Village of Sag Harbor
Local Waterfront Revitalization Program

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1986

Adopted:
Village of Sag Harbor Board of Trustees, May 6, 1986

Approved:
NYS Secretary of State Gail S. Shaffer, June 11, 1986

Concurred:
U.S. Office of Ocean and Coastal Resource Management, August 15, 1986

Village of Sag Harbor
Local Waterfront Revitalization Program

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This Local Waterfront Revitalization Program has been adopted and approved in accordance with the provisions of the Waterfront Revitalization and Coastal Resources Act of 1981 (Executive Law, Article 42) and its implementing regulations (6 NYCRR 601). Federal concurrence on the incorporation of this Local Waterfront Revitalization Program into the New York State Coastal Management Program as a Routine Program Implementation has been obtained in accordance with the provisions of the U.S. Coastal Zone Management Act of 1972 (P.L. 92-583), as amended, and its implementing regulations (15 CFR 923).

The preparation of this program was financially aided by a federal grant from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Office of Ocean and Coastal Resource Management, under the Coastal Zone Management Act of 1972, as amended. Federal Grant No. NA-82-AA-D-CZ068.

The New York State Coastal Management Program and the preparation of Local Waterfront Revitalization Programs are administered by the New York State Department of State, Division of Coastal Resources and Waterfront Revitalization, 162 Washington Avenue, New York 12231.

STATE OF NEW YORK
DEPARTMENT OF STATE
ALBANY, N.Y. 12231

GAIL S. SHAFFER
SECRETARY OF STATE

June 11, 1986

Honorable George E. Butts, Jr.
Mayor
Village of Sag Harbor
P.O. Box 660
Main Street
Sag Harbor, NY 11963-0015

Dear Mayor Butts:

It is with great pleasure that I inform you that, pursuant to the Waterfront Revitalization and Coastal Resources Act, I have approved the Village of Sag Harbor Local Waterfront Revitalization Program (LWRP). The Village is to be commended for its thoughtful and energetic response to opportunities presented along its waterfront and for being the first municipality on Long Island to have an approved LWRP.

I will shortly notify State agencies that I have approved the Village's LWRP and will provide them with a list of activities which must be undertaken in a manner consistent to the maximum extent practicable with the Sag Harbor LWRP.

Again, I would like to commend the Village of Sag Harbor on its efforts to develop the LWRP and look forward to working with you in the years to come as you endeavor to preserve and revitalize your waterfront.

Sincerely,

Gail S. Shaffer

GSS:lc

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL OCEAN SERVICE
OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT
Washington, D.C. 20235

AUG 15 1986

Mr. George Stafford
Coastal Program Manager
Department of State
162 Washington Street
Albany, New York 12231

Dear Mr. Stafford

The Office of Ocean and Coastal Resource Management has completed its review of your request to incorporate the Village of Sag Harbor Local Waterfront Revitalization Program (LWRP) into the New York State Coastal Management Program. We have received the program as adopted by the Village and approved by the New York Secretary of State. We received comments from six agencies, none of which objected to adopting the LWRP as a routine program implementation change.

You and my staff have discussed the problem of clearly identify in the LWRP which of the 44 coastal policies listed in the NYS CMP apply to the LWRP area. The current use of "not included" is very confusing to the users of these programs. Because there is evidence in the documents, however obscure, that policies labeled "not included" do apply, we concur with your request that the Sag Harbor LWRP be considered as a routine program implementation. However, we expect the State to remedy the problem of clearly identifying which policies apply by eliminating the term "not included" as soon as possible.

In accordance with the Coastal Management Regulations, 15 CFR 923.84, Federal Consistency will apply to the Village of Sag Harbor LWRP after you publish notice of our approval.

Sincerely,

Peter L. Tweedt
Director

WHEREAS, this Board held a public hearing on a Draft Programmatic Environmental Impact Statement (DPEIS) and a Draft Local Waterfront Revitalization Program (DLWRP) on December 3, 1985, and

WHEREAS, a revised DPEIS was completed and accepted by this Board on February 4, 1986, and

WHEREAS, a Final Programmatic Environmental Impact Statement (FPEIS) with respect to the proposed adoption of a Local Waterfront Revitalization Program (LWRP) was completed and accepted by this Board on April 14, 1986, which FPEIS included certain indicated revisions to the DLWRP, and

WHEREAS, this Board has given consideration to the FPEIS,

RESOLVED that this Board hereby finds that the requirements of Part 617 of Title 6 of the New York State Official Compilation of Codes, Rules and Regulations have been met, and be it further

RESOLVED that this Board hereby finds that consistent with social, economic and other essential considerations from among the reasonable alternatives thereto, adoption of the LWRP minimizes or avoids adverse environmental effects to the maximum extent practicable, including the effects disclosed in the FPEIS, and be it further

RESOLVED that this Board hereby finds that consistent with social, economic and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the FPEIS will be minimized or avoided by incorporating as conditions those mitigative measures which were identified as practicable, and be it further

RESOLVED that, for reasons indicated in the FPEIS, this Board hereby finds as follows:

(a) the LWRP is intended to be a beneficial action for the Village and its vicinity and is designed to rehabilitate and enhance the waterfront area;

(b) the LWRP contemplates the preservation and conservation of natural resources;

(c) the LWRP is designed to protect and enhance the environment to the maximum extent practicable, consistent with social, economic and other considerations;

(d) the LWRP may result in increased waterfront usage, including increased public access to the waterfront and other recreational opportunities, increased tourism accommodations and other activities;

(e) the LWRP may result in small to moderate impacts on land, water, plants, animals, public access and recreation, noise, public health and safety, harbor use, traffic and parking, and the character of the community's waterfront, because the LWRP may induce a moderate amount of growth and increased activity;

(f) the social and economic benefits of an attractive, revitalized waterfront area justify the small to moderate impacts which may result from the LWRP;

(g) policies and procedures set forth in the LWRP and subsequent site-specific or project-specific SEQRA review (including application of the "consistency" doctrine) will provide mitigation measures to mitigate such impacts to the maximum extent practicable; and be it further

RESOLVED that the Local Waterfront Revitalization Program for the Village of Sag Harbor, dated June 1, 1985, revised March 20, 1986, revised May 1, 1986 is hereby adopted, and be it further

RESOLVED that said LWRP shall be submitted to the Secretary of State for approval under the State Waterfront Revitalization and Coastal Resources Act.

State of New York)
County of Suffolk)
Office of the Clerk of the) SS:
Village of Sag Harbor, New York)

(SEAL)

This is to certify that I, Joan Schoen Feehan, Clerk of the Village of Sag Harbor, in the said County of Suffolk, State of New York, have compared the attached copy with the original now on file in this office, and that the same is a correct and true transcript of the original and the whole thereof.

In Witness Whereof, I have hereunto set my hand and affixed the seal of said

Village this 8 day of May 1986.

Joan S. Feehan

Clerk of the Village Board, Village of Sag Harbor, Suffolk County, New York.

Village of Sag Harbor

Suffolk County, New York

LOCAL WATERFRONT REVITALIZATION PROGRAM REPORT

June 1, 1985
Revised March 20, 1986
Revised May 1, 1986
Revised June 20, 1986

MCCROSKY - REITER
COMMUNITY AND REGIONAL PLANNING
DEVELOPMENT · URBAN RENEWAL

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SECTION I

LOCAL WATERFRONT REVITALIZATION AREA BOUNDARY

1.0
THE LWRP BOUNDARY

1.1 The Department of State's Proposed LWRP Boundary

The Department of State's proposed LWRP boundary entered the Village of Sag Harbor from the east on Hampton Street/East Hampton Turnpike. Proceeding along this roadway to Union Street, it then turned westward along Union Street to Main Street where it turned southward on Main Street. At Oakland Avenue the boundary went southeastward to Jermain Avenue. From this intersection it took a southwestward course along Jermain Avenue and Brick Kiln Road to the village boundary at Ligonee Brook and left the village.

1.2 The Village of Sag Harbor's Recommended Revised LWRP Boundary

During the course of preparing this LWRP the Village of Sag Harbor determined that it would be particularly desirable to include three of its major historical sites within the area. They are: the John Jermain Library, the Whaler's Presbyterian Church and the Old Burial Ground. To accomplish this it is recommended that the LWRP boundary be moved southward at the village owned corner property opposite the Episcopal Church on the intersection of Hampton Street/East Hampton Turnpike and Division Street and then proceed westward along Latham and Jefferson Streets to Main Street. At this point it would rejoin the DOS boundary.

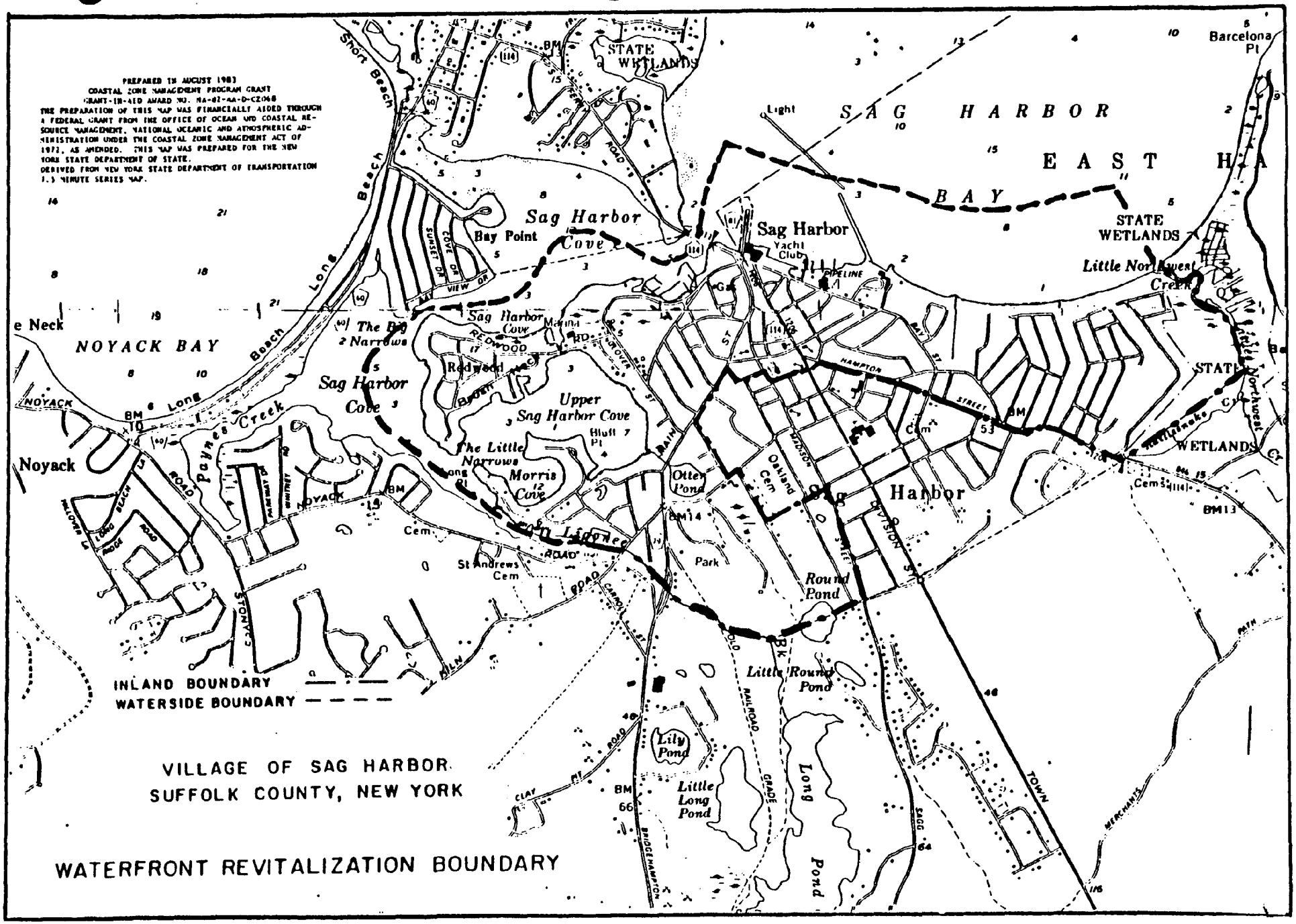
After consultation with those preparing the Town of Southampton's LWRP, a second modification was considered and adopted as a recommendation to DOS. The Town included the Long Pond Greenbelt area in its LWRP area. As a result their boundary intersected the Village of Sag Harbor's southern municipal boundary at Madison Street. The village LWRP found that it would be desirable to include the upper reaches of the Ligonee Brook drainage area which extends into the Long Pond Greenbelt. This would make it possible to incorporate Round Pond, Mashashimuet Park, more of Ligonee Brook and several small

freshwater wetlands. Therefore, it is recommended that the LWRP boundary from the Town of Southampton enter the village on its southern boundary at Madison Street, then proceed northward to Grand Street and turn southwestward along a line in extension of the Grand Street alignment which follows a lot line, then crosses Oakland Cemetery and along another lot line to Joels Lane. The boundary would then turn northwestward on Joels Lane to Jermain Avenue where it would turn southwestward to join the DOS boundary at the Oakland Avenue intersection.

