of which is designated for beach parking. Georgica Beach has bathrooms, telephones, and lifeguards. The Village prohibits parking along Lily Pond Lane and Apaquogue Road. There is considerable traffic in the neighborhood, as people travel to and from the beach. During the peak summer season, there are typically several days when the beach parking area is full.

Water quality in Georgica Pond is being impacted by on-site disposal systems within its watershed. While the specific source of the contamination is not known, care should be taken in this area – particularly in homes adjacent to the water – to ensure that on-site wastewater disposal systems are installed and working properly.



**GEORGICA CLOSE**

Georgica Close is a secluded wooded neighborhood of single-family homes, most of which are second homes. The 26 homes in Georgica Close were built over the years by individual buyers of lots following subdivision of the property. The neighborhood is very quiet. Houses are very private due to the woodland vegetation and residential landscaping. Houses along the western perimeter border Georgica Pond, most with some type of water view.

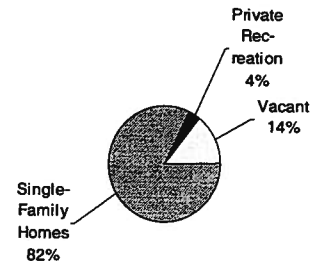
Four vacant lots remain in Georgica Close. None of the lots that have been already developed can be further subdivided.

Georgica Close is accessed from Georgica Road, creating a loop road through the neighborhood. There is no through traffic. Management of the roadway edge has been a concern to a number of residents. In order to maintain the natural wooded edge to the roadways, it is necessary to clarify how the responsibility is shared by property owners and the Village.

Water quality in Georgica Pond is being impacted by on-site disposal systems within its watershed. While the specific source of the contamination is not known, care should be taken in this area – particularly in homes adjacent to the water – to ensure that on-site wastewater disposal systems are installed and working properly.

**Georgica Close**

- ✓ 26 single-family homes
- ✓ 0.4 units per acre (avg. density)
- ✓ 14 percent year-round residents
- ✓ no lodging units
- ✓ no home demolitions in past six years
- ✓ 4 vacant lots



**Georgica Close Land Use Summary**

**THE CREEKS**

NY 27 as it enters the Village passes through a wooded corridor for about a mile. North of NY 27 the Village boundary parallels the road approximately 400 feet from the road. Most of the land in the strip that is in the Village is preserved as open space, included within reserved areas or owned by the Town of East Hampton. There are only two private developed uses – the VFW Post (which is leased for use as a public restaurant) and one small lodging facility. Four parcels adjacent to the road are vacant.

On the south side of NY 27, there is a NYDOT rest area (0.4 acre) at the Village boundary. The remainder of the land that slopes down to Georgica Pond is in private ownership. The Nature Conservancy owns 5.7 acres in two parcels adjacent to Georgica Pond. The remainder is divided into four parcels, each with one house, all of which are believed to be second homes.

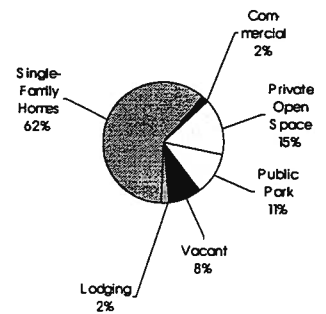
In the future, approximately 20 additional residences could be built in The Creeks, including six on existing vacant lots and approximately 14 on parcels that now have a home, but could be further subdivided.

Water quality in Georgica Pond is a concern in the vicinity of NY 27. Roadway drainage currently enters the pond via culverts. Future construction and use of on-site disposal systems in this area should be designed to ensure protection of water quality in Georgica Pond.

Use of the NYDOT rest area is a concern to residents of the area, including Georgica and Georgica Close as well. The rest area is used by the public to gain canoe and kayak access to Georgica Pond.

**The Creeks**

- ✓ 7 single-family homes
- ✓ 0.1 units per acre (avg. density)
- ✓ all seasonal residents
- ✓ 4 lodging units
- ✓ 1 home demolition in past six years
- ✓ 6 vacant buildable lots



**The Creeks Land Use Summary**



## 2.4 VILLAGE COMMERCIAL AND MANUFACTURING DISTRICTS AND USES

Commercial activities in the Village occur primarily in its six commercial and manufacturing districts. In addition, there are a number of locations where commercial uses occur as pre-existing/non-conforming uses in residential districts.

### THE VILLAGE'S COMMERCIAL AND MANUFACTURING DISTRICTS

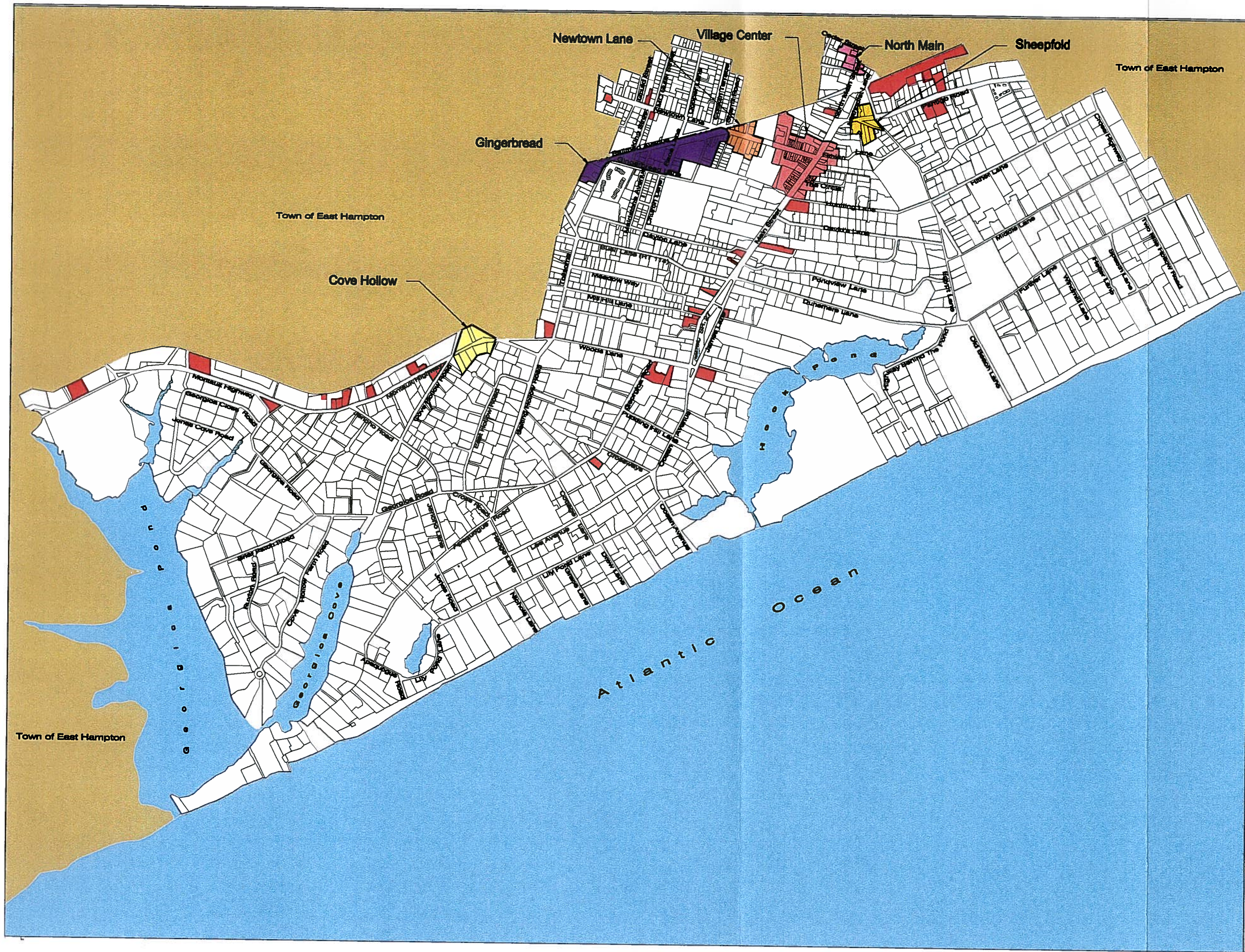
The Village's six commercial and manufacturing districts encompass approximately 60 acres of land. The Village Center – the largest – is 21.3 acres in size. In addition there are 11.6 acres in the Town of East Hampton – zoned Central Business – that directly border the Village's North Main Commercial District.

While each of the six districts has a distinct character, they share some common conditions. All currently retain a distinctly village character in terms of scale and size. There is little strip commercial development typical of most American communities. As yet, there are no national "big box" chain retailers or superstores. Only a few national chains that typically have small retail stores – such as Coach, Polo, and Banana Republic – have found their way into the Village.

Some general characteristics are presented in Tables 2.4.1, 2.4.2 and 2.4.3 to provide summary and comparative information regarding parcel sizes, existing non-residential floor area (all floors), average building size, and the number of residential units.

Information presented in Tables 2.4.1, 2.4.2 and 2.4.3 suggest a number of basic conclusions regarding the Village's Commercial and Manufacturing Districts:

- Average parcel sizes are generally small, averaging 0.4 acres – future construction of large commercial buildings will typically require assembly of more than one parcel of land
- Building sizes are also generally small – there are presently only six non-residential buildings in the Village with a gross floor area over 15,000 square feet
- Most commercial buildings are characterized by more than one business unit
- There are very few residential units in the commercial districts
- Based upon the Village's current parking requirements, there is a shortfall in the supply of parking in the commercial districts



# Village of East Hampton Commercial Areas

## Commercial Districts

- Village Center
- Newtown Lane
- Gingerbread
- Cove Hollow
- Sheepfold
- North Main

## Pre-Existing/Non-Conforming Commercial Uses

- Retail/Office/Lodging

Map 4

## Village of East Hampton Commercial Districts







Commercial District	Total Land Area (acres)	Average Parcel Size (sq feet)*	Existing Non-Residential Floor Area (sq feet)	Average Building Size (sq feet)	Residential Units
Village Center	21.26	9,136	374,000	4918	12
Newtown Lane	6.25	15,125	52,365	3673	14
Gingerbread	17.53	27,272	148,396	5968	5
Cove Hollow	7.75	48,227	70,050	11942	1
Sheepfold	4.15	25,825	34,024	4861	0
North Main	2.35	12,796	11,704	2661	6
<b>Total</b>	<b>59.29</b>	<b>17,690</b>	<b>690,539</b>	<b>5,186</b>	<b>38</b>

\* Excluding public parking lots and alleys.

**Table 2.4.1**  
Village Commercial Districts –  
Summary of General Size and  
Use Characteristics

Commercial District	Average Parcel Size (sq ft)*	Average Building Size (sq ft)	Average Business Units/Parcel (#)
Village Center	9,136	4,918	2.70
Newtown Lane	15,125	3,673	1.33
Gingerbread	27,272	5,968	2.71
Cove Hollow	48,227	11,942	5.14
Sheepfold	25,825	4,861	1.43
North Main	12,796	2,661	0.88
<b>All Commercial Districts</b>	<b>17,690</b>	<b>5,186</b>	<b>2.75</b>

\* Exclusive of land within public parking lots and walkways.

**Table 2.4.2**  
Village Commercial  
Districts –  
Summary of Average  
Parcel Size, Building  
Size, and Business  
Units/Parcel

Commercial District	Parking Spaces		
	Required	Provided*	% Provided
Village Center	2,741	1,206	43.9%
Newtown Lane	352	188	53.4%
Gingerbread	757	399	52.7%
Cove Hollow	508	373	73.4%
Sheepfold	253	207	81.8%
North Main	109	122	111.9% **
<b>Total</b>	<b>4,720</b>	<b>2,495</b>	<b>52.8%</b>

\* This summary of parking spaces provided includes private parking, parking available in public parking lots, and on-street public parking.

\*\*For the North Main Commercial District, calculations show there is adequate parking in the Village to support commercial development in the Village. There is however an overall shortage of parking in the area due to commercial development in the Town.

**Table 2.4.3**  
Village Commercial  
Districts -  
Summary of Parking  
Requirements and  
Parking Provided

**VILLAGE CENTER**

**Non-Residential Gross Floor  
Area**  
(as of June, 2000):

374,000 square feet.

**VILLAGE CENTER COMMERCIAL DISTRICT**

The Village Center Commercial District – the historic heart of Village commercial activity – has traditionally provided goods and services to residents of the Village. Much of the area is historically significant, included within the East Hampton Village National Register District and the North Main Street National Register District.

Today the Village Center contains a mix of specialty retail shops, restaurants, offices, banks, and entertainment uses catering to the Village's year-round residents, its seasonal residents, and its visitors. Waldbaum's provides Village residents with an essential opportunity to purchase food locally. There is very little remaining residential use. There are only twelve apartments located on the second floor level of several stores and offices.

This mix of uses coupled with the scale of existing buildings and the "critical mass" of activity in this central commercial hub define a truly traditional pedestrian-oriented shopping district. Such traditional districts typically encourage people to walk to their destinations and offer a variety of experiences as opposed to a single destination trip. Small towns across America find this to be a major asset, one worth preserving and sustaining, but often at odds with the needs and demands of retailers and real estate investors.

The high degree of compactness in use and building type, along with the continuous tree-lined streets and sidewalks, have created an area of attractive storefronts with a strong pedestrian scale and overall Village charm. Small two-story attached brick buildings fronting both sides of Main Street and the south side of Newtown Lane dominate the Village Center area. One-story buildings predominate on the north side of Newtown Lane. The average gross floor area of the buildings is approximately 4,900 square feet.

Serious traffic congestion, lack of good pedestrian crossings and access to shopping are repeatedly cited as problematic and confusing to those not familiar with the Village road system and parking lots. The intersection of Main and Newtown currently is at capacity, functioning at LOS E during the Friday PM peak hour and LOS D during the Saturday AM peak hour. Conditions are worse at the intersection of Newtown Lane and Park Place where left turning movements severely constrain traffic flows. During the peak periods, several approaches to this intersection experience significant travel delays and are rated at LOS D, E and F.

Parallel parking is currently provided along both sides of Main Street and Newtown Lane and in the rear of buildings. Public parking lots include the Schenck and Reutershan lots. In addition, many businesses have limited on-site parking for employees and patrons. There is a strong public perception that the parking supply is inadequate to meet demand especially during the summer months. This is substantiated by calculations of the total parking that would be required for the Village Center if current parking requirements were applied to the existing inventory of buildings and uses. The area currently has 1,206 parking spaces, representing only 44 percent of the recommended 2,741 spaces.

Distinct boundaries provide clear limits between areas reserved for residential use and the commercially-zoned district. To the west, Herrick Park and the



East Hampton Middle School provide a terminus to this active commercial center. To the south, Village Hall and the Hunting Inn are recognizable landmarks that provide a distinctive edge and entryway into the district. The boundary to the north is less physically definable but the change in land uses as one enters the district serves to characterize this edge.

The current level of intensification of uses within this district and the lack of vacant or underutilized property indicate little, if any, potential for additional new development. Only one parcel is considered potentially susceptible to change – the Waldbaum’s site on Newtown Lane (Table 2.4.4).<sup>2</sup>

Tax Parcel	Vacant Land (sq ft)	Existing Developed Parcels Considered Susceptible to Change	
		Current Use	GFA (sq ft)*
301-3-4-1	--	grocery store	17,380
Total	--		17,380

**Table 2.4.4**  
Village Center  
Commercial District -  
Parcels Considered  
Susceptible to Change

\* GFA = gross floor area

<sup>2</sup> The expression “susceptible to change” refers to the potential for existing conditions on a parcel of land – and the building it contains – to change from its current use to another use. A “susceptibility to change analysis” refers to a systematic process used to assess the potential change that exists for the parcels/buildings in a neighborhood or commercial area.

The typical “susceptibility to change” analysis involves three steps:

- Identifying structures and functions that are not likely to change, including:
- Identifying potential development sites, including structures and functions that are likely to change
- Assessing the Opportunities and Constraints for Potential Commercial Development Sites



**NEWTOWN LANE COMMERCIAL DISTRICT**

**NEWTOWN LANE**  
**Non-Residential Gross Floor Area**  
*(as of June, 2000):*  
 52,365 square feet.

The Newtown Lane Commercial District is located along Newtown Lane between Herrick Park and Railroad Avenue. Current uses within this district include a mix of retail, office, warehouse, and residential uses, as well as Wittendale’s Florist and Greenhouses and Williams Funeral Home. There are fourteen residential units, a few remaining as single-family residences but most as second floor apartments in single-family residences converted in part to commercial and/or office uses. Buildings are generally small, with an average size of only 3,700 square feet. No buildings are currently listed on the National Register of Historic Places, although the single-family residence at 88 Newtown Lane is considered locally significant.

Newtown Lane – as the adjacent Village Center – has a parking shortfall. The area has slightly more than half of the spaces needed, representing a shortfall of 164 spaces.

Due to its close proximity to residential neighborhoods and the character and placement of existing buildings along tree-lined streets and sidewalks, the Newtown Lane District is perceptibly residential and pedestrian in scale. Recent conversions of two-story residential structures to retail / office use indicate a continuing trend and a growing concern regarding the changing character of this area. Some Village residents are alarmed by this trend and would like the Village to explore options to retain the remaining residential character. Presently eight single-family residences remain and there are six apartments.

Four parcels in the Newtown Lane District are considered susceptible to change. These include three residences on Muchmore Lane and Wittendale’s Florist and Greenhouses (Table 2.4.5).

**Table 2.4.5**  
 Newtown Lane  
 Commercial District -  
 Parcels Considered  
 Susceptible to Change

Tax Parcel	Vacant Land (sq ft)	Existing Developed Parcels Considered Susceptible to Change	
		Current Use	GFA (sq ft)*
301-2-2-29	--	garden center	990
301-2-2-31	--	residence	8,400
301-2-2-32	--	residence	1,500
301-4-5-3	--	residence	5,700
Total	--		16,590

\* GFA = gross floor area \*\* Residential GFA not inventoried



### GINGERBREAD MANUFACTURING AND INDUSTRIAL DISTRICT

Gingerbread is the largest and most diverse of the six commercial and manufacturing districts. It is the Village's manufacturing and industrial district. Riverhead Building Supply is the largest land use, occupying 3.8 acres – the biggest piece of non-residentially zoned land in the Village. Most other uses are small by comparison, with an average of 2/3 acre. They include a variety of small retail establishments, contractor storage facilities, small offices, two restaurants, a specialty grocery store, a fish market, a garden center, five single-family residences, and a LIPA electric transmission facility. The average building is 6,000 square feet in size and has an average of 2.7 business units. None of the buildings within the Gingerbread area are recognized as historically significant in existing cultural resource inventories. There are presently no public open spaces. Residential development includes four single-family homes and one apartment.

Although the district today contains a number of smaller scale businesses in close proximity to one other, particularly along Fresno Place and Race Lane, there is not enough critical mass for the district to function as a commercial shopping area, nor is there a pedestrian-scaled streetscape conducive to walking from one location to another.

Almost all of the properties in the Gingerbread area were developed prior to existing parking regulations. As a result, the area does not have parking available at the rate currently required. The area only has about one-half of what it should have if developed according to today's requirements. Despite this, parking is not considered a serious problem in the area. However, there is considerable concern regarding the safety of parking at some buildings on Gingerbread Lane where vehicles, when leaving, are forced to back out into the street.

Characterized by one-story buildings and industrial warehouses along with numerous parcels that remain vacant or underutilized, this district offers significant potential for redevelopment. Eighteen parcels are considered susceptible to change (Table 2.4.7).

**GINGERBREAD**  
**Non-Residential Gross Floor Area**  
*(as of June, 2000):*  
**148,396 square feet.**



**Table 2.4.6**  
Gingerbread  
Commercial District -  
Parcels Considered  
Susceptible to Change

Tax Parcel	Vacant Land (sq ft)	Existing Developed Parcels Considered Susceptible to Change	
		Current Use	GFA (sq ft)*
301-2-2-5 (rear)	--	warehouse	12,585
301-2-1-21	--	contractor office	472
301-2-1-22	--	residence	800
301-2-1-23	--	lumber yard	23,137
301-2-1-15.3	--	restaurant	2,435
301-2-1-17	--	contractor office	3,180
301-2-1-18	--	restaurant/retail/apt	10,550
301-2-1-19.2	--	office/hardware store	1,850
301-2-1-19.3	--	garden center	8,550
301-2-1-7	13,504	--	--
301-2-1-8	--	light industry/office	2,500
301-2-1-9	--	residence	1,200
301-2-1-11	--	residence	800
301-2-1-25	--	office	11,500
301-2-1-3	16,591	--	--
301-2-1-4	--	manufacturing	4,096
301-2-1-5	--	retail	11,136
301-2-3-2	--	warehousing/storage	8,575
<b>Total</b>	<b>30,095</b>		<b>103,366</b>

\* GFA = gross floor area



**COVE HOLLOW COMMERCIAL DISTRICT**

Cove Hollow has evolved as the Village’s commercial district with the most “strip commercial” character. Oriented towards Montauk Highway, this district provides a mix of services, goods and entertainment within an automobile-dependent environment.

Acting as a physical barrier, Montauk Highway divides Cove Hollow into two distinct areas. On the north are the Red Horse complex of specialty stores and offices and the Apple Bank for Savings. On the south are Buckley’s Garden Center, the East Hampton Family Fun Center, Georgica Grill, and a mix of small offices and retail establishments. There is one second-floor apartment on the south side of the highway. There are no historic sites or districts within Cove Hollow or adjacent to it.

Building size in Cove Hollow varies from footprints of 2,700 square feet for the Apple Bank to 14,000 square feet for the East Hampton Family Fun Center. The buildings at Red Horse have a footprint of 2,700 to 6,000 square feet.

Parking is adequate on the north side of the highway, reflecting construction of commercial uses after enactment of the Village’s parking regulations. South of the highway, approximately 55 percent of the required parking supply is provided, resulting in a shortfall of about 140 spaces. The vacant parcel adjacent to Georgica Grill provides required parking for the restaurant and for the mixed retail and office uses to the west.

The impacts of traffic and the expansive paved parking areas on the south side of the highway create a poor visual environment that is in sharp contrast to the well-designed Red Horse complex and the adjacent farmland north of the highway. The heavy traffic along the highway effectively prevents a pedestrian connection from the north to the south side of the road.

The entire area south of Montauk Highway – encompassing 4.1 acres in five parcels owned by four entities – is considered susceptible to change (Table 2.4.7).

**COVE HOLLOW**  
**Non-Residential Gross Floor Area**  
*(as of June, 2000):*  
 70,050 square feet.

Tax Parcel	Vacant Land (sq ft)	Existing Developed Parcels Considered Susceptible to Change	
		Current Use	GFA (sq ft)*
301-8-10-10	--	office and retail	7,500
301-8-10-11	--	bowling center	13,920
301-8-10-12	--	garden center	14,323
301-8-10-25.4	--	parking	--
301-8-10-25.6	--	restaurant/office	5,360
<b>Total</b>	--		<b>41,103</b>

\* GFA = gross floor area

**Table 2.4.7**  
 Sheepfold Commercial District –  
 Parcels Considered Susceptible to Change



**SHEEPFOLD COMMERCIAL DISTRICT**

**SHEEPFOLD**  
**Non-Residential Gross Floor Area**  
*(as of June, 2000):*  
 34,024 square feet.

The smallest of the six commercial districts, Sheepfold encompasses only 4.2 acres. Montauk Highway divides Sheepfold into two even smaller distinct areas.

South of Montauk Highway is one of the smallest, busiest and most congested commercial areas of the Village. The East Hampton Post Office, along with the recently constructed CVS drugstore provide essential services to residents and visitors. In addition, there are two buildings that include an insurance agency, a law firm, a computer service business, and a small spa. Congestion is largely the result of the number of trips to and from the Post Office, in combination with inadequate parking. Parking requirements suggest the need for 175 spaces. Only 147 are provided – a relatively significant shortfall for such a small area with so much activity.

North of the highway there are three parcels within the district. One – the vacant Buick dealership building – dominates the area. On the other two parcels there are two small buildings which house three small retail/office uses. These buildings currently range in size from 970 square feet to 11,200 square feet in size. Parking would be inadequate if all the buildings were fully occupied, largely because there is a shortfall of 26 spaces at the vacant Buick dealership building.

The Sheepfold Commercial District is surrounded by some of the most significant historic resources in the Village. Although none of the buildings in Sheepfold are officially recognized as historically significant at this time, the area is immediately adjacent to the Pantigo National Register Historic District and the North Main Street National Register Historic District. The north side of the highway is particularly significant, where the Village Green, the North End Cemetery, and the United Methodist Church are directly adjacent to the commercial district.

Because of the historic significance of the area along the north side of Montauk Highway, the Village *Open Space Plan* identifies the 0.75-acre parcel with the vacant Buick dealership building as a property that the Village should acquire. The Village would like to purchase the property in order to return it to its historic function as part of the North End Village Green.

The three buildings on the north side of Montauk Highway are considered susceptible to change (Table 2.4.8). Any future change in their use is of concern because of their close proximity to significant historic resources.

**Table 2.4.8**  
 Sheepfold  
 Commercial District –  
 Parcels Considered  
 Susceptible to Change

Tax Parcel	Vacant Land (sq ft)	Existing Developed Parcels Considered Susceptible to Change	
		Current Use	GFA (sq ft)*
301-4-3-6.3	--	office	2,880
301-4-3-6.4	--	office	970
301-4-3-8	--	vacant car dealership	11,174
<b>Total</b>	<b>--</b>		<b>15,024</b>

\* GFA = gross floor area





**NORTH MAIN COMMERCIAL DISTRICT**

The North Main Commercial District includes 14 acres of commercial land in the Village and the Town. Approximately 2.4 acres are zoned commercial in the Village and 11.6 acres are zoned Central Business in the Town. This study considers the area as a whole, recognizing its future potential build-out as a relatively substantial commercial center for both the Village and the Town.

Separated by the North Main underpass, the Old Accabonac Road and the Long Island Railroad tracks, this district is separate and distinct, characterized by a mixture of residential and commercial uses. These include specialty retail, mixed residential / retail, restaurants, office uses, the IGA market, the Village Emergency Services Building, residential uses and vacant parcels.

Aside from the Village Center Commercial District, North Main Street offers a distinctive streetscape and pedestrian-oriented scale and village "compactness" unlike any of the other districts. The two-lane roadway within the Village and at the intersection of North Main and Cedar Street is fronted mostly by attached two-story buildings with ground level retail and offices above. In contrast to the Village, uses within the Town are scattered with numerous vacant or underutilized properties.

The potential for redevelopment of land in North Main – particularly in the Town - is quite large. Two parcels encompassing 1.3 acres in the Village are considered susceptible to change – the IGA parking lot and the mixed use building on the corner of Talmage Lane and North Main Street (Table 2.4.9).

**NORTH MAIN**  
**Non-Residential Gross Floor Area**  
*(as of June, 2000):*  
 11,704 square feet.

Tax Parcel	Vacant Land (sq ft)	Existing Developed Parcels Considered Susceptible to Change	
		Current Use	GFA (sq ft)*
301-4-1-10.1	--	IGA parking lot	--
301-4-1-19.1	--	retail/residence	2,965
<b>Total</b>	<b>29,621</b>		<b>2,965</b>

\* GFA = gross floor area

**Table 2.4.9**  
 North Main  
 Commercial District –  
 Parcels Considered  
 Susceptible to Change



**COMMERCIAL USES IN RESIDENTIAL DISTRICTS**

Commercial uses occur in residential districts in several of the Village's neighborhoods. The majority are lodging facilities including inns, bed and breakfast establishments, and single-family residences in which up to two rooms are rented. Most of these activities occur along Montauk Highway or Newtown Lane. The majority of lodging facilities occur in the Cove Hollow and Main Street neighborhoods along Montauk Highway. The seven retail uses in residential neighborhoods include restaurants, a gas station, and a used car dealership. There are also four buildings that are used primarily for offices.

Most of the commercial uses are pre-existing/non-conforming uses. The exceptions are a small number of single-family residences where two rooms are rented, as well as a household furnishings department store. These are permitted by right in the Village Code, provided they obtain an annual license from the Village. All pre-existing/non-conforming uses are allowed to remain. However, no improvements are permitted that will constitute an extension or enlargement of the non-conforming use. In addition, if a non-conforming use is discontinued or ceases to exist for a period of one year, it is considered abandoned, and is subsequently prohibited.

A number of issues of concern to local residents relate to commercial activities in residential neighborhoods. These include noise, traffic, parking, odor, lights, and the general level of activity that disturbs the tranquil quality of life for residents living adjacent to commercial activities.

**Table 2.4.10**  
Commercial Uses in  
Residential Districts

Neighborhood	Lodging		Retail		Office	
	# of Uses	Acres	# of Uses	Acres	# of Uses	Acres
Cove Hollow	6	7.0	2	8.2	1	0.7
Historic Summer Colony	-	-	-	-	1	0.9
Hook	1	0.5	-	-	1	1.8
Main Street	9	15.6	-	-	1	0.3
North Newtown Lane	3	1.3	-	-	-	-
Pantigo	3	11.9	3	3.6	-	-
The Creeks	1	2.8	1	2.2	-	-
Woods Lane	2	3.5	1	1.2	-	-
<b>Total -</b>	<b>25</b>	<b>42.6</b>	<b>7</b>	<b>15.2</b>	<b>4</b>	<b>3.8</b>



## 2.5 NATURAL ENVIRONMENT

### TOPOGRAPHY

The topography of Long Island is marked by two parallel ridges that begin in central Nassau County and trend eastward the length of the Island. These ridges are terminal moraines, formed during the last glaciation, that are composed of glacial till made up of unsorted clay, silt, sand, gravel, cobbles and boulders. The land surface generally slopes both to the north and to the south from the two ridges. The Village of East Hampton lies south of the southern ridge in the outwash plain.

In the Village the land slopes gently southward from North Newtown Lane to the ocean. Highest elevations – approximately 60 feet - are found in North Newtown Lane and Gingerbread, and along Pantigo Road at the eastern edge of the Village. There are few areas of steep slopes. The most rugged terrain occurs in the dunelands adjacent to the ocean beaches.

### GEOLOGY

The South Fork of Long Island is underlain by three principal geological formations. Closest to the surface are glacial deposits laid down during the Pleistocene (Wisconsin) Glaciation. Beneath the glacial deposits are two sand layers – the Magothy Formation and the Lloyd Sand Member of the Raritan Formation. Crystalline bedrock forms the base.

The uppermost glacial deposits consist of highly permeable outwash plain sand and gravel deposits. The Magothy Formation is composed of unconsolidated fine to medium sand with layers and lenses of clay, silt, and coarse sand and gravel. In the Village it is about 300 feet below the land surface and is about 1,000 feet thick. The Lloyd Sand Member of the Raritan Formation consists of fine to coarse sand and gravel and is approximately 1,500 feet below sea level. The crystalline bedrock that underlies the Village is exposed on Manhattan Island. From Manhattan it slopes southward, disappearing beneath the overlying rock formation. In the Village, the top of the crystalline bedrock is approximately 4,500 feet below sea level.

### GROUNDWATER

The three rock formations underlying the Village are aquifers that contain abundant quantities of groundwater. The three aquifers are bounded above by the water table and below by the crystalline bedrock. The crystalline bedrock has negligible permeability and functions as a hydrologic boundary or base for the Long Island groundwater flow system. Laterally, usable freshwater in the aquifers is bounded by a freshwater-saltwater transition zone that surrounds Long Island. Groundwater flows horizontally to the south, generally at a rate of 0.5 to 0.75 feet per year.

Recharge of the groundwater in the aquifers occurs through rainfall. Approximately one-half of the rainfall that falls on the ground surface percolates through the soil and then enters the lower water-bearing strata.



Once reaching the aquifers, the groundwater moves horizontally and vertically as groundwater flow.

The groundwater resources of Long Island have been assigned to various zones that are defined for water supply management purposes on the basis of differences in underlying groundwater flow patterns and water quality. *(These are described more fully for the Village of East Hampton below in Section 2.7 Water Supply.)*

## **SOILS**

Soils in the Village of East Hampton fall into four general groups, based upon their position on the land, drainage characteristics, and the extent to which they have been altered by development activity (Map 5 and Table 2.5.1).

### **Upland Well-Drained Soils**

The majority of soils in the Village are deep, nearly level to gently sloping, well-drained soils on uplands. They include soils of the Bridgehampton, Haven, Carver, and Plymouth soil series. The soils are well suited to construction of buildings and roads, and have permeability and thickness characteristics that are suitable in most locations for the proper functioning of on-site wastewater disposal systems. The soils tend to be acidic and dry, requiring some degree of care in maintaining landscaping.

### **Poorly Drained and Low-Lying Soils**

Soils found in the Village's poorly drained and low-lying areas are generally constrained for developed uses. Most occur in the Nature Trail, around the perimeter of Hook Pond, and adjacent to tributary creeks and swales draining into Georgica Pond. The water table is seasonally high, typically ½ foot from the surface during wet periods. The presence of muck or fine textured loam and silt impedes surface drainage. The soils are typically hydric, supporting growth of wetland vegetation. Most are also located within the 100-year floodplain. Generally these soils remain undeveloped throughout the Village.

### **Beaches and Dune Land**





Beaches and dune land occupy the area between water at mean sea level and the inland edge of the dune formation. These areas should remain in their natural state and be used only for wildlife habitat or recreation. Beaches in the Village are sandy, with only small amounts of gravel and boulders. Dune lands are composed of wind-deposited sand in mounds and small hills.

### **Filled Land and Altered Soils**

Filled and altered soils in the Village include areas characterized as Urban Land, Cut and Fill, and Filled Land. Urban Land includes land that is more than 80 percent covered by buildings and pavement in the Village Center. Cut and Fill occurs in the vicinity of the Maidstone Club. It encompasses land that has been graded for construction of the golf course, clubhouse, and tennis courts. Filled land occurs adjacent to Hook Pond. It includes land that has been filled with material from dredging operations.

# Village of East Hampton Soils

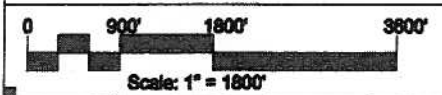


-  Upland, Well-Drained Soils
-  Poorly Drained and Low-Lying Soils
-  Beaches and Dunes
-  Filled Land and Altered Soils

Source: US Department of Agriculture, Soil Conservation Service, 1975.  
Soil Survey of Suffolk County, New York - Sheets 33, 34 and 46.

Map 5

## Village of East Hampton Comprehensive Plan





Soil Series		Depth to High Water	Parent Material
<b>Upland, Well-Drained Soils</b>			
Bridgehampton Silt Loam	BgA	>3'	Thick sandy deposits over sand and gravel
	BgB	>3'	
	Bm	>3'	
Carver and Plymouth Sands	CpA	>4'	Rolling moraines and broad outwash plains
	CpC	>4'	
	CpE	>4'	
Haven Loam	HaB	>4'	Loamy or silty mantles over stratified sand and gravel
	He	>4'	
Plymouth Loamy Sand	PIA	>4'	Loamy sand over layers of stratified coarse gravel
	PIB	>4'	
Plymouth Gravelly Sand	PmC3	>4'	
	PsA	>3'	
Plymouth Loamy Sand, Silty Substratum	PsB	>3'	
Riverhead Sandy Loam	RdB	>4'	Sandy loam or fine sandy loam
<b>Poorly Drained and Low-Lying Soils</b>			
Berryland Muck Sand	Bd	0 - ½'	Deep sandy outwash deposits
Deerfield Sand	De	1½ - 2'	Sand and loamy sand
Muck	Mu	NA	Decomposed plant material
Raynham Loam	Ra	½ - 1½'	Loam, very fine sandy loam
Tidal Marsh	Tm	NA	NA
Scio Silt Loam	SdA	1½ - 2'	Very fine sandy loam
Wareham Loamy Sand	We	½ - 1½'	Loamy Sand
<b>Beaches and Dunes</b>			
Beach	Bc	0 - ½'	Wave deposit sand
Dune Land	Du	NA	Wind blown sand
<b>Filled Land and Altered Soils</b>			
Cut and Fill	CuB	NA	NA
	CuC	NA	
Fill Land	Fd	NA	NA
	Fs	NA	
Urban Land	Ur	NA	NA

Source: Derived from information in the Suffolk County Soil Survey

**Table 2.5.1**  
Summary Description  
of Soils found in the  
Village



## **SURFACE WATER RESOURCES**

Water draining from the land in the Village discharges primarily into Hook Pond and Georgica Pond (Map 6). A small area also drains into Lily Pond. Along the oceanfront, water generally flows directly to the Atlantic Ocean.

### **Hook Pond**

#### **▪ Hook Pond Drainage Basin**

Hook Pond has been the subject of a special research project initiated in 1997 by the Town of East Hampton Natural Resources and Environmental Protection Department and made possible by funding from the Hook Pond Association and the Garden Club of East Hampton. The purpose of the study is to determine if the pond is receiving pollutants from urban runoff that may ultimately prove detrimental to the pond's vegetation and biotic communities.

The Hook Pond Watershed encompasses most of the land in the eastern half of the Village. The watershed extends beyond the limits of the Village to include land in the Town north to near Round Swamp Farm on Three Mile Harbor Road. The primary watershed includes land that contributes runoff directly to Hook Pond and has two sub-basins.

The first sub-basin drains into and through Town Pond, before flowing to Hook Pond. (*Town Pond is discussed separately below.*)

The second sub-basin drains land as far north as Cedar Street. A system of water catchment devices and drainage ditches collect water and convey it under the LIRR embankment. South of the embankment it flows south through a ditch located east of North Main Street and west of Accabonac Highway. From there it flows under Pantigo Road and the parking lot west of the Post Office. There it discharges into the headwaters of Hook Pond Stream via two culverts. As Hook Pond Stream flows through the Nature Trail it receives drainage from the Egypt Lane area to the west and the Fithian Lane, Hunting Lane, David's Lane and Pondview Lane areas to the east. This runoff contains fairly large amounts of nutrients and sediments (Penny et al 2001).

#### **▪ Hook Pond Bathymetry**

Hook Pond drains into the ocean via an overflow pipe on the beach. Water level in Hook Pond is naturally at the same elevation as the water table under the land surrounding the pond. Because there is a weir at the discharge point, it is possible to artificially control the elevation of the water surface. The pond is deepest after periods of rain because the overflow pipe is not large enough to remove water as quickly as it drains into the pond. Water depth averages less than 2.5 feet – generally around the pond perimeter. At the center it is 3.5 to 4.5 feet deep. One area near the weir is as deep as 15 feet. Bottom sediments range in depth from 0 to 5.6 feet. Sediments tend to be sandier in the south half of the pond and more silty and more mucky at the north end.



### ▪ Hook Pond Water Quality

Recent water quality testing in Hook Pond indicates that water quality in the pond is generally good. This is probably due to flushing (movement of water through the pond) and the rather extensive area of phragmites that remove nutrients from runoff before it enters the pond. Studies indicate that the pond routinely receives waters laden with relatively high amounts of nutrients (nitrates, ammonia and phosphates) (Penny et al 2001). Nutrients are highest in the bed of Hook Pond Stream and at monitoring stations in the southwest part of the pond that receive overflow water from Town Pond. Nitrate nitrogen concentrations in the most polluted samples are quite high, occasionally exceeding 5 ppm. Elsewhere in the pond, nutrient levels are relatively low despite suspected loading from the Maidstone Golf Course, from surrounding landscaped residential properties, and from large concentrations of waterfowl on the pond. This suggests that the wetlands at the edge of the pond and the pond's aquatic vegetation and bottom sediments are removing nutrients from the water column (Penny et al 2001).

### ▪ Hook Pond Pollution Mitigation Program

Drainage improvements are currently underway to reduce the discharge of stormwater runoff directly to Hook Pond (including Town Pond). The Village has a plan to install a network of leaching pools throughout the Village portion of the Hook Pond watershed. These will collect stormwater, allowing for flows from the majority of storms to be recharged to groundwater rather than being conveyed by pipes and paved surfaces directly to Hook Pond, Town Pond, Georgica Pond, or their tributaries. This will reduce pollutant loading to surface water. In some locations – such as the North Main area – where the water table is seasonally high there will be potential for contamination of groundwater due to direct contact with polluted stormwater.

### Town Pond

Town Pond receives drainage from North Main Street, Buell Lane, Dayton Lane, from the western parts of Fithian Lane, Huntting Lane, David's Lane, Pondview Lane, and from all of James Lane. Inflows are supplemented by water pumped directly from groundwater into the pond. Pumping keeps the water level constant throughout the year. Town Pond discharges to Hook Pond via an underground culvert.

Significant siltation has occurred as a result of sediment conveyed by runoff from developed areas of the Village. The pond is generally less than two feet deep. Nutrient loading from developed areas in the Village is the likely cause of eutrophication and algal blooms that occur in mid-to-late summer. In recent years the Village has reduced the amount of fertilizer used on the Town Pond Green in order to reduce nutrient-loading to the pond. There is some phragmites invasion along the perimeter.



Town Pond





## **Georgica Pond**

Georgica Pond is a large coastal lagoon that receives freshwater drainage from the eastern half of the Village, as well as from extensive areas in Wainscott and north of Montauk Highway. The pond receives runoff from the Village via a system of culverts and pipes that discharge into Georgica Cove. A storm drain emanating from NY 114 and discharging into the pond at Cove Hollow, discharges a substantial volume of stormwater runoff that increases flooding and pollution in the pond.

Under natural conditions the pond level would rise and flood the surrounding land, intermittently opening itself across the ocean beach when the water level in the pond rises sufficiently above the ocean level. In order to manage the pond, the Town (which owns the pond bottom) opens the pond in spring and fall to increase flushing and enhance fishery productivity by allowing migration of anadromous fish and crustaceans such as blue-claw crab. The pond is closed to bivalve shellfishing due to elevated coliform levels, probably due to inflows from malfunctioning on-site wastewater disposal systems. Phragmites invasion along the pond perimeter is not as evident as in Hook Pond, probably because of salt concentrations in the pond water.

Periodic high water levels between openings of the Pond are attributed to stormwater runoff from NY 114 that discharges at Cove Hollow. Flooding at such times of high water can cause pollutant loading from on-site disposal systems. These problems could be mitigated by redirecting or otherwise impounding the stormwater runoff before it enters the pond.

## **FLOODPLAINS**

### **Floodplain Delineations**



The Village of East Hampton is subject to coastal and tidal flooding caused by northeasters, hurricanes, and severe storms. The Federal Emergency Management Agency has determined the extent of the flood hazard associated with storms on Long Island and has provided maps delineating areas subject to inundation from storms of differing recurrence intervals. Flood Insurance Rate Maps (FIRMs) depict the flood hazard in the Village in terms of several flood hazard zones (reproduced on Map 7). In general, the 100-year floodplains in the Village are quite narrow. As a result, the risk of damage from flooding is a concern to a relatively small number of property owners.

Areas of the Village subject to inundation by flooding caused by wave action from a hurricane include the ocean beaches and dunelands. In addition, the barrier beach at Georgica Cove is subject to breach by hurricane-related wave action. Once the beach is breached, the wave action will flood Georgica Pond. Base flood elevation is generally 11 feet in these areas.


The Georgica Pond Barrier Beach and Georgica Pond have been designated by the federal government as a Coastal Barrier Resources Act Zone (CBRA Zone). This designation is applied to coastal areas where there are fragile ecosystems that are generally undeveloped. Federal policy is to prohibit new federal financial assistance for development or infrastructure in CRBA Zones. As of November 16, 1990, flood insurance was not available for new

# Village of East Hampton Floodplains

## Special Flood Hazard Areas Inundated by 100-Year Flood

-  **Zone VE**  
Coastal flood with velocity hazard (wave action); elevation determined
-  **Zone AE**  
Base flood elevations determined


## Other Flood Hazard Areas

-  **Zone X**  
Areas of 500-year flood; areas of 100-year flood with average depths of less than 1 foot or with drainage areas less than 1 square mile and areas protected by levees from 100-year flood

## Other Areas

-  **Zone X**  
Areas determined to be outside the 500-year floodplain

## Undeveloped Coastal Barrier

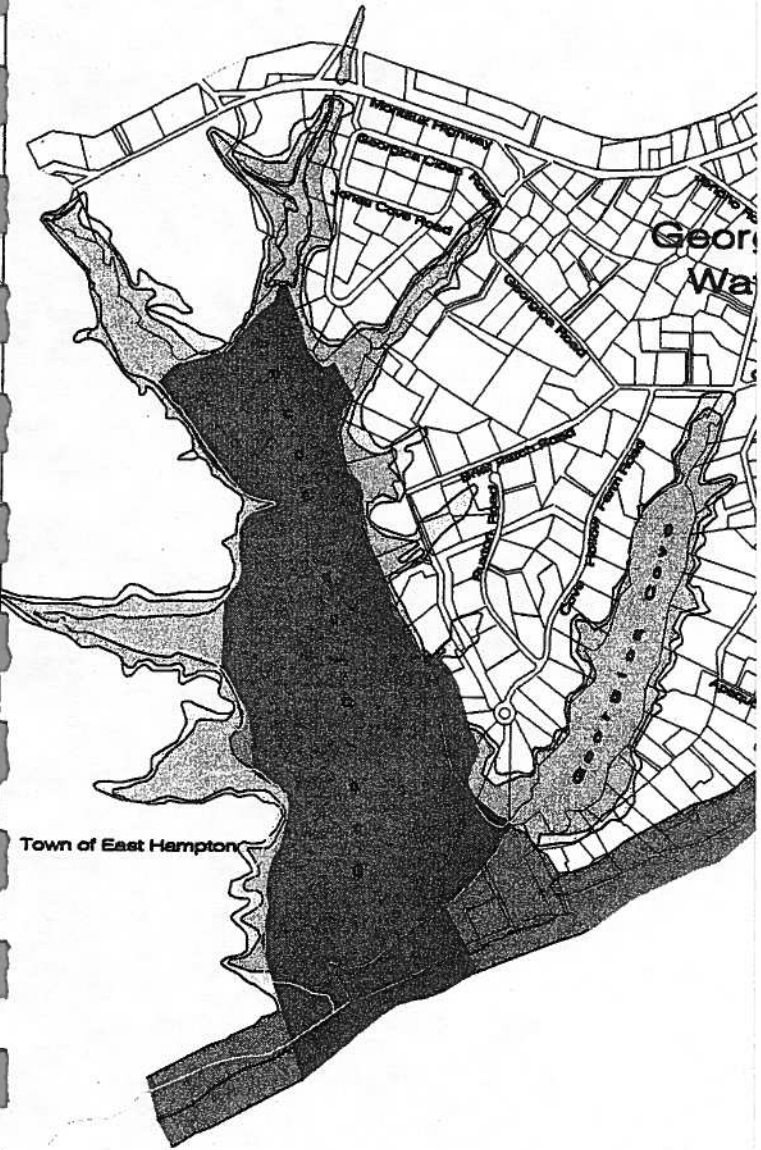
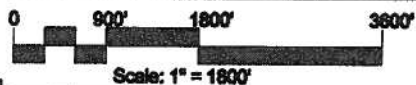
-  **Coastal Barrier Identified 11-16-90**  
(Flood insurance not available for new construction or substantially improved structures on or after November 16, 1990, in designated barrier area.)

Source: Federal Emergency Management Agency, 1998.  
Flood Insurance Rate Maps for Suffolk County, New York  
Panels 36103C0562 G, 36103C0563 G, 36103C0564 G,  
36103C0565 G, 36103C0566 G, 36103C0567 G, and 36103C0568 G

Map 6



## Village of East Hampton Comprehensive Plan





construction or for substantially improved structures in the Georgica Pond CRBA Zone. Presently there are three homes located within the Georgica Pond CBRA Zone.

Areas subject to flooding during a storm with a recurrence interval of 100-years generally include Georgica Cove, land adjacent to tributaries to Georgica Pond, Lily Pond, Hook Pond, the Nature Trail, land adjacent to Hook Pond and the Nature Trail, and portions of the double dunes along the eastern ocean beaches (Map 7). Of these areas, the land adjacent to Hook Pond has the greatest potential to incur property damage as a result of flooding. In this area, numerous homes have been built on properties that are entirely located within the 100-year floodplain. Base flood elevation for the 100-year floodplain is generally 9 to 10 feet.

### **Flood Damage Prevention**

The Village has adopted a number of provisions in Chapter 15 of the Village Code to prevent flood damage. They are designed to:

- regulate uses which are dangerous to the public or which result in damaging increases in erosion and flood heights or velocities
- require that uses vulnerable to floods be protected against damage
- control alteration of natural floodplains
- control filling, grading, dredging and other development which may increase erosion and flood hazard
- regulate construction of flood barriers which will unnaturally divert floodwaters
- maintain participation in the National Flood Insurance Program

A floodplain development permit is required for all construction and other development in areas of special flood hazard as shown on the FIRMs. Construction standards apply to new development within any special flood hazard.



## WETLANDS

The Village's ponds and streams, and the low-lying areas at their edges generally exhibit the soil, drainage, and vegetation characteristics typical of wetlands. The majority of the Village's wetlands are freshwater wetlands. Only Georgica Pond is a tidal wetland. The freshwater wetlands are shown in Map 7 and Map 8. Map 7 illustrates wetlands as defined by the Village for resource protection purposes. Map 8 illustrates freshwater wetlands that are regulated by the State of New York. Differences between the two sets of designations reflect different soil, vegetation, and hydrologic indicators used for wetland delineation in the field.

### Freshwater Wetlands

#### ▪ Hook Pond Freshwater Wetlands

Hook Pond and the areas upstream in the Nature Trail area compose the major freshwater wetland system in the Village. Hook Pond is an open water wetland system. Around Hook Pond is a narrow emergent wetland fringe dominated by phragmites (*Phragmites communis*) that is typically less than five feet in width but that expands to 20 feet or more in width in a few locations. The highest quality wetlands occur south and north of Dunemere Lane (Penny et al 2001).

Wetland vegetation in these areas includes a number of marsh species that are rare on the South Fork. The wetland to the south of Dunemere Lane is being rapidly taken over by phragmites and purple loosestrife (Penny et al 2001). Wetlands associated with the Nature Trail area north of Pondview Lane and south of Fithian Lane, are generally of high quality, dominated by wetland trees and shrubs, but have also been invaded to some extent by phragmites (Penny et al 2001).

#### ▪ Other Freshwater Wetlands

Other freshwater wetlands in the Village include Town Pond, Lily Pond, the headwaters of Georgica Cove, and areas adjacent to the tributaries to Georgica Pond.

### Tidal Wetlands

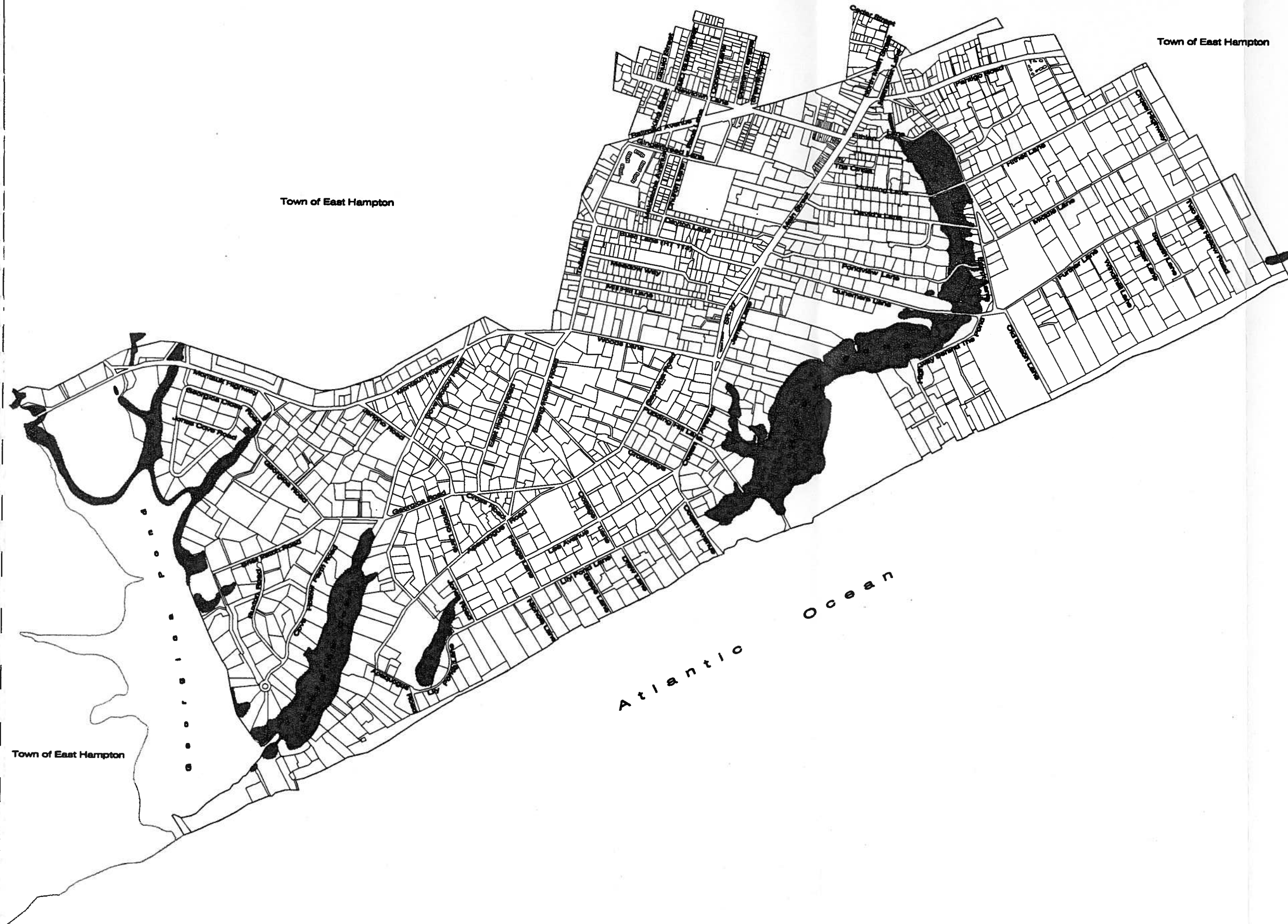
Georgica Pond is the only tidal wetland in the Village. It is classified as a Coastal Pond. Water ranges from salt to brackish to slightly brackish, depending upon the time of year in relation to the spring and fall opening of the pond via a man-made channel through the barrier beach. Georgica Pond is largely an open water wetland system. If not for this opening, the pond would be a predominantly freshwater system.

