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TABLE OF CONTENTS

I.	INTRODUCTION	1
II.	VISION FOR THE BUSINESS DISTRICTS.....	3
	Village Vision Statement	3
	Business – 1 (B-1) Zoning District (Downtown) Vision.....	4
	Goal statement for the B-1 District	5
	The B-2 District Goal and Intent:.....	7
	The B-3 District Goal and Intent:.....	8
III.	BUSINESS INVENTORY	9
	B-1 Zoning District	9
	B-2 and B-3 Zoning Districts	13
IV.	EXISTING LAND USE	15
	B-1 Land Use Analysis	17
	B-2 & 3 Land Use Analysis	18
V.	DEVELOPMENT POTENTIAL	21
	B-1 Zoning District	21
	B-2 and B-3 Zoning District.....	26
	Parking Inventory	31
VI.	FUTURE LAND USE PLAN	34
	The B-1 District.....	34
VII.	IMPLEMENTATION AND RECOMMENDATIONS	39
	PARKING/CIRCULATION	39
	ZONING MAP.....	40
	WASTEWATER MANAGEMENT	42
	STORMWATER MANAGEMENT	43
	PARLATO PLAYGROUND/PARK	43
	ZONING CODE AMENDMENTS.....	44

List of Tables

Table I - B-1 Zoning District - Business Breakdown by Type of Use.....	10
Table II - Main Street Store Fronts - Business Breakdown by Type of Use.....	12
Table III - B-2 & B-3 Zoning District - Business Breakdown by Type of Use	14
Table IV - Existing Land Use and Historical Comparison	15

List of Figures

Figure 1 – B-1 Existing Land Use	16
Figure 2 – B-2 & B-3 Existing Land Use	20
Figure 3 – B-1 Development Potential Map	22
Figure 4 – B-1 Development Potential Map – North Village Center Area (Aerial)	23
Figure 5 – B-1 Development Potential Map – Six Corners Area (Aerial).....	24
Figure 6 – B-1 Development Potential Map – South Village Center Area (Aerial)	25
Figure 7 – B-2 & B-3 Development Potential Map.....	27
Figure 8 – B-2 & B-3 Development Potential Map – North Gateway (Aerial)	28
Figure 9 - East Gateway (Aerial).....	30
Figure 10 – B-1 Future Land Use Map.....	35

Appendix

Appendix A – Business Inventory July 2006
Appendix B – B-1 Zoning District Design Guidelines
Appendix C - Recommendations for “Downtown” areas from the <u>Shopping Centers and Downtowns – Suffolk County, New York</u> , prepared by Suffolk County Department of Planning, dated May 2006
Appendix D - Sample Concept Plan for the northwest corner of Sunset Avenue and Mill Road
Appendix E - The Village of Westhampton Beach Main Street Sewer Study dated June 2003; and The Village of Westhampton Beach – Projected Sewage Requirements dated July 2005; both prepared by A. Andreoli, P.E.

I. INTRODUCTION

In December 1999, the Village of Westhampton Beach adopted the Business District Comprehensive Plan for the Village's business zoning districts. This plan built upon and incorporated the findings of the Downtown Market Analysis and Economic Enhancement Strategy prepared by Abeles Phillips Priess & Shapiro, Inc., and the HyettPalma visioning document entitled the Westhampton Beach Downtown Audit.

The Business Districts Comprehensive Plan established a land use oriented framework intended to provide the Village with an overall strategy to guide future commercial development. This Business Districts Plan consisted of the following five major parts:

- Visions or goals for the downtown and the other business districts;
- Business inventory that determined the number and type of businesses in the Village, business vacancies, and amount of vacant business zoned land;
- Assessment of the development potential of the business districts, including the relationships with available parking and recommendations for future parking needs, as well as infrastructure constraints based on existing information will be identified and assessed;
- Future land use plan with recommendations for amending the zoning map; and
- Implementing recommendations for land use and design management.

Now, in 2006 the Village Trustees have found it appropriate to revisit this document to determine if it's findings and recommendations are still valid and to make changes to said document, as well as its Zoning Code as may be appropriate.

Authority for this Plan

The Village Comprehensive Plan is prepared under the authority of Village Law § 7-722.4 which states -

"The village board of trustees, or by resolution of such village board of trustees, the planning board or a special board, may prepare a proposed village comprehensive plan and amendments thereto. In the event the planning board or special board is directed to prepare a proposed comprehensive plan or amendment thereto, such board shall, by resolution, recommend such proposed plan or amendment to the village board of trustees."

Effect of adoption of the Village Comprehensive Plan

Pursuant to § 7-722.11 of Village Law -

- (a) All village land use regulations must be in accordance with a comprehensive plan adopted pursuant to this section.

- (b) All plans for capital projects of another governmental agency on land included in the village comprehensive plan adopted pursuant to this section shall take such plan into consideration.

Process

This effort is under the direction of the Mayor and Village Trustees. Review and input by the Planning Board, Architectural Review Board and the Village Building Inspector have been essential in this effort. Public participation will be solicited at key milestones throughout the review process.

The Trustees creating a Business District Planning Task Force, representing various interests within the Village, to assist in preparing this update.

II. VISION FOR THE BUSINESS DISTRICTS

The following section proposes revisions and updates to the “Vision Statement” and “Goals and Objectives” of the 1999 Business Districts Comprehensive Plan. Many of the goals and objectives from the 1999 Plan are still applicable today. The proposed revisions are based on the review and recommendations of the Business District Planning Task Force.

Some of the recommendations simply clarify the goal or objective of the 1999 Plan. Where there was a substantial change, or it was deemed appropriate, the comments made by the Task Force have been included to clarify why recommended changes were made.

Some goals and objectives of the 1999 Plan are no longer applicable and have been omitted in the 2006 Update because the Village has already taken action to address the particular issue. The following goals have been achieved and therefore have been deleted -

1. The goal to move the Chamber of Commerce to a downtown location,
2. The goal to provide public bathrooms downtown; and
3. The goal to reuse the old Six Corner Schools site.

The 1999 Plan expresses its goals as “vision statements.” Each of the vision statements expressed in the 1999 Plan were reviewed by the Business District Task Force. The recommended changes by the Task Force are identified below.

Village Vision Statement

“A welcoming ‘coastal community’ with a charming vibrant, prosperous downtown full of first rate shops, cafes, and culture that’s bustling with pedestrians.”

Task Force Comments: The recommendation to change the current “seaside resort” to a “coastal community” came out the discussions among the Task Force members who believed the Vision Statement should take a more holistic view of the Village as a community, and not simply focus on its resort industry.

STRATEGY

The strategy to achieving the above referenced vision, as outlined in the 1999 Business Districts Comprehensive Plan, is still valid and applicable today. Said strategy identified a process that must be future oriented, with consensus and cooperation for community based goals. Planning and zoning decisions should be made that are consistent with the identified goals and objectives for each of the business zoning districts. This strategy for implementing the goals and objectives outlined herein should be based on a public-private partnership between the Village and developers of private property.

In order to achieve this public-private partnership, development standards and design guidelines that reflect the desired character of the downtown should be adopted by the Village, for the benefit of both the reviewing authorities, as well as, applicants. Additionally, the development review process must be efficient and applied consistently.

Business – 1 (B-1) Zoning District (Downtown) Vision

The following are policy guidelines for achieving the identified vision:

1. The downtown business district should be a mix of shops, restaurants, food establishments, and family-oriented activities that attract people downtown. Campaigns to publicize these attractions should be expanded to include all media forms and wide markets.
2. On the side streets of downtown and adjacent to Main Street, inns and bed and breakfast facilities that stress Village ambiance should be located to accommodate people that have been attracted to visit the Village.
3. Sewerage capacity is a limiting factor to providing the flexibility in land use mix options, due to existing environmental and regulatory constraints upon conventional on-site septic systems, necessary to achieve the full potential of Village's downtown business district. (The Village has initiated the preparation of initial studies outlining the options to address this septic issue.)
4. Adequate central parking facilities will be necessary to make downtown truly pedestrian friendly.
5. Indoor winter activities, including the Westhampton Beach Performing Arts Center are most desirable to stretch the tourist season.
6. An improved marina, with better access for boat owners to downtown will increase retail and restaurant business. (Since the 1999 study the Village has complete substantial improvements to the Marina Facilities)
7. Better lighted streets, buried utilities and efficient trash removal will improve downtown aesthetics, making it more attractive to visit.
8. Permit and promote community activities at the new Village Hall, including but not limited to providing meeting/activity space for various community, civic, and cultural groups, so as to enhance and ensure that this facility meets the diverse needs of the entire community.

Task Force Comments: This recommendation came out of the discussions by the task force members who believed that in addition to the day-to-day administrative governmental functions performed at the Village, that allowing other quasi-public functions that promote community involvement in the Village Hall, would not only maximize the use of this community asset, but also solidify it as the municipal focal point in the Village. This change could foster an open environment where Village residents and the general public feel encouraged visiting anytime and not just to address a problem or to file a permit.

9. Conservation of downtown and overall village character will be improved by architectural review of new and rebuilt buildings and development projects using more objective standards.
10. Events should be planned for people of all ages to participate in, such as cultural festivals, art shows, musicals, and seasonal and topical fairs, targeting both seasonal and year round residences.

These goals and objectives were used to create the existing goal statement for the B-1 Zoning District as currently existing in the Village Code. There is a recommendation to amend this goal by replacing the word “church” with “houses of worship”, and to include public open space.

Goal statement for the B-1 District

The following B-1 District Goal and Intent is identified in the 1999 Plan:

"The B-1 District is the downtown central business district of the Village. The district is intended for daily retail shopping personal and professional services, on-premise food consumption, and visitor, tourist and resort shopping, all with a strong pedestrian orientation. It is also intended to be the municipal focus of the Village, thus containing all municipal governmental buildings, as well as other civic and cultural buildings, public open space, house of worship, post office and library. A variety of mixed retail and business uses is encouraged where feasible to provide the synergy necessary to maintain the vitality and attractiveness of this district for the Village resident and visitor alike. Also expressly permitted are standard restaurants and similar eating places that rely on the local resident population and downtown worker, as well as, visitor, tourist, and resort vacationer, for clientele."

The methodology for formulating the changes to the Policy recommendations outlined below is the same as was utilized for the goals and objectives outlined above. Most of the policy recommendations are still valid today with only minor amendments made for purposes of clarification or the deletion of those that are no longer applicable.

The following recommendations have been omitted in this 2006 Update because they have been completed –

1. The recommendation to develop the Mill Road parking lot, and
2. The recommendation to extend Glovers Lane to meet said parking lot.

The following policy recommendations have been formulated to direct and assist in the achievement of the above stated goals and intent of the B-1 District and should be incorporated into the plan and implementing regulations.

1. Keep the retail core compact and walkable.
 - Condense the B-1 District zoning boundaries on side streets, by creating a transition zoning district, which will buffer the existing adjacent residential districts, as well as maintain the existing residential character of these areas.
 - All new development/redevelopment shall be in compliance with the Americans with Disabilities Act (ADA), to the benefit of seniors and parents with young children, as well as the handicapped.
2. Subordinate the automobile within the B-1 District.
 - Direct in-bound traffic to off-street parking lots north of Main Street.
 - Exit parking only to side streets rather than Main Street.

- Provide bike lanes from adjacent residential neighborhoods to downtown, in appropriate locations, as well as, require bicycle parking as part of site plan review, to encourage nearby residents to bike downtown rather than drive.
- Redevelop Glovers Lane, as the residential uses phase out, with uses that complement Main Street and Sunset Avenue development. At that time consider making Glovers Lane a pedestrian walkway to Main Street.
- Provide adequate crosswalks within the B-1 district to ensure a pedestrian friendly environment.

3. Maintain a sense of Village.

- Enact design guidelines that stress traditional indigenous architecture, as well as the historical development pattern within the B-1 district.
- Use a “zero” front lot line setback as the standard in the *B-1* District to maintain the sidewalk pedestrian business interface.
- Place parking at rear of stores, with attractive rear entrances.
- Interconnect new and existing parking lots to minimize the need for on-street traffic movement within downtown.
- Develop uniform business and municipal sign schemes to provide continuity and reduce visual confusion.
- Use traditional or low height down-directed parking lot lighting to avoid a suburban shopping mall appearance, and to reduce night-time glare and light spillover into residential neighborhoods, and is consistent with the national “Dark Sky’s” movement.
- Provide adequate street lighting and site lighting, appropriate and compatible to the historical character of the Village’s downtown, which is also consistent with the national “Dark Sky’s” movement, particularly on the west end of Main Street.
- Place retail shops and personal service uses on the ground floor of downtown commercial buildings.
- Place professional service uses and apartments above the ground floors of downtown commercial buildings.
- Maintain existing trash containers in good condition.
- Maintain private sponsorship of planting areas, sidewalk seating and other street furniture.
- Provided additional open space areas through use of plazas, piazzas, and pedestrian alleyways.
- Require safe, dedicated pedestrian walks on all site development plans.
- Prevent adverse impacts of business development from affecting adjacent residential neighborhoods by establishing a new commercial Zoning District containing regulations and design standards which will provide a buffer to these existing residential neighborhoods.
- Take a proactive stance on those areas that have the greatest development or redevelopment potential in Village by commissioning the preparation of conceptual plans that specifically illustrate how the Village would like these areas to develop, in terms of both architectural elements, and site plan layout. These plans would assist the Village’s approving authority in their review of development applications.
- Bury existing overhead utilities.

The B-2 District Goal and Intent:

"The B-2 District is intended to provide general, vehicular and highway oriented business and commercial services. Large space users, high traffic large vehicle generators, bulk goods and appliance dealers, wholesalers and off-premise consumption of food items are intended to locate in this district. The location of the B-2 District along the Village's two major thoroughfares (Westhampton-Riverhead Road (CR.31) and Montauk Highway) making the quality of the development within these highly visible corridors very important to establishing the image of the Village. Therefore, the site development within the B-2 districts should be of high design standards that promotes and enhance the traditional character of the Village. The B-2 District is intended to complement, not compete with or weaken, the downtown central business district. "

Policy and plan review recommendations for the achievement of the goal and intent of the B-2 District can be stated as follows:

1. Retain the B-2 District as distinct from the B-1 District.
 - Amend and limit the list of permitted uses to those that accomplish its stated goal and intent.
 - The only retail that should be permitted in the B-2 District is highway dependent retail uses, while only permitting small general retail stores and tourist related businesses in the B-1 District.
2. Produce careful site designs.
 - Provide adequate parking, drainage, and access on each site plan.
 - Require attention to esthetics, landscaping, lighting, and signage.
 - All parking shall be located in the side and rear yards.
 - Provide design standards which are appropriate for development along the subject corridors that accomplish the stated goals and intent for the B-2 district. Said standards should include a graphical depiction of a typical site plan that illustrates all the required design elements.
 - Bury existing overhead utilities.
3. Plan efficiently to preserve highway utility.
 - Minimize the number of access connections with the highway network, consistent with safety and emergency concerns, by requiring common, and cross-access agreements between adjacent parcels.
 - Coordinate adjacent site plans' parking and access, by requiring shared parking agreements, wherever feasible.
 - Refrain from expanding the B-2 District into residential areas (e-g. along the west side of C.R. 31 opposite North Mall).

The B-3 District Goal and Intent:

"The B-3 District is identical to the B-2 District except that it is only located at major highway entrances to the Village and requires larger lot sizes and larger minimum lot area per use. Because it represents the entrances to the Village, sites developed in it should represent a favorable impression of the Village and be esthetically pleasing well-landscaped and well-lighted. The B-3 District, like the B-2 District, should complement, not compete with or weaken, the downtown central business district. "

Policy and plan review recommendations for the achievement of the goal and intent of the B-3 District can be stated as follows:

1. Reduce the list of permitted uses currently allowed in the B-3 District.
 - Many of the uses currently permitted are not compatible with the stated goal of the district.
 - Add permitted uses that are compatible with and implement the stated goal of the B-3 District.

2. Re-evaluate existing areas zoned B-3.
 - The vacant portion of the northerly B-3 zone, north of the railroad tracks, is publicly owned and thus not available for development. Relocate the B-3 district boundary to the western property lines on the parcels fronting on Westhampton-Riverhead Road, to eliminate the existing split zoned lots.
 - The easterly Montauk Highway B-3 District land uses, substantially built out, and appear to be a suitable entrance to the Village, however, there is the large underdeveloped parcel located on the corner of Beach Road and Montauk Highway, if built out under its existing zoning it could have a substantial negative impact on this eastern gateway to the Village, as well as to the residential neighborhood to the south.

3. Utilize land planning recommendations # 2 and # 3 regarding site design and highway utility of the B-2 District, as they are also appropriate for the B-3 District.

III. BUSINESS INVENTORY

This section of the plan will identify the current number and type of retail and business establishments in the Village's business districts. The intent is to provide an inventory of existing businesses; determine the mix of business types, and vacancy rate, and identify those areas which have further development potential under their existing zoning designation. This data will be compared to the data collected in 1999 as well as previous years to determine any trends within the Villages business districts. In addition the Suffolk County Department of Planning has also conducted two studies of the Downtown district since the adoption the Village's 1999 Business District Comprehensive Plan, which will also be utilized and referenced in this section. Due to the timeframe provided to complete this update, the seasonal characteristic of businesses in the Village was not able to be updated, and therefore the 1999 percentage of seasonal businesses is utilized for the analysis contained in this study.

In July 2006, a field inspection was performed to determine the uses of the buildings in the Village's three business districts. The field work gathered the following information for each parcel within the study areas: the street address, type of use, name of business, and second floor use as applicable. The appendix contains a list of the field notes for all of the parcels within the study area by Suffolk County Tax Map number. In addition, the Town of Southampton Assessor records, supplemented by the Villages records, were used to determine building sizes. The following is an analysis of the breakdown of the various businesses located in the each of the zoning districts:

A table of the number and type of uses located in both B-1 Zoning District and on Main Street are located in Table I and II.