The Village of Sag Harbor recommends that its LWRP boundary be revised in the two described situations. Both would serve to enhance the LWRP policies and program. See Diagram D-1.

1.3 The Village's Incorporation Boundary and It's Extra-territorial Jurisdiction Over Adjacent Water Bodies

The Village of Sag Harbor's incorporation boundary, as filed with the New York State Department of State is along the mean high water line on its foreshore. However, the village has long recognized the importance of activities that take place on the waters surrounding it. As a result, it adopted a Waterways Local Law in 1983 which sought extra-territorial jurisdiction over all waters and waterways within 1,500 feet of its shore. This was done in accordance with the provisions of the New York State Navigational Law and subsequently was approved by the Department of State in accordance with that same law. It would seem indisputable that the Coastal Management Program goals are focused on the integration of land and water uses along the coast so that it might realize the full potential of these resources. Clearly the Village of Sag Harbor's LWRP would be crippled, and the Coastal Management Program goals would be frustrated, if the village's LWRP stopped at the mean high water line. Therefore, it is recommended that this Village of Sag Harbor LWRP boundary be considered to have the same extra-territorial jurisdiction as was granted to the village for regulating waters under the New York State Navigational Law.


PREPARED IN AUGUST 1983
COASTAL ZONE MANAGEMENT PROGRAM GRANT
GRANT-IN-AID AWARD NO. NA-82-AA-D-CZ068
THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION UNDER THE COASTAL ZONE MANAGEMENT ACT OF 1972, AS AMENDED. THIS MAP WAS PREPARED FOR THE NEW YORK STATE DEPARTMENT OF STATE.
DERIVED FROM NEW YORK STATE DEPARTMENT OF TRANSPORTATION 1.) MINUTE SERIES MAP.
NOYACK BAY
SAG HARBOR
EAST HA
BAY
Sag Harbor Cove
Bay Point
Sag Harbor Yacht Club
STATE WETLANDS
Little Northwest Creek
Upper Sag Harbor Cove
The Little Narrows
Morris Cove
Otter Pond
Round Pond
Little Round Pond
Lily Pond
Little Long Pond
Long Pond
Noyack
Payne's Creek
St Andrews Cem
Oakland Cem
Barcelona Pl
INLAND BOUNDARY
WATERSIDE BOUNDARY
VILLAGE OF SAG HARBOR
SUFFOLK COUNTY, NEW YORK
WATERFRONT REVITALIZATION BOUNDARY

I-5

D-1

1.0

OBJECTIVES AND GOALS

1.1 Overall Purpose of the Local Waterfront Revitalization Program

The intent of the New York State Legislature in enacting the Coastal Management Program, of which the Local Waterfront Revitalization Program is part, can best be summed up in one of the Legislative Findings and in one element of the Declaration of Policy set forth in Article 42 of the New York State Executive Law. They are as follows:

> "The legislature hereby finds that New York State's coastal area is unique with a variety of natural, recreational, industrial, commercial, ecological, cultural, aesthetic and energy resources of statewide and national significance."
>
> "It is hereby declared to be public policy of the State of New York within the coastal area:
>
> > To achieve a balance between economic development and preservation that will permit the beneficial use of coastal resources while preventing the loss of living marine resources and wildlife, diminution of open space areas, or public access to the waterfront, shoreline erosion, impairment to scenic beauty, or permanent adverse changes to ecological systems."

The Department of State has been directed to pursue this policy through local government initiatives in the form of Local Waterfront Revitalization Programs (LWRP) such as this one for the Village of Sag Harbor.

The LWRP identifies problems and opportunities, establishes local policies responsive to the community's needs and compatible with the broad state policies, develops a generalized land and water use plan, and provide a program for management, regulation and project implementation of that plan.

1.2 The Village of Sag Harbor's Initial Objectives in Its LWRP Application

The Village of Sag Harbor is proud of its long history and the many historic buildings that grace its streets. It has retained a small-scale country village and seaport character that is unique. As the following initial objectives indicate it seeks to enhance this character rather than exploit it by maintaining a balance between economic development and the preservation of its environment. Those initial objectives were:

1. To provide high quality, safe recreational facilities to all local residents based upon their needs and capacities.
2. To provide recreational opportunities within easy walking and bicycling distance of all Sag Harbor residents, including the young and elderly.
3. To complement existing privately operated boating facilities and historic attractions in Sag Harbor.
4. To improve the local economy.
5. To preserve a significant open space resource in a rapidly developing area for uses compatible with the characteristics of the land.
6. To strengthen the economic base of a small harbor area by encouraging the development and enhancement of traditional uses and activities.
7. To restore and redevelop a deteriorated and under-utilized waterfront area for recreational use.
8. To preserve public recreational facilities along a shoreline that is severely restricted by existing development.

Although these objectives have been modified to some extent they still represent the basic intent of the Village of Sag Harbor.

1.3 Initial Specific Projects Set Forth in the LWRP Application

In its application the village noted three specific projects. They were:

1. Marine Park
   a. To improve Marine Park for expanded use of boaters and pedestrians.
   b. To create more boat berth areas to lessen overcrowding during the boating recreation season.
   c. To repair the bulkhead which was constructed in 1935 to provide safe boating for the years ahead. A replacement facility is expected to have at least a 50 year life.
   d. To repair the boardwalk for safe and improved walking or jogging areas with scenic views.
   e. To provide a place where the water vista may be publicly enjoyed.
   f. To provide an area along the waterfront where summer concerts and cultural programs of an open air type may be enjoyed by all.

2. Windmill Park
   a. To provide a passive park for strollers along the shore.
   b. To provide an area for recreational fishing.
   c. To preserve the scenic vista.
   d. To rehabilitate the old mill.

3. Long Wharf
   a. To rehabilitate the Long Wharf structure.
   b. To improve public landing and parking facilities on the wharf.

It is notable that some of the improvements anticipated at Windmill Park have already been achieved since the application was submitted. As a result of the LWRP activity several other projects have been added and a completely recodified Zoning Ordinance has been adopted to implement the LWRP proposals.

1.4 The Village's Purpose in this LWRP Project

The Village of Sag Harbor has undertaken this Waterfront Revitalization Program recognizing that the village's objectives are generally consistent with the policies of the State of New York's Coastal Management Program. This being so, it is anticipated that the LWRP plan program will have the active support of the Department of State in its implementation.

The benefits to be enjoyed by the community and people of the village will be the effective preservation, improvement and management of the village waterfront in keeping with the village's established country village and seaport character.

2.0
LOCATION AND HISTORY

Sag Harbor is an Incorporated Village located about 95 miles from midtown Manhattan on the north shore of the south fork of Long Island adjacent to Sag Harbor Bay. See Diagram D-1. It has the character of a country village and seaport. With roughly 3.3 miles of shoreline and a total area of approximately two square miles, Sag Harbor straddles the Southampton-East Hampton Town Boundary line. Like many seaports Sag Harbor's road system radiates from the focal point at Long Wharf. The principal access roads are the Easthampton-Sag Harbor Turnpike, NYS Route 114, which continues north from Sag Harbor across a bridge to provide one of two access roads to the Village of North Haven, and the Bridgehampton-Sag Harbor Turnpike, C.R. 79.

The Village has a long history preserved in its notably rich and varied architecture. High points include its service as a revolutionary port and garrison, its development as a prosperous whaling port in the first half of the 19th century and its subsequent decline and rebirth as a business and manufacturing center.

"There are no definite records of any permanent settlement in Sag Harbor before 1730. Southampton was first settled in 1641 and East Hampton in 1649. All were settled by English colonies from Connecticut." Until 1664 Long Islands' east end settlements aligned themselves politically with Connecticut, thus strengthening English colonial influence. After 1664 they were politically joined to New York. Nevertheless, English customs continued to predominate over Dutch customs.[1]

"The first impetus to the growth of the Village occurred in the mid-18th century when the Sagaponac and Mecox settlements in the eastern part of Southampton Town had grown to a degree where a more convenient outlet was needed for the export of a growing agricultural

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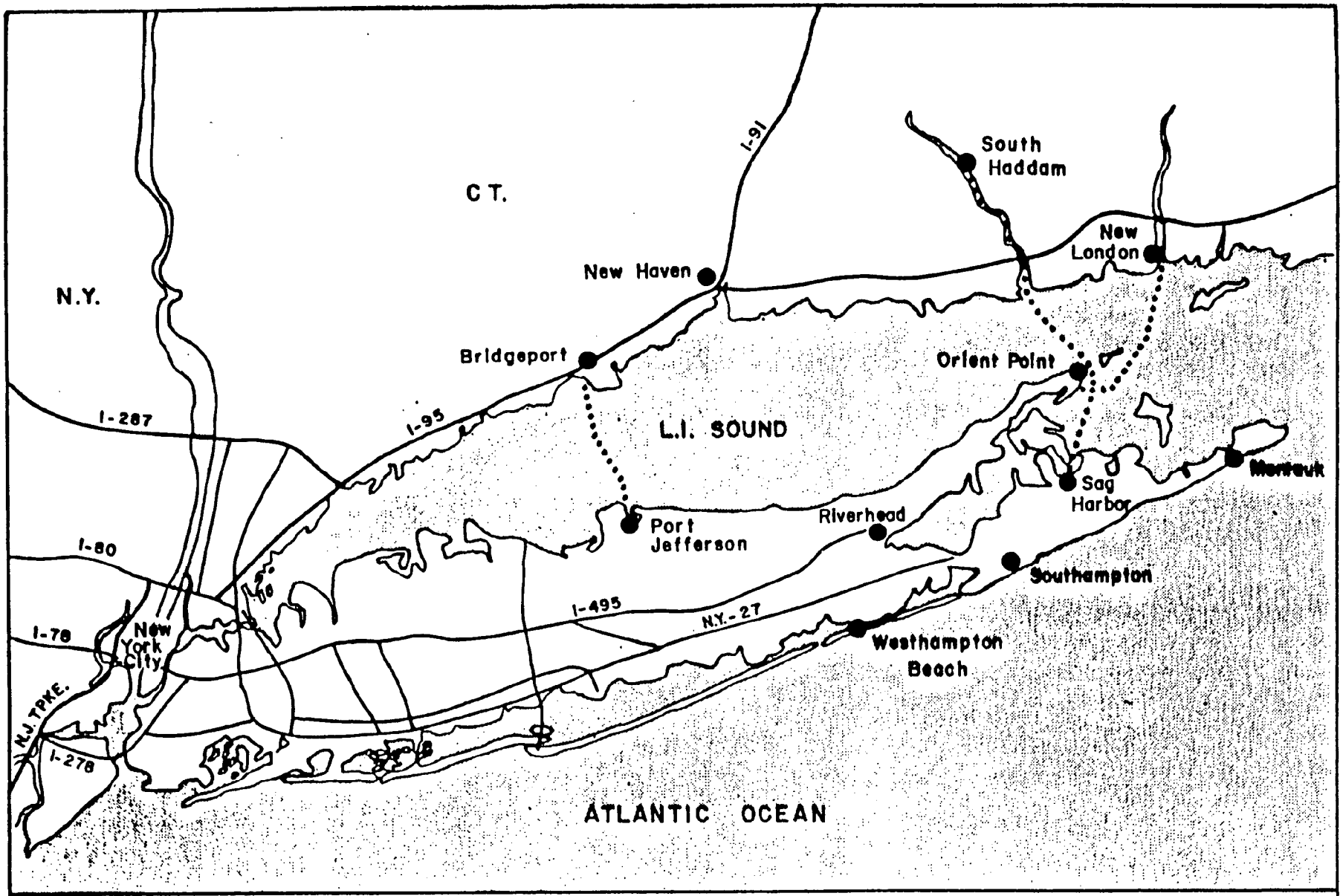
[1] SAG HARBOR: Past, Present, and Future. Prepared by Robert H. Pine, A.I.P., 1975. p.1 and 2


CT.
N.Y.
I-91
South Haddam
New London
New Haven
Bridgeport
Orient Point
I-287
I-95
L.I. SOUND
Montauk
Sag Harbor
Port Jefferson
Riverhead
I-80
I-78
I-495
N.Y.-27
Southampton
New York City
Westhampton Beach
N.J.TPKE.
I-278
ATLANTIC OCEAN

D-2

surplus and the importation of needed goods and raw materials. The well-protected and commodious 'harbor of Sag' was the natural site for such a port. Between 1760 and 1770, a trade had been opened up between Sag Harbor and the West Indies, and by the end of the century, the little port had a greater tonnage of square-rigged vessels than the port of New York. The first indication of an interest in whaling was in 1761 when the Town of Southampton authorized the construction of a wharf and tug-house at the Harbor."[2]

The major epochs in the history of Sag Harbor have been heralded by war and fire. The Fire of 1877 was the third major conflagration. However, it also marked the end of a 25 year period of decline from the whaling period. The Village's rebirth in the late 19th Century was as a business and manufacturing center. It also grew as a summer resort.