### Threats to Wetlands

Wetlands provide a number of functions that benefit the natural environment. The primary natural benefits of wetlands include water quality maintenance, flood protection and abatement, erosion and sedimentation control, and fish and wildlife protection. Wetlands enhance water quality by intercepting upland runoff and filtering out nutrients, wastes, and sediment.

# Village of East Hampton Freshwater Wetlands

 Freshwater Wetland

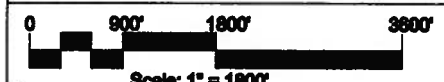


Source: Larry Perry and the Group for the South Fork, 1986.  
Village of East Hampton Wetlands Map.

Map 7



## Village of East Hampton Comprehensive Plan



Scale: 1" = 1800'



# Village of East Hampton New York State Regulated Wetlands

## Freshwater Wetlands

 Approximate Wetland Area

### Notes:

- (1) This map indicates the approximate location of the actual boundaries of wetlands regulated according to the Freshwater Wetlands Act (Article 24 of the Environmental Conservation Law).
- (2) Map information other than the wetland boundaries was prepared by the New York State Department of Transportation and the United States Geological Survey. This locational information provided on the map is for reference only.
- (3) Adjacent areas of the regulated wetlands are those areas within 100 feet of the boundary of the wetland. These areas are subject to regulation pursuant to the Freshwater Wetlands Act but are not delineated by NYDEC. An adjacent area may be extended by special order of the Commissioner of the New York State Department of Environmental Conservation of the local regulatory authority.
- (4) Copies of Freshwater Wetlands Maps are available from the regional offices of the Department of Conservation.

## Tidal Wetlands

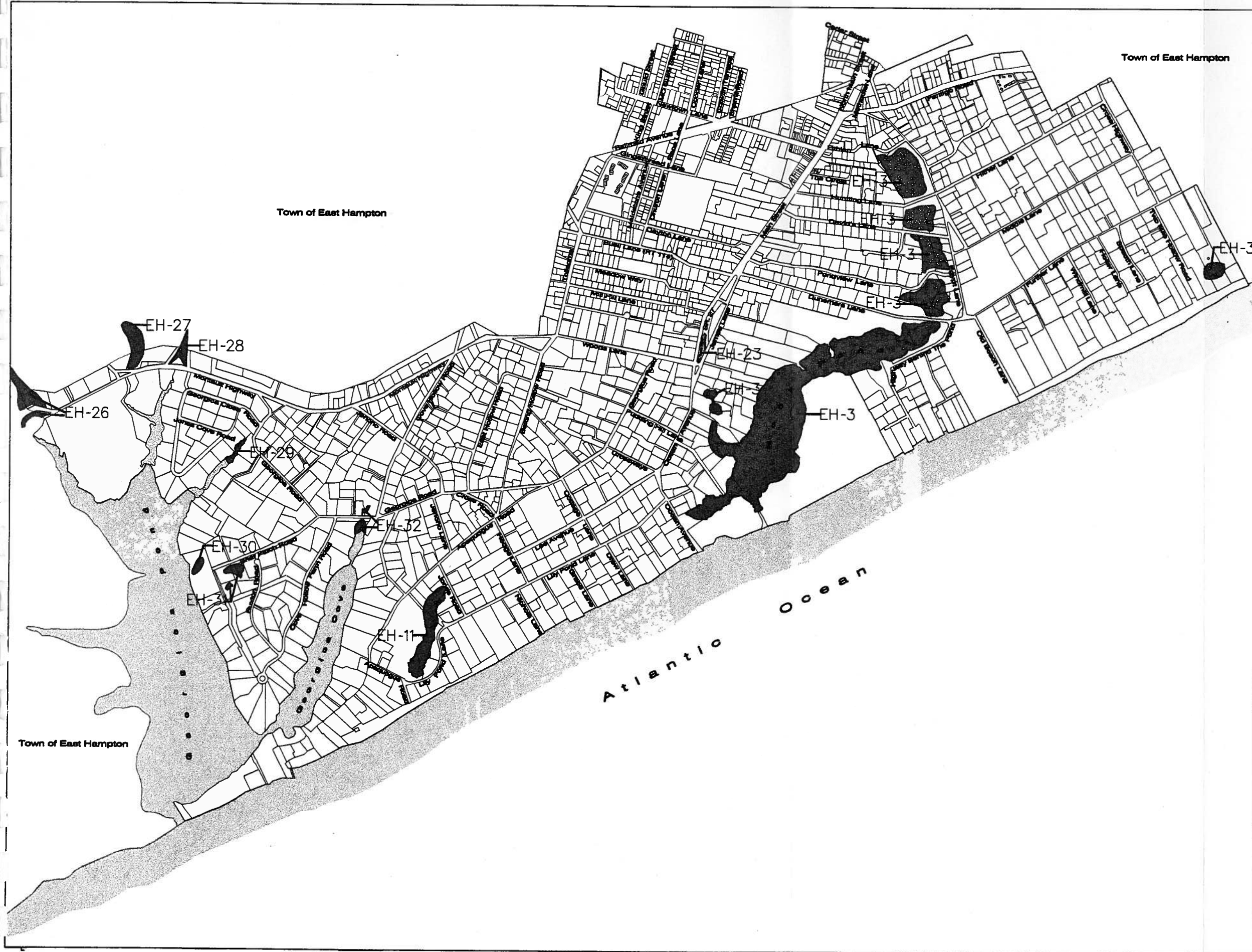
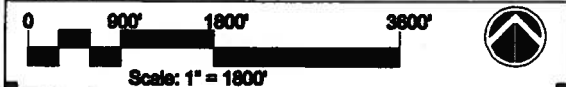
 Approximate Wetland Area

Source: New York State Department of Environmental Conservation, 1991.  
New York State Freshwater Wetlands Map -  
Suffolk County Map 22 of 39 (East Hampton Quadrangle)

Map 8



Village of East Hampton  
Comprehensive Plan





Threats to wetlands in the Village include invasion by phragmites, sedimentation, and pollutant-loading from stormwater runoff and poorly functioning on-site wastewater disposal located close to the wetland edge. Of these threats, invasion by phragmites is the most immediate and severe threat (Penny et al 2001). Phragmites is an aggressive pioneer plant that recolonizes recently disturbed habitats with good sunlight, wet soils, and nutrient-rich water. In recent years phragmites has colonized much of the perimeter of Hook Pond and Lily Pond, and is moving into areas upstream of Hook Pond in the Nature Trail area. Effective removal of phragmites requires an aggressive effort to remove the plants completely from an area. A single plant can give rise to thousands of clones all interconnected by rhizomes that form an underground latticework covering hundreds to thousands of feet.

The Town of East Hampton Natural Resources and Environmental Protection Department is currently evaluating options for a Hook Pond phragmites-removal program. Because of the speed with which phragmites is invading the Village's wetlands, this program is likely to recommend an aggressive set of removal methods. Methods will include removal by scraping, inhibition by periodic cutting, and hand removal in small areas, particularly where the roots are underwater (Penny et al 2000).

#### **Activities Affecting Wetlands Requiring a Permit from the Village**

Chapter 27 of the Village Code sets forth provisions for protection of the Village's wetlands (Map 7). These limit activities permitted by right in wetlands to outdoor recreation activities that do not alter natural conditions, operation of water management facilities, and emergency activities related to public safety or preservation of natural resource values. A permit is required for any regulated activity before it can occur in a wetland. In addition, Chapter 27 of the Code prohibits certain structures and activities within certain distances of the landward edge of any freshwater wetland, as follows:

- building - 150 feet
- septic or discharge system - 200 feet
- clearing of land, landscaping or fertilization - 125 feet

#### **Activities Requiring a Permit from the State of New York**

Permits are required from the State of New York for almost all activities within or adjacent to wetlands (within 100 feet of a wetland boundary) that are designated Tidal Wetlands and as Freshwater State Regulated Wetlands (Map 8). Activities requiring permits include:

- construction of buildings, roadways, and septic systems
- placement of fill, excavation or grading
- modification or restoration of existing structures
- drainage
- application of pesticides

Under the State's 1975 Freshwater Wetlands Act, the Village could take over responsibility for wetland management with oversight by the DEC. Under this provision, the Village could review and permit applications. To do this, DEC must approve the Village's wetland protection procedures.



## **COASTAL RESOURCES (Beaches and Dunes)**

The Village's coastal area is characterized by a relative broad sandy beach and dune system, backed by low back shore areas. From Georgica Pond to Old Beach Lane, the beach is backed by a primary dune system. From the Maidstone Club east to the Village boundary, there is also a secondary dune behind the primary dune – locally referred to as a “double dune.”

### **Beaches**

The south shore of Long Island from Montauk hamlet to Georgica Pond is a nearly straight line of beaches shaped by erosion and downdrift deposition of sediments from the Montauk headlands. The net littoral drift along the south shore is generally east to west, carrying sand to form beaches. Beach buildup occurs during the summer when prevailing onshore winds cause accretion. Winter storms result in narrower beaches as sand is washed out to sea or to near shore bars by strong wave action (McCormick, et al 1984). Sediment budgets overall show a net loss from East Hampton shorelines (Kana 1995). Beach width can vary as much as 270 feet in a given year (MSRC 1988).

Two large groins and two small groins have been built along the eastern Village beach to reduce erosion and stabilize the beaches. While these have been effective in protecting the Village shoreline, they have resulted in a downdrift erosion shadow where the sediment budget is decreased for approximately 5,000 feet along Wainscott beaches.

### **Primary Dunes**

Most of the coastal area in the Village is characterized by a primary dune. The dunes are approximately 10 feet high, running the length of the beach except where they are cut through at road ends or by drainageways. A simple plant community of beachgrass and seaside goldenrod dominates the primary dune.

The primary dune helps to prevent or delay inland flooding and resulting property damage during storms – particularly hurricanes – by absorbing the force of winds, high waves, and storm surge. By holding sand, dunes function as a natural source of sand need for beach renourishment after storms. Dune scraping occurs routinely from storm tidal surges, but generally repairs itself over time through normal littoral, aeolian and vegetative processes where road-ends, overland recreational vehicles, and residential development do not interfere. Dune vegetation is fragile and highly susceptible to disturbance. Once dune vegetation dies, there is no longer a natural system in place to hold the sand, and the dune becomes highly susceptible to erosion.

### **Double Dunes**

A secondary dune system of double dunes remains along the Atlantic Coast in the Village from Old Beach Lane east to the Village boundary. It is part of one of the largest remaining undeveloped barrier beach and back dune ecosystems on Long Island. Approximately 12 acres within the Village are part of The Nature Conservancy's 70-acre Atlantic Double Dunes Preserve.





The double dune system is composed of a primary dune as well as a secondary dune. It is characterized by a succession of plant species as the land transitions from beach to inland. Formed by littoral drift and wind and water erosion, the topographic features of the double dune system include a wide sandy beach, a primary dune, inter-dune area and secondary dune. The system is further characterized by interdunal swales, frequent ponds and numerous boggy areas, with unusual and fragile plant communities including lichens and a forest of native shadbush.

The double dune system constitutes an additional buffer for coastal erosion and flooding and, in areas where the interdune and secondary dune remain intact, forms a significant catchment basin for absorbing and dissipating floodwaters.

### **Dune Preservation Program**

In 1969 the Village adopted Chapter 14 of the Village Code for the purpose of protecting the Village's dunes from inappropriate use and development. The regulations establish setbacks and minimum building elevations for the primary dune and double dune areas of the ocean frontage. In the double dune area (defined as northeast of Old Beach Road) all buildings must be set back from the coast so that they are a minimum of 25 feet north of the twenty-foot contour line. In the primary dune area (defined as southwest of Old Beach Road) all buildings must be located a minimum of 100 feet north of the fifteen-foot contour line. For properties where adequate elevation is not present, the height of the dune must be increased to a minimum elevation of 15 feet across the entire width of the lot along the ocean frontage and below an elevation of fifteen feet.

Chapter 14 also prohibits anyone from removing any vegetation from land within 150 feet of the southerly edge of the beach grass along the ocean without first obtaining a miscellaneous permit from the Village.

### **Coastal Erosion Hazard Area Program**

The Coastal Erosion Hazard Program is a regulatory program of the State of New York that identifies and manages coastal erosion hazards. The Village has adopted a local protection program that has been approved by the State.

Chapter 10 of the Village Code establishes local regulations that implement the State program. The Coastal Erosion Hazard Areas (CEHAs) are shown on Map 9. Chapter 10 includes regulations that restrict the use of the nearshore area, the beach area, the dune area, and the bluff area. No development is permitted within the nearshore or beach areas. Non-major additions only to existing structures are allowed on primary and secondary dunes and in bluff areas. Regulations are also established for construction of erosion protection structures. Erosion traffic control provisions prohibit motor vehicles from traveling on vegetation, and from traveling inland of the debris line or on primary dunes. Elevated walkways are required for all pedestrian crossings of the primary dune.



## IMPORTANT HABITAT AREAS

### Hook Pond Habitat Area

The Hook Pond system offers important habitat for birds and fish. The waterfowl that use the Pond in the fall, winter and spring is the most diverse assemblage of waterfowl in any single water body on the South Fork (Penny et al 2001). At least one species of the tundra swan – which is not found anywhere else on Long Island – over-winters on the pond annually. Other unusual waterfowl that frequent the pond are Eurasian widgeon, common merganser, and pied-billed grebe (Penny et al 2001). There are three nesting platforms for osprey on Hook Pond. None have been occupied since they were constructed (in 1981, 1991 and 1996).

As the second largest freshwater pond in the Town of East Hampton, Hook Pond is an important freshwater fishery. Most freshwater ponds on Long Island have very few species of freshwater fish. Hook Pond has more than most, with eight species observed (Penny et al 2001). There is no apparent imbalance in the fish population, nor is there any obvious stunting or dominance of one species over another (Penny et al 2001). The large-mouth bass is the top predator that feeds on an abundant supply of banded killifish and pumpkin seeds.

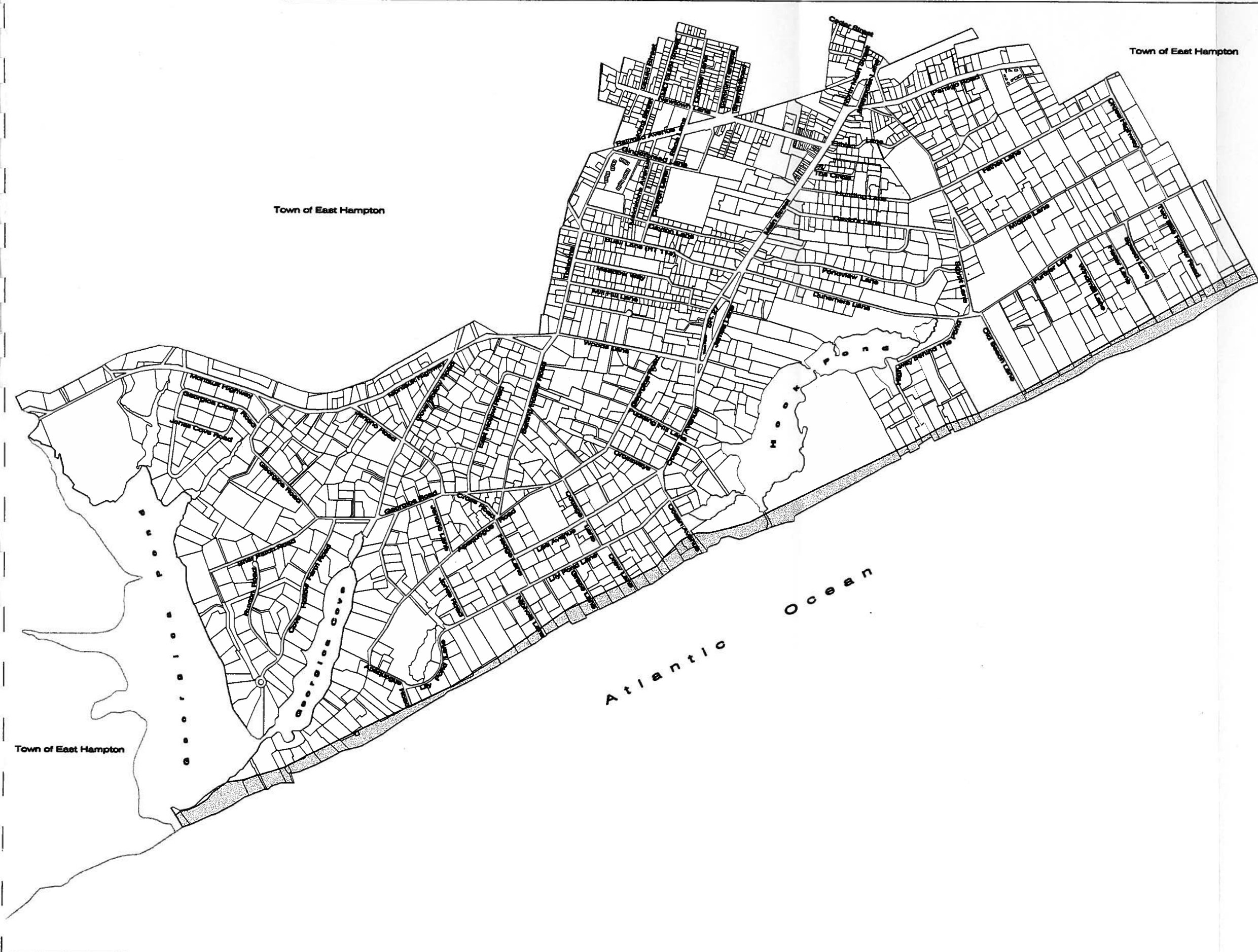
### Georgica Pond Habitat Area

The Town of East Hampton has designated Georgica Pond a Locally Significant Coastal Fish and Wildlife Habitat. This means the area is of local significance based on a quantitative evaluation of a combination of ecological factors, including (Town of East Hampton 1999):

- is essential to the survival of a large portion of a particular fish or wildlife population
- supports populations of species which are endangered, threatened, or of special concern
- supports populations having significant commercial, recreational, or educational value
- exemplifies a habitat type which is not commonly found in the state or in a coastal region

Georgica Pond offers important habitat values because it functions as a marine estuary. This is made possible by the Town's biannual opening and closing of the barrier beach in April and October to permit saltwater to enter the coastal lagoon. As a result, Georgica Pond provides a spawning ground and nursery area for anadromous fish such as alewives, and maintains salinity for blue claw crab, the most important fishery in the pond. Other fish found in the pond include white perch and many baitfish, such as silverside, that spawn in the pond.

Georgica Pond also provides feeding areas for osprey, winter waterfowl, common terns, roseate terns, least terns, and several species of herons and migrating shorebirds (Town of East Hampton 1999). The barrier beach supports a colony of least terns and several pairs of piping plovers. Since 1984 at least one pair of piping plovers has bred at the mouth of Georgica Pond annually, with as many as six pairs breeding in 1988. In most years least terns also gather to breed at the mouth of Georgica. In recent years,



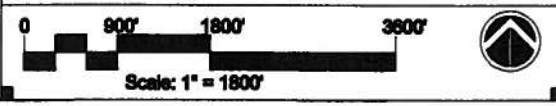
# Village of East Hampton Coastal Erosion Hazard Area

 Coastal Erosion Hazard Area

Source: New York Department of Environmental Conservation, 1988.  
Coastal Erosion Hazard Area Map, Village of East Hampton

Map 9

 **Village of East Hampton  
Comprehensive Plan**





however, few least terns have successfully fledged young in the area, probably due to extreme tides from tropical storms. There are two nesting platforms for osprey on Georgica Pond. Neither one has been occupied since they were constructed (in 1996 and 1999).

### **Atlantic Double Dunes Habitat Area**

The Atlantic Double Dunes area encompasses the duneland formation that extends from the Maidstone Club to the eastern edge of the Village. This area is part of a 2-½ mile long stretch of dunes that is one of the largest remaining undeveloped barrier beach and back dune ecosystems remaining on Long Island. The Atlantic Double Dunes is designated as a New York State Natural Heritage Site.

Studies of the double dunes habitat indicate that it supports a diversity of breeding birds, amphibians, reptiles and mammals, several of which are designated as threatened or endangered at the state or federal level. Formerly, a colony of least terns composed of 10 to 40 pairs typically nested in the sparsely vegetated portion of the foredune between Old Beach Lane and Two Mile Hollow Road. In recent years the number of terns in the area has declined and they have been unsuccessful at breeding, probably due to extreme tides from tropical storms. In some years there have also been one or two pairs of piping plovers associated with the tern colony.

### **RARE AND ENDANGERED SPECIES**

A number of plant and bird species found in the Village are recognized at the State and Federal level as threatened and/or endangered.

Thirteen species of vascular plants have been reported to the State of New York Natural Heritage Program. All are designated at the State level, with the exception of the seabeach amaranth that is federally designated as threatened. Most have been recorded at Georgica Pond and Hook Pond. The seabeach amaranth was last sighted in the early twentieth century and is probably no longer extant.

Two designated species of birds – the Least Tern and the Piping Plover – routinely nest at Georgica Pond and Main Beach. The Town of East Hampton Natural Resources Department oversees the piping plover and least tern management program. Management activities consist of surveillance, setting up and removing signage and protective fencing around nests, and monitoring. Since 1995, seven chicks have successfully fledged from Georgica Beach and thirteen chicks have successfully fledged from Main Beach. In 2000, approximately 20 least tern chicks fledged from Georgica Pond and four fledged from Main Beach.



**Table 2.5.2**  
Occurrences of Designated  
Species in the Village of  
East Hampton

Species	Designation		Site Where Found
	Federal	NY State	
<b>Birds</b>			
Piping plover	Endangered Threatened	Endangered	Atlantic Double Dunes Main Beach area Georgica Pond
Least tern	Threatened	Threatened	Atlantic Double Dunes Main Beach area Georgica Pond
<b>Plants</b>			
Round-leaf boneset	--	Endangered	Atlantic Double Dunes
Seabeach amaranth	Threatened	Endangered	not specified
Velvety lespedeza	--	Threatened	not specified
Opelousa smartweed	--	Threatened	not specified
Coastal goldenrod	--	Endangered	not specified
Red pigweed	--	Threatened	Georgica Pond Hook Pond
Water Pigmyweed	--	Endangered	Georgica Pond
Southern yellow flax	--	Threatened	Georgica Pond Hook Pond
Seabeach knotweed	--	Rare	Georgica Pond Hook Pond
Golden dock	--	Endangered	Georgica Pond
Tiny blue-curly	--	Endangered	Georgica Pond Hook Pond
Nantucket juneberry	--	Endangered	Hook Pond
Stiff cowbane	--	Endangered	Hook Pond

Source: NYDEC, NY State Natural Heritage Program 2001.



## 2.6 VILLAGE HERITAGE

### VILLAGE OF EAST HAMPTON HISTORIC PRESERVATION PROGRAM

Efforts to preserve historic resources began in the 1920s, shortly after the Village was incorporated. These early efforts focused on acquisition by the Village Board of the remaining open parcels of the Common laid out along Main Street in 1648 – the most significant historic element of the Village. Today, the Village owns the key elements of the Common at the south and north ends of Main Street – the Village Green, the Hook Mill Green, and the Sheepfold.

In 1979 the Village began what can now be viewed as its ongoing coordinated program to recognize and preserve the historic integrity of the Village. Success of the historic preservation effort has been the result of local government interest in preservation, as well as the combined efforts of the Ladies Village Improvement Society, the Village Preservation Society, the East Hampton Historical Society, and individual residents.

Looking back over the past two decades of historic preservation activities, the following accomplishments are most significant:

- The Village has a comprehensive survey and inventory of historic properties
- The Village has obtained Local Government Status, qualifying it to receive federal funds for historic preservation
- There are eight historic districts and four individual properties that are nominated to the *National Register of Historic Places*
- The Village has adopted three local historic districts and accompanying regulations – that are administered by the Design Review Board – that guide development and redevelopment in each district

### **Comprehensive Survey and Inventory of Historic Properties (1979)**

In 1979, the New York State Office of Parks, Recreation and Historic Preservation coordinated a comprehensive survey and inventory of historic properties in the Village. Information was recorded on state building and district inventory forms. The inventory was organized into a Multiple Resource Nomination to the *National Register of Historic Places*, including thirteen historic districts and twenty-two individual inventory forms. The inventory forms, National Register forms, and survey research files are organized in the East Hampton Architecture Archives in the Long Island Collection of the East Hampton Library.



### **Nomination of National Register Districts (1984 through 1988)**

As a result of the survey work completed in the late 70s, eight historic districts in the Village have been nominated to the *National Register of Historic Places* (Map 10):

- East Hampton Village Historic District
- Briar Patch Road Historic District
- Jones Road Historic District
- Buell Lane Historic District
- Pantigo Road Historic District
- Jericho Historic District
- North Main Street Historic District
- Egypt Lane Historic District

### **Nomination of Individual Historic Properties to the *National Register* (1966 to 2000)**

Relatively few individual properties in the Village have actually been nominated to the *National Register of Historic Places*. While there are a significant number of properties that are potentially eligible for the *Register*, considerable work – for which funding is not available – is required to prepare the nomination forms for review by State and Federal governments.

Properties that are currently individually listed on the National Register of Historic Places include the following:

- Thomas Moran House (also a National Historic Landmark)
- Hook Windmill
- Hayground Windmill
- East Hampton Long Island Rail Road Station

### **Adoption of the Village Historic Preservation Ordinance (1986)**

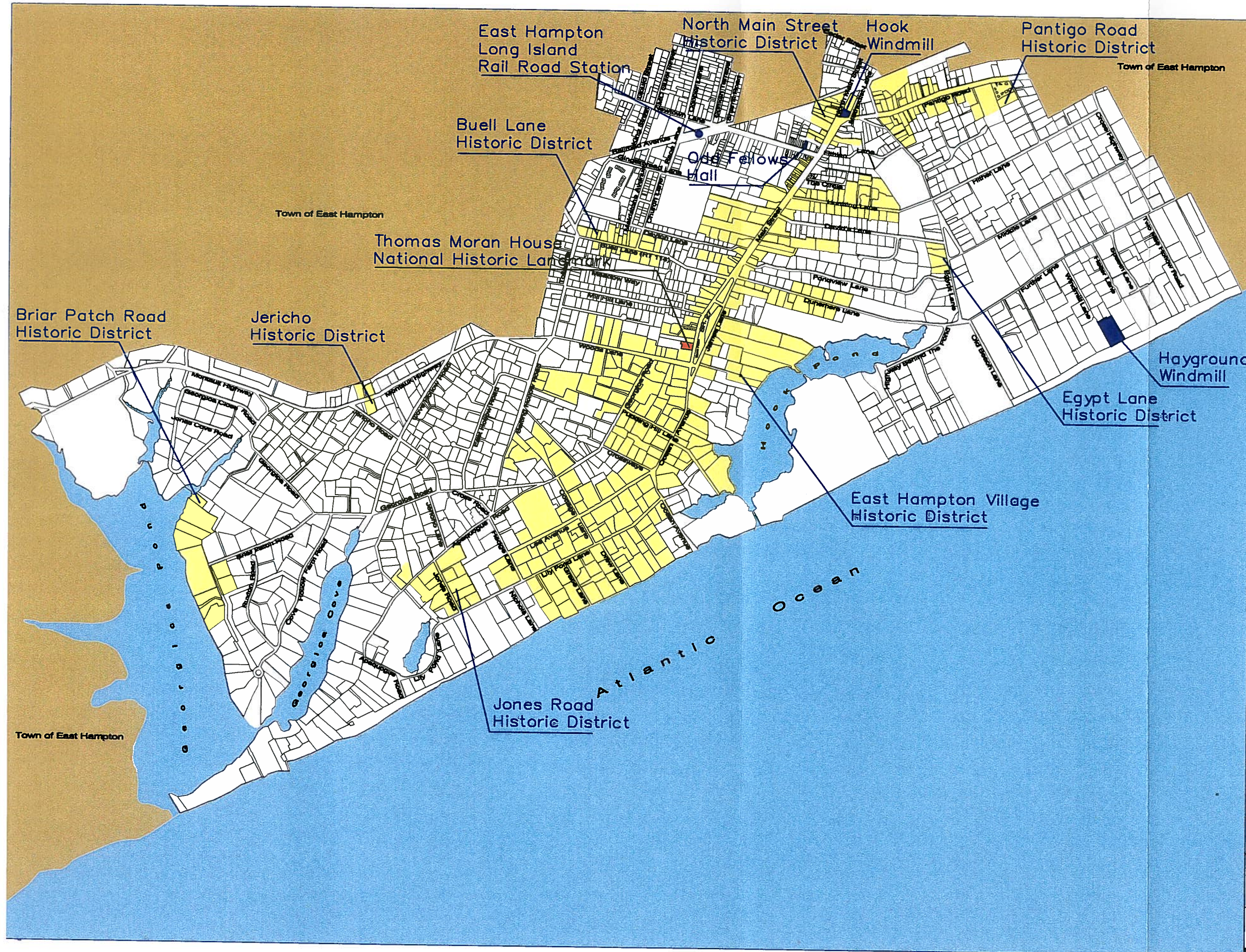
In 1986 the Village implemented its first actions to protect its historic landmarks and districts by adopting Chapter 31 of the Village Code, entitled “Preservation of Historic Areas.” Chapter 31 establishes public policy to:

- Protect and enhance the landmarks and historic districts that represent distinctive elements of the Village’s historic, architectural and cultural heritage
- Foster civic pride in the accomplishments of the past
- Protect and enhance the Village’s attractiveness to visitors
- Ensure the harmonious, orderly and efficient growth and development of the Village

Chapter 31 requires that all property owners in designated historic districts and owners of designated historic landmarks obtain a Certificate of Appropriateness prior to carrying out any exterior alteration, restoration, reconstruction, demolition, new construction or moving of structures. The Village Design Review Board is responsible for reviewing and granting/denying applications for Certificates of Appropriateness.

# Village of East Hampton Properties Listed on the National Register of Historic Places

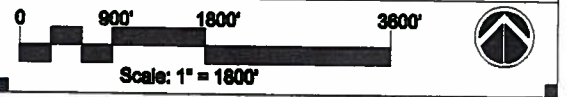
- National Register Historic Districts
- National Historic Landmarks
- National Register Individual Property Listings



Source: Village of East Hampton, 1980.  
Incorporated Village of East Hampton Property  
Listed on the National Register of Historic Places

Map 10

## Village of East Hampton Comprehensive Plan







Since enacting the Village Historic Preservation Ordinance, the Village has adopted three historic districts and one historic landmark that are now subject to the preservation provision of Chapter 31 (Map 12):

- **Main Street Historic District (1986)**

The core of the original East Hampton settlement was a broad common, running northeast-southwest flanked by 34 long home lots of eight to twelve acres. Today, the broad common is Main Street, James Lane, and the Village Green. The Main Street Historic District begins at the south end of Main Street and runs three-quarters of a mile north where it ends at the beginning of the Village Commercial Center. The District contains the front portions of most of the original home lots and other significant portions of the original home lots that remain undeveloped.

- **The Hook Historic District (1996)**

The Hook Historic District is an extension of the development within the Main Street Historic District beginning at the north end of Main Street and continuing north to the Village boundary along North Main Street and Pantigo Road. The remnants of the original common remain at the core of the District and provide an intact setting for the Hook Mill, the North End Burying Ground, and the surrounding historic buildings. These parcels include the Memorial Green, the Sheepfold, and the open meadow along Accabonac Road, as well as a number of houses along North Main Street and Pantigo Road.

- **Hunting Lane Historic District (1998)**

The Hunting Lane Historic District is composed of twelve historic residences constructed from 1894 to 1904. The houses are similar in their scale, form and shingled exteriors and are closely related in architectural style.

- **Odd Fellows Hall (28 Newtown Lane) (1996)**

The Hampton Lodge of the International Order of Odd Fellows built Odd Fellows Hall in 1897. Architect Joseph Greenleaf Thorp designed Odd Fellows Hall in the shingle style of design. The building is largely unaltered and retains most of its original features and details.

### **Design Review Manuals for Local Historic Districts**

Design review manuals are provided for each District that provide guidance to property owners to assist with planning work on their properties and in facilitating the application and review process. These include:

- *Design Review Manual for Landmarks and Historic Districts* (including specific guidance for the Main Street Historic District (1986))
- *Hook Historic District Design Review Manual* (1997)
- *Hunting Lane Historic District Design Review Manual* (1998)



### **East Hampton Village Museums**

The Village of East Hampton owns and operates four museums:

- ***Home Sweet Home***, the home of John Howard Payne built in 1660, was purchased by the Village in 1928 and has been a museum since that time
- ***Hook Mill*** was purchased by the Village in 1922, restored to working order in 1939, and subsequently repaired in 1985
- ***Pantigo Mill*** was purchased by the Village in 1928 and restored to working order in 1979.
- ***Gardiner Mill*** was purchased by the Village in 1994 and restored to working order in 1998.

Operating and capital funds for the museums are obtained from a combination of grants, admission fees, donations, and Village general funds.

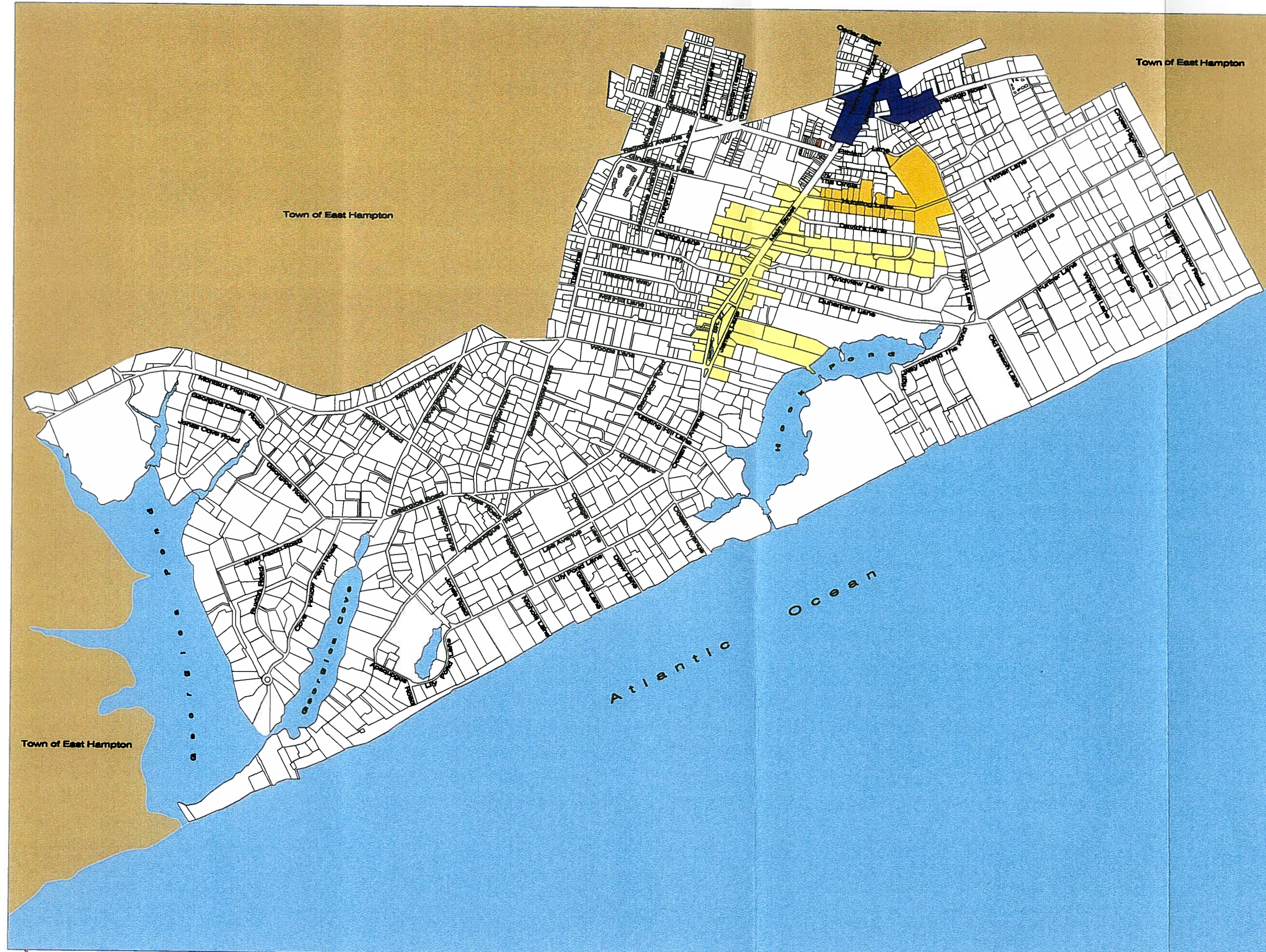
### **Certified Local Government Status**

The Village of East Hampton has obtained status as a Certified Local Government. This qualifies the Village to receive funds for local preservation projects from the State Historic Preservation Officer (SHPO). These funds come from the Historic Preservation Fund, a federal grants program appropriated by Congress and administered by the National Park Service through provisions of the National Historic Preservation Act.

The Village has used funds from the Historic Preservation Fund to support a number of its historic preservation activities, such as work needed to document and establish the Village's historic districts, newsletters that provide public information on the activities undertaken as part of the Village Historic Preservation Program, and the Gardiner Home Lot project, including restoration of the Gardiner Windmill.

# Village of East Hampton Historic Districts & Landmark

-  Main Street Historic District
-  Hunting Lane Historic District
-  Hook Historic District
-  Odd Fellows Hall  
Historic Landmark



Source: Village of East Hampton, Chapter 31- Code of the Village of East Hampton, Suffolk County, New York. Map

## Village of East Hampton Comprehensive Plan





## 2.7 VILLAGE TRANSPORTATION SYSTEM

### CIRCULATION

#### Introduction

The East End of Long Island is served by a comprehensive network of transportation facilities that includes highways, bus and rail service, airports, and ferry service. Despite this, the East End – including the Village of East Hampton – currently experiences numerous mobility deficiencies. Mobility – defined as the ability of persons and goods to travel – is critical to the quality of life in any community. When mobility is high, residents and business move about freely and without constraint. Where mobility deficiencies occur, travel is slowed, accessibility is diminished, and safety is threatened.

Prominent among the East End's mobility deficiencies are inadequate east-west travel routes to accommodate through traffic, limited public bus service, and insufficient railroad service. East-west travel through the Town of East Hampton from the Shinnecock Canal to Montauk is generally limited to NY 27. Traffic on NY 27 – as on many of the Town's roads – is at or near capacity, often for many hours a day, particularly during the summer.

The most serious mobility deficiencies occur during the summer season, when tourist-related trips combine with commuter and other trips of year-round residents on the existing highway network. In the summer there are four to five times the number of people in the East End than in the winter. Seasonal residents and visitors travel to the area by car, bus, and rail. Some trips are made by air to the East Hampton Town Airport and by limited ferry service from New London to Orient Point. Travel eastbound from Long Island, New York City and elsewhere occurs late Friday and early Saturday with return trips on Sunday afternoon and evening and on Monday morning.

In the Village of East Hampton, the circulation system generally functions well during the off season, but is over capacity during the summer season. While there are persistent year-round issues related to through car and truck traffic on Main Street (NY 27), mobility in the off-season is good and there is adequate parking. However, as elsewhere on the East End of Long Island, during the summer season there are serious issues related to traffic congestion, parking, accessibility to businesses, and pedestrian safety.

During the summer, major intersections in the Village are functioning at or near capacity, slowing travel, sometimes requiring vehicles to wait through several signal cycles before proceeding. A number of factors contribute to congestion in the Village Center:

- Heavy through traffic bound for other destinations to the east and west
- Heavy local traffic bound for the Village Center and commercial areas
- Left turning movements, particularly at unsignalized intersections
- Pedestrian crossings on Newtown Lane and Main Street
- Truck traffic forced through the Village due to low LIRR overpasses
- Vehicles parallel parking in on-street parking spaces
- Vehicles circling through the Village Center in search of parking spaces
- Double parking



### Roadways

#### ▪ Roadway Network

The roadway network in the Village of East Hampton is composed of a well-developed system of Village streets, private lanes, and State-owned highways. The majority of roadways are small neighborhood streets that are owned and maintained by the Village. These provide neighborhood access and circulation to and from the Village's six commercial districts. A few private lanes provide access to small groups of private residences. NY 27 – referred to locally by several names (Montauk Highway, Pantigo Road, Woods Lane and Main Street) – provides the major east-west connection through the Village for both through traffic and local traffic. NY 114 (Buell Lane) extends north from NY 27 to the Village of Sag Harbor.

All of the public roads in the Village are one through lane in each direction. The only exception is a section of NY 27 that is two lanes in each direction in the Village Center and along portions of Main Street. There are shoulders along most state roads. Shoulders generally do not occur on Village streets.

NY 27 and NY 114 are the only roads in the Village that are eligible for federal aid. NY 27 is the only road that is part of the National Highway System.

#### ▪ Traffic Volumes

Traffic volumes in the Town and Village of East Hampton are highest during summer weekends. NY 27 carries the highest volume of traffic in the Town. On an average summer day, about 41,000 vehicles cross the Southampton-East Hampton Town boundary.<sup>3</sup> At the Village of East Hampton, the number of vehicles reduces to 32,000 (Table 2.7.1). In the summer, other roadways in the Village carrying a high average daily volume of vehicles per day include Newtown Lane, Railroad Avenue, North Main Street, Cedar Street, and Further Lane.

In general, the off-season traffic volume on NY 27 and other streets in the Village of East Hampton is about 66 percent of the peak volume (L.K. McLean, Associates 1997).

**Table 2.7.1**  
Average Daily Traffic Volumes  
(average daily trips)

Location	Average Daily Trips		
	Friday July 7, 2000	Saturday July 8, 2000	Sunday July 9, 2000
NY 27 (west of Pondview Lane)	31,513	32,164	26,607
Railroad Avenue (east of Race Lane)	10,110	8,674	5,978
NY 27 (west of Cove Hollow Road)	27,794	27,974	23,258
Newtown Lane (east of Osborne Lane)	17,846	15,513	12,394
NY 27 (east of Egypt Lane)	27,179	26,307	21,447

Source: Eschbacher Engineering, P.C. August, 2000. Commercial District Study – Traffic Impact Study.

<sup>4</sup> Projected from 1996 ADT data assuming 7.2 percent annual growth in traffic volume, as documented in the Town of East Hampton Comprehensive Plan Transportation Element (L.K. McLean Associates 1997).



### ▪ Existing Traffic Conditions (Highway Capacity)

Traffic engineers evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles that travel along or through it. This evaluation is expressed as a "level of service" and is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption and lost travel time. Based on Federal Highway Administration capacity software, roadways and intersections are rated and assigned to one of six levels of service (LOS) classes, ranging from A (best) to F (worst). LOS C is generally used as the standard performance level to achieve in designing and maintaining adequate suburban roads.

The following text provides a summary of the existing traffic conditions on the major Village roadway sections, its five signalized intersections, and its five major unsignalized intersections.

#### 1. Roadway Capacity Analysis

Most of the major roads in the Village of East Hampton currently operate poorly during the summer season. During the winter – when traffic volumes are approximately 66 percent those of the summer – the LOS is higher, generally ranging from C to D- on the same roadway sections.

Roadway Section	Summer 1996 Level of Service
NY 27 (west of Georgica Road)	E-
NY 27 (Pantigo Road section)	E
Newtown Lane	E-
Cedar Street (near North Main Street)	E+
North Main Street (from 27 to Cedar)	D
Further Lane (near east Village boundary)	D+

Source: L.K. McLean Associates. 1997. *Town of East Hampton Comprehensive Plan – Transportation Element.*

**Table 2.7.2**  
Summer 1996  
Roadway Section  
Level of Service

#### 2. Signalized Intersection Analysis

The Village's five signalized intersections are currently operating at or near capacity – Level of Service E or F – during the summer season. The intersection of Pantigo Road and Egypt Lane – recently improved through the addition of a signal and turning lanes – has the least travel delays with LOS C and D during the two peak hours studied. There are significant travel delays late Friday afternoon when visitors and second home residents arrive in the Village. PM peak hour travel is severely congested at the entrance to the Village (NY 27, Ocean and Main) (LOS F), in the Village Center (Main/Newtown) (LOS E), and in the center of North Main (North Main/Cedar) (LOS E).



**Table 2.7.3**  
July 2000  
Peak Hour Levels of Service  
at Signalized Intersections

Signalized Intersections	July 2000 Level of Service	
	Weekday PM Peak Hour	Saturday AM Peak Hour
North Main Street and Cedar Street	E	D
Pantigo Road and Egypt Lane	C	D
NY 27, Ocean Avenue and Main Street	F	C
Main Street and Newtown Lane	E	D
Railroad Avenue and Race Lane	B	D

Source: Eschbacher Engineering, P.C. August, 2000. Commercial Districts Study - Traffic Impact Study.

### 3. Unsignalized Intersection Analysis

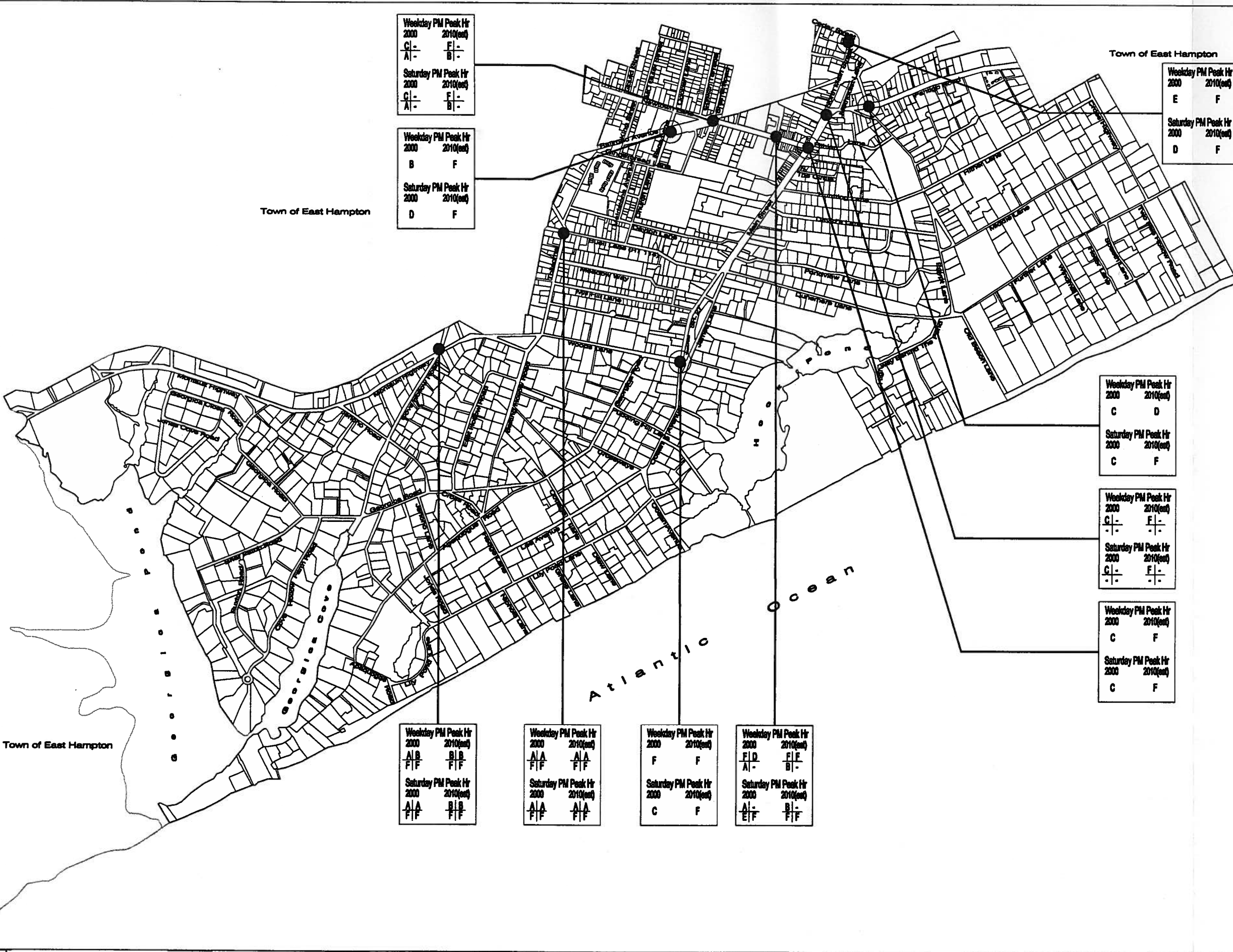
In general, the Village's unsignalized intersections are functioning more poorly than the signalized intersections. Traffic operations are most impacted by turning movements. Generally, vehicles trying to make left turns from side streets onto NY 27, Newtown Lane, and Toilsome Lane experience severe travel delays. Left turn movements at the four unsignalized intersections studied with this travel pattern are rated LOS F – the worst travel condition (see Table 3.4). Left turn movements at Main and North Main are not impaired at this time (LOS C).

**Table 2.7.4**  
July 2000  
Peak Hour Levels of  
Service at Unsignalized  
Intersections (left turn  
movements)

Unsignalized Intersections	Approach	July 2000 Level of Service	
		Weekday PM Peak Hour	Saturday AM Peak Hour
NY 114 and Toilsome Lane	EB	A	A
	WB	A	A
	NB	F	F
	SB	F	F
NY 27 and Cove Hollow Road	EB	A	A
	WB	B	A
	NB	F	F
	SB	F	F
Newtown Lane and Park Place	NB	A	A
	SB	A	A
	WB	D	E
	EB	F	F
Main Street and North Main Street	EB	C	C
Railroad Avenue and Newtown Lane	NB	A	A
	EB	F	E

Source: Eschbacher Engineering, P.C. August, 2000. Commercial Districts Study - Traffic Impact Study.

# Village of East Hampton Major Intersections Levels of Service (Summer Season)



- Signalized Intersections
- Unsignalized Intersections (Left Turn Movement)
- EB - Eastbound  
WB - Westbound  
NB - Northbound  
SB - Southbound

- LEVEL OF SERVICE EXPLANATION**
- A- Free flow conditions with little or no interference from other vehicles
  - B- Stable traffic flow; presence of other vehicles becomes noticeable
  - C- Driver begins to become affected by movement of other vehicles; driver comfort and convenience declines noticeably (normally used for design of suburban roads)
  - D- High density traffic; speed and maneuverability extremely difficult
  - E- road operation at or near capacity; speeds are reduced and freedom to maneuver is extremely difficult
  - F- Traffic flow breaks down; traffic moves in stop and go cycles

**Village of East Hampton  
Comprehensive Plan**

0 900' 1800' 3600'  
Scale: 1" = 1800'





- **Planned Roadway Improvements**

There are presently no major roadway improvements programmed for State or Village roads in the next five years that would substantially increase roadway capacity. NYDOT has responsibility for NY 27 and NY 114. Although an important safety and maintenance project is underway for NY 27 – the NY 27 Restoration, Rehabilitation and Resurfacing Project – this will not address additional roadway or intersection expansion.

- **Traffic Mitigation Options**

1. **Raising the Stephen Hands Path LIRR Overpass**

Some relief of traffic congestion in the Village could be achieved by reconstructing the LIRR bridge over Stephen Hands Path. This would improve the possibility of diverting some traffic around the center of the Village. The LIRR bridge has a posted clearance of 10'1" and pavement under the bridge is 19' wide. Because of the relatively narrow width and the horizontal curvature of the road, vehicles proceed through the underpass slowly, and in one direction at a time because of restricted sight distance. In addition, the geometry acts as a partial barrier to truck traffic.

Analysis of travel conditions indicates that reconstruction of the overpass area would be an advisable traffic safety improvement and that as much as 10 percent of the truck traffic might be diverted off NY 27 (Eschbacher Engineering 2000). This could positively affect the traffic on Main Street in the Village and would improve intersection and roadway capacity. Intersection capacity analyses indicate that this would also improve traffic flow at the intersection of NY 27 (Pantigo Road) and Egypt Lane and at the intersection of NY 27 and Main Street.

2. **Signalized Intersections – Possible Improvements**

Review of possible intersection traffic improvements has revealed that widening of the approaches to intersections in the Village is generally infeasible. Widening approaches would require elimination of on-street parking, which would adversely impact residents and businesses. It would also require acquisition of private property and demolition of existing buildings.

A number of other transportation system management options exist to improve traffic capacity which do not require new construction. All five signalized intersections would benefit from traffic signal timing changes. Provision of left turn arrows would improve conditions at the Pantigo Road/Egypt Lane intersection (on all approaches) and at the Railroad Avenue/Race Lane intersection (for westbound approach). Changing the Ocean Avenue/Main Street signal from two-phase operation to three-phase operation would yield some benefits.