B-1 Zoning District

There are a total of the 189 businesses in the B-1 district, which is 25 more than were reported in the 1999 Plan, representing a 15.2% increase in business establishments. Approximately 40.4 % of all these businesses are retail uses, which is down from 53.7% in 1999. Although there was an overall increase in the number of businesses in the B-1 Zoning District, there was decrease of 11 retail businesses, which represents a 13.8% loss in retail uses in the B-1 Zoning District. This loss in retail businesses was primarily in the "Food and Beverage" sector, as well as in other typically smaller retail type uses, including but not limited to, florists and bookstores. Although there was an increase in the number of some retail establishments, with four additional clothing stores and three additional home furnishing stores, as well as three new establishments in the "Eating and Drinking" sector, these types of uses have historically had the greatest seasonal fluctuation.

By far the greatest increase came in the office use category, with 28 additional offices, with Real Estate offices representing the largest increase with eight new offices. The other segment of the business community which saw an increase was in "Personal Services" sector with four additional establishments. Due to the general nature which office and service uses were categorized in the 1999 Plan, it is difficult to analyze the changes in the individual business types.

The above analysis was for the entire B-1 Zoning District, which is larger than the historical central business district for the Village, which typically runs along Main Street. The following is an analysis of the just those storefronts that are located directly on Main Street. This was not done as part of the 1999 Plan, so trend analysis cannot be completed, however, it will assist in providing a snapshot of the business mix along the Village's main pedestrian commercial corridor.

Main Street – Type of Storefront Uses

There are a total of 79 businesses located in the storefronts located on Main Street. Retail uses represent 61.1% percent of those businesses. Although the 1999 study did not conduct an analysis of uses of Main Street storefront, the Suffolk County Department of Planning has been studying County's central business district (CBD) periodically for the past thirty years, and the percent of retail uses in the Village's CBD has declined from 63.5% in 2001, to 54.7% in 2006¹. The predominant retail business on Main Street are clothing stores occupying 20 storefronts, representing 25.3% of all uses on Main Street. These have historically been the business that are seasonal in nature with approximate 40% closing in the winter.

Offices are the next highest use occupying storefronts on Main Street, with a total 21 representing 26.6% of all business on Main Street. Again, real estate offices represent the largest number of office uses with 12, which represents 15.2% of the all uses on Main Street.

The type and mix of uses outlined above are consistent with the findings of the October 1998 Downtown Market Analysis and Economic Enhancement Strategy for the Village, which found that Village's retail mix was made of more comparison than convenience goods and services, particularly along Main Street. Comparison goods include clothing, gifts, housewares and other items that people discriminate by cost and quality. Convenience goods and services include grocery, dry cleaning, sundries and other items and services that people buy on a frequent basis, and generally close to home. Further, it found that there are also a significant number of real estate agencies, typical of an area with high real estate values and a strong secondary home market. The 1998 analysis further cautioned that:

“while real estate agencies offer a valuable and necessary service, their location must be carefully planned; too many ground-floor offices can put a damper on the street life of an area.”

This trend toward more comparison goods and office uses has continued since 1999. The predominate loss of retail uses with in the B-1 district has been in the convenience category, and have been replaced with some comparison retail stores, but in greater numbers with office and personal service uses. This is not unique to Westhampton Beach. A study entitle Shopping Centers and Downtowns – Suffolk County, New York, prepared by Suffolk County Department of Planning, dated May 2006 found that many downtowns areas have adapted to become more non-retail or service oriented today than they were decades ago. The percentage of occupied downtown stores that were retail stores, County wide, has declined from 66% in 1989 to 56% in 2005.

¹ Shopping Centers and Downtowns – Suffolk County, New York, prepared by Suffolk County Department of Planning, dated July 2001, and May 2006, respectively.

Table II - Main Street Store Fronts - Business Breakdown by Type of Use

2006			2006		
<u>Type of Business</u>	<u>Number</u>	<u>% of Total</u>	<u>Type of Business</u>	<u>Number</u>	
<i>Eating and Drinking:</i>	7	8.9%	<i>Personal Services</i>	4	5.1%
Restaurants	7	8.9%	Hair Salon	2	2.5%
Bars	0	0.0%	Barber	0	0.0%
			Nail Salon	0	0.0%
<i>Food and Beverage:</i>	3	3.8%	Printing/Graphics	0	0.0%
Convenience Store	0	0.0%	Fitness	0	0.0%
Deli	0	0.0%	Shoe Repair	0	0.0%
Butcher	0	0.0%	Funeral Home	0	0.0%
Ice Cream	1	1.3%	Photography Studio	1	1.3%
Liquor	0	0.0%	Dry Cleaning	1	1.3%
Bakery	1	1.3%	Other Services	0	0.0%
Supermarket	0	0.0%			
Candy	1	1.3%	<i>Office</i>	21	26.6%
Seafood	0	0.0%	Accounting	1	1.3%
			Legal	1	1.3%
<i>Clothing and Accessories:</i>	23	29.1%	Bank	2	2.5%
Clothing	20	25.3%	Health Care	0	0.0%
Shoes	1	1.3%	Architect	0	0.0%
Jewelry	2	2.5%	Contractor	0	0.0%
			Insurance	0	0.0%
<i>Home Furnishings:</i>	3	3.8%	Real Estate	12	15.2%
Furniture	2	2.5%	Mortgage Services	2	2.5%
Carpet	1	1.3%	Engineer/Surveyor	1	1.3%
			Other Professional Office	2	2.5%
<i>Other Retail:</i>	15	19.0%			
Florist	0	0.0%	<i>Institutional</i>	1	1.3%
Stationery	1	1.3%	Place of Worship	0	0.0%
Gas Station	0	0.0%	Post Office	1	1.3%
Gallery	3	3.8%	Library	0	0.0%
Book	1	1.3%			0.0%
Pharmacy	1	1.3%	<i>Entertainment</i>	1	1.3%
Sporting Goods	4	5.1%	Bowling Alley	0	0.0%
Toy	2	2.5%	Performing Arts Theater	1	1.3%
Other	3	3.8%	Movie Theater	0	0.0%
					0.0%
			<i>Hospitality - Inns</i>	1	1.3%

	2006
Restaurant	7
Retail	44
Non-Retail	28
Total Number of Business:	79
Percent Retail	61.1%
Vacant	4
Vacancy Rate	5.1%

B-2 and B-3 Zoning Districts

There are a total of 75 businesses located within the B-2 and B-3 zoning districts, this represents an approximate 12% increase in the number businesses since 1999. (See **Table III**) This increase in business is due to the redevelopment of parcels which were previously utilized as single family homes or the development of vacant parcels. The businesses located within these zoning districts typically provide goods and services that are not daily convenience items, but provide higher order goods and services, such as automobile dealership, building supplies and hardware, as well as, special trade contractor. The exception to this typical use type are the take-out restaurants, which increased to a total six, where there were none existing in 1998. Take-out restaurants, when located along highway corridors, are typically automobile oriented, where the food is pick-up and consumed off premises.

Other trends since 1998 are as follows:

Retail uses represent 47.5% percent of all businesses in these zoning districts, down from 54.5% in 1998. The largest decrease came in the boat dealer and deli uses with a decrease of 3 and 2 businesses, respectively. This decrease in the number of retail businesses is also due to the expansion of existing retail businesses into space previously utilized by other retailers. Therefore, although the number of businesses decreased the total number of square feet of retail space actually remained the same. This expansion in existing businesses was in retailers of the higher order goods that are intended to be located in this zoning district, such automobile, and pool/spa dealers.

The decrease in the businesses within the retail category is explained by the conversion of existing commercial space to non-retail uses. Personal service use in the non-retail category represented the largest increase since 1998, with four new businesses representing a 36.4% in this use category. Another notable change is the significant increase, from one in 1998 to six in 2006, in the number of Health Care related businesses within these zoning districts.

The overall business climate within these districts actually improved since 1998 as reflected in the drop in vacant rates from 11.9% to 8.0%, while the total number of business increased by approximately 12%.

Table III - B-2 & B-3 Zoning District - Business Breakdown by Type of Use

<u>Type of Business</u>	2006	1998	<u>% Change</u>	<u>Type of Business</u>	2006	1998	<u>% Change</u>
	<u>Number</u>	<u>Number</u>			<u>Number</u>	<u>Number</u>	
<i>Eating and Drinking:</i>	<u>16</u>	<u>12</u>	<u>33.3%</u>	<i>Personal Services</i>	<u>15</u>	<u>11</u>	<u>36.4%</u>
Restaurants	9	10		Hair Salon	2	2	
Restaurants - Take out	6	0		Auto Repair	3	4	
Bars	1	2		Carwash	1	1	
				Fitness	1	0	
<i>Food and Beverage:</i>	<u>6</u>	<u>8</u>	<u>-25.0%</u>	Photo processing	1	2	
Deli	2	4		Dry Cleaning	1	0	
Market - Fruit & Veg	1	1		Other Services	6	2	
Market - Health Food	1	1					
Liquor	1	1		<i>Office</i>	<u>14</u>	<u>12</u>	<u>16.7%</u>
Beverage Center	1	1		Bank	1	*	
				Veterinary	1	1	
<i>Clothing and Accessories:</i>	<u>0</u>	<u>0</u>		Health Care	6	1	
				Building/Trade			
<i>Building Materials:</i>	<u>5</u>	<u>4</u>	<u>25.0%</u>	Contractor	4	4	
Paint	1	1		Insurance	1	*	
Glass	1	1		Real Estate	1	*	
Hardware	1	1		Other Professional			
Garden Center	1	1		Office	0	6	
Tile	1	0		<i>Institutional</i>	<u>2</u>	<u>2</u>	<u>0.0%</u>
				Town of			
<i>Home Furnishings and Equipment:</i>	<u>3</u>	<u>5</u>	<u>-40.0%</u>	Southampton DPW	1	1	
Cabinets	1	1		Westhampton			
Carpet - Floor Covering	1	0		Ambulance	1	1	
Appliances	0	2					
Computers	0	1					
Bedding	1	1					
<i>Automotive and Boat Related:</i>	<u>2</u>	<u>5</u>	<u>-60.0%</u>				
Boat Dealer	0	3					
Auto Dealer	1	0					
Auto Parts	1	1					
Motorcycle	0	1					
<i>Other Retail:</i>	<u>12</u>	<u>8</u>	<u>50.0%</u>				
Florist	1	0					
Gas Station	1	2					
Gallery	0	2					
Wireless							
Communications	2	0					
Music	1	0					
Other	7	4					

	2006	1998	<u>% Change</u>
Eating and Drinking	16	12	<u>33.3%</u>
Retail	28	30	<u>-6.7%</u>
Non-Retail	31	25	<u>24.0%</u>
Total Number of Business:	75	67	11.9%
Percent Retail	47.5%	54.5%	
Vacant	6	8	
Vacancy Rate	8.0%	11.9%	

* 1999 study had a limited breakdown of office type uses.

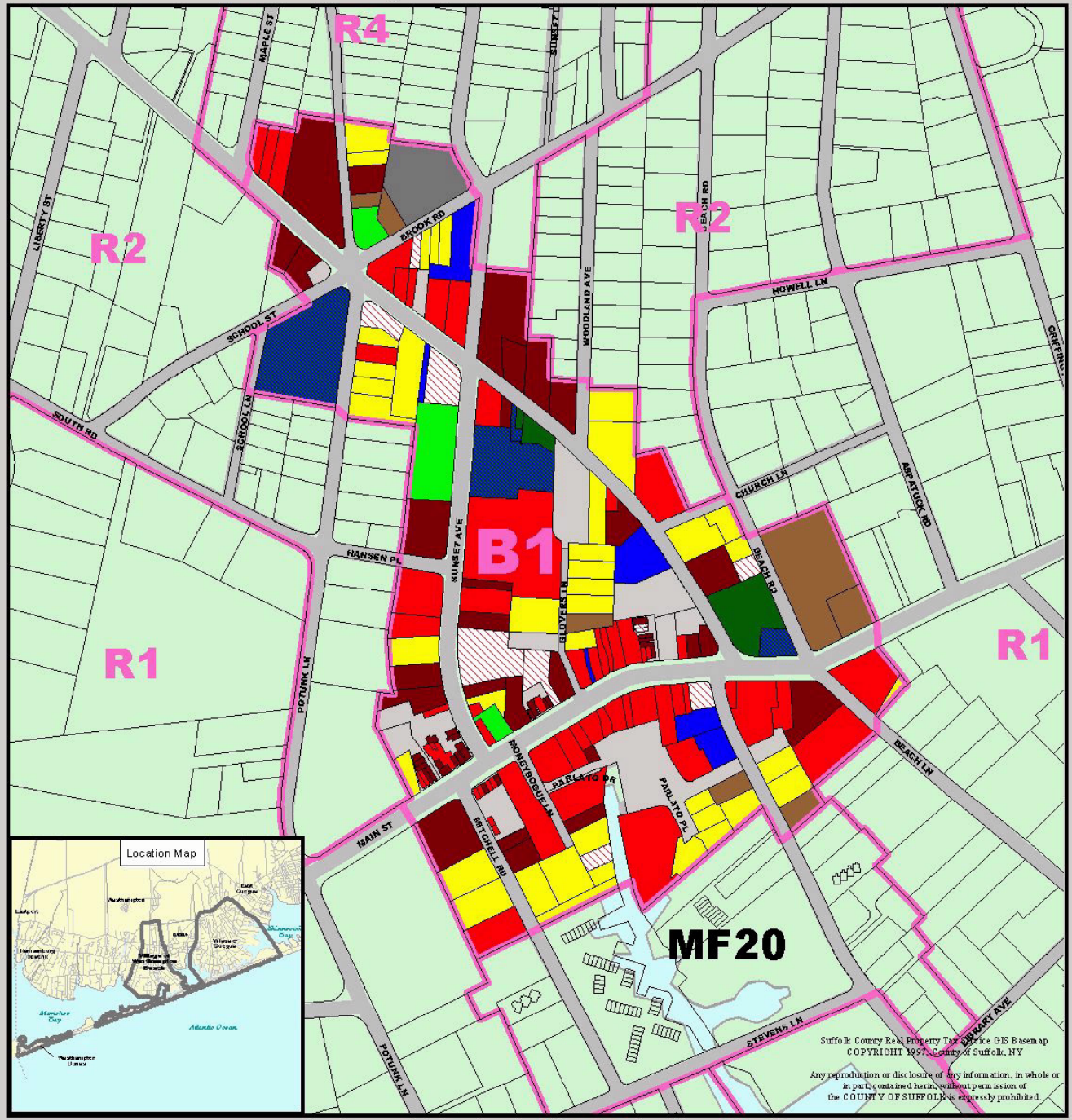
IV. EXISTING LAND USE

The following will outline the existing land use patterns that exist in the subject study area, as illustrated in the Figure 1 and Figure 2, and Table IV. There has been no significant changes to Village's land use since the 1999 Business Study, and most of the findings outlined in the said study are still applicable today.

Table IV
Existing Land Use and
Historical Comparison

Land use	1985		1997		% Change	2006		% Change
	Acres	Percent	Acres	Percent		Acres	Percent	
Single Family	17.4	26.0%	13.2	19.7%	-24.1%	10.9	16.3%	-17.7%
Multi-Family/Hotel	4.1	6.1%	2.9	4.3%	-29.3%	7.0	10.5%	142.8%
Business/Commercial	24.3	36.3%	28.5	42.5%	17.3%	31.9	47.8%	11.9%
Utility	1.5	2.2%	1.5	2.2%	0.0%	1.5	2.3%	2.7%
Public Open Space	1.5	2.2%	1.1	1.6%	-26.7%	1.1	1.7%	2.7%
Public Buildings	2.2	3.3%	2.5	3.7%	13.6%	5.3	7.9%	110.6%
Public Parking	3.2	4.8%	3.5	5.2%	9.4%	4.5	6.7%	27.6%
Public Vacant	0.8	1.2%	0.5	0.7%	-37.5%	0.04	0.1%	-91.5%
Private Institutional	0.8	1.2%	0.7	1.0%	-12.5%	0.6	1.0%	-8.7%
Private Parking	4.2	6.3%	4.2	6.3%	0.0%	1.2	1.7%	-72.4%
Private Vacant	7.0	10.4%	8.4	12.5%	20.0%	2.7	4.1%	-67.6%
Total	67	100.0%	67	100.0%		66.76	100.0%	

Village of Westhampton Beach Business Districts Comprehensive Plan Update



Suffolk County Real Property Tax Office GIS Based map
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Legend

Zoning (WHB Village)	Parking Lot
Tax Parcels	Government - Office
Land Use	Entertainment
Residential: Single Family	Utilities - Telephone
Residential: Multi-Family	Public Open Space
Residential: Multiple Use	Community Services - Religious
Vacant	
Retail	
Office	

Figure 1 - B-1 Existing Land Use

**KPC Planning Services, Inc.
 ADL III, Architects**

500 0 500 Feet

7/18/06

B-1 Land Use Analysis

The B-1 District is substantially developed, with only eight vacant lots, representing approximately 2.5 acres. Three of these vacant parcels are extremely small and are associated with the adjacent residentially developed lots. Two of these parcels are currently being considered for redevelopment, and are both located on prominent corners within the Village. There are two adjacent vacant parcels with significant development potential, having a total area of approximately 1.3 acres, which front on Sunset Avenue and also have access to Main Street.

The predominate land uses in the B-1 Zoning District are commercial uses, single-family residential, and multi-family/hotel, each representing 47.8%, 16.3 %, and 10.5% of the land area, respectively. Most of the existing single family residential development is located on the fringe of the B-1 district, except for those homes located along Glovers Lane.

The largest change in land use since 1999 was in the multi-family category, which is largely due to the conversion of commercial uses associated with the old Howell House site to residential condominiums. The other significant change in land use was the increase in commercial category, which came largely as the result of development of vacant land or redevelopment of single family residential parcel, which is reflected in the decrease in land utilized for single family residential. This trend of converting single family parcels to commercial use has been consistent since 1985.