Today this history and the waterfront make Sag Harbor an ideal summer resort and commercial center on Long Island's South Fork. As manufacturing activity has declined the summer resort industry and general business have become the main economic resources. Retail trade and construction are the second largest.

Many retired individuals were once drawn to the village because of the availability of high quality homes at low cost. This condition is changing at Sag Harbor homes increase in cost. However, the attractive character of the Village continues to attract new residents. Today the two predominant residential groups are (1) retired individuals, and (2) second home residents and transient visitors.[3]

At this time Sag Harbor's vitality is based on the quality of its historic environment as a setting for both principal and second homes, and for summer resort and tourism activities all supported by a fine harbor suitable for large recreational boats, an attractive business center and necessary public services.

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[2] Ibid, p.44.

[3] Planning Study of the Sag Harbor Business District. Prepared by Robert H. Pine, A.I.P., June 1975. p.5.

3.0
POPULATION GROWTH AND CHARACTERISTICS

3.1 Past Population Growth

During the last two decades, 1960 through 1980, the U.S. Census showed a very slow increase in resident population as of April 1st in the Census years. This count includes only those persons who lived in Sag Harbor as regular year-round residents. Second home residents would not customarily be included. The data are as follows:

Census Year	East Hampton (Town) Portion	Southampton (Town) Portion	Sag Harbor Village Total
1960	874	1,472	2,346
1970	835	1,528	2,363
1980	895	1,686	2,581

3.2 Population and Housing Characteristics

Analysis of the U.S. Census of Population and Housing statistics for 1970 and 1980 reveal several additional village characteristics of interest. As the village matured over these ten years the number of school children (age 5 through 14) decline dramatically from 424 to 262. This was much as it had been in other communities. Unlike other communities, however, Sag Harbor has continued to attract relatively young adult residents. The number in the 25 to 34 year old age group in two Census years increased from 240 to 353 for the greatest percentage gain of any of the village's age groups, 47 percent. This compares with a total population growth of 9 percent.

Considering these age groups as maturing ten years in age over the 1970s, only the 5 to 14 year old age group in 1970, which became the 15 to 24 year old group in 1980, and the 55 years old and over age group in 1970, which became the 65 years old and over age group in 1980, actually lost population as they aged. Every other age group

gained numbers as it aged reflecting a net immigration of people. The losses noted are common to most communities in this decade. See Table I in Appendix A.

Household characteristics indicate a change in family life-style during the 1970s. Non-family households, those of single individuals or in some few cases households of unrelated individuals, increased from 236 to 416, or 76 percent. Single-headed family households rose by 57, or 67 percent. In contrast to these two, the traditional husband-wife family households increased by only 20, or 4 percent. See Table II in Appendix A.

The impact of these demographic changes is evident in the housing inventory data from the U.S. Census of Housing for 1970 and 1980. The number of occupied year-round housing units in all types of structures increased from 869 to 1,117, 29 percent as compared with the 9 percent population increase. However, tenancy changed from 22 percent renter occupied in 1970 to 31 percent in 1980 and owner-occupied housing units decreased from 78 to 69 percent. Both types of tenancy had increases in their number of occupied housing units. Structures with two or more housing units in them accommodated 59 more housing units by 1980 for a 27 percent increase. See Table III in Appendix A.

3.3 Population Density

In 1980 the population density, expressed as the number of persons per gross acre of area, was considerably different in the East Hampton and Southampton sectors of the village. They were 1.55 and 2.63 persons per gross acre, respectively. Village-wide it was 2.12 persons per gross acre.

3.4 Saturation Population [4]

In 1975 the Long Island Regional Planning Board projected the potential development capacity and saturation population for communities in the region. Its projections for the Village of Sag Harbor were as follows:

[4] Population Estimates and Projections, 1975-1995, Areawide Waste Treatment (208) Plan. Prepared by the Nassau-Suffolk Regional Planning Board, November 1976. p.24, Table A7, and p. 29, Table A13.

East Hampton (Town) Portion	4,085 persons
Southampton (Town) Portion	3,273
Total village	7,358 persons

Three assumptions must be recognized as inherent in these projections. One is that they are based on the premise of essentially complete and efficient utilization of all land area in the village as zoned in 1975. Since that year the zoning regulations districts has changed through the addition of multi-family districts which were mapped in only one area, the Villas, and two use variances for the Harbor Condominiums and the Bulova Watchcase condominiums. The second assumption was that household size would remain approximately as it was in 1975. The 1980 U.S. Census indicated that generally further declines in household size could be expected. And finally, the third assumption was that every housing unit would be occupied on a year-round basis.

As a result, it may be considered that there will be more housing units constructed if this hypothetical concept were to be realized, that the household size would be somewhat smaller, and that the seasonal second home residents would continue to be a substantial percentage of the total population.

During the summer season peaks the resident population increase to substantially more persons per gross acre based on rental groups and house guests in owner-occupied housing units. As a simple guage, if there were 5 persons in each of the housing units recorded in the 1980 U.S. Census of Housing, the summer season peak residential population would be in the order of 8,930 persons. The population density in some areas of the village could exceed 10 persons per gross acre. To date village planning and zoning policies have required the more intensive land uses to be served by the village's sanitary sewerage system.

4.0
GENERAL PHYSICAL CHARACTERISTICS

4.1 Introduction

The following descriptions of the general physical characteristics of Sag Harbor and its vicinity are derived from earlier studies by others - consultants to the village, the Long Island Regional Planning Board and similar agencies. They are presented here to demonstrate the broad physical environmental context in which the Village of Sag Harbor exists. The findings reported are those of the particular study as determined by their authors. Section 5.0 FISH AND WILDLIFE, is similar in this objective.

Section 6.0, ENVIRONMENTAL RESOURCE INVENTORY UPDATE, presents detailed findings from the LWRP field inspection. As a result they may differ to some extent from those of the earlier studies in terminology or substance. These should not be considered to invalidate either the broad studies or the field inspection but rather to provide two dimensions of analysis on such subjects.

4.2 Upland Topography and Soil Characteristics

"Sag Harbor rests on a Retreatal Deposit. This geological form occurred as a result of the retreat of a glacier during melting and thus caused the irregular topography that can be observed in and around the entire Sag Harbor area." [6] The village originally consisted of a broad low-lying expanse of meadow and marsh land, extending in some areas a considerable distance south from the shoreline, surrounded by a series of low hills further back from the water. Today . . ."much of the lower, or northerly portion of the Village, consists of filled in marshland with some vestigial wetland remaining, particularly along the easterly extremity of the waterfront between the business district and

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[6] Village of Sag Harbor DEIS: Expansion of Sewage Treatment Facility. Prepared by Keith C. Tiedke, 1981. p.16.

Little Northwest Creek." [7] The southern portion of the village is higher ground than the northern portion, creating a natural drainage basin which drains towards the low-lying area adjacent to the waterfront.

The Sag Harbor shore is characteristic of the shores of the Peconic Bays. They are classified as a glacial deposit or primary coast modified by marine erosion. The deposits along the Sag Harbor coast are mostly sand with some clay and silt.

4.3 Tidal Currents and Erosion

"Tidal currents have important effects on Long Island beaches, especially where flows are restricted as at harbor or inlet entrances. At these locations tidal current velocities are greater and hence play a greater role in determining the volume and direction of sediment transport.

"When the supply of sediment naturally brought to an area by longshore transport is blocked by a barrier, such as a groin or jetty, the beaches of that area will erode since they no longer receive sediment nourishment from updrift beaches. The littoral currents associated with the eroding beach may become 'starved' in the sense that they tend to remove sediments without depositing materials derived from upstream beaches. The narrow beaches at some of the projecting headlands of the Peconic shores can be explained in part by the existence of vigorous longshore transport, which removes more material than it delivers. This is often the case when longshore transport is split in two directions at the headlands. Longshore transport is the sole source of sediment supply to those sections of Long Island's shoreline that are not backed by eroding bluffs, headlands or dunes.

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[7] Planning Study of the Sag Harbor Business District. Prepared by Robert H. Pine, A.I.P. June 1975.

"The directions of transport vary due to the configuration of the shoreline and limited fetches. The rates of longshore transport along the north shore and the Peconics also probably vary; however, no detailed studies have been made to determine the rates at various locations." [8]

Examination of mapped observations indicates that the Village of Sag Harbor lies between two headlands, North Haven and Cedar Point. In both instances the longshore transport directions are split. Southerly transport occurs along the east shore of North Haven and westerly transport occurs along the westerly end of Cedar Point. Between these two locations there are notable bluffs at Barcelona Point and dune foundations in the vicinity of Little Northwest Creek at the east end of the village's shoreline but neither are noted along most of the village's shoreline. [9] The harbor jetty, of course, interrupts the littoral process.

The more detailed Environmental Resource Inventory Update - 1983, undertaken in connection with this LWRP, found that the beaches from Little Northwest Creek to the harbor jetty are narrow - 10 to 20 feet wide - and that shorter, equally narrow, stretches of beach occur to the west of Long Wharf and along the shores of Sag Harbor Cove. From Little Northwest Creek up to Haven's Beach, the beach is backed by a low vegetated dune. From Haven's Beach to Long Wharf, the beach is losing material, in part because of the harbor jetty and groins in this stretch. Much of the upper shore in this latter area is reveted to prevent bank and upper shore erosion.

In areas like the latter one, which are subject to erosion, consideration should be given to a program of beach nourishment and slope protection coordinated with channel maintenance dredging when that is proposed. The Long Island Regional Element of the New York

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[8] A Coastal Erosion Subplan for Nassau and Suffolk Counties. Prepared by the Nassau-Suffolk Regional Planning Board, March 1, 1978. Pages 36 and 37.

[9] Ibid. p.13 and 19.

State Coastal Management Program includes a dredging subplan that sets forth guidelines for such activities. [10]

4.4 Tidal Range and Flooding

"Shoreline damage and erosion are directly related to the maximum tides produced by a storm. Northeasters are the most frequent type of storm to hit Long Island with an 86% chance per year of significant damage along the coast." [11] Although storm exposure is minimal along the shores of the Peconic Bays due to protection by Shelter and Gardiners Islands, Sag Harbor does have a designated flood prone area.

"According to the Coast and Geodetic Survey, the waters of Sag Harbor Bay have a mean tidal range of 2.3 feet. Under storm conditions, the highest recorded water level was 7.6 feet above mean sea level." [12] However, the Flood Insurance Rate Maps (FIRM) [13] shows a probability of shoreline floods with water elevations up to 12 feet above mean sea level, when wave heights are taken into account. This occurs in the low-lying northern portion of the Village. Much of the total is west of Main Street, particularly in the vicinity of Upper Sag Harbor Cove nearly up to Main Street in the Meadow Street area. Although Cor Maria and Haven's Beach are also major flood prone properties, the eastern shoreline of the village is generally much less flood prone. The Federal Emergency Management Agency

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[10] The Long Island Regional Element - New York State Coastal Management Program. Prepared by the Long Island Regional Planning Board, April 1979. p.64-72; A Comprehensive Dredging Subplan for Nassau and Suffolk Counties. Prepared by the Nassau-Suffolk Regional Planning Board, November 1979. Appendix A, p. A-1 through A-5.

[11] A Costal Erosion Subplan for Nassau and Suffolk Counties. Prepared by the Nassau-Suffolk Regional Planning Board, March 1, 1978. p. 13 and 19.

[12] Village of Sag Harbor Wastewater Facilities Report. Prepared by William F. Cosulich Associates, P.C., 1982. p.4.

regulations, Part 59 of Act 42, USC 4001-4128, National Flood Insurance Program, has determined that these areas are subject to a 100-year flood level, with a 1 percent chance of such flooding per year.[13] See the Tidal Flood Hazard Zone Map, Map M-2, and the Zoning Map, Map M-5.

4.5 Harbor Project and Channels

Channel maintenance is essential to provide safe navigation for recreational boating traffic while conserving the natural coastal resources. The entrance channel in Sag Harbor is currently maintained at 10 x 100 feet as a part of the Federal Harbor Project. There is also a 3,180 foot long breakwater extending northerly from Conklin Point; a 10 foot deep turning basin; an 8 foot deep anchorage area between the channel and the breakwater; and a small 6 foot deep anchorage between Long Wharf and the Sag Harbor Yacht Club pier.[14] See Diagram D-3. Except for the Yankee Clipper passenger or ferry and charter boats, this harbor area is primarily used by recreational boats.