### 3. Unsignalized Intersections – Possible Improvements

While transportation consultants to the Village have suggested that installation of traffic signals might be warranted and beneficial at two locations in the Village – Newtown Lane/Park Place and Newtown Lane/Railroad Avenue (Eschbacher Engineering 2000) – it is the position of this Comprehensive Plan to limit the installation of traffic lights to those locations where extreme safety considerations alone require them.

#### ▪ High Roadway Accident Locations

Numerous locations along NY 27 in the Village have a high incidence of accidents, generally defined as five reported accidents per year (L.K. McLean Associates 1997):

- NY 27 at Newtown Lane
- NY 27 west of Newtown Lane
- NY 27 at Egypt Lane
- NY 27 at Buell Lane (NY 114)
- NY 27 west of Georgica Road

This includes intersections that are reported to the County or New York State, that involve personal injury, or more than \$1,000 in property damage.

#### Bus Service

Five service providers operate regular bus service to, from, and/or within the Village of East Hampton. These include: Suffolk County Transit, Hampton Jitney, Hampton Luxury Liner, and the Village of East Hampton. The Village of East Hampton sponsors a shuttle service from the Lumber Lane Lot.

#### ▪ Suffolk County Transit

Established in 1980, Suffolk County Transit operates regularly scheduled bus service to and from the Village of East Hampton. Rider surveys indicate that 80 percent of the bus passengers do not own their own cars, are in lower economic groups, and use the bus primarily as a means to get to work. Four limited service fixed bus routes provide transit between the Village of East Hampton, Montauk, Southampton, Sag Harbor, Bridgehampton, Springs, Greenport, and Riverhead (see Table 2.7.5). On the other lines, service is available on weekdays and Saturdays, with the exception of most holidays. Service generally operates from early morning to evening. Service frequencies vary from one to three hours (see Table 2.7.5). Ridership has increased in recent years. It is highest on the Greenport to East Hampton Village via Riverhead (S92) Route, which carries approximately 202,000 riders per year.



Bus Service Providers		General Schedule
<b>Suffolk County Transit</b>		
<b>10B</b>	East Hampton Village to Three Mile Harbor to Springs to Bridgehampton RR Station	Every 2 hours (6:50am-6:20pm) Eastbound and Westbound
<b>10C</b>	East Hampton Village to Montauk Village	Every 3 hours (6:50am-7:50pm) Eastbound and Westbound
<b>S-92</b>	Greenport to Riverhead to Sag Harbor to East Hampton Village (operated by Sunrise Express)	Eastbound: every 1-2 hours (9:15am-6:25pm) Westbound: every 1-2 hrs (7:40am-5:40pm)
<b>S-94</b>	Montauk to East Hampton Village to Southampton	Every 2-3 hrs Monday-Saturday (summer only) Eastbound and Westbound
<b>Private Transit Services</b>		
<b>Hampton Jitney</b>		
	Midtown Manhattan to Montauk	Every hour May to October (8:30am-9:30pm) Every 2 hours in off season
<b>Hampton Luxury Liner</b>		
	Manhattan to Amaganssett	3 buses per day Mon-Sat 1 additional bus WB Sunday PM

**Table 2.7.5**  
Suffolk County Transit Bus Routes (for Routes serving the Village)

	S92 Ridership		10B Ridership		10C Ridership <sup>1</sup>	
	Greenport to East Hampton Village		Bridgehampton to Springs via East Hampton Village		East Hampton Village to Montauk	
	1995	2000	1995	2000	1995	2000
January	13,182	11,578	1,357	1,524		976
February	11,915	12,672	1,274	1,744		1,096
March	15,053	16,790	1,594	2,117		1,434
April	15,185	15,668	1,621	1,899		1,824
May	16,285	18,677	1,629	2,298		2,763
June	17,699	19,541	1,761	2,877	420	4,407
July	17,814	20,744	1,851	3,059	992	5,153
August	20,705	22,142	2,150	3,119	1,405	5,003
September	16,802	18,038	1,706	2,698	134	3,131
October	16,310	16,834	1,481	2,405		2,358
November	14,743	14,986	1,342	1,953		1,750
December	13,347	14,280	1,224	1,900		1,121
<b>Total</b>	<b>189,040</b>	<b>201,950</b>	<b>18,990</b>	<b>27,593</b>	<b>2,951<sup>1</sup></b>	<b>31,006</b>

**Table 2.7.6**  
1995 and 2000 Suffolk County Transit Ridership (for Routes serving the Village)

<sup>1</sup> Route 10C operated only during the summer in 1995  
Source: Suffolk County Transit



▪ **Hampton Jitney**

Hampton Jitney provides bus service from Manhattan to Montauk with stops at 10 locations in the Town of East Hampton, including one on NY 27 at Hunting Lane in the Village of East Hampton. Hampton Jitney transports approximately 80,000 riders per year, of which approximately 60 percent ride during the summer season from May 15<sup>th</sup> to September 15<sup>th</sup>. In the peak season the Jitney runs 20 trips per day out to the Hamptons, using an average of 40 buses per day. Over the past few years ridership has decreased slightly. This is considered the result of rider dissatisfaction with longer travel time due to increasing traffic congestion. Most riders are second homeowners and houseguests.

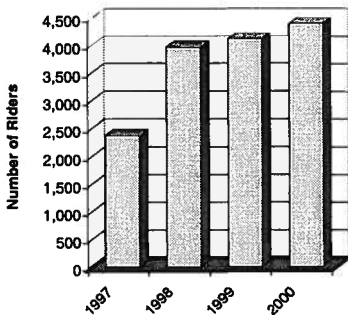
▪ **Hampton Luxury Liner**

Hampton Luxury Liner initiated service from Manhattan to Amagansett in September 2000. The Liner provides luxury services, carrying only 21 passengers on a full-size bus, relying on electronic ticketing to facilitate loading and departures. Currently there are three trips per day eastbound and westbound, except on Sunday when a fourth westbound trip is added. Passengers board and depart at Main Street and Hunting Lane. Buses are running full as the summer season approaches, with daily ridership approximately 60 to 80 people. The Liner hopes to add more trips if and when there is a proven demand.

▪ **Lumber Lane Shuttle**

In 1997, the Village of East Hampton began operating the Lumber Lane Shuttle. The Shuttle offers free rides to and from destinations in the Village, including the Lumber Lane Parking Lot, the Village Center along Newtown Lane and Main Street, the East Hampton Post Office, Guild Hall and the Hampton Jitney stop at NY 27 and Hunting Lane. Service is available every 20 minutes from 7am to 7pm, from Memorial Day Weekend through Labor Day Weekend.

The Shuttle is intended to facilitate circulation in the Village Center by encouraging residents and visitors to use remote parking facilities at the Lumber Lane Parking Lot. During the first three years of operation, ridership on the Shuttle has increased from 2,400 riders in 1997 to 4,400 riders in 2000.



**Figure 2.7.1**  
Lumber Lane Shuttle  
1997 to 2000 Ridership



**Railroad Service**

Passenger railroad service is available to the Village via the Montauk Branch of the Long Island Rail Road. Trains run daily from Penn Station to Montauk, with stops in the Town of East Hampton, at Wainscott, the Village of East Hampton, Amagansett and Montauk. The trip to the Village is approximately 2 ½ to 3 hours long, except when riding the Cannonball on Thursday (summer only) or Friday afternoon, when the ride is shortened to about 2 hours.

Passenger volumes on the Montauk Branch are the highest at the East Hampton Station. During the summer the East End trains are crowded, particularly on Friday and Sunday afternoons. Ridership in the summer varies depending upon the weather conditions. Approximately 1,300 people ride the train to and from East Hampton on a typical summer weekend.

<b>East Hampton LIRR Station</b>	<b>Passengers Departing at East Hampton</b>
<b>Typical Summer Weekend (1999)</b>	
East Bound – NYC to East Hampton	1,228 passengers
West Bound – East Hampton to NYC	1,300 passengers
<b>Typical Summer Friday (1999)</b>	
Total passengers departing from all Friday trains	764 passengers
Average # of passengers departing trains at East Hampton	153 passengers
Highest # of passengers departing a single train at East Hampton	485 passengers

Source: *Allee King Rosen & Fleming, Inc. 2000.*

**Table 2.7.7**  
Passengers Departing LIRR  
Trains on a Typical Summer  
Weekend (August 1999)

Service on the Montauk Branch is more extensive in summer than during the rest of the year. Intervals between trains are long, typically ranging from 2 to 10 hours, depending on the time of day. The single busiest train to the Village is the 4:01 pm Friday Cannonball from Penn Station. When the Cannonball arrives at 6:17 pm on Friday there is tremendous short-term traffic congestion in and around the East Hampton LIRR Station. Approximately 85 percent of the passengers depart the station in private cars, 10 to 13 percent use taxis, and the remainder walk. Most passengers leaving in private cars are picked up by family or friends. A small percentage park at the station. While the lots adjacent to the station are generally full, there is considerable capacity for additional cars in the Lumber Lane Lot.

Currently, service is generally maximized as a result of major system design constraints. Three major constraints limit railroad service: the single-track system on the Montauk Branch, lack of a signal system to control train movement, and lack of remotely controlled sidings. Combined, these constraints result in peak flows going in one direction only. These one-way peak flows are routinely scheduled on Friday evenings in the summer and on Sunday afternoons/evenings in the summer, when the infrastructure of the Montauk Branch is currently fully utilized. Friday evening traffic patterns to the East End in summer coincide with peak period commuter traffic to Long Island. Daily commuter trains already strain the LIRR capacity, leaving no



available operational time slots to be filled by new trains to the East End (Allee King Rosen & Fleming, Inc. 2000). The resulting competition often results in serious overcrowding. Operations easily become unstable, increasing the likelihood of lengthy delays.

**Table 2.7.8**  
East Hampton LIRR Station –  
Service Summary (2001)

East Hampton LIRR Station Service	Weekdays	Weekends
<b>Summer</b>		
Eastbound	7 trains per day (Monday to Thursday) 2 Hampton Reserve Trains (Thursday and Friday)	5 trains per day
Westbound	5 trains per day 1 additional train on Monday AM	6 trains per day 1 Hampton Reserve Train (Sunday PM)
<b>Winter, Spring, Fall</b>		
Eastbound	6 trains per day 1 Hampton Reserve Train (Friday PM)	5 trains per day
Westbound	5 trains per day	4 trains per day

Steps are currently being taken by LIRR to program capital improvements to ease constraints over the next five years. Primary among these is the planned implementation of a Communications Based Train Control signal system and installation of power-operated switches that will be controlled from a central location. Implementing these two improvements are essential to supporting more frequent train service. In the interim, LIRR is implementing strategies to improve service in other ways. These include providing more cars to make available ample seating for riders on both non-holiday and holiday weekends, implementing a dedicated connection train out of Manhattan for the Cannonball to improve boarding and reduce congestion, and extension of dual mode service to the Montauk Branch stations on Fridays.



## Airports

Many residents and visitors to the Village use private aircraft to travel to and from the East End. Most use facilities at the East Hampton Airport on Daniels Hole Road, adjacent to the Long Island Rail Road right-of-way. Some visitors traveling by private aircraft use smaller facilities at the Montauk Airport.

The Town of East Hampton Airport is a transport category commercial service airport that is owned and operated by the Town. Two runways support take-off and landing operations. Currently there are approximately 45,000 take-offs and landings annually at the East Hampton Airport, up from 32,000 in 1992. Eighty percent of the activity occurs in six months, with the peak period in July and August. During these months, the airport is busiest on Thursday, Friday, and Sunday afternoons, and on Monday morning. In the past few years numerous improvements have been made at the Airport – including construction of a new terminal, access road, additional parking, and repaving Runway 10-28 – to expand and upgrade the airport facilities in accordance with the 1994 Airport Layout Plan Up-Date. The Plan is being updated. It includes a five-year projection of future needs and provide the basis for capital requests to the FAA. The Plan does not call for any expansion to facilities that will result in increased air traffic.

## Bicycles

Bicycles are primarily used for recreational purposes. There are concerns expressed that the amount of traffic on certain Village streets makes bicycling difficult. For safety reasons, the Village has prohibited use of bicycles on the sidewalks and parking lots in the Village Center and at the Main Beach Parking Lot.

Bicycle facilities provided by the Village include bicycle racks located at:

- Main Beach
- Georgica Beach
- Two Mile Hollow Beach
- Herrick Park
- Reutershan Parking Lot
- Lumber Lane Parking Lot
- East Hampton Nature Trail
- United Artists Theatre
- 10 locations in front of stores in the Village Center

The Group for the South Fork has identified a desired system of bicycle facilities for the East End. Included in this system are three facilities with segments in the Village:

- **Tour of the Hamptons Bike Routes** (*from the east along Montauk Highway to Georgica Road to Lily Pond Lane to Ocean Avenue to Main Street to Further Lane*)
- **NY 114 Bike Lane** (*from Sag Harbor to East Hampton*)
- **South Fork Bike Path** (*15 miles within and along the edge of the LIRR right-of-way from Southampton Village to Amagansett*)

**Bike Route** – a system of roads, streets and paths that are open and designated for bicycle travel

**Bike Lane** – a portion of a roadway designated for bicycle use

**Bike Path** – a path that is physically separated from motor vehicles by open space or a barrier



## **PARKING**

Parking demand in the Village of East Hampton varies dramatically throughout the year. During the "off season" in winter, spring and fall – exclusive of holiday weekends – there is adequate parking supply to meet demand. Residents, business owners and employees traveling to and from the Village's commercial districts are able to find parking relatively quickly within comfortable walking distance of their destination. In sharp contrast is the summer season when crowding in the Village adversely impacts mobility – particularly on Friday afternoons and on rainy Saturdays. Residents and visitors often spend time circling about the Village Center searching for an available parking space. Today, it is widely acknowledged by Village residents and visitors that congestion and inadequate parking in the Village Center during the summer seriously detracts from Village life. Most year-round residents avoid the Village Center during the peak period, as do seasonal residents and visitors who have experienced a rainy summer afternoon trying to go shopping in the Village.

Congestion and the demand for parking in the Village have increased in the past two decades. The growing popularity of the Hamptons as a summer resort has increased the number of people and vehicles spending time in the area. The problem is exacerbated by the fact that much of the commercial development in the Village's commercial districts – particularly the Village Center – was established prior to the adoption, in 1995, of amended parking requirements for commercial development. As a result, most commercial development historically depended upon public parking on streets and in public lots to provide for employee and customer needs.

Through the years the Village has acquired land for parking and constructed lots – most recently the Lumber Lane Lot – to make available parking for public use. Today, the readily available land to expand parking no longer exists and there is considerable public opposition to creation of more surface parking. The Village's current position is to maximize utilization of existing lots, to strictly enforce parking regulations, and to facilitate turnover of lots by encouraging patrons to adhere to posted parking time limits.

While parking is a general challenge in all of the Village's six commercial districts, the nature of the parking supply and demand, and the potential management strategies to address parking needs, varies in each. Following is a discussion of the parking supply, demand, utilization, and enforcement strategies for the entire Village, followed by an analysis of each of the commercial districts (Map 4). For this discussion, the Village Center and Newtown Lane Commercial Districts are addressed together.





**Overview of Parking Supply and Demand in Commercial Districts**

▪ **Parking Supply**

The Village currently has a total of approximately 2,495 parking spaces in its six commercial districts (Table 2.7.9). Of these 872 (35 percent) are located in one of the four public parking lots, 332 (13 percent) are located on public streets, and 1,291 (52 percent) are private spaces provided at commercial, office, and manufacturing/industrial buildings.

Commercial District	Parking Spaces		
	Required	Provided <sup>1</sup>	% Provided
Village Center	2,741	1,206	43.9%
Newtown Lane	352	188	53.4%
Gingerbread	757	399	52.7%
Cove Hollow	508	373	73.4%
Sheepfold	253	207	81.8%
North Main	109	122	111.9%
<b>Total</b>	<b>4,720</b>	<b>2,495</b>	<b>52.8%</b>

**Table 2.7.9**  
Village Commercial Districts - Summary of Parking Requirements and Parking Provided

<sup>1</sup> This summary of parking spaces provided includes private parking, parking available in public parking lots and on-street public parking.

▪ **Estimated Parking Demand**

In 1995, the Village amended its parking requirements for new commercial, office, and manufacturing/industrial development. These established as a condition of approval of building permits, requirements for a specific number of new parking spaces based upon the type, size and intensity of use (Table 2.7.10). These requirements – included within Sections 57-2C(3) and Section 57-6 of the Village Code – provide a guideline as to the total number of spaces that should have been provided, had the requirements been in place at the time that all commercial, office, and manufacturing/industrial development in the Village was originally permitted. Based upon this guideline, the Village has only 52.8 percent of the parking needed to meet the potential demand for its existing non-residential uses.

Commercial District	Zoning District	Parking Requirement
Village Center	Core Commercial	1 space/200 sq ft <sup>1</sup>
Newtown Lane	Commercial/Limited Office	1 space/200 sq ft <sup>1</sup>
Gingerbread	Manufacturing/Industrial	1 space/employee
Cove Hollow	Commercial	1 space/200 sq ft <sup>1</sup>
Sheepfold	Commercial	1 space/200 sq ft <sup>1</sup>
North Main	Commercial	1 space/200 sq ft <sup>1</sup>

**Table 2.7.10**  
Summary of Existing Chapter 57 Zoning Regulations Applicable to Parking in the Commercial Districts

<sup>1</sup> For each additional business unit: 2 per unit For bars: 1 per 2 seats, plus 1 per employee  
For restaurants: 1 per 3 seats, plus 1 per employee For apartments: 2 per apartment  
For public assembly: 1 per 3 seats, plus 1 per employee



### **Village Center and Newtown Lane Commercial Districts - Existing Parking Conditions**

Public parking in the Village Center is currently provided along both sides of Main Street and Newtown Lane, and in the rear of buildings. Public parking lots include the Schenck, Reutershan, and Lumber Lane Lots. Many businesses have limited on-site parking for employees and patrons. The Lumber Lane Lot – which is connected to the Village Center by a pedestrian pathway behind Herrick Park – includes an additional 386 spaces for meeting peak parking demand.

Table 2.7.11 indicates the current parking capacity in the Village Center and Newtown Lane Commercial Districts. It also shows the total number of parking spaces that would have been required if the current parking standards in the Village Code had been in effect for all of the existing commercial development at the time it was approved. The findings presented in Table 2.7.11 indicate that the Village Center area currently has 1,394 parking spaces, representing only 50 percent of the 3,093 spaces that would be required under today's standards. The shortfall of parking is actually made worse by the fact that the numbers presented in Table 2.7.11 assume full utilization of the Lumber Lane Lot. In contrast, the Lumber Lane Lot is rarely fully utilized because patrons choose not to walk the short distance to shopping areas.

In an effort to maximize utilization of existing spaces in the Village Center and Newtown Lane commercial areas, the Village has initiated a number of management actions:

- The Village aggressively enforces existing parking regulations. Each summer the Village hires a group of Temporary Traffic Control Officers to enforce parking regulations. On average, the Village writes about 6,000 parking tickets per year.
- The Village offers free parking without a time restriction in the 386-space Lumber Lane Lot.
- The Village operates the Lumber Lane Shuttle to encourage residents, employees, and visitors to use the Lumber Lane Lot. The Shuttle is free and operates every 15 minutes from 7:00 AM to 7:00 PM daily from Memorial Day weekend through Labor Day weekend. Approximately 4,400 rides were given by the Shuttle during its third year of operation in 2000.
- The Village has now installed "ticket spitting" machines to record the time cars park in the Reutershan and Schenck Parking Lots. These will be in operation from the second Sunday in May through the end of October. During the summer of 2000, the machines at entrances to the Reutershan Lot dispensed 280,000 tickets. Public perception is that the machines succeeded in increasing turnover in the lots and that parking was more readily available. Patrons reported to businesses that parking was easier to find. More vehicles were parked in the Lumber Lane Lot than in prior years – largely employees of Village Center businesses.



Commercial District Subarea	Non-Residential Gross Floor Area (square feet)	Parking	
		Required	Provided
<b>Village Center</b>			
N. Newtown Lane	89,429	609	131
S. Newtown Ln/ W. Main St	167,891	1,067	67
East Main St	116,680	1,065	67
Reutershan Parking Lot	--	--	301
Schenck Parking Lot	--	--	130
On-Street Parking	--	--	124
Lumber Lane Lot	--	--	386
<b>Newtown Lane</b>			
S. Newtown Lane	42,325	271	115
N. Newtown Lane	10,040	81	21
On-Street Parking	--	--	52
<b>Total</b>	<b>426,365</b>	<b>3,093</b>	<b>1,394</b>

**Table 2.7.11**  
Village Center  
Commercial District –  
Summary of Existing  
Non-Residential Uses  
and Parking Inventory

- The Village has extended the two-hour time limits in the Schenck and Reutershan Lots to include the period between May 1<sup>st</sup> and October 31<sup>st</sup>.
- All applicants for commercial building permits are required to comply with current parking requirements of Chapter 57 of the Village Code.
- In the past, the Village has sought to have applicants for commercial building permits achieve maximum parking by coordinating new parking facilities with those of adjacent businesses.
- To encourage bus ridership, the Village has constructed a bus shelter on Newtown Lane that is disabled-accessible for riders of Suffolk County Transit and the Lumber Lane Shuttle.
- Creation of a Civilian Enforcement Program to assist with enforcing parking regulations for handicapped spaces.



**Gingerbread Commercial District - Existing Parking Conditions**

Almost all of the uses in Gingerbread were developed prior to existing parking regulations. As a result, the area does not have parking available at the rate currently required. The area has only about one-half of what it should have if developed according to today's requirements. Despite this, parking is not considered a serious problem in the area, although there is considerable concern regarding the safety of parking at some buildings on Gingerbread Lane where vehicles are forced to back out into the street.

**Table 2.7.12**  
Gingerbread  
Commercial District –  
Summary of Existing  
Non-Residential Uses  
and Parking Inventory

Commercial District Subarea	Non-Residential Gross Floor Area (square feet)	Parking	
		Required	Provided*
Railroad Ave/Lumber Lane Block	43,765	142	84
Railroad Ave On-Street Parking	--	--	23
Lumber Lane/Race Lane Block	27,609	146	77
Race Lane/Fresno Place Block	25,715	156	70
Fresno Place/King Street Block	14,000	86	30
King Street/Gingerbread Ln Block	15,232	92	43
Toilsome Lane Block	22,075	135	72
<b>Total</b>	<b>148,396</b>	<b>757</b>	<b>399</b>

\* Not including long-term parking along the LIRR between Race Lane and King Street

**Cove Hollow Commercial District- Existing Parking Conditions**

On the north side of Montauk Highway in the Cove Hollow Commercial District, there is adequate parking available to meet demand. This reflects construction of commercial uses after enactment of the Village's parking regulations. To promote better circulation in the area, the parking facilities at the Apple Bank should be linked to the parking facilities at the Red Horse.

South of NY 27 approximately 55 percent of the required parking supply is provided, resulting in a shortfall of about 140 spaces. The vacant parcel adjacent to Georgica Grill provides required parking for the restaurant and for the mixed retail and office uses to the west. This shortfall is mitigated in part due to the staggered times of operation of the uses, with retail and commercial uses occurring during daytime hours, and the restaurant and bowling alley largely in use during evening hours.

**Table 2.7.13**  
Cove Hollow  
Commercial District –  
Summary of Existing  
Non-Residential Uses

Commercial District Subarea	Non-Residential Gross Floor Area (square feet)	Parking	
		Required	Provided
N. Montauk Highway	29,747	199	204
S. Montauk Highway	40,303	309	169
<b>Total</b>	<b>70,050</b>	<b>508</b>	<b>373</b>



**Sheepfold Commercial District - Existing Parking Conditions**

The area south of Montauk Highway in the Sheepfold Commercial District is one of the smallest, busiest and most congested commercial areas of the Village. The East Hampton Post Office along with the recently constructed CVS drugstore provide essential services to residents and visitors. In addition, there are two buildings that include an insurance agency, a law firm, a computer service business, and a small spa. Congestion is largely the result of the number of trips to and from the Post Office, in combination with inadequate parking. Parking requirements suggest the need for 175 spaces. Only 147 are provided – a relatively significant shortfall for such a small area with so much activity. There is no vacant land available to provide additional parking. A proposal to build an additional post office in Springs would help alleviate the traffic congestion and parking shortfall in the area.

Commercial District Subarea	Non-Residential Gross Floor Area (square feet)	Parking	
		Required	Provided
N. Pantigo Road	15,024	78	45
N. Pantigo On-Street Parking	--	--	15
S. Pantigo Road	19,000	175	114
S. Pantigo/Gay Lane On-Street Parking	--	--	33
<b>Total</b>	<b>34,024</b>	<b>253</b>	<b>207</b>

**Table 2.7.14**  
Sheepfold Commercial District – Summary of Existing Non-Residential Uses and Parking Inventory

**North Main Commercial District Existing Parking Conditions**

During the winter, spring, and fall, parking in the North Main Commercial District is generally adequate. In contrast, during the summer commercial activities along North Main Street in the Village and the Town draw customers to shops and restaurants in numbers that far exceed the capacity of parking facilities. Parking is particularly difficult in the evening. The IGA, which is located in the Town, has a parking facility across North Main Street in the Village, that is intended for use by customers, but is frequently used by patrons of restaurants and other commercial establishments. On occasion people park illegally at the Village EMS Building. There is no vacant land available to provide additional parking in the Village. Integrated parking behind commercial establishments in the Town could alleviate some of the problem.

Commercial District Subarea	Non-Residential Gross Floor Area (square feet)	Parking	
		Required	Provided
Village Parcels	11,704	109	91
Village On-Street Parking	--	--	31
Town Parcels	NA	NA	NA
<b>Total</b>	<b>NA</b>	<b>NA</b>	<b>NA</b>

**Table 2.7.15**  
North Main Commercial District – Summary of Existing Non-Residential Uses and Parking Inventory



## 2.8 FACILITIES AND SERVICES

### WATER SUPPLY

#### Water Supply Source and Distribution

**SUFFOLK COUNTY  
WATER AUTHORITY  
MISSION STATEMENT**

*To serve the highest quality water at the lowest possible cost in an atmosphere of excellent customer service.*

The majority of residents and businesses in the Village of East Hampton utilize public water provided by the Suffolk County Water Authority (SCWA). SCWA over the years has extended public water lines to all developed areas of the Village, largely replacing reliance upon on-site wells. Only a few homes continue to use individual wells. The 1990 Census counted 157 homes in the Village that had individual wells. Most of these are located in the Further Lane area and near the Maidstone Club in the Wiborg neighborhood.

Public water customers contract for service directly with the SCWA through individual service agreements. New residences and businesses pay a tapping fee for a 1" service installation. In exchange, the SCWA installs the service pipe and service connection between the main in the public right-of-way and the property line. The customer installs the service pipe from the property line to the premises. The SCWA also maintains and, when necessary, replaces any service pipes and service connections from the main to the property line.

SCWA continuously plans for improvements and maintenance to the water supply and distribution system. Construction planning is on a five-year basis. Potential wellfield sites are acquired on a longer planning range. If deficiencies are detected within the distribution system, SCWA corrects them as soon as possible. Due to the age of some of the mains, SCWA has an annual planned replacement program throughout its service area.

The sands and gravels of the Upper Glacial Formation are the primary source of high quality drinking water for the residents of the Village and Town of East Hampton. Drinking water cannot be used from the Magothy Formation because of high natural salt content. There are five wellfields from which water is drawn to supply the Village: the East Hampton-Sag Harbor Wellfield on Sag Harbor Turnpike, the Bridgehampton Road Wellfield, the Spring Close Highway Wellfield, the Oakview Wellfield, and the Cross Highway Wellfield. Only the Bridgehampton Road Wellfield – located behind the East Hampton Office of the SCWA – is within the Village of East Hampton.

Principal concerns related to water supply are the availability of adequate water volume to meet demand and the quality of water. There is a long history of groundwater resource management planning on Long Island dating back to the 1970s to ensure that the groundwater supply is used in a sustainable fashion, and to manage land uses on the ground surface to minimize contamination of the drinking water supply.

Presently, the SCWA has adequate capacity in its existing wells to meet current and anticipated demand in the Village. Daily pumpage rates are below the design capacity of each well. The County monitors actual demand and projected demand on an annual basis to ensure that adequate flows will be available and can be distributed to customers within its service area. Over the longer term, the County has projected water supply demand and compared it to available supply through the year 2020 in the Suffolk County



Comprehensive Water Resources Management Plan (Dvirka & Bartilucci 1987).

### **Quality of the Public Water Supply**

#### ▪ **Groundwater Management Zones**

The groundwater resources of Long Island have been assigned to various zones that are defined for water supply management purposes on the basis of differences in underlying groundwater flow patterns and water quality. There are two types of zones. The first includes land areas that contribute recharge to the deep aquifers. The second includes land areas that contribute recharge to the shallow aquifers and are discharge zones. In the Village of East Hampton two zones are present (Map 12):

- **Zone IV** encompasses the North Fork, Shelter Island, and the northern and eastern portions of the South Fork. Zone IV is characterized by shallow flow systems that discharge to streams and marine waters. Almost all of the freshwater is situated above the Magothy Formation within the Upper Glacial aquifers. In Zone IV, there has been contamination of groundwater by agricultural activities.
- **Zone V** extends over the central portion of the South Fork. The major store of potable water on the South Fork is located in the western portion of the Town of East Hampton in Zone V. This zone has been designated as a deep flow recharge area by the Suffolk County Department of Health Services. Groundwater discharges to ponds, bays and the Atlantic Ocean. A few areas of Zone V have been impacted by agricultural activities.

In order to protect groundwater resources, the Suffolk County Department of Health has adopted special provisions in the Suffolk County Sanitary Code for wastewater treatment and disposal in each of the groundwater zones (see the Wastewater Disposal discussion below). The regulations are more strict in terms of regulating the installation of on-site disposal systems – requiring greater minimum lot sizes – because groundwater is closer to the surface and more readily susceptible to contamination from above.

#### ▪ **Groundwater Quality and Groundwater Monitoring**

SWCA and Suffolk County routinely monitor groundwater quality in each SCWA well. This is done because of potential contamination of the aquifer in developed and agricultural areas. Prior to recharging the aquifer, as the rainfall flows over the ground surface and through the upper soil layers, it has the potential to pick up inorganic and organic contaminants before reaching the lower water-bearing strata. As a result, contamination from activities on the land surface is the principal threat to aquifers that are prime sources of water supply for the present and the future. These generally include farming activities and golf courses involving the use of pesticides, herbicides and fertilizers; improperly treated effluents for on-site wastewater disposal systems, particularly where businesses or homeowners improperly dispose of volatile organics and inorganic compounds; improper disposal of household hazardous wastes; leaking underground storage tanks; solid waste disposal sites and sanitary landfills; and urban runoff from industrial land



uses. Threat of nitrogen contamination is high in coastal areas because nitrogen is generally not removed by conventional on-site disposal systems. In addition, bacteria and viruses are capable of traveling rapidly over considerable distances in the highly permeable soils.

Groundwater monitoring data indicate that the public water supply wells serving the Village have not shown evidence of contamination, with one exception. Several years ago, the Bridgehampton Road Wellfield located north of Montauk Highway, near the SCWA Offices, evidenced simazine (herbicide) contamination. The problem was mitigated through use of carbon filtration at the well and by eliminating the source of the contamination.

Recently there has been concern regarding two plumes of contaminants from the Town's Springs-Fireplace Road Recycling and Solid Waste Disposal Facility that contain high levels of industrial solvents. The Town has engaged a hydrogeologist to test groundwater in the area, to document the level of contamination, and to assess the potential to private wells in the Town and to SCWA wells that are in the general area. Two of the SCWA wells that provide water to the Village are approximately 8,000 feet from the disposal facility site.

In the future, there is a recognized need for an integrated database that compiles all available testing of groundwater in the Town and the Village. The Town has initiated consideration of how this database should be assembled in coordination with the SCWA, the Suffolk County Department of Health Services, and industrial and residential owners of private wells. The County routinely encourages owners of private wells to have them tested for bacteria, volatile organics, inorganic chemicals, chlorides, and pesticide and herbicides historically and currently in use in the East End, such as metalochlor. Tests can be conducted through the County well testing program for \$65.

Suffolk County has also established a monitoring program testing for potential contamination in areas of current heavy pesticide use. As part of this program the County has set up a monitoring well at the Maidstone Club to determine if chemicals used to maintain turf on the golf course are entering the groundwater system.





## WASTEWATER DISPOSAL

### Types of Wastewater Disposal Systems Used in the Village

The Village of East Hampton is not located within a sewer district and there is no approved or accessible community sewer system in adjacent areas of the Town of East Hampton. As a result, residences, businesses, and other developed land uses in the Village rely upon conventional subsurface treatment and disposal of wastewater. Two types of subsurface systems are in use in the Village:

- **Conventional on-lot sewage treatment systems** – in which the treatment system is located on the same lot as the building – are the primary means of wastewater disposal, used for most residences and small businesses outside of the Village Center.
- **Conventional subsurface sewage disposal systems** – composed of septic tanks and subsurface leaching facilities serving more than one parcel of land – are used by many businesses in the Village Center and for residences at the Village Town Houses.

### Permitting Of New Wastewater Disposal Systems

The Suffolk County Department of Health Services is responsible for permitting wastewater disposal in Suffolk County pursuant to Articles 5, 6, and 7 of the Suffolk County Sanitary Code. New systems are permitted using standards designed to protect groundwater from excessive contaminant loading and to assure a safe, sanitary means of disposing wastewater.

Critical to the Village is the set of standards that determines when conventional systems can be used in lieu of community sewer systems (Table 2.8.1). Assuming that the potential in the Village is low for new community sewerage systems, these standards strongly influence the type, density, and intensity of development that can occur – for both residential and commercial development.

- **Wastewater Disposal Regulations for New Residential Development**

The result of the County's wastewater disposal standards is to set a minimum lot size for conventional single-family residential lots established after 1981 when Article 6 of the *Suffolk County Sanitary Code* was adopted:

- A minimum lot size of 20,000 square feet is required in the area south of NY 27 and east Main Street (all located in Groundwater Management Zone IV).
- A minimum lot size of 40,000 square feet is required for the area north of NY 27 and west of Main Street (all located in Groundwater Management Zone V).

Smaller minimum lot sizes are permitted when transfers are made between two properties within the same Groundwater Management Zone in



accordance with the County Department of Health's *Transfer of Development Rights Standards* (Suffolk County 1995). This is subject to a number of conditions, including a provision that limits the maximum allowable sanitary discharge at the site to be developed to no more than two times the Article 6 limits.

▪ **Wastewater Disposal Regulations for New Commercial Development**

All commercial development in the Village must utilize either a conventional on-lot sewage treatment system or a conventional subsurface sewage disposal system that serves more than one parcel of land. The County's *Sanitary Code* and related *Standards* specify the limits on design flows in each of the County's Groundwater Management Zones.



It is possible to utilize the County Department of Health's *Transfer of Development Rights Standards* (Suffolk County 1995) to accommodate commercial uses with a higher design flow provided that such flows do not exceed two times the Article 6 limits.

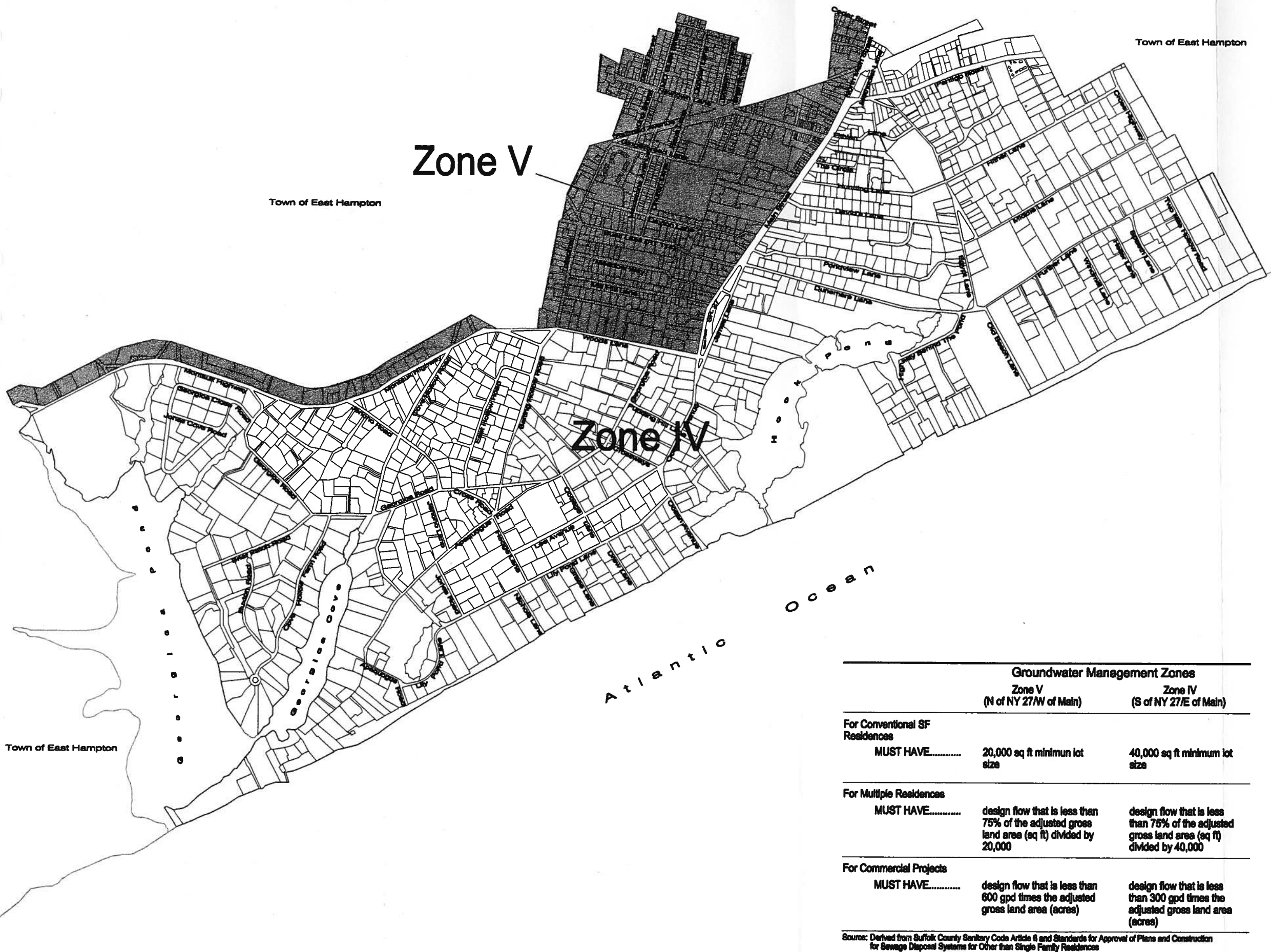
**Table 2.8.1**  
Suffolk County Health  
Department Thresholds  
for Permitting the Use of  
Conventional Sewage  
Disposal Systems

	Groundwater Management Zones	
	Zone V (N of NY 27/ W of Main)	Zone IV (S of NY 27/E of Main)
<b>For Conventional SF Residences</b>		
MUST HAVE.....	20,000 sq ft minimum lot size	40,000 sq ft minimum lot size
<b>For Multiple Residences</b>		
MUST HAVE.....	design flow that is less than 75% of the adjusted gross land area (sq ft) divided by 20,000	design flow that is less than 75% of the adjusted gross land area (sq ft) divided by 40,000
<b>For Commercial Projects</b>		
MUST HAVE.....	design flow that is less than 600 gpd times the adjusted gross land area (acres)	design flow that is less than 300 gpd times the adjusted gross land area (acres)

Source: Derived from Suffolk County Sanitary Code Article 6 and Standards for Approval of Plans and Construction for Sewage Disposal Systems for Other than Single-Family Residences

# Village of East Hampton Groundwater Management Zones

-  Zone IV
-  Zone V



Groundwater Management Zones		
	Zone V (N of NY 27/W of Main)	Zone IV (S of NY 27/E of Main)
For Conventional SF Residences		
MUST HAVE.....	20,000 sq ft minimum lot size	40,000 sq ft minimum lot size
For Multiple Residences		
MUST HAVE.....	design flow that is less than 75% of the adjusted gross land area (sq ft) divided by 20,000	design flow that is less than 75% of the adjusted gross land area (sq ft) divided by 40,000
For Commercial Projects		
MUST HAVE.....	design flow that is less than 600 gpd times the adjusted gross land area (acres)	design flow that is less than 300 gpd times the adjusted gross land area (acres)

Source: Derived from Suffolk County Sanitary Code Article 6 and Standards for Approval of Plans and Construction for Sewage Disposal Systems for Other than Single Family Residences

Source: Suffolk County Department of Health Services, 01/14/87.

Map 13



## Village of East Hampton Comprehensive Plan





### **Performance and Maintenance of OSDS**

In general, conventional systems function well throughout the Village. The engineering properties of local soils offer only slight constraints for wastewater disposal. Occasional system failures occur during wet periods when groundwater levels are high. Isolated failures occur at individual residences where homeowners do not properly maintain systems and they become clogged at the interface with the leaching pool. Failure is defined as a condition when sewage is surfacing in a yard, backing-up into a residence, or discharging to groundwater without treatment. At present, maintenance of conventional systems is voluntary. Neither the Village nor the County have regulations requiring property owners to maintain disposal systems.

### **OSDS Impacts on Wetlands**

Where septic systems are located in close proximity to wetlands, they pose a potential threat to water quality. Chapter 27 of the Village Code recognizes the importance of protecting wetlands from impacts from OSDS by requiring a 200-foot setback for septic or discharge systems from the landward edge of any wetland. This setback functions well to avoid potential impacts of OSDS on wetlands at the sites of new residential construction. However, most of the development sites in close proximity to wetlands were developed prior to 1986 when the Chapter 27 setback requirement was adopted by the Village. As a result there are many situations in the Village where OSDS are constructed within the 200-foot setback and where systems may be discharging inadequately treated effluent into wetlands.

### **OSDS Impacts on Groundwater**

Suffolk County requires a 3-foot separation distance between the bottom of leaching pools and groundwater. This requirement may not be met at many older residences in the Village.

### **Impacts of Wastewater Disposal Regulations on Residential Density**

The Suffolk County *Sanitary Code Standards* restricts the type and intensity of residential development that can occur in the Village:

- The Suffolk County *Sanitary Code Standards* effectively double the minimum lot size established by existing zoning in the R-20 Zoning District (for properties subdivided after 1981) that applies to most of the residentially-zoned land in the Village located north of NY 27 and west of Main Street.
- As a result of the Suffolk County *Sanitary Code Standards* it is particularly difficult to develop new commercial uses that require large quantities of water, such as restaurants or stores which involve food processing, or to develop mixed use developments with both commercial and residential uses.
- Only through the use of the special provisions of the *Transfer of Development Rights Standards* (Suffolk County 1995) will it be possible to develop higher density housing in the Village, new restaurants, or mixed use developments.



### **Impacts of Wastewater Disposal Regulations on the Type of Commercial Development**

The Suffolk County *Sanitary Code Standards* also restricts the type and intensity of commercial development that can occur in the Village. The Code limits the types of uses that can be developed by restricting the use of conventional systems to proposed developments whose design flows do not exceed specified population density equivalents for the Village's two Groundwater Management Zones. This effectively eliminates the possibility of building new restaurants or commercial uses requiring any type of food processing. It also makes it very difficult to develop mixed-use developments in the Village's commercial districts that include second floor residences over first floor commercial uses.



## SOLID WASTE MANAGEMENT

### Overview of Solid Waste Management Functions

Neither the Village nor the Town of East Hampton provides public solid waste collection services. Residents and businesses in the Village dispose of solid waste either by contracting with a private hauler or by hauling waste to the Town of East Hampton Springs-Fireplace Road Recycling Center and Solid Waste Disposal Facility. No curbside pick-up is permitted in the Village. Private haulers collect waste from residences by accessing driveways rather than by collecting trash at the street. The Village collects trash from receptacles on public streets seven days a week year-round from 6:30 to 7:00 AM, requiring a staff of 14 people each morning during the peak summer season.

Non-recyclable waste collected at the Town's Disposal Facility and by private haulers is transported in trucks and disposed of out-of-state. Off-island disposal occurs in accordance with the State's 1990 Long Island Landfill Law that effectively banned landfilling of municipal solid waste on Long Island.

Fees for disposal at the Town's facility are currently \$60 per ton plus a \$10 tipping fee. No fee is charged by the Town for disposal of waste collected from Village-owned facilities and from public trash receptacles. In addition, no fee is charged to the Village for disposal of brush and yard waste from maintenance of public parks, thoroughfares, and open space.

The Town of East Hampton operates in accordance with a Solid Waste Management Plan and Comprehensive Recycling Analysis developed in 1991. This is a 10-year plan for solid waste management prepared in compliance with New York State solid waste regulations. The plan is currently being updated in order to address solid waste management needs through the year 2020. The updated plan proposes several waste management and waste reduction goals:

- reduce waste generation
- increase the rate of recycling
- foster private sector handling of construction and demolition debris, land clearing debris, and commercial yard waste
- cap and develop a beneficial end-use plan for the Springs-Fireplace Road Landfill
- develop a comprehensive facilities plan for the Springs-Fireplace Road site to manage solid waste generated in the Town through 2020

Major recommendations of the Plan include actions designed to accomplish these goals (Dvirka and Bartilucci 2000):

- require use of clear bags for garbage
- consider a "pay per bag program"
- increase enforcement of the existing recycling ordinance as it pertains to commercial establishments
- periodically inspect garbage bags to determine the presence and amount of hazardous material and recyclables that should have been separated



- create a targeted public education program oriented to seasonal and tourist populations to encourage recycling
- provide a site for private sector construction and demolition debris recycling
- ban or charge for disposal of commercial yard waste
- promote backyard composting
- provide a site for private sector land clearing debris recycling and commercial yard waste composting
- continue use of the compost building for residential yard waste composting
- evaluate the feasibility of modifying/expanding the intermediate processing facility for residential drop-off
- conduct a study on alternative composting methods
- promote participation in STOP days for household hazardous waste

## **VILLAGE OF EAST HAMPTON DEPARTMENT OF PUBLIC WORKS**

### **Overview of the Department of Public Works**

The East Hampton Village Department of Public Works (D.P.W.) performs a broad variety of services. It is responsible for the maintenance and repair of 32 miles of public roads. The highway function includes road resurfacing, street cleaning, drainage, street trees, and snow removal. D.P.W. maintains all public parkland, beaches, parking lots, and operates a central garage for the maintenance and repair of all Village equipment and vehicles. This department is staffed with 17 full-time employees and is overseen by the Superintendent of Public Works.



## FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

### Overview of Fire Protection and Emergency Medical Services

The East Hampton Fire Department provides fire protection and emergency medical services (EMS) to the residents and business owners of the Village of East Hampton and the Town of East Hampton. The Village owns the Fire Department, its equipment and facilities. The Village Trustees are the Fire Commissioners.

The Fire Department's service area is composed of three fire protection districts:

- Village of East Hampton Fire District
- Water Protection Fire District
- North West Fire Protection District

The Village also provides fire protection at the East Hampton Airport.

The Village and the Town have a contract through which the Village provides fire protection and emergency medical services to the Town. The Town reimburses the Village for services according to the terms of the contract that is renegotiated every two years.

The Fire Department has two engine companies, two pump companies, one ladder company, one fire police company, and a rescue squad. The Department is an all-volunteer firefighting organization. There are presently 3 chiefs and 145 volunteer firefighters, as well as 50 volunteer members of the ambulance service. While both Village and Town residents compose the volunteer force, most members are residents of the Town. Administrative needs and equipment maintenance are the responsibility of the Village Code Enforcement Officer.

Fire equipment is housed at the Village of East Hampton Emergency Services Building. The Department has outgrown this space and is presently storing two vehicles at the Village Highway Department Barn.

The current ISO rating for the Village is four on a scale of one to nine with one being the best.<sup>4</sup> The response time – the time between receipt of a call for assistance and arrival at the scene of the emergency – is six minutes on average for calls within the Village of East Hampton Fire Protection District.

Adequate water supplies for fire control are available throughout the Village and the Town.

The number of calls received for fire protection and ambulance service has increased steadily in recent years. Ambulance calls are most frequent. These have increased from 650 in 1992 to 936 in 2000. All other calls have grown

#### EAST HAMPTON FIRE DEPARTMENT MISSION STATEMENT

*The Fire Department protects the life and property of the East Hampton Fire Protection Districts and visitors from fire and critical health threats.*

*In addition to fire suppression activity, fire fighting and supervisory units respond to calls for water rescues, confined space, hazardous material incidents, vehicular accidents, gas main breaks, utility emergencies, and other non-fire emergencies. The Department responds to emergencies in six minutes on average.*

<sup>4</sup> *The standards by which fire protection services are evaluated are a function of the distances between fire stations and structures served, water availability, and the numbers and types of firefighting equipment, fire stations, and personnel. The most widely used indicator of a fire department's ability to provide fire protection services is its rating assigned by the Insurance Services Organization (ISO). The lower the ISO, the higher the level of protection and the lower the fire insurance premiums for insured properties within the service area.*





from 280 in 1992 to 583 in 2000. This increase is almost exclusively due to the increase in "chief alarms." These are alarms from automatic alarm systems. Chiefs are dispatched to assess the situation prior to calling for a full response. This procedure was implemented a few years ago because of the high number of false alarms. Of the approximate 500 "chief alarms" received each year, all but from two to five are false alarms.

### **Fire Protection and Emergency Medical Service Issues**

Four primary issues face the Fire Department and the Ambulance Service:

- Unlike other fire departments in Suffolk County, the East Hampton Fire Department has sustained local interest and has enough trained volunteers to meet its needs. However, the increasing requirements for training place increasingly difficult demands upon volunteers who have full-time jobs. If this trend continues, it will make it more difficult in the future to maintain an all-volunteer fire department and ambulance service.
- The Fire Department and Ambulance Service currently have a space shortage. A facility is now under construction at the Airport that will house the crash truck. When this equipment is moved to the new facility, needed space will be made available at the EMS Building. In 2001/2002, the Village also plans to construct a 13,000-square foot addition to the EMS Building. The expansion will house two additional ambulances, offices, conference facilities, restrooms, an exercise room, kitchen, and storage facilities, as well as provide emergency shelter for up to 200 people. Additional parking spaces will be provided, using adjacent property owned by the Village.
- When an alarm sounds, traffic conditions in the Cedar Street area hamper response times by impeding the ability of volunteers to reach the station. Consideration of a new station at the end of Cedar Street might enable volunteers to reach the station without becoming entangled in traffic.
- Presently the only major piece of equipment needed by the Village is an aerial ladder fire truck, at an estimated cost of \$750,000.



## POLICE PROTECTION

### Overview of Police Protection Services

The East Hampton Village Police Department is a full service police department. It provides a full range of law enforcement services to the Village of East Hampton, including patrols, investigative support, special unit services, law enforcement programs, and emergency communications. The Chief of Police, assisted by the Executive Officer, oversees the activities of the Police Department. Department functions are organized into three divisions: the Patrol Division, the Detective Division, and the Emergency Communications Department.

The Police Department currently has 22 full-time permanent personnel, including police officers, detectives, and administrative staff. During the summer season, the number of personnel expands to include a number of temporary seasonal police officers (SPOs) and temporary traffic control officers (TCOs). SPOs are fully trained Police Academy graduates who provide foot patrols in the commercial core and maintain peace in the evening hours and at night. The TCOs direct traffic in the commercial core and enforce parking regulations. During the summer months the Police Department also utilizes a Civilian Enforcement Program to assist with enforcing parking regulations.

The Village also contracts with the Montauk, Amagansett, Springs, Sag Harbor, and Bridgehampton Fire Districts to provide emergency radio communications for their fire and ambulance services. The Village's Emergency Communications Department – with its staff of 13 full-time Public Safety Dispatchers – provides these services from its headquarters in the Emergency Services Building.

The Police Department Headquarters is located at the Emergency Services Building at One Cedar Street. The building houses a modern, fully equipped police facility, including administrative offices, emergency communications center, offices and support facilities for police officers and detectives, as well as facilities for booking, temporary detention, and evidence storage. The building currently houses all 22 department personnel. It is designed to accommodate 40 personnel, the estimated maximum number of personnel needed to provide police protection to the Village once it is completely developed.

The Village is divided into a number of police patrol areas. Each area is patrolled on a continuous basis. During each of four daily shifts, a sergeant and two police officers are on duty patrolling the Village. The Department currently has a fleet of 11 vehicles, including six patrol cars, two detective cars, two four-wheel drive vehicles, and one all-terrain vehicle. The current response time within the Village is fewer than three minutes.

The emergency communications center currently handles all 911 emergency calls from Bridgehampton to Montauk. This encompasses the service areas of six fire departments, six ambulance services, and the police departments in the Village of Sag Harbor and the Town of East Hampton.

#### EAST HAMPTON POLICE DEPARTMENT MISSION STATEMENT

*To service and protect all persons and property within the Incorporated Village of East Hampton. The responsibilities...include enforcement of Federal Law, State Law, and Village Ordinances; safeguarding life and property of residents and visitors; maintaining peace and order; generally assisting citizens in their urgent and emergency needs; and respecting the constitutional rights of all people to liberty, equality and justice. Members in acknowledging their sworn oath, have made these responsibilities their own and are expected to carry out their duties in a diligent, courteous and professional manner.*



**Police Protection Issues**

The most pressing problems facing the Village of East Hampton Police Department include:

- enforcement of motor vehicle laws – particularly speed limits during the off-season during the mid-week period
- enforcement of parking regulations (in 1999 the Village issued 6000 parking tickets during the period from May 15<sup>th</sup> to September 15<sup>th</sup>)
- shoplifting – particularly during the summer season

The occurrence of larceny and burglary has declined in the Village over the past five years. This is largely due to increased patrolling by the Police Department, combined with an increase in the use of residential security systems.