Based on the Tax assessor records, the total gross building area within the B-1 Zoning District dedicated to commercial use is 403,185 square feet, with an average of 2,133 square feet per business. The total building area dedicated to retail stores is 123,860 square feet, with an average of 1,876 square feet per store. When considering the net building area, the area of the building specifically dedicated to the principal uses of the building (not including common areas, basements, ect.), the numbers are as follows:

Space available for all commercial uses (sqft)		Space available for all Retail Uses	
336,623	Total	109,610	Total
908	Median	1,017	Median
378	Minimum	454	Minimum
27,122	Maximum	27,122	Maximum
1,611	Average	1,636	Average

The use having the maximum square footage of 27,122 is the grocery store use currently operated by Walbaums. The next largest uses are in the entertainment category of uses with bowling alley representing a little over 20,000 square feet, and the movie theater having a little over 10,000 square feet. The next largest retail use is a drug store having 10,204 square feet. These numbers reflect that generally the businesses within the Village are relatively small, which is consistent with the commercial center of this size, as compared to regional commercial district which typically has retail businesses having larger square footages.

B-2 & B-3 Land Use Analysis

There are approximately 45 acres consisting of individual tax parcels that are zoned B-2 and B-3. The predominate land use is commercial development totaling 33.2 acres, representing 73.7% of the land area.

The B-2 Zoning District is also substantially developed with only seven vacant parcels having a total area of approximately 1.5 acres. As a result of their small size or awkward configuration, resulting in small building envelope, with no room for parking, five of these vacant parcels would be very difficult to develop. Three of the five residential lots that existed in 1999 on the east side of Westhampton-Riverhead Road, have been redeveloped for commercial uses. Additionally three of the parcels which were identified as vacant have since been developed for commercial use.

B-2 and B-3 Land use	2006	
	Acres	Percent
Single Family	2.1	4.7%
Multi-Family/Hotel	1.3	2.9%
Business/Commercial	33.2	73.7%
Utility	0.0	0.0%
Public Open Space	1.3	2.9%
Public Buildings	1.9	4.2%
Public Parking	0.0	0.0%
Public Vacant	0.0	0.0%
Private Institutional	0.6	1.4%
Private Parking	1.5	3.3%
Private Vacant	3.1	6.9%
Total	45.04	100.0%

There is one vacant parcel on east side of Westhampton-Riverhead Road, which was previously use as single family residence, that is of adequate size and shape to be developable under the existing zoning regulations. Further there is an existing single family home adjacent to this parcel, that when taken together these two lots could represent prime developable site. There is also a similar situation with the two adjacent single family homes located on the north side Montauk Highway, between Pine Street and Rogers Avenue.

In addition, there are two parcels adjacent to the B-2 Zoning District which are worthy of analysis as part of this study. These parcels were rezoned Hotel District (HD) as a result of the recommendation from the 1999 plan. The first consists of the gas station located on the northeast corner of Montauk Highway and Westhampton-Riverhead Road (CR 31), which has been primarily open seasonally in recent years, and was not open at all this past year. This gas station is in fact located on two different parcels with the gas station building and pumps located in the western parcel, currently zoned HD, and the associated parking and access drive located on the eastern corner parcel. The fact that these two parcels are located in different zoning districts has resulted in the use of this site as split zoned, making it very difficult for this property to redeveloped, or make any improvements to this site, which is much needed particularly given it's prominent location on the major crossroads within the Village.

The other parcel of interest located directly adjacent to the B-2 Zoning District is the vacant parcel located on the west side of Westhampton-Riverhead Road (CR 31) opposite the southeast corner parcel of the Rogers Avenue and Westhampton-Riverhead Road (CR 31) intersection. This parcel has a depth of approximately 170 feet, which is consistent with the lot depths of the other three B-2 zoned parcels located directly adjacent to the north. The parcel directly to the

south of this lot, as well as the majority of the parcel further to the south have lot depths greater than 460 feet, and were all split zoned parcels, between B-2 and R-2 Zoning Districts, at the time of the 1999 Study.

The 1999 Study refers to the lots in this area when making the recommendations to rezone this area to HD as follows:

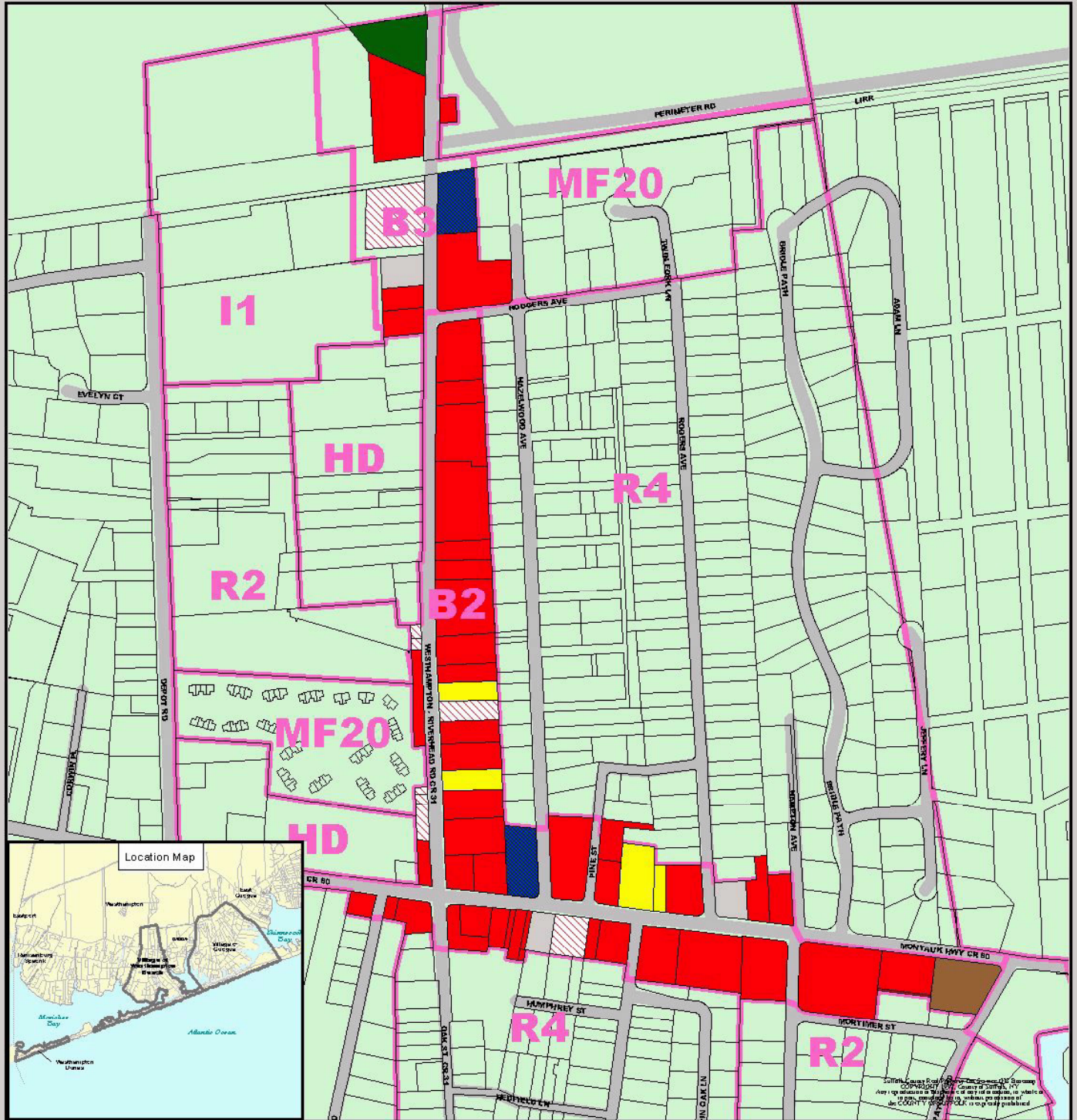
“... being long, narrow lots with residential uses fronting the west side of CR-31, split by the B-2/R-2 zoning boundary but possessing interior development potential if consolidated into one zoning district.” and

“Rezoning the divided parcels on CR-31 to the proposed Hotel District would unify these parcels into one district while not adversely affecting the adjacent B-2 businesses.

The subject parcel does not and did not have the characteristics of those lots referenced above, and the rezoning of the subject parcel resulted in this parcel becoming non-conforming in area and width, given that the subject parcel is approximately ½ acre and 129 feet wide, where 5 acres and 300 feet is required, respectively, in the HD Zoning District. Further when applying the required setbacks for the HD district the subject parcel would result in a 20' by 29', or 580 square foot building envelope. Given that this parcel does not meeting the characteristics of the lots outlined in the findings made in 1999 study for the recommended rezoning to HD, this parcel should be rezoned back to B-2.

The entire B-3 Zoning District is built out, with commercial uses, except for the 1.6 acre site located directly south of the railroad on the west side of Westhampton Riverhead Road. In addition, the Town of Southampton Department of Public Works property located across the street from the above vacant reference property is being considered to be surplus by the Town, and therefore could become available for redevelopment.

Village of Westhampton Beach Business Districts Comprehensive Plan Update



Legend

- Zoning (WHB Village)
- Tax Parcels
- Land Use**
- Residential: Single Family
- Residential: Multi-Family
- Residential: Multiple Use
- Vacant
- Retail
- Office
- Parking Lot
- Government - Office
- Entertainment
- Utilities - Telephone
- Public Open Space
- Community Services - Religious

Figure 2 - B-2 & B-3 Existing Land Use

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7/18/06

600 0 600 Feet

V. DEVELOPMENT POTENTIAL

As discussed in previous sections of this report, lands which are currently vacant or developed with single family homes have the potential to be developed with more intense commercial uses. In addition, there are parcels which are developed commercially or with a mix of uses, but are considered underdeveloped as it relates to what is permitted in the applicable zoning regulations. Further, factors such as parking, infrastructure, and environmental issues also need analysis to determine the future development potential within the subject zoning districts. This section will analyze, based on the land use data and field observation, those areas within the business districts which have the greatest potential for further development.

B-1 Zoning District

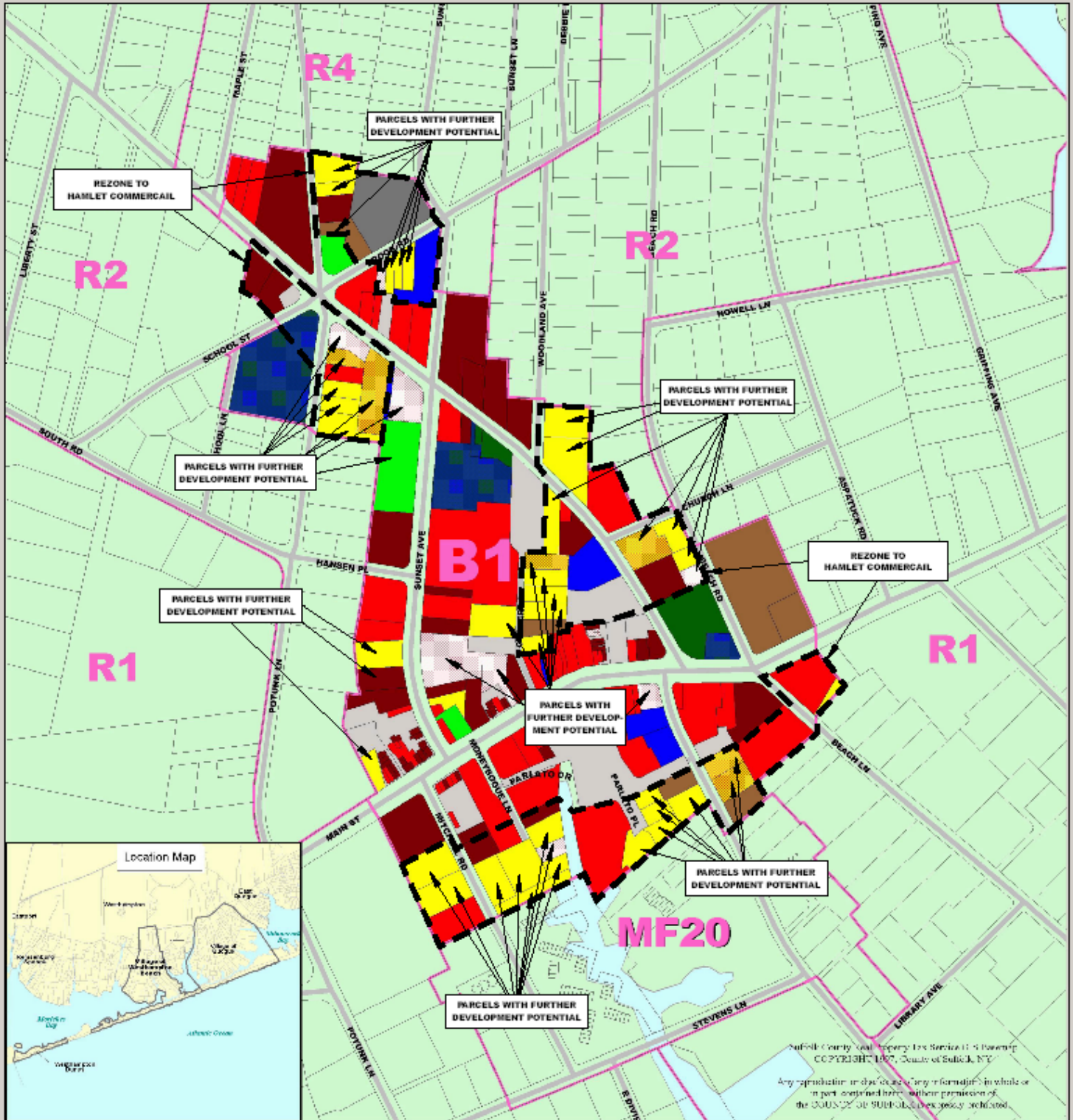
The 1999 Business District Comprehensive Plan identified three primary areas within the B-1 Zoning District that have the greatest potential for further development. (See Figure 3 - B-1 Zoning District Development Potential Map) These areas could have a substantial impact on the Village, in terms of its existing character, if developed under the current zoning. Primarily, those are the same areas with the greatest development potential today and are as follows:

The first area starts on the north side of Mill Road, with the two existing residential parcels located on the east side of Woodland Avenue and continues south across Mill Road and down Glovers Lane to the rear of the properties fronting on Main Street. This area continues to the west including the two large vacant parcels fronting on Sunset Avenue. The total area is 4.8 acres, of which 3.5 acres are residentially developed parcels, and 1.3 acres are vacant land. (See Figure 4 - B-1 Zoning District Development Potential Map – North Village Center Area)

The second area which was identified in the 1999 Plan was around “Six Corners”. Although this area has seen some substantial redevelopment with the construction of the new Village Hall at the old Six Corner School site, and the redevelopment of the old “Six Corner Deli” site, this area still has substantial commercial development potential if developed under the B-1 district regulations. The parcels along the east side of Potunk Avenue, within the B-1 Zoning District, primarily consist of single family residential land uses. The one parcel that is utilized commercially is a converted of house, and therefore still maintains the residential character that exist along Potunk Lane to the south, which is zoned residential. In addition, there are also residential parcels that front on Brook Road and Oak Street that can be redeveloped under the B-1 zoning regulations. The total area is 3.1 acres, of which 2.7 acres are residentially developed parcels, and 0.4 acres are vacant land. (See Figure 5 - B-1 Zoning District Development Potential Map – Six Corners Area)

The third area identified in the 1999 Plan is the area located along the southern boundary of the B-1 Zoning District. This area begins at the single-family residential parcels located on both sides of Mitchell Road on the west, continues east and includes the residential parcels at the end of Moniebogue Lane, those parcel on the south side of Parlato Drive, and those parcels to the south of the Rite-Aid parking lot on the east side of Library Avenue, ending at the eastern border of the B-1 Zoning District, and includes the parcel located on the southeast corner of Beach Lane and Main Street containing the Inn-on-Main. Although there are some commercial uses contained in this area, they are all primarily from the conversion of buildings which were once single family homes. The existing residential character of the development of this area, although containing non-residential uses, provides a good transition and buffer between the more intense commercial development along Main Street, and the residential districts to the south. These parcels total approximately 10.8 acres. (See Figure 6 - B-1 Zoning District Development Potential Map – South Village Center Area)

Village of Westhampton Beach Business Districts Comprehensive Plan Update



Legend	
Zoning (WHB Village)	Propose Hamlet Commercial (HC) Zoning District
Tax Parcels	
Land Use	
Residential - Single Family	Parking Lot
Residential - Multi-Family	Government - Office
Residential - Multiple Use	Entertainment
Vacant	Utilities - Telephone
Retail	Public Open Space
Office	Community Services - Religious