The other channels, which only provide access for recreational boating traffic, are maintained by local government, primarily Suffolk County. There is little need for federal involvement.

Generally, the current anchorage depths are acceptable. They are actually the natural water depth. However, at the Village Marina in Sag Harbor Cove there is an inadequate depth which is now the subject of a Suffolk County dredging project coordinated with storm damage repair and a village shoreline improvement program.[15]

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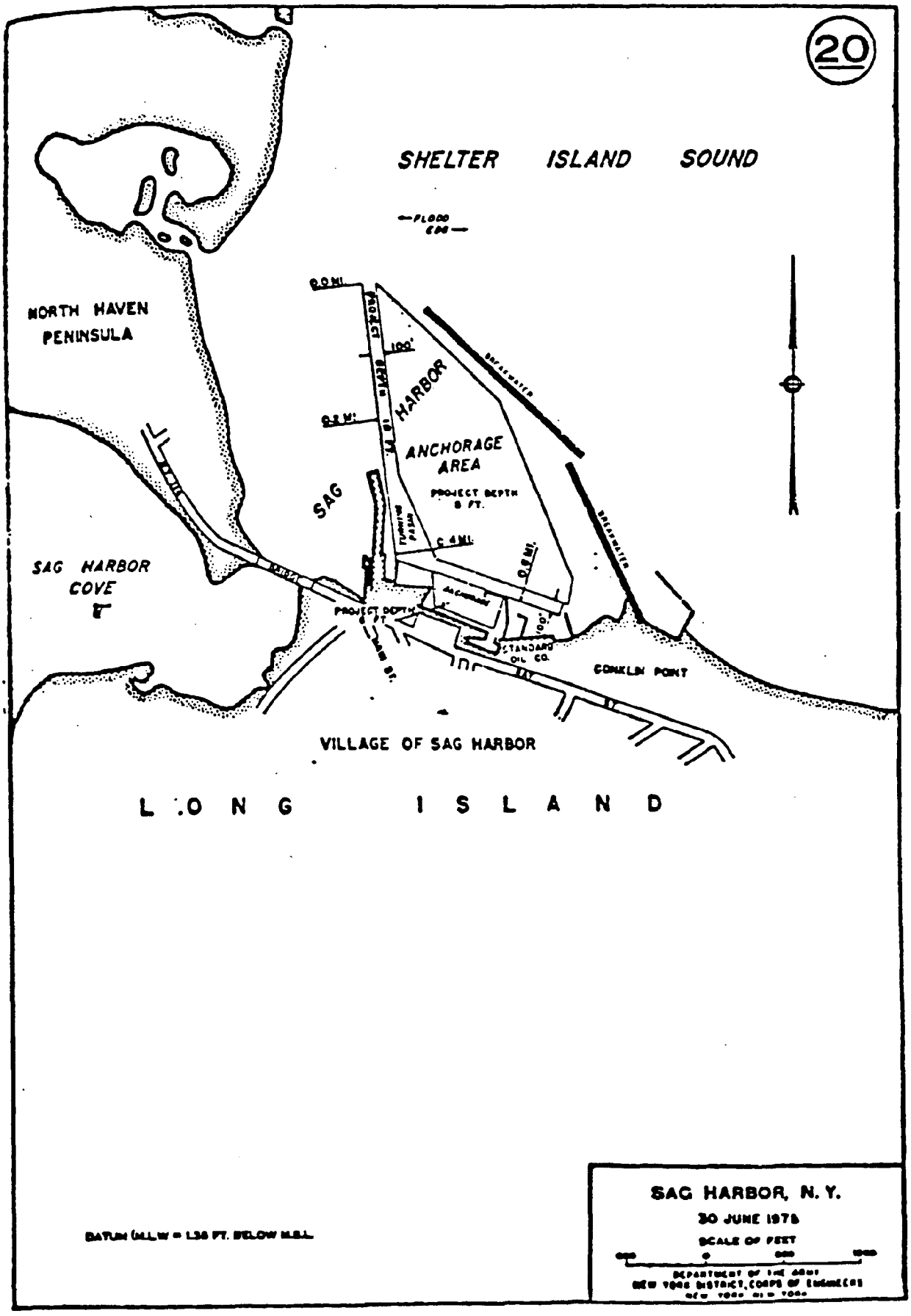
[13] Flood Insurance Rate Map, Community Panel Number 360807 0001C, Revised 11/17/82. U.S. Department of Housing and Urban Development.

[14] Memo from Dwight Davies to Arthur Kunz. Re: Development of Commercial Fishing Dock/Pier Facilities in Suffolk County and Relationship to Waterfront Development in Village of Sag Harbor, dated 12/1/81.

[15] A Comprehensive Dredging Subplan for Nassau and Suffolk Counties. Prepared by the Nassau-Suffolk Regional Planning Board, November 1979. p. 24.



FEDERAL HARBOR PROJECT

D-3

SECTION II

INVENTORY AND ANALYSIS

5.0
FISH AND WILDLIFE STUDIES

5.1 Introduction

As in the case of the general physical characteristics, this LWRP reviewed earlier studies by others to establish the broader context in which the village's LWRP would function. It is particularly notable in this area that the village boundary is at the shoreline. However, in the interest of maintaining a quality environment and coordinating activities on the upland with the immediate immediately adjacent water bodies, the Village of Sag Harbor has sought and obtained jurisdiction for 1,500 feet beyond its boundaries across those water bodies. This jurisdiction is set forth in Chapter 53, Waterways, of the Village Code.

Section 6.0, ENVIRONMENTAL RESOURCE INVENTORY UPDATE, presents detailed findings resulting from field inspection within the village for this LWRP project. Some differences between these findings and those of the studies by others may be expected. This should not be considered to invalidate either the broad studies or the field inspection but rather to provide a better perspective on the subjects.

5.2 Fish and Wildlife Studies

Sag Harbor and vicinity is an area of particular concern because of its shellfish and wildlife. In 1976 the New York State Department of Environmental Conservation's fish and wildlife survey noted significant scallop beds in Sag Harbor Bay with commercially exploitable quantities in the vicinity of Little Northwest Creek. The Department also identified Little Northwest Creek as part of a larger Barcelona Neck "prime wildlife area." It calls for the prohibition of modifications to the vegetation, water quality and physiography, except for those involved with management practices. The habitat is well suited for wintering waterfowl and various upland species of birds.

The bay scallop is one species that offers potential for increased production on Long Island through mariculture. Its life history is estuarine and it tolerates a wide temperature range, "In general, Long Island marine waters are highly suitable for the culture of bay scallops and other shellfish. Yearly ranges of water quality constituents are favorable to reproduction, growth and survival of species that are suitable targets for mariculture development." [16] Any such potential would be outside the jurisdiction of the Village of Sag Harbor, however, recreational shellfishing would be a valuable resource.

The system of ponds from Little Round Pond on the village's southern boundary south through the Town of Southampton's proposed Long Pond Greenbelt to Poxabogue Pond is rich in wildlife. The unusual animals present as breeders include the N.Y. State "special concern" species, barn owl, least bittern, spotted salamander, and spotted turtle, as well as other rare-to-Long Island breeding species as the pied-bill grebe, little blue heron, blackcapped night heron, eastern spadefoot toad, common gallinule, blue-winged teal and wood duck. Additionally, about 20 plant species on the State Museum's "Endangered And Threatened List" (1981) have recently been re-documented in the wetland and aquatic environments associated with these ponds by the work of the Nature Conservancy and local botanists.

Restrictions on the use of these areas should be based on the welfare of this region's unusual ecology and could include a prohibition against camping and picnicking, except in parklands already developed, and tightly regulated hunting and fishing activities. These and other use restrictions such as limiting clearing,

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[16] Assessment of Existing Mariculture Activities in the Long Island Coastal Zone and Potential for Future Growth, 1979. Prepared for the Long Island Regional Planning Board. p.96.

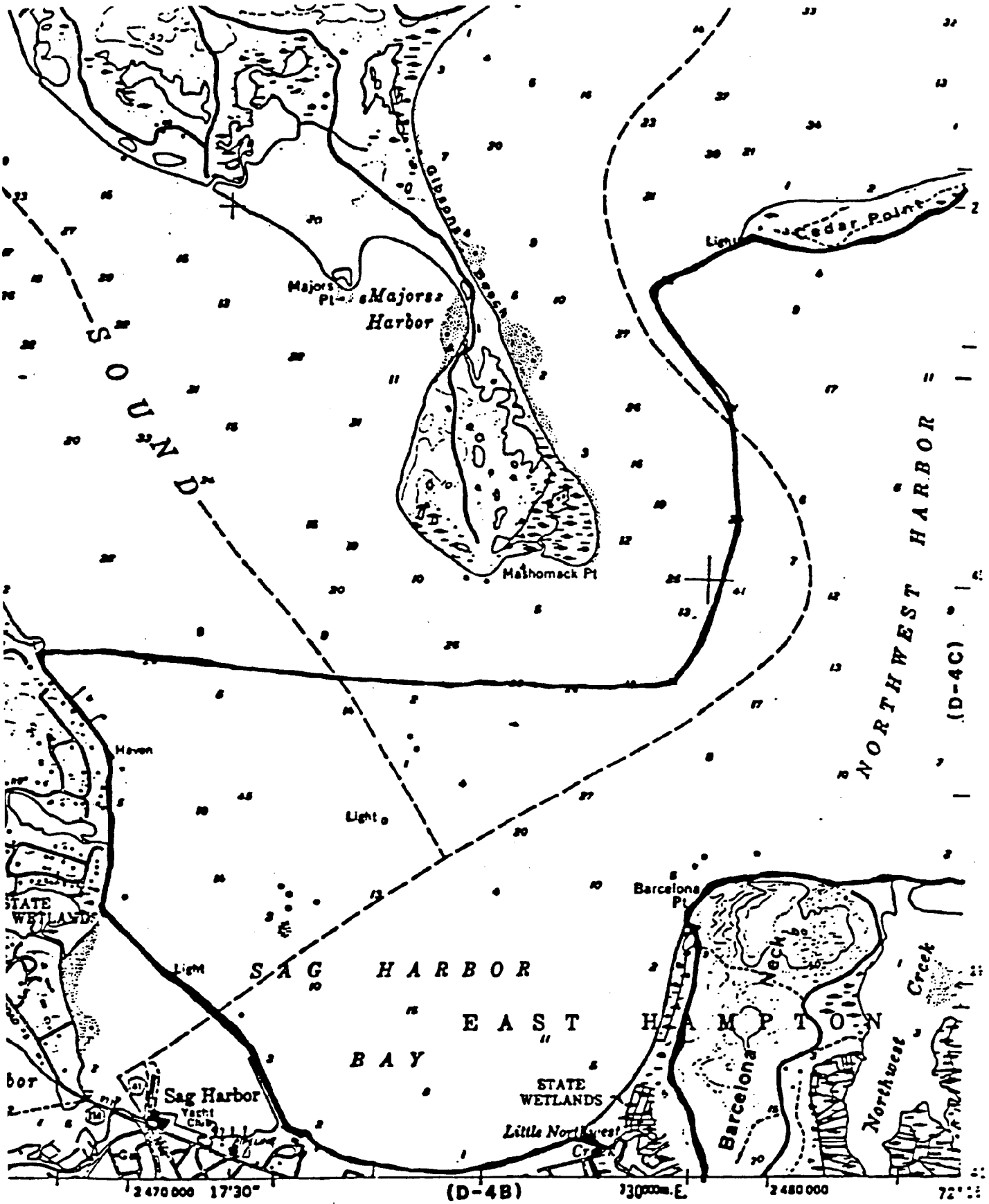
[17] Assessment of Particular Concern to the Preservation and Maintenance of Fish and Wildlife Populations in the Coastal Zone of Long Island. Prepared for the Long Island Regional Planning Board. p.1-3 and 186-191.

prohibiting sand mining and foresting, imposing setbacks from wetlands and surface waters for all structures and septic systems are part of the subject of a Generic Environmental Impact Study for the Southampton Town portion of the Long Pond system out in draft form and being finalized by the Southampton Town Planner's office. Vacant lands in this system should be prime targets for acqusition.

5.3 The Sag Harbor and Northwest Harbor Significant Coastal Fish and Wildlife Habitat

Location and Description of Habitat: Sag Harbor and Northwest Harbor are adjoining bays on the north shore of the south fork of Long Island. The bays are located between North Haven and Cedar Point, in the Towns of East Hampton, Southampton and Shelter Island, Suffolk County (7.5 Quadrangles: Greenport, N.Y. and Gardiners Island West, N.Y.). This area is approximately 3,000 acres in size. It consists primarily of open water areas in the bays. However, the fish and wildlife habitat also includes wetlands associated with Little Northwest Creek and exposed rocks near the Sag Harbor Cove jetty. Water depths in most of Sag and Northwest Harbors range from 6 to 20 feet below mean low water. The bays are bordered by much developed land, including Suffolk County Parklands in East Hampton and The Nature Conservancy's Mashomack Preserve on Shelter Island. The N.Y.S. Department of Environmental Conservation owns 190 acres of land on Sag Harbor to protect the Little Northwest Creek wetlands. This land is on the Sag Harbor-East Hampton border and is partially in both communities. The only major developments along the entire shoreline of these bays are the boating facilities in Sag Harbor's harbor and Haven's Beach. The upland area in Sag Harbor is substantially developed with residences and Cor Maria, a Roman Catholic Retreat. See Diagrams D-4A, 4B and 4C for the location of the habitat boundaries.