**TABLE 2.8.2** Summary of Police Department Activities (1990 through 1999)

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999
<b>Uniform Division Activities</b>										
Arrests Made	206	492	338	390	408	375	290	269	255	223
Village Code Summonses Issued	150	139	312	454	220	226	246	325	219	196
False Alarms Answered	779	887	836	747	815	730	859	790	812	817
<b>Complaints Investigated</b>										
Assault	4	8	7	5	3	6	8	8	5	5
Burglary	7	23	20	36	29	12	19	21	19	19
Grand Larceny	35	37	22	35	32	31	28	33	38	32
Petty Larceny	100	117	143	129	108	126	113	114	91	97
Robbery	1	1	0	0	0	0	0	0	4	1
Criminal Mischief	90	69	69	79	50	47	84	56	56	43
Disorderly Conduct	4	4	3	4	10	5	4	4	4	2
Criminal Possession of Marijuana	1	5	2	4	12	15	4	6	4	1
Unlawful Possession of Marijuana	1	2	5	6	7	3	8	6	4	4
Driving while Intoxicated	34	71	45	37	57	53	26	44	49	45
<b>Vehicle-Related Activities</b>										
Accidents Involving a Fatality	0	1	0	0	1	0	0	0	1	0
Accidents Involving Personal Injury	51	54	68	52	69	55	63	54	82	49
Accidents Involving Property Damage	256	259	254	229	266	242	287	274	268	334
Assists to Disabled Motorists	652	492	485	547	528	471	455	478	489	460
Vehicle and Traffic Tickets Issued	819	2002	2387	2637	3660	2946	2705	2230	1767	2011
Village Parking Summonses Issued	6457	7508	7125	8784	6468	5364	5083	5930	5067	6207

*Source: Village of East Hampton Police Department*



## **LIBRARY SERVICE**

### **Overview of Library Services**

The East Hampton Library – located at 159 Main Street in the Village of East Hampton – provides library services to residents of the Village of East Hampton, as well as all residents of the East Hampton, Springs, and Wainscott School Districts.

The East Hampton Library is a private non-profit organization whose activities are overseen by a Board of Managers. The Library Director and Assistant Director oversee the administration and operation of the Library. Currently, there are 18 employees (11 full-time and 7 part-time).

Primary financial support for the East Hampton Library is obtained from tax levies paid by the residents of the East Hampton, Springs and Wainscott School Districts. This is supplemented by charitable gifts, proceeds from fund-raising activities of the East Hampton Library Society, and grants from public agencies and private foundations.

The East Hampton Library offers patrons a full range of library services, generally including:

- reference services
- instruction in the use of the library
- services and programs for children
- circulation of materials, patron registration, reservation and loaning of materials
- Internet access through the SuffolkNet/Suffolk Web service

In addition, the Library is distinguished by its Long Island Collection – a collection of 25,000 items of Long Island History, including local genealogy.

During 1999 the Library made a number of major technology improvements. It successfully converted to a computerized bookkeeping and budgeting system that became fully operational in 2000. In addition the Library upgraded its catalogue software, added ten computer workstations, and installed a Virtual Reference Library.

The Library is in compliance with the New York State Library Standards. These standards are used to measure the effectiveness and extensiveness of library services provided to residents of the Library Service District.

### **Issues Facing the East Hampton Library**

Because of the recent expansion in the Library Service District, the East Hampton Library is undergoing a period of rapid change. Chartered in 1897 by New York State as a free association library, the Library historically served only residents of the East Hampton School District. In the fall of 1999, residents of Wainscott and Springs voted to join the East Hampton Library District. This expansion doubled the population served and the demands for materials, services and programs. As of January 1, 2000, the Library began receiving tax levies from the Springs and Wainscott School Districts to



support the costs of providing library services within the expanded Library District.

Major tasks facing the East Hampton Library as a result of the expansion generally include the following:

- registering and familiarizing new patrons with the library and its services
- updating the long-range plan for the library to accommodate the existing and future needs of residents within the expanded Library District
- continuing to maintain up-to-date technological capabilities and services for patrons
- continuing to supplement tax levies through the fund-raising activities of the East Hampton Library Society



## **PARKS, RECREATION FACILITIES AND OPEN SPACE**

### **Parks and Recreation Facilities**

The Village of East Hampton owns a number of park and recreation facilities that are available for public use. The Village Department of Public Works maintains the grounds and facilities at these locations, but does not presently operate any recreation programs. Recreation programs at this time are provided privately at the East Hampton RECenter and by a number of private athletic organizations that utilize the Village's facilities at Herrick Park. In addition, the Maidstone Club offers private recreation opportunities to its members.

- **Herrick Park**

Herrick Park is the principal active parkland owned by the Village of East Hampton. Encompassing 7.1 acres on Newtown Lane in the center of the Village, it provides space and facilities for recreation activities to a large number of athletic organizations on a regular basis throughout the year. Facilities include one baseball field, one lighted softball field, three tennis courts, two basketball courts, and a playground. The Village Department of Public Works maintains the playing fields, restrooms, lighting, tennis courts, and basketball courts.

The facilities at Herrick Park are used by the East Hampton School District and by the general public. The Village has a lease agreement with the East Hampton School District that enables the Middle School to use the fields for physical education classes and to use the fields on weekday afternoons during the school year for its athletic teams to practice and host games. In the summer, and in the evening during the school year, the facilities are open to the public for use until 10:00 PM. The School District maintains a reservation system that enables the field to be shared fairly and without dispute. Most of the athletic leagues that use the lighted field are adult leagues – women's softball, men's soccer, men's rugby, and ultimate frisby leagues. Two years ago a youth football league formed that also uses the lighted field regularly. The Village has a policy of not permitting special events at the Park, with two exceptions. Each year the Ladies Village Improvement Society (LVIS) uses the Park for its annual fundraising fair. The Park is also used for the annual Artists-Writers Softball Game.

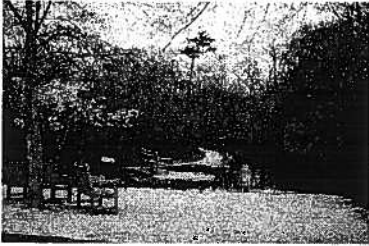
The Village Department of Public Works limes, fertilizes and seeds the playing fields regularly, and in 1998 installed an underground irrigation system. Despite this, heavy use by adult athletic leagues inhibits growth of healthy, vigorous turf grass. In addition, there are complaints that the fields are not flat enough, that they pitch too much, and that the play areas are not quite big enough for regulation fields.

- **The East Hampton Nature Trail and Bird Sanctuary**

The Village of East Hampton owns 34.11 acres along the major tributary to Hook Pond, encompassing an extensive area of wetlands that provides important wildlife habitat, flood control, and water quality benefits to the Village. This area – referred to locally as "the Nature Trail" – is an important resource, highly valued by local residents since the first 8-acre tract of land at



the corner of Egypt Lane and Fithian Lane was donated to the Village in 1934.



*The Nature Trail*

Today, the Nature Trail is maintained as wildlife habitat and is used by residents and visitors for passive recreation. There is a public walking trail following the edge of Hook Pond Stream from Fithian Lane to David's Lane. Where the stream passes beneath David's Lane, there is a small clearing with benches where the public can view and feed birds in the stream. While parking is not provided, cars are able to pull onto the David's Lane shoulder.

The vision for the Nature Trail is that it continue to be managed as a nature preserve, providing an opportunity for environmental education and for passive recreation (hiking and wildlife viewing). Management of the Nature Trail is overseen by the Nature Trail Committee consisting of members of the Garden Club of East Hampton and the LVIS. Members of the Committee monitor the trails regularly and report conditions to the Village. The Village is responsible for maintenance. The Village DPW mows the walking trail, keeps growth cut back, picks up trash, maintains the bridges, keeps the path stoned, fills wash-out areas, and maintains the stone headwall. Funding for maintaining the property largely comes from Village funds.

- **East Hampton RECenter**

The East Hampton RECenter, which opened in late 1999, offers recreation and educational programs to the public on a membership and/or daily use basis. Membership is open to all, regardless of place of residence, although fees are lower for Village and Town residents.

The RECenter is located on 2.4 acres donated by the Village of East Hampton. The Youth Alliance raised \$4 million to build the facility. The Town of East Hampton has approved a 25-year agreement to operate the facility and to fund a portion of its operating and maintenance costs. The Town has an agreement with the Y.M.C.A. who manages the facility and administers the programs using 8 full-time administrative employees. Funding currently comes from user fees and from funds paid by the Town. A seven-member Recreation Commission consisting of three Town appointees, one Village appointee, and three Youth Alliance appointees, governs the RECenter.

The RECenter and the programs that it offers are designed to service all age groups, including residents and non-residents of the Village and the Town of East Hampton. Students 18 and under who are East Hampton residents use the facility free of charge. Annual fees are charged for all others. Facilities include a 25-yard indoor heated swimming pool, a fitness center, a technology center, a performing arts studio, a canteen lounge with snack bar, outdoor terraced seating area, and locker rooms. A variety of recreation programs are offered, including aquatic programs, fitness programs, technology programs, performing arts programs, and programs for youths with disabilities.



**Beaches and Beach Access Facilities**

The Village of East Hampton maintains five designated beach access points along the Atlantic Ocean. Beach activities include swimming, sunbathing, picnicking, beach walking, beachcombing, bird watching, surfcasting, and beach driving. Main Beach and Georgica Beach is the only beach with developed facilities, including lifeguards, restrooms, snack bar, and lockers. Georgica Beach has restroom facilities and lifeguards. The remaining three beaches are unprotected. The Village recommends swimming only at protected beaches.

Parking is provided at parking lots at four of the five beaches. Because of the high demand for parking, a parking permit system is in place from the second Sunday in May to and including September 30<sup>th</sup>. Permits are issued free to residents, or for a seasonal fee to non-residents. Daily parking without a permit is not permitted at any of the beaches during the summer, except for Main Beach where daily parking without a permit is possible on weekdays for a fee.

The Village Department of Public Works maintains the designated bathing beaches. This generally includes maintaining parking areas, picking up litter, and cleaning and raking the beach.

Beach	Beach Facilities and Services
<b>Main Beach</b>	<ul style="list-style-type: none"> <li>▪ land owned by Village:                  concession area – 1.3 acres                  parking – 1.6 acres                  Sea Spray Property – 16.6 acres</li> <li>▪ Village hires seasonal employees, including a beach manager, lifeguards, and parking lot attendants</li> <li>▪ Concessionaire operates snack bar and rents beach chairs</li> <li>▪ parking lot (285 spaces) and bicycle racks</li> </ul>
<b>Georgica Beach</b>	<ul style="list-style-type: none"> <li>▪ 2.9 acres owned by Village</li> <li>▪ storage building and parking lot</li> <li>▪ Village hires lifeguards and maintains restrooms</li> <li>▪ parking lot and bicycle racks</li> </ul>
<b>Egypt Beach</b>	<ul style="list-style-type: none"> <li>▪ no land owned by Village</li> <li>▪ no lifeguards or restrooms</li> <li>▪ parking only along Old Beach Lane</li> <li>▪ bicycle racks</li> </ul>
<b>Wiborg Beach</b>	<ul style="list-style-type: none"> <li>▪ 1.4 acres owned by Village</li> <li>▪ no staff, lifeguards or restrooms</li> <li>▪ parking lot and bicycle racks</li> </ul>
<b>Two-Mile Hollow Beach</b>	<ul style="list-style-type: none"> <li>▪ 2.5 acres owned by Village</li> <li>▪ no staff, lifeguards or restrooms</li> <li>▪ parking lot and bicycle racks</li> </ul>

**Table 2.8.3**  
Village Beach Facilities and Services





### Open Space

Complementing the Village's parks and recreation facilities is a relatively extensive network of open space (Table 2.8.4). This is composed of both public and private open space:

- In addition to Herrick Park and the Nature Trail, the Village owns an additional 29 acres of open space. This encompasses a variety of different types of open space, including village greens, vest-pocket parks in the Village Center, and various undeveloped parcels of land throughout the Village.
- Private land conservation efforts in the Village have also led to preservation of a number of parcels. Approximately 48 acres are owned by land conservation organizations or by private individuals who have conveyed conservation or agricultural easements on their property.
- In addition, there is a network of privately-owned reserved land and covenant areas. These areas – encompassing approximately 41 acres – are largely linear areas of open space along road frontage or between residential developments.

In the past, a variety of methods have enabled the Village to preserve open space. Much of the open space and parkland has been donated by private landowners to the Village. The Village has also acquired land from willing sellers at market rate. During the development approval process, the Village has required landowners to convey easements and/or reserve areas for buffers. Numerous sections of the Village Code – such as those pertaining to coastal areas, dunes, floodplains, and wetlands – prohibit or restrict development in environmentally sensitive areas thus preserving the land in its natural state as open space.

In the future, the Village is interested in acquiring open space. Funding is available for acquisition through the Town of East Hampton Community Preservation Fund. Monies in this fund are generated by the 2% real estate transfer tax approved by voters in 1998 and implemented in 1999. In an effort to focus its future efforts to preserve and protect remaining open space in the Village – and to qualify for Community Preservation Funds – the Trustees adopted the Village of East Hampton Open Space Plan in 1998. This Plan must be updated every three years.

The Village Open Space Plan has four primary goals:

- to establish the importance of open spaces historically and culturally
- to identify remaining potential open spaces
- to outline adoption and acquisition procedures
- to initiate an "open space" planning and management program

The Village has prioritized the lands that it would like to acquire and has approached various landowners to discuss their interest in selling. Since adopting the Plan in 1998, the Village has not found any willing sellers and has been unable to enter into any agreements of sale on parcels that it would like to acquire.



Ownership	Open Space Parcel	Ownership	Size (acres)
<b>Public Open Space</b>			
Active Parkland	▪ Herrick Park	Village	7.10
Passive Parkland	▪ Nature Trail	Village	34.11
Village Greens	▪ Town Pond	Village	4.10
	▪ Gardiner Mill	Village	0.15
	▪ Hook Mill	Village	2.03
	▪ Sheepfold	Village	0.75
	▪ Egypt Lane	Village	1.60
	▪ Bannister Park	Village	2.40
	Vest Pocket Parks	▪ Old Barn Book Shop Park	Village
Other Open Space	▪ North Main Street	Village	0.44
	▪ Amy's Lane/Pantigo Road	Village	1.11
	▪ Egypt Lane/Dunmere Lane	Village	0.20
	▪ Egypt Lane/Egypt Close	Village	0.10
	▪ Egypt Close	Village	1.09
	▪ Stratton Square	Village	0.50
	▪ Montauk Highway Rest Area	New York State	0.40
	▪ Montauk Highway (2 parcels - N side at Stephen Hands Path)	Town	6.90
	▪ Georgica Pond Parcel	Town	6.70
	<b>Subtotal Public Land -</b>		
<b>Private Open Space</b>			
Private Preserves	▪ The Creeks Parcel	The Nature Conservancy	5.70
	▪ Fulling Mill Farm	The Nature Conservancy	17.6
	▪ Terbell Lane Parcel	Peconic Land Trust	1.60
	▪ Atlantic Double Dunes (5 parcels)	The Nature Conservancy	12.08
	▪ Cove Hollow Farm Road	Open Space Institute	2.67
	▪ Cove Hollow Farm Road	Beaverskill Conservancy	2.73
	▪ Pantigo Road Farmland	Private	5.84
Easements, Covenants and Reserved Areas	▪ Covenant Areas	Various Private	6.00
	▪ Reserved Areas	Various Private	34.77
<b>Subtotal Private Land -</b>			<b>88.99</b>
<b>TOTAL -</b>			<b>158.74</b>

**Table 2.8.4**  
Parkland and  
Open Space in the Village

*Note: Beaches in the Village are owned by the Town of East Hampton. They are not included in this list of parks and open space.*



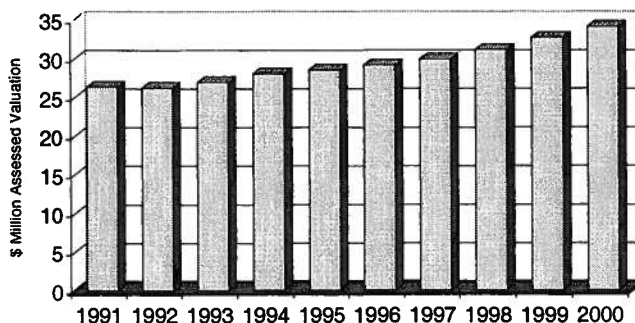
## 2.9 OVERVIEW OF THE VILLAGE'S FINANCIAL CONDITION

### INTRODUCTION

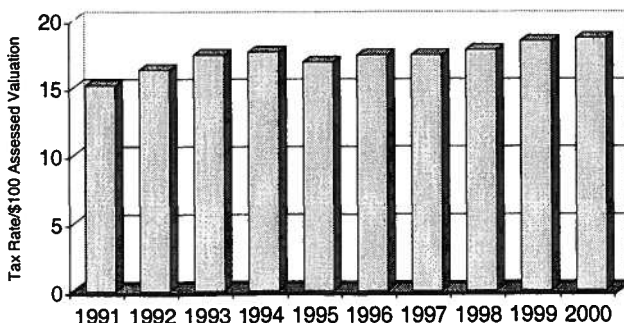
The financial condition of the Village of East Hampton has been strong over the past decade. Spending has grown at an average rate of 5 percent per year, while the tax rate has increased at an average rate of only 2.5 percent. Growth in non-tax revenue and assessed valuation has offset the increases in spending. Long-term debt has decreased by 44 percent from \$5,568,000 to \$3,110,000. Annual debt service payments represent a modest 10 percent of the total operating budget. During these exceptional times the Village has maintained and improved basic services, recreational opportunities at public beaches, emergency services, and its infrastructure of streets, sidewalks, buildings, museums, and emergency services equipment. In addition the Village has acquired a number of important properties for historic preservation and open space (prior to 1998).

The engine of growth in the tax base (assessed valuation) has been the construction and renovation of houses. The growth in population and visitors, along with rising property values, has driven the growth of non-tax revenue from fees, permits, and other revenue items. For the period 1991-2000, total property tax collections increased by 55 percent while revenue other than taxes increased by 85 percent.

**Figure 2.9.1**  
Property Assessed Valuation  
Trends (1991 through 2000)



**Figure 2.9.2**  
Property Tax Rate Trends  
(1991 through 2000)





**REVENUES AND EXPENDITURES**

Figure 7.1 illustrates the allocation of spending from the total expenditures in the year ending July 31, 2000. The categories of spending are itemized pursuant to the reporting requirements of New Year State.

The majority of funds for General Government Support are allocated for the operations of buildings including Village Hall and the Emergency Services Building (police, fire and ambulance), insurance, and Village Hall staff. Funding for Public Safety includes the costs of the police, fire, emergency communications, and code enforcement. Transportation expenses are for highway administration, street maintenance, snow removal, street lighting, parking maintenance, and the Lumber Lane Shuttle. Culture and Recreation expenses include parks, beaches, and museums.

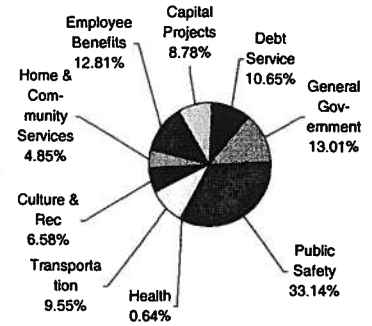
The Home and Community Services category includes the various Village boards, shade tree maintenance, street cleaning, and drainage. Employee Benefits is for the approximate 68 full-time and 50 part-time and seasonal employees and includes retirement, payroll taxes, health benefits, and the service awards program for fire and ambulance volunteers.

**CAPITAL IMPROVEMENT PLANNING**

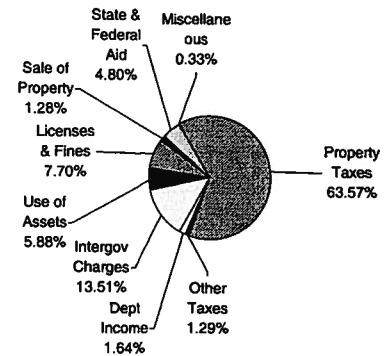
Vehicles, emergency apparatus, and public works heavy equipment are funded annually and coordinated with the Five Year Capital Plan. Every two years the Capital Plan is updated. All of the major buildings – Emergency Services Building, Village Hall, Main Beach Pavilion, Department of Public Works, Museums, and Windmills – are either relatively new construction or recently renovated or restored. Capital funding is provided in each budget from the General Fund on a cash basis. From time-to-time the Village issues bonds for major capital projects. There is significant flexibility to fund capital projects in future years because total indebtedness is low, as well as the percentage of operating expenses required to meet annual debt service.

Another factor is the funding available for open space acquisition and historic preservation from the Community Preservation Fund of the Town of East Hampton. Under an intermunicipal agreement with the Town of East Hampton, the Village will receive up to 20 percent of the funds generated from a real estate transfer tax enacted in 1998. It is estimated that the Village might be eligible for between \$4 million and \$8 million over the next 12 years. The agreement provides for a minimum share of 10 percent of the total collected by the Town and 20 percent if the Village matches the funds above the first 10 percent. Pursuant to the agreement, any land purchased from the Fund will be owned by the Town of East Hampton unless purchased with the matching funds provision, in which case the Village and the Town will be co-owners. Notwithstanding the benefits that might be achieved by using this Fund, there is some concern about the Town owning or co-owning property located in the Village.

All of the Village’s existing long-term debt will be paid off by the year 2011. The Village is in a favorable position of declining obligations for debt service into the next ten years. This provides the Village with the flexibility to meet its future capital needs and expenditures while maintaining an excellent ratio of annual debt payments to operating expenditures. In summary, the



**Figure 2.9.3**  
Allocation of Annual Expenditures for the Year Ending July 31, 2000



**Figure 2.9.4**  
Annual Revenue Sources for the Year Ending July 31, 2000



financial health of the Village is excellent. It has been able to provide for the needs of residents and to improve and to maintain its infrastructure with modest increases in taxes. Future capital spending needs can be met with additional borrowing without a significant impact on the budget or taxes, provided that the Village maintains the balance between retiring debt and adding new debt. The Village should limit debt service payments to approximately 10 percent of operating expenses.

**Table 2.9.1**  
Village of East Hampton  
Future Major Capital Needs

<b>Capital Item</b>	<b>Estimated Capital Cost</b>
Ambulance Building and 2nd Floor Addition at EMS Building	\$3,500,000
Aerial Ladder Fire Truck	\$ 750,000
Open Space Plan Implementation Matching Funds	\$4,000,000
<b>Total Estimated Capital Cost -</b>	<b>\$8,250,000</b>



## 3.0 POTENTIAL FOR CHANGE

### 3.1 RESIDENTIAL DEVELOPMENT POTENTIAL

Many residents feel that the Village of East Hampton is already developed and that there is little potential for change to occur, particularly in residential neighborhoods. Most of the Village is, in fact, already developed. Approximately 90 percent of the land is categorized in some type of developed use by the Suffolk County Tax Assessor or is preserved as open space. Only 279 acres of "vacant land" remain in the Village.

Despite the extent of existing development, there is still potential for construction of 291 additional residential units.<sup>6</sup> This represents a potential 18 percent increase in the number of homes in the Village. It assumes that existing zoning – minimum lot densities – will remain in place. It also assumes that the Maidstone Club continues in use as a private club without any further residential development on any of its 202 acres.

To accomplish this growth, all of the vacant lots that remain would have to be developed. Today there are 184 buildable lots in the Village. Lots that are constrained by wetlands and floodplains, or that cannot meet the minimum lot size requirements for on-site wastewater disposal, are assumed to be undevelopable and are not included in this number.

Expansion has been slow in the Village. After upzoning in 1985, there were about 400 parcels. Sixteen years later, there are 185 parcels remaining. The remaining potential residential units are located on properties that now have buildings but are large enough to be subdivided. In older communities – particularly those that are highly desirable to prospective buyers – it is common to find that as land becomes progressively more scarce and real estate values climb, people begin subdividing parcels that already have houses. Large estates are subdivided, the original house is very often retained, and additional houses are built in front, rear, and/or side yards. There are a large number of parcels in the Village that could be further subdivided to accommodate as many as 107 additional homes. The actual number may be slightly lower than this, as detailed site plans were not prepared to consider how the layout of existing buildings might conflict with full development of specific parcels.

Four neighborhoods would absorb half of the potential residential development (Table 3.1.1). The Eastern Plain – with very low existing residential density – could accommodate 42 additional units (14 percent). Other neighborhoods that would accommodate more than 10 percent (>29 units) of the new homes include the Historic Summer Colony, Pantigo, and Georgica. Neighborhoods that could accommodate fewer than five units

#### Potential for New Residential Development

- ✓ Approximately 291 new homes could still be built in the Village of East Hampton
- ✓ If all these new homes were actually built, there would be an 18 percent increase in the number of homes in the Village

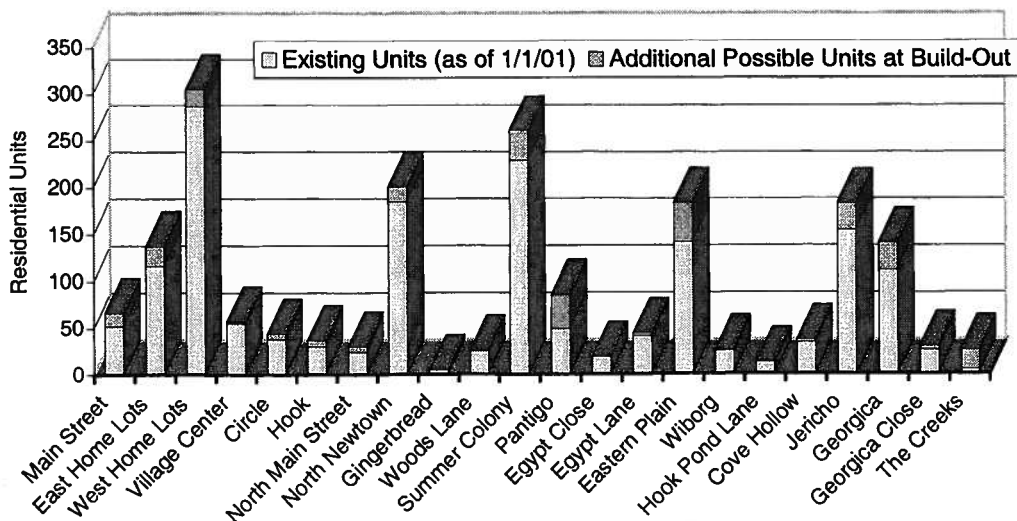
<sup>6</sup> Exclusive of new homes built on lots where the previously existing house has been torn down or new housing that could be built over commercial establishments in the Village's six commercial districts.



include Egypt Lane, Wiborg, Cove Hollow, Georgica Close, and Woods Lane. No new residential units are anticipated in Hook Pond Lane or Egypt Close.

**Table 3.1.1**  
Additional Residential  
Development Possible on  
Build-Out

Neighborhood	Total Existing Residences (1/2001)	New Units Possible on Build-Out			
		Buildable Vacant Lots	New Lots On Subdivisible Property	Total New Units	% Growth Possible at Build-Out
Main Street	52	2	12	14	33%
East Home Lots	116	14	7	21	17%
West Home Lots	286	18	1	19	7%
The Village Center	55	2	0	2	4%
The Circle	38	2	4	6	17%
Hook	30	1	6	7	24%
North Main Street	24	6	0	6	25%
North Newtown Lane	184	14	2	16	9%
Gingerbread	5	0	0	0	0%
Woods Lane	25	1	0	1	4%
Historic Summer Colony	228	22	10	32	14%
Pantigo	49	12	24	36	75%
Egypt Close	19	0	0	0	0%
Egypt Lane	41	2	1	3	7%
Eastern Plain	141	27	15	42	30%
Wiborg	25	1	0	1	4%
Hook Pond Lane	13	0	0	0	0%
Cove Hollow	34	3	0	3	9%
Jericho	154	21	7	28	18%
Georgica	111	26	3	29	26%
Georgica Close	26	4	0	4	15%
The Creeks	5	6	15	21	420%
<b>Total</b>	<b>1,662</b>	<b>184</b>	<b>107</b>	<b>291</b>	<b>17.5%</b>





## 3.2 COMMERCIAL DEVELOPMENT POTENTIAL

### INTRODUCTION

Market demand for retail goods and services directly affects the demand for commercial space in the Village. In recent years the strong economy and the popularity of the Village have fueled retailer and investor interest in commercial properties. This has led to escalating rents, displacement of traditional village businesses, and pressures to maximize utilization of existing commercial space – particularly within the Village Center. If this market demand continues to grow, retailers and investors are likely to soon expand their area of interest beyond the Village Center to the more peripheral commercial areas. These sites – while not in the heart of the Village – offer more affordable land prices, more affordable rent, and better accessibility.

Retailers and investors looking to develop commercial space within the Village generally have three options, all subject to present code restrictions:

- To purchase or lease commercial space within existing buildings
- To develop new commercial space on presently vacant land
- To redevelop one or more parcels that are presently underutilized

Existing buildings in commercial areas that offer quality space in good condition can be recycled through numerous commercial uses and are most likely to be purchased and reconfigured. Those that are in relatively poor condition, too small, or inefficiently configured are more vulnerable to change and are at risk of being torn down and replaced – particularly if they are located in peripheral areas where land is less expensive.

The Village has conducted a separate study of the commercial development potential in its commercial districts. This study – *the Village of East Hampton Commercial District Study (CDS)* (August 2000) – documented the maximum amount of commercial development that could be accommodated in the Village's six commercial districts. Findings of the CDS supported a decision by the Village Trustees to amend Chapter 57 of the Village Code to establish a 10,000 square foot limitation on the footprint of commercial buildings.

The following text of the Comprehensive Plan summarizes the results of the CDS analysis for Alternative 2. Alternative 2 assumes restriction of commercial building footprint size, which limits footprint size to 10,000 to 15,000 square feet. Findings for Alternative 2 have been adjusted to restrict all potential buildings to 10,000 square feet. This reflects the limitation now in effect pursuant to Village Code Chapter 57, Section 3A(11), adopted subsequent to completion of the CDS.





### POTENTIAL NET INCREASE IN COMMERCIAL SPACE

Findings of the sketch planning analysis completed for the CDS indicate that under current regulations – assuming a 10,000 square foot maximum building footprint – there could be a 5.6 percent increase in commercial gross floor area in the Village’s six commercial districts. This assumes that existing buildings on the parcels identified as susceptible to change (see Section 2.4 above) would be demolished – eliminating approximately 177,000 square feet of existing floor area.<sup>7</sup> New construction on the same sites would replace this lost floor area with 216,000 square feet of new space. All new space is assumed to be one-story high.

Four commercial districts could experience a net increase in the amount of non-residential gross floor area:

- In Newtown Lane, the replacement of residential units and Wittendale’s Florist on the south side of Newtown Lane with six new buildings (with a combined floor area of 13,000 square feet) could result in a 24 percent increase in commercial space.
- In Gingerbread, many of the existing underutilized buildings are susceptible to change, with the possibility of as much as 103,000 square feet of demolition and subsequent construction of 31 new buildings with 134,000 square feet of new space (20 percent increase).
- In Cove Hollow, redevelopment of land south of Montauk Highway could increase commercial gross floor area by 4 percent by replacing the existing uses with seven small buildings with a combined floor area of 43,000 square feet.
- In North Main, only one new building is assumed within the Village. While this represents a significant net increase in the amount of commercial space in that location, it really only involves one new 6,000 square foot building.

Not every commercial district in the Village would experience a net increase in space:

- The Village Center could experience a 2.3 percent reduction in floor area. This assumes that only the Waldbaum’s site would be redeveloped. A building approximately 6,000 square feet in size is shown in Alternative 2, more typical of the average building size in the Village Center.
- The Sheepfold District could experience a 13.2 percent reduction in floor area. As in the Village Center, this is primarily because the existing buildings that would be removed were constructed prior to adoption of existing parking and wastewater disposal regulations. New commercial uses on these sites would be required to comply, thus reducing the land area available for the new building footprint.

<sup>7</sup> The single exception is in North Main where Alternative 2 assumes that there would be no tear-downs, thereby reducing the gross floor area lost by 2,165 square feet.



Commercial District	Existing Non-Residential Floor Area (sq ft)	Existing Floor Area Lost* (sq ft)	Potential New Floor Area (sq ft)	Net Change In Floor Area
Village Center	374,000	(17,380)	8,842	(2.3%)
Newtown Ln	52,365	(990)	13,279	23.5%
Gingerbread	148,396	(103,366)	133,652	20.4%
Cove Hollow	70,050	(40,303)	43,251	4.2%
Sheepfold	34,024	(15,024)	10,540	(13.2%)
North Main	11,704	--	6,317	54%
Total	690,539	(177,063)	215,881	5.6%

\* Including non-residential space assumed to be removed to allow for redevelopment.

**Table 3.2.1**  
Commercial Build-Out Potential  
(Assuming Existing Limitation of Commercial Buildings to a Maximum Footprint of 10,000 Square Feet)

### SIZE AND SCALE OF POTENTIAL NEW COMMERCIAL BUILDINGS

New commercial buildings shown on redeveloped sites are of the size and scale consistent with the existing fabric of the Village. Table 3.2.2 summarizes potential new building sizes, along with the average size of existing buildings for each district.

In the Village Center, redevelopment of the Waldbaum's site with a 6,000 square foot building (replacing the 17,000 square foot building now there) would be consistent with the scale of adjacent buildings on the south side of Newtown Lane and would enable creation of a small outdoor open space.

In Newtown Lane, redevelopment of six buildings under 5,000 square feet in size would also be consistent with the existing average building size of about 4,000 square feet. This would enable the scale and setback of structures along Newtown Lane to remain similar to what they are today.

In Gingerbread, smaller scale development – with 22 structures less than 5,000 square feet – would retain the existing scale and be compatible with adjacent residential neighborhoods.

In Cove Hollow, the seven buildings proposed would be consistent with the average size and scale of buildings across Montauk Highway in the Red Horse specialty center.

In Sheepfold, the one new building proposed on the north side of the road would be similar in size to the East Hampton Post Office and is almost the same size as the existing vacant Buick dealership building.

In North Main, the greatest change to existing conditions could occur because of the development potential in the Town. The pattern of more small buildings in the future would generally be an extension of the buildings now in the vicinity of the IGA.



**Table 3.2.2**  
 Potential Commercial District  
 Build-Out Assuming Existing  
 Commercial Development  
 Regulations

Commercial District	Average Building Size Today (square feet)	Size of New Commercial Buildings (square feet)	
		<5,000	5,000 to <10,000
Village Center	4,918	--	1
Newtown Ln	3,673	6	--
Gingerbread	5,968	22	9
Cove Hollow	11,942	3	4
Sheepfold	4,861	--	1
North Main Village	2,661	1	--
<b>Total</b>	<b>5,186</b>	<b>45</b>	<b>20</b>

**POTENTIAL MIX OF COMMERCIAL USES**

Pursuant to Village Code, all of the potential new commercial buildings in the Village’s six commercial districts will have footprints less than 10,000 square feet in size. Buildings of this size would support small retail stores and offices of the size and scale present in the Village today. The types of uses that could utilize these spaces would be those typically found in small towns and resort communities. Increasingly, in locations such as East Hampton, such small commercial spaces will also be used for professional offices to meet the needs of the new generation of “virtual employees” choosing to stay year-round in the Hamptons with only occasional visits to New York City.

To provide a better understanding of building sizes and uses, Table 3.2.3 provides a number of examples from the existing inventory of commercial buildings in the Village.



<b>Retailer</b>	<b>Store Size (square feet)</b>
<b>Village Center</b>	
London Jewelers (3 floors)	7,690
White's Pharmacy (1 floor)	1,584
Polo Country Store (2 floors)	2,600
Eileen Fisher (2 floors)	3,772
The Grill (2 floors)	3,800
<b>Newtown Lane</b>	
Newtown Corners (1 floor)	3,890
Dayton and Voorhees, Attorneys	3,425
Williams Funeral Home (2 floors)	7,974
<b>Gingerbread</b>	
Schmidt's Grocery (1 floor)	4,000
Santa Fe Restaurant (1 floor)	2,435
Villa Italian Specialties (1 floor)	1,720
Gingerbread Square (2 floors)	11,500
<b>Cove Hollow</b>	
Red Horse (2 floors) (avg for 3 buildings)	9,266
Georgica Grill (2 floors)	5,360
<b>Sheepfold</b>	
CVS Drugstore (1 floor)	10,000
Vacant Buick Dealership Building (1 floor)	11,174
<b>North Main</b>	
Della Femina Restaurant (1 floor)	1,800

**Table 3.2.3**  
Selected Existing Non-Residential Building Sizes in the Village Today



### 3.3 FUTURE TRANSPORTATION SYSTEM CONDITIONS

Average summer traffic growth on the Town of East Hampton's roadways has exceeded 8 percent per year since 1965 (L.K. McLean Associates, 1997). This growth rate is considerably higher than the 1 to 2 percent per year elsewhere on Long Island. The impact of this growth has had and will continue to have an adverse impact on the Village of East Hampton. In 1982, the intersection of Newtown Lane and Main Street functioned at Level of Service (LOS) A. In the summer of 2000 – eighteen years later – the volume of traffic had increased so that the intersection failed (LOS F) during the peak Friday afternoon travel time. This change – from an intersection with free-flowing traffic movement in 1982 to failure during the peak hour in 2000 – is symptomatic of the increased traffic volumes moving through the Village today.

#### FUTURE ADDITIONAL RESIDENTIAL TRIP GENERATION IN THE VILLAGE AND THE TOWN

**Most of the additional traffic that will impact the Village in the future will be the result of new home construction in the Town of East Hampton.** If the growth trends of the past ten years continue, both the Village and the Town of East Hampton could be "built-out" sometime around the year 2030. This assumes continuation of rates of new single-family home construction observed since 1990 and maintenance of existing zoning. It does not account for acquisition of land in the Town for permanent open space that would reduce the number of new homes that could be built.

Full development of the residential land in the Village would add 291 new homes that would generate approximately 2,800 trips per weekday. In sharp contrast, full development of the Town's residential land would add 7,794 new homes that would generate approximately 75,000 trips per weekday.

The actual number of trips that are likely to occur will probably be higher. The 78,000 combined new average daily trips is based upon trip generation numbers used by the Institute of Transportation Engineers for transportation system planning purposes (ITE 1997). They are based upon actual data from a variety of housing types, locations, and ages. As a result, it is likely that the actual number of daily trips in the Village and the Town will be higher. This is because dwelling units that are larger in size and more expensive – as are typical of the Village and the Town – have a higher rate of trip generation than those that are smaller in size and less expensive.

Unless there are major changes in travel behavior or to the transportation system, the additional trip generation caused by new residential development will seriously overload the existing roadway system – particularly the roadway system in the Village of East Hampton. In the following section, the results of an intersection traffic impact analysis illustrate the anticipated impact of residential development through 2010 combined with full development of the Village's commercial districts (which assumes an increase of 5.6 % in the gross floor area of non-residential development between 2000 and 2010).



Time Period	Village of East Hampton		Town of East Hampton	
	Additional Single-Family Units	Average Additional Weekday Trips Generated <sup>1</sup>	Additional Single-Family Units	Average Additional Weekday Trips Generated <sup>1</sup>
1991 to 2000	117	1,120	2,480	23,734
2001 to Build-Out (est 2030)	291	2,784	7,794 <sup>2</sup>	74,588

<sup>1</sup> Based upon 9.57 average trips per day for a single-family unit as per ITE 1997.

<sup>2</sup> Source: Draft Town of East Hampton Comprehensive Plan, 2000.

**Table 3.2.4**  
Potential Trip Generation from New Homes in the Village and the Town

### 2010 TRAFFIC IMPACT ANALYSIS

By 2010 – without some type of traffic mitigation – all ten of the Village's major intersections will fail during the peak hour on a summer Friday afternoon and/or Saturday morning (Map 13 and Tables 3.3.5 and 3.3.6). Traffic impact analyses reveal that between 2000 and 2010, traffic conditions will worsen at the Village's three signalized intersections that currently function at an acceptable level (LOS C to E). The unsignalized intersection of Main Street and North Main Street will also fail, worsening from LOS C to LOS F. For the remaining six of the ten major intersections, existing failures will be exacerbated due to additional traffic volumes. These intersections already function at LOS F, the lowest possible level, making it difficult to qualify the degree of further deterioration of traffic conditions.

The traffic impact analysis assumes future traffic volumes based upon anticipated development. It is assumed that the Village's six commercial districts will be fully developed, with an increase of 5.6 percent in the amount of non-residential floor area. A relatively conservative growth rate in residential development in the Village and the Town was assumed at 2.5 percent per year.

Signalized Intersections	Weekday PM Peak Hour		Saturday AM Peak Hour	
	Existing Year 2000	Future Year 2010	Existing Year 2000	Future Year 2010
N. Main/Cedar	E	F	D	F
Pantigo/Egypt	C	F	D	F
NY 27/Ocean/Main	F	F	C	F
Main/Newtown	F	F	D	F
Railroad/Race	B	F	D	F

Source: Eschbacher Engineering, P.C. August, 2000. Commercial Districts Study - Traffic Impact Study.

**Table 3.2.5**  
Future Year 2010 Peak Hour Level of Service at Signalized Intersections



**Table 3.2.6**  
 Future Year 2010 Peak  
 Hour Level of Service at  
 Unsignalized Intersections

Unsignalized Intersections	Approach	Weekday PM Peak Hour		Saturday AM Peak Hour	
		Existing Year 2000	Future Year 2010	Existing Year 2000	Future Year 2010
NY 114/ Toilsome	EB	A	A	A	A
	WB	A	A	A	A
	NB	F	F	F	F
	SB	F	F	F	F
NY 27/ Cove Hollow	EB	A	B	A	B
	WB	B	B	A	B
	NB	F	F	F	F
	SB	F	F	F	F
Newtown Lane/Park Place	NB	A	B	A	B
	SB	A	A	A	B
	WB	D	F	E	F
	EB	F	F	F	F
Main Street/ N. Main Street	EB	C	F	C	F
Railroad/ Newtown	NB	A	B	A	B
	EB	F	F	E	F

Source: Eschbacher Engineering, P.C. August, 2000. Commercial Districts Study - Traffic Impact Study.



## 4.0 VISION FOR THE FUTURE

The Village of East Hampton truly is one of "America's Most Beautiful Villages." Its appeal stems from many sources – its natural beauty, cultural heritage, village charm, and the civic pride and responsibility of its residents. Ironically, the characteristics that make the Village so appealing are the catalysts for change that have the potential to irrevocably alter the character of the community. As East Hampton continues to grow in popularity, more new homes appear in the Village and the Town, and more visitors arrive each year. There is public concern regarding the change that has occurred – as well as the threats that further growth and pressures for change will bring to the Village. Many residents recall prior days when the community was smaller, the pace of life slower, and life in the Village more peaceful. Most agree that the community should act now to retain the character of the Village – and in particular to address the issues within the Village Center and its other commercial areas.



*Citizens Advisory Committee Meeting*

The first step in the Comprehensive Planning Process was development of a shared **Vision for the Future**. Defined in planning terms:

**Visioning** is a process by which a community envisions the future it wants, and plans how to achieve it. It brings people together to develop a shared image of what they want their community to become. Once a community has envisioned where it wants to go, it can begin to consciously work toward that goal.

A **vision** is the overall image of what the community wants to be and how it wants to look at some point in the future. A **vision statement** is the formal expression of that vision. It depicts in words and images what the community is striving to become. The **Vision Statement** is the starting point for the creation and implementation of action plans.

*Source: Oregon Visions Project, "A Guide to Community Visioning"*

The Citizens Advisory Committee, with guidance from the Planning Consultant, developed and adopted a Vision for the Village of East Hampton. It is the product of many hours of discussion. This process has involved the Committee members through its monthly meetings, as well as the broader public through a series of three community forums held in the first six months of 2000.

The adopted **Vision for the Village of East Hampton** is presented on page 113.





## THE VISION AS THE TOUCHSTONE OF THE COMPREHENSIVE PLAN

The Vision for the Village of East Hampton establishes the future that the Village is seeking to achieve. It articulates the community's sense of what is essential to the quality of life in the Village. There is one principal theme of the Vision Statement:

***The Village of East Hampton is and shall remain a community with a unique, cherished community character comprising...***

- ✓ *A congenial community of residential enclaves which offer a high quality of life*
- ✓ *Extraordinary natural beauty, of varied landscapes and topography*
- ✓ *A proud history and heritage of generations committed to protecting the character of the village*
- ✓ *A special charm: an aesthetic with varied architectural styles, well defined scale and spatial relationships among structures and open spaces*

Looking more closely at the Vision Statement, it provides specific guidance regarding the future:

***The Village of East Hampton will remain vigilant in protecting its character, heritage and quality of life...***

- ✓ *By preserving village character and exercising care that new dwellings and accessory structures remain compatible with the character of residential neighborhoods*
- ✓ *By limiting the expansion and intensification of commercial or other non-residential uses that may compromise peaceful enjoyment of the community and by encouraging commercial uses that serve the needs of Village residents*
- ✓ *By preserving natural beauty, vegetation, and open space*
- ✓ *By preserving Village heritage and the historic character of the community*
- ✓ *By limiting vehicular access and parking, reducing traffic impacts on neighborhoods and by maintaining the pedestrian-friendly character of the Village Center*
- ✓ *By planning for and providing the public facilities and services essential for the public health, safety and welfare of Village residents*
- ✓ *By coordination among adjacent communities to address mutual concerns in a spirit of neighborly partnership*



## VILLAGE OF EAST HAMPTON

### VISION STATEMENT

*(Adopted by Citizens Advisory Committee July 27, 2000)*

The Village of East Hampton treasures its extraordinary natural beauty and the architectural styles added by generations of residents who sought to enhance the natural beauty of the area rather than to overwhelm such rare splendor.

This generation of residents seeks to reaffirm the wisdom of the founders and protect and preserve the character of this Village. It seeks, as did its predecessors, to secure "a continuance of its convenient and attractive features by circumscribing the limits of the area occupied by industrial and commercial enterprises as related to the area reserved for residential."<sup>1</sup> Preservation and stabilization are required in order to maintain green open spaces, natural vegetation, historic structures, and the continuation of our quality of life.

In a residential enclave one's quality of life is affected by the other residents. We appreciate the diversity of our population as well as the variety of aesthetics, topography, landscape and architecture of the Village. The character of our neighborhoods benefits from dwellings and accessory facilities that are compatible with one another, with space and screening to protect neighboring properties.

The right to peaceful enjoyment of residential property and protection against the threat of impinging non-residential activity and traffic are of paramount concern. We foresee no need to expand the commercial areas; the size and scale of commercial development should be limited. Also, we would like to encourage a variety of goods and services that meet the needs of residents.

"The Village of East Hampton is famed as one of America's most beautiful and uniquely situated villages. Residents of the Village of East Hampton derive considerable peace of mind from their congenial surroundings. The character and charm of the Village also attracts many visitors. The ever-increasing number of people drawn to the Village poses the greatest threat at this time."<sup>2</sup> This generation of residents seeks to minimize the effects of ever-increasing tourism.

While traffic is a continuing problem in the Village, we do not seek radical solutions that will affect the nature, physical design or charm of the Village. Instead, we should alleviate seasonal traffic congestion and improve traffic flow only through less dramatic means. The Village should maintain the current configuration of its road system, and should discourage the use of residential streets for through traffic while encouraging pedestrian enjoyment of the Village. Furthermore, the Village should not provide any additional parking but should maximize the use of existing parking resources.

The Village and the Town share a common history and the desire to preserve their heritage. The Town anticipates an expanding population that inevitably will interact with the Village. The Village and the Town need to appreciate and respond to their mutual interests by cooperating in planning for the future.

In order to protect and secure this extraordinary village for future generations, this generation of residents reaffirms and reasserts: "The Village of East Hampton is committed to the avoidance of assaults on the senses which in the case of this village are especially dependent on the aesthetic quality and physical attributes of the community. Among these are the general form of the land before and after development, the spatial relationships of structures and open spaces and the retention of the unique aesthetic quality that is part of the character of the Village of East Hampton."<sup>3</sup>

<sup>1</sup> Excerpted and edited from minutes of Special Meeting of the Village Board, April 27, 1926.

<sup>2,3</sup> Excerpted and edited from East Hampton Village Code, Section 13.1, April 20, 1979.



## 5.0 PRESERVING THE VILLAGE'S NEIGHBORHOODS

### INTRODUCTION

The Village of East Hampton is a community of residential neighborhoods. Residents – both year-round and second-home owners – choose to live in East Hampton because of its character and the quality of life that it offers. Village character is the product of a special blend of history, natural beauty, wonderful residential architecture, and well-kept neighborhoods. It is the scale, mix of uses, and spatial relationships of these buildings in a beautiful village setting that combine to encourage the frequent, casual social interaction that typically forms the basis for Village life that the residents wish to preserve.



Changes of the past four hundred years have shaped the residential character of the Village today. Changes in the next few decades must be guided to preserve that character to enable future generations of Village residents to enjoy a similar quality of life. Future change must respect the scale, mix of uses, and spatial relationships that have occurred historically. Pressures for change that would alter the character of Village neighborhoods and change the quality of life must be managed positively so that they bring about new development and redevelopment in residential neighborhoods that is compatible with and reinforces the integrity of what exists today. Outside influences – traffic, noise, commercial activities, and special events – must be moderated to mitigate where possible their disruptive influence on residential life.

The Comprehensive Plan places primary importance upon preserving and protecting Village neighborhoods. Recommended actions focus upon six principal neighborhood related issues:

- maintaining a peaceful residential atmosphere
- accommodating new development and redevelopment without adversely impacting neighborhood character
- caring for and preserving the character of the Village's residential streets
- mitigating the impacts of commercial and other non-residential uses on neighborhoods
- mitigating the impacts of traffic on residential neighborhoods and streets
- reducing the use of the Village for special events that attract large numbers of people



## VILLAGE NEIGHBORHOODS GOALS AND OBJECTIVES

**Goal :** *Preserve and protect the existing character and quality of life in each of the Village's diverse residential neighborhoods*

**Objectives:** **Neighborhood Character**

*Retain and reinforce the character of each existing residential neighborhood*

**Streetscape and Street Trees**

*Maintain the streetscape of each residential neighborhood*

**Non-Residential Uses Within and Adjacent to Residential Neighborhoods**

*Protect residential neighborhoods by mitigating the adverse impacts created by adjacent non-residential uses and pre-existing and/or non-conforming uses*

**Through Traffic in Residential Neighborhoods**

*Reduce, where appropriate, the impacts of traffic on residential streets*

**Parking in Residential Neighborhoods**

*Continue to limit on-street parking in residential neighborhoods*

**Peaceful Enjoyment**

*Preserve, maintain and encourage peace and quiet within residential neighborhoods*

**Seasonal and Special Events**

*Coordinate recurring seasonal local events that attract large numbers of people so as to mitigate congestion and ease traffic flow*



## NEIGHBORHOOD PRESERVATION - PLANNING ACTIONS

### NEIGHBORHOOD CHARACTER

**Objective:** *Retain and reinforce the character of each existing residential neighborhood*

#### Issue 1. Maintenance of existing residential zoning districts, permitted uses, and related area requirements

##### ▪ Issue Overview

The residential zoning districts and related area requirements of the Village of East Hampton Code are supportive of the residential character and quality of life which Village residents have expressed a desire to preserve in the future. Residential zoning districts in the Village provide for a range of housing types on lots of various sizes. The pattern of residential development allowed in these districts, as it has evolved and will continue to evolve, is consistent with the Village's Vision for the Future. Today, while much of the Village has developed in accordance with the existing zoning regulations, there remains considerable opportunity for future residential development. The Code affords the necessary basic protections with respect to residential district boundaries, permitted uses, and area requirements to ensure that this future development will be consistent with the Vision, Goals and Objectives of the new Comprehensive Plan.

- **Action NP1** - *Retain existing residential zoning districts and related area requirements in Chapter 57 of the Village Code*

The Village should retain its existing residential zoning districts as they are currently configured, along with the related area requirements for each district as they are currently defined in Section 57 of the Village Code.

PLEASE SEE AMENDMENT TO  
NEIGHBORHOOD CHARACTER;  
ISSUE 1; ACTION NP1  
Pages 116A-C (adopted 11-08-04)

#### Issue 2. Compatible scale of new development and redevelopment in residential neighborhoods

##### ▪ Issue Overview

The Village's residential neighborhoods vary in terms of the scale and relationship of buildings to one another and to the street. Some are characterized by small homes on small lots that front directly on the street, each set back uniformly beneath a canopy of mature street trees. In contrast, others are characterized by large homes on large lots, shielded from view from the street and from neighbors by heavy residential landscaping.

As new development or redevelopment of residential properties occurs in the Village, it is important to ensure that such development is compatible with the character of the existing neighborhood in which it occurs. The Village currently accomplishes this by limiting the maximum gross floor area for homes to 12 percent of the lot area plus 1,200 square feet, or 20,400 square feet, whichever is less. It also limits total coverage of the

## AMENDMENT ADOPTED NOVEMBER 8, 2004:

### Neighborhood Character; Issue 1; Action NP1

The one exception being the R-20 Residence District within Groundwater Management Zone V wherein the neighborhood and historic character of this residential area is threatened by the potential for increased density as a consequence of the transfer of development rights as permitted by the Suffolk County Department of Health Services. In addition to new lots created through subdivision, this program has the potential to bring about the assemblage and re-division of lots containing existing homes for the purpose of increasing density.