Figure 3 B-1 Zoning District DEVELOPMENT POTENTIAL MAP

0 30 60 120 180
Approx. Scale in Feet

OCTOBER 11, 2006

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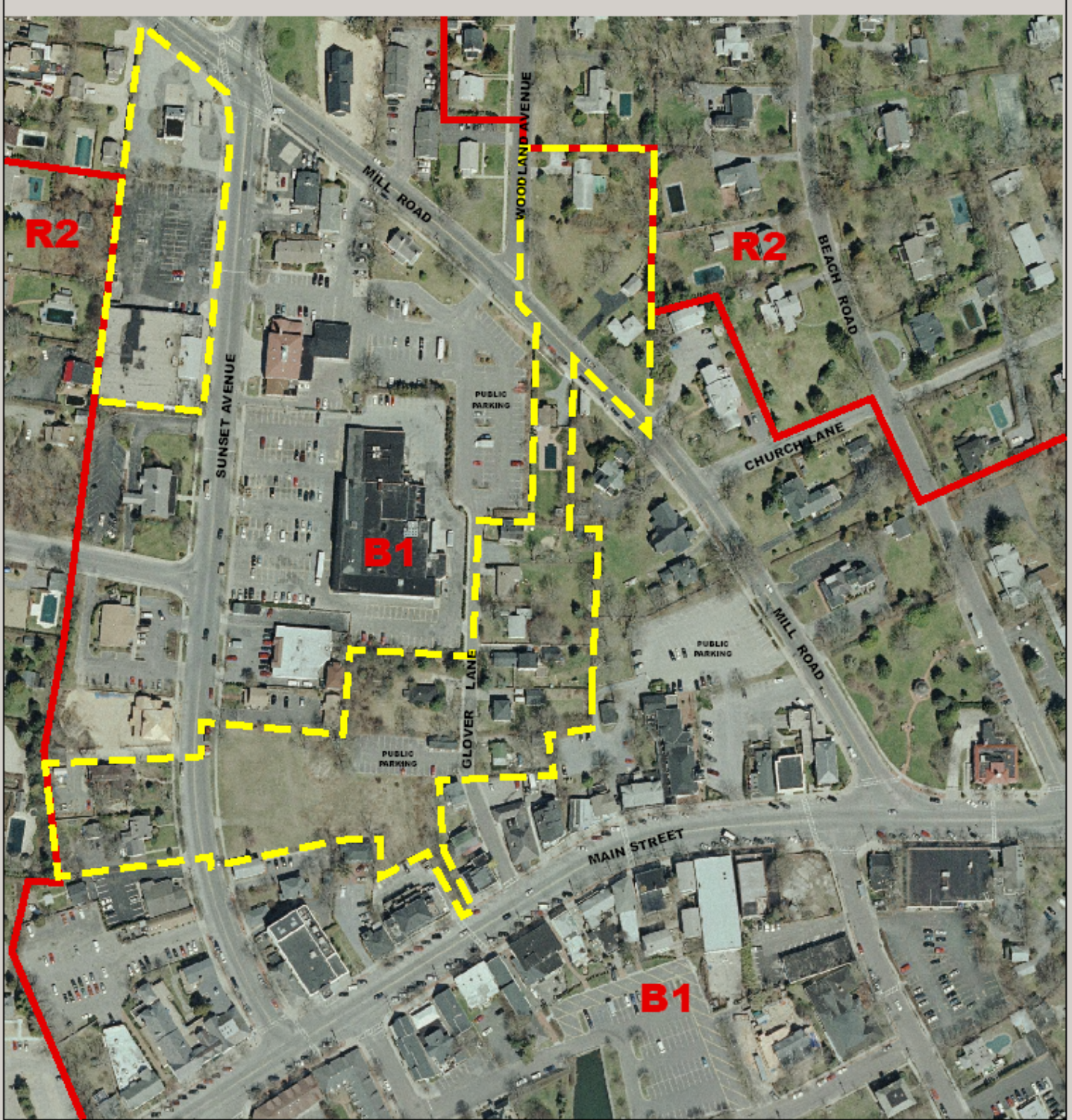


Figure 4
North Village Center Area

- BOUNDARY OF AREA WITH FURTHER DEVELOPMENT POTENTIAL**
- ZONING BOUNDARY**
- 2004 AERIAL PHOTOGRAPH**

N

**B-1 Zoning District
DEVELOPMENT POTENTIAL MAP**

Approx. Scale in Feet

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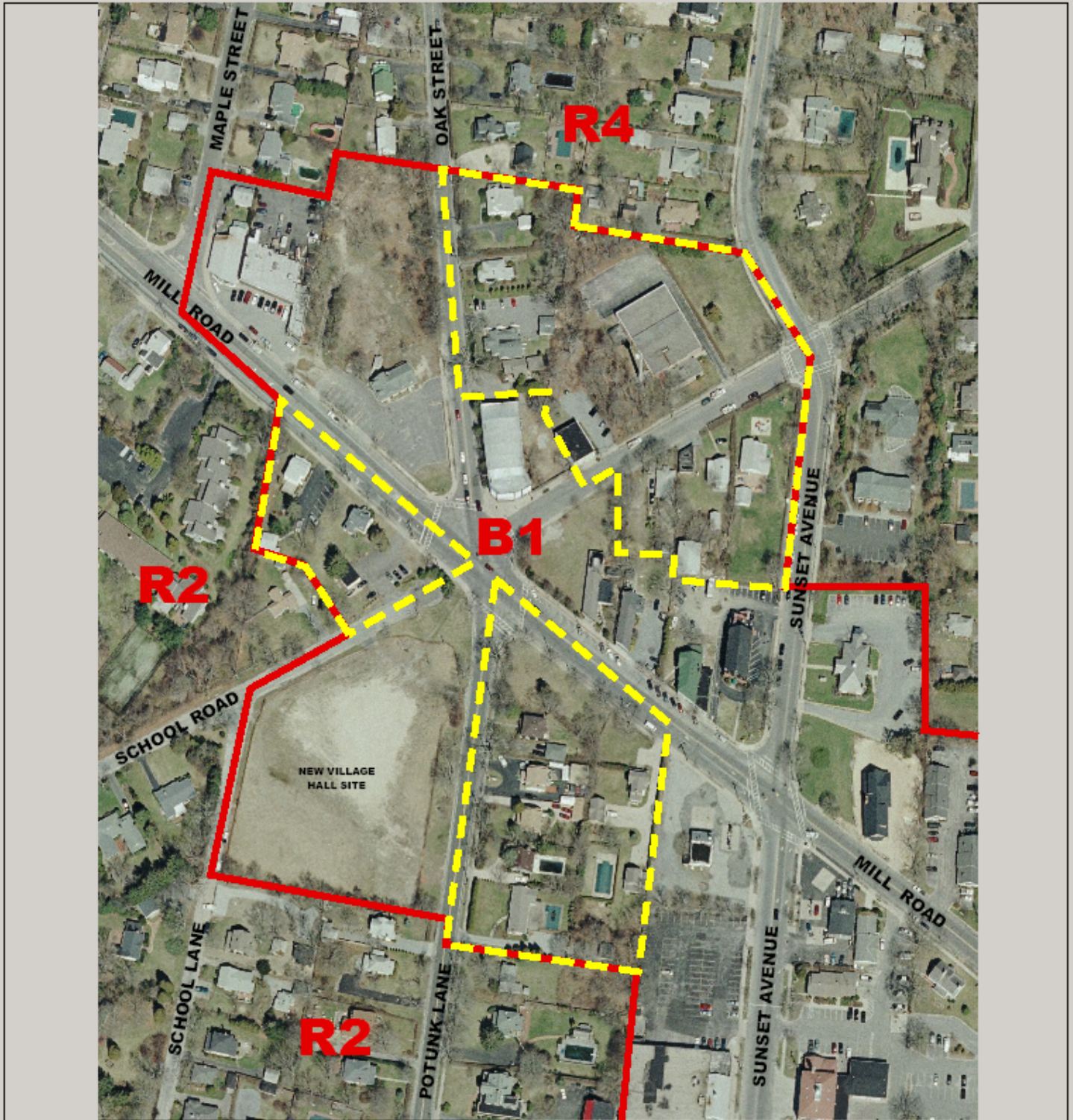


Figure 5
Six Corners Area



**BOUNDARY OF AREA WITH
FURTHER DEVELOPMENT POTENTIAL**



ZONING BOUNDARY

2004 AERIAL PHOTOGRAPH



B-1 Zoning District DEVELOPMENT POTENTIAL MAP



Approx. Scale in Feet

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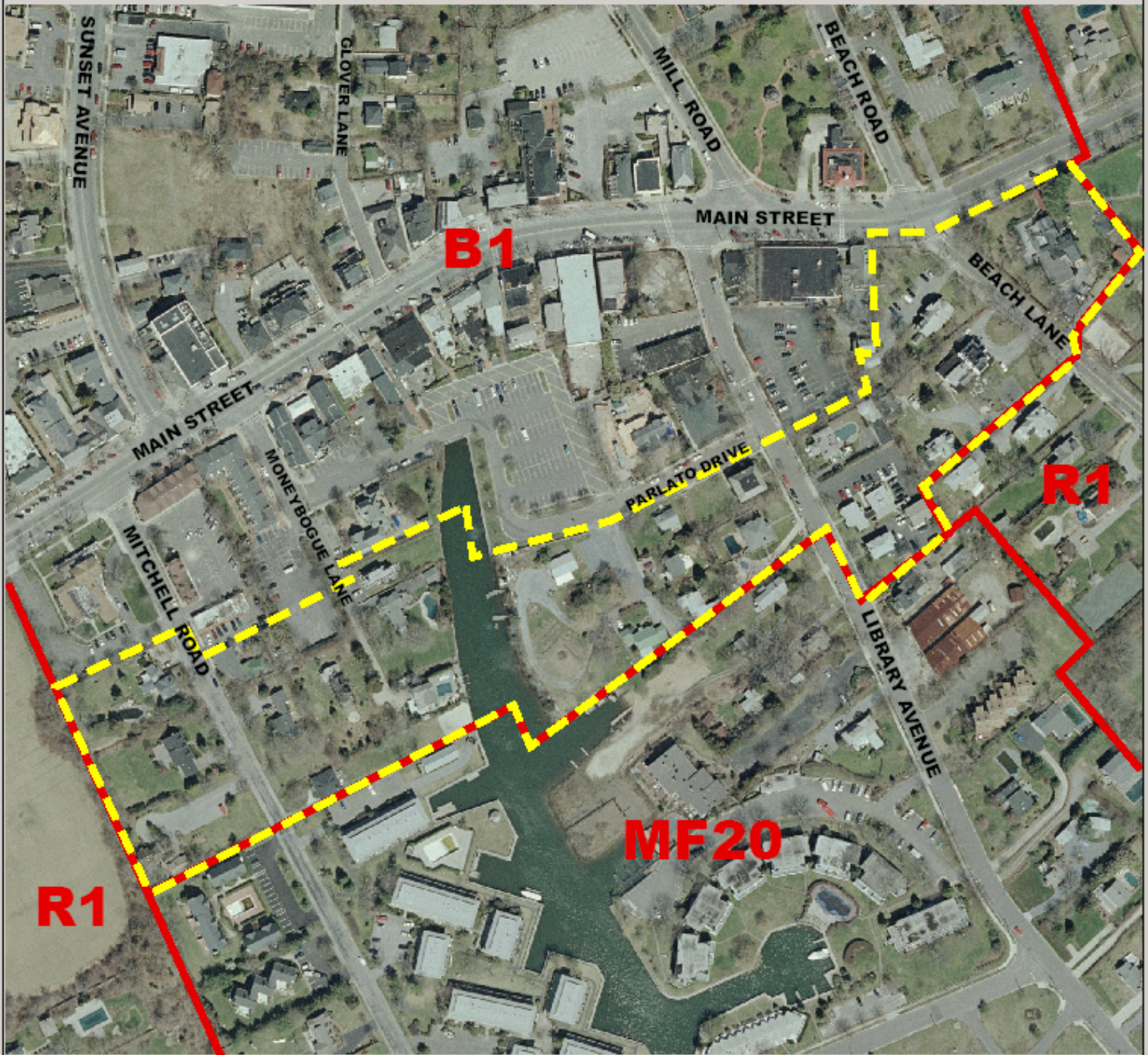


Figure 6
South Village Center Area



**BOUNDARY OF AREA WITH
FURTHER DEVELOPMENT POTENTIAL**

ZONING BOUNDARY

2004 AERIAL PHOTOGRAPH



B-1 Zoning District DEVELOPMENT POTENTIAL MAP

0 30 60 120 180

Approx. Scale in Feet

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Developments which were not contemplated as part of the 1999 Plan, are the proposed redevelopment of both the old bowling alley site and the adjacent gas station site located on the north east corner of Mill Road and Sunset Avenue. The total area of these two parcels is approximately 1.8 acres, having approximately 480 linear feet of road frontage along Sunset Avenue. As the anchor to the northern end of Sunset Avenue, how these parcels redevelop will set the tone for the rest of Sunset Avenue. If developed consistent with the historical pattern of development along Main Street, whereby the streetscape is framed by storefronts, with sidewalks and street trees to make a pedestrian friendly environment, Sunset Avenue could be for Westhampton Beach, what Jobs Lane is for the Village of Southampton, and Newtown Lane is for the Village of East Hampton. This continuation of the Main Street type development has already been established along the southern end of Sunset Avenue, and has been recently re-enforced with the newly constructed building directly south of “7-11”, on the east side of Sunset Avenue. In the alternative, these parcels could be developed in a more suburban automobile oriented fashion where the buildings are set back from the road, with parking in the front, which does not promote a pedestrian friendly environment along the roadway. (See Figure 4 - B-1 Zoning District Development Potential Map – Village Center - North)

In summary, there are approximately 19.6 acres of land that can potentially be redeveloped commercially under the existing B-1 Zoning District regulations. This represents a potential 30% increase in commercial development within Village downtown business district. This in and of itself may not be a problem, given that said lands will be available to meet the future business needs of the Village, but it is very important that any future development in the downtown business district be consistent with the historical pattern of development. Further, it is very important that this potential development be contained so as not to significantly impact the existing residential neighborhoods. As stated in the 1999 Plan:

“the boundaries of the B-1 could be contracted a bit in sensitive locations now, to insure a compact downtown with minimal adverse neighborhood impact.”

B-2 and B-3 Zoning District

As identified in the land use section of this report, most of the B-2 and B-3 Zoning Districts are built out except for a handful of parcels that are either vacant or residentially developed. There are, however, some parcels which are currently developed but are substantially underdeveloped pursuant to the requirements of the applicable zoning regulations. The specific parcels, which have significant development potential, shall be discussed below. (See Figure 7 - B-2 & B-3 Zoning District, Development Potential Map)

There are two key parcels that have the potential to truly create the gateway to the Village. These parcels consist of the 1.6 acre vacant parcel located directly south of the railroad tracks and the 1 acre Town of Southampton Department of Public Work yard, which is currently being considered to be surplus by the Town. As key gateway, sites the layout and design of the site plan and buildings to be constructed on these sites are of utmost importance. (See Figure 8 - B-2 & B-3 Zoning District, Development Potential Map – North Gateway)

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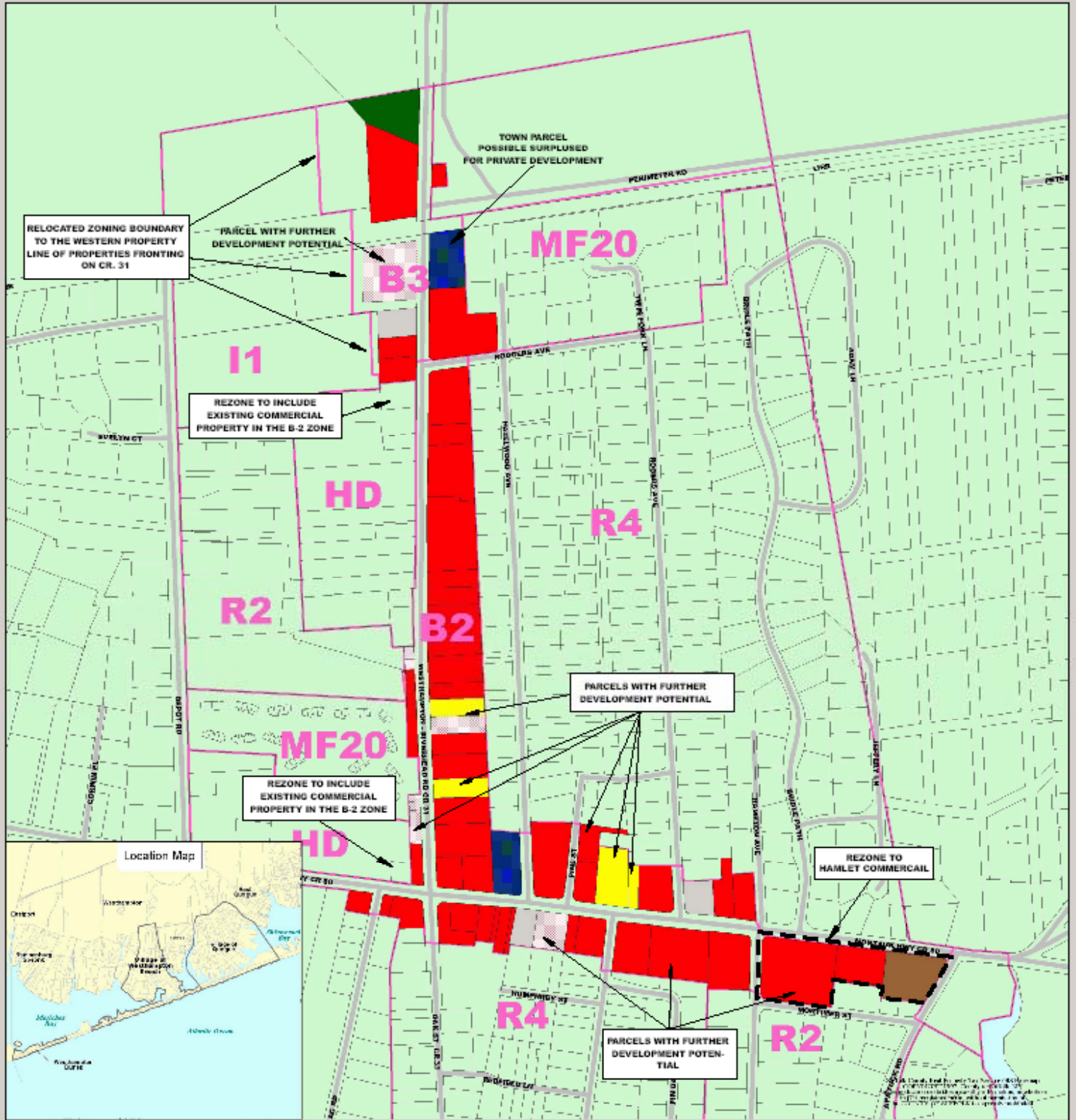