Fish and Wildlife Values: Sag Harbor and Northwest Harbor are generally representative of the Peconic Bays ecosystem, with broad expanses of moderately shallow water. This habitat type is unlike the very shallow bays on the south shore of Long Island or the relatively



SAG HARBOR AND NORTHWEST HARBOR

1 MILE
0 1000 2000 3000 FEET

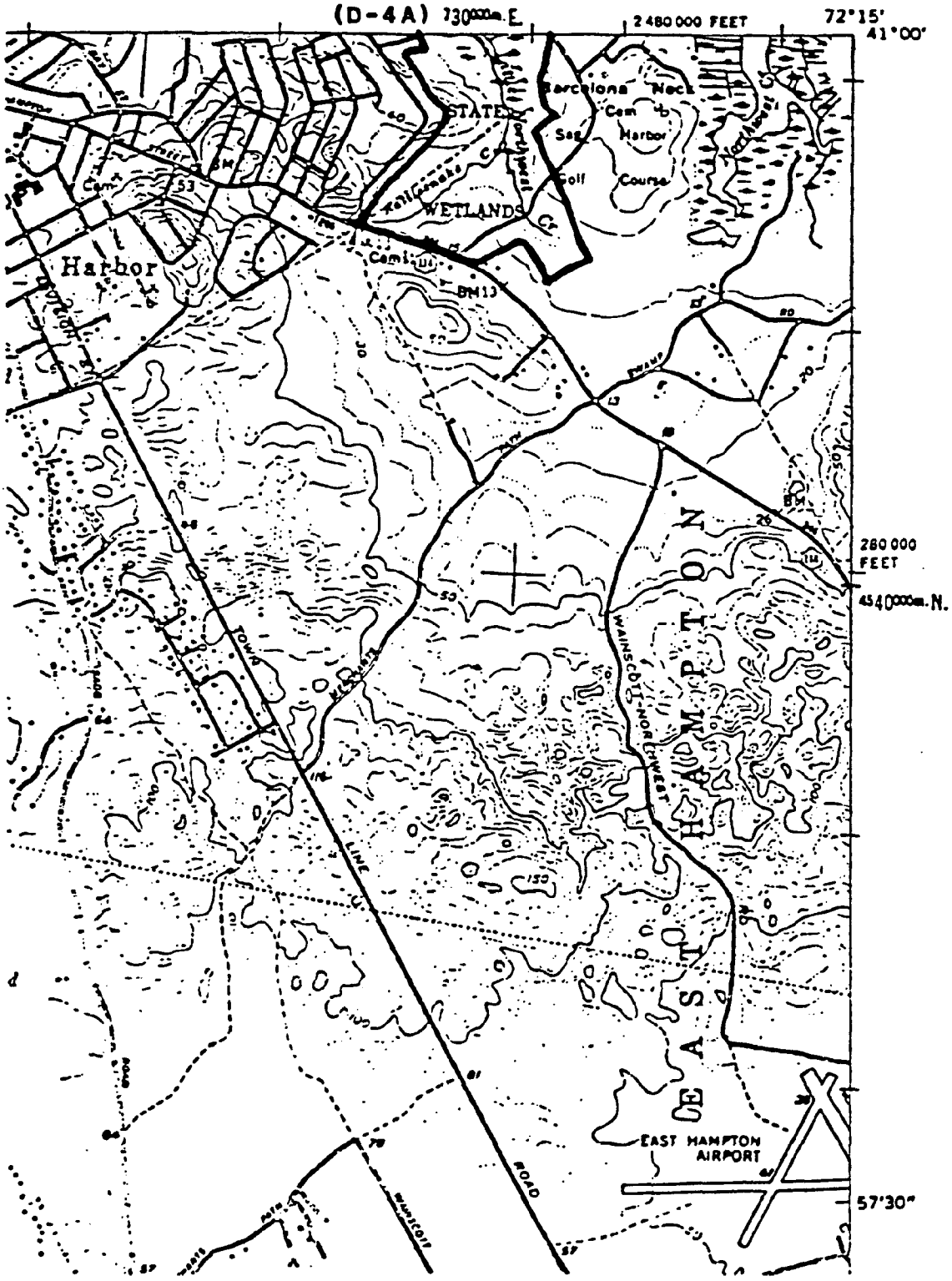
BOUNDARIES:
State
County
Town or City

SIGNIFICANT COASTAL HABITAT

D-4A

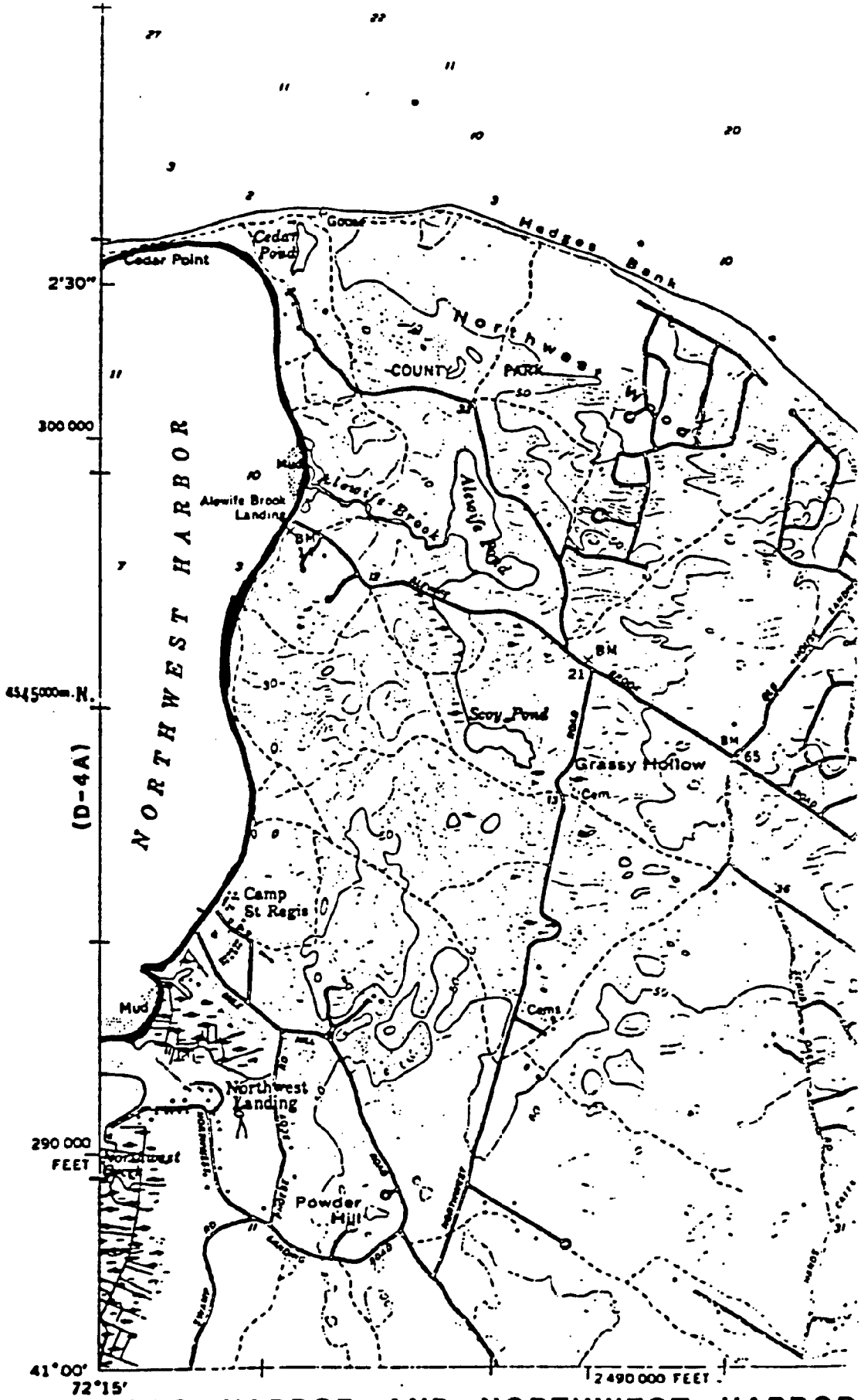
SAG HARBOR QUADRANGLE
NEW YORK–SUFFOLK CO.
7.5 MINUTE SERIES

GARDINERS ISLAND WEST



SAG HARBOR AND NORTHWEST HARBOR
SIGNIFICANT COASTAL HABITAT

Q-4B



SAG HARBOR AND NORTHWEST HARBOR
SIGNIFICANT COASTAL HABITAT

SAG HARBOR

D-4C

narrow bays of the north shore. Little Northwest Creek is an important component of this ecosystem, contributing to the biological productivity of the area.

Sag Harbor and Northwest Harbor are very important to fish and wildlife throughout the year. From November through March, Sag and Northwest Harbors support wintering waterfowl concentrations of County significance. Aerial surveys of waterfowl abundance for the ten year period 1975 - 1984 indicate average concentrations of over 400 birds in the bays each year (1,082 in peak year), including scaup, black duck, goldeneye, bufflehead, mergansers, canvasback, mallards and Canada goose. During much of the same period (December through May) concentrations of harbor seals also appear in Sag Harbor and Northwest Harbor. Exposed rocks near the Sag Harbor Cove jetty provide an important "haulout" area, which seals use for resting and sunning. This location is one of the five major "haulouts" around Long Island, serving as a focal point for seals feeding in the Sag Harbor area.

Sag Harbor and Northwest Harbor are productive habitats for marine finfish and shellfish. This area is one of the most important bay scallop producing areas on Long Island, supporting a commercial fishery of statewide significance. Oysters are present in lesser numbers, providing limited recreational and commercial fishing opportunities. The bays serve as nursery and feeding area for estuarine fish species, and are especially significant as spawning areas (from May through November) for weakfish, winter flounder and scup. Northwest Harbor sustains a commercial and recreational winter flounder fishery of county significance. Fishing pressure in the area extends from spring through summer and fall.

The N.Y.S. Department of Environmental Conservation has given this significant coastal habitat a 64.8 significance rating. See Diagram 5, Coastal Fish and Wildlife Habitat Rating Form - Sag Harbor and Northwest Harbor.

COASTAL FISH & WILDLIFE HABITAT RATING FORM

Name of Area: Sag Harbor and Northwest Harbor

Town(s): East Hampton, Southampton, Shelter Island

County: Suffolk

USGS Quadrangle(s): Greenport, N.Y.; Gardiners Island West, N.Y.

	(IS) Individual Score		(R) Replaceability		(ISxR) Final Score
Ecosystem Rarity (ER):	20	x	1.2	=	24.0
Moderately shallow open water bay area, not rare in Peconic Bays area, but rare on Long Island; geometric mean: $\sqrt{16.25} = 20$.					
Species Vulnerability (SV):	0	x	1.2	=	0
No endangered, threatened, or special concern species reside in the area.					
Human Use (HU):	18	x	1.2	=	21.6
Commercial bay scallop shellfishery of statewide significance; recreational fishery of County significance. Additive division: 16 + 4/2 = 18.					
Population Level (PL):	16	x	1.2	=	19.2
One of five major concentration areas for harbor seals wintering in New York. Waterfowl concentrations of County significance.					

Replaceability (R): 1.2

Irreplaceable

((ERxR)+(SVxR)+(HUxR)+(PLxR))
SIGNIFICANCE = 64.8

✓ CHECK IF AREA SHOULD BE DESIGNATED

Impact Assessment: Any activity that would substantially degrade the water quality in Sag Harbor or Northwest Harbor could affect the biological productivity of this area. All species of fish and wildlife may be adversely affected by water pollution, such as chemical contamination (including food chain effects), oil spills, excessive sedimentation from dredging or spoil disposal, and waste disposal. Thermal discharges, depending on the time of the year, may have variable effects on use of the area by marine species and wintering waterfowl. Installation of water intakes could have a significant impacts on juvenile (and adult in some cases) fish concentrations, through impingement or entrainment. Construction of shoreline structures, such as docks, piers or revetments, in area not previously disturbed by development (i.e. other than natural beach or saltmarsh), may have a significant impact on the fish and wildlife resources of Sag and Northwest Harbors. Any permanent alteration or human disturbance of the harbor seal "haulout" area or obstruction of seal migrations may adversely affect this species.