**Action NP1** -*Retain existing residential zoning districts and related area requirements in Chapter 278 of the Village Code. In the instance of the R-20 Residence District, as located in Groundwater Management Zone V, it is recommended that minimum lot area be increased to 40,000 square feet, consistent with the minimum lot area requirement of the R-40 Residence District.*

The Village should increase the minimum lot area requirement for the R-20 Residence District in Groundwater Management Zone V to 40,000 square feet and retain the remaining residential zoning districts as they are currently configured, along with the related area requirements for each district as they are currently defined in Chapter 278 of the Village Code.

### A Village Transfer of Development Rights Program

While the transfer of development rights has been recommended in the Comprehensive Plan under certain conditions including having both the sending and receiving sites located within the Village, it is imperative that the Village control such a program so that it is consistent with the Comprehensive Plan. In this way, the Village can establish its own circumstances to permit the transfer of density. The reader is referred to Section 7-701 of New York State Village Law which follows.

### S 7- 701 Transfer of development rights; definitions; conditions; procedures.

#### 1. As used in this section:

- a. "Development rights" shall mean the rights permitted to a lot, parcel, or area of land under a zoning law respecting permissible use, area, density, bulk or height of improvements executed thereon. Development rights may be calculated and allocated in accordance with such factors as area, floor area, floor area ratios, density, height limitations, or any other criteria that will effectively quantify a value for the development right in a reasonable and uniform manner that will carry out the objectives of this section.
- b. "Receiving district" shall mean one or more designated districts or areas of land to which generated from one or more sending districts may be transferred and in which increased development is permitted to occur by reason of such transfer.
- c. "Sending district" shall mean one or more designated districts or areas of land in which development rights are designated for use in one or more receiving districts.
- d. "Transfer of development rights" shall mean the process by which development rights are transferred from one lot, parcel, or area of land in any sending district to another lot, parcel, or area of land in one or more receiving districts.

2. In addition to existing powers and authorities to regulate by planning or zoning, including authorization to provide for transfer of development rights pursuant to other enabling law, a board of trustees is hereby empowered to provide for transfer of development rights subject to the conditions hereinafter set forth and such other conditions as a village board of trustees deems necessary and appropriate that are consistent with the purposes of this section. The purpose of providing for transfer of development rights shall be to protect the natural, scenic or agricultural qualities of open lands, to enhance sites and areas of special character or special historical, cultural, aesthetic or economic interest or value and to enable and encourage flexibility of design and careful management of land in recognition of land as a basic and valuable natural resource. The conditions hereinabove referred to are as follows:

- a. That the transfer of development rights, and the sending and receiving districts, shall be established in accordance with a comprehensive master plan within the meaning of section 7- 722 of this article. The sending district from which transfer of development rights may be authorized shall consist of natural, scenic, recreational, agricultural or open land or sites of special historical, cultural, aesthetic or economic values sought to be protected. Every receiving district, to which transfer of development rights may be authorized shall have been found by the board of trustees, after evaluating the effects of potential increased development which is possible under the transfer of development rights provisions to contain adequate resources, environmental quality and public facilities, including adequate transportation, water supply, waste disposal and fire protection, and that there will be no significant environmentally damaging consequences and such increased development is compatible with the development otherwise permitted by the village and by the federal, state, and county agencies having jurisdiction to approve permissible development within the district. A generic environmental impact statement pursuant to the provisions of article eight of the environmental conservation law shall be prepared by the village for the receiving district before any such district, or any sending district, is designated, and such statement shall be amended from time to time by the village, if there are material changes in circumstances. Where a transfer of development rights affects districts in two or more school, special assessment or tax districts, it may not unreasonably transfer the tax burden between the taxpayers of such districts. The receiving and sending districts need not be coterminous with zoning districts.
- b. That sending and receiving districts be designated and mapped with specificity and the procedure for transfer of development rights be specified. Notwithstanding any other provision of law to the contrary, environmental quality review pursuant to article eight of the environmental conservation law for any action in a receiving district that utilizes development rights shall only require information specific to the project and site where the action will occur and shall be limited to review of the environmental impacts of the action, if any, not adequately reviewed in the generic environmental impact statement.
- c. That the burden upon land within a sending district from which development rights have been transferred shall be documented by an instrument duly executed by the grantor in the form of a conservation easement, as defined in title three of article forty-nine of the environmental conservation law, which burden upon such land shall be enforceable by the appropriate village in addition to any other person or entity granted enforcement rights by the terms of the instrument. All provisions of law applicable to such conservation easements pursuant to such title shall apply with respect to conservation easements hereunder, except that the board of trustees may adopt standards pertaining to the duration of such easements that are more stringent than such standards promulgated by the department of environmental conservation pursuant to such title. Upon the designation of any sending district, the board of trustees shall adopt regulations establishing uniform minimum standards for instruments creating such easements within the district. Any

development right which has been transferred by conservation easement shall be evidenced by a certificate of development right which shall be issued by the village to the transferee in a form suitable for recording in the registry of deeds for the county where the receiving district is situated in the manner of other conveyances of interests in land affecting its title.

- d. That within one year after a development right is transferred, the assessed valuation placed on the affected properties for real property tax purposes shall be adjusted to reflect the transfer. A development right which is transferred shall be deemed to be an interest in real property and the rights evidenced thereby shall inure to the benefit of the transferee, and his heirs, successors and assigns.
  - e. That development rights shall be transferred reflecting the normal market in land, including sales between owners of property in sending and receiving districts, a village may establish a development rights bank or such other account in which development rights may be retained and sold in the best interest of the village. Villages shall be authorized to accept for deposit within the bank gifts, donations, bequests or other development rights. All receipts and proceeds from sales of development rights sold by the village shall be deposited in a special municipal account to be applied against expenditures necessitated by the municipal development rights program.
  - f. That prior to designation of sending or receiving districts, the legislative body of the village shall evaluate the impact of transfer of development rights upon the potential development of low or moderate income housing lost in sending districts and gained in receiving districts and shall find either there is approximate equivalence between potential low and moderate housing units lost in the sending district and gained in the receiving districts or that the village has or will take reasonable action to compensate for any negative impact upon the availability or potential development of low or moderate income housing caused by the transfer of development rights.
3. The board of trustees adopting or amending procedures for transfer of development rights pursuant to this section shall follow the procedure for adopting and amending a local law including all provisions for notice applicable for changes or amendments to a zoning ordinance or local law.
  4. Nothing in this section shall be construed to invalidate any provision for transfer of development rights heretofore or hereafter adopted by any local legislative body.





residential lot. Despite these limitations, there is concern that the current regulations do not protect local character. For example, they do not address the relationship of the permitted building size to the size of buildings on adjacent properties or on a street in general. Furthermore, there is no limit on the size of garages, nor is there a limit on the number of accessory structures. Consequently, it is possible for a property owner to intensify the use of a property by building accessory structures and buildings that cumulatively can be very out of character with the adjacent neighborhood.

- **Action NP2** - *Revise existing limitations on gross floor area to accomplish more compatible residential development and redevelopment*

The Village should consider further limitation to the gross floor area and coverage so that new residential development is more responsive to and compatible with the scale of existing development in the neighborhood in which it occurs. To more accurately reflect the total amount of development on a single property, the Village should adjust how gross floor area is calculated. This adjustment should require that maximum gross floor area include the area of the principal residence as well as the area of all accessory buildings.

The Village should also consider further limiting the maximum gross floor areas and coverage for residences. Consideration should be given to reducing the presently permitted maximum gross floor area as follows:

- ✓ the maximum gross floor area for single-family residences shall be 10 percent of the lot area plus 1,000 square feet
- ✓ the maximum gross floor area for all accessory structures shall be 2 percent of the lot area plus 200 square feet

Consideration should also be given to reducing the total maximum gross floor area from 20,400 square feet to a smaller number that is more in character with adjacent residences in the neighborhoods.

- **Action NP3** - *Consider additional limits on accessory structures and buildings*

The Village should consider a number of additional limits on accessory structures and buildings, including:

- ✓ a cap on total maximum gross floor area of accessory buildings
- ✓ a cap on maximum gross floor area of an individual accessory building
- ✓ a numerical cap on the number of accessory structures
- ✓ limits on the number of floors and on basements in accessory buildings
- ✓ clarification of limitations on exterior and interior bathrooms in accessory buildings



- **Action NP4** - *Maintain limitations on the height of primary structures and consider limiting the height of accessory buildings*

The Village should consider further limiting the height of accessory buildings and structures.

- **Action NP5** - *Consider the use of an "encroachment plane" regulation which could vary in degrees according to lot sizes*

The Village should consider using an encroachment plane regulation to accomplish massing of residential buildings that is compatible with an existing neighborhood. An encroachment plane is defined as an inclined plane that slopes inward at a specified angle from the property line. The roofline of a dwelling cannot pierce the plane and must not exceed the height limit. This technique requires buildings to step back as they go up in height, thus preventing design of massive structures directly at a setback line.

- **Action NP6** - *Require setbacks that are based upon lot size*

The Village should establish a schedule of setbacks that are based on lot size in lieu of the current practice of standard setbacks throughout an individual zoning district.

### **Issue 3. Accurate records of existing and proposed improvements to residential properties**

- **Issue Overview**

Accurate records of all improvements to residential properties are essential for review of applications before the Village Administrative Boards and the Village Department of Code Enforcement. These provide a record of what has been previously built on a property and shows proposed development in relation to existing improvements on a property and in relation to the property boundaries. They also provide a baseline for assessing when an addition or modification has been made to a property that is inconsistent with the Code.

- **Action NP7** - *Require all site plans and surveys submitted to the Village to show all improvements to a property including the principal residence, accessory structures and buildings, and on-site wastewater disposal system components*

The Village should require all site plans and surveys submitted for review to provide an accurate record of what is currently existing on a property as well as what is proposed to be constructed. This should include all improvements, including but not limited to the principal residence, accessory structures and buildings, and on-site wastewater disposal system components



- **Action NP8** - *Require all site plans and surveys to show all required setbacks as well as calculations demonstrating compliance with maximum gross floor area limitations*

The Village should require all site plans and surveys submitted for review to show calculations demonstrating compliance with limitations on gross floor area of the principal residence as well as all accessory buildings. It should also show all required setbacks from property lines, wetlands, and any other features as regulated in the Village Code.

## STREETSCAPE AND STREET TREES

**Objective:** *Maintain the streetscape of each residential neighborhood*

### Issue 1. Street tree management

- **Issue Overview**

The mature trees along Village streets and in greens and parks are an integral component of Village character. The Village has a comprehensive program to manage and protect its trees, working cooperatively with the Ladies Village Improvement Society (LVIS). The program involves maintenance, pruning, fertilizing, and watering trees, with special attention given to protecting the elm trees. When necessary due to damage, disease, or age, trees are removed and replaced. Through this cooperative effort the Village's trees – including many elms – have remained healthy and grown to their mature height, forming majestic arches over Village streets and providing a green backdrop for historic buildings, Village residences, and local businesses.

- **Action NP9** - *Continue to work cooperatively with the LVIS to develop and implement a management plan for the Village's street trees*

The Village should continue to manage and protect its trees. The Village Department of Public Works should continue to assume primary responsibility for tree care, with support from the LVIS. The Village, along with the LVIS, might consider a long-term management plan for Village trees.

### Issue 2. Management of Elm trees on private property

- **Issue Overview**

Many of the Village's oldest and most mature trees are American elms. Over the past fifty years, Dutch Elm disease has killed or damaged many of these trees. Unlike most communities throughout America, the Village still has many mature and healthy American elms – in large part because of the work of the LVIS. Critical to the health of the elms has been the proper handling of diseased trees – on both public and private property – including treatment, timely removal, and proper disposal of diseased wood. Since the early 1960s the LVIS has had a comprehensive program to manage and protect the Village's elm trees, including regular



injections with fungicides, a regular program of sanitation pruning, and a program to educate the public on how to care for trees and prevent spread of the disease. In 1962, the Village adopted a law controlling takedowns and disposal of diseased trees on private property.

- **Action NP10** - *Work cooperatively with owners of private property containing elm trees to ensure that the risk of Dutch Elm disease is prevented or minimized by requiring owners to promptly remove diseased trees and to immediately and properly dispose of diseased wood*

The Village and the LVIS should continue to work cooperatively to manage and protect the American elms. The Village should assist the LVIS where possible with its programs to inspect, trim, and inject the trees. The Village should continue to enforce Chapter 16 of the Village Code. Chapter 16 enables the Village to require private landowners to remove and properly dispose of any trees found to be infested by Dutch Elm disease.

### Issue 3. Character of the Village's residential streets

- **Issue Overview**

Well-kept shaded residential streets with mature trees and landscaping are typical throughout the Village. The streetscape – the roadway, landscaping, road edges, and vegetation – varies in character from neighborhood to neighborhood. In general, the street and adjacent roadway edges are maintained through a joint effort of the Village Department of Public Works and property owners.

- **Action NP11** - *Minimize street treatments that detract from Village character – except as needed to ensure safety – including, but not limited to curbing, striping, lighting, and signage*

The Village should continue to maintain the public rights-of-way without any significant changes to the streetscape of residential neighborhoods. The Village should generally retain the types of street treatments present today in each neighborhood, seeking to keep the streetscape as open and uncluttered as possible. Where a street has curbing, striping, lighting, sidewalks, and signage, these should be retained. Where they are not present today, they should not be added unless there is a clear safety need to do so or the residents on a street have requested the Village to make a specific improvement. The Village should survey all residential streets and remove redundant signs, provided such action will not jeopardize public safety.

- **Action NP12** - *Maintain unobstructed vegetated borders along Village streets within public rights-of-way*

Where vegetated borders exist along Village streets they should be maintained in a safe and unobstructed condition. The Village should continue to permit most adjacent private property owners to maintain roadway edges along their property perimeter, provided that there are no obstructions to visibility and that roadway safety is



maintained. In accordance with Chapter 48 of the Village Code, landowners should be encouraged not to plant residential landscaping within the public right-of-way. The Village should provide information to landowners regarding its policies on maintenance of street borders.

For a few roads, the Village should continue to maintain woodland character by leaving natural undergrowth in place along the roadway edge, provided it does not interfere with visibility or otherwise pose a safety risk. It should convey necessary information to property owners along these rights-of-way so that they are aware of Village policy regarding road edge maintenance along their property.

In the event that a landowner chooses not to maintain the vegetated border along a public right-of-way, the Village should undertake maintenance as appropriate. This typically occurs along vacant properties or where there is a large lot with a residence that does not front onto a public road.

Where necessary, the Village should reseed vegetated areas that have been disturbed as a result of vehicular travel, roadwork, snowplowing, etc. Where private construction activity has caused damage to vegetated borders, the Village should require the property owner to restore the border prior to issuing a Certificate of Occupancy for the residence.

- **Action NP13** - *Require that vegetated borders along Village streets within public rights-of-way be kept visually and physically unobstructed*

The Village should amend Chapter 48 of the Village Code to explicitly prohibit placement of any type of obstruction within the public right-of-way.

In accordance with the present provisions of Chapter 48, the Village should continue to promptly encourage removal of obstructions placed by private property owners within the public right-of-way.

- **Action NP14** - *Maintain road shoulder edges to reduce unevenness and ruts*

The Village should maintain roadway shoulder edges to reduce unevenness and ruts. Locations should be identified that are particularly susceptible to damage where vehicles frequently use the shoulder to go around stopped vehicles in the travel lane. The Village should establish a schedule for routinely inspecting these locations for damage. Where they involve a State roadway, the Village should immediately contact the NYDOT to request repair.



## NON-RESIDENTIAL USES WITHIN AND ADJACENT TO RESIDENTIAL NEIGHBORHOODS

**Objective:** *Protect residential neighborhoods by mitigating the adverse impacts created by adjacent non-residential uses*

### Issue 1. Impacts of non-residential uses on residential neighborhoods

#### ▪ Issue Overview

Non-residential development and associated activity— as well as at pre-existing non-conforming uses within residential districts – directly and indirectly impacts the quality of life in adjacent residential properties. Non-residential uses have a character and intensity of activity very different from the residential areas they abut. Cars and people moving to and from commercial areas and non-residential uses create an atmosphere of business and activity often at odds with a quiet village residential life style. Such uses generate noise, light, and odors that can be intrusive to adjacent residents. During peak summer periods – particularly near the Village Center – people and cars can spill over onto residential streets, searching for parking or just exploring Village neighborhoods.

- **Action NP15** - *Prohibit overflow parking from the commercial districts and from pre-existing non-conforming uses into residential neighborhoods by:*
  - ✓ *Enforcing existing on-street parking regulations*
  - ✓ *Considering – where requested – increasing the areas subject to on-street parking prohibitions*

The Village Police Department currently aggressively enforces parking regulations on residential streets adjacent to the commercial districts and to pre-existing non-conforming uses. Enforcement levels should be retained and expanded to the extent possible. Consideration should be given to increasing parking fines and to placing boots on vehicles that park illegally on residential streets. In addition, the Village should consider extending parking restrictions, as appropriate, to additional residential streets.

- **Action NP16** - *Prohibit installation of lights on non-residential properties that adversely impact adjacent residential neighborhoods*

Lighting at non-residential properties should not spill over into adjacent residential areas. The Village should utilize the lowest level of lighting possible to ensure public safety, with fixtures that direct light downward rather than out and up. Private development should use similarly low-level lighting. Spotlights on poles and walls of buildings should not be permitted. Removal of intrusive lighting should be required as a condition of approval for applications to improve existing commercial developments.



- **Action NP17** - *Prohibit uses and activities that impinge on adjacent residential properties*

The Village should strictly enforce provisions of the Code that identify permitted uses in the residential districts. Variances and special permit uses should not be granted for new developments or activities that have the potential to adversely impact the quality of life in adjacent residential neighborhoods. Special events that disrupt the peace and quiet should not be permitted. Where an activity is found to occur in violation of the Code, the Village should take swift enforcement action to cause the owner to cease and desist.

- **Action NP18** - *Enforce existing noise regulations consistent with the purpose and intent of Chapter 38 of the Village Code*

The Village should continue to strictly enforce regulations that control loud, disturbing and unnecessary noises. Of particular concern is noise emanating from non-residential uses, including yelling and shouting from groups of people, loud noise from mechanical equipment, loud and excessive noise from loading and unloading of vehicles, opening and closing of doors and dumpsters, and music. Actions should be taken quickly to mitigate noise from non-residential uses from which loud noise emanates.

- **Action NP19** - *Require landscaped buffers between non-residential and residential uses*

The Village should require installation of a landscaped buffer along the perimeter of all new non-residential developments where they abut a property that is used for residential purposes.

The Village should require installation of a landscaped buffer as a condition of approval of a permit involving improvements to non-residential uses and/or existing commercial developments. Design guidelines should be prepared to provide guidance as to the design of such buffers.

***(see additional discussion below under  
Commercial Districts - Design Review)***



## Issue 2. Lodging in residential neighborhoods

### ▪ Issue Overview

The Village is largely a residential community of year-round and second home residents, and their guests. Consistent with this character, there are very few lodging facilities available for visitors. The Village has knowledge of 26 locations where rooms are being rented to visitors. These provide approximately 150 rooms. All of the documented facilities are licensed by the Village and operate in accordance with requirements of the Village Code. The Village inspects all licensed facilities annually for compliance with applicable safety and zoning regulations. The general intent of the Village is to keep track of the location and number of lodging facilities so that they can be inspected to ensure visitor safety and to prevent extension or enlargement of non-conforming uses that could have adverse impacts on adjacent residences.

### ▪ Action NP20 - *Identify all existing buildings that contain rental rooms*

The Village should continue to compile and maintain an up-to-date inventory of all buildings where rooms are rented. Existing conditions at each building should be documented through inspection. This information should provide the baseline for defining the nature and intensity of the non-conforming use and for determining if future changes to the property constitute an extension or enlargement of a non-conforming use.

### ▪ Action NP21 - *Establish standards, requirements, and enforcement provisions for lodging facilities*

The Village should adopt standards for lodging facilities. These should state the Village's position with respect to activities at lodging facilities that will adversely impact adjacent residents.

### ▪ Action NP22 - *Conduct annual inspections of all buildings that include rented rooms to ensure compliance with existing regulations*

All buildings that contain rented rooms should be inspected annually. This inspection should determine if the building complies with applicable State and Village Codes. It should also determine if there has been any illegal extension or enlargement of the non-conforming use.

### ▪ Action NP23 - *Enforce existing regulations pertaining to rented rooms in single-family homes*

Where annual inspections reveal a violation of the Village Code with respect to the number of rented rooms in a single-family home, enforcement action should be taken immediately to eliminate the violation.





- **Action NP24** - *Prohibit the extension or enlargement of non-conforming uses where rooms are rented in residential districts*

The Village should take immediate enforcement actions against any property owner where the annual inspection reveals that more rooms are being rented than are allowed under the conditions of its special permit or license or that is otherwise in violation of the permit terms and conditions.

- **Action NP25** - *Increase the amount of fines for non-compliance*

The Village should consider increasing fines for lodging facilities where there has been an extension or enlargement of a non-conforming use. If the maximum allowable fine under current State law is not considered to be an adequate deterrent, the Village should take action to enact higher fines consistent with Village law.

- **Action NP26** - *Limit lodging facilities with more than two guest rooms to those now legally existing*

Once the Village has completed its inventory of pre-existing/non-conforming buildings where guestrooms are rented, it should consider prohibiting any further use of residences for such purposes.

### **Issue 3. Illegal group rentals of single-family residences**

- **Issue Overview**

Chapter 57 of the Village Code allows single-family residences to be occupied by one family, defined as not more than three unrelated individuals. During summer months there are typically a number of rental properties in the Village where this limitation is violated, either with or without the property owner's knowledge. Frequently these rentals have adverse impacts on adjacent residential properties caused by increased activity, traffic, and noise.

- **Action NP27** - *Enforce regulations against group rentals*

The Village should take action against group rentals of seasonal homes where there is a violation of Village Code that is adversely impacting a residential neighborhood.

### **Issue 4. Non-conforming uses in residential neighborhoods**

- **Issue Overview**

A number of pre-existing and/or non-conforming uses exist in residential districts in several Village neighborhoods. Several of these pre-existing and/or non-conforming uses have a number of adverse impacts on adjacent residential properties (*see Issue 1 above*).

Chapter 57 of the Village Code permits these uses to remain, provided there is no extension or enlargement of the non-conforming use. Once a non-conforming use is discontinued or ceases to exist for a period of one year, it is considered abandoned and is subsequently prohibited.



Presently the Village allows non-conforming uses to change to a more conforming use through issuance of a Special Permit by the Zoning Board of Appeals.

- **Action NP28** - *Require properties in the residential zones that are used for non-residential purposes to be operated and maintained so as to not detract from or diminish the quality of life on neighboring properties.*

*(see above Actions under Issue 1-  
Impacts of Non-Residential Uses on Residential Neighborhoods)*

- **Action NP29** - *Monitor properties in residential zones that are used for non-residential purposes on a regular basis to assure that they conform to the particular status under which they operate*

The Village should ensure that all pre-existing/non-conforming uses and special permit uses that exist in residential districts do not expand, enlarge, or intensify. The Village should conduct annual site visits to ascertain current conditions, to update its records, and to assess and confirm that there have been no changes.

- **Action NP30** - *Redefine the criteria for initiating action against a property owner for extension or enlargement of a non-conforming use*

The Village should establish and communicate to the public its procedure for uniformly determining when an enforcement action is warranted against a property owner for an illegal extension or enlargement of a non-conforming use or a violation of the provisions of a special permit. It should set forth the criteria to be used to define "extension" or "enlargement." It should also set forth the procedure to be used to bring the property into compliance with the Code.

- **Action NP31** - *Prohibit extensions or enlargements of pre-existing and/or non-conforming uses with the intention that the property will revert to its primary residential and conforming use*

The Village should encourage property owners to allow pre-existing and/or non-conforming uses to revert to the primary conforming use.

Considering that the Village is overwhelmingly residential and that there are limited parcels remaining for residential development, the Village should encourage owners of pre-existing and/or non-conforming uses who have expressed an interest in abandoning that use to allow the property to revert to the complying uses. Further, the concept of "more conforming" should be amended in the Code to encompass more than a technical definition of that term and to require the Zoning Board of Appeals to find that the proposed use will be in harmony with the general purpose of the Comprehensive Plan.



Budgetary constraints permitting, the Village should consider the option of eliminating pre-existing and/or non-conforming uses by acquiring the property.

## THROUGH TRAFFIC IN RESIDENTIAL NEIGHBORHOODS

**Objective:** *Reduce where appropriate the impacts of traffic on residential neighborhoods*

### Issue 1. Through truck traffic on residential streets

#### ▪ Issue Overview

As congestion on the primary Village streets has increased in recent years, many more vehicles are using secondary streets through residential neighborhoods to avoid congested areas. There has been a particularly noticeable increase in through truck traffic in residential neighborhoods. In the future, the number of vehicles detouring through residential neighborhoods is likely to continue, as the Town continues to grow and more people travel through the Village.

- **Action NP32** - *Establish weight limits for trucks on all Village streets*

The Village should establish weight limits for trucks on all Village streets. Maximum weight limits should generally decrease as street right-of-way width decreases. Large heavy trucks should be restricted from minor Village streets and directed to primary roadways, such as Montauk Highway.

- **Action NP33** - *Encourage commercial vehicles on Town or Village business to use primary roads rather than secondary residential streets*

Commercial vehicles on Town or Village business – particularly vehicles traveling to and from the Springs-Fireplace Road Landfill – should be encouraged to use primary roadways such as Montauk Highway and North Main Street whenever possible. This will be accomplished in part through enforcement of new weight limits on Village streets for vehicles not on local business. The Village should advise the Town and staff at the Springs-Fireplace Road Landfill to notify all drivers regarding the Village's intention to enforce new truck travel restrictions.



## Issue 2. Excessive speed on residential streets

### ▪ Issue Overview

Excessive speed on residential streets is a persistent problem in many of the Village's residential neighborhoods. There is a particular problem on streets that are used for bypassing congested areas in order to get through the Village more quickly.

- **Action NP34** - *Aggressively enforce Village speed limits, especially on roads subject to short-cutting through traffic*

The Village should continue to aggressively enforce Village speed limits to the maximum extent possible. The Village should establish enforcement priorities based upon its understanding of streets that are routinely used for short-cutting, that have straight stretches of wide pavement with smooth travel surfaces, or where there is a high incidence of pedestrian and bicycle travel.

## Issue 3. Traffic lights

### ▪ Issue Overview

Traffic lights on roadways are an integral part of a safe transportation system when warranted for safety reasons. Their effect, however, is detrimental to neighborhood character when installed in a residential area, introducing an urbanizing element, and generally detracting from a sense of small scale slow-paced Village life.

- **Action NP35** - *Protect neighborhood character by limiting traffic lights to the minimum required in accordance with safety design standards*

Traffic lights should be installed only as a last resort at locations where public safety hazards exist.



## PARKING IN RESIDENTIAL NEIGHBORHOODS

**Objective:** *Continue to limit on-street parking in residential neighborhoods*

### Issue 1. Parking on residential streets

#### ▪ Issue Overview

Parking on residential streets in the Village inhibits travel, is a safety hazard, and has an adverse impact on the character of residential neighborhoods. Illegally parked cars in residential neighborhoods are a problem in areas adjacent to the commercial districts. The Village Code explicitly prohibits parking on many of these streets. In other neighborhoods – particularly older neighborhoods – parking on the street occurs where homes do not have driveways or where the demand for parking exceeds the capacity of the driveway.

#### ▪ Action NP36 - *Maintain restrictions on daytime and overnight parking*

The Village should continue to restrict daytime and overnight parking on residential streets pursuant to Chapter 54 of the Village Code. The regulations should be periodically reviewed to determine if revisions are appropriate, including adding new restrictions where parking impacts are observed and/or removing those no longer deemed necessary.

#### ▪ Action NP37 - *Require owners to provide adequate parking for new construction on private property*

The Village should consider amending the Village Code to include specific requirements for residential parking. New residences should be required to provide a driveway and space for the number of vehicles as can be reasonably expected at the residence. For existing residences without off-street parking, building permits for expansion to such residences should be conditioned upon installation of a driveway with adequate off-street parking, where possible.



## PEACEFUL ENJOYMENT

**Objective:** *Preserve, maintain and encourage peace and quiet within residential neighborhoods*

### Issue 1. Limitations to preserve peaceful enjoyment

#### ▪ Issue Overview

While life in Village neighborhoods is generally peaceful, there are times when excessive noise, excessive light, and construction activity is disturbing to residents.

- **Action NP38** - *Consider extending the quiet hours in Chapter 38 beyond the current hours between 11:00 PM and 7:00 AM.*

To mitigate problems related to excessive noise, Chapter 38 of the Village Code restricts loud, disturbing and unnecessary noise between the hours of 11:00 PM. and 7:00 AM. Noise is deemed to be loud, disturbing and unnecessary when it is plainly audible at a distance of fifty (50) feet from its source. The Village should consider extending the hours during which excessive noise is prohibited to earlier than 11:00 PM in the evening and/or ends later than 7:00 AM in the morning. On-going disturbing noises should be restricted at all times of the day.

- **Action NP39** - *Limit the hours of operation for construction crews*

The Village should take action to mitigate noise impacts caused by construction activity on residents of adjacent homes. Accordingly, the Village should limit construction crew operations to certain hours of the day with additional restrictions on weekends.

- **Action NP40** - *Establish limits for the duration of construction to one building permit (1 year) and one six-month extension*

The Village should limit the duration of construction impacts on residential neighborhoods. Building permits should be issued initially for a period of one year, with a potential for one six-month extension.

- **Action NP41** - *Consider limiting the hours of operation for professional landscape crews*

The Village should consider actions to protect Village residents from noise generated by professional landscaping crews. The Village should consider limiting the hours of operation for professional crews to certain hours of the day with additional restrictions on weekends.



- **Action NP42** - *Consider limitations on outdoor lighting*

The Village should consider actions to mitigate impacts of residential lighting on adjacent properties. The Village should consider prohibitions on lighting fixtures that cause spillover lighting and directional spotlights pointed towards another property.

## SEASONAL AND SPECIAL EVENTS

**Objective:** *Coordinate recurring seasonal local events that attract large numbers of people so as to mitigate congestion and ease traffic flow*

### Issue 1. Limit the impact of special events on the lives of Village residents

- **Issue Overview**

The Village of East Hampton – because of its natural beauty, historic character, and popularity as a summer community – is a location found very attractive for special events and fundraising activities. In recent years the number of events has increased, as has the number of people attending such events. The traffic, parking, and noise from these events impacts adjacent residential uses and places a strain on the Village Police Department to direct traffic, enforce parking restrictions, and to maintain peace and quiet. Presently, there are no restrictions on the number of events or the size of events, nor on the number of events that can occur on a particular day or weekend. Chapter 5B of the Village Code requires that gatherings involving more than fifty people be registered with the Village at least 14 days in advance of the event if (1) parking will occur on a public road or public place, and/or (2) the amount of litter generated will be more than normal for the property. The Village encourages the event host to provide adequate parking defined in the Code as one space for every two persons attending.

- **Action NP43** - *Define “special events” and indicate “special areas of congestion”*

The Village should review its present definition of “mass gatherings” as defined in Chapter 5B of the Village Code. Additional criteria should be considered that would require the host of a special event to register with the Village and comply with applicable restrictions. These criteria should consider potential impacts on the adjacent neighborhood. In addition, the Village should define “special areas of congestion” where special events will have a greater impact on the Village and should be subject to additional limitations.



- **Action NP44** - *Establish guidelines, policies and procedures to control the number of events on each seasonal weekend*

Guidelines should be established for the number of special events that can be hosted by an organization or property owner during a single summer season, as well as a limit on the number of special events that can occur on a given day or weekend. Procedures should be developed for notifying the various organizations and private property owners that routinely host events regarding the Village's desire to better schedule events.

- **Action NP45** - *Establish a Special Events Planning Committee of organizations and government representatives to schedule events and offer equitable regulations*

A Special Events Planning Committee should be formed to oversee development of equitable guidelines to reduce the impacts of special events on the Village. These guidelines should establish how special events are scheduled and how their impacts – traffic, parking, noise, trash, etc. – are managed. This committee should be composed of representatives of the organizations who routinely host special events, as well as representatives of Village government.

- **Action NP46** - *Prepare, maintain and publish a calendar of special events*

A calendar of special events should be prepared, maintained and published each year. The Special Events Planning Committee should be responsible for equitably scheduling the major fundraising events that occur each summer season. The Village should forward requests for registration of special events to the Committee for addition to the calendar, as appropriate.

- **Action NP47** - *Encourage special parking and transportation arrangements to ease congestion during special events*

The Special Events Planning Committee should coordinate with the major organizations in the Village to identify special parking and transportation arrangements that could be used to ease congestion caused by the major special events that are held annually in the Village. These should include consideration of the use of major public and private parking facilities, in combination with the Village shuttle service.





## 6.0 SUPPORTING THE VILLAGE'S COMMERCIAL NEEDS

### INTRODUCTION

Each of the Village's six commercial districts has its own distinct character and contributes in different ways to life in the Village. Despite these differences among the districts, they all share certain characteristics with respect to size and scale of buildings, circulation, and the mix of uses that generally contribute to "village character:"

- The buildings are generally small, one to two stories in height, and average about 5,000 square feet in size. Only six buildings in the commercial districts are greater than 15,000 square feet in size
- The commercial districts have historically offered the basic goods and services needed by residents
- The density, mix, and arrangement of uses should encourage pedestrian movement within these areas.

Despite this Village ambience there are recent trends for intensification of uses and changes in the types of commercial uses that some residents feel threaten the traditional Village character. These changes have occurred as the popularity of the Hamptons has increased, bringing increased interest in the area, attracting outside retailers and investors, and ultimately causing rising rents and land values. Traditional local-serving retail uses have declined, replaced by specialty retail shops that cater more to seasonal residents and visitors. Pressures to find commercial space – most intense in the Village Center – continue to place pressure on the area. The intensification of uses and activity has also begun to impact some adjacent residential neighborhoods, especially during the summer season.

There is concern over the change in the types of businesses present today. There is also concern regarding the potential for new development within some existing commercial areas. The potential for full development – or redevelopment – of underutilized land within the Village's six commercial districts threatens significant change to the character of the Village. As commercial opportunities are consumed in the Village Center, the peripheral commercial areas offer an increasingly appealing option for new development. Much of this land is presently underutilized. Land can be acquired at a more reasonable price. In addition, by acquiring two or more parcels – and then tearing down the existing structures – it is possible to assemble enough land to develop a major commercial facility that could offer a greater return on investment. This trend could result in a pattern and character of commercial development very different from that of the Village today. While almost all of the land in these districts is presently developed, much of it is underutilized with small one-story buildings, many in relatively



poor condition. Many parcels could accommodate considerably more development.

The Village's Vision for the Future and its Goals and Objectives, clearly state that the community is seeking to retain its village character, which is essentially residential. Commercial uses should not adversely impact residential neighborhoods. The foremost function of the commercial districts is to serve the needs of residents. If this vision is to be accomplished, it is important that the Village consider reasonable measures that will enable this to happen. Rather than waiting for market forces to bring change to the Village, actions are needed to ensure that the future development in the commercial districts will not harm village character. By acting sooner rather than later, the Village will avoid being forced into a reactive mode – after a development proposal is submitted that is inconsistent with the community's vision and goals. The Village must adopt revised plans and implement regulations.

Recommended actions in the Comprehensive Plan regarding future development in the Commercial Districts indicate the Village's commitment to protecting its character:

- Retain the existing limits of commercial districts
- Consider a size cap for buildings which reflects the differing scales of buildings in individual commercial districts
- Take measures to mitigate impacts of commercial activities on adjacent residential uses
- Adopt specific design review guidelines for non-residential buildings in each commercial district
- Enhancement of the streetscape in commercial districts
- Examine alternatives to encourage construction of housing in the commercial districts
- Create/restore open spaces in each of the Village's commercial districts through a combination of regulations, incentives and public acquisition



## COMMERCIAL DISTRICTS GOALS AND OBJECTIVES

**Goal :** *Maintain the areas of the Village's commercial districts as they currently exist and keep the size and scale of commercial buildings compatible with the character of the Village*

**Objectives:** **Location, Scale and Extent of Commercial Development**

*Ensure that development respects Village character, is compatible with adjacent residential uses, is limited as to size and scale, and remains within the existing boundaries of the commercial districts*

### **Housing**

*Maintain and encourage residential units in the Village's commercial districts*

### **Public Open Spaces**

*Acquire and maintain landscaped public open spaces within each of the Village's commercial districts which includes buffers between commercial districts and adjacent residences*

### **Design Review**

*Continue to encourage design of commercial structures that are compatible with the Village's character and scale*

### **Streetscape Design**

*Maintain or improve the streetscape in each of the commercial districts in keeping with the present Village character*



## COMMERCIAL DISTRICTS - PLANNING ACTIONS

### LOCATION, SCALE AND EXTENT OF COMMERCIAL DEVELOPMENT

**Objective:** *Ensure that development respects Village character, is compatible with adjacent residential uses, is limited as to size and scale, and remains within the existing boundaries of the commercial districts*

#### Issue 1. Extent of the Village's commercial districts

##### ▪ Issue Overview

The Village of East Hampton – with 60 acres of land zoned for commercial, office, and manufacturing-industrial development – has more than enough land zoned for commercial uses to meet the demands of year-round residents as well as the total population on a peak summer weekend. Land use surveys in American communities suggest that the average ratio of commercially developed land (including office space) per 1,000 population is 12.4 acres (Van Horn 1991). Using this ratio for year-round residents – and a reduced ratio of 6.2 acres per 1,000 for seasonal residents and guests – the Village should have approximately 44.5 acres of commercial land to meet the needs of the current peak population (year 2000). Upon full build-out of the Village – once all of the residential land is fully developed – an additional 7.5 acres of commercial land would be needed to accommodate population growth. This would consume approximately 87 percent of the land presently zoned for non-residential uses.

##### ▪ Action C1 - *Prohibit expansion of the Village's Commercial Districts*

The Village's six existing commercial districts provide an adequate inventory of land for non-residential development to meet the needs of the Village's year-round and seasonal residents. In the future, the Village should not consider expanding any of the commercial districts. Such expansions are not necessary to meet the Village's needs for non-residential uses and would adversely impact adjacent residential neighborhoods.

##### ▪ Action C2 - *Consider, where appropriate, reducing the extent of the Village's Commercial Districts*

In certain circumstances, the Villages should consider reducing the land zoned for non-residential uses in the commercial districts. This would be appropriate where there is an existing residential use adjacent to a residential neighborhood and the landowner is amenable to rezoning. It would also be appropriate if in the future a new residential development project is proposed in one of the commercial districts.



## Issue 2. Size and scale of commercial buildings

### ▪ Issue Overview

The Village has previously acted to protect the character of its commercial districts by establishing a 10,000 square foot cap on the footprint of commercial buildings in all zoning districts. This followed completion of the Commercial Districts Study (2000) that documented the character of the existing commercial areas and considered how the character could change under prior regulations that placed no limitation on building footprint size. The current cap applies to all six Village commercial districts, without differentiating among the districts, some of which have buildings that are typically much smaller than 10,000 square feet. As such, while the cap prevents construction of "big box" retail in the Village, it does not ensure that new commercial construction will actually be in scale with the character of the Village's smaller commercial districts.

- **Action C3** - *On a district-by-district basis, consider further limiting the size of non-residential buildings in the Village's six commercial districts so that they are compatible with Village character and their surrounding residential areas*

The Village should consider further refining the current cap on the size of commercial buildings to better protect the character of specific commercial districts and their surrounding residential areas. Smaller caps in some districts would ensure development and redevelopment that is more similar in size and scale to existing buildings, thereby better protecting existing character. Following is a summary of average building size in each commercial district:

✓ Village Center	4,918 square feet
✓ North Newtown Lane	3,673 square feet
✓ Gingerbread	5,968 square feet
✓ Cove Hollow	11,942 square feet
✓ Sheepfold	4,861 square feet
✓ North Main Street	2,661 square feet

The Village should reconsider the commercial building cap in all of the commercial districts with respect to their surrounding residential areas.

## Issue 3. Impacts of Commercial Districts on adjacent residential neighborhoods

### ▪ Issue Overview

Commercial development and activities in the Village's commercial districts directly and indirectly impact the quality of life in adjacent residential neighborhoods. The commercial districts have a character and intensity of activity very different from the residential areas that they abut. Cars and people moving to, from and within the commercial areas create an atmosphere of business and activity often at odds with a quiet village residential life style. Commercial uses generate noise, light, and odors – often during evening and early morning hours – that can be



intrusive to adjacent residents. During peak summer periods – particularly near the Village Center – people and cars spill over onto residential streets, searching for parking or just exploring Village neighborhoods. Those not familiar with Village parking regulations – as well as those who disregard posted parking restrictions – quite frequently park on residential streets within close walking distance of commercial destinations.

- **Action C4** - *Prohibit overflow parking from the commercial districts in residential neighborhoods by:*

- ✓ *Enforcing existing on-street parking regulations*
- ✓ *Considering – where requested – increasing the areas subject to on-street parking prohibitions*

**(see above Neighborhood Preservation – Non-Residential Uses within and Adjacent to Residential Neighborhoods)**

- **Action C5** - *Prohibit installation of lighting in commercial areas that adversely impacts residential areas*

**(see above Neighborhood Preservation – Non-Residential Uses within and Adjacent to Residential Neighborhoods)**

- **Action C6** - *Prohibit uses and activities that impinge on adjacent residential properties*

**(see above Neighborhood Preservation – Non-Residential Uses within and Adjacent to Residential Neighborhoods)**

- **Action C7** - *Enforce existing noise regulations consistent with the purpose and intent of Chapter 38 of the Village Code*

**(see above Neighborhood Preservation – Non-Residential Uses within and Adjacent to Residential Neighborhoods)**

- **Action C8** - *Require landscaped buffers between non-residential and residential uses*

**(see above Neighborhood Preservation – Non-Residential Uses within and Adjacent to Residential Neighborhoods)**



## HOUSING

**Objective:** *Maintain and encourage residential units in the Village's commercial districts*

### Issue 1. Encouraging second floor apartments

#### ▪ Issue Overview

Residents have expressed concern regarding the availability of reasonably priced housing in the Village. The most affordable units that remain in the Village are located in the commercial districts. These are slowly being converted to non-residential uses in response to current trends in rising rents and intensification of commercial uses. Further inhibiting residential development are the wastewater disposal regulations of the Suffolk County Department of Health Services that severely constrain new residential development in the commercial districts, particularly in areas located north of Montauk Highway and North Main Street. Presently, there are only 38 residential units in the commercial districts, including 24 apartments and 14 single-family homes. In the future, if current trends continue, housing is likely to totally disappear from the commercial districts.

- **Action C9** - *Under certain circumstances, consider reducing parking requirements for second floor apartments*

Chapter 57 of the Village Code requires two parking spaces per apartment for apartments in the Core Commercial, Commercial, and Manufacturing-Industrial Districts. This acts as a disincentive to construction of new residential units. In order to encourage development of new second floor apartments, the Village might consider reducing the required parking from two spaces per apartment to one space per apartment. If parking requirements are reduced, then it will be important to retain the current limitation on apartment size of 800 square feet with a maximum of two bedrooms.

- **Action C10** - *Consider reducing impervious cover limitations for development projects that include second floor apartments*

Chapter 57 of the Village Code limits the amount of impervious coverage for all structures on any lot or parcel of land to 90 percent in the Core Commercial, Commercial, and Manufacturing-Industrial Districts. In the future, the Village should consider further reducing the maximum allowable impervious coverage to from 70 to 80 percent. In order to encourage development of new second floor apartments, the Village should consider allowing a higher percentage of impervious coverage (more than 70 to 80 percent or whatever is adopted by the Village in the future) for proposed buildings that include one or more second floor apartments.



## Issue 2. Encouraging small-scale multi-family residential development

### ▪ Issue Overview

The Village Code currently does not permit construction of small-scale multi-family residential buildings in any of the Village zoning districts. This acts as a disincentive to development of smaller, more moderately scaled and priced housing in the Village and limits housing opportunities for both younger and older residents.

- **Action C11** - *Consider permitting a limited number of small scale multi-family residential developments in the commercial districts*

The Village should consider permitting small-scale multi-family residential buildings within the Commercial and Manufacturing-Industrial Zoning Districts. Such buildings should be subject to the limitations on maximum footprint, building height, and setbacks that pertain to commercial buildings within the commercial district in which they are located.

- **Action C12** - *Establish design guidelines for small-scale multi-family developments, including provisions for open space*

Future small-scale multi-family residential buildings should be subject to review by the Design Review Board. To aid in the development review process and to encourage high quality site planning and design, the Village should prepare a set of design guidelines for small-scale multi-family residences. The design guidelines should give special attention to parking requirements, the design of parking lots, landscaping and public open space.

## Issue 3. Impacts of the County Sanitary Code Standards on the type and intensity of residential development

### ▪ Issue Overview

The Suffolk County Sanitary Code Standards restrict the type and intensity of development – both residential and commercial – which can occur in the Village. The Code limits the types of uses and intensity of uses by restricting the use of conventional on-site disposal systems for proposed developments whose design flows do not exceed specified population density equivalents for each of the Village's two Groundwater Protection Zones. This currently makes it very difficult to develop mixed-use developments in the Village's commercial districts that include second floor apartments over first floor commercial uses. It also effectively precludes the possibility of constructing small-scale multi-family residential buildings. An alternative solution that could enable construction of residential units may be available through transfer of development rights within the Village, as permitted by the Suffolk County Department of Health Services' Transfer of Development Rights Standards, assuming all properties are within the Village.





- **Action C13** - *Evaluate the feasibility of securing wastewater disposal permits for new housing in the commercial districts by transferring development rights within the Village*

The Village should evaluate the general feasibility of using the Transfer of Development Rights provisions in the County Sanitary Code to enable construction of new housing units in the Village's commercial districts. This would require determining how such a concept would be implemented, followed by identifying potential transfer parcels in the Village. It is also recommended the Village secure an interpretation from the County regarding use of the TDR provisions for such purposes. If deemed feasible, the Village could then initiate steps to enable multi-family development in its commercial districts and propose to applicants for new development in commercial districts that they consider housing as an alternative or in combination with commercial development.

#### **Issue 4. Affordable housing**

- **Issue Overview**

In the Village of East Hampton, a number of conditions combine to create a lack of housing that is affordable to moderate-income families. The strong real estate market has driven housing prices upward. There are very few multi-family housing units available in the Village. As a result, moderate-income families generally find it difficult to find affordable housing, making the Village virtually inaccessible to some families.

- **Action C14** - *Consider alternatives to encourage housing units in one or more of the commercial districts to be "affordable"*

The Village needs to explore creative options for facilitating construction of residential units that are more affordable to moderate-income residents such as the elderly, young first-time homebuyers, and single young professionals. The Village supports the concept of locating new apartments and small multi-family projects that could be more affordable to these buyers in its commercial districts.



## **PUBLIC OPEN SPACES**

**Objective:** *Acquire and maintain landscaped public open spaces within each of the Village's commercial districts which includes buffers between commercial districts and adjacent communities*

### **Issue 1. Acquisition of public open space in each of the commercial districts**

#### **▪ Issue Overview**

Small open spaces in commercial areas generally enhance the street environment. They offer opportunities for pleasant green spaces, opportunities for social interaction, important visual links, and pedestrian connections. In the Village's commercial districts, there are few public open spaces of this type. The Old Barn Book Shop Park – a 3,000 square foot open space with small shade trees and benches – is nestled between shops on the north side of Main Street. It provides a pleasant pedestrian connection from the Reutershan lot to Main Street and an opportunity for residents and visitors to experience visual relief.

#### **▪ Action C15 - Seek to acquire public open space in the commercial districts**

The Village Open Space Plan should be revised to recommend acquisition of a network of small public open spaces in the Village's commercial districts. The Village should initiate negotiations with property owners to ascertain their interest in selling properties or parts of properties identified in the Plan. Where there are willing sellers, the Village should seek to acquire property for open space purposes, using funds available from the Community Preservation Fund.

### **Issue 2. Creation of open spaces and pedestrian walkways as part of the development process**

#### **▪ Issue Overview**

It will probably not be possible for the Village to buy all the land that it wants in the commercial districts. Some prices will be too high and some properties may not be for sale. As a result, future private investment may ultimately offer the greatest opportunity for the Village to accomplish a network of open space in the commercial districts. Through a combination of incentives, regulations, and design guidelines the Village should encourage developers to include open space elements in the design of projects. As new development and redevelopment occurs, it will then build into its design the desired elements of the Village's commercial districts open space system.



- **Action C16** - *Decrease the maximum allowable coverage to 80 percent in the Core Commercial District and to 70 percent in the Commercial District and Manufacturing-Industrial District to better enable creation of meaningful open space in the commercial districts*

Current Village regulations limiting maximum coverage to 90 percent allows developers to develop most of their property, leaving only residual areas in strips of landscaping along parking lots and building perimeters. To better accomplish its open space and streetscape objectives, the Village should reduce the maximum allowable coverage so that larger areas of landscaped open space are retained. Maximum allowable coverage should be reduced to 80 percent in the Core Commercial District and to 70 percent in the Commercial District and the Manufacturing-Industrial District.

- **Action C17** - *When properties are redeveloped in the commercial districts, require landowners to incorporate open spaces that provide critical visual links and pedestrian connections*

The Village should develop a set of site planning design guidelines for properties in the commercial districts. These should clearly articulate the Village's priorities with respect to creating open spaces, protecting critical visual links, and providing pedestrian connections.

*(see below Commercial Districts – Design Review)*

## DESIGN REVIEW

**Objective:** *Continue to encourage design of commercial structures that are compatible with the Village's character and scale*

### Issue 1. General need for design guidelines for commercial development

- **Issue Overview**

Chapter 13 of the Village Code requires that the Design Review Board (DRB) approve all applications for development in the commercial districts. Currently, the DRB's reviews are guided by a set of broad objectives in the Code. These objectives – while setting the general design concepts – do not provide adequate and necessary details regarding Village policy, specific design treatments, and illustrations and examples of desired treatments. More detailed design guidelines would facilitate DRB reviews and provide applicants a clear basis for fair and consistent design review. They would provide added benefits to advocate for property value protection and enhancement, and as an incentive for investment.



- **Action C18** - *Adopt simple and concise design guidelines for commercial development that address the major aesthetic and functional concerns in each commercial district that impact Village character, without encouraging uniformity*

The Village should develop and adopt a set of simple and concise design standards for the commercial districts. These should address the major aesthetic and functional concerns related to commercial development which have the potential to impact Village character. The standards and guidelines should address the relevant issues in terms easily understood by the general public, including the following:

- size, scale and character
- color and materials
- relationship to the surrounding residential community
- pedestrian connections
- parking
- streetscape, landscaping and open space

### **STREETSCAPE DESIGN AND SIGNAGE**

**Objective:** *Maintain or improve the streetscape in each of the commercial districts in keeping with the present Village character*

#### **Issue 1. General need for streetscape improvements**

- **Issue Overview**

The environment of Village streets is a major contributor to community character. Elements that contribute to the streetscape include the street itself, on-street parking, sidewalks, crosswalks, signage, street furniture, street trees and flowers, trash receptacles, lighting, traffic control devices, and overhead utilities. In East Hampton, the streetscape varies in character in the different commercial districts. In the Village Center – where there has appropriately been the greatest attention paid to the street and sidewalk areas – the streetscape is generally pleasing and well kept. For most of the remaining districts the Village provides general maintenance but has not invested in street furniture, enhanced landscaping, or upgrades of street treatments.

- **Action C19** - *Develop and implement streetscape plans and design guidelines for each of the Village's six commercial districts*

The Village should prepare streetscape plans and design guidelines for each of its commercial districts. These should establish standard treatments and design compatible with the neighboring residential zones:

- sidewalks and crosswalks
- on-street parking
- street and sidewalk furnishings
- traffic control devices



- lighting
  - signage
  - landscaping
- **Action C20** - *Coordinate development of a streetscape plan for the North Main Street area*

*(see below Village/Town Coordination – North Main Street Area)*

## **Issue 2. General need for public parking lot enhancements**

### ▪ **Issue Overview**

Because the need to maximize spaces in public parking lots is paramount, there is little opportunity for enhancements to the parking areas. There is little or no landscaping in the parking lots because it would displace parking spaces. As a result, the parking lots have a stark, drab appearance. For this reason, it is very important that the Village use every means possible to enhance the aesthetic quality of its public parking lots.

- **Action C21** - *Evaluate, develop, and implement plans to improve the appearance and efficiency of public parking facilities*

The Village should prepare parking lot improvement plans for the Reutershan Lot, Schenk Lot, and Lumber Lane Lot. These should establish standard treatments and design palettes for the following:

- |            |            |                |
|------------|------------|----------------|
| - paving   | - lighting | - furnishings  |
| - striping | - signage  | - traffic flow |

## **Issue 3. Excessive signage**

### ▪ **Issue Overview**

In recent years there has been a proliferation of signs in public rights-of-way and parking areas. These include traffic control signs, parking signs, pedestrian safety signs, and general information signs. In some locations these create visual clutter and tend to detract from the aesthetic quality of public spaces.