Figure 7 B-2 & B-3 Zoning District DEVELOPMENT POTENTIAL MAP

0 30 60 120 180
Approx. Scale in Feet

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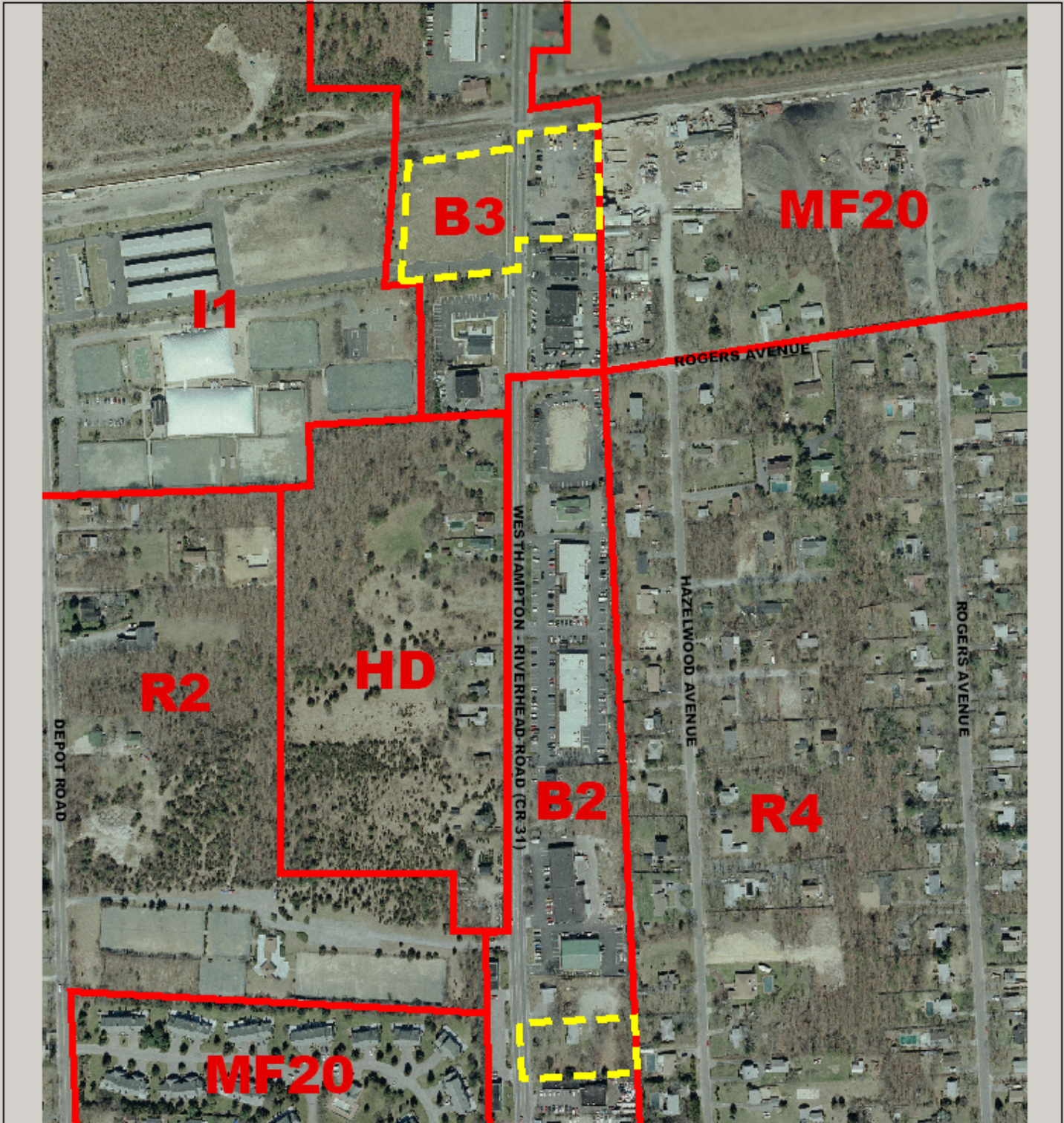


Figure 8
North Gateway



**BOUNDARY OF AREA WITH
FURTHER DEVELOPMENT POTENTIAL**

ZONING BOUNDARY

2004 AERIAL PHOTOGRAPH



B-2 & B-3 Zoning Districts DEVELOPMENT POTENTIAL MAP



Approx. Scale in Feet

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As previously mentioned in this report, there is a vacant lot, and residential lot that are adjacent to each other located on the west side of Westhampton-Riverhead Road. These parcels are relatively narrow and therefore should be encouraged to be developed together so that there is adequate lot width to provide a reasonable building envelope which can accommodate the parking in the side and rear yards. This was done effectively in the newly constructed office building located at 16 Westhampton-Riverhead Road, where the building was placed in the front of the lot with a landscape transition yard placed between the building and street, and all parking is located in the side and rear yards. This creates a softer streetscape than the typical suburban streetscape, which is dominated by parking lots.

There are three parcels located on the south side, and two lots on the north side, of Montauk Highway which are either vacant or underdeveloped, as it relates to the permitted build out under the existing B-2 and B-3 zoning regulations. These parcels are identified in the Figure 8.

The underdeveloped parcels with the greatest redevelopment potential on the south side of Montauk Highway have Suffolk County Tax Numbers of 905-5-4-2 and 905-7-2-1.2, respectively, and lot areas of 1.6 acres and 2.4 acres, respectively. Tax parcel 905-5-4-2 is currently developed with a single family home having a building area of approximately 1,500 square feet, and a 1,300 square foot commercial building. Tax parcel 905-7-2-1.2 is currently developed with four residential cottages and a restaurant all having a total building area of 3,600 square feet. Although both these parcels can accommodate substantially more development if built out under their existing zoning designations, the more important issue is how this development takes shape. As outlined above, redevelopment of these parcels, as well as any other parcels along the Village's major commercial highway corridors, will determine if the Village is to maintain and further enhance its existing traditional country character, or if it will become a more typical of the suburban landscape associated with western Suffolk County. (See Figure 9 - B-2 & B-3 Zoning District, Development Potential Map – East Gateway)



Figure 9 - East Gateway



BOUNDARY OF AREA WITH FURTHER DEVELOPMENT POTENTIAL



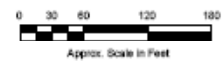
ZONING BOUNDARY

2004 AERIAL PHOTOGRAPH

Village of Westhampton Beach Business Districts Comprehensive Plan Update



B-2 & B-3 Zoning Districts DEVELOPMENT POTENTIAL MAP



Approx. Scale in Feet

OCTOBER 11, 2005

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Parking Inventory

The 1999 study identified a total of 1,198 marked parking spaces within the B-1 Zoning District. These included off-street parking space, both public and private, as well as, on-street parking spaces. It was estimated that there was approximately 240 unmarked on-street parking spaces, for a total of approximately 1,400 parking spaces within the B-1 Zoning District in 1999. The 1999 Study also found that these spaces were distributed fairly well throughout the downtown area.

Since 1999, there have been approximately 160 new parking spaces created in the B-1 Zoning District as follows: 107 parking spaces in the new Mill Road parking lot, and approximately 50 off-street parking spaces resulting from recent site plan approvals. This brings the total number of parking spaces within the B-1 Zoning District to approximately 1,560 spaces. Based on the existing square footage of non-residential space the total number of parking spaces required pursuant to the Village Code is approximately 1,800 parking spaces. However, given the pattern of development within the downtown area, where the relationship of the various land uses result in the ability to visit multiple land uses on the same auto trip, it is more appropriate to utilize a parking standard which takes into account shared parking between uses. The more appropriate standard in determining the number of parking spaces within traditional central business districts, developed with the Institute of Traffic Engineers, is between one space per 235 to 250 square feet. Utilizing the one space per 235 square feet would result in 1,550 spaces being required in the B-1 Zoning District. This seem like a more appropriate standard given that generally the existing parking within the B-1 Zoning District meets the parking demand at all times of the year except for the peak-hour demands during summer weekends. Traffic engineers and planners have found it not appropriate to design parking plans for the peak accumulation of vehicles observed at any one time. The peak accumulation might last only for an hour or so, during only several days of the year, while there are 8,760 hours in a year, of which, most of the time, the parking lots will be under utilized.

All future development within the B-1 Zoning District needs to provide adequate parking based on the demand of the proposed project. As outlined in 1999 study the Village has had a long-standing private off-street parking policy consisting of planning and coordinating private parking lots, through site plan review process, to make efficient in terms of number of spaces provided, as well as, circulation between adjacent parking facilities, whether public or private. In addition to the provision that permits an applicant to make a contribution to the Village's Parking Trust Fund, where adequate parking can not be provided on site, the Village should consider permitting the provision of a lesser number of parking spaces required when an applicant offers the dedication of land or an easement that facilitates the objective of providing public shared parking, as well as, efficient vehicular and pedestrian circulation consistent with the Future Land Use Plan.

WASTEWATER MANAGEMENT

As outlined in the 1999 Plan, the Suffolk County Department of Health Services – Division of Environmental Quality (SCHS) regulates wastewater treatment and approves new systems, as well as, improvements to existing systems necessitated by new development. Most of the business districts in the Village are located in Groundwater Management Zone IV, utilizes a maximum allotment of 300 gallons septic flow per day per 20,000 square feet of land area in determining the permitted development with standard on site septic systems and public water. The properties with the study area located west of Westhampton-Riverhead Road (CR-31) and

Potunk Lane Groundwater Management Zone VI which has a more restrictive standard of 300 gallons septic flow per day per 40,000 square feet of land area in determining the permitted development with standard on site septic systems and public water.

The majority of the existing buildings along Main Street were development prior to the adoption of SCHS regulations, and entirely by individual on-site septic systems. Therefore the small lot sizes relative to their existing uses most of these properties are in nonconformance with the above referenced SCHS standards. Further, due to the presence of a high groundwater table, particularly on the south side of Main Street, the existing septic systems themselves do not meet the SCHS design standards for the separation of ground water, and in many cases these septic systems are sitting directly in the ground water. As a result the major limiting factor to further development or redevelopment in the Village, particularly the downtown business district remains this wastewater issue.

Recognizing the lack of adequate wastewater treatment in the Village, as detailed in the 1999 Plan, which prevents the implementation of many of the identified goals and objectives of said plan, the Trustees authorized the preparation of a wastewater feasibility study. This study will examine the potential to revitalize the downtown area by studying the benefits and impacts that a centralized sewage collection, conveyance and treatment facility could provide in terms of implementing the goals and policies of the Comprehensive Plan.

Under the direction of the Mayor and Trustees, commissioned two reports, both attached in Appendix E. as follows:

- The Village of Westhampton Beach Main Street Sewer Study, prepared by A. Andreoli, P.E., dated June 2003.
- The Village of Westhampton Beach – Projected Sewage Requirements, prepared by A. Andreoli, P.E., dated July 2005.

The first report identified the existing sewage flow generated by the businesses located along Main Street as approximately 28,000 gallons. Whereas the permitted sanitary density flow permitted for these developed properties along Main Street, under the existing SCHS requires, is approximately 17,000 gallons, or 11,000 gallons less than actual demand generate by the existing uses on Main Street.

Further, the first report detailed several alternatives sewer systems, including costs, which could address the wastewater issue along Main Street only, as follows:

Gravity Sewer Collection System	\$1,510,000
Pressure Collection System	\$213,000
Vacuum Collection System to the two downtown locations	\$275,000

The Gravity Sewer Collection System proposed to pump to the Gabreski Sewage Treatment Plant, and both the Pressure Vacuum Collection Systems proposed to pump two downtown locations, on either end of Main Street.

A transfer of development rights (TDR) program was also outline in this report. Sixty Village owned open space parcels, which would not be developed, were identified as possible sending sites from which development rights/sewage credits could be transferred to appropriate receiving

sites. The report gave an example of transferring the development rights/sewage credits from 36 of these acres to the Main Street area would result in additional 15,000 gallons of sanitary flow that could be made available to projects that the Village deemed appropriate. This additional flow would permit the flexibility to achieve some of the objectives outlined in this plan, such as new development which provided apartments above stores, outdoor dining, or a hotel located in the B-1 zoning district, possibly as an anchor to Main Street, as well as channel appropriate new development to downtown.

The following are the criteria for determining on how many TDR's can be transferred to any one site:

- A maximum of double the allowable sanitary flow density is permitted in the applicable Groundwater Management Zone. (ie. 600 gpd per 40,000 square feet of land is the maximum permitted in the Main Street area, therefore a maximum of an additional 600 gpd can be transferred to that 40,000 square foot parcel)
- A conforming septic system must be able to be constructed to handle the design flows associated with the proposed use.

Therefore properties which could benefit from a TDRs program are as follows:

- Parcels with existing development whose existing sanitary flow does not exceed 1,200 gpd, and can accommodate a conforming septic system, and
- Vacant parcels which can accommodate a conforming septic system.

Many of the existing parcels on Main Street can not meet these criteria given their existing level of non-conformity, particularly those properties located on the south side of Main Street. However, as outlined in the above report the TDR program could be utilized in conjunction with either the Pressure or Vacuum Collection System, where a central collection system is constructed which meets the SCHS requirements. The revenue from the sales of the TDRs to properties which can meet the SCHS criteria outlined above could be utilized to assist in the financing the construction of the either the Pressure or Vacuum Collection System. Upon the completion of said system, all future hook-ups would have to purchase a TDR.

The second report had an expand scope where in addition to the downtown area it took into account the projected septic needs of other areas in the Village, specifically the under developed lands west of Westhampton-Riverhead Road (CR-31) and north of Montauk Highway, currently zoned L-1, HD, R-2. This report analysis different residential density for the purposes of providing senior and workforce housing. This report anticipates an additional demand from the downtown area of 20,000 gallons, which combined with the anticipated flow from the projects from the northern part of the Village would result in total flow of approximately 160,000 GPD.

VI. FUTURE LAND USE PLAN

This section reviews the relevancy of recommendations for the land use plan from the 1999 Business Districts Comprehensive Plan, based current findings from the previous sections of this report. In addition, this plan update will contain a description of the proposed Business Districts Land Use Plan, which also includes recommendations for amending the zoning map.

The central theme which was the basis for the 1999 land use plan was stated as follows:

The downtown business district must be the central business district if the Village is to achieve and maintain the vitality sought in the vision statement.

The downtown should be active, accessible, pedestrian friendly, with a variety of businesses, services, community facilities and activities available to year-round residents, summer residents and tourists as well. All major land use decisions with respect to business development and support in the Village should be in keeping with this underlying theme.

This theme is still applicable today as it was in 1999, and has been reaffirmed by Planning Task Force as reflected in their recommendations in the Vision section of this plan. Further, the majority of the elements contained in the 1999 land use plan are still applicable, and only require minor amendments and refinement, as outlined herein.

The B-1 District

Parking and Circulation

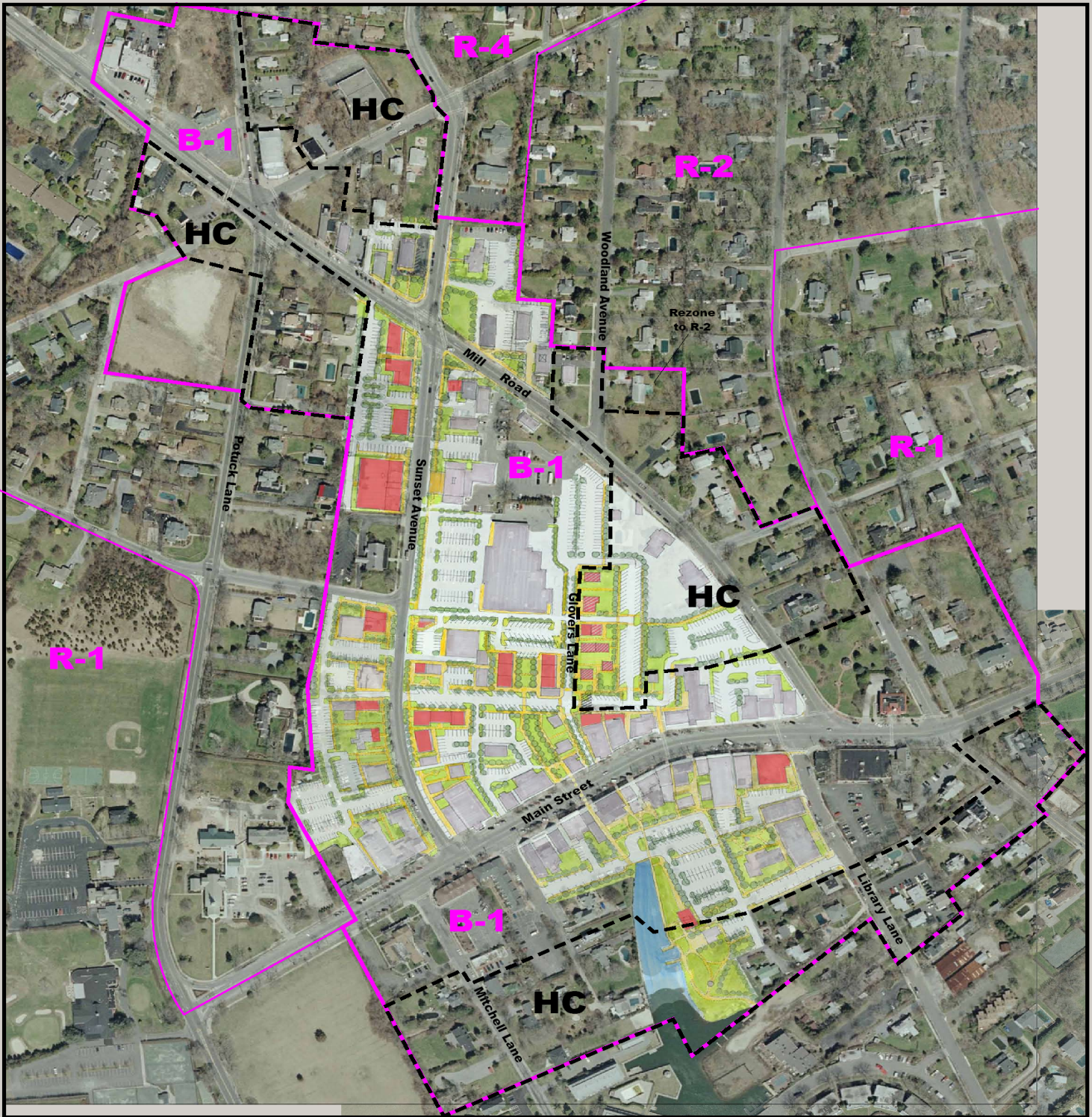
The main elements of the 1999 land use plan, as they relate to parking and circulation, to improve accessibility and pedestrian friendliness in the Village's downtown, were as follows:

- Create a new central parking area,
- Linking existing parking lots,
- Establish clear and continuous paths for inbound traffic to existing parking facilities

The first element was implemented through the creation of the new Mill Road parking lot located at the north end of Glovers Lane. Although this created much needed 66 additional public parking spaces, an attractive linkage from this parking lot and Main Street still needs to be established, in order to truly meet the peak parking demand of the Village's central business district.