5.4 Marine Activities and Access Problems

It is highly unlikely that Sag Harbor will be a part of the commercial fishing industry facility expansion recommended for Gardiners and Peconic Bays.[18] This is due to a variety of physical limitations inherent in the harbor, including the lack of available waterfront land to support such commercial activities.

However, Sag Harbor is suitable to continue and expand as a large center for recreational fishing and other waterfront activities. This includes party and charter boats. Often recreational fishing areas are faced with two major problems: access and management. Access problems include the need for adequate sites and facilities to increase fishing opportunities. Management problems include the need for user information and the development of strategies designed to assure continuing fish populations.

Sag Harbor has recently enacted Chapter 53, Waterways, of the Village Codes, which regulates boat traffic within the village's jurisdiction. This code will prove to be highly beneficial in terms of harbor activity. A second local body responsible for regulation is the Trustees of the Freeholders and the Commonality. Each town has such a body that promulgates regulations and employs bay constables to patrol the town's waters. It is obvious that with two regulatory bodies operating in the Village water area some coordination in terms of objectives, standards, regulations and enforcement procedures will be necessary. Although some preliminary efforts have been made, this coordination will require further study.

With reference to the access problem, expanded onshore fishing facilities on piers and bulkheads would be helpful while more berths might be made available for party and charter boats and for private boat owners. Onshore pedestrian access to the shoreline for general waterfront activities could possibly be increased by the acquisition of additional land and the better utilization of existing land owned by the village and by private property owners. The village has already acquired one additional acre of land at Haven's Beach. It will be used for a beach renovation program related to playground and picnic facilities as well as new comfort stations. Recreational scallopers may have access to Sag Harbor Bay from this beach.

5.5 Water Quality

The most important water quality consideration for mariculture in coastal waters, and by inference for shellfish generally, is the absence of toxic pollutants, such as heavy metals, petroleum products, pesticides and other organics. Approximately four-fifths of the surface waters of the New York Marine District are certified for the

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[18] Memo from Dwight Davies to Arthur Kunz. Re: Development of Commercial Fishing Dock/Pier Facilities in Suffolk County and Relationship to Waterfront Development in the Village of Sag Harbor, dated 12/2/81.

taking of shellfish. However, some areas which do not meet the coliform standard are uncertified. One such area is Sag Harbor harbor area.

There are two basic categories of water pollution sources, point and non-point.[19] Point sources include such effluent discharges as those from sewage treatment plants and industrial waste treatment facilities. By contrast, non-point sources include boat sewage, stormwater runoff from paved surfaces, buildings and constructions sites, and infiltrated water from cesspools and septic tanks. Fertilizers and pesticides also contribute nitrogen and organic compounds to ground and surface waters. An assessment of the sewage pollution from boats concluded that while it may have a significant impact in specific isolated areas (i.e. poorly flushed and highly used areas such as Sag Harbor's harbor), the overall impact on the region's marine waters is probably minor when compared with sources such as stormwater runoff.

The worst water quality conditions where found to be in the more poorly flushed tidal waters located adjacent to urbanized developed land, or adjacent to discharges from sewage treatment plants. This fact is reflected in the regional pattern of shellfish bed closures. Shellfish closures in the outer portions of the Peconic Estuary are directly related to sewage treatment plant outfall discharge.

Two specific sources of pollution affect the closed Sag Harbor waters. The primary source is the general intensity of harbor use accompanied by debris, greases, cleansers, etc.. The secondary source is the sewage treatment plant which discharges oxygen-demanding substances, viruses, bacteria, nutrients, suspend oils, heavy metals and organic chemicals. It is also adding treated fresh water into the bay's salt water environment. Despite these conditions within the

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[19] Long Island Regional Element, New York State Costal Management Program. Prepared by the Long Island Regional Planning Board, April 1979. Section 2.4.

harbor, the plant is not generally expected to have a significant effect on the local waters outside the harbor jetty.

5.6 Tidal Water Classifications

The New York State Department of Environmental Conservation has classified all the tidal waters in the vicinity of Sag Harbor "SA", the highest classification for tidal waters. It is applied as an objective to be maintained or achieved where lower quality water conditions exist. The DEC intends to encourage improvement and maintenance of these waters for such usage as shellfishing and body contact sports.

However, as noted before, 350 acres of the 575 acre of the Cove area used as a small boat harbor, or 61 percent, is closed to shellfishing.[20]

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[20] Long Island Regional Element, New York State Coastal Management Program. Prepared by the Long Island Regional Planning Board, April 1979. p.110, Table 6-2.

6.0

ENVIRONMENTAL RESOURCE INVENTORY UPDATE - 1983

6.1 Introduction

During the month of September 1983 a detailed field survey of the environmental resources along the entire Village of Sag Harbor shoreline was completed. The information recorded covered both the marine and upland areas within the LWRP project boundaries. The results serve to update the Coastal Management Program's Natural Resource Inventory prepared by the Long Island Regional Planning Board in 1976 for the Long Island Element of the New York State Coastal Management Program. More specifically it was intended to develop information for the village's LWRP.

This inventory update employs six habitat classifications keyed to the earlier LIRPB's work. Individual habitat areas, identified by these classifications and given sequential numbers, as well as special features are delineated on the Natural Resources Inventory Map, Map M-3. Further a habitat profile description and evaluation for each of the numbered habitat areas may be found in Table IV, Appendix B.

Unlike Sections 4.0 and 5.0 this field survey and inventory were prepared specifically for this LWRP. As a result of this perspective, as contrasted with that of the other studies, there may be some differences in terminology and findings. Taken in the context of these other studies, the inventory is designed to sharpen the concerns as they apply to the Village of Sag Harbor.

A brief description of the inventory findings by topic is presented in this section.

6.2 Estuary Environment

The estuarine nature of Sag Harbor's coastal embayment waters is

dependent upon the maintenance of sufficient tidal flow and freshwater inflow from upland watershed areas.

Findings: Sag Harbor Cove and the coastal waters of Sag Harbor receive considerable freshwater input from two major watersheds: the morainal and outwash areas between the Bridgehampton Racetrack and the Long Pond chain-of-ponds system in Southampton Town to south and west, and the area roughly coincident with what is called Northwest in East Hampton Town to the east. The quality and volume of the waters emanating from these two great recharge systems is directly reflected in the quality and productivity of Sag Harbor Cove, Sag Harbor Bay and Northwest Harbor. As a result these watershed areas should receive the utmost protection in terms of limiting zoning density and other safeguard measures, such as turf control, limitations on the volume and nature of wastewater effluents recharged, etc. A cooperative effort would be beneficial.

6.3 Eutrophication

Eutrophication of estuaries is inimical to marine diversity and productivity.

Finding: Several of the waterfront residences in Sag Harbor have expansive lawns and ornamental plantings requiring fertilization. The use of natural vegetation and restricted usage of common garden fertilizers would be desirable. Slow-release organic fertilizers, wherever fertilization is necessary, would have a lesser impact.

6.4 Ponds, Streams and Freshwater Wetlands

There are many freshwater elements in the LWRP area.

Finding: The several ponds, drainage kettles, wetlands and Ligonee Brook form an interesting system of freshwater elements that are valuable in terms of wildlife, vegetation, rare and endangered species (namely, the state special concern species, spotted turtle,

least bittern, spotted salamander and several endangered and threatened plant species on the State Museum list (1981) and Nature Conservancy Heritage List), surface water quality and volume, estuary feed, aesthetics and recreation. It is imperative that these features be protected by suitable regulation and preserved wherever possible by the rigorous application of preservation strategies including acquisition, easements, reserve area and dedication and setbacks. The system of elements should be treated as a whole in any future management plan.

6.5 Otter Pond

Otter Pond is a popular passive park and also a wildlife area.

Finding: Otter Pond recreational activities are principally strolling and fishing. People also feed waterfowl along the pond's edge. Fisherman catch occasional striped bass and white perch, among other species, in its waters. Each year it supports a wintering flock of waterfowl of about 100 birds, mostly mallards and canvasbacks. It has a potential for eutrophication, especially where its slopes are fertilized and its upstream freshwater sources from the Long Pond morainal watershed system are encroached upon. Intertidal marsh extends over more than 60 percent of the pond's edges. Adjacent upland slopes should be maintained as natural as possible with little fertilization. The pond's flushing capacity is dependent upon maintaining the tidal creek connection between it and the Cove under the Main Street, CR 79, and upon the input of sufficient amounts of freshwater from upland underflow, stream flow and surface runoff.

6.6 Sag Harbor Cove Productivity

For at least the last decade Sag Harbor Cove has been less productive than many estuaries of comparable size on Long Island, such as Accabonac Harbor and Northwest Creek. In part this may be ascribed to the dredging work completed in the 1960's.

Finding: Parts of Sag Harbor Cove may be recovering their potential aquatic vegetation (SAV) in Upper Sag Harbor Cove. SAV in this area includes some of the highly productive eelgrass, Zostera marina. The benthic habitat of the bulk of Sag Harbor Cove can be further improved by selective plantings of eelgrass and a future regime of habitat protection and maintenance.

6.7 Flushing Action in Sag Harbor Cove

Adequate tidal action and stream flow make it possible for a body of water to maintain its cleanliness and to avoid contamination.

Surface water quality in Sag Harbor Cove is dependent on such flushing action.

Finding: The principal means for flushing the Cove is the channel running between the Cove and Sag Harbor harbor area. Within the cove system other channels provide daily flushing of the extended cove segments. These channels must be maintained in good condition for this function. As a result, they may need maintenance dredging from time to time. One channel under Redwood Road flushes through a boat basin which is not in the most desirable situation. The possibility of providing double-inlet flushing should be explored. The appropriate site for a second opening might be at the north end of Long Beach from a small tidal creek system on North Haven. A channel at this point between Noyac Bay and Sag Harbor Cove, regulated by a tidal wier, could greatly enhance the flushing action in the Cove and thus improve the Cove's water quality regime and productivity.

6.8 Navigational Channels

Navigational channels are useful not only to boaters but also to provide sufficient cross-sectional flow for improved tidal flushing, as noted above. Boat basins and turning basins are an integral part of this system in the harbor area.

Finding: The system of navigational channels serving the various segments of Sag Harbor Cove meet the needs of boating interests in the Cove relatively well, even though they were dug more than fifteen years ago. These channels are at least partially self-maintaining. Despite this, periodic maintenance at their present rated dimensions will probably be needed to insure that their cross-sectional flows and navigability will not be impeded. Maintenance dredging is now needed in the Village Marina berthing area along West Water Street.

6.9 Pollution and Water Quality

A considerable area of Sag Harbor's bounding surface waters are chronically closed to shellfishing because of pollution. There are four potential sources of such pollution:

a. Boater's wastes
b. Effluent from the Village's Waste Water Treatment plant (even though it meets the required standards).
c. Surface water runoff and stormwater drainage effluents.
d. Entrainment in the groundwater underflow to the surrounding water bodies of on-site septic system effluents from inefficient septic systems.

Finding: Two of these sources, pollution from boaters and storm drainage and surface runoff, can be mitigated by adopting and enforcing stricter boating regulations, requiring use of pump-out facilities, and by providing more effective new storm drain catchment systems and upgrading existing ones.

Treatment plant technology will improve and plants can then be upgraded, resulting in purer effluents. As in the past all new high-density residential developments built in Sag Harbor's coastal zone should be required to hookup with the Village Waste Water Treatment Plant.

6.10 Commercial and Recreational Fisheries

The commercial and recreational fisheries are one of the significant economic resources of eastern Long Island. The fishery resources of Northwest Harbor, Sag Harbor and Sag Harbor Cove are important centers of this fishing industry.

Finding: Of these bodies of water, Northwest Harbor is the most productive, Sag Harbor Bay and Sag Harbor Cove are considerably less productive in terms of landings. While the bottom of Northwest Harbor is rich in eelgrass, Sag Harbor Cove's bottom, where it is not bare, has some eelgrass beds but it is predominantly covered with less valuable red algae species.

An eelgrass replanting program would be economically feasible and would improve the bottom habitat and thus the fishery in Sag Harbor Bay and Sag Harbor Cove. Northwest Harbor would serve as a readily available source of plants for transplanting.

6.11 Specific Fishery Resources

Sag Harbor Cove is a spawning and feeding grounds for the winter flounder and the feeding grounds for several other commercially and recreationally valuable fish. Each year during the Fall and Spring runs, winter flounders move under the N.Y.S. Route 114 bridge to the delight of fishermen angling for them from atop the bridge. Sag Harbor Bay is an abundant source of bay scallops.