- **Action C22** - *Without compromising safety, design and locate signs so that they are aesthetically pleasing*

The Village should systematically review the placement and design of public signs within the Village rights-of-way, on public greens and open spaces, and in public parking lots. To the extent possible – without jeopardizing public safety – excessive signs should be removed. All signs should be assessed in terms of their aesthetic quality and consistent design. Those found to be visually unappealing should be redesigned and/or replaced.



## 7.0 PROTECTING THE VILLAGE'S NATURAL RESOURCES

### INTRODUCTION

When asked to describe what they value in their community, most Village residents remark about the natural beauty of the area – its beaches and dunes, its ponds and wetlands, mature trees and wildlife. While the Village is largely settled, it retains a serene atmosphere created by the mature landscaping and dramatic street trees of its residential neighborhoods, a network of natural areas in Village greens and ponds, and one the most beautiful beaches on the East Coast. The Village has worked diligently, in cooperation with local community groups and concerned residents, to protect its natural resources, seeking to carefully manage its waters, woodlands and wildlife. Over the years, these efforts have been highly successful, leading to creation of the Nature Trail and other Village-owned open spaces, special programs to protect Hook Pond and Town Pond, and remarkable success in managing and caring for the Village's street trees – particularly its mature and stately elms.

In large part, the Village should continue its present practices to protect and manage its natural resources, relying on a variety of strategies. As the Village approaches build-out, it is important to try to acquire important remaining open spaces and natural areas if and when they become available. Through dissemination of public information, the Village can encourage good stewardship of the land, thereby enhancing water quality, protecting wildlife, and promoting better care of trees and landscaping. By working with community groups, there is an opportunity to devise management strategies that collaboratively address environmental concerns – such as the care of the elm trees and the protection of water quality in Hook Pond, Town Pond and Georgica Pond. Where additional protections are needed and no other option is available, regulatory strategies must continue to be used to ensure resource protection – such as for wetlands, dunes, and beaches.

Natural resource protection efforts of the Village should reflect five strategies:

- Identification and acquisition of important open spaces – including natural areas as well as open spaces in the commercial districts that maintain air and light and enhance the character of the Village
- Stewardship of wetlands, beaches, dunes, and critical wildlife habitat areas by both private landowners and the Village
- Reliance upon effective use of existing regulatory protections, preferably without additional controls on the use of private property
- Cooperative protection and management efforts with various Village community groups
- Areawide management of non-point sources of water pollution – including those in the Town of East Hampton that drain into Village surface waters – including more effective management of both the quantity and quality of stormwater



## **NATURAL RESOURCE PROTECTION - GOALS AND OBJECTIVES**

**Goal :**     *Protect and preserve the Village's great beauty and natural areas*

**Objectives:**    **Open space**

*Protect open spaces that will further preserve the scenic, ecological, and historic character of the Village*

**Beaches and Dunes**

*Continue to preserve and protect the Village's beaches, primary dunes, and double dunes*

**Wetlands**

*Protect and preserve the Village's wetlands*

**Water Quality**

*Protect and preserve water quality*

**Threatened and Endangered Wildlife Habitat Areas**

*Protect habitat areas of Federal- and State-designated threatened and endangered wildlife*



## NATURAL RESOURCE PROTECTION - PLANNING ACTIONS

### OPEN SPACE

**Objective:** *Protect open spaces that will further preserve the scenic, ecological, and historic character of the Village*

#### Issue 1. Acquisition of public open space

##### ▪ Issue Overview

As the Village of East Hampton approaches build-out, open space is gradually disappearing. Today, only 280 acres (10 percent) of the Village remain undeveloped. In contrast, only 175 acres (7 percent) have been protected as permanent open space through public and private land conservation efforts. In the future, the Village is interested in acquiring additional open space. The current Village Open Space Plan (1998) clearly establishes the importance of open space to the community both historically and culturally, identifies remaining potential open spaces that should be considered for acquisition, and outlines acquisition procedures. In recent years the Village has had difficulty acquiring properties due to the lack of willing sellers.

- **Action NR1** - *Establish criteria to define open space properties that should be acquired*

To better focus the Village's acquisition efforts, a set of criteria is needed to identify which properties the Village will seek to acquire first. These criteria should reflect a fundamental premise that public benefit should come from the expenditure of public funds to acquire a specific parcel of land. In general there are four types of value that could accrue to the public from the purchase of open space: preservation of natural functions; protection of the integrity of an historic site; preservation of scenic vistas from public rights-of-way; and/or potential for making available open space for public benefit within the Village's commercial districts.

- **Action NR2** - *Continue to seek to acquire high priority open space*

The Village should acquire open space in accordance with its Open Space Plan and acquisition criteria. All actions required to remain eligible to receive Community Preservation Funds should be completed in a timely fashion – such as the mandatory periodic updates of the Open Space Plan. In addition, the Village should seek to identify additional sources of funding that can be used to leverage Community Preservation Funds, as may be available from the State or Federal governments or private sources.





## Issue 2. Public open space in commercial districts

- **Issue Overview**

Open space in commercial areas provides opportunities for light and air to penetrate, and affords opportunities for the public to relax and appreciate the out-of-doors. In the Village's Commercial Districts, an example is the 3,000 square foot Old Barn Book Shop Park nestled between shops on the north side of Main Street that was purchased by the Village a few years ago.

- **Action NR3** - *Seek to acquire public open space in the Commercial Districts*

*(see above Commercial Districts - Public Open Spaces)*

## BEACHES AND DUNES

**Objective:** *Continue to preserve and protect the Village's beaches, primary dunes and double dunes*

### Issue 1. Impacts on beaches and dunes from development and human activity

- **Issue Overview**

There is constant pressure on the beach along most of the oceanfront in the Village. A variety of beach activities attract residents and visitors. Many of these activities have the potential to adversely impact the beach and dune environment and/or detract from enjoyment of the beach by other members of the public. Littering, dumping, dog walking, vehicle use, camping, excessive noise, fire building, swimming in unsafe conditions, horseback riding, and walking in areas of sensitive dune vegetation or critical wildlife habitat areas are some of the activities that have the potential to adversely impact the beach or affect other beach users.

- **Action NR4** - *Continue to protect beaches and dunes consistent with the purpose and intent of Chapters 6, 10, and 14 of the Village Code*

Existing Village regulations are designed to protect public safety, to protect the Village's beaches and dunes from the impacts of development and human activity, and to ensure public enjoyment of Village beaches. To ensure protection of beach and dune resources and to ensure peaceful enjoyment of the beach by other members of the public, existing regulations must be strictly enforced.

- **Action NR5** - *Consider efforts to protect Village-owned beaches and dunes*

Areas of heaviest use by the public require special management measures to protect and restore duneland vegetation so as to preserve natural defenses against coastal erosion. Areas of public



use at Village beaches that are in need of dune preservation, restoration and enhancement should be appropriately corrected, including walkover structures.

## WETLANDS

**Objective:** *Protect and preserve the Village's wetlands*

### Issue 1. Limiting impacts of new development and redevelopment on wetlands

#### ▪ Issue Overview

New development and redevelopment in the vicinity of wetlands can both directly and indirectly impact wetlands. Existing Village and State regulations effectively prevent direct impacts by prohibiting construction in wetlands, placement of fill in wetlands, clearing of wetland vegetation, and alteration of drainage patterns. The Village has enacted a series of regulations that pertain to indirect impacts. These address land use activities in the upland fringe adjacent to wetlands by establishing buffers within which certain activities cannot occur. In recent years the Village has had numerous requests for variances to these regulations. When variances are granted without conditions, pre-existing impacts to wetlands are perpetuated without any mitigation occurring.

- **Action NR6** - *Continue to mitigate impacts of new development and redevelopment on wetlands consistent with the purpose and intent of Chapter 27 of the Village Code*

The Village should strictly adhere to the requirements of Chapter 27 of the Village Code in reviewing applications for building permits that involve wetlands and areas adjacent to wetlands. Variances for residential construction and/or setbacks should be granted only in the most extreme cases of demonstrated need. Where a property under consideration for a variance has an on-site disposal system (OSDS), the Village should consider requiring or otherwise encouraging compliance with current Village setbacks and County Department of Health vertical separation distances as a condition of approval of a variance.

### Issue 2. Enhancing wetland quality through management of land adjacent to wetlands

#### ▪ Issue Overview

A number of land management activities in close proximity to wetlands have the potential to adversely impact wetlands. These generally include improperly functioning OSDs, clearing and mowing of natural vegetation, and applications of fertilizers, herbicides, and pesticides. Malfunctioning OSDs can lead to the direct transmission of contaminated wastewater through water-saturated soil to the wetland system. Lawn chemicals – particularly when over-applied or applied prior



to a heavy rain – can be carried directly to wetlands in stormwater runoff.

- **Action NR7** - *Provide information to the public on land management techniques to protect wetlands*

The Village should inform residents regarding the potential impacts of land management activities on adjacent wetlands. Special effort is also needed to inform property owners regarding the existing regulations in Chapter 27 of the Village Code that prohibit clearing of land, placement of landscaping, and use of lawn chemicals within 125 feet of wetlands. This information could be made available to the public through a simple brochure available at Village Hall or mailed directly to affected landowners.

- **Action NR8** - *Enforce existing regulations on activities within wetland buffers*

The Village should strictly enforce existing restrictions on activities occurring within the buffers established in Chapter 27 of the Village Code.

### **Issue 3. Permanent protection of wetlands**

- **Issue Overview**

Conservation easements offer a means of permanently protecting wetlands and wetland buffers by prohibiting future development or disturbances. The benefits of conveying an easement include an enforcement mechanism that enables properties to be monitored for compliance on an annual basis, and a guarantee that the wetland will continue to be protected regardless of who owns the property.

- **Action NR9** - *Encourage property owners to convey conservation easements on wetlands*

The Village should consider the conveyance of a conservation easement on wetlands as a condition of granting a variance for residential construction and/or setbacks on properties involving wetlands. To facilitate such conveyances, the Village should consider preparing text for a model conservation easement.



## WATER QUALITY

**Objective:** *Protect and preserve water quality*

### Issue 1. Reducing non-point source pollution from existing developed areas

#### ▪ Issue Overview

Non-point source pollution is the major threat to water quality in the Village ponds. Non-point source pollutants are transported to water bodies by runoff, either as overland flow over the ground surface or as throughflow through the soil column. Overland flow – water that flows over streets, parking areas, rooftops, outdoor storage areas, lawns, and landscaped areas – is a major source of water pollution throughout the country. In East Hampton, it is collected in a system of culverts that convey it to Village streams and ponds, from which it eventually discharges to the ocean. Until recently, the focus of the Village's stormwater management strategy has been to remove the water from the streets as quickly as possible to eliminate potential local flooding. Water flows untreated primarily into Hook Pond stream, Hook Pond, Town Pond, and Georgica Pond. Water quality impacts are evidenced by siltation, nutrient enrichment, elevated coliform counts, and mid-summer algal blooms in Town Pond.



Hook Pond

- **Action NR10** - *Continue to install leaching pools along Village roadways for storm drainage*

The Village has recently installed a number of leaching pools to collect stormwater along the edges of several streets. These are an effective means of collecting stormwater and allowing it to infiltrate locally rather than flow over streets to culverts and then discharge directly to surface water. The Village should continue with its current plan to install additional leaching pools as funding becomes available. The location and design of the pools should ensure that there is an appropriate separation distance between the bottom of the pool and the depth of the seasonally high water table.

- **Action NR11** - *Consider additional stormwater management improvements that will help to reduce discharges into Village ponds*

Suitable stormwater management methods should be used where appropriate. These should make use of the best available technologies to remove pollutants prior to discharge into culverts or surface water bodies. Priority areas to implement technologies aimed at reducing pollutant loads should include those where the greatest concentrations of potentially contaminated water are occurring. Emphasis should be placed upon the use of non-structural methods to collect, slow, filtrate, and recharge runoff rather than the use of structural solutions.



- **Action NR12** - *Routinely inspect and maintain stormwater management facilities*

Effective functioning of stormwater management facilities requires routine inspection and cleaning. The Village should ensure that such activities are scheduled as needed and appropriate maintenance actions taken.

- **Action NR13** - *Coordinate with the Town of East Hampton regarding management strategies to reduce the impacts of stormwater runoff from the Town on the Village's water resources*

**(see below Village/Town Coordination – Water Quality)**

## **Issue 2. Reducing water quality impacts from household hazardous waste, fertilizers, and lawn chemicals**

- **Issue Overview**

Improper handling and disposal of many common household products poses a threat to both homeowners and to the environment. The list of household products that are considered hazardous includes a range of household cleaners, automotive products, home maintenance and improvement products, and lawn and garden products used every day in the home. Many users remain unaware of the hazards associated with the use of these substances despite public education efforts. In recent years, there have been occasional days in the Town when homeowners have an opportunity to bring household hazardous wastes to a collection point for proper disposal. These occur infrequently due to the high costs of disposal associated with these events.

- **Action NR14** - *Encourage public awareness regarding the proper handling and disposal of household hazardous waste*

Public awareness is perhaps the single most effective means of reducing the potential hazards associated with the improper use and disposal of hazardous household products. Education is needed to inform residents regarding what is hazardous, the dangers associated with the use of hazardous materials, how to reduce the amount used, taking care of the wastes, and alternative non-hazardous products that can be used in lieu of those that are more toxic. Through Federal and State programs, there are a number of means available to communicate with homeowners and contractors who provide maintenance services to homeowners regarding use and disposal of hazardous materials widely used in American homes and for property maintenance. The Village might obtain brochures that could be used to communicate this information.



- **Action NR15** - *Minimize Village use of fertilizers and lawn chemicals on Village open space*

In recent years the Village has made a concerted effort to reduce the amount of fertilizers and lawn chemicals used to maintain the Village greens. This has, in part, been due to the need to manage nutrient loading to Town Pond in an effort to reduce summertime algal blooms. The Village should manage its use of chemicals at Town Pond green as well as at the other open spaces that it maintains. The Village should also coordinate with the various community organizations that help with maintenance of Village open space to ensure that they follow appropriate maintenance practices.

## THREATENED AND ENDANGERED WILDLIFE HABITAT AREAS

**Objective:** *Protect habitat areas of Federal- and State-designated threatened and endangered wildlife*

### Issue 1. Impacts of beach activities on critical habitat areas

- **Issue Overview**

Portions of the Village beaches provide critical breeding habitat to federally protected Piping Plovers and Least Terns. The Village, in cooperation with the Town of East Hampton, is engaged in a number of activities that are designed to protect the birds and to comply with Federal and State laws. Many of these activities occur at times of the year and in locations on Village beaches that directly conflict with public use.

- **Action NR16** - *Mitigate impacts of beach activities on critical habitat areas*

In accordance with Federal and State laws, the Village is obligated to take actions as appropriate to ensure that critical habitat areas remain safe for the Piping Plovers, Least Terns, and any other species that may, in the future, require special protection. Presently, these actions include Village assistance as needed to accomplish the goals of Federal recovery plans for the protected species and the management strategies being implemented by the Town of East Hampton Management Plan for the Piping Plover and Least Tern. Most of this effort currently requires the Village to enforce its existing beach and dune regulations in Chapters 6, 10 and 14 of the Village Code. In addition, the Village should continue to support enforcement of Federal and State laws regarding disturbances of nesting sites on both public and private property. The Village should ensure that police officers have a clear understanding of the need to enforce regulations and to support the management efforts of the Town of East Hampton Natural Resources Department.



## 8.0 PRESERVING THE VILLAGE'S HISTORIC CHARACTER

### INTRODUCTION

The Village of East Hampton has a legacy of historic properties, scenic roadways, and historic village landscapes. In recent years, citizens of the Village, as well as historic preservation professionals, have worked together to increasingly protect these resources from the impacts of new development and, particularly, redevelopment. Today, there is a strong recognized need for increased public awareness of the importance of how history and natural beauty combine in the Village to create a quality of life that is deeply valued by residents and visitors. In considering the need for further efforts to preserve the Village's historic legacy, it is essential to recognize that appreciation of the Village's historic resources is not just an issue of protecting historic buildings. Preserving the historic integrity of the Village is also a key component of the quality of village life as well as the economic well-being of the community.

The Village currently has an effective historic preservation program in place. Historic properties are well-documented, a number of national and local historic districts have been designated, the three remaining windmills have been restored and protected, and Home Sweet Home is in use as a Village history museum. Creation of the three local historic districts – Main Street, Hunting Lane, and Hook – has demonstrated how effective local guidelines and regulations can work to preserve and protect the integrity of historic neighborhoods.

In the future, historic preservation efforts in the Village should focus on two initiatives intended to protect and preserve the Village's historic character:

- Recognizing the Village's heritage by continuing to document and update Village history and historically significant sites and buildings
- Protecting historic Village landmarks and neighborhoods by working with property owners to establish local guidelines for historic neighborhoods



*Home Sweet Home Museum*



## HISTORIC CHARACTER PRESERVATION GOALS AND OBJECTIVES

**Goal :** *Protect and preserve the historic character of the Village*

**Objectives:** **Recognition of Heritage**

*Continue to document and add to the Village's inventory of historic resources (sites, structures, open spaces and landmarks)*

**Historic Preservation**

*Protect and preserve public and private historic resources that represent distinctive elements of the Village's historic, architectural, and cultural heritage*

## HISTORIC CHARACTER PRESERVATION - PLANNING ACTIONS

### RECOGNITION OF HERITAGE

**Objective:** *Continue to document and add to the Village's inventory of historic resources (sites, structures, open spaces, and landmarks)*

#### Issue 1. Historic inventory updates

##### ▪ Issue Overview

It is important that a community such as East Hampton – with such an extensive number of historic resources – periodically update its survey of historic resources. There are two primary reasons for this:

- ✓ The *Village's Comprehensive Survey and Inventory of Historic Properties* is now over twenty years old. There are probably a number of structures that should now be included in the Village Survey as a result of having reached the 50-year age threshold that qualifies them for designation as historically significant.
- ✓ Periodic surveys provide a means of documenting trends in the community. They provide a "report card" on the community's historic preservation program – documenting both historic preservation successes and historic preservation losses. Successes are shown by the number of treatments that have occurred – including preservation, rehabilitation, restoration, and reconstruction projects. Losses are shown





by demolitions and inappropriate alternations to historic resources.

- **Action H1** - *Periodically review and update the Village's inventory of historic resources*

A review and update of the Village's inventory of historic resources should occur periodically. Potentially historic buildings and sites that were missed in previous inventories should be studied. Those that have acquired potential historic status as a result of reaching 50 years of age should also be included in such updates.

- **Action H2** - *Where appropriate, continue to utilize opportunities to coordinate Village initiatives with other government agencies*

Considerable support is available from public agencies and private organizations to assist the Village with completing periodic updates to the inventory of historic resources. The Village should work cooperatively with these groups to make maximum use of outside sources of funding and technical support. To qualify for these funding programs, the Village should retain its status as a Certified Local Government.

## **Issue 2. Nominations to the National Register of Historic Places**

- **Issue Overview**

Recognition of individual properties through nomination to the *National Register* will further promote historic preservation in the Village. Historic surveys have identified a large number of sites of significance that would likely support listing in the *National Register* as individual properties – as opposed to contributing properties within a larger district. By individually listing a property, there are a number of potential benefits to the owner as well as to the community at large:

- ✓ Individual designations heighten property owner and community-wide appreciation of the significance of an historic property
- ✓ It generally helps to build community support for historic preservation by formally recognizing the resource as a national as well as local resource
- ✓ When there is a large number of individually designated properties, the community is in a more favorable position to successfully compete for historic preservation grants
- ✓ Individual designations strengthen the community's ability to protect significant properties from impacts by new public and private actions on adjacent lands that have the potential to adversely affect historic properties



- ✓ With individual designation, certain tax incentives become available to encourage appropriate rehabilitation of commercial, industrial and rental residential buildings

- **Action H3** - *Identify individual properties and districts which are potentially eligible for the National Register*

Numerous historic resources in the Village are potentially eligible for the National Register of Historic Places. Because considerable documentation is needed for each successful application made to the National Register, the Village should focus any future effort to nominate properties or districts by establishing a prioritized list of those considered potentially eligible. This can be accomplished by a qualified historic preservation professional through application of the U.S. Department of the Interior's guidelines.

- **Action H4** - *Assist owners of significant properties who are interested in having their property nominated to the National Register*

For the properties that could benefit from National Register nomination, the Village should consider assisting interested property owners with completing documentation needed to secure nomination to the National Register.

## HISTORIC PRESERVATION

**Objective:** *Protect and preserve public and private historic resources that represent distinctive elements of the Village's historic, architectural, and cultural heritage*

### Issue 1. Additional local historic districts and landmarks

- **Issue Overview**

Creation of additional local historic districts would further protect and preserve the historic character of the Village. Many of the historic properties that are located within the Village's eight National Register Historic Districts are not located within one of the three Village Historic Districts that are recognized in Chapter 31 of the Village Code. Inclusion within a National Register Historic District provides only limited protection and preservation of historically significant properties. It provides protection through Section 106 of the Historic Preservation Act from the impacts of public improvement projects – such as roadway improvements and utility construction – that are funded by the State and Federal government. It also provides protection from the impacts of private actions on adjacent and nearby properties (through NY SEQRA). However, it does not provide for coordinated preservation of historic character made possible through application of the procedures and design standards of a local preservation district.

In accordance with Chapter 31 of the Village Code, designation of a local historic district promotes preservation by requiring a Certificate of



Appropriateness for all exterior alterations, restorations, reconstruction, demolition, new construction or moving of structures. This effectively preserves the character of the community in accordance with the collectively recognized value that historic properties offer. The Village recognizes, however, that for local districts to be successful there must be broad-based public support for all new designations by the majority of landowners within each district.

- **Action H5** - *Identify additional areas of the Village where creation of a local historic district would contribute to protecting the historic character of the Village*

Areas eligible for designation as local historic districts are found throughout the Village. The Village should delineate areas that could benefit from designation as a local historic district.

- **Action H6** - *Cooperate with property owners to ascertain interest in local historic districts*

Before proceeding with proposals for local historic district designation, the Village should work cooperatively and informally with potentially affected property owners to ascertain the level of interest in designation. As a rule, the Village should not proceed with a formal proposal to designate a local historic district without a suitable level of support from affected property owners.

- **Action H7** - *Where there is public support, create additional local historic districts*

Where private property owners in a proposed local historic district support the designation, the Village should proceed with establishing a local historic district. Once a district is so designated, the Village should establish a design review manual specific to that district. This manual should be intended to ensure that new development and redevelopment will be compatible with the historic character of the district. It should provide guidance to property owners to assist with planning work on their properties and with proceeding through the building permit and design review process. It should also provide a basis for the Village to review proposed building permit applications.



## 9.0 PROVIDING FOR THE VILLAGE'S TRANSPORTATION NEEDS

### INTRODUCTION

In the Village of East Hampton, the circulation system generally functions well during the off-season. While there are persistent year-round issues related to through car and truck traffic on Main Street (NY 27), mobility in the off-season is good and there is adequate parking. However, as elsewhere on the East End of Long Island, during the summer season there are serious issues related to traffic congestion, parking, and accessibility to businesses. In the future these conditions will worsen as traffic volumes grow, mostly as a result of growth in the Town of East Hampton.

During the summer, major intersections in the Village are functioning at or near capacity, slowing travel, and sometimes requiring vehicles to wait through several signal cycles before proceeding. A number of factors contribute to congestion in the Village Center. The most significant of these is through traffic bound for other destinations to the east and west. Truck traffic is forced through the Village as a result of low LIRR overpasses. There is heavy local traffic bound for the Village Center and other commercial areas in the Village.

Recommended actions in the Comprehensive Plan take the firm position that the Village should seek to mitigate transportation system deficiencies only to the extent possible without impacting the character of the community. The following summarizes the major recommendations of the Plan pertaining to the Village transportation system:

- The Village supports the concept of a limited access bypass through the Town of East Hampton to facilitate east-west traffic movement
- Improvements in traffic flow will most effectively be accomplished by reducing the volume of truck and car traffic passing through the Village
- Transportation system improvements should occur only when it can be demonstrated that they will not adversely impact community character
- The Village should not acquire any more land for construction of public parking
- Future additional demand for parking should be met by the private sector during development or redevelopment of commercial property
- The Village should continue to operate a shuttle service during the summer season to encourage use of the Lumber Lane Lot and to reduce congestion in the commercial districts
- Regional cooperation is needed to generally reduce automobile dependency and to solve regional transportation system problems



## TRANSPORTATION SYSTEM GOALS AND OBJECTIVES

**Goal :**     *Facilitate the flow of traffic through the area while preserving the character of the Village*

**Objectives:**    **Local Traffic Management**

*Improve overall traffic flow without making major roadway changes*

**Pedestrian and Bicycle Transportation**

*Wherever practical, seek opportunities to improve and expand safe, defined means of bicycle and pedestrian travel*

**East Hampton Village Shuttle Service**

*Continue to evaluate the shuttle as a means of encouraging use of the Lumber Lane Lot*

**Bus Service**

*Support regional efforts to enhance bus service and to increase bus ridership*

**Rail Road Service**

*Support regional efforts to enhance Long Island Rail Road service and to increase rail road ridership*

**Regional Transportation Planning**

*Seek regional cooperation for solutions to local transportation problems*

**Parking**

*Manage parking needs in the Commercial Districts without expanding existing parking areas*



## TRANSPORTATION SYSTEM - PLANNING ACTIONS

### 1.0 TRAFFIC MANAGEMENT

**Objective:** *Improve overall traffic flow without making major roadway changes*

#### Issue 1. Traffic flow

##### ▪ Issue Overview

Analysis of existing conditions at the major signalized and unsignalized intersections in the Village indicates that – while conditions are generally acceptable in the winter, spring, and fall – all experience poor travel conditions during peak summer weekend travel periods. Preliminary engineering analysis indicates that in order to mitigate summertime congestion at these intersections, considerable roadway widening would be required which would have severe adverse impacts on the community. Even with these improvements, congestion would remain a problem, as traffic volumes continue to grow in years to come as a result of new residential development in the Town.

During the course of the comprehensive planning process, Village residents have clearly stated that despite worsening summertime traffic conditions, they do not want traffic improvements made to reduce congestion at the expense of permanent irrevocable impacts on community character. Rather, they would like to seek regional cooperation in transportation system planning to achieve an overall reduction in automobile dependency and development of alternative routes to reduce the volume of through traffic on Montauk Highway in the Village.

- **Action T1** – *Seek to reduce the volume of through traffic on Montauk Highway by reducing automobile dependency and by developing alternate travel routes*

The Village should actively participate in regional transportation planning activities at all levels of government involving all modes of travel – automobile/truck, bus, train, and airplane. Many of the alternative improvements that would benefit the Village transportation system involve improvements in the Town, as well as changes to Town land use policy. As a result, particular attention should be given to coordinating with the Town of East Hampton to pursue specific actions in the Town that would help to reduce traffic volumes in the Village. (See Village/Town Cooperation - Transportation)

- **Action T2** - *Periodically review local traffic conditions and consider transportation system improvements as needed that are compatible with Village character*

The Village should periodically review traffic conditions on Village streets and at Village intersections to document changes in travel conditions and to determine if there are compelling safety reasons to



make transportation system improvements. Where significant public safety hazards are found to exist, improvements should mitigate safety hazards with the minimum adverse impact on community character.

During the course of reviewing traffic conditions, the Village should also evaluate signal functions to determine if improvements in traffic flow could be accomplished through traffic signal timing changes, provision of left turn arrows, and phasing adjustments. Initially, the Village should consider implementing intersection signal improvements identified in the Traffic Impact Analysis conducted as part of the Comprehensive Plan.

- **Action T3** - *Limit traffic lights to the minimum required in accordance with safety design standards*

Traffic lights should be installed only at locations where significant public safety hazards exist.

## **Issue 2. Traffic Safety**

- **Issue Overview**

Excessive speeds on Village streets, particularly in the vicinity of crosswalks, is the primary traffic safety issue in the Village. In general, speeding on Village streets is a more frequent problem during the winter, spring and fall, when roadways are less congested and drivers have freedom to move more quickly. The Village Police attempt to strictly enforce the speed limits, given current police staffing limitations. The Village has also had some recent success with influencing drivers by means of a blinking sign informing drivers of their travel speed.

- **Action T4** - *Consider implementing a traffic safety campaign informing the community through an instructional mailing and notices in the newspapers*

In the future, the Village should continue to enforce speed limits to the maximum extent possible. In addition, the Village should implement a traffic safety campaign to inform and remind the community – both year-round and seasonal – regarding the Village's regulations on travel speeds. This should be done routinely in the newspaper and through an information brochure.



## EAST HAMPTON VILLAGE SHUTTLE SERVICE

**Objective:** *Continue to evaluate the shuttle as a means of encouraging use of the Lumber Lane Lot.*

### Issue 1. Lumber Lane Shuttle

#### ▪ Issue Overview

The Lumber Lane Shuttle is designed to facilitate circulation in the Village Center by encouraging residents and visitors to use remote parking facilities at the Lumber Lane Parking Lot. The shuttle offers free rides to the Village Center along Newtown Lane and Main Street, the East Hampton Post Office, Guild Hall, and the Hampton Jitney stop at Hunting Lane and Main Street. While ridership remains low, it has increased steadily since service started in 1997.

#### ▪ Action T5 - *Continue to operate and evaluate the Lumber Lane Shuttle*

The Village should remain committed to operating the Lumber Lane Shuttle. The Shuttle is especially important as part of the parking program that includes "ticket spitters" at the Schenck and Reutershan Lots, since it provides Village Center employees with unrestricted free and easy access to long-term parking at the Lumber Lane Lot. Each year at the end of the summer season, the Village, in coordination with the licensed operator, should evaluate options to improve service for the following year.

#### ▪ Action T6 - *Consider shortening the Lumber Lane Shuttle route to reduce turnaround time*

The Lumber Lane Shuttle currently operates on 15 minute headways. The Village should consider shortening the route – perhaps eliminating the stop at Guild Hall – to determine if shorter headways would have a beneficial impact on ridership.

#### ▪ Action T7 - *Seek methods to increase ridership*

The Village should consider alternative strategies for increasing ridership on the Lumber Lane Shuttle. The "frequent rider" incentives used in the 2000 summer season should continue to be used to attract riders. In addition, the Village should post information on the shuttle route and schedule at each shuttle stop, as well as on public information displays at the Post Office, in the lobbies of stores and restaurants, at the Reutershan Lot public bathroom, at the kiosk in Herrick Park, at the train station, at Main Beach, and at store check-out counters. Periodic ads in the local newspaper would also help to educate the public.





### 3.0 PEDESTRIAN AND BICYCLE TRANSPORTATION

**Objective:** *Wherever practical, seek opportunities to improve and expand safe, defined means of bicycle and pedestrian travel*

#### Issue 1. Pedestrian Safety

- **Issue Overview**

Pedestrian safety in the Village is of particular concern in locations where people are trying to cross streets with heavy and/or fast moving traffic. Main Street, Pantigo Road, Newtown Lane, Rail Road Avenue, and Gingerbread Lane are the primary roadways with pedestrian and vehicular conflicts where pedestrian safety is an issue. While there are a number of crosswalks on these streets, drivers often fail to slow and stop to allow the pedestrian the right-of-way as required by State law. The difficulty arises in part because many drivers are seasonal residents or guests and are either not aware of crosswalk locations or do not know that they are required to yield to pedestrians in a crosswalk. In some instances drivers are speeding and there is inadequate time to stop at a crosswalk. There is also a significant amount of jaywalking.

- **Action T8** - *Enforce speed limits to protect pedestrians*

Village Police should focus enforcement of local speed limits on roadways where there is the heaviest pedestrian use – Main Street, Newtown Lane and Pantigo Road.

- **Action T9** - *Improve crosswalks and encourage their use*

All crosswalks should be maintained so that they are clearly visible to pedestrians, as well as drivers.

- **Action T10** - *Seek more highly visible and attractive means to alert drivers to crosswalks*

The Village should take actions to better alert drivers to crosswalks on major roads. Improved signage and use of blinking lights are an option.

#### Issue 2. Bicycle Safety

- **Issue Overview**

Bicycles are not used widely in the Village as a means of travel. For safety reasons, the Village has prohibited use of bicycles on the sidewalks and parking lots in the Village Center and at the Main Beach Parking Lot. As a result, people choosing to ride bicycles in the Village utilize the public rights-of-way, sharing the roadway with vehicles.



- **Action T11** - *Improve and maintain shoulder edges for safer bicycle and pedestrian use*

Edges of Village streets should be maintained to create a safer bicycle and walking surface without impinging on the landscaped right-of-way. Routine maintenance of Village streets should include smoothing of rough pavement edges, removal of loose stones and gravel, and filling of ruts. Maintenance priorities should be given to roads that are most frequently used for walking and bicycles. To establish maintenance priorities, the Village should undertake a study of bicycle usage on Village streets, focusing on the summer season.

- **Action T12** - *Consider bicycle lanes where road widths are wide enough to accommodate them safely*

The Village should evaluate the feasibility of establishing bicycle lanes where there is adequate public right-of-way to designate a portion of the roadway exclusively for bicycle use and where village character will not be affected.

## **BUS SERVICE**

**Objective:** *Support regional efforts to enhance bus service and to increase bus ridership*

### **Issue 1. Maintaining and improving private and public bus service and ridership**

- **Issue Overview**

Bus service offers an important opportunity for both local and regional access to the Village. The Hampton Jitney and Hampton Luxury Liner transport people to and from New York City, helping to reduce the number of people arriving in the Village with personal automobiles. In contrast, Suffolk County Transit typically provides transportation to transit-dependent riders who rely upon public transportation on a regular basis to commute to and from work or for personal needs. Riders tend to be residents of the Village and Town who, for one reason or another, do not own a car or do not drive.

- **Action T13** - *Routinely coordinate with public and private bus service providers to review routes, service issues, and ridership trends*

The Village should identify and implement appropriate actions that can be taken to promote and encourage ridership on public and private bus routes serving the Village. These are likely to include actions related to passenger safety and comfort at bus stops, providing short-term parking for taxis and passenger pick-up at bus stops, and posting and distributing information on passenger routes, schedules, and fares. Meetings should occur with service providers on a routine basis to exchange information and to explore mutually supportive activities.



## RAIL ROAD SERVICE

**Objective:** *Support regional efforts to enhance Long Island Rail Road service and to increase rail road ridership*

### Issue 1. Maintaining and improving service and ridership on the Long Island Rail Road

#### ▪ Issue Overview

The Long Island Rail Road transports approximately 1,300 people to and from the East Hampton Rail Road Station on a typical summer weekend. It also carries another 850 riders to stations east of the Village at Amagansett and Montauk who would otherwise travel through the Village to get to their destination. Demand for train service currently exceeds capacity for the LIRR to deliver service. Despite recent service increases – additional trains and additional new cars, passengers are still crowded onto trains, particularly on Friday afternoons and holiday weekends. Clearly, there is a demand for additional capacity.

Currently, service is generally maximized. Major system design constraints make it difficult for the LIRR to add more trains to the Montauk Branch. Steps are currently being taken by LIRR to program capital improvements to ease constraints over the next five years. Over the long term there is a chronic need for capital improvements to expand service, including both the number of trains and train speed.

- **Action T14** - *Routinely coordinate with the Long Island Rail Road to review service issues, ridership trends, and long-term capital improvement plans for the Rail Road*

The Village should identify and implement appropriate actions that can be taken to support the LIRR in design and construction of the long-term capital improvements to the Montauk Branch needed to upgrade and increase rail service to the East Hampton Rail Road Station. The Village should stay informed regarding the long-term plans for capital improvements to the Montauk Branch, and should support the LIRR in its efforts to secure Federal and State funding for design and construction of capital improvements.

Locally, the Village should continue to support rail service by managing circulation and parking in and around the East Hampton Rail Road Station. Due to the nature of arriving and departing passengers on summer weekends, it is important that the Village continue to maintain traffic flow and to ensure pedestrian safety in the station area, particularly on Friday afternoons. The Village could also assist the LIRR with posting and distributing information on passenger routes, schedules, and fares.



## REGIONAL TRANSPORTATION PLANNING

**Objective:** *Seek regional cooperation for solutions to local transportation problems*

### Issue 1. Understanding common transportation issues

*(see below Village/Town Cooperation - Transportation)*

### Issue 2. Reducing automobile dependency

*(see below Village/Town Cooperation - Transportation)*

### Issue 3. Distributing vehicle loads throughout the roadway system

*(see below Village/Town Cooperation - Transportation)*

## PARKING IN THE COMMERCIAL DISTRICTS

**Objective:** *Manage parking needs in the Commercial Districts without expanding existing parking areas*

### Issue 1. Managing parking facilities

#### ▪ Issue Overview

Parking demand in the Village varies considerably throughout the year. During the winter, spring and fall, residents and visitors can typically find a parking place on weekends without much difficulty. During summer months, the situation changes as seasonal residents and visitors on holiday visit the Village Center in greater numbers, straining the capacity of Main Street, Newtown Lane, and the available parking facilities. In recent years the Village has acquired land for parking and constructed lots to make parking spaces available for public use. Current Village parking policy is to maximize use of these lots plus on-street parallel parking spaces, to strictly enforce parking regulations, and to facilitate turnover of lots by encouraging patrons to adhere to posted parking time limits. All new development in the Village's commercial districts is required to provide parking for its own use according to the type and size of the proposed use, as specified in Chapter 57 of the Village Code. This means that as new development and redevelopment occurs, parking needs for each use will be built into the site plan for the property. Over time this will alleviate existing parking shortfalls in the Gingerbread and Cove Hollow Districts, where there is considerable potential for redevelopment. It is less likely to help meet parking demand where the areas are already fully developed – such as the Village Center, Newtown Lane, and Sheepfold Districts – and where the potential for development and redevelopment is low.



- **Action T15** - *Do not add new areas of public parking – or expand the area of existing public parking lots – in or adjacent to the Village’s Commercial Districts*

The Village should not acquire additional land for the purpose of constructing more public parking in the Village’s commercial or residential districts. Construction of additional public parking would require acquisition of private property, removal of street trees, and demolition of residences and/or businesses. Any additional parking will have an irreparable adverse impact on Village character.

- **Action T16** - *Maximize capacity within existing lots and along existing streets in the Village’s commercial districts*

The Village should continue to manage its parking facilities by maximizing the capacity of existing surface parking lots and along streets in the commercial districts. Consideration should be given to extending the length of time during the year when the ticket dispensing machines are used at the Reutershan and Schenck parking lots. Loading zones should be minimized or reserved only for certain time periods during the day to enable additional parking. Periodically, the Village should review all areas of public parking to ensure that spaces are being fully utilized and that the layout of spaces and circulation remains efficient.

- **Action T17** - *Consider restricting certain areas of public parking lots or streets to vehicles with Village resident permits*

The Village should consider designating a certain portion of public parking spaces for use by Village residents.

- **Action T18** - *Aggressively enforce existing on-street and public parking lot regulations*

The Village should continue to aggressively enforce on-street parking and public parking lot regulations. Seasonal full-time traffic control officers should continue to be used during the summer season to assist Police Department personnel with patrolling public parking lots, commercial streets, and adjacent residential streets to enforce parking restrictions and time limits. Boots and towing should be used as a disincentive to illegal parking, particularly on residential streets adjacent to commercial districts.

- **Action T19** - *Increase parking fines to encourage voluntary compliance with parking time limits*

The Village should consider further increasing parking fines, particularly for parking violations in residential areas adjacent to the commercial districts.



## Issue 2. Use of Lumber Lane Lot

### ▪ Issue Overview

The Lumber Lane Lot offers 386 long-term free public parking spaces at the periphery of the Village Center and Newtown Lane Commercial Districts. Despite the demand for parking in the Village Center and along Newtown Lane, the Lumber Lane Lot does not fill on peak summer weekends. There are a number of reasons for this. The lot is not visible easily and access is via a circuitous route. Many people do not know that the lot exists. Many of those who do know about it, generally prefer to try to find a space closer to shopping areas and will spend time circling through the area looking for a space rather than drive around to the Lumber Lane Lot and walk the short distance through Herrick Park. To some extent, use of the lot is inhibited by the design of the pedestrian connection that some residents feel lacks suitable lighting and visual separation from the adjacent playing fields.

### ▪ Action T20 - *Improve signage directing visitors to the Lumber Lane Lot*

The Village needs to communicate more effectively with the public regarding the Lumber Lane Lot. More and better public information should be made available regarding the lot's location, access routes, the lack of fees and time limits, the availability of a safe and obvious pedestrian connection to the Village Center, and the availability of frequent, reliable, free shuttle service to the Village Center during the summer months. Signs should be posted to direct vehicles to the Lumber Lane Lot. Information on the Lumber Lane Shuttle route and service schedule should be located on permanent signs at all shuttle stops.

### ▪ Action T21 - *Redesign, improve and maintain an attractive, safe, secure and lighted walkway connecting the Lumber Lane Lot with the Reutershan Lot*

The existing pedestrian connection between the Reutershan Lot and the Lumber Lane Lot should be enhanced to make it more visible and to provide a greater sense of security to pedestrians. Existing lighting should be replaced with frequently spaced low-level lighting. A colorful flower border should be used to mark the walkway so that it is visible to pedestrians from a distance, as well as to athletes using the Herrick Park playing fields. The entrance to the path from the Reutershan Lot should be enhanced so that it is more obvious as well as more attractive. Signage should be placed at the path entrance conveying more complete information regarding the Lumber Lane Lot and the shuttle service.

### ▪ Action T22 - *Provide a safe, secure and lighted walkway connecting the Lumber Lane Lot to Newtown Lane*

An additional pedestrian connection should be constructed from the Lumber Lane Lot to Newtown Lane along the western edge of Herrick Park. This should have the same design as the enhanced path to the Reutershan Lot, with the same surface treatment, low-



level lighting and flower border clearly separating the path from the adjacent athletic fields. The entrance to the path at Newtown Lane should be clearly and attractively marked, including complete information regarding the Lumber Lane Lot and the shuttle service.

- **Action T23** - *Encourage local employers to request that their employees utilize the Lumber Lane Lot*

Employees in businesses and offices along Main Street and Newtown Lane - who consume a significant portion of the parking capacity in the Reutershan and Schenck Lots – should be encouraged to use the Lumber Lane Lot, particularly during the summer months. Strict enforcement of parking time limits will help to create an expectation that employees will be ticketed if they try to park all day in restricted spaces. Raising fines will also act as a deterrent. As an incentive to encourage use of the Lumber Lane Lot, the Village should continue to operate reliable and frequent shuttle service, offer frequent rider incentive programs, and enhance the pedestrian connections to the Lumber Lane Lot. The Village should also work cooperatively with the Chamber of Commerce and with local business owners to impress upon them the potential benefits that would accrue to them if their employees were to free up public parking spaces on the street and in the Reutershan and Schenck Lots.

### **Issue 3. Parking requirements for new commercial development projects**

- **Issue Overview**

Chapter 57 of the Village Code establishes that any project required to obtain site plan approval from the Village, or which includes an intensification of use, must provide its own parking. The amount of parking required is dependent upon the type and intensity of the proposed use, as specified in detail in the Code. These requirements – which were last amended in 1995 – are intended to ensure that new development pays for and supplies its own parking on site so as to alleviate potential undue burden on public streets and to minimize traffic congestion.

- **Action T24** - *Continue to require new commercial development projects to include adequate on-site parking to meet the demand that will be generated by future building occupants and customers*

The Village should continue to require that parking spaces be provided on-site, in accordance with the requirements of Chapter 57 of the Village Code, as a condition of approval of a site plan, special permit, or intensification of an existing use.

However, in order to encourage construction of apartments and multi-family residences in the Village's Commercial Districts, the Village might consider reducing the amount of parking required for residential units in the commercial districts. (see *Commercial Districts – Housing above*)



## 10.0 PROVIDING RESIDENTS WITH PUBLIC FACILITIES AND SERVICES

### INTRODUCTION

The Village of East Hampton and other government agencies provide Village residents with a number of public facilities and services needed to ensure public safety, supply drinking water, provide for recreation needs, and enable disposal of solid waste. Village government ensures that the community remains peaceful by enforcing the Code of the Village of East Hampton and relevant State codes.

The Comprehensive Plan addresses each of the public facilities and services needed to support the community, identifying actions needed to continue to provide residents with the high degree of services currently available. These focus upon:

- Continuing to provide recreation facilities at Herrick Park
- Continuing to provide and manage recreation facilities at Village beaches and to maintain beach safety
- Continuing to provide adequate police protection
- Continuing to provide adequate fire protection and emergency medical services
- Continuing to provide adequate road and streetscape maintenance
- Routinely reviewing data regarding the quality of the Village's water supply and conveying that information to the public
- Working with property owners to enhance the functioning of on-site wastewater disposal systems
- Working with the Town to reduce the impact of trash trucks on residential neighborhoods
- Routinely and consistently enforcing Village laws and policies
- Continuing to provide prepared and responsive Village Administrative Boards





## **PUBLIC FACILITIES AND SERVICES GOALS AND OBJECTIVES**

**Goal :** *Provide facilities and services that meet the needs of the Village's population*

**Objectives:** **Parks and Recreation Facilities**

*Continue to manage and maintain parks and recreation facilities in a sustainable fashion to serve Village residents*

**Beach Access Facilities and Beach Safety**

*Continue to protect and preserve the Village's beaches, allowing for their safe and appropriate use*

**Police Protection**

*Continue to provide adequate police protection*

**Fire Protection and Emergency Medical Services**

*Continue to provide adequate fire protection and emergency medical services by providing adequate volunteer training*

**Road and Streetscape Maintenance**

*Continue to provide adequate road and streetscape maintenance*

**Water Supply**

*Cooperate with the Suffolk County Water Authority to ensure availability of a safe, high quality, and adequate supply of potable water to meet the needs of present and future residents*

**Wastewater Disposal**

*Cooperate with the Suffolk County Department of Health Services to ensure adequate treatment and disposal of wastewater so as to protect public health and water quality*



### **Solid Waste Management**

*Cooperate with the Town of East Hampton to ensure that adequate processing and disposal of solid waste is done in an environmentally sound and ecologically feasible manner (see Town/Village Cooperation)*

### **Code Enforcement**

*Provide adequate code enforcement, including personnel*

### **Administrative Boards**

*Provide prepared and responsive Administrative Boards*

## **PUBLIC FACILITIES AND SERVICES – PLANNING ACTIONS**

### **PARKS AND RECREATION FACILITIES**

**Objective:** *Continue to manage and maintain parks and recreation facilities to serve Village residents*

#### **Issue 1. Management of Herrick Park**

##### **Issue Overview**

Herrick Park is a focal point in the Village Center. It is used by large numbers of both Village and Town residents for outdoor athletic training and competitions. It is also leased to the East Hampton School District for Middle School physical education classes. There is general consensus that Herrick Park is overused. Herrick Park offers one of only a few locations in the entire Town of East Hampton with playing fields and one of only two locations with lighted playing fields. As a result, there is tremendous demand to use the facilities on a relatively continuous basis during the spring, summer and fall seasons. Continuous use of Herrick Park during the spring, summer and fall makes maintenance of the Park by the Village difficult. It is very hard to conduct routine maintenance and virtually impossible to undertake major renovations and repairs without closing down the fields.

##### **Action PF 1 - Continue to manage and maintain Herrick Park**

The Village should continue to manage and maintain Herrick Park to serve the recreation needs of the community. This includes maintenance of playground equipment, athletic fields, tennis courts, basketball courts, circulation elements, outdoor furniture, lighting, water fountains, and irrigation systems. The facility should continue to be made available to the various community groups that now use it for athletic and other purposes. The current hours of operation should not be extended. Should the demand for use of the facilities



exceed capacity, then the Village should devise a system of fairly allocating the available time to all interested groups.

Particular attention should be given to maintenance of the playing fields. If necessary, the Village should consider closing the fields – perhaps one at a time – for a full growing season, if needed, to enable proper remedial actions to be taken.

- **Action PF2** - *Continue to cooperate with the East Hampton School District to permit student use of Herrick Park and to encourage the School District to participate in park maintenance*

The Village should continue to lease the Herrick Park playing fields to the East Hampton School District for Middle School physical education classes during regular school hours. In exchange, the School District should continue to maintain the reservation system used to coordinate the use of the athletic fields by various community groups and athletic leagues. In the future, the Village should seek assistance from the School District with maintenance of the athletic fields commensurate with the proportion of the time that the fields are in use for school purposes.

- **Action PF3** - *Provide and maintain connections within and through the Park*

Herrick Park provides important pedestrian connections between the Village Center (Reutershan Parking Lot), Newtown Lane, the Gingerbread Neighborhood, and the West Home Lots Neighborhood, including the Lumber Lane Parking Lot, the RECenter and the John Marshall Elementary School. These pedestrian connections should be retained and enhanced.

***(see above Transportation – Parking in the Commercial Districts - Use of the Lumber Lane Lot)***

- **Action PF4** - *Provide and maintain adequate lighting that does not impact adjacent residential neighborhoods*

Lighting at Herrick Park should be maintained so that it does not spill over into adjacent residential neighborhoods. Athletic field lights should be directed downward and away from adjacent residential areas, using the minimum height and intensity lighting necessary for safe use of the athletic fields. Field lights should not remain on later than 10:00 P.M. Pathway lighting should be low level, also using the least intensity lighting possible to ensure pedestrian safety.

- **Action PF5** - *Continue to limit use of Herrick Park for special events*

The Village should continue to limit use of Herrick Park for special events. Special permits for special events should continue to be granted only for the annual fundraising event of the Ladies Village Improvement Society and for the annual Artists-Writers Softball Game.



## Issue 2. Management of the Nature Trail

### ▪ Issue Overview

Management of the Nature Trail is overseen by the Village with support from the Nature Trail Committee of the Garden Club of East Hampton in affiliation with the LVIS. The Village is responsible for maintenance. Presently the area is managed for limited passive recreation and environmental education use, focusing upon the areas used by the public, such as the wildlife viewing area and the trails.

### ▪ Action PF6 - *Continue to manage and maintain the Nature Trail*

The Village Department of Public Works should continue to manage and maintain the Nature Trail with support from interested community groups.

## Issue 3. Management of the Village Greens

### ▪ Issue Overview

Management of the various Village greens is accomplished through a cooperative effort of the Village and various community groups. The Village Department of Public Works maintains the ponds and drainage swales, mows most of the grass, picks up litter, maintains fences, and plants flowers in many locations. The LVIS mows some areas, plants flowers, and assists with pruning. The Garden Clubs assist with planting flowers and with maintenance. This cooperative arrangement enhances the overall care and attention given to management of the Village greens, making them healthier and improving their general appearance.

### ▪ Action PF7 - *Continue to manage and maintain the various Village greens*

The Village should continue to manage and maintain the various Village greens with support from interested community groups. Special care should be taken in the development of management strategies for the Town Pond Green in order to balance the need to maintain landscape elements with the need to maintain water quality in the pond.



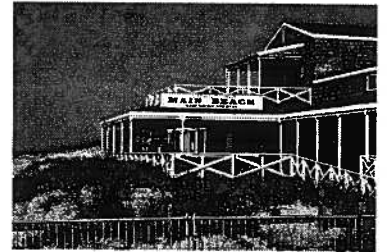
## BEACH ACCESS FACILITIES AND BEACH SAFETY

**Objective:** *Continue to protect and preserve the Village's beaches, allowing for their safe and appropriate use*

### Issue 1. Beach access parking for Village residents

- **Issue Overview**

On summer weekends there is a high demand for parking at Village beaches. As a result, there is a parking permit system in place during the summer months. In recent years, the number of seasonal permits issued has increased, in part because the Village recently eliminated daily parking on weekends. During the 2000 summer season there were days when visitors were turned away from Georgica Beach because the lot was full. At Main Beach the lot typically is not more than three-quarters full. Facilities at Wiborg Beach, Two Mile Hollow Beach, and Egypt Beach generally do not reach capacity.



Village Facility at Main Beach

- **Action PF8** - *Continue to assess the overall demand and supply for beach parking at the Village's five beaches*

The Village should review visitation at each of its beaches to assess management strategies and improvements that could be made for the following year. Efforts should be made to determine the percentage use of parking facilities by residents versus non-residents.

- **Action PF9** - *Take actions as needed to ensure beach access parking by maximizing the number of parking spaces within existing lots without expanding the land devoted to parking*

The Village should continue to manage its parking supply at the beaches by maximizing the capacity of existing beach parking lots. The Village should not acquire additional land at the beaches for the purpose of adding additional parking spaces nor should land owned by the Village that is not currently used for parking be converted to parking.

Periodically, the Village should review the beach parking areas to ensure that land is being fully utilized and that the layout of spaces and circulation remains efficient. Stripes should be repainted frequently to ensure visibility and to enable the public to park correctly and efficiently.

- **Action PF10** - *Consider establishing "Village residents only" parking areas*

The Village should consider creating "residents only" parking areas at the beaches. This would set aside a certain percentage of the spaces in the lot for use by Village residents only.



- **Action PF11** - *Continue to restrict street parking where beach access parking spills over into adjacent residential neighborhoods*

The Village should continue to restrict parking along residential streets adjacent to the beaches pursuant to regulations in Chapter 54 of the Village Code. Parking restrictions on roads adjacent to the beaches should be routinely reviewed to determine if they should be amended to include restrictions on additional roadway sections.

- **Action PF12** - *Institute more aggressive ticketing and towing of vehicles without permits*

The Village should institute more aggressive measures to enforce the parking restrictions of Chapter 54 of the Village Code. This should include increased patrolling of lots to identify violators, using "boots" to immobilize vehicles, increased vehicle towing, and increased fines for parking violations.