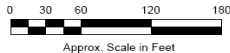
In addition, the parking area behind the buildings on the north side of Main Street to the east of Glovers Lane is not efficiently laid out or utilized. This parking area should be redesigned to provide more parking spaces, as well as provide connection from the municipal parking lot, across from the Village Green, on Mill Road, to Glovers Lane. This parking area straddles several properties which presents some difficulties in conducting a coordinated redesign and reconstruction. One way to achieve this is through the Village entering into an agreement where the property owner grants easements permitting shared parking and cross access to the public, and the Village will do the improvements. Funding for the physical improvements can come from the Village Parking Trust Fund. This was done very effectively in by the Town of Southampton

Village of Westhampton Beach Business Districts Comprehensive Plan Update



	COMMERCIAL USE - RESIDENTIAL CHARACTER NEW CONSTRUCTION/ADAPTIVE REUSE
	COMMERCIAL USE - TRADITIONAL DOWNTOWN CHARACTER NEW CONSTRUCTION/ADAPTIVE REUSE
	PROPOSED HAMLET/RESIDENTIAL (HC) ZONING DISTRICTS
	EXISTING ZONING BOUNDARY
2004 AERIAL PHOTOGRAPH	

**Figure 10 B-1 Zoning District
 FUTURE LAND USE MAP**

 
 Approx. Scale in Feet

OCTOBER 11, 2006

KPC Planning Services, Inc. ADL III Architecture PC
 631.365-1170 kylec@optonline.net 631.754-4450 www.ADL3.com

to the parking lot behind the stores on the north side of Montauk Highway in Bridgehampton, in partnership with subject property owners.

The linking of parking facilities, both private and public, is still applicable to improve vehicular circulation. Recommended linkages, both pedestrian and vehicular, are illustrated in the Future Land Use Plan. (see figure 10) All parking facilities should be located and designed to provide pedestrian access to Main Street and Sunset Avenue via well designed pedestrian walkways and alleyways.

The 1999 Plan recommended a comprehensive and coordinated parking lot directional sign plan that would provide clear, uniform and simple, direction to the location of municipal parking lots, as well as provide signage within the parking lots, directing pedestrians to Main Street and Sunset Avenue. The Village should review its implementation of this recommendation to determine if further improvements can be made in this area.

The 1999 Plan also recommended a detail plan for accessing the Village's central business district from points north, west, and east. This access plan is still appropriate and is as follows:

- From the north and west inbound traffic should be first directed to the new Mill Road lot. Pedestrians would then find Main Street via Glovers Lane.
- From points east, this traffic should be directed from Montauk Highway to turn left onto Aspatuck Road and then south on Beach Road to Main Street (or Church) to the existing Mill Road Parking Lot. Alternatively, this traffic could also travel on Aspatuck to Brook Road to Woodland and then straight to the northerly (new) Mill Road parking lot.

Although the Village has installed some signs along Montauk Highway directing traveler to the downtown area, some additional signage is needed along these routes to further direct traffic directly to the Village center. Said signs should be of a size and design that minimizes the impact to the character of the existing neighborhoods.

The 1999 plan also recommended an access to the central downtown block via Sunset Avenue, directly east of its intersection with Hansen Place. This would create a four-way intersection, eliminating turning movements now necessary to enter the Waldbaum's lot from Hansen Place. Although not completely design as a street intersection, elements of this recommendation were achieved through the recent site plan approval for the subject site.

Glovers Lane – Sunset Avenue Redevelopment

The 1999 Plan recognized the redevelopment potential of the lots located on the east side of Glovers Lane, and that if the use of these lots were to change to business uses, the buildings, as well as the site layout should retain their existing small scale and residential character. The plan further recommends mixed use of these properties with retail or office on the first floor and residential apartments on the second floor.

Any accessory parking associated with the redevelopment of these lots should be located to the rear (east), and be linked with each other, north and south. A linkage to the municipal parking lot to the east should be to said parking lots, as well as to Glovers Lane. Although the 1999 Plan only recommended a sidewalk on the west-side of Glovers Lane, which has been installed, it is

recommended that a sidewalk, complete with street trees be installed along the east side of Glovers Lane in order for this street to achieve its full potential as a pedestrian connection from the Mill Road parking lot and Main Street. The 1999 plan went on to further recommend that this street be repaved with a different pavement material, rather than plain asphalt to emphasize its pedestrian orientation.

The parcel located on the west side of Glovers Lane, located in the middle of the block, should also be redeveloped consistent with the style and setbacks associated with the other buildings fronting on the west side of the street. This parcel could be redeveloped with two builds, one fronting on Glovers Lane and one located on the west side of the subject lot, thereby creating a landscape courtyard fronting on the municipal lot located to the south. This open space feature could be design to coordinate with pedestrian open space corridor running from the Waldbaum's site to Main Street. The building frontage on Glovers Lane would have to be designed with two fronts.

The development of the large vacant parcel fronting on the east side of Sunset Avenue and the adjacent vacant parcel to the east, directly west and south of the municipal parking lot on Glovers Lane, should be coordinated. The new building associated with the development of this site should be placed along Sunset Avenue with parking in the rear. Access to this parking facility should link up with the municipal parking lot on Glovers Lane and be designed as a typical street with sidewalks and streets. This access-way should also provide access to the existing parking lot located on the northern adjacent site, thereby eliminating the need for the existing curb cut on that site. In addition the parking lot on this site should be linked to the existing parking lot located on the southern adjacent property. The eastern portion of the site should be designed as a pedestrian corridor providing access to Main Street, as well as, the buildings fronting on the west side of Glovers Lane. The pedestrian corridor could run from the Waldbaum's all the way to the new park contemplated to run along Moniebogue Canal.

Waldbaum's Redevelopment

As mentioned the Waldbaum's site recently received site plan approvals for the existing grocery store use to utilize the entire area of the existing building. As part of the subject approval the following improvements are to be made to the site:

- Relocated existing curb cut to improve vehicular access to the site from Sunset Avenue.
- Repaving and re-striping of the parking lot to improve on-site circulation.
- Install new drainage on-site to address the existing stormwater drainage problem associated with the existing parking lot.
- Façade improvements, include new roofline.
- Vehicular cross access agreement with the property directly to the south.

Given that the subject of this site plan approval was simply for the expansion of the existing retail use so that it occupied the entire existing building, and did not represent the expansion or reconstruction of the existing building, the above reference improvements were warranted at this time. However, if this site were to conduct a complete redevelopment of this site sometime in the future, the recommendations of the 1999 plan are still valid and are as follows:

An appropriate redevelopment program would be for an entirely new store to be built fronting on Sunset Avenue with parking located in the rear and side yards. The southern access to the site should be designed to function as typical street connecting Sunset Avenue with Glovers Lane, creating a four way intersection with Hansen and Sunset as referenced previously in this report. This would permit the new building associated with the redevelopment of this site to have two street frontages. This site design should dovetail with the interconnected parking facilities planned in the main downtown block and with the Glovers Lane connection. These parking facilities should each be planned to be broken into small, interconnected, appropriately landscaped lots, with a connection to the existing public lots on Glovers Lane and Mill Road. The entire interior of the block, as well as Waldbaum's itself will benefit from a pedestrian linkage between an improved Waldbaum's and Main Street.

Open Space / Recreation

The 1999 plan contemplated closing the portion of the existing Parlato Drive south of the parking lot to create a park with a small playground area. It is still recommended, as part of this study, to reconfigure Parlato Drive to increase the area along the transient docking facility on Moniebogue Canal and thereby ability to create a waterfront park in the Village's downtown.

Both the southern exposure, and the proximity of Moniebogue Canal, of this proposed park would give it an extended useful season, as well as, promote direct boat access to Main Street. Further, the provision of this facility would give the perennially vacant storefronts south of Main Street more exposure and foot traffic, as well as, provided the catalyst to encourage the redevelopment of the south side of these stores.

In order to minimize the vehicular traffic impact on this proposed park, the Future Land Use and Circulation Plan proposed the reconfiguration of Parlato Drive, while leaving the existing main body of the parking area relatively undisturbed. Further, better-signed pedestrian linkages to the Parlato parking lot, and the proposed park would then further open up the south side of Main Street to shoppers. Therefore, it is only fitting that, if the Village is to promote itself as a pedestrian friendly, family oriented, and walkable, that such actions take place.

As stated in the 1999 plan "the rationale for this park and playground area comes from observations of Southampton and East Hampton Villages. Both of these Villages have such a small outdoor recreational facility near to their downtown shopping districts. Families do come to these downtowns, and the fathers or baby sitters stay with the children in the playground, while the mothers or both parents are free to shop without lugging the children around the Village. This is particularly true on weekends."

"Nip 'n Tuck" the B-1

No expansion of the B-1 District is recommended. In fact, to eliminate small intrusions into residential neighborhoods, a contraction of the B-1 district should be considered at Woodland Avenue where the B-1 District includes the second house on the east side of the street.

VII. IMPLEMENTATION AND RECOMMENDATIONS

This section reviews the recommended implementation strategies of the 1999 Business Districts Comprehensive Plan. These recommendations are based on identified needs and issues raised by the community and are necessary to implement the Land Use Plan. Many of the recommendations of the 1999 Plan have been implemented or are no longer valid and have been omitted from this 2006 Update. After careful review and analysis, new physical and non-physical recommendations have been prepared. Recommendations made in earlier sections of this 2006 Update will be brought together. Also, include in appendix C as a point of reference are the recommendations “Downtown” areas from the Shopping Centers and Downtowns – Suffolk County, New York, prepared by Suffolk County Department of Planning, dated May 2006

PARKING/CIRCULATION

1999 Issues

To achieve the plan’s recommendations for efficient circulation downtown, parking lots shall be linked with access drives as well as pedestrian pathways. Coordination with private landowners to link parking lots in the central downtown Main-Sunset Mill block will be essential to this effort. This should be an on-going process until all existing lots are linked in this way. Every site plan review shall be examined to achieve this linkage.

Recommendations

Linking parking lots and coordinating vehicular, pedestrian and bicycle circulation continues to be an important issue in the downtown area. When reviewing site plan applications, the Planning Board should continue to require cross-access and shared parking agreements with private property owners, when it is consistent with the recommendations of the Comprehensive Plan. In addition, the Village Trustees should consider a code amendment to permit the provision of a lesser number of parking spaces required under the code, when an applicant offers the dedication of land or an easement that facilitates the objective of providing public parking, as well as efficient vehicular and pedestrian circulation, consistent with the Future Land Use Plan.

1999 Issues

The Village identified a need to provide the 100 – 150 space public parking lot on Mill Road to Main Street linkage. A public expansion reserve area to the east of the Fire Department Building (south of the Historical Society) should be maintained until a definite use for it is decided.

Recommendations

The Village acquired and constructed the parking lot on the subject parcel, thereby implementing this recommendation.

1999 Issues

Glovers Lane itself should be extended northerly to reach the Mill Road parking lot or Mill Road itself so that a through block circulation can be achieved from Main Street to the Mill Road municipal parking lot. Glovers Lane would then become one-way north at least from Main Street. Its southerly section could become a pedestrian way from the existing Village parking lot to Main Street if that did not prove disadvantageous to circulation or the retail success of the mid-block. Closing this section to traffic on weekends or Sundays might also be considered. Paving treatments previously discussed would be implemented.

Recommendations

This recommendation has been implemented as Glovers Lane has been extended from Main Street to Mill Road. Additional improvements should be made to Glovers Lane, however, to make this street more pedestrian friendly and to assist in the redevelopment of the adjacent business area in a residential style. Improvements such as sidewalks, street trees and low-intensity street lights will offer a continuous and inviting streetscape for pedestrians. In order to provide the flexibility in the design of said improvements, given that Glovers Lane right-of-way is only approximately 25 feet wide, the Village should obtain a 10 foot easements or dedication of land during the site plan review process when the properties along the Glovers redevelop. Upon completion of the recommended improvement to Glovers Lane, as well as, the east-west connection from the Mill Road municipal parking lot to Sunset Avenue via the parking area behind the stores fronting Main Street, as illustrated in the Future Land Use Plan, Glovers Lane should become two way from the existing municipal parking lot north, and while remaining one-way from Main Street.

1999 Issues

The improved system of parking directional signs should be next developed to guide inbound traffic from the regional highway network to the central parking lots. These signs should begin at the Village limits and continue at every turning movement so that main roads are taken and wrong turns are avoided. These signs can be of the same blue and white hand-carved motif currently in use in the Village.

Recommendations

This continues to be an important, on-going issue, especially as new parking areas are provided and cross-access circulation is implemented. Additional signs are currently needed to direct motorists to their desired destination.

ZONING MAP

A community's zoning map is meant to implement the land use plan. It thus shall be consistent with the plan and express the goals and policies of the plan. The existing Zoning Map of the Village is not consistent with, the proposed Land Use Plan, which is why proposed zoning map amendments are shown on the Future Land Use Plans in the preceding chapter.

The 1999 Plan recommended the following amendments to the Zoning Map –

- Rezone the residential and vacant lots on the west side of CR-31 that are now split by a Zoning District boundary and adjacent lots (so that a logical block for hotel development is formed), from B-2 and R-2 to the new proposed Hotel District.
- Rezone the westerly B-3 District on Montauk Highway to the Hotel District.
- Rezone the Mortimer Street frontage from B-3 to R-2.
- “Nip’n”Tuck” the B-1 at School Street, and at Woodland Avenue.

Many of the recommendations of the 1999 Plan have been addressed and some of the proposed amendments have been made to the Zoning Map. After careful review, analysis and input from the Business District Task Force, the following recommendations and amendments to the Zoning Map are proposed.

Recommendations

1. The Village is currently evaluating the appropriateness of the Hotel District designation along the west side of Westhampton-Riverhead Road (CR-31), under another study.
2. The parcels fronting Mortimer Street, with no frontage on Montauk Highway were rezoned to R-2 as recommended. The large parcel located on the corner of Montauk Highway and Beach Road, which also have substantial frontage on Mortimer Street remains B-3. As previously stated in the report, this parcel is underdevelopment, and if built out under existing zoning it could have a substantial impact on this eastern gateway to the Village, as well as to the residential neighborhood to the south. Therefore, this B-3 should be rezoned to Hamlet Commercial (HC) designation which permits the mixed used development, and require that all commercial development be residential in character.
3. The recommendation to “Nip’n”Tuck” the B-1 Zoning District at School Street has been completed, but not on the Woodland Avenue parcel. This map amendment is still recommended given that the subject lot as no frontage on Mill road and currently developed with a single family home. Further, a building permit has been issued on the parcel and the existing house is currently undergoing a substantial renovation.
4. Rezoning those areas currently zoned B-1 to Hamlet Residential/Commercial (HC) as identified on the applicable Future Land Use Map.
5. Amend the B-2 Zoning District boundary to include those two properties located on the west side of Westhampton-Riverhead Road (CR 31) as identified on the Figure 7 of this report.
6. Amend the B-3 Zoning District boundary on west side of Westhampton-Riverhead Road (CR 31) so as to be coincident with the west property lines of the parcels fronting on said roadway.
7. Due to a lack of parking for surrounding businesses along the south side of Montauk Highway, near the intersection with CR-31, the 1999 Plan considered the recommendation to extend the B-2 Business District to the property located southeast of the Oak Street-Montauk Highway intersection. There has been a substantial redevelopment along Montauk Highway since 1999, however, that has reduced the overall need for additional parking in this area. The subject property does have the potential for further development as it is mostly vacant and is adjacent to existing commercial development. There is still potential for a portion of the property to address

the nonconforming and inadequate parking facilities located in the properties to the east of the new Commerce Bank building. Any recommendations for the development of this property should analyze possible cross-access and shared parking opportunities, while at the same time minimizing the any impacts to the existing single family neighborhood to the east.

WASTEWATER MANAGEMENT

As recognized in this report as well as in the 1999 Plan, the lack of adequate wastewater treatment in the Village is the major limiting factor in implementing many of the identified goals and objectives, including the restrictions it places on the redevelopment potential of the business districts.

As previous identified in this report the Village commission two reports which outlined options to address this wastewater issue, which were to either construct a gravity sewer collection system connected to the Sewage Treatment Plan at Gabreski airport, or a pressure collection system located in the downtown, with or without the use of a TDR program.

Due to the lack of adequate central locations in close proximity to downtown to construct a central wastewater facility, the most optimistic long term solution to the Village's wastewater limitations may be to connect to the sewage treatment plant located at Gabreski Airport. This facility is owned and operated by Suffolk County and has a certain amount of unused capacity. An agreement with the County would need to be arranged in order for the Village to use this facility. However, given that large capital cost involve with this solution, as well as existing unresolved variables resulting in a realistic long lead time the implementing this solution, the Village should look a short term solution where the Village has the flexibility to control how its business districts the development without being limited simply by the Suffolk County Department of regulations.

Recommendations

Short Term Solution:

Creation a Transfer of Development Rights program where the development rights would come for Village owned lands with additional development potential (sending sites) and the receives area would be the B-1 zoning district, provide that the individual projects utilize the TDR's met the goal and objectives outlined in this plan or some form of public benefit.

Long Term Solution:

The Village should continue its dialogue with Suffolk County to ascertain the availability of excess capacity of the sewage treatment facility at Gabreski Airport and the willingness and process to connect to it. The feasibility study should be completed as soon as possible in order that if, and when, extra sewage capacity becomes available, the recommendations of said study can be quickly implemented.