Finding: These seasonal runs of winter founder are an important component of the recreational life offered by Sag Harbor's waterfront. Other valuable fish species found in Sag Harbor Cove include striped bass, snapper blues and common eel. The future success of this run depends upon the maintenance of high quality water and stocks of bait for feeding in the Cove and its tributaries. Further, the use of this Cove by such species, as well as others, can be enhanced by a program of habitat management and improvement.

The blue crab, another valuable recreational species, should be found in the Cove in greater numbers than it is at present. It too would respond positively to a program of water quality enhancement and habitat management.

6.12 Wintering Waterfowl

Wintering waterfowl are in need of relatively undisturbed shallow productive waters for feeding and protection.

Finding: Sag Harbor Cove and its various arms provides winter feed and cover for about 10,000 waterfowl annually (scaup, black duck, mallard, Canada goose, etc.). This estimate is based on evidence in the accumulated records of the Federation of New York State Bird Club's Annual Waterfowl Census and in other records.

With the potential for improving the habitat in the Cove, the capacity to shelter and feed both wintering wildfowl and those that migrate will be increased.

Little Northwest Creek is an important wintering and migrating area for dabbling ducks (black duck, mallard, etc.) while Sag Harbor Bay and Northwest Harbor are important wintering grounds for about 10 species of sea ducks. This latter group range from 5,000 to 10,000 waterfowl each year.

6.13 Waterfowl Breeding

There is a need for an expanded waterfowl breeding habitat in this general area, especially for non-diving ducks. The black duck has become a particularly sensitive species. Therefore, providing for it has a high priority in programming by both the U.S. Fish and Wildlife Service and the New York State Department of Environmental Conservation.

Finding: Little Northwest Creek provides an ideal breeding habitat for the black duck. It produces some 25 to 50 young birds annually.[21] The Creek should be protected from incursions of upland vegetation along its west side where woods and stands of phragmites border it.

The extreme western and southern areas of Sag Harbor Cove also provide suitable waterfowl nesting habitat and should be given protection.

6.14 Endangered and Threatened Species

There are several New York State endangered and threatened species that depend on Long Island habitats to breed, feed and find cover.

Finding: The least tern and piping plover are New York State species which are endangered and threatened, respectively. They breed in the Sag Harbor area on Long Beach, a barrier beach, across Sag Harbor Cove from the village and along the sandy shores at the mouth of Little Northwest Creek on the village's eastern boundary. These habitats should continue to receive protection and habitat management. Specifically these two species make use of dredging spoil deposits for their nesting places. Therefore, consideration should be given to locating future spoil sites from maintenance dredging in those areas conducive to the nesting habits of these two species and to other rare waterbird species.

6.15 Tidal Wetlands Marsh

Sag Harbor Cove and other portions of Sag Harbor's coast have been dredged over the years for navigational channels and boat basins. The last such dredging was in the 1960's. It disturbed much of the marshy

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[21] Based on annual waterfowl breeding counts, 1981 through 1985, for East Hampton Town, conducted by Larry Penny, Environmental Protection Director, East Hampton Town.

edge and, along with other activities, resulted in the filling of many areas of the tidal wetlands.

Finding: Today, roughly 20 years later, about 95 percent of the Cove's perimeter has a healthy stand of intertidal marsh vegetation (Spartina alterniflora). This marshy edge appears to be expanding in thickness along old bulkheads and in similar situations. However, it is limited in its ultimate extent by topographic features.

Patches of intertidal and high marsh have cropped up elsewhere along the outer coast on Sag Harbor Bay.

The New York State wetlands on Little Northwest Creek have hardly been disturbed and are in a very healthy state.

6.16 Beaches and Shores

Sag Harbor has an extensive shoreline. The beaches and shores are part of the coastal strand ecosystem which extends almost uninterrupted along the Atlantic Coast from Maine to Florida.

Finding: Sag Harbor beaches from Little Northwest Creek to the main jetty are thin, only 10 to 20 feet wide. Smaller, equally thin stretches of beach occur to the west of Long Wharf and along the shores of Sag Harbor Cove.

From Little Northwest Creek to Haven's Beach, the beaches appear to be prograding, there is an open sandy beach with a vegetated backshore and a small dune populated by the dominant American beach grass and other strand species, notably beach pea, seaside goldenrod and dusty miller.

In a few small areas there are the rudiments of restablished intertidal and high marsh. The strip from Haven's Beach to Long Wharf is losing material, in part because of the jetty and groins in that area. Much of the upper shore in this strip is reveted to prevent

bank and upper shore erosion. This would be an obvious site for beach nourishment with spoil from future harbor dredging. Strand vegetation could be replanted easily to stabilize the nourished beach areas and prevent the invasion of disturbed habitat species.

6.17 Upland Edge

The upland edges of coastal habitats are discontinuities in the terrain which, nevertheless, are an integral part of the coastal zone interface between land and water.

Finding: Although some upland edges along Sag Harbor's coastline have gentle grades imperceptibly continuous with the upper shore, those which are of particular interest in this inventory are the steep banks with slopes of 20 percent or more or the ones that are stabilized by some type of structure. With reference to this latter group, the inventory found that less than 10 percent of this banked shoreline is reveted. From Haven's Beach to Little Northwest Creek the moderate to steep slopes are escarped bluffs formerly washed by the sea. Since the toes of these slopes are now protected by a small dune system behind a prograding beach, they are greater than 95 percent vegetated or revegetated. These slopes will not require artificial stabilization with shore structures as long as these beaches and dunes continue to exist and prograde. In areas where beaches are regressing and are not already reveted, some type of beach nourishment and slope protection program will be needed.

6.18 Uplands

The quality of the upland vegetation in the coastal zone is linked to the quality of the strand and aquatic zones.

Finding: The upland vegetation within Sag Harbor's LWRP area is largely native in origin, except for lawns, some street trees and estate and residential plantings. The largest piece of contiguous upland vegetation is the vacant, privately owned, semi-mature,

mixed-oak hardwoods and swamp maple vegetation associations on the east side of Sag Harbor bordering on Little Northwest Creek. This vegetation grades nicely into Sag Harbor's east side subdivisions and should be retained as far as possible in its natural state as it serves as an important green belt buffer between Sag Harbor and East Hampton.

Planting and replanting proposals should be encouraged to use native trees, shrubs and ground covers since these species are generally less susceptible to disease and less needful of fertilization and supplemental watering.

Haven's Beach and the unused Society for the Preservation of Long Island's Antiquities and Village park land to the southwest of the Village parking lot are both in need of refurbishment. Haven's Beach has several features that might be called "disturbed". A substantial part of the unused land is choked with Phragmites so that it only functions minimally for drainage and wildlife support. While plans for the refurbishment of Haven's Beach should provide appropriate recreational facilities, both sites should maintain and enhance the wildlife habitat and the beneficial surface water purification and interception values they can provide.

6.19 Trails

There is an extensive system of trails in the northern part of the LWRP area.

Finding: These trails can be linked up to proposed cultural-historical trails issuing from the waterfront area; one hypothetical avenue for such linkage is the bank of Ligonee Brook which extends north to Long Pond (although crossing Sag Harbor Turnpike); another link might incorporate the SPLIA wetland south of the Spring Street parking lot.

7.0

EXISTING LAND USE, ZONING AND LWRP FUTURE LAND USE

7.1 Existing Land Use - 1983

The Village of Sag Harbor is an historic community and, as a result, a mature one with a well defined pattern of land use. Its 1,080 acres of land area are surrounded on many sides by several major bodies of water: Upper Sag Harbor Cove, Sag Harbor Cove, the harbor itself behind the breakwater or jetty that protects the moorings, and Sag Harbor Bay. Its boundaries on the east and west are defined by Little Northwest Creek and Ligonee Brook, respectively. With these environmental resources the village is rich in open spaces and recreational facilities on both land and water.

The recommended revised Local Waterfront Revitalization Program boundary encompasses approximately 75 percent of the village's entire land area. The extra-territorial jurisdiction of the adjacent water bodies includes all of Upper Sag Harbor Cove, Morris Cove and much of the remaining water bodies based on the 1,500 foot dimension or, in the case of the smaller water bodies, one half the distance between the opposite shores.

As in most small country villages with a seaport, business activity is focused on Main Street which runs down to the water's edge at Long Wharf, the principal public dock. Much of the street system radiates from the Long Wharf end of Main Street. Although some scattered businesses are located outside the Village Business Center, the areas of the village beyond it are generally residential in character. As might be expected, most of the historic buildings and landmarks are clustered around the Village Business Center. Buildings are generally no more than 2½ stories high except for public buildings and those in the Village Business Center.

The results of the existing land use survey are shown graphically on the Existing Land Use - 1983 Map, Map M-4. Lane use categories

shown on this map are comparable to those shown on the Existing Land Use Map - 1977 of the Long Island Element of the Coastal Management Program.

There are three major public or semi-public open spaces in the Village of Sag Harbor. All three are within the LWRP area. They are the village's Haven Beach (20.0 acres), the New York State wetlands (50.0 acres) and a Mashashimuet Park (84.6 acres). The latter one is a property of the Russell Sage Foundation which serves as a public park and playground. These three sites total 154.6 acres, or about 14.3 percent of the village's total land area.

In the vicinity of Long Wharf shoreline, lands designated for waterfront uses on the comprehensive zoning plan extend over 1.1 miles of the shoreline. A second area on that plan is designated for marina uses at Redwood Canal. It has about 0.2 miles of shoreline. The total for active marine and recreational uses is 1.3 miles.

The Village of Sag Harbor has been assembling land for public access and recreation in the waterfront district. The Windmill Park (1.9± acres) and old N.Y.S. Route 114 right-of-way are recent acquisitions along with the right to use the surface of Long Wharf. As a result the public waterfront park area, including these three areas, totals 4.1± acres with a shoreline length of 2,668 lineal feet. Adding the village marina shoreline and the undeveloped triangular piece of village land across the street from it, the total area increases to 4.2± acres with 3,368 lineal feet of shoreline. In addition, the village owns the Waste Water Treatment Plant site and a small piece of land to the east of it across a small shoreline access piece belonging to the Mobil Fuel Storage site. These two have an area of 0.8± acres, raising the total to 5.0± acres, and an additional 260± lineal feet of shoreline for a total of 3,628 lineal feet, or roughly 62 percent of the waterfront district's entire shoreline. The village is considering the potential of adding the 1.3 acre former Mobil Fuel Storage facility site to this public waterfront land. See the Existing Land Use - 1983 Map, Map M-4, for the location of these properties as well as Haven's Beach noted above.

Other existing land uses in the waterfront district include commercial marinas, a residential dwelling, a fish market on Long Wharf, the Sag Harbor Yacht Club, a boatyard and the American Legion. With the exception of the small piece of village land and the recently cleared Mobil Fuel Storage site, there is no vacant land available in the waterfront district.

The substantial waterfront park and marina development in the waterfront district give it an open rather than a built-up character. However, the visual quality and general organization of the development along West Water Street/Long Island Avenue and Bay Street, which provides access to properties in the Village Business Center as well as to those in the waterfront district, is inconsistent and in many instances poor.

Village business center activity, and most of the principal historic buildings, are concentrated near the waterfront, reflecting the Village's historic function as a seaport. There are approximately 50 acres in this overall area. Main Street, the central business artery, extends from Long Wharf, generally southward, subsequently becoming the Bridgehampton-Sag Harbor Turnpike, C.R. 79. The business frontages in the center have shown notable improvement in conditions and character as the result of a Village rehabilitation program. However, there is still much to be done at the rear of many of these properties. Division Street, N.Y.S. Route 114, straddles the Town boundary between the Towns of Southampton and East Hampton. It is located only a short block east of, and parallel to, Main Street in the business center. Generally both the street improvements and the properties facing on the first two blocks of Division Street south of Bay Street, need work to achieve their potential utilization and an attractive environment. The intersection open space and buildings at Division Street and Washington Street/Burke Street have a particularly attractive potential. The East Hampton-Sag Harbor Turnpike, N.Y.S. Route 114, enters the Village from the east on the Hampton Road and Hempstead Street alignments, intersects Division Street at the edge of the business center, and then continues over the bridge to North Haven and the ferry to Shelter Island. Thus Division Street has particular

importance as an entrance to the Village business center and commercial waterfront.

The Village of Sag Harbor has designated the Cross and Rector Street area along with lands in the vicinity of Division Street south to Union Street as the Old Village Target Area in connection with a rehabilitation program partially funded by a Community Development Block Grant. This involves many historical structures and the backs of Main Street commercial building along Division Street.

Haven's Beach which is located just east of the business center and commercial waterfront, is an important recreational area. Its natural qualities are ideal for bathing and picnicking. However, many improvements are needed. Daily tourist population is estimated at 300 during a peak summer weekend with an auto capacity of 60 spaces. In order to accommodate this and a potentially greater population in the future public facilities, especially sanitary ones, are badly needed. Currently bathers are discouraged from using the beach and instead utilize Long Beach in Southampton Town.