- **Action PF13** - *Reconsider the option of limiting lockers to Village residents, relocating reserved parking for locker holders and/or eliminating reserved parking for locker holders*

The Village should reconsider its current policies for use of lockers at Main Beach. In the past, the Village has not restricted the use of lockers to Village residents only. As a result, many lockers at Main Beach are used by non-residents, and many Village residents who want lockers cannot get them because they are all taken. Because of this situation – and because Main Beach is a facility owned and maintained by the Village – the Village should reconsider its current locker policy. Consideration should be given to (1) restricting locker use only to residents of the Village, or (2) allocating a small percentage of lockers to non-residents to be awarded on an annual lottery basis.

The Village should also reconsider its current policy of reserving parking for locker holders.

## **Issue 2. Beach safety and facilities**

- **Issue Overview**

Public safety at Village beaches is of paramount concern to the Village. Currently, the Village provides lifeguards at Main Beach and Georgica Beach. Two Mile Hollow Beach, Wiborg Beach, and Egypt Beach are unprotected and are marked with "No Bathing Permitted" signs that warn beachgoers of the hazards of swimming without lifeguards present. The Village Police routinely patrol the beaches on all terrain vehicles (ATVs). The Village has recently acquired jet skis that are kept at Main Beach. These enable quick response by lifeguards to a distress call anywhere along the Village beachfront. Once a year the Village offers an ocean safety course to the public. There is a beach safety orientation program required of all leaders who bring groups to the Village beaches.



- **Action PF14** - *Ensure adequate lifesaving protection at Village beaches*

The Village should continue to take actions to ensure public safety in the water at Village beaches. The Village should continue to provide lifeguards at Main Beach and Georgica Beach. At unprotected beaches, the Village should continue to post "no bathing" signs and warnings regarding ocean swimming at unprotected beaches. In the event that members of the public disregard bathing prohibitions, the Village should be prepared to assist with an ocean rescue. The Village Police should continue to routinely patrol the Village beaches on ATVs.

- **Action PF15** - *Ensure that signage adequately addresses safety concerns*

The Village should continue to provide signage at Village beaches regarding bathing hazards and regulations, as well as actions to be taken in the event of a water emergency. Signage should be located where it is clearly visible at the entrance to beaches. At unprotected beaches, signage should warn the public regarding hazards and prohibitions against bathing. At protected beaches, signage should communicate information regarding the hours when lifeguards are on duty, as well as the prohibition of bathing at times when lifeguards are not on duty.

- **Action PF16** - *Produce a public information brochure about beach safety*

The Village should continue to distribute safety information to the public with beach permits and to make safety information available beach permits at the beaches and Village Hall. The current information brochure on Village beaches should be edited and expanded to make safety precautions more obvious to the reader. The map should designate protected and unprotected beaches. Actions to take in the event of an emergency should be clearly indicated. Information should include directions on how to respond to an emergency, depending upon the time of year.

- **Action PF17** - *Continue periodic evaluations of limits to driving on the beach*

The Village should enforce limitations on driving on Village beaches subject to restrictions of Chapter 6 of the Village Code. In the future there should be periodic evaluations of the Chapter 6 regulations to determine if additional restrictions should be established to better protect the public as well as beach resources. Consideration should be given to extending the time of the year during which driving on the beach is not permitted during the hours of 9:00 A.M to 6:00 P.M. Particular consideration should be given to prohibiting driving on the beach during storms.



- **Action PF18** - *Add bicycle racks at beaches*

The Village should monitor the use of bicycle racks at Village beaches. Additional racks should be added at beaches where the current supply of racks is found inadequate to meet demand.

## **POLICE PROTECTION**

**Objective:** *Continue to provide adequate police protection*

### **Issue 1. Police protection**

- **Issue Overview**

The Village Police Department is a full-service police department that provides a wide range of law enforcement activities. The current staff of officers is considered adequate to meet the present law enforcement needs of the Village. In the future, should there be a change in the type of enforcement needed or desired by Village residents, there could be a need to add more police personnel. Currently, all officers are working the maximum number of hours permitted under union contracting and scheduling provisions.

- **Action PF19** - *Periodically review Village needs for police protection and enforcement of the Village Code to determine if increased enforcement or personnel is appropriate*

The Comprehensive Plan establishes a number of community priorities regarding police protection and enforcement of existing Village regulations. The current Police Department staff is considered adequate to implement the recommended actions of the Plan with respect to these priorities – such as enforcement of traffic, parking, and noise regulations. Because priorities can change and new police-related issues could occur, the Village should continue to periodically review its needs for police protection and enforcement of the Village Code to determine if additional staff is needed. In determining whether to increase the number of police officers, there must be a balancing of fiscal impact with the need to protect residents and to enforce provisions of the Code.





## **FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES (EMS)**

**Objective:** *Continue to provide adequate fire protection and emergency medical services*

### **Issue 1. Fire Protection and EMS Services and Facilities**

#### ▪ **Issue Overview**

The Village of East Hampton Fire Department and Ambulance Service must continue to maintain a trained force of volunteer firefighters and EMS technicians, as well as up-to-date equipment for fire suppression and life support. Currently the Department is fortunate to have an adequate number of volunteers to meet the needs of the community.

- **Action PF20** - *Continue to recruit and train firefighters and EMS Technicians*

To the extent possible, the Village should assist the Fire Department and Ambulance Service with recruiting new firefighters and EMS technicians, and facilitate their training. Where possible, the Village should continue to offer incentives to those who volunteer.

- **Action PF21** - *Continue to provide adequate facilities and equipment to provide for the fire protection and emergency medical care needs of Village residents*

The Village should continue to periodically review needs for additional facilities and equipment to provide fire protection and emergency medical care to Village residents and to residents of the fire protection districts. As needs for new facilities and equipment are identified, the Village, in coordination with the Town, should determine the appropriate means for financing new purchases in a balanced, equitable fashion.



## ROAD AND STREETScape MAINTENANCE

**Objective:** *Continue to provide adequate road and streetscape maintenance*

### Issue 1. Continued maintenance of roads and streetscape

#### ▪ Issue Overview

The Village of East Hampton Department of Public Works is responsible for a broad area of services and maintenance. It maintains public roads, parks, beaches, street trees and parking lots. It also operates a central repair garage for all Village vehicles.

The Department issues permits for any street tree cutting or trimming. The maintenance of planted rights-of-way is a function of this Department, including approving the return of topsoil and grass seed to all verges disturbed by construction or excavation.

The Department is responsible for marking parking spaces in the Village parking lots and streets and maintaining signage for the lots and streets.

The Department of Public Works is charged with authorizing, by permit, any excavation, construction or curb cut, along any Village street, highway or sidewalk, including, if necessary, the payment of a performance bond to assure appropriate workmanship.

Additionally, the enforcement of compliance to the permits issued by the DPW for all of the above is initiated by notice from the Department. The Police Department issues a summons at the request of the DPW, for failure to comply with notices.

## WATER SUPPLY

**Objective:** *Cooperate with the Suffolk County Water Authority to ensure availability of a safe, high quality, and adequate supply of potable water to meet the needs of present and future residents*

### Issue 1. Quality of public water supply

#### ▪ Issue Overview

Village residents rely upon groundwater resources for their drinking water needs. Most residents tap into the water supply system of the Suffolk County Water Authority (SCWA). Water is drawn from a number of wells near the Village. SWCA and Suffolk County routinely monitor groundwater quality in the public water supply wells. Groundwater monitoring data indicate that the wells serving the Village have not shown evidence of contamination. Given the developed nature of the areas around the wells – as well as the characteristics of coastal area soils – careful land management techniques are needed to guarantee that groundwater resources will remain high quality in years to come. Routine



monitoring of water quality is essential to guaranteeing that the public is being provided with a safe drinking water supply.

- **Action PF22** - *Regularly review water quality data obtained by the Suffolk County Department of Health Services and from the Suffolk County Water Authority and publish data in local newspapers*

The Village should remain informed regarding the condition of groundwater in SCWA wells that supply drinking water to Village residents and businesses. The Village should establish regular communications with the SCWA and the Suffolk County Department of Health Services so that it remains aware of monitoring programs, receives results of periodic routine water quality testing, and is notified regarding special studies that may, in the future, be conducted regarding the supply and quality of water in wells serving the Village. The Village should request that findings be provided in a format that enables easy interpretation of the findings by the public as to the quality of the water and the extent to which it complies with applicable drinking water standards. Summaries of periodic monitoring should be published in local newspapers to inform citizens regarding the quality of their drinking water supply.

## **Issue 2. Quality of water in individual on-site wells**

- **Issue Overview**

A number of residences in the Village still utilize on-site wells for drinking water supply. These are generally located in Wiborg and along Further Lane. Residents relying on individual wells should be aware of the potential for groundwater contamination, even in rural areas. It is important that individual on-site wells be tested on a regular basis, particularly when located adjacent to or near on-site wastewater disposal systems or land use activities involving the use of pesticides, herbicides, and/or fertilizers (such as golf courses).

- **Action PF23** - *Provide information to private property owners who still rely upon individual on-site wells regarding the importance of routinely testing their well water*

The Village should provide owners with information regarding the importance of testing their water supply and the availability of reasonably priced testing from the Suffolk County Department of Health Services.



## WASTEWATER DISPOSAL

**Objective:** *Cooperate with the Suffolk County Department of Health Services to ensure adequate treatment and disposal of wastewater so as to protect public health and maintain water quality*

### Issue 1. Maintenance of on-site wastewater disposal systems (OSDSs)

#### ▪ Issue Overview

Water quality data for Hook Pond and Georgica Pond suggest that there is nutrient loading occurring from adjacent upland areas. Contaminant sources include urban runoff as well as improperly treated wastewater from OSDSs that are poorly sited or not functioning properly. Typically in coastal soils where OSDSs are not properly designed or maintained, wastewater can come into contact with the water table water. Once this happens, contaminated water quickly moves laterally below the ground, eventually surfacing in streams and ponds. There it enriches the water, causing algal blooms, as observed on occasion in Village ponds, and high fecal coliform counts that pose health hazards and can result in closing areas to shell fishing (as has occurred on occasion in Georgica Pond).

- **Action PF24** - *Provide information to residents and business owners regarding the importance of maintaining on-site wastewater disposal systems to reduce contamination of the Village's water resources*

The Village should make available to all Village homeowners information regarding the proper care of OSDSs. This information should explain the basic components of OSDSs, stress the importance of knowing where these components are on a property, and describe the types of routine maintenance that should occur, the approximate annual cost of routine maintenance, and the long-term savings that accrue from extending the life of a system through proper maintenance. The Village should also make homeowners aware that all residents of the Village rely upon OSDSs for wastewater disposal and that there is a common water quality benefit derived from proper maintenance. Information should be provided regarding the connection between discharges from malfunctioning OSDSs and algal blooms in Town Pond, Hook Pond, and Georgica Pond as well as contamination of shellfish harvesting waters in Georgica Pond.

### Issue 2. Potential contamination from older, poorly sited and designed on-site wastewater disposal systems

#### ▪ Issue Overview

The potential contamination of groundwater and surface water from OSDSs is particularly high when systems are older and/or have been poorly sited or designed. Older systems are more prone to years of poor maintenance, to being undersized (particularly if there have been additions to the house since the system was installed), and are more



likely to be poorly sited. Poor siting includes systems that are within 200 feet of wetlands or that do not have a 3-foot separation distance between the bottom of the leaching pool and groundwater.

- **Action PF25** - *Wherever possible, require property owners who are renovating older existing structures to upgrade and/or relocate on-site disposal systems so that they comply with current applicable requirements of the Village Code and the Suffolk County Department of Health Services Standards*

The Village should consider requiring upgrading of older OSDS that do not meet current design standards, as a condition of approval for a building permit involving the expansion or major renovation to an existing residence. Approval should require that the OSDS components be designed to handle flows from the residence based upon its size. It should also require siting the system so that it complies with all applicable vertical and horizontal separation distance standards of the Village and the County.

## **SOLID WASTE MANAGEMENT**

**Objective:** *Cooperate with the Town of East Hampton, as appropriate, to implement the recommendations of the Town's Solid Waste Management Plan and to reduce the impacts of solid waste disposal activities on the Village*

*(see Village/Town Cooperation – Solid Waste Management)*

## **CODE ENFORCEMENT**

**Objective:** *Provide adequate code enforcement and code enforcement personnel*

### **Issue 1. Routine and consistent enforcement of all Village provisions and regulations**

- **Issue Overview**

The Code of the Village of East Hampton is a compilation of all the currently effective ordinances and local laws enacted by the Village. These ordinances and laws are intended to protect the quality of life in the Village and to ensure the proper function and government of the Village. Residents and business owners are supportive of the protections afforded by the Code and rely on the Village government to enforce it. To enforce the Code, the Village must routinely and consistently take actions to guarantee compliance by property owners, residents, and visitors.



- **Action PF26** - *Ensure that the Village Department of Code Enforcement is adequately staffed and empowered to enable it to:*
  - *Enforce the New York State Uniform Fire Prevention and Building Code and the Code of the Village of East Hampton*
  - *Issue permits that meet all requirements and ensure compliance with those permits*
  - *Make inspections and issue appropriate notices or orders to prevent or remove illegal or unsafe conditions*
  - *Promptly, and in the most direct manner, initiate action to terminate continuing non-conforming uses*
  - *Ensure that non-conforming uses and activities are not intensified*

The Village should hire and maintain the level of staffing in the Department of Code Enforcement that is needed to enforce all provisions of the New York State Uniform Fire Prevention and Building Code and the Code of the Village of East Hampton. Additional staff should be hired as needed to ensure that all such actions can be completed in a timely and responsive manner.

- **Action PF27** - *Conduct annual inspections of all buildings that include rented rooms to ensure compliance with existing regulations*

The Village should continue to compile and maintain an up-to-date inventory of all buildings where rooms are rented. All such buildings should be inspected annually and licensed by the Village if they are determined to comply with code requirements. All unlicensed rooming facilities should be identified.

- **Action PF28** - *Monitor non-residential uses and activities on a regular basis to ensure that no violations have occurred and that they conform to the particular status under which they operate*

The Village should continue to annually monitor non-residential uses and activities in residential zoning districts. Annual visits should be conducted to inspect the premises. A database should be developed for each property to document the conditions under which the use has been approved and to provide a baseline against which to determine if there is a change in use or extension or enlargement of use over time. Where annual inspections reveal an extension or enlargement of use, the Village should act immediately to notify the property owner of such violation and initiate measures to bring the property into compliance.

- **Action PF29** - *Ensure compliance with requirements of the Americans with Disabilities Act, where applicable*

The Village should remain committed to implementing the provisions of the Americans with Disabilities Act. The Village should continue to work cooperatively with the East Hampton Town/Village Disabilities Advisory Board. In recent years the Village has implemented a number of actions to eliminate barriers in the community. The Village should periodically reevaluate its level of compliance by reviewing Village buildings, handicapped parking



facilities, sidewalks and curbs, signage, beach facilities, acoustical treatments in public buildings, and various reasonable accommodations to enhance access for the disabled.

With respect to private development, the Village should continue to encourage non-residential property owners to enhance accessibility. The Village should continue to consider possible actions to improve paths of travel and access to goods and services that could be made in conjunction with other improvements requiring a building permit approval.

The Village should consider amending the Village Code to incorporate requirements of the Americans with Disabilities Act as a condition of approval for all building permits (exclusive of single-family and multi-family residences).

- **Action PF30** - *Review a scale of fines for illegal actions that more effectively deter non-compliance, invoking home rule options if necessary*

The Village should consider increasing fines for illegal actions to the maximum extent possible under current Village Law in the State of New York. If the maximum allowable fine under current Village Law is not considered to be an adequate deterrent, the Village should take action to enact higher fines.

- **Action PF31** - *Provide information to the public to enable compliance*

The Village should prepare a public information brochure that summarizes the basic procedures that must be followed to achieve compliance with the Code. This should summarize provisions of the Code and the various approvals needed for land development activities and meeting dates.

- **Action PF32** - *Continue to document approved conditions with detailed Certificates of Occupancy, plans, and surveys*

The Village should continue to require clear documentation of "as-built" conditions at the time a Certificate of Occupancy is issued. This information should document the size and location of all improvements on the property, providing a baseline description of existing conditions.



## ADMINISTRATIVE BOARDS

**Objective:** *Provide prepared and responsive Administrative Boards*

### Issue 1. Administrative Board procedures

#### ▪ Issue Overview

The Village's Administrative Boards – the Zoning Board of Appeals, the Planning Board, and the Design Review Board – provide a very important role in Village government by assisting elected officials with implementing provisions of the Village Code related to land use and development matters. Boards meet routinely, reviewing applications from the public for approval of proposed land use and development projects for their compliance with the rules, regulations, and policies of the Code. The Boards operate under general guidelines of the Village Code. The Code specifies the basic administrative responsibilities of each Board and requirements of applicants. It does not specify details of the administrative functioning. Rather, each Board is empowered to adopt rules and regulations for procedures pertaining to its operation.

- **Action PF33** - *Provide adequate communication to the public about the administrative process*

The Village should evaluate its communication with the public about its Administrative Boards and amend, where required, to assure that the Village community remains well informed about the Administrative Boards and their processes.

### Issue 2. Appointments to Village Administrative Boards

#### ▪ Issue Overview

For the Village Boards to function well, they must be composed of members with the knowledge and commitment needed to implement the Code. The Mayor is responsible for appointing and reappointing members to each of the Boards.

- **Action PF34** - *Establish and make known selection criteria for members of each Administrative Board*

The Village Trustees should establish a set of criteria for appointing and reappointing members of the Village's three Boards. At a minimum, these criteria should include the following:

- ✓ Individuals appointed and reappointed to the Village Boards should be broadly representative of the community
- ✓ They should possess a general familiarity with or interest in the subject matter of the Board
- ✓ They should be supportive of the Village Code and committed to enforcing its provisions





- ✓ They should be willing to commit the time to fulfilling the requirements of their position
- ✓ They should be able to attend routine meetings
- ✓ They should be willing and able to acquire training as needed to responsibly fulfill their responsibilities

These criteria for selection should be included within relevant sections of the Village Code.

- **Action PF35** - *Announce Administrative Board openings to the public to afford an opportunity for interested persons to be considered*

The Mayor should announce openings on Village Boards so that interested members of the public have the opportunity to be considered. Announcements should be published in the local newspaper. The announcements should include a description of the general duties of Board members, the duration of the appointments, and the criteria used to appoint members to each Board.

### **Issue 3. Training and continuing education of Administrative Boards**

- **Issue Overview**

Members of the Village's Administrative Boards are routinely expected to make decisions regarding the proper interpretation and application of the Village Code. Upon appointment, Board members are expected to possess general knowledge of the subject matter under review by each Board. Through time, Board members acquire more detailed knowledge and understanding of the Village Code, the procedural functioning of the Board to which they belong, the subject matter, and the related issues in the community.

- **Action PF36** - *Provide procedural and substantive training and orientation for all new appointees, including familiarity with the purpose and intent of Chapters 13, 44 and 57 of the Village Code*

The Village should offer new Board members basic training before beginning their terms, as well as periodic training in specific issue areas of relevance to a particular Board. Basic training should focus upon introducing the Village Code, the Village Comprehensive Plan, the procedures and responsibilities of each Board, and the primary issues currently faced by each.

- **Action PF37** - *Encourage all members of Administrative Boards to attend appropriate available training and informational seminars*

The Village should remain informed regarding opportunities for special training and should encourage Board members to attend such events. These could include training offered by such groups as the American Planning Association, the American Institute of Architects, the National Trust for Historic Preservation, the Urban



Land Institute, the NYDOT, Suffolk County Planning Department, the Suffolk County Department of Health Services, etc.



## 11.0 WORKING WITH THE TOWN OF EAST HAMPTON

### INTRODUCTION

Many of the community issues for which the Village seeks solutions are shared with the Town of East Hampton. The Village has been assumed by many Town residents to be the commercial center for the Town, a role that it cannot continue to accommodate as the Town continues to grow. Montauk Highway, the Town's major east-west road from Montauk to Wainscott, passes through the center of the Village. Through traffic on Montauk Highway is the major cause of congestion on Village streets. In the future, traffic will worsen as the Town develops, with the potential for as much as 75,000 more trips per day generated by new Town residents. Water in the Village's streams and ponds originates from upstream drainage areas in the Town. Village residents drink water pumped from wells in the Town. Pressures on the Village's Herrick Park are largely the result of unsatisfied demand for recreation facilities for Town residents. Many residents of the Town use beach facilities in the Village, contributing to crowding at Village beaches.

In the past, the Village has suggested that the Town consider and include the Village in the Town planning process. In this regard, it should be noted that residents of the Village are also residents of the Town of East Hampton, and are burdened disproportionately to other Town residents with respect to the imposition of commercial activity on residential areas. It should be further noted that the Village of East Hampton contributes about 25 percent of the Town's property tax revenue, but composes only about 8 percent of the Town's population.

The potential to effectively address these and other issues facing both communities would be greatly enhanced if a cooperative planning effort could be developed. The Village would like to establish a formal arrangement with the Town whereby the Village and the Town could address shared issues.

The Village takes the opportunity afforded by this Comprehensive Plan to reaffirm its request that the Town consider the following:

- Make transportation system improvements, including a park-and-ride facility at the Airport
- As the growth of the Town is outpacing the capacity of the Village, relieve the burden on the Village commercial districts, including traffic and parking at the Post Office located in the Village
- Since about 50 percent of the permits issued for parking at the Village beaches are to non-residents, and the growth of the Town



may increase substantially, relieve the burden on the Village beaches and playing fields

- Coordinate planning for the Village-Town scenic approaches and along common boundaries
- Manage non-point source contamination of streams in shared watersheds
- Recycle and establish alternative routes for the transportation of solid waste

## WORKING WITH THE TOWN GOALS AND OBJECTIVES

**Goal :**     ***Improve Village/Town interaction***

**Objectives:**   **General Planning Coordination**

*Encourage cooperation in general planning with the Town to the extent, and in a manner necessary, to further the aims and purposes of the Village Comprehensive Plan*

### ***Transportation***

*Seek regional cooperation for solutions to local transportation problems*

### ***Village-Town Boundaries***

*Work cooperatively to jointly plan for areas in the vicinity of Village/Town boundaries*

### ***Scenic Approaches***

*Guide future development along scenic approaches*

### ***Water Quality***

*Work cooperatively to improve the quality of the Village and Town waters*

### ***Solid Waste Management***

*Cooperate to implement the recommendations of the Town's Solid Waste Management Plan and to reduce the impacts of solid waste disposal activities on the Village*



## WORKING WITH THE TOWN – PLANNING ACTIONS

### GENERAL PLANNING COORDINATION

**Objective:** *Encourage cooperation in general planning with the Town to the extent, and in a manner necessary, to further the aims and purposes of the Village Comprehensive Plan*

#### Issue 1. General planning coordination committee

##### ▪ Issue Overview

Cooperative planning between the Village and the Town will require a decision-making entity to oversee and direct the planning effort.

- **Action VT1** - *Establish a joint Village/Town general planning coordination committee to examine issues of common concern and to offer advisory recommendations for consideration by each legislative body*

The Village should approach the Town to establish a joint Village/Town general planning coordination committee. This group should be composed of elected officials, staff, and citizen representatives. It should meet regularly to discuss shared issues, to explore strategies for finding mutually acceptable solutions that will benefit both communities, to identify actions to be taken to accomplish positive change, and to assign responsibilities for moving forward toward solutions.

### TRANSPORTATION

**Objective:** *Seek regional cooperation for solutions to local transportation problems*

#### Issue 1. Understanding common transportation issues

##### ▪ Issue Overview

Traffic congestion on public roads, particularly during the summer season, is a problem in many areas of the Village and the Town. In the future, congestion will increase as the Town continues to grow. The Village has determined through its Comprehensive Planning Process that despite worsening summertime traffic conditions, it does not want traffic improvements made to reduce congestion at the expense of community character. Rather, the Village would like to seek regional cooperation in transportation system planning to achieve an overall reduction in automobile dependency and development of alternative routes of travel to more evenly distribute vehicle loads on local roads and to reduce the volume of through traffic on Montauk Highway in the Village. To accomplish this goal, the Village and the Town must work together to seek solutions that will have a benefit to residents of both communities.



- **Action VT2** - *In cooperation with the Town, identify transportation issues of mutual concern*

The Village and the Town should reach consensus on the primary transportation issues of mutual concern.

## **Issue 2. Reducing automobile dependency**

- **Issue Overview**

Reducing the number of people traveling to the East End by private automobile is ultimately the primary way to reduce congestion in the East End. To accomplish this there must be reliable and frequent alternative means of travel – by train and bus.

- **Action VT3** - *Coordinate and encourage rail road service for local and long-distance travel*

The Village and the Town should develop and implement a common strategy for supporting the Long Island Rail Road in the design and construction of long-term capital improvements to the Montauk Branch needed to upgrade and increase rail service to the East End.

- **Action VT4** - *Coordinate and encourage public and private bus service for local and long distance travel*

The Village and the Town should develop and implement a common strategy for promoting and encouraging ridership on public and private bus routes serving the East End.

- **Action VT5** - *Coordinate efforts to establish a transportation hub at the airport with adequate parking and local bus service*

The Village and the Town should examine options for developing a transportation hub at the Town of East Hampton Airport that would serve train, bus and air travelers and provide a connection to local ground transportation in taxis, private vehicles, and by bicycle. This would require construction of a new LIRR station at the airport. Adequate space would be needed for short-term parking, long-term parking, taxi queues, and curbside drop-offs.

## **Issue 3. Distributing vehicle loads throughout the roadway system**

- **Issue Overview**

To a great extent, traffic congestion on local roads in the Village and the Town is due to roadway system constraints that result in uneven distribution of car and truck traffic on the network. East-west travel remains the most constrained, with very few east-west connections, and with most traffic relying upon Montauk Highway. Not only are there few east-west roads, a number of east-west routes through the Town are constrained due to the low, poorly configured overpasses on the Long Island Rail Road.



- **Action VT6** - *Coordinate efforts to promote alternative routes for through traffic movement not destined for the Village*

The Village and the Town should jointly undertake studies to document current travel patterns and to identify alternative roadway improvements to existing roads that could improve traffic flow without construction of new roadways.

- **Action VT7** - *Coordinate efforts to improve Rail Road overpasses, primarily at Stephen Hands Path*

The Village and the Town should coordinate efforts to facilitate study of potential improvements to the LIRR overpasses in the Town and to assist the LIRR with obtaining funding for improving the overpasses where possible.

- **Action VT8** - *Explore options for lessening traffic congestion, travel distances, infrastructure costs and inconveniences to Village and Town residents*

The use of the Village's commercial districts and related Village streets and parking has reached nearly maximum capacity. Therefore, the expected continuing growth of population in the Town of East Hampton will require additional commercial services that must be provided elsewhere, outside of the Incorporated Village of East Hampton.

## VILLAGE/TOWN BOUNDARIES

**Objective:** *Work cooperatively to jointly plan for areas in the vicinity of Village/Town boundaries*

### Issue 1. Guiding future development along Village/Town boundaries

- **Issue Overview**

The Village has an extensive common boundary with the Town. Most of it is zoned for residential use. There are locations where non-residential uses exist and where non-conforming uses exist within residential districts. Development impacts along this extensive boundary pose possible concern for conflicts.

- **Action VT9** - *Cooperate to initiate joint review of development within 500 feet of Village/Town boundaries*

The Village and the Town should coordinate design review guidelines for all development occurring within 500 feet on each side of the Village/Town boundaries.



- **Action VT10** - *Coordinate development of a consistent streetscape plan for the North Main Street area in the Village and the Town*

The Village and the Town should explore options for cooperative planning in the North Main Street area. This should begin with consideration of a plan for streetscape improvements. This plan should establish standard treatments and design palettes for the following:

- sidewalks and crosswalks
- on-street parking
- street and sidewalk furnishings
- traffic control devices
- lighting
- signage
- landscaping

## **Issue 2. Guiding future development along scenic approaches**

### ▪ **Issue Overview**

Several approaches to the Village retain a wooded and open character. Like so many communities elsewhere, inattention to land pattern development could cause sprawl patterns to intensify, jeopardizing the Village's unique identity and charm.

- **Action VT11** - *Coordinate future land use planning for scenic approaches to the Village so as to mitigate adverse visual impacts*

The Village and the Town should explore the best means for accomplishing such planning and identify the methods to be used that will assure the continued visual quality of the scenic approaches.

## **WATER QUALITY**

**Objective:** *Work cooperatively to improve the quality of the Village and Town waters*

### **Issue 1. Stormwater discharges to Village surface waters**

#### ▪ **Issue Overview**

Actions are needed in both the Village and the Town to mitigate water quality impacts caused by contaminated stormwater discharges to Village and Town surface waters. The drainage basins of Hook Pond and Georgica Pond extend well beyond the Village boundaries. Approximately one-third of the Hook Pond watershed is located upstream in the Town. The majority of the Georgica Pond watershed is in the Town.





- **Action VT12** - *Identify and implement measures to reduce contaminant loading to Village surface water resources from upstream areas in the Town of East Hampton*

The Village and the Town should work cooperatively to identify the primary sources of non-point source pollution to shared waterways and to devise a water quality management strategy to reduce pollutant loads. This will likely include focused efforts to improve maintenance of on-site wastewater disposal systems, to reduce direct stormwater discharges to streams, and to provide for treatment of stormwater prior to discharge to streams.

## SOLID WASTE MANAGEMENT

**Objective:** *Cooperate to implement the recommendations of the Town's Solid Waste Management Plan and to reduce the impacts of solid waste disposal activities on the Village*

### Issue 1. Recycling

- **Issue Overview**

For a variety of reasons, commercial establishments in the Village – particularly restaurants – do not separate waste for recycling. This is due to the difficulty in getting staff to separate recyclables, as well as a lack of multiple containers at the rear of restaurants and commercial establishments for storing separated waste. In addition, in the Village – as well as throughout the Town – private haulers undermine the Town's recycling program by undercutting prices, drawing business away from the Town, and reducing the amount of material available to sustain the Town's recycling program. This situation will continue until such time as tipping fees for private haulers increase to or above the Town's tipping fees.

- **Action VT13** - *Investigate opportunities to increase recycling in the Village and the Town*

The Village and the Town should cooperate to devise strategies to increase recycling. This should include actions to encourage commercial establishments to separate waste into three categories: mixed fibers (newspapers and cardboard), mixed containers (plastics, glass and aluminum), and non-recyclable waste material.

### Issue 2. Impacts of waste disposal trucks on Village streets

- **Issue Overview**

Waste disposal trucks traveling to and from the Springs-Fireplace Road Landfill have increasingly been cutting through Village neighborhoods to avoid traffic congestion and reduce travel time. This is adversely impacting local residents by disrupting the peace and quiet of residential streets.



- **Action VT14** - *Coordinate with the Town to ensure that waste disposal trucks with Town contracts only use major roadways and remain off Village residential streets*

The Village and the Town should coordinate regarding the need to notify all drivers destined for the landfill that only major roads should be used to travel through the Village to reach the landfill.



## 12.0 PLAN IMPLEMENTATION

The ***Village of East Hampton Comprehensive Plan*** recommends that the Village undertake a variety of actions. These vary in terms of the type of action and the priority for implementation. The table on the following pages lists all of the Recommended Actions presented in Sections 4 through 11 above. Each is categorized as to the type of action and its implementation priority.

### TYPES OF ACTIONS

Actions generally fall into two broad categories: those relating to the Village Code and those relating to Village Administrative Policy and Management. Within each category the actions are further broken down into several subcategories, as follows:

#### **Village Code Actions that Commit the Village:**

- ***To continue to preserve and protect Village resources through existing provisions of the Code.*** The intent is to heighten awareness of the importance of specific Code provisions to the quality of life and to the future of the Village
- ***To amend the Code in specific areas.*** The term “amend” in this context means that the Village will act in a timely manner to make the specifically identified changes
- ***To consider amending the Code in specific areas.*** The term “consider” in this context means that the Village will further study community support for a Code amendment, the possible manner in which the desired protection or change could be accomplished in the Code, and the legal precedent for the amendment under consideration

#### **Village Administrative Policy and Management Actions that Commit the Village:**

- ***To implement a general operating policy.*** Such policies will guide the day-to-day decision-making of the Village in these areas. For example, an action stating that the Village will “minimize street treatments that detract from Village character (Action NP10)” will influence routine decision-making in a number of areas



- **To enforce existing regulations.** The intent is to heighten awareness of the importance of enforcement in specific areas to the quality of life and to the future of the Village
- **To monitor conditions.** These actions will enable the Village to document conditions and better inform its decision-making process
- **To complete further study or to prepare a specific plan.** These actions identify areas that require detailed treatments in order to address the identified issues
- **To continue to implement current management practices.** The intent is to support the Village's current practices and its approach to managing its resources
- **To implement new management practices.** These are actions where the Village will change an existing practice or implement a new practice to better manage its resources. Often these changes will occur as a result of further study or following completion of a specific plan. (As a result, for some actions there will be more than one entry on a line that describes the types of action needed for implementation.)
- **To communicate with the community and the Town.** These actions include preparation of information brochures, publishing information in local newspapers, working directly with specific landowners for specific purposes (for example - those whose properties border wetlands), etc.

### IMPLEMENTATION PRIORITIES

Implementation Priorities are also presented in the following table for each recommended action, as follows:

- **Already Ongoing** – including actions that are already being implemented
- **Immediate** – including actions that should be undertaken within the next year
- **Short-Term** – including actions that should be undertaken within the next two to five years
- **Long-Term** – including actions that should be undertaken some time in the next ten years



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RECOMMENDED ACTION  Implementation Priority  ● Already Ongoing ■ Immediate ▣ Short-Term □ Long-Term	VILLAGE CODE			VILLAGE ADMINISTRATION					
	Continue Current Regulations	Amend Current Regulations	Consider New Regulations	Implement a General Operating Policy	Enforce Existing Regulations	Complete Additional Study/Plan	Continue Current Management Practice	Implement New Management Practice	Communicate with the Public
<b>NEIGHBORHOOD PRESERVATION</b>									
<b>NP1</b> Retain existing residential zoning districts and related area requirements in Chapter 57 of the Village Code	■								
<b>NP2</b> Revise existing limitations on gross floor area to accomplish more compatible residential development and redevelopment		■	■						
<b>NP3</b> Consider additional limits on accessory structures and buildings			■						
<b>NP4</b> Maintain limitations on the height of primary structures and consider limiting the height of accessory buildings and structures			■						
<b>NP5</b> Consider use of an "encroachment plane" regulation which could vary in degrees according to lot size			■						
<b>NP6</b> Require setbacks that are based upon lot size		■		■	■				
<b>NP7</b> Require all site plans and surveys to show all improvements to a property		■		■	■				
<b>NP8</b> Require all site plans and surveys to show all required setbacks and calculations		■		■	■				
<b>NP9</b> Continue to manage the Village's street trees						■	●	▣	
<b>NP10</b> Work cooperatively with owners of private property containing elm trees						■	●		●
<b>NP11</b> Minimize street treatments that detract from Village character				●	●		●		
<b>NP12</b> Maintain unobstructed vegetated borders along public rights-of-way					●		●		
<b>NP13</b> Require private property owners to remove obstructions in vegetated borders along public rights-of-way					●				
<b>NP14</b> Maintain road shoulder edges to reduce unevenness and ruts							●		
<b>NP15</b> Prohibit overflow parking from commercial uses into residential neighborhoods		■			●		●		
<b>NP16</b> Prohibit installation of lighting on non-residential properties that adversely impact adjacent residential neighborhoods		■							
<b>NP17</b> Prohibit special events that impinge on adjacent residential properties		■							
<b>NP18</b> Enforce existing noise regulations					●				
<b>NP19</b> Require landscaped buffers between residential and non-residential uses		■	■						



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	Continue Current Regulations	Amend Current Regulations	Consider New Regulations	Implement a General Operating Policy	Enforce Existing Regulations	Complete Additional Study/Plan	Continue Current Management Practice	Implement New Management Practice	Communicate with the Public
<b>NP20</b> Identify all existing buildings that contain rental rooms						■			
<b>NP21</b> Establish standards, requirements, and enforcement provisions for lodging facilities		■							
<b>NP22</b> Conduct annual inspections of all buildings that include rental rooms	●				●				
<b>NP23</b> Enforce regulations pertaining to rented rooms in single-family homes	●				●				
<b>NP24</b> Prohibit the extension or enlargement of non-conforming uses where rooms are rented	●				●				
<b>NP25</b> Increase the amount of fines for violation of regulations pertaining to renting rooms and extension or enlargement of non-conforming uses		■							
<b>NP26</b> Limit lodging facilities with more than two guest rooms to those now legally existing	●	■			●				
<b>NP27</b> Enforce regulations against group rentals	●				●				
<b>NP28</b> Require non-residential uses in residential districts to operate so as not to diminish quality of life for neighbors (see NP15 through NP19)		■		■				■	
<b>NP29</b> Monitor non-residential properties in residential districts on a regular basis to ensure that they conform to the status under which they operate				■	●			■	
<b>NP30</b> Redefine the criteria for initiating action against a property owner for extension or enlargement of a non-conforming use		■		■	●			■	
<b>NP31</b> Prohibit extensions or enlargements of pre-existing or non-conforming uses with the intention that the property revert to its primary residential and conforming use		■		■				■	
<b>NP32</b> Establish weight limits for trucks on all Village streets		■						■	■
<b>NP33</b> Encourage commercial vehicles on Town or Village business to use primary roads rather than secondary residential streets									■
<b>NP34</b> Aggressively enforce Village speed limits					●			■	■
<b>NP35</b> Protect neighborhood character by limiting traffic lights to the minimum required in accordance with safety design standards				■					
<b>NP36</b> Maintain restrictions on daytime and overnight parking					●				
<b>NP37</b> Require owners to provide adequate parking for new construction on private property		■			●				
<b>NP38</b> Consider extending the quiet hours in Chapter 38 beyond the hours from 11:00 p.m. to 7:00 a.m.			▣			▣			



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	Continue Current Regulations	Amend Current Regulations	Consider New Regulations	Implement a General Operating Policy	Enforce Existing Regulations	Complete Additional Study/Plan	Continue Current Management Practice	Implement New Management Practice	Communicate with the Public
<b>NP39</b> Limit hours of operation for construction crews <b>NP40</b> Establish limits for the duration of construction to one building permit (1 year) with a potential for one six-month extension <b>NP41</b> Consider limiting the hours of operation for professional landscape crews <b>NP42</b> Consider limitations on outdoor lighting <b>NP43</b> Define "special events" and indicate "special areas of congestion" <b>NP44</b> Establish guidelines, policies, and procedures to control the number of events on each seasonal weekend <b>NP45</b> Establish a Special Events Planning Committee <b>NP46</b> Prepare and publish a calendar of special events <b>NP47</b> Encourage special parking and transportation arrangement to ease congestion during special events		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
<b>COMMERCIAL NEEDS</b> <b>C1</b> Prohibit expansion of the Village's Commercial Districts <b>C2</b> Consider, where appropriate, reducing the extent of the Village's Commercial Districts <b>C3</b> On a district-by-district basis, consider further limiting the size of non-residential buildings in the Village's six commercial districts <b>C4</b> Prohibit overflow parking from the commercial districts into residential neighborhoods <b>C5</b> Prohibit installation of lighting in commercial areas that adversely impacts residential areas <b>C6</b> Prohibit uses and activities that impinge on adjacent residential properties <b>C7</b> Enforce existing noise regulations consistent with the purpose and intent of Chapter 38 of the Village Code <b>C8</b> Require landscaped buffers between non-residential and residential uses <b>C9</b> Under certain circumstances, consider reducing parking requirements for second floor apartments	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>	



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<p>● Already Ongoing   ■ Immediate   □ Short-Term   □ Long-Term</p> <p><b>C10</b> Consider reducing the impervious cover limitations for development projects that include second floor apartments</p> <p><b>C11</b> Consider permitting a limited number of small-scale multi-family residential developments in the commercial districts</p> <p><b>C12</b> Establish design guidelines for small-scale multi-family developments</p> <p><b>C13</b> Evaluate the feasibility of securing wastewater disposal permits for new housing in the commercial districts by transferring development rights within the Village (<i>same as PF28</i>)</p> <p><b>C14</b> Consider alternatives to encourage housing units in one or more of the commercial districts to be "affordable"</p> <p><b>C15</b> Seek to acquire public open space in the commercial districts</p> <p><b>C16</b> Decrease the maximum allowable coverage to 80 percent in the Core Commercial District and to 70 percent in the Commercial District and Manufacturing-Industrial District</p> <p><b>C17</b> When properties are redeveloped in the commercial districts, require landowners to incorporate open spaces that provide critical visual links and pedestrian connections</p> <p><b>C18</b> Adopt simple and concise design guidelines for commercial development</p> <p><b>C19</b> Develop and implement streetscape plans and design guidelines for each commercial district</p> <p><b>C20</b> Coordinate development of a streetscape plan for the North Main Street area with the Town</p> <p><b>C21</b> Evaluate, develop, and implement plans to improve the appearance and efficiency of public parking facilities</p> <p><b>C22</b> Without compromising safety, design and locate signs so that they are aesthetically pleasing</p>			<input type="checkbox"/>			<input type="checkbox"/>			
			<input type="checkbox"/>			<input type="checkbox"/>			
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<b>NATURAL RESOURCES</b>									
<b>NR1</b> Establish criteria to define open space properties that should be acquired		●		●		●			
<b>NR2</b> Continue to seek to acquire high priority open space				●					
<b>NR3</b> Seek to acquire public open space in the commercial districts similar to the Old Barn Book Store Park on Main Street ( <i>same as C17</i> )				■					
<b>NR4</b> Continue to protect beaches and dunes consistent with Chapters 6, 10, and 14 of the Village Code	●								
<b>NR5</b> Consider efforts to protect Village-owned beaches and dunes						▣	●	▣	
<b>NR6</b> Continue to mitigate impacts of new development and redevelopment on wetlands consistent with Chapter 27 of the Village Code	●							●	
<b>NR7</b> Provide information to the public on land management techniques to protect wetlands									●
<b>NR8</b> Enforce existing regulations on activities within wetland buffers consistent with Chapter 27 of the Village Code	●								
<b>NR9</b> Encourage property owners to convey conservation easements on wetlands									●
<b>NR10</b> Continue to install leaching pools along Village roadways for storm drainage	●						●		
<b>NR11</b> Consider additional stormwater management improvements that will help to reduce discharges into Village ponds						■	●	■	
<b>NR12</b> Routinely inspect and maintain stormwater management facilities							●		
<b>NR13</b> Coordinate with the Town of East Hampton regarding management strategies to reduce the impacts of stormwater runoff from the Town						■			
<b>NR14</b> Encourage public awareness regarding the proper handling and disposal of household hazardous waste									▣
<b>NR15</b> Minimize Village use of fertilizers and lawn chemicals on Village open space							●		
<b>NR16</b> Mitigate impacts of beach activities on critical habitat areas					●	▣	●	▣	



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<b>HISTORIC CHARACTER PRESERVATION</b> <b>H1</b> Periodically review and update the Village's inventory of historic resources <b>H2</b> Where appropriate, continue to utilize opportunities to coordinate Village initiatives with other government agencies <b>H3</b> Identify individual properties and districts which are potentially eligible for the National Register <b>H4</b> Coordinate with owners of highly significant properties to identify those who are interested in having their property nominated to the National Register <b>H5</b> Identify additional areas of the Village where creation of a local historic district would contribute to protecting the historic character of the Village <b>H6</b> Cooperate with property owners to ascertain interest in local historic districts <b>H7</b> Where there is public support, create additional local historic districts				■		□			□
<b>TRANSPORTATION</b> <b>T1</b> Seek to reduce the volume of traffic on Montauk Highway by reducing automobile dependency and by developing alternate travel routes <b>T2</b> Periodically review local traffic conditions and consider transportation system improvements as needed that are compatible with Village character <b>T3</b> Limit traffic lights to the minimum required for safety <b>T4</b> Consider implementing a traffic safety campaign informing the community through an instructional mailing and notices in the newspapers <b>T5</b> Continue to operate and evaluate the Lumber Lane Shuttle <b>T6</b> Consider shortening the Lumber Lane Shuttle route to reduce turnaround time <b>T7</b> Seek methods to increase ridership of the Lumber Land Shuttle <b>T8</b> Enforce speed limits to protect pedestrians <b>T9</b> Improve crosswalks and encourage their use			□	■		■	●	■	■



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<b>T10</b> Seek more highly visible and attractive means to alert drivers to crosswalks						■		■	
<b>T11</b> Improve and maintain shoulder edges for safer bicycle and pedestrian use						■		■	
<b>T12</b> Consider bicycle lanes where road widths are wide enough to accommodate them safely						▣		▣	
<b>T13</b> Routinely coordinate with public and private bus service providers to review routes, service issues, and ridership trends				■					
<b>T14</b> Routinely coordinate with the Long Island Rail Road to review service issues, ridership trends, and long-term capital improvement plans for the Rail Road				■					
<b>T15</b> Do not add new areas of public parking – or expand the area of existing public parking lots – in or adjacent to the Village’s Commercial Districts				●					
<b>T16</b> Maximize capacity within existing lots and along existing streets in the Village’s Commercial Districts				●					
<b>T17</b> Consider restricting certain areas of public parking lots or streets to vehicles with Village resident permits			□					□	□
<b>T18</b> Aggressively enforce existing on-street and public parking lot regulations				■	●				
<b>T19</b> Increase parking fines to encourage voluntary compliance with parking time limits		■							
<b>T20</b> Improve signage directing visitors to the Lumber Lane Lot								■	
<b>T21</b> Redesign, improve and maintain an attractive, safe, secure and lighted walkway connecting the Lumber Lane Lot with the Reutershan Lot						■		■	
<b>T22</b> Provide a safe, secure, and lighted walkway connecting the Lumber Lane Lot to Newtown Lane						■		■	
<b>T23</b> Encourage local employers to request that their employees utilize the Lumber Lane Lot									■
<b>T24</b> Continue to require new commercial development projects to include adequate on-site parking to meet the demand that will be generated by future building occupants and customers	●				●				



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<b>Implementation Priority</b> ● Already Ongoing   ■ Immediate   ▣ Short-Term   □ Long-Term									
<b>PUBLIC FACILITIES AND SERVICES</b>									
<b>PF1</b> Continue to manage and maintain Herrick Park						▣	●	▣	
<b>PF2</b> Continue to cooperate with the East Hampton School District to permit student use of Herrick Park and to encourage the School District to participate in park maintenance							●		
<b>PF3</b> Provide and maintain connections within and through the Park						▣		▣	
<b>PF4</b> Provide and maintain adequate lighting that does not impact adjacent residential neighborhoods						▣		▣	
<b>PF5</b> Continue to limit use of Herrick Park for special events							●		
<b>PF6</b> Continue to manage and maintain the Nature Trail						▣	●	▣	
<b>PF7</b> Continue to manage and maintain the various Village greens						▣	●	▣	
<b>PF8</b> Continue to assess the overall demand and supply for beach parking at the Village's five beaches							●		
<b>PF9</b> Take actions as needed to ensure beach access parking by maximizing the number of parking spaces within existing lots without expanding the land devoted to parking		■						■	
<b>PF10</b> Consider establishing "Village residents only" parking areas		■				■		■	
<b>PF11</b> Continue to restrict street parking where beach access parking spills over into adjacent residential neighborhoods	●				●				
<b>PF12</b> Institute more aggressive ticketing and towing of vehicles without permits	●				●				
<b>PF13</b> Reconsider the option of limiting lockers to Village residents, relocating reserved parking for locker holders and/or eliminating reserved parking for locker holders		■				■			
<b>PF14</b> Ensure adequate lifesaving protection at Village beaches						■	●		
<b>PF15</b> Ensure that signage adequately addresses safety concerns	●					■	●	■	
<b>PF16</b> Produce a public information brochure about beach safety									■
<b>PF17</b> Continue periodic evaluations of limits to driving on the beach						▣		▣	
<b>PF18</b> Add bicycle racks at beaches						▣		▣	



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<b>PF19</b> Periodically review Village needs for police protection and enforcement of the Village Code to determine if increased enforcement or personnel is appropriate							●		
<b>PF20</b> Continue to recruit and train volunteer fire fighters and EMS technicians							●		
<b>PF21</b> Continue to provide adequate facilities and equipment to provide for the fire protection and emergency medical care needs of Village residents							●		
<b>PF22</b> Regularly review water quality data obtained by the County and from the SCWA and publish data in local newspapers									■
<b>PF23</b> Provide information to private property owners who still rely upon individual on-site wells regarding the importance of routinely testing their well water									□
<b>PF24</b> Provide information to residents and business owners regarding the importance of maintaining on-site wastewater disposal systems to reduce contamination of the Village's water resources									□
<b>PF25</b> Wherever possible, require property owners who are renovating older existing structures to upgrade and/or relocate on-site disposal systems so that they comply with current applicable requirements of the Code and County Health Standards			■	●					
<b>PF26</b> Ensure that the Village Department of Code Enforcement is adequately staffed and empowered to complete its responsibilities				■	●			■	
<b>PF27</b> Conduct annual inspections of all buildings that include rented rooms to ensure compliance with existing regulations				■	●			■	
<b>PF28</b> Monitor non-residential uses on a regular basis to ensure that no violations have occurred and that they conform to the particular status under which they operate				■				■	
<b>PF29</b> Ensure compliance with requirements of the ADA, where applicable			■	■					
<b>PF30</b> Review a scale of fines for illegal actions that more effectively deter non-compliance, invoking home rule options if necessary			■		●				
<b>PF31</b> Provide information to the public to enable compliance				■					■
<b>PF32</b> Continue to document approved conditions with Certificates of Occupancy, plans, and surveys					●				



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<b>PF33</b> Provide adequate communication to the public about the Administrative Boards and their processes			■				●		■
<b>PF34</b> Establish and make known selection criteria for members of each Administrative Board								■	■
<b>PF35</b> Announce Administrative Board openings to the public to afford an opportunity for interested persons to be considered								■	■
<b>PF36</b> Provide procedural and substantive training and orientation for all new appointments to Administrative Boards								■	
<b>PF37</b> Encourage all members of Administrative Boards to attend appropriate available training and informational seminars								■	



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	Continue Current Regulations	Amend Current Regulations	Consider New Regulations	Implement a General Operating Policy	Enforce Existing Regulations	Complete Additional Study/Plan	Continue Current Management Practice	Implement New Management Practice	Communicate with the Public
<p><b>Implementation Priority</b></p> <p>● Already Ongoing   ■ Immediate   ▣ Short-Term   □ Long-Term</p>									
<p><b>WORKING WITH THE TOWN</b></p> <p><b>V/T1</b> Establish a joint Village/Town general planning coordination committee</p> <p><b>V/T2</b> Identify transportation issues of mutual concern</p> <p><b>V/T3</b> Coordinate and encourage railroad service for local and long-distance travel</p> <p><b>V/T4</b> Coordinate and encourage public and private bus service</p> <p><b>V/T5</b> Coordinate efforts to establish a transportation hub at the airport with adequate parking</p> <p><b>V/T6</b> Coordinate efforts to promote alternative routes for through traffic movement not destined for the Village</p> <p><b>V/T7</b> Coordinate efforts to improve railroad overpasses</p> <p><b>V/T8</b> Explore options for lessening traffic congestion, travel distances, infrastructure costs, and inconveniences to Village and Town residents</p> <p><b>V/T9</b> Cooperate to initiate joint review of development within 500 feet of Village/Town boundaries</p> <p><b>V/T10</b> Coordinate development of a consistent streetscape plan for the North Main Street area</p> <p><b>V/T11</b> Coordinate future land use planning for scenic approaches to the Village so as to mitigate adverse visual impacts</p> <p><b>V/T12</b> Identify and implement measures to reduce contaminant loading to Village surface water resources from upstream areas in the Town</p> <p><b>V/T13</b> Investigate opportunities to increase recycling in the Village and the Town</p> <p><b>V/T14</b> Coordinate with the Town to ensure that waste disposal trucks with Town contracts only use major roadways and remain off Village residential streets</p>				<p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p> <p>■</p>					



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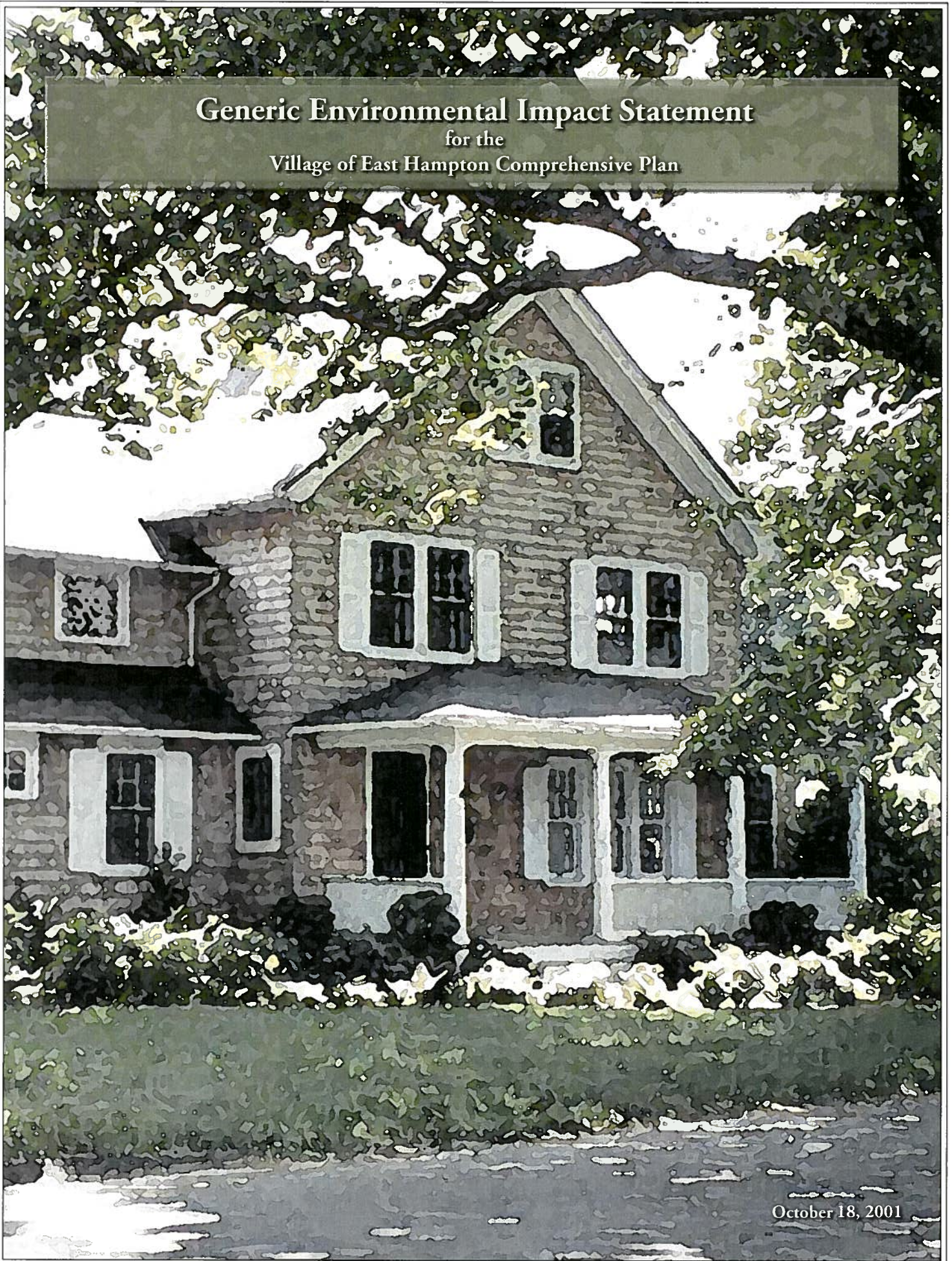


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**Generic Environmental Impact Statement**  
for the  
Village of East Hampton Comprehensive Plan



October 18, 2001

# VILLAGE OF EAST HAMPTON

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## Consultants

Wallace Roberts & Todd, LLC, Lake Placid, New York  
Eschbacher Engineering, P.C., Melville, New York



# DRAFT GENERIC ENVIRONMENTAL IMPACT STATEMENT

*for the*

## VILLAGE OF EAST HAMPTON COMPREHENSIVE PLAN

**PROPOSED ACTION:**

Adoption of the Village of East Hampton Comprehensive Plan

**LOCATION:**

Village of East Hampton  
Town of East Hampton  
Suffolk County, New York

**LEAD AGENCY:**

Donald L. Hunting, Chairman  
Village of East Hampton Planning Board  
Village Hall  
86 Main Street  
East Hampton, NY 11937

**PREPARER:**

Elizabeth B. Clarke, AICP  
Wallace Roberts & Todd, LLC  
61 Main Street  
Lake Placid, NY 12946

**DRAFT GEIS ACCEPTANCE DATE:**

October 18, 2001

**COMMENT PERIOD CLOSING DATE:**

November 19, 2001

**NEGATIVE DECLARATION ADOPTED BY VILLAGE PLANNING BOARD:**

December 13, 2001



## DESCRIPTION OF THE ACTION:

The Village of East Hampton proposes to adopt the *Village of East Hampton Comprehensive Plan*. The Plan will guide the Village in managing land use and various activities related to daily Village life. The Plan presents an overview of existing conditions in the Village, an analysis of the potential for change, a Vision for the Future of the Village, a set of Goals and Objectives, a number of recommended actions, and implementation priorities.