STORMWATER MANAGEMENT

1999 Issues

A study of the central drainage system should be conducted to eventually improve the water quality in the Moniebogue Canal to the point where it becomes an aesthetic attraction, and thus an economic attraction to the downtown.

Recommendations

In 2001, the Cornell Cooperative Extension presented the results of its 18-month investigation into stormwater runoff within the Village. The first part of the project included a public information pamphlet that made suggestions to homeowners on what they could do to reduce pollution into natural waterways. The second part of the study identified five distinct watersheds within the Village and presented detailed information and GIS mapping of pipes discharging directly into the waterways. The Village continues to install a significant number of leaching pools designed to capture runoff before it can be directly discharged into a water body.

The Village also retained Cashin Associates to review this issue, and prepared a draft report dated October 29, 2003 report entitled “Village of Westhampton Beach – Nonpoint Pollution Control Assessment Plan.” The Cashin report -

- Provides an assessment of nonpoint source pollution control practices within the Village,
- Identifies basic categories of uses that contribute to runoff,
- Identifies what programs can help the Village to minimize runoff, and
- Identifies what the Village can do to adhere to the EPA’s Phase II Final Rule.

The Village of Westhampton Beach also works closely with the Town of Southampton regarding the Town's Stormwater Abatement (SWA) and Stormwater Management (SWM) Programs. There is approximately \$460,000 in funded and approved drainage projects within the Village, as well as for those watersheds which directly impact the Village. Another \$120,000 was requested for the Village's Main Street in April 2006.

One of the aspects of the NYS Clean Water Bond Act and Environmental Protection Fund (EPF) awards received is the State condition that municipalities cannot perform SWA drainage work on private roads. There are a number of private roads within the Village of Westhampton Beach, for which projects in those locations, funding will be sought from the Suffolk County Water Quality Improvement (WQI) Program. In addition, projects addressing private roads requires the approval and financial assistance of the local residents accessing those private roads.

WATERFRONT PARK

1999 Issue

This project is viewed as highly desirable to achieve greater downtown friendliness to pedestrians. It should be implemented in connection with the Glovers Lane project or in connection with the relocated Chamber of Commerce project. The parking layout itself may need to be somewhat redesigned, although it is not essential for the playground area to be attractive. The existing pavement in the playground area would be removed and the area loomed and sodded. Wood chips may be an alternative to grass.

Recommendations

The Village Trustees created a Playground Committee which is looking at this location, as well as, other alternative locations for a new playground near the downtown area. The Village should actively pursue the creation of a waterfront park along the east side of Moniebogue Canal.

ZONING CODE AMENDMENTS

The text of the Village Zoning Code should be made to be consistent with and serve to implement the Land Use Plan. Several zoning recommendations have been previously offered in earlier sections of this Update. Recommendations for Zoning Code text amendments are provided in this section.

§197-16. Business District 1 (B-1)

Amend to replace the word “churches” with “houses of worship”, to include the following bulleted items to further outline the intent of this section:

*A. The B-1 District is the downtown central business district of the Village. The district is intended for daily retail shopping personal and professional services, on-premise food consumption, and visitor, tourist and resort shopping, all with a strong pedestrian orientation. It is also intended to be the municipal focus of the Village, thus containing all municipal governmental buildings, as well as other civic and cultural buildings, public open space, **houses of worship**, post office and library. A variety of mixed retail and business uses is encouraged where feasible to provide the synergy necessary to maintain the vitality and attractiveness of this district for the Village resident and visitor alike. Also expressly permitted are standard restaurants and similar eating places that rely on the local resident population and downtown worker, as well as, visitor, tourist, and resort vacationer, for clientele.*

- Promote efficient use of land and services;
- Create a mixture of land uses that encourages employment and housing options in close proximity to one another;
- Provide formal and informal community gathering places and opportunities for socialization (*i.e.*, along an active street front);
- Encourage pedestrian-oriented development;
- Maintain existing distinct storefront character;
- Provide connections to and appropriate transitions with residential areas;
- Discourage automobile-oriented and automobile-dependent uses;
- Provide for visitor accommodations and tourist amenities;
- Encourage transit-supportive development to reduce reliance on the automobile and to minimize the need for off-street parking;
- Implement design standards / guidelines that maintain and enhance the Village’s historic architecture

Create new paragraph B. in §197-16 regulating the building orientation and architectural design as follows:

B. Architectural Design and Building Orientation. The standards outlined in this section are intended to provide detailed, human-scale design that is characteristic of Village of Westhampton Beach, while affording flexibility to use a variety of architectural building styles. All new buildings and major remodels shall meet the standards outlined below, which are applied through Site Plan Review Process. The applicant demonstrates that the standards are met by complying with the criteria under each standard.

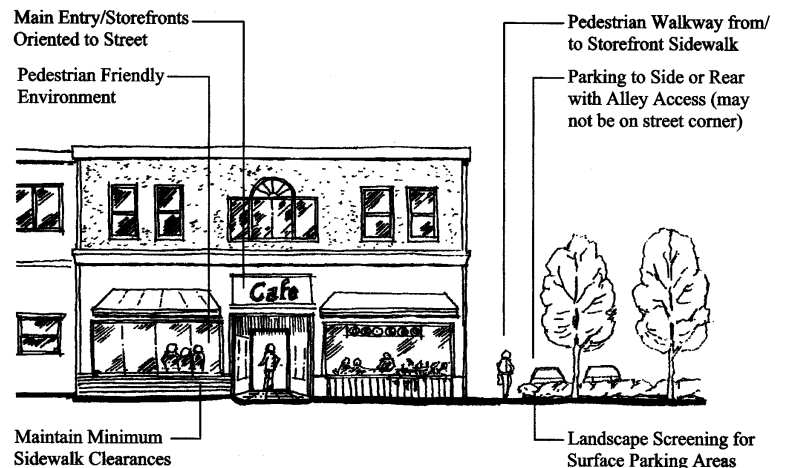
(1) **Building orientation standards.** Developments subject to this Section shall have their buildings oriented to a street, as generally shown in Figure 197-16.B(1), with the front elevation positioned generally parallel to the street. This standard is met when all of the following criteria are met:

(a) Compliance with the setback standards in §197-17.1, where applicable. The maximum required setback, referenced hereafter as the built-to line, may be increased to provide pedestrian amenities, pursuant to 197-16.B(2), between a building and its adjoining street;

(b) All buildings shall have at least one primary building entrance (i.e., dwelling entrance, a tenant entrance, lobby entrance, or breezeway/courtyard entrance) facing an adjoining street (i.e., within 45 degrees of the street property line), or if the building entrance is turned more than 45 degrees from the street (i.e., front door is on a side elevation), the primary entrance shall not be more than 20 feet from a street sidewalk, except to provide pedestrian amenities; a walkway shall connect the primary entrance to the sidewalk in this case.

(c) Off-street parking, driveways, and other vehicle areas shall not be placed between buildings and the street(s) to which they are oriented. Off-street parking shall be oriented internally to the site and divided by landscape areas into bays of not more than 30 parking spaces per bay.

Figure 197-16.B(1). – Building Orientation



(2) **Pedestrian-Orientation.** The design of all buildings on a site shall support a safe and attractive pedestrian environment. This standard is met when the Planning Board finds that all of the criteria in (a) through (f), below, are met. Alternatively, the Planning Board may approve a different design upon finding that the design contains an equally good or superior way of achieving the above standard.

(a) The building orientation standards under 197-16.B(1) are met; and

(b) Primary building entrances shall open directly to the outside and, if not abutting a

- street, shall have walkways connecting them to the street sidewalk; every building shall have at least one primary entrance that does not require passage through a parking lot or garage to gain access; and
- (c) Corner buildings (*i.e.*, buildings within 20 feet of a corner as defined by the intersecting curbs) shall have corner entrances, or shall provide at least one entrance within 20 feet of the street corner or corner plaza; and
 - (d) At least 60 percent of the building's front façade (measured horizontally in linear feet) shall be located at the build-to line or closer to the street; and
 - (e) Ground floor windows or window displays shall be provided along at least 60 percent of the building's (ground floor) street-facing elevation(s); windows and display boxes shall be integral to the building design and not mounted to an exterior wall; and
 - (f) Primary building entrance(s) are designed with weather protection, such as awnings, canopies, overhangs, or similar features; and

(3) Compatibility. All new buildings and major remodels shall be designed consistent with the architectural context in which they are located. This standard is met when the approval body finds that all of the criteria in (a) through (f), below, are met.

- (a) There is continuity in building sizes between new and existing buildings;
- (b) The ground floor and upper floor elevations and architectural detailing are compatible with adjacent commercial buildings;
- (c) Roof elevation is compatible with adjacent commercial buildings (roof pitch, and shape);
- (d) There is continuity of building sizes on the site, if more than one building is proposed;
- (e) There is continuity in the rhythm of windows and doors on the proposed building(s);
- (f) The relationship of buildings to public spaces, such as streets, plazas, other areas, and public parking, including on-street parking, is strengthened by the proposed building(s).

(4) Human Scale. The design of all buildings shall be to a human-scale. This standard is met when the approval body finds that all of the criteria in (a) though (h), below, are met. Alternatively, the approval body may approve a different design upon finding that the design contains an equally good or superior way of achieving the above standard.

- (a) Regularly spaced and similarly-shaped windows are provided on all building stories;
- (b) Ground floor retail spaces have tall ceilings (*i.e.*, 12-16 feet) with display windows on the ground-floor;
- (c) Display windows are trimmed, recessed, or otherwise defined by wainscoting, sills, water tables, or similar architectural features;
- (d) On multi-story buildings, ground floors are defined and separated from upper stories by appropriate architectural features (*e.g.*, cornices, trim, awnings, canopies, arbors, trellises, overhangs, or other features) that visually identifies the transition from ground floor to upper story; such features should be compatible with the surrounding architecture;
- (e) The tops of flat roofs are treated with appropriate detailing (*i.e.*, cornice, pediment, flashing, trim, or other detailing) that is compatible with the surrounding architecture;
- (f) Pitched roofs have eaves, brackets, gables with decorative vents, or other detailing that is consistent with the surrounding architecture;

- (g) Historic design and compatibility requirements, where applicable, are met; and
- (h) Where a building, or a single use of a building, is greater than 3,000 square feet of enclosed ground-floor space is proposed, said building shall provide articulated facades on all street-facing elevations that make the building appear as multiple buildings rather than one large building, as generally shown in figure 197-16.B(4)(h). This criterion is met when every 45 feet of building (horizontal length) elevation contains at least one primary entrances, as well as at least one of the following features windows; weather protection (awnings, canopies, arbors, trellises), building offsets; projections; changes in elevation or horizontal direction; sheltering roofs; terraces; a distinct pattern of divisions in surface materials; ornamentation; screening trees; small-scale lighting (e.g., wall-mounted lighting, or down-lighting); and/or similar features.

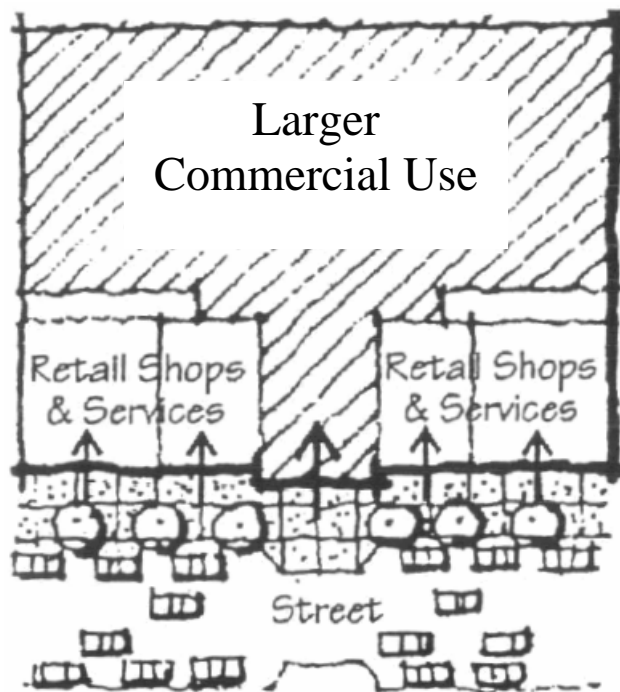


Figure 197-16.B(4)(h). – *Reducing the Streetscape Impact of Large Building Masses*

C. Maximum floor area.

In order to maintain the size and scale of the commercial uses within the Village as identified in this plan the following maximum floor areas are proposed:

Any building devoted to a business use which is hereinafter erected or converted to accommodate such use, shall not exceed 3,000 square feet per use. Uses containing between 3,000 square feet and 10,000 square feet may be permitted by special exception, pursuant to the conditions outlined in §197-80.8. The Village Trustee may grant special exception approval, which allows for use larger than 10,000 square feet for the following uses:

- A. Residential community facilities limited to the following:
 - (1) Church or similar place of worship or religious instruction, parish house, rectory, seminary or convent.
 - (2) Park, playground or recreational area when authorized or operated by the municipality.

- (3) Public library or museum.
- (4) Fire station, municipal office or any governmental building of similar character.
- (5) School, elementary or high, public, denominational or private, operated or licensed by the New York State Education Department.

B. General community facilities limited to the following;

- (1) Philanthropic, fraternal, social or educational institutional office or meeting room, nonprofit.
- (2) Performing arts center.

C. Amusement and recreational business category:

- (1) Movie Theater
- (2) Bowling Alley
- (3) Other indoor recreation.

D. Grocery stores. Grocery stores may only exceed 10,000 square feet by special exception and in any case may not exceed 35,000 square feet.

Add the following section to Article VIII - Special Exception

§197-80.8 Conditions on non-residential uses larger than 3,000 total square feet of gross floor area.

Special exception approval may be granted for non-residential uses in excess of 3,000 total square feet of gross floor area in any building, up to a maximum of 10,000 total square feet of such gross floor area in any building (excluding unfinished basement and attic areas), except for a Grocery store which shall not exceed 35,000 total square feet of such gross floor area, subject to the following requirements:

A. Compliance with the standards outlined in §197-16.B(4)(h), in addition to all applicable requirements of this chapter.

B. The Village Trustees shall determine that the proposed use(s) will not have an undue adverse impact on the community. In making such a determination, the Village Trustees shall conduct or hire a consultant to conduct a Market and Municipal Impact Study, at the expense of the applicant. The study shall be completed within 90 days of receipt of all requested materials, and the applicant shall be afforded the opportunity to submit its own such study. The Village Trustees shall make such determination within 30 days of Trustee's formal acknowledgement of receipt of the study, which shall be done at the next available Trustee meeting after the receipt of the study. Such study shall include, but not limited to an analysis of the projected impact of the retail store(s) on:

- (1) The existing local retail market, including market shares, if applicable.
- (2) The supply and demand for local retail space.
- (3) Local wages, benefit and employment.
- (4) Revenues retained within the local economies of the Village of Westhampton Beach.
- (5) Public service and facilities costs.
- (6) Public revenues.

- (7) Impacts on municipal taxes.
- (8) Impacts of property values in the community.
- (9) Effects on retail operations in the surrounding market area.
- (10) Employee housing needs, if applicable.
- (11) The Village of Westhampton Beach ability to implement its Comprehensive Plan consistent with the proposed project.
- (12) Traffic Study

Add the following definition to §197-1. Definitions.

Major improvement/remodeling. Projects where the floor area is being increased by 30 percent or more, or where the cost of the improvements/remodeling is greater than 50% the assessed value of the existing improvements on the site. Assessed value is the value shown on the Town's assessment and taxation records for the current year.

Add the following section to Article II – District Regulations:

§197-16.4 Hamlet Commercial/Residential District (HC)

In the HC-Hamlet Commercial/Residential District, the following standards shall apply in addition to the Business District Table of Use Regulations, the Business District Table of Dimensional Regulations and the other provisions of this article:

- (1) No off-street parking or loading shall be permitted in the front yard as defined in §197-1.
- (2) All buildings and structures, irrespective of use, shall maintain a residential appearance, including roof pitch, design and materials; front entry; window size, placement and orientation; facade materials and color; and landscaping in the front and side yards. Traditional, residentially scaled and compatible fixtures for such items as outdoor lighting, outdoor furniture, waste receptacles and lighting standards and walkways shall be used.
- (3) While more than one building and more than one use shall be permitted on any single lot, no single building shall have a gross floor area in excess of 3,000 square feet, except as provided below. Buildings shall be no closer than 15 feet to one another and shall not be connected except by a single level, uncovered or covered, but not enclosed walkways. Atriums as enclosed structures shall not be permitted as such interconnections.
- (4) A single building may be permitted to be larger than 3,000 square feet, but no building shall be greater than 6,000 square feet, subject to compliance with the special exception standards set forth in §197-80.2 .
- (5) All buildings on a single lot or development shall be compatibly designed whether constructed all at one time or in phases over a period of time. Where practical and appropriate, the primary structure on the lot shall have its main entrance on the facade of the building facing the principal street on which it is located.
- (6) No more than 30% of the lot shall be covered by main and accessory buildings. No more than 60% of the lot shall be covered by impervious or paved surfaces, including buildings, structures, driveways, parking and loading areas, walkways, patios and the

like. All areas not so covered or paved shall be landscaped with lawn, shrubs, ground cover, trees or similar plantings, and maintained in good condition.

- (7) For the purposes of providing transitional yard and buffer zone as per §197-63.G.(11)(a), the HC shall be considered nonresidential districts. Transitional yards and screening shall be provided in accordance with §§197-63.G.(11), except where a residential use abuts a residential zone.
- (8) Along the outer perimeter of all off-street parking areas which are located adjacent to side or rear property lines, and which provide four or more parking spaces, a solid vegetative screen at least two feet in width and at a height of at least 3 1/2 feet shall be provided. An opaque fence of the same height may be utilized in place or in addition to the vegetative screen at the discretion of the approving board.
- (9) Signs for nonresidential uses shall meet the standards for the B-1 Zoning District in §197-30 of this Code.
- (10) Parking trust fund: See §197-24 of this Code.
- (11) Maximum number of uses: one use for every 4,000 square feet of lot area for office uses and one use for every 10,000 square feet of lot area for commercial uses, except that the minimum number of square feet of lot area required per dwelling unit for a dwelling use shall be as specified in the Business Districts Table of Dimensional Regulations and such minimum shall apply to a dwelling use which lawfully existed at the effective date of this chapter.
- (12) Maximum of 3,000 per use.