Cor Maria, a Roman Catholic Church retreat center lies between Haven's Beach and the waterfront district. It has more than 1,600 lineal feet of shoreline on both the active harbor and Sag Harbor Bay. Although no change is anticipated in the use of this property, if it should become available for reuse, it would have a significant impact on the entire village and its character. Preservation of the shoreline for public access and the character and intensity of the new use would be principal concerns with reference to their impact on the natural environment and on the character and quality of the entire village.

To the west of the Village Business Center and waterfront district at Redwood Canal is the marine district which has developed with commercial marina and boatyard uses. Since it is surrounded by residential area the comprehensive zoning plan limits this area to

those uses and their accessory uses. Sag Harbor Villas, a residential condominium, and two residential dwellings lie between the marine and the waterfront districts.

In general tourist oriented sites within the village are found in the early settlement and harbor area which make up the Historic District established by the Village Board of Trustees to help preserve them. Since almost all are in, or close to, the Village Business Center, there is considerable offstreet parking available nearby so that visitors can enjoy them on foot. However, since walking is an important aspect of this tourist activity, whether the tourist arrives by automobile or ferry at Long Wharf, some improvements are needed. The Village is proceeding with this work. However, new pedestrian walks from either end of the commercial waterfront into the mid-point of the business center would add a significant dimension to the pedestrian's experience.

The NYS Museum Archeological Site Location Map indicates nine 1-mile diameter sites in the general vicinity of the Village as possible sites with sensitive archeological resources. These resources will be protected by measures developed by the Village in cooperation with the N.Y.S. Office of Parks, Recreation, and Historic Preservation.

Sag Harbor was a whaling community which flourished during the first half of the 19th century. Ths historically significant Sag Harbor Village District (Zoning Map, Map M-5) is an environment of 18th and 19th century structures remarkably uninterrupted by 20th century intrusions. Maritime and cultural links with New England associate the Village visually with ports of that region rather than with other communities of New York. Formerly a U.S. Port of Entry and a center of maritime trade and commerce, the Village is extraordinary for the quantity of structures present from the 18th and first half of the 19th century, as well as for the quality of individual buildings.

The present historic district extends southward from the waterfront along the major radial streets: Main, Madison, Division, and Hampton. West of Main Street the district includes portions of John, Glover, Bayview, Howard, Garden, Spring, Bridge, Rose, Meadow, and Nassau Streets. The district reaches eastward from Division and Hampton Street to include parts of Rector, Burke, Love, East Union, High, and Hempstead Streets. The southern boundary is an irregular line drawn between Main and Hampton Streets with emphasis on the corridors along the north-south routes.

The central core of the village, which envelops the waterfront business district and spreads south along the major radial streets, is characterized by a heavy concentration of buildings of the colonial, Federal, and Greek Revival styles. It is this concentration, notable for its quantity as well as the quality of certain individual structures, which gives particular credence to the late 19th-century observer's description of Sag Harbor as a "finished village," which stopped growing c1850.

A commom form in this district is the 18th and early 19th century, wood-frame, three-bay or "half-house," found in both 1-1/2 and 2-1/2 story versions. Several cottages of this form also bear details expressive of the Greek Revival mode. Also common in the village is the 2-1/2 story side-hall half-house. A selected group of the more notable houses is listed in Table 1.

Table 1

Selected Historic Buildings

Sag Harbor Village District

Name	Date	Architecture/Historical
Tinker Alley Tavern	late 1700's early 1800's	Plain, shingled, clapboarded cottage, with interior end chimneys and rectangular door enframements incorporating four or six-light transoms.
Nathaniel Prime House	C.1797	Shingled, gable-roofed structure, ornamented by the detail of its door enframement.
Benjamin Glover House	C.1810	Shingled, gable-roofed structure, with fascia ornamented by applied blocks imitative of stylized modillions, door enframements with fluted Tuscan pilasters, and a one-bay pedimental porch. Built by and for carpenter-builder Benjamin Glover.
Jared Wade House	C.1797	Wood-frame, 1-1/2 story, 5-bay structure, with interior end chimneys,

Name	Date	Architecture/Historical
		and ornamented with finely detailed door enframements composed of molded architrave with leaded transom, and sidelights surrounded by an elliptical fan-light.
Custom House	C.1789	Two-story, five-bay, shingled and clapboarded structure of the Colonial and Federal periods, ornamented with a mantel-frame door with wood-muntined transom in a fan pattern.
Benjamin Huntting House (Whalers Museum)	1844	Richly detailed, temple-front Greek Revival structure, ornamented with a cornice, a cornice cresting, employing the whaling motifs of harpoon and spade. Attributed to Minard LaFever.
Whalers Presbyterian Church	1845	Richly detailed structure, exhibiting Greek Revival motifs and Egyptian Revival tendencies. Attributed to Minard LaFever.

7.2 Commercial Development Analysis

The Commercial Development Analyses[22] report provides a summary of commercial data useful to development agencies and brokers. It also includes planning recommendations for the enhancement of commercial activities and development.

Retail spaces are often clustered together to form different types of districts. The Central Business District (CBD) is a district category that has no major department store (a single retail space with area over 100,000 SF). They generally have a service area of 1.5 miles or more. Tourist oriented CBD's, even though they are small, have a wider drawing power because of specialty shops, historic attractions and services for visitors. With a service area of 3 miles, they act as seasonal tourist areas as well as year-round neighborhood centers. On Long Island they are most frequently located on the shorefront where early settlement occurred. Sag Harbor's Village Business District, along Main Street and the waterfront, is such a tourist CBD. Despite its seasonal nature, in 1978 this CBD had a total of 104 stores of which only three were vacant for a very low vacancy rate of 2.9 percent. Overall Suffolk County also has a very low store and office vacancy rate as compared with Nassau County. This is due to the fact that there is very little competition from large nearby shopping centers, especially on the county's far eastern end.

Although Sag Harbor's CBD demonstrates considerable vitality there is some evidence of a decrease in year-round convenience retail and service establishments such as supermarkets. If this trend continues, the nearest facility for this type of shopping and service would be in East Hampton, six miles away, or in Bridgehampton, four miles away.

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[22] Commercial Development Analyses - 1982. Prepared by the Long Island Regional Planning Board. Pp. 2, 48, 49, 63.

The Long Island Regional Planning Board's analysis recommends that those communities which seek to improve and strengthen such CBD's should consider enactment of ordinances that allow higher building coverage and intensity of use. The character of each community will determine which uses are compatible or incompatible. Ordinances that prohibit incompatible uses and encourage maximum pedestrian access and amenities, such as landscaping, buffering, sign and architectural regulations, are the most effective in strengthening CBD's.

The Regional Planning Board also recommends that where there is excessive land set aside for commercial use that: "Nearby tracts of land zoned for more commercial use would be ideal candidates for rezoning to multi-family use which would provide needed housing land and strengthen the retail center by introducing a complementary rather than competitive use." [23]

Finally, the Board's report states that a tourist oriented CBD, such as that in Sag Harbor, necessitates public accommodations. Hotel/motel facilities would be a supportive use. Other supportive activity centers in Sag Harbor include the surrounding resort area, and the immediate waterfront community with its extensive boating and fishing resources.

Public accommodations in Suffolk County consist of 360 hotel/motel establishments. Almost two-thirds are in seasonal use while the remaining one-third are in year-round operation. In the county's rural east end most are seasonal operations. Sag Harbor has approximately 86 units, three-quarters of which are year-round accommodations. The hotel/motel statistics (1981) for the Village are found in Table V. Some changes have occurred since 1981. The most significant was the creation of a resort motel district which included additional land in the vicinity of the Baron's Cove Inn.

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[23] Ibid, p. 69.

TABLE II

HOTEL/MOTEL CHARACTERISTICS, SAG HARBOR - 1981

Location	Establishments						Units - No. of Rooms						Capacity - Persons					
	Yr-Round		Seasonal		Total		Yr-Round		Seasonal		Total		Yr-Round		Seasonal		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Southampton Portion	3	60.0	2	40.0	5	100.0	65	81.2	15	81.8	80	100.0	135	68.2	63	31.8	198	100.0
East Hampton Portion	0	0.0	1	100.0	1	100.0	0	0.0	6	100.0	6	100.0	0	0.0	26	100.0	26	100.0
Total	3	50.0	3	50.0	6	100.0	65	75.6	21	24.4	86	100.0	135	60.3	89	39.7	224	100.0

SOURCE: LIRPB; Commercial Development Analysis - 1982, Table 9, p. 112 and 113.

Suffolk County town officials have been concerned about the conversion of motels/hotels into condo/coop ownership and its impact on the tourist industry. Their fear is that eventually there will be a shortage of public tourist accommodations. "For all the new construction that has occurred over the last few years there has been a corresponding loss in existing accommodations, especially in resort areas." [24] Some motels, especially in eastern Suffolk County, have been converted to seasonal or year-round apartments or condominiums.

Overall, much residential land subdivision and development has occurred. Within the LWRP area most of this has been at a medium density (2-4 units per acre) with some medium-high density (5-10 units per acre) at scattered locations. The latter density includes older residences on small lots as well as the very new The Villas at Sag Harbor on West Water Street. High density (11± units per acre) residential uses are few. One such relatively new development is the Harbor Close at Long Island Avenue and Bridge Street. The proposed adaptive reuse of the Bulova Watchcase Company factory will be a new high density residential condominium development. Although there are vacant residential lots within the LWRP area, in several instances these are left over pockets of wetlands not well suited for development. There are only two relatively large vacant sites and one agricultural property that might offer significant subdivision opportunities. One vacant site lies along the projected alignment of Hillside Drive East near the west end of the village. The other is immediately west of the Baron's Cove Inn, between West Water Street and Long Island Avenue. The agricultural property is immediately west of the second site and extends out to a frontage on Glover Street.

As noted, public swimming and beach facilities are concentrated at Haven's Beach within the LWRP area while marinas are found at the tidal outlet culvert on Redwood Road, on the commercial waterfront on Sag Harbor Cove and within the breakwater on Sag Harbor Bay.

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[24] Ibid, p. 47.

Natural wildlife habitat is preserved in the New York State wetlands on the Village's eastern boundary and in a second area, which remains unprotected, along the estuary which extends from Sag Harbor Cove up Ligonee Brook. Other coves, bays and ponds in the vicinity of the shore also serve as resting places for marine birds. These are described in more detail in the Environmental Resource Inventory Update - 1983 and in Table UV which is found in Appendix B.

Essentially the entire LWRP area of the Village is served by a public water supply system operated by the Suffolk County Water Authority. However, not all land uses are taking advantage of its availability. All water comes from local wells. The recent toxic plume incident highlights this situation.

Much of the LWRP area uses individual sewage disposal systems. The Village sewage treatment plant serves approximately 50 acres of the more intensive developed area of the Village. A recent extension of the service area incorporated The Villas at Sag Harbor. At this time there are no further plans to extend the service area. However, a project to expand the capacity of the treatment plant to meet the demands of the new condominiums and to decrease the degree of ground water infiltration is nearly completed. The capacity will increase from 100,000 gallons per day to 150,000 gallons per day. [25]

The former onshore Mobil Fuel Storage facility's tanks had created a number of environmental problems in the past, particularly the threat of oil leakage into the groundwater. They have been demolished. However, there is now an unresolved question of contamination of the ground is being studied. It is anticipated that this shoreline property will soon be made available for reuse.

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[25] Village of Sag Harbor Wastewater Treatment Facilities Report. Prepared by William F. Consulich Assoc., P.C. 1982. pp.1-2.

7.3 Zoning Regulations

The Village of Sag Harbor's Chapter 55, Zoning, has recently been the subject of a comprehensive amendment and recodification project designed to conform with the findings of this LWRP, its comprehensive plan policies and the Land and Water Uses Map, Map 1. Also see the Zoning Map, M-5.

The number of regular zoning districts has been increased from five to seven. They include three wholly new districts: RM Resort Motel, WF Waterfront and MA Marine Districts. As a result, these regular districts, and certain select requirements of them that are relevant to the LWRP, may be briefly may be briefly described as follows:

R-20 One-Family Residence District (20,000 square foot minimum lot area)

This district is the basic residence district in the village. It provides for an accessory mooring, dock or other marine structure use pursuant to Chapter 53, Waterways. It also requires:

- Preservation of 50 percent of the site area as natural or landscaped open space but not less than all existing site area in tidal or freshwater wetlands, beach and dune habitats which are to be preserved in their natural state
- Preservation of natural vegetation within not less than 25 feet landward of the mean high water line or the upland edge of tidal or freshwater wetlands and beach and dune habitats.
- Set back of all buildings and structures, except for water-related accessory buildings and structures which will not tend to deteriorate ecological values of the tidal and freshwater wetlands, 25 feet

landward of the mean high water line or the upland edge of any tidal or freshwater wetland.

- Lot coverage by principal and accessory buildings and structures not