The Comprehensive Plan has seven major themes:

- Preserving the Village's Neighborhoods
- Supporting the Village's Commercial Needs
- Protecting the Village's Natural Resources
- Preserving the Village's Historic Character
- Providing for the Village's Transportation Needs
- Providing Residents with Facilities and Services
- Working with the Town of East Hampton

Separate sections of the Plan address each theme. The sections begin with an overview of current trends, followed by goals and objectives that describe what the Village seeks to achieve in each area. Each section then includes an outline of the specific actions to be taken.

## POTENTIAL ENVIRONMENTAL IMPACTS:

The *Village of East Hampton Comprehensive Plan* identifies the actions that the Village of East Hampton will take to accomplish its Vision for the Future and to achieve its Goals and Objectives. These actions will have a positive environmental impact on the Village. They are intended to mitigate many of the impacts experienced in the Village today as a result of current land use activities and management practices. They are also intended to avoid or mitigate impacts that could occur in the future as a result of new development and pressures for change. Implementation of the plan is not anticipated to have any unavoidable adverse environmental impacts.

Some of the actions recommended in the Plan will lead to the expenditure of public funds. Funding may be required to implement recommendations pertaining to beach safety and restoration, park and open space management, stormwater management, historic preservation, design guidelines for non-residential buildings, streetscape improvements in the commercial districts, operating the Lumber Lane Shuttle, improvements to enhance pedestrian and bicycle safety, and measures to enhance handicapped accessibility. Funding is also likely to be required for additional staff time in the Village Department of Code Enforcement.



### **APPLICABILITY OF THE GEIS**

The GEIS discusses the generic impacts and mitigating measures that may result from adoption of the *Village of East Hampton Comprehensive Plan*. The GEIS is intended to meet the Village's SEQRA obligations for the Comprehensive Plan. It is not intended to serve as the SEQRA approval project for any class of projects or for any specific projects. Such future project will be subject to a project-specific SEQRA review.

### **A COPY OF THE VILLAGE OF EAST HAMPTON COMPREHENSIVE PLAN CAN BE OBTAINED FROM:**

Larry Cantwell, Village Administrator  
86 Main Street  
East Hampton, NY 11937  
(631) 324 4150







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## 1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

The Village of East Hampton proposes to adopt *the Village of East Hampton Comprehensive Plan*. The Village currently does not have an adopted comprehensive plan. Land use is managed through local ordinances in the Village Code that address a variety of activities and issues. Over the years the ordinances in the Code have worked well to protect the character of the Village and to ensure residents a peaceful quality of life. In recent years, the intensification of activity in and around the Village suggests a need for a comprehensive plan that articulates what is important to preserve and protect in the Village, that envisions the future of the Village, and that recommends the actions that will be required to achieve that future.

Responding to the changes of the past ten years – and looking forward to what lies ahead – the Village Trustees have prepared the *Village of East Hampton Comprehensive Plan* to serve a number of specific purposes:

- To provide a statement of the consensus of the community's vision for the future
- To provide assurance that the zoning provisions in Chapter 57 of the Village Code will guide future land use and development so that it is consistent with the community's vision
- To validate the Village's land use practices and provide authorization to maintain that direction
- To provide a basis for managing change, including, as needed, adoption of amendments to the Village Code
- To provide a basis for day-to-day decision-making by Village government
- To provide an overall framework for managing Village resources, such as its parks, coastal lands, trees, and surface waters
- To guide setting priorities for Village spending – for both operating and capital expenditures
- To establish priorities to address common issues with the Town of East Hampton
- To establish long-term planning whereby the Village periodically reexamines the Plan



## 2.0 DESCRIPTION OF THE PROPOSED ACTION

The *Village of East Hampton Comprehensive Plan* is the product of a two-year planning effort. The Village Trustees, the Planning Board, and the community have worked together to understand the issues faced by the Village, to develop a Vision for the Future, to explore alternatives, and to draft the recommended actions of the Plan. At the direction of the Trustees, the process has been led by the Planning Board with the assistance of a planning consultant, and guided by the Citizens Advisory Committee (CAC). The role of the CAC has been to represent the community's interests, to provide direction to the planning process, and to be the catalyst for community consensus-building in support of the Plan. Members were invited to participate by the Village Trustees. Members included residents of the Village with a wide spectrum of interests and experience, as well as a number of residents of the Town. Throughout the planning process there have been opportunities for public participation, including a series of interest group meetings, and four community forums.

### 2.1 Vision for the Future

The Citizens Advisory Committee, with some guidance from the Planning Consultant, has developed and adopted a Vision for the Village of East Hampton. The Vision is a shared image of what the Village is seeking to achieve and represents an understanding of what is essential to the quality of Village life. It is the product of many hours of discussion. This process has involved the Committee members through its monthly meetings, as well as the broader public through a series of three community forums held in the first six months of 2000. The adopted ***Vision for the Village of East Hampton*** is presented in Chapter 4 of the Comprehensive Plan.

The Vision for the Future is the touchstone of the Comprehensive Plan. The principal theme of the Vision is that the Village of East Hampton is and shall remain a residential community with extraordinary natural beauty, historic integrity, and special charm. The Village is committed to and will remain vigilant in preserving and protecting the character, heritage, and quality of life in the community.

### 2.2 Major Themes of the Comprehensive Plan

The guidance provided in the Vision for the Future is the basis for the recommendations of the Comprehensive Plan. The recommendations are organized around seven major themes:

- Preserving the Village's Neighborhoods
- Supporting the Village's Commercial Needs
- Protecting the Village's Natural Resources
- Preserving the Village's Historic Character



- Providing for the Village's Transportation Needs
- Providing Residents with Facilities and Services
- Working with the Town of East Hampton

Separate sections of the Plan address each theme. The sections begin with an overview of current trends, followed by goals and objectives that describe what the Village seeks to achieve in each area. Each section then includes an outline of the specific actions to be taken. The contents of each of the seven themes of the Plan are summarized below in Section 5.0 of the GEIS.

Primary among the conclusions of the Comprehensive Plan is the community's general endorsement of the Village Code. Through the consensus-building process there is evidenced clear support for the present growth management system in place today. The Comprehensive Plan calls for retention of the zoning districts, permitted uses, and minimum lot sizes as they are presently treated in Chapter 57. There is also a strong consensus that all chapters of the Village Code should continue to be enforced evenhandedly and fairly, and that the Village Department of Code Enforcement and the Administrative Boards should continue to be provided with the resources and training needed to do so.

### 2.3 Implementation of the Comprehensive Plan

The Comprehensive Plan will guide Village actions in future years. The actions generally fall into two broad categories: those relating to the Village Code and those relating to Village Administrative Policy and Management. Each has been assigned an implementation priority with timeframes ranging from the immediate to the long-term. They are distinguished as follows:

- **Already Ongoing** – including actions that are already being implemented
- **Immediate** – including actions that should be undertaken within the next year
- **Short-Term** – including actions that should be undertaken within the next two to five years
- **Long-Term** – including actions that should be undertaken sometime in the next ten years

### 2.4 Future Revisions to the Comprehensive Plan

Planning is an ongoing process through which a community continuously considers where it is today, where it is going, what it wants to be, and how it will get there. The *Village of East Hampton Comprehensive Plan* is a statement of the community's present – Year 2001 - consensus regarding the future. Periodically the Village should reassess its course of action to determine if the actions identified in the Plan are suitable guides to achieve its desired future. After ten years, the Village should revisit the Plan – considering once again its Vision for the Future and the issues and trends that either support or threaten the community's future. The Plan should be modified as needed. After twenty years, the Village should consider undertaking a completely new comprehensive plan.



### 3.0 ENVIRONMENTAL SETTING

The *Village of East Hampton Comprehensive Plan* provides an overview of the existing environmental setting and the potential for future change in the Village.

Section 2.0 of the Comprehensive Plan – *Village Character Today* – provides an understanding of the Village as it presently exists. It includes a number of subsections that provide technical information describing the social, physical, and natural environment, as follows:

- Section 2.1 - Population Characteristics
- Section 2.2 - Land Use, Housing and Zoning Overview
- Section 2.3 - Village Neighborhoods
- Section 2.4 - Village Commercial and Manufacturing Districts and Uses
- Section 2.5 - Natural Environment
- Section 2.6 - Village Heritage
- Section 2.7 - Village Transportation System
- Section 2.8 - Facilities and Services
- Section 2.9 - Overview of the Village's Financial Condition

Each section includes a narrative discussion of existing conditions, with accompanying maps. The following maps are provided:

- Existing Land Use
- Existing Zoning
- Neighborhoods
- Commercial Areas
- Soils
- Floodplains
- Freshwater Wetlands
- New York State Regulated Wetlands
- Coastal Erosion Hazard Area
- Properties Listed on the National Register of Historic Places
- Village of East Hampton Historic Districts and Landmarks
- Major Intersections Level of Service (Summer Season)
- Groundwater Management Zones

Section 3.0 of the Comprehensive Plan – *Potential for Change* – summarizes the potential for future change in the Village. It includes three subsections:

- Section 3.1 - Residential Development Potential
- Section 3.2 - Commercial Development Potential
- Section 3.3 - Future Transportation System Conditions



## 4.0 ALTERNATIVES TO THE PROPOSED ACTION

Alternatives to the Proposed Action include the No Action Alternative plus a range of reasonable alternatives to the recommended actions of the proposed Comprehensive Plan that are feasible, considering the goals and objectives of the Village.

### 4.1 No Action Alternative

The No Action Alternative assumes that the Village would not adopt a new Comprehensive Plan. The Village would continue to function without a Comprehensive Plan. Land use would continue to be managed through local ordinances in the Village Code that address a variety of activities and issues.

Under this scenario the Village would not benefit from a number of positive impacts of having a Comprehensive Plan:

- It would lack an articulated statement of the community's consensus regarding the desired future for the Village and its goals and objectives
- It would not have a clear basis for defining the public benefit of its local ordinances, particularly the zoning provisions found in Chapter 57 of the Village Code
- It would lack important guidance as to the will of the community that is needed as a basis for much of its day-to-day decision-making regarding land use and management of Village resources
- It would not have a public mandate to initiate changes in the Village Code expressly intended to more effectively achieve the community's desired future and its goals and objectives

### 4.2 Consideration of Alternative Planning Actions

The Village has developed the set of recommended actions in the Comprehensive Plan following careful consideration of a wide range of alternatives. During Step Three of the Planning Process, the Village posed alternatives to address the various issues of concern to the community. These were organized according to the seven major themes of the Plan. For each theme, the Village adopted a set of goals and objectives. For each objective a number of issues were identified and alternative actions considered that would address each issue. From among these, the recommended actions of the Plan were selected through a consensus-building effort by the Citizens Advisory Committee, the Village Administrative Boards, and elected officials. The recommended actions of the Plan were made available to the public for review and comment in written form as well as through a presentation at a Community Forum.



For each issue the alternatives considered generally included:

- continuation of current regulations and/or policies
- tightening of current regulations and/or policies
- relaxation of current regulations and/or policies
- addition of new regulations and/or policies

The positive and negative impacts of the various choices were researched and discussed prior to reaching consensus on the recommended actions. In certain areas – such as the consideration of alternatives related to the commercial districts and to the transportation system – additional study was conducted to more specifically evaluate impacts. Findings of these studies are included within relevant portions of Sections 2.0 and 3.0 of the Comprehensive Plan.





## **5.0 POTENTIAL SIGNIFICANT ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

The Comprehensive Plan identifies the actions that the Village of East Hampton will take to accomplish its Vision for the Future and to achieve its Goals and Objectives. These actions will have a positive environmental impact on the Village. They are intended to mitigate the adverse impacts experienced in the Village today as a result of current land use activities and management practices. They are also intended to avoid or mitigate impacts that could occur in the future as a result of new development and pressures for change.

### **5.1 Village Neighborhoods**

#### **Neighborhood Character**

- **Proposed Actions and Impacts**

The Comprehensive Plan recommends a number of actions that are intended to retain and reinforce the character of each existing residential neighborhood. The Plan retains and reinforces existing neighborhoods by maintaining the existing residential zoning districts and related area requirements in Chapter 57 of the Village Code. It further protects neighborhood character by recommending that the Village take additional steps to ensure that new residential development is compatible in terms of size and scale with existing residential neighborhoods. It calls for further reduction in the maximum permitted gross floor area of single-family residences. In order to reduce the present trend toward intensification of developed uses in residential neighborhoods, the Plan recommends consideration of new limits on accessory structures and building coverage. A number of other actions are recommended to maintain air and light in neighborhoods, such as establishing setbacks based upon lot size and use of an "encroachment plane" to encourage design of new homes and additions to homes that do not adversely impact adjacent properties.

- **Mitigation Measures**

The actions recommended in the Plan will have a positive impact on neighborhood character. No mitigation measures are proposed.

#### **Streetscape and Street Trees**

- **Proposed Actions and Impacts**

The Comprehensive Plan recommends a number of actions that will positively impact the streetscape of residential neighborhoods. These are intended to maintain the streetscape of each residential neighborhood. In the future the Village will continue to manage and protect its trees by working



cooperatively with the LVIS to manage Village's street trees. It will also work cooperatively with owners of private property containing elm trees to ensure that the risks of Dutch Elm disease are prevented or minimized. In general, the Village will not make improvements that will change the character of residential streets – such as curbing, striping, lighting, and signage. Where streets now have such improvements, they will be maintained. Vegetated borders along public rights-of-way will be maintained unobstructed. Road shoulders will be maintained to reduce unevenness and ruts.

▪ **Mitigation Measures**

The actions recommended in the Plan will have a positive impact on the streetscape and street trees in residential neighborhoods. No mitigation measures are proposed.

**Non-Residential Uses Within and Adjacent to Residential Neighborhoods**

▪ **Proposed Actions and Impacts**

The Comprehensive Plan recommends a number of actions that will mitigate the adverse impacts of non-residential uses within and adjacent to residential neighborhoods. These will positively impact residential neighborhoods. The Village will continue to prohibit overflow parking from the commercial districts and from pre-existing non-conforming uses by enforcing existing on-street parking regulations and by considering increasing the areas subject to on-street parking prohibitions. The Village will continue to strictly enforce noise regulations. It will implement a requirement for a landscaped buffer between non-residential and residential uses and new restrictions against lights on non-residential properties that adversely impact adjacent residential neighborhoods.

The Comprehensive Plan also focuses upon specifically mitigating the impacts of pre-existing non-conforming uses in residential neighborhoods. The Village will monitor properties in residential districts that are used for non-residential purposes on a regular basis to ensure that they conform to the particular status under which they operate. The Village will continue to prohibit extensions or enlargements of pre-existing non-conforming uses. Particular attention will be given to defining the criteria for initiating action against a property owner for inappropriate extensions or enlargements. The Village will also consider eliminating pre-existing and/or non-conforming uses in residential neighborhoods.

The Plan also includes recommendations specifically intended to mitigate the impacts of lodging facilities and group rentals on residential neighborhoods. The Village will identify all existing buildings that contain rental rooms. It will establish standards, requirements, and enforcement provisions for lodging facilities. To ensure compliance, inspections will be conducted annually and fines will be increased. The Village will strictly enforce regulations against group rentals.



- **Mitigation Measures**

The actions recommended in the Plan will help to mitigate and avoid adverse impacts of non-residential uses on neighborhoods. No further mitigation measures are proposed. The recommended actions of the Plan, however, will increase the workload in the Village Department of Code Enforcement and may contribute to the need for an additional code enforcement officer.

**Through Traffic in Residential Neighborhoods**

- **Proposed Actions and Impacts**

The impacts of through traffic on residential neighborhoods are addressed by a number of actions in the Comprehensive Plan. The Plan recommends that the Village establish weight limits for trucks on all Village streets. In the future, the Village will also take actions to encourage commercial vehicles on Town or Village business to use primary roads rather than Village residential streets. To address speeding on Village streets, the Plan recommends that the Village aggressively enforce Village speed limits, especially on roads subject to detouring through traffic. The Plan also clearly states that the community does not want to install additional traffic lights because of their adverse impact on community character unless clearly needed to ensure public safety.

- **Mitigation Measures**

The actions recommended in the Plan will help to mitigate and avoid adverse impacts of through traffic on residential streets. No further mitigation measures are proposed.

**Parking in Residential Neighborhoods**

- **Proposed Actions and Impacts**

The Comprehensive Plan recommends a number of actions that will positively impact residential neighborhoods by limiting on-street parking. The Village will maintain its current restrictions on daytime and overnight parking. In addition, the Village will now require off-street parking and driveways for all new homes. It will also require expansions to existing homes to provide sufficient off-street parking.

- **Mitigation Measures**

The actions recommended in the Plan will help to mitigate and avoid adverse impacts of on-street parking on residential streets. No further mitigation measures are proposed.



## **Peaceful Enjoyment**

### **▪ Proposed Actions and Impacts**

A number of actions are recommended in the Comprehensive Plan that will mitigate or avoid the adverse impacts of certain activities on the peace and quiet of residential neighborhoods. The Village will consider extending its current quiet hours. To reduce noise and general level of activity during evening and early morning hours, the hours of operation of construction crews will be limited. Establishing limits for the duration of construction to one building permit (1 year) and one six-month extension will mitigate disruption during construction. Consideration will be given to limiting the hours of operation for professional landscape crews. The Village will also consider limiting outdoor lighting on residential properties that spills over onto adjacent properties.

Limitations on the hours of operation of construction crews and professional landscape crews could have economic impacts on these businesses by reducing the number of available work hours in a day.

### **▪ Mitigation Measures**

The actions recommended in the Plan will help to mitigate and avoid adverse impacts of activities that disrupt the peace and quiet in residential neighborhoods. No further mitigation measures are proposed.

## **Seasonal and Special Events**

### **▪ Proposed Actions and Impacts**

Mitigating the adverse impacts of seasonal and special events is addressed by a number of actions in the Comprehensive Plan. In the future, the Village will define "special events" and implement a number of actions to manage these events. A Special Events Planning Committee will be formed to schedule events and offer equitable regulations to manage special events. Specific efforts will be focused upon encouraging parking and transportation arrangements to ease congestion during special events.

### **▪ Mitigation Measures**

The actions recommended in the Plan will help to mitigate and avoid adverse impacts on Village life associated with seasonal and special events. No further mitigation measures are proposed.



## 5.2 Village Commercial Areas

### Location Scale and Extent of Commercial Development

- **Proposed Actions and Impacts**

The Comprehensive Plan recommends a number of actions that will protect the character of the Village's commercial districts. These are intended to ensure that development respects Village character, is compatible with adjacent residential uses, is limited as to size and scale, and remains within the existing boundaries of the commercial districts. The Plan retains and reinforces the existing commercial districts by maintaining the commercial and manufacturing zoning districts in Chapter 57 of the Village Code. It specifically states that the Village will not expand the commercial and manufacturing districts, and in fact, will consider, where there is owner interest, reducing the extent of such districts. To further protect Village character, the Village will consider on a district-by-district basis additional limitations on the size of non-residential buildings in the Village's commercial districts so that they are compatible with Village character and their surrounding residential areas.

These actions will limit the total land area available for commercial development in the Village to what is present today. Analysis indicates that this is adequate to provide for non-residential uses for a community the size of the Village, even upon full build-out of residential land. The actions will also make it impossible for non-residential uses to locate in the Village that require spaces larger than what can be built within the limitations on the maximum building footprint.

- **Mitigation Measures**

The actions recommended in the Plan will help to mitigate and avoid adverse impacts on Village character associated with commercial development that is out-of-scale with the existing Village building inventory. No further mitigation measures are proposed.

### Housing

- **Proposed Actions and Impacts**

Availability of small, more affordable residential units is an issue in the Village that is addressed in a number of recommended actions in the Plan. These actions seek to maintain and encourage residential units in the Village's commercial districts. The Village might consider encouraging second floor apartments over commercial uses by reducing parking requirements for such apartments and by reducing impervious cover limitations for development projects that include second floor apartments. In addition, the Village may consider permitting a limited number of small-scale multi-family residential developments in the commercial districts. In order to facilitate construction of these units, the Village will evaluate the general feasibility of using the Transfer of Development Rights provisions of the Suffolk County Sanitary Code for properties within the Village.



If effective in promoting residential development, these actions will, over time, very slightly reduce the total amount of commercial and manufacturing land use in the Village. This is not expected to amount to a significant reduction in land committed to non-residential uses and will not adversely impact the availability of non-residential land to meet the needs of Village residents.

- **Mitigation Measures**

The actions recommended in the Plan will help to mitigate the present shortage of small, more affordable housing in the Village by providing incentives to encourage construction of small-scale residential units. No further mitigation measures are proposed.

### **Public Open Spaces**

- **Proposed Actions and Impacts**

The Comprehensive Plan includes three recommendations that will add to open space in the Village's commercial districts. The Village will seek to acquire public open space in the commercial districts. It will also encourage creation of open space as part of commercial development projects by decreasing the maximum amount of impervious cover permitted on development sites. In addition, the design of the areas to remain free of impervious cover will be required to incorporate open spaces that provide critical visual links and pedestrian connections.

Public acquisition will very slightly reduce the amount of commercial and manufacturing land available in the Village. Decreasing the maximum allowable impervious cover will encourage developers to build two-story buildings. This will be compatible with the current Village character.

- **Mitigation Measures**

The actions recommended in the Plan to acquire and encourage public open space in the commercial districts will have a positive impact on Village character. No further mitigation measures are proposed.

### **Design Review**

- **Proposed Actions and Impacts**

Design of commercial and manufacturing buildings in the Village is critical to Village character. The Comprehensive Plan recommends that the Village continue to encourage design guidelines for commercial structures that are compatible with the Village's character and scale. To do this, the Plan recommends that the Village adopt simple and concise design guidelines for commercial development that address the major aesthetic and functional concerns without encouraging uniformity.

Adoption of design guidelines will require property owners to take more care in the design of new buildings and modifications to buildings. This may result in a slight increase in the cost of design and construction for new non-



residential buildings. However, these improvements will increase the value of the real estate.

- **Mitigation Measures**

The actions recommended in the Plan will help to mitigate and avoid potential adverse impacts on Village character and real estate values associated with construction of buildings that are not in character with the Village. No further mitigation measures are proposed.

### **Streetscape Design and Signage**

- **Proposed Actions and Impacts**

The Comprehensive Plan includes several actions that will have a positive impact on the streetscape of commercial districts. The Village will develop and implement streetscape plans and design guidelines for each of the Village's six commercial districts. It will also evaluate, develop, and implement plans to improve the appearance and efficiency of public parking facilities. Signage will be designed and located to be aesthetically pleasing, without compromising safety. Excessive signs will be removed.

Design and construction of streetscape improvements will require expenditure of public funds. Over the long-term these improvements will enhance property values, and return funds to the Village in the form of increased property tax revenues.

- **Mitigation Measures**

The actions recommended in the Plan to improve streetscape and design will help to enhance Village character. No further mitigation measures are proposed.

## **5.3 Village Natural Resources**

### **Open Space**

- **Proposed Actions and Impacts**

Preservation of open space is a priority in the Village that is addressed in the Comprehensive Plan through a number of recommended actions. These are intended to protect open spaces that will further preserve the scenic, ecological, and historic character of the Village. In the future, the Village will establish a set of criteria to define open space properties that should be acquired. The Village will then continue to seek to acquire open space, placing an emphasis on high priority parcels. As previously mentioned, open space purchases will also place a new emphasis on parcels in the Village's commercial districts.

Impacts of open space acquisition will include expenditures of public funds. These funds may be obtained from the Community Preservation Funds or may be taken from the Village's general funds.



- **Mitigation Measures**

The actions recommended in the Plan will positively benefit Village character by helping to maintain historic character, preserving sensitive natural resources, and generally reducing the intensity of development in the Village. No further mitigation measures are proposed.

### **Beaches and Dunes**

- **Proposed Actions and Impacts**

The Village's beaches and dunes are among its most valued resources. A number of actions are recommended in the Plan to continue to preserve and protect the Village's beaches, primary dunes and double dunes. The Village will continue to protect its beaches and dunes consistent with existing provisions of the Code. The Village may consider implementing special management measures to protect and restore duneland vegetation in areas of high use at Village beaches.

There will be no adverse impacts associated with these actions. However, the expenditure of public funds will be required for design, construction, and maintenance of special beach management measures.

- **Mitigation Measures**

The actions recommended in the Plan will positively impact the Village's beach and dune ecosystem. No further mitigation measures are proposed.

### **Wetlands**

- **Proposed Actions and Impacts**

The Comprehensive Plan recommends a number of actions to enhance the existing protections for freshwater and tidal wetlands in the Village. The Village will continue to mitigate the impacts of new development and redevelopment on wetlands consistent with existing regulations of the Village Code and the State of New York. In addition, the Village will take steps to mitigate the impacts of activities adjacent to wetlands that have the potential to adversely impact the quality and functioning of wetlands. The Village will provide information to the public on management techniques for land adjacent to wetlands, and will strictly enforce existing restrictions on activities within buffers established in the Village Code. This will include a requirement – where appropriate – to relocate on-site wastewater disposal systems as a condition of applications for building permits involving older residences. The Village will also actively encourage landowners to convey conservation easements on wetlands.

There will be no adverse impacts associated with these actions. However, the requirement for upgrading and/or relocating improperly sited and poorly functioning OSDs will increase the costs of renovations to older structures. This will be offset by improvements to water quality and elimination of public health hazards.





- **Mitigation Measures**

The actions recommended in the Plan will positively impact the Village's tidal and freshwater wetland ecosystems. No further mitigation measures are proposed.

### **Water Quality**

- **Proposed Actions and Impacts**

Village ponds are significant natural resource and aesthetic features in the Village. Protection of water quality in the ponds is addressed by the Plan through several recommended actions. The Village will continue to install leaching pools along Village roadways to collect and recharge stormwater rather than conveying it directly to Town Pond and tributaries of Georgica Pond and Hook Pond. Additional stormwater management improvements that will reduce pollutant loads are also recommended. A watershed-wide approach will be used to manage pollutant loads by working with the Town of East Hampton to mitigate stormwater contamination from upstream portions of the pond watersheds that are outside of the Village. Other potential sources of contamination from household hazardous waste and the improper storage and use of lawn chemicals will be addressed through actions to enhance public awareness. The Village will remain diligent in its efforts to balance the use of lawn chemicals on Village open space areas.

There will be no adverse impacts associated with these actions. However, the expenditure of public funds will be required for design, construction, and maintenance of stormwater management facilities.

- **Mitigation Measures**

The actions recommended in the Plan will positively impact water quality in the Village's ponds and streams. No further mitigation measures are proposed.

### **Threatened and Endangered Wildlife Habitat Areas**

- **Proposed Actions and Impacts**

The Comprehensive Plan calls for the Village to continue to mitigate impacts of beach activities on critical habitat areas in accordance with existing Village, State, and Federal laws. This is intended to protect the habitat areas of Federal and State-designated threatened and endangered wildlife.

There will be no adverse impacts associated with these actions, except for potential disruption to the use of the beach by the public during critical breeding periods of the Least Tern and Piping Plover.



- **Mitigation Measures**

The action recommended in the Plan will positively impact threatened and endangered wildlife habitat areas. Federal law requires that the Village undertake these actions as well as any additional protection measures deemed necessary for species recovery by the U.S. Fish and Wildlife Service.

#### **5.4 Village Historic Character**

##### **Recognition of Heritage**

- **Proposed Actions and Impacts**

The Comprehensive Plan recommends three actions intended to improve the Village's understanding and appreciation of its historic resources. These actions focus on continuing to document and add to the Village's inventory of historic resources. In the future, the Village will periodically review and update its inventory of history resources. Where appropriate, it will continue to utilize opportunities to coordinate Village initiatives with other government agencies. Properties will be identified that are potentially eligible for the National Register. Assistance will be offered to the owners of significant properties who are interested in having their property nominated to the National Register.

There will be no adverse impacts associated with these actions. However, the expenditure of public funds may be required for completing inventory updates. The costs of maintaining the inventory of historic resources will be offset by working cooperatively with State and Federal agencies and by retaining Certified Local Government Status thereby qualifying the Village to receive State and Federal historic preservation funds.

- **Mitigation Measures**

The actions recommended in the Plan to enhance the recognition of heritage will help to avoid adverse impacts on historic resources. No further mitigation measures are proposed.

##### **Historic Preservation**

- **Proposed Actions and Impacts**

The Village has been very effective in protecting its historic resources through the use of local historic districts. The Comprehensive Plan recommends several actions to further protect and preserve public and private historic resources that represent distinctive elements of the Village's historic, architectural, and cultural heritage. Additional areas of the Village will be identified where creation of a local historic district would contribute to protecting the historic character. The Village will then cooperate with property owners to ascertain interest in local historic districts. Where there is public support, the Village will create additional local historic districts.

There will be no adverse impacts associated with these actions.



- **Mitigation Measures**

The actions recommended in the Plan to create local historic districts will help to avoid adverse impacts on historic resources. No further mitigation measures are proposed.

## **5.5 Village Transportation System**

### **Local Traffic Management**

- **Proposed Actions and Impacts**

Traffic congestion on Village streets is perhaps the greatest threat to the quality of life in the Village. The Comprehensive Plan identifies several strategies for addressing local traffic conditions, recognizing that while congestion is adversely impacting quality of life, roadway improvements should not be undertaken that will adversely and irrevocably impact Village character. The Plan recognizes that the traffic conditions in the Village are the result of a serious regional transportation system problem and that, in the future, these conditions will worsen, primarily due to future development in the Town of East Hampton. Accordingly, there is recognition in the Village that the solution needed is a regional solution that can be accomplished only through cooperative planning by all municipal governments in the East End along with the New York Department of Transportation. In the future, the Village will seek to reduce the volume of traffic on Montauk Highway by reducing automobile dependency and by developing alternate travel routes around the Village. The Village remains committed to the concept of a limited access bypass through the Town of East Hampton to facilitate east-west traffic movement. Recognizing that there are traffic conditions locally that must be addressed to enhance public safety at a smaller scale, the Village will also periodically review local traffic conditions and consider improvements as needed that are compatible with Village character. Specific attempts will be made to limit traffic lights to the minimum required to ensure public safety.

The result of the Village's policy to seek a regional solution to local traffic problems will adversely impact travel conditions in the Village until such time as a regional solution is agreed upon and implemented. Studies conducted for the Commercial District Study (see Section 2.7 of the Comprehensive Plan) indicate that the Village's ten major intersections currently function at an unacceptable level of service during the peak summer travel period on Friday evening and Saturday afternoon. Implementation of the Village's policy to not make major roadway improvements at the expense of Village character could result in further worsening of highway conditions.

- **Mitigation Measures**

The Village has chosen, for a variety of reasons important to the community, to remain committed to a regional solution to the traffic management problem in the Village. As a result, the Comprehensive Plan does not propose roadway improvements that will mitigate current congested roadway conditions. Despite the fact that this will have an adverse impact on local roadway conditions in the short-term, the Village will not support local improvements that will destroy Village character and that will provide only



temporary relief from traffic congestion. Rather, the Village has chosen to encourage and actively participate in regional transportation planning – in cooperation with the East End Towns and Villages and the New York DOT – to seek alternate travel routes around the Village center that will mitigate impacts on the Village as well as other East End Villages and Towns.

### **East Hampton Village Shuttle Service**

#### **▪ Proposed Actions and Impacts**

The Comprehensive Plan supports reviewing the continuation of a free shuttle to encourage use of the Lumber Lane Lot. The Plan recommends that the Village continue to operate and evaluate the Lumber Lane Shuttle, seeking various means to increase ridership and service efficiency.

There will be no adverse impacts associated with these actions. However, the Village may continue to provide operating funds to support the shuttle on an annual basis from its general funds.

#### **▪ Mitigation Measures**

The actions recommended in the Plan have the potential to positively impact traffic and parking conditions in the Village Center utilizing satellite parking facilities. No further mitigation measures are proposed.

### **Pedestrian and Bicycle Transportation**

#### **▪ Proposed Actions and Impacts**

Alternative modes of travel offer an option for reducing automobile use and traffic congestion in the Village. Actions will be taken to enhance pedestrian safety, such as enforcing speed limits, encouraging use of crosswalks, and seeking more highly visible and attractive means to alert drivers to crosswalks. Actions will also be taken to improve safety for bicyclists, such as improving and maintaining shoulder edges for more safe bicycle use, and considering bicycle lanes where road widths are wide enough to safely accommodate them.

There will be no adverse impacts associated with these actions. However, the expenditure of public funds may be required for design, construction, and maintenance of pedestrian and bicycle facilities.

#### **▪ Mitigation Measures**

The actions recommended in the Plan will positively impact traffic conditions by enhancing pedestrian and bicycle transportation. No further mitigation measures are proposed.



## **Bus Service**

### **▪ Proposed Actions and Impacts**

Bus service offers an important opportunity for both local and regional access to the Village. The Comprehensive Plan states the Village's intention to support regional efforts to enhance bus service and to increase ridership. In the future, the Village will routinely coordinate with public and private bus service providers to review routes, service issues, and ridership trends.

There will be no adverse impacts associated with these actions.

### **▪ Mitigation Measures**

The action recommended in the Plan will positively impact public and private bus access to the Village. No further mitigation measures are proposed.

## **Railroad Service**

### **▪ Proposed Actions and Impacts**

The Long Island Rail Road is a major provider of public transportation to the Village. The Comprehensive Plan states the Village's intention to support the Long Island Rail Road's efforts to enhance train service and to increase ridership. In the future, the Village will review service issues, ridership trends, and long-term capital improvement plans for the railroad.

There will be no adverse impacts associated with these actions.

### **▪ Mitigation Measures**

The actions recommended in the Plan will positively impact railroad access to the Village. No further mitigation measures are proposed.

## **Parking**

### **▪ Proposed Actions and Impacts**

Parking availability in several of the Village's commercial districts is an issue during the summer season and on weekends and holiday periods throughout the year. A number of strategies are recommended in the Comprehensive Plan to address the parking issue. The major objective of these strategies is to seek solutions to parking needs in the commercial districts without expanding existing parking areas. Accordingly, the Plan specifically recommends that the Village not add new areas of public parking – or expand the area of existing parking lots – in or adjacent to the Village's commercial districts. Rather, the Village will maximize the capacity within existing lots and along existing streets in the commercial districts. To facilitate parking for residents, the Plan suggests that the Village consider restricting certain areas of public parking lots or streets to vehicles with Village resident permits. To facilitate compliance with parking regulations the Village will continue to enforce regulations and will further increase parking fines. To relieve pressures on Village Center lots and streets, the Plan



also recommends a number of actions to enhance the use of the Lumber Lane Lot. To prevent further capacity deficits, the Plan recommends that the Village continue to require new commercial development projects to include adequate on-site parking to meet the demand that will be generated by its future building occupants and customers.

The Village's policy to not provide additional parking areas for public use in the commercial districts will maintain current parking conditions. This will not provide for the present demand for parking during the peak summer period, but it will have a positive impact on Village character.

- **Mitigation Measures**

The Village has chosen, for a variety of reasons important to the community, to maintain the present level of public parking in its commercial districts. Despite the demand for parking that currently exists during peak summer and weekend periods, the community has determined that the new parking facilities would be more damaging to the character of the Village than the inconvenience of maintaining the current level of parking.

## **5.6 Village Facilities and Services**

### **Parks and Recreation Facilities**

- **Proposed Actions and Impacts**

The Village greens, the Nature Trail, and Herrick Park are focal points in the Village that enhance the aesthetic character of the community and provide recreation opportunities. The Village recognizes the importance of continuing to manage and maintain these facilities to serve Village residents. The Village will review its current management plans for each facility. The Village will continue to manage and maintain Herrick Park, recognizing the important opportunities it provides for active recreation. It will continue to cooperate with the East Hampton School District to permit student use of the park, but will encourage the school to increase its participation in park maintenance. Use of the park for special events will continue to be limited. The Village will continue to manage and maintain the Nature Trail with support from interested community groups.

There will be no adverse impacts associated with these actions. However, the expenditure of public funds may be needed for implementation of new management strategies and improvements that are recommended to achieve management goals.

- **Mitigation Measures**

The actions recommended in the Plan will positively impact the Village's park and recreation facilities by enhancing their long-term management and sustainability. No further mitigation measures are proposed.



## **Beach Access Facilities and Beach Safety**

### **▪ Proposed Actions and Impacts**

Public beach access facilities are managed by the Village for the safe recreation enjoyment of Village residents and their guests. The recommendations of the Comprehensive Plan will have a positive impact on Village beaches by addressing a number of key issues related to protection of the beaches and public safety. To enhance accessibility to beaches, the Village will continue to monitor the demand for parking and will take actions as needed to maximize the number of parking spaces within existing lots without expanding the land devoted to parking. The Village will consider establishing "Village residents only" parking areas if deemed necessary to guarantee adequate parking for residents. More aggressive ticketing and towing of non-stickered vehicles will free-up spaces for residents with stickers. In addition, a number of actions will be taken to further enhance safety at beaches. Lifesaving protection will be provided through lifeguards at Georgica Beach and Main Beach. Additional equipment will be acquired as needed to enable guards to continue to respond quickly to an emergency call from anywhere along the Village's beachfront. Signage regarding hazards and emergency assistance will be enhanced at all Village beaches, along with public information that will be distributed to beach sticker holders and Village residents.

There will be no adverse impacts associated with these actions. However, the expenditure of public funds will be required for acquisition of life-saving equipment and signage at Village beaches.

### **▪ Mitigation Measures**

The actions recommended in the Plan will positively impact beach facilities and beach safety at the Village's beaches. No further mitigation measures are proposed.

## **Police Protection**

### **▪ Proposed Actions and Impacts**

Police protection needs are planned for by the Village on a routine basis to protect the public in accordance with accepted public safety standards. The Comprehensive Plan supports the Village's current approach to planning for police protection needs. It states that the Village will continue to periodically review Village needs for police protection and enforcement of the Village Code to determine if increased enforcement or personnel is appropriate.

There will be no adverse impacts associated with these actions.

### **▪ Mitigation Measures**

The actions recommended in the Plan will positively impact public safety in the Village. No further mitigation measures are proposed.



## **Fire Protection and Emergency Medical Services**

### **▪ Proposed Actions and Impacts**

Fire protection needs are planned for by the Village on a routine basis to protect the public in accordance with accepted standards for fire protection and emergency medical services (EMS). The Comprehensive Plan supports the Village's current approach to planning for fire protection and EMS needs in coordination with the Village of East Hampton Fire Department and Ambulance Service. Particular attention will be given to recruiting and training fire fighters and EMS technicians. The Village will acquire new facilities and equipment as needed to ensure public safety.

There will be no adverse impacts associated with these actions. However, the expenditure of public funds may be required for acquisition of new equipment and facilities and for training. This impact would be offset in part by financing new purchases in a balanced equitable fashion with the Town of East Hampton.

### **▪ Mitigation Measures**

The actions recommended in the Plan will positively impact public safety in the Village. No further mitigation measures are proposed.

## **Water Supply**

### **▪ Proposed Actions and Impacts**

Village residents rely on groundwater for their drinking water needs supplied through the water supply system of the Suffolk County Water Authority (SCWA). A few residents rely on private wells. The Village will continue to cooperate with the SCWA to ensure availability of a safe, high quality, and adequate supply of potable water to meet the needs of present and future residents. The Plan states that the Village will regularly review water quality data obtained by the County and from SCWA and publish data in local newspapers to enhance public awareness. The Village will also provide information to private property owners who still rely on individual wells regarding the importance of routinely testing their well water.

There will be no adverse impacts associated with these actions.

### **▪ Mitigation Measures**

The actions recommended in the Plan will positively impact public safety by encouraging monitoring of the water supply and by enhancing public awareness of water quality trends. No further mitigation measures are proposed.





## **Wastewater Disposal**

### **▪ Proposed Actions and Impacts**

Wastewater disposal in the Village is accomplished through on-site disposal systems (OSDSs). Installation of these facilities is permitted in accordance with regulations of the Suffolk County Department of Health Services and the Village. The Comprehensive Plan recommends that the Village take several actions that will ensure protection of public health and maintenance of water quality in Village ponds. The Village will continue to cooperate with the County to ensure that new OSDs are properly designed and sited. In addition, the Plan addresses specific concerns related to maintenance of existing OSDs. It recommends providing information to residents and business owners regarding the importance of maintaining OSDs to reduce contamination of the Village's water resources. It also recommends that wherever possible, property owners who are proposing to renovate existing residences be required to upgrade and/or relocate OSDs so that they comply with current applicable requirements of the Village Code and Suffolk County.

There will be no adverse impacts associated with these actions. However, the requirement for upgrading and/or relocating improperly sited and poorly functioning OSDs will increase the costs of renovations to older structures. This will be offset by improvements to water quality and elimination of public health hazards.

### **▪ Mitigation Measures**

The actions recommended in the Plan will positively impact water quality and will eliminate potential public health hazards associated with poorly functioning OSDs. No further mitigation measures are proposed.

## **Solid Waste Management**

(see Section 6.5 below)

## **Code Enforcement**

### **▪ Proposed Actions and Impacts**

The Comprehensive Plan recognizes the importance of Code enforcement to ensuring the quality of life in the Village and to protecting Village character. The Plan states that the Village will provide adequate Code enforcement and Code enforcement personnel needed to enforce existing and proposed applicable regulations of the Federal, State, and Village governments. A number of additional actions are specifically recommended for the Village Department of Code Enforcement to mitigate specific adverse impacts associated with lodging facilities and pre-existing/non-conforming uses in residential neighborhoods. The schedule of fines for non-compliance with requirements of the Code will be increased as an incentive to comply with existing regulations. The Village will also take actions to ensure compliance with requirements of the Americans with Disabilities Act, where applicable.



There will be no adverse impacts associated with these actions. However, the expenditure of public funds will be required for staff time to more aggressively enforce the Code. Public funds will also be required for design and construction of access improvements needed to comply with the Americans with Disabilities Act (ADA). ADA compliance requirements will also increase the cost to private property owners of renovations to existing non-residential structures.

- **Mitigation Measures**

The actions recommended in the Plan will positively impact Village life and Village character through enforcement of the Village Code and applicable State and Federal laws. No further mitigation measures are proposed.

### **Administrative Boards**

- **Proposed Actions and Impacts**

The Comprehensive Plan recognizes the important role of the Village's Administrative Boards in implementing provisions of the Village Code. These Boards are charged with overseeing a number of activities that have a direct positive benefit to the quality of life and character of the Village. Many of the actions recommended in the Plan will be implemented by these Boards. The Plan recognizes the positive impacts that these Boards can have on the community, provided that they are adequately prepared and responsive. It recommends that the Village define the processes for each Board and communicate these processes to the public. It also recommends that the Village establish and make known selection criteria for members of each Administrative Board and that announcements of openings be made so that all interested parties can be considered. In the future, the Village will also make available training to Board members in procedural as well as relevant substantive matters.

There will be no adverse impacts associated with these actions.

- **Mitigation Measures**

The actions recommended in the Plan will positively impact water quality in the Village's ponds and streams. No further mitigation measures are proposed.



**5.7 Working with the Town of East Hampton**

**General Planning Coordination Committee**

▪ **Proposed Actions and Impacts**

The Comprehensive Plan recommends that the Village and the Town form a General Planning Coordination Committee to examine issues of common concern and offer advisory recommendations for consideration by each legislative body. If successful in accomplishing positive change, this Committee could have a beneficial positive impact on both the Village and the Town in a number of areas.

There will be no adverse impacts associated with these actions.

▪ **Mitigation Measures**

The creation of a General Planning Coordination Committee will have a positive impact on the Village and the Town. No further mitigation measures are proposed.

**Transportation**

▪ **Proposed Actions and Impacts**

The Comprehensive Plan recommends that the Village coordinate with the Town regarding the transportation system issues shared by both communities. The Village is committed to seeking a regional solution to the transportation problem in the Village and the Town. Accordingly, it proposes that the Village and the Town take actions to provide alternative routes outside the Village. The Plan calls for the Town to cooperate to reduce automobile dependency by encouraging railroad service, bus service, and development of a transportation hub at the Town of East Hampton Airport. It also calls for the Village and the Town to promote alternative routes for through traffic movement not destined for the Village. This is proposed to be accomplished by raising one or more of the LIRR overpasses. The Village requests that the Town lessen traffic movement in the Village by planning for and providing well-balanced alternative retail areas in the Town's various hamlets.

▪ **Mitigation Measures**

The cooperative actions recommended in the Plan are intended to provide long-term mitigation for transportation system deficiencies. If implemented, they will result in positive progress toward a regional solution to the regional transportation system problem.



### **Village/Town Boundaries**

- **Proposed Actions and Impacts**

The Village seeks cooperation with the Town to jointly plan for areas in the vicinity of Village/Town boundaries. This will positively impact both communities by taking a coordinated approach to land use planning and addressing environmental issues of concern to residents. It also recommends that the two communities cooperate in developing plans for scenic approaches to the Village and in initiating joint review of development within 500 feet of Village/Town boundaries.

There will be no adverse impacts associated with these actions. However, the expenditure of public funds may be needed for preparation and implementation of plans.

- **Mitigation Measures**

The actions recommended in the Plan will positively impact the areas in the vicinity of Village/Town boundaries. No further mitigation measures are proposed.

### **Water Quality**

- **Proposed Actions and Impacts**

The Comprehensive Plan recognizes that positive impacts to water quality in Village ponds will accrue from a watershed approach to water quality management. The Plan recommends that the Village and the Town identify and implement measures to reduce contaminant loading to Village surface water resources from upstream areas in the Town of East Hampton.

There will be no adverse impacts associated with these actions. However, the expenditure of public funds will be required for design, construction, and maintenance of stormwater management facilities.

- **Mitigation Measures**

The actions recommended in the Plan will positively impact water quality in the Village's ponds and streams. No further mitigation measures are proposed.

### **Solid Waste Management**

(see Section 6.5 below)



## **6.0 OTHER POTENTIAL ENVIRONMENTAL IMPACTS**

### **6.1 Adverse Environmental Impacts that Cannot be Avoided or Adequately Mitigated**

Adoption of the *Village of East Hampton Comprehensive Plan* will provide the Village with the direction needed to manage future change. The majority of actions that will be implemented as a result of the Plan will have a positive impact on the community. These will generally mitigate potential adverse impacts on the Village from existing and future land use activities as well as activities associated with daily Village life. None of the actions proposed will have an adverse environmental impact that cannot be avoided or adequately mitigated.

### **6.2 Irreversible and Irretrievable Commitments of Environmental Resources**

Adoption of the *Village of East Hampton Comprehensive Plan* will not result in any irreversible or irretrievable commitments of environmental resources. The recommendations of the Plan will guide future development in the Village. They will not directly result in new development in the Village (see Section 6.3 below).

### **6.3 Growth-Inducing Aspects of the Action**

Adoption of the *Village of East Hampton Comprehensive Plan* will not induce growth in the Village. The Plan recommends that the Village retain its existing zoning districts as they are currently configured, along with the related area requirements for each district as they are currently defined in Section 57 of the Village Code. As a result, the total number of housing units that can be built in the Village's residential districts before the Plan is adopted will be the same following its adoption.

In the commercial and manufacturing districts the Plan recommends several actions that will actually reduce development potential. These include acquisition of open space by the Village, reductions in the maximum allowable impervious cover, and further restrictions on the footprint of commercial and manufacturing buildings. The Plan, however, will potentially allow for construction of small-scale residential units in commercial and manufacturing districts. This allowance is anticipated to result in construction of a small number of additional residential units in the Village. Developers are likely to find that commercial development has a greater market potential than residential development, thus deterring construction of new housing.



#### **6.4 Impacts on the Use and Conservation of Energy**

Adoption of the *Village of East Hampton Comprehensive Plan* will not result in an increase in the use of energy. It will not induce growth in the area nor lead to development of high energy consuming land uses.

Several recommended actions related to the transportation system will help to reduce energy consumption by encouraging use of alternative means of transportation. The Village will support regional efforts to improve bus and rail service and will make a number of improvements to encourage people to walk and to ride bicycles.

#### **6.5 Impacts on Solid Waste Management**

Solid waste management needs of the Village are planned for by the Town of East Hampton which owns and operates the municipal transfer station and other solid waste management facilities serving the Village. The *Village of East Hampton Comprehensive Plan* states that the Village will cooperate with the Town, as appropriate, to implement the recommendations of the Town's Solid Waste Management Plan. The Village will investigate opportunities to increase recycling in the Village. It will also coordinate with the Town to ensure that waste disposal trucks with Town contracts only use major roadways and remain off Village residential streets.

There will be no adverse impacts associated with these actions. The actions recommended in the Plan will have a positive impact by encouraging recycling and by mitigating the impacts of solid waste disposal activities on Village residential streets. No further mitigation measures are proposed.

#### **6.6 Impacts on Farmland and Agricultural Districts**

The Village of East Hampton does not include any agricultural districts established pursuant to Article 25-AA of the Agriculture and Markets Law.

Farming in the Village is limited to a small number of parcels used for pasture or for growing specialty crops such as flowers, vegetables, and pumpkins. These properties are currently zoned for residential uses. In accordance with the Comprehensive Plan, they will remain as currently zoned.

The Village's current Open Space Plan recommends that the Village seek to acquire such parcels with the intent of setting them aside as permanent open space. The Comprehensive Plan incorporates the existing Open Space Plan by reference, recommending that it be updated, including a prioritized list of acquisitions. The Village will seek to acquire property in accordance with this list where there is a willing seller.

#### **6.7 Impacts on the Suffolk County Comprehensive Management Plan for the Special Groundwater Protection Area**

The Village of East Hampton does not include resources located within the Special Groundwater Protection Area regulated pursuant to Article 57 of the Environmental Conservation Law for Nassau and Suffolk Counties.



## **7.0 LIST OF UNDERLYING STUDIES, REPORTS AND OTHER INFORMATION CONSIDERED**

Studies, reports and other information considered in developing the Village of East Hampton Comprehensive Plan and the Generic Environmental Impact Statement are listed in the References section of the Comprehensive Plan document.