Add the following section to Article VIII - Special Exception

§ 197-80.2 Hamlet Commercial/Residential building size.

- A. Buildings that are proposed either in the Hamlet Commercial (HC) zoning districts may be greater than 3,000 square feet in size, but no building shall be greater than 6,000 square feet in size, subject to the following standards:
 - (1) For every 1,000 square feet, or portion thereof greater than 3,000 square feet, of additional building space, one second floor apartment shall be provided. At least one dwelling unit shall be reserved for a moderate-income family as defined US Department of Housing and Urban Development; or
 - (2) A minimum of 25% of the total lot area is restricted from further development and is reserved for a park, undisturbed open space, regional stormwater detention facility or public right-of-way or other similar benefit to the public.
- B. For buildings larger than 3,000 square feet, up to a maximum of 4,000 square feet, the minimum side and rear transition yard shall be 30 feet.
- C. For buildings larger than 4,000 square feet, the minimum side and rear transition yard shall be 40 feet.

§197-17.1 Business District and Hotel District Table of Dimensional Regulations

Amend the table as follows to included the dimensional regulations for the Hamlet/Residential Zoning District

**Business Districts and
Hotel District Table
of Dimensional Regulations
[Added 2-14-2000 by L.L. No. 1-2000]**

Dimensional Regulation	Zoning District				
	B-1	B-2	B-3	Hotel	HC
Minimum lot area (square feet)	2,000	20,000	40,000	200,000	10,000
Minimum lot width (feet)	60	100	150	300	75
Maximum building coverage	50%	20%	20%	20%	30%
Front yard depth					
Minimum (feet)	0	50	50	50	20
Maximum (feet)	5	None	None	None	
Side yards					
Minimum for each (feet)	None	20	20	50	10
Minimum total for two (feet)	None	50	50	100	25
Rear yard depth – minimum (feet)	25	50	50	100	30
Maximum building height (feet)	35	35	35	35	35
Minimum lot area per use (square feet)					
Preexisting dwelling	20,000	20,000	20,000	20,000	10,000
Finance, insurance, real estate office	None	4,000	4,000	NA	4,000
All other principal uses	2,000	10,000	20,000	20,000	10,000
Accessory uses	None	None	None	None	None

Amend §197-63 Site Plan Procedure, and Article VIII Special Exceptions, sections of the code to include the reference to the new design guidelines for the B-1 Zoning District, as follows:

The applicant shall demonstrate, and the applicable approving body shall determine, compliance of the proposed action with the B-1 Zoning District Design Guidelines as applicable.

Said guidelines are attached as Appendix B of this report. Further, the Village should take a proactive role in determining the future development of key areas which have further development potential, as identified in this study, by preparing conceptual site plans of said areas, which would be adopted as part of these Design Guides. This would to assist applicants in the preparation, as well as, the approving authority in the review, of development applications. Said conceptual plans would identify design principals to be utilized in the development or redevelopment of said areas, which would provide some predictability for both the applicant and the approving authority, as well as Village residents on what will be built in these critical areas of the Village. A sample conceptual plan for the redevelopment of the area of the northwest corner of Sunset and Mill Road is provided in Appendix D.

Amend §197-19 Minimum spaces required so that the parking requirement within the B-1 Zoning District for all uses listed in the Office category, Retail Shops and Personal service in the Commercial/Retail category will be one space per 250 square feet.

Amend §197-20 to include a new paragraphs “A” and “B” as follows:

- A. Existing buildings and uses in the B-1 zoning district:
- (1) The provisions of this section shall not apply to any buildings or structure or lot lawfully in use at the effective date of this chapter, whether continued as a legal nonconforming use or thereafter converted or changed, without enlargement, to a different lawful use having the same parking and truck loading requirements. However, no building or structure or lot lawfully in use at the effective date of this chapter shall be enlarged, or have a change in use, which results in an increase in the parking demand unless the off-street parking and truck loading space requirements of this section are complied with for the proposed enlargement, or increase in parking spaces as a result of a change in use, only. It is intended by this provision that additional off-street parking and truck loading spaces shall be provided with respect to the proposed enlargement, but no additional spaces shall be required with respect to the preexisting portions. However, conforming spaces actually provided at the time of the application, even if voluntary or informal and unimproved, shall be charged to the preexisting portions and shall be formalized and improved incident to construction of the addition.
 - (2) Where the Planning Board shall determine that dedication of land or an easement is desirable to facilitate improvement of existing or proposed public parking facilities and vehicular circulation plans, as may be identified in the Village’s Comprehensive Plan, and said dedication of land or easement is voluntarily and unconditionally offered to the Village for said purposes as a matter of public policy, the off-street parking requirements stipulated in § 197-20 may be waived, in whole or in part, by the Planning Board. The number of spaces that may be waived shall be calculated on the basis of one space per each three hundred and twenty (320) square feet of land area covered in the dedication or easement. No off-street parking fee, as required in § 197-24, shall be imposed for those spaces waived pursuant to these provisions. The applicant shall be required to make any improvement to the subject area to facilitate the goals of this section. This provision does not eliminate the Planning Boards ability to require cross-assess easements, or shared parking agreements with adjacent properties as a condition of a site plan approval.

B-2 and B-3 Zoning Districts

Amend the code to provide for a minimum front transition yard of 30 feet for the B-2 and B-3 Zoning Districts. Included an illustration of a typical site plan outlining the requirements for the placement of buildings, parking areas, and landscaping for the benefit of both applicants and approving authorities.

General Code Change recommendations

Building Security Devices

Solid metal security gates or solid roll-down metal windows or doors shall not be permitted. Link or grill type security devices may be permitted if installed from the inside, within the window or door frames and recessed and concealed during normal business hours.

Lighting Ordinances

Prepare a comprehensive lighting ordinance with specific regulations for lighting requirements for commercial site plans.

Sign Ordinance

Conduct a comprehensive review of the Village's sign ordinance, to insure compliance with the goals and objectives outlined in this report.

Stormwater Regulations

Revised the current stormwater runoff regulations to permit alternative measures to accommodate stormwater runoff on commercial site plans, as Village projects, consistent with best management practices.

Other Recommendations

In order to further investigate the Economic Development Issues first identified in the October 1998 Downtown Market Analysis and Economic Enhancement Strategy and then reaffirm in the 1999 plan, the Village should consult with a Retail/Commercial use expert to assist in developing strategies, utilizing the data and analysis contained in this plan, to address these issues, as well as to identify and achieve the appropriate land use mix for the ground floor space on Main Street:

Have a "Pattern Book" prepared for the B-1 zoning district, based on the existing pattern of development along Main Street, which will further re-enforce the design guidelines outlined in this plan.

Conduct an analysis of the intersection of Mill Road, Main Street, and Library Avenue to identify alternative solutions to improve traffic circulation and safety at this intersection.

Create a liaison position between the Village Trustees and Chamber of Commerce to insure that there is ongoing communications between these two bodies so that issues that may arise can be addressed efficiently and effectively.

Prepare a Landscaping Ordinance which minimizes the water usage by establishing a standard for the use of low water plantings in all landscape plans, as well as require all irrigation systems to have rain monitors that turn off the system when its raining.

Review the public works maintenance procedures for Main Street including but not limited to garage collection, sidewalk repair, and tree wells.

APPENDIX A

Business Inventory – July 2006

APPENDIX C

Recommendations for “Downtown” areas
from the
Shopping Centers and Downtowns – Suffolk County, New York,
prepared by Suffolk County Department of Planning,
dated May 2006

The downtown is the core of the community, and it reflects the community's identity and character.

This unique role is sometimes absent in suburbia. Our downtowns are still strong and viable parts of the local communities they serve. While some downtowns have attracted new chain retailers and boutique shops, most downtowns now contain a significantly higher proportion of non-retail uses than in the past. Downtowns should focus on their strengths, such as architectural and local heritage, reasonable rents in some cases, close proximity to nearby residences, and access to sewers in some cases. The downtown business district's role as center of commerce and community can be further strengthened in several ways.

It is suggested that the following recommendations be implemented regarding downtowns in Suffolk County:

- *Encourage the development or redevelopment of higher density housing in and adjacent to downtown areas.*
- *Sewage capacity extensions or expansions should be pursued in downtown areas that desire additional development.*
- *Encourage in-fill commercial development to fill large gaps between buildings in downtowns.*
- *Street-level storefronts in downtowns should have a significant amount of glass frontage to help create a more positive downtown shopping experience.*
- *Municipalities should acquire key parcels near downtown areas for parking and green spaces and should coordinate parking within downtowns.*
- *Encourage destination uses to locate in downtown areas.*
- *Downtown business districts should investigate the possibility of forming business improvement districts (BIDs).*
- *Public restroom facilities should be provided in large downtowns.*

Recommendation 1: Encourage the development or redevelopment of higher density housing in and adjacent to downtown areas, comparable with local conditions.

A stable, healthy housing stock surrounding a downtown is important to maintain the vitality of the downtown area. When housing is added in or near the downtown area, the economy of the downtown is strengthened by the additional business generated by the additional residents. Local towns and villages should encourage the construction of appropriately scaled renter or owner-occupied multi-family housing near downtown centers. Many downtowns are the ideal location for multi-unit senior citizen housing, because of proximity to shopping, services and transportation.

New housing construction in downtown areas may involve redevelopment. In certain cases, adjacent lots could be assembled to allow for more well-planned residential or mixed-uses. The Town of Riverhead recently approved the concept of redeveloping a large portion of its downtown district to include new buildings with mixed commercial/residential uses, parking, and a waterfront esplanade. These changes are part of a larger plan for the improvement and redevelopment of the entire downtown Riverhead area. The Village of Patchogue has announced plans to assemble multiple parcels and redevelop the land for an 80 unit owner-occupied affordable housing complex within walking distance of the downtown. Other downtown areas with such development or redevelopment opportunities include Bay Shore, Copiague, Wyandanch, Brentwood, Ronkonkoma, Huntington Station, East Northport, Kings Park, Smithtown and Port Jefferson Station.

In some communities, the existing zoning code should be modified to encourage mixed-use development: retail uses on the first floor and apartment units above. Some existing single-tenant or multi-tenant buildings in downtown areas are suitable for a second story addition. Apartment units (or office uses) above ground floor retail space strengthen the customer base for downtown merchants. To encourage mixed-use development in the downtown, towns and villages may want to create Downtown

Development Districts in their zoning codes, with provisions for development bonuses in specific cases. The Town of Islip has created such a district.

Recommendation 2: Sewage capacity extensions or expansions should be pursued in downtown areas that desire additional development but where sewage capacity is a constraint.

Downtown areas that are suitable for additional commercial development including medical offices and restaurants, higher density housing or second story uses are often constrained by the lack of sewage capacity. New development or redevelopment proposals are often hindered by sanitary code density restrictions. Downtown areas that might benefit from sewage line extensions include Huntington Station, Wyandanch, Smithtown, East Patchogue and Westhampton Beach.

As an alternative to the development or extension of sewage treatment systems, municipalities can also consider the development of sub-regional wastewater disposal plans. Such plans essentially use a transfer of development rights from nearby open space (if it exists) to offset higher density uses in the downtown area.

Recommendation 3: Encourage in-fill commercial development to fill large gaps between buildings in downtowns.

Large gaps between buildings in a downtown discourage pedestrians from venturing beyond those gaps. Prudent in-fill commercial development will help create a positive experience of continuous street-level shopping. Any new development in downtown areas should have building lines roughly aligned with existing buildings to give the appearance of a continuous compact downtown area, yet new buildings should maintain a sufficiently wide sidewalk to allow for easy pedestrian flow. In this way, a more cohesive, more well-defined downtown district will result.

A mixed-use building has been proposed for a vacant lot in the center of downtown Copiague, which will fill a significant gap there with ground floor retail. Other downtown areas could use similar in-fill development, including Wyandanch, Huntington Station, Mastic Beach, Hampton Bays, East Northport and East Patchogue. Many of the very small downtowns could also benefit from such in-fill construction, such as Huntington Station South, West Babylon, Islip Terrace, Ronkonkoma, Farmingville, Rocky Point and Eastport.

Recommendation 4: Municipalities should insist that streetlevel storefronts in downtowns have a significant amount of glass frontage, to help create a more positive downtown shopping experience.

Visitors and shoppers enjoy attractive and inviting storefronts. All downtown development should provide continuous glass frontage on the ground level to maintain a traditional downtown storefront feel. Stores should have a first level facade that is transparent [glass] between three feet and eight feet above the ground for at least 70% of the horizontal length of the building facade. Concrete or brick walls, and storefront windows that are dark tinted or closed off with blinds are very unappealing to shoppers on the street. Non-retail uses in particular should maintain an attractive street entrance and storefront windows, to enhance the downtown shopping experience and to avoid creating insipid frontages on pedestrian-oriented main streets. When permits for new construction or renovation of downtown stores are issued, municipalities should insist on significant glass frontage on the street.

Recommendation 5: Municipalities should acquire key parcels near downtown areas for parking and green spaces where needed, and coordinate parking within downtowns.

In recent years, Suffolk County and its towns and villages have created some small new municipal parking lots and public spaces in downtown districts. The Village of Greenport recently created a park in the heart of its downtown area, a successful example of an acquisition for a vibrant public space. These types of efforts should be continued to create (where appropriate) additional pockets of open space in or near downtown districts, sometimes combined with additional public parking. Parcels in downtowns that are in property tax default or that are unfit for commercial use because of fire or neglect should be considered for acquisition by municipalities for public parking or small parks, in accordance with a local plan. Municipalities should consider creating parking plans for certain business districts. Municipal parking lots in some downtown areas are disjointed and not contiguous. An implemented parking plan

would improve traffic circulation within and between parking areas and pedestrian circulation to commercial establishments from parking areas. A parking plan would consider targeting parcels contiguous to existing parking parcels for acquisition, swap, or easement. The parking plan should also include recommendations concerning lighting, landscaping, buffering and access to the main roads of the downtown. Each municipal parking lot in a downtown should be clearly identified with an attractive sign. Attractive signs help improve the appearance of the downtown and parking areas, and are appealing to shoppers. Municipalities should adopt a standard municipal parking sign design. In addition, an attractive and noticeable sign simply stating the name of the community should be installed at each main entrance to the downtown area. Such signs beautify, clearly identify the community to travelers, and create a sense of place.

Recommendation 6: Encourage destination uses to locate in downtown areas.

Downtowns are more than centers of activity. In many cases they are the heart and soul of a community. Yet many of the activities that take place in some downtown areas are daytime activities such as medical offices, dry cleaners and hair and nail salons. Certain types of destination uses will draw consumers at many times of the day and can increase the downtown's vibrancy at night. Restaurants are one way to increase nighttime visitors to a downtown. In addition, outdoor dining could be encouraged to promote an inviting and lively downtown.

Arts and entertainment uses, such as movie theaters and performing arts theaters have been successful in some downtowns. Chain retailers can attract customers but chain retailers should not dominate a downtown and detract from the downtown's authenticity. Other destination uses that some downtown areas may want to attract include: coffee shops, DVD/CD/game retailers, drug stores, antique shops and specialty food markets. Downtowns in higher income areas can also attract uses that can't be found in shopping centers and malls such as high-end dog food and accessory stores, boutique clothing stores, and stores selling handmade items. While it is preferable to retain at least a core retail portion of a downtown area to keep a downtown area vibrant, non-retail uses occupy rentable space and attract foot traffic. In cases where storefronts or buildings are chronically vacant, non-retail uses such as offices, service and institutional uses should be encouraged. Downtown Lindenhurst has recently converted a long-vacant building to a district courthouse, introducing a destination institutional use in its downtown.

Recommendation 7: Downtown business districts should consider forming business improvement districts (BIDs).

A BID could start simply by using funds for basic common services such as cooperative promotion and events. Local BIDs or chambers of commerce should aggressively promote the downtown district and present the district as a unified entity in marketing efforts. Street fairs and community festivals can be part of a successful marketing approach. The specialized personal service offered in downtowns is often not present in shopping centers, and this strength should also be stressed in marketing efforts. Additional BID functions beyond what should be provided by the local municipality can include: street and sidewalk cleaning, trash and litter removal, landscaping maintenance, sign and storefront maintenance, sidewalk repair and security.

Recommendation 8: Public restroom facilities should be provided in large downtowns.

Large downtown areas (those having roughly 100 or more stores) should include public restrooms so that shoppers can be comfortable spending some time in the downtown. The addition of public restrooms and drinking water fountains in downtown areas help make a downtown "people friendly." These facilities should be installed and maintained by the local municipality or another organization concerned with the improvement of the downtown area, such as a BID. Public restrooms currently exist in the following downtowns: Port Jefferson, Greenport, Westhampton Beach, Sag Harbor, Southampton, Bridgehampton and East Hampton. The public restrooms in downtown Bridgehampton were built five years ago by the Town of Southampton with input and cooperation from local civic groups. Other downtown areas should do the same, especially if they hope to attract tourists or recreation shoppers. Downtown areas that could benefit from public restrooms include Huntington, Cold Spring Harbor, Northport, Lindenhurst, Babylon, Bay Shore, Sayville, Patchogue and Riverhead.

APPENDIX D

**Sample Concept Plan
for the northwest corner of
Sunset Avenue and Mill Road**

APPENDIX E

The Village of Westhampton Beach Main Street Sewer Study
prepared by A. Andreoli, P.E., dated June 2003.

and

The Village of Westhampton Beach – Projected Sewage Requirements
prepared by A. Andreoli, P.E., dated July 2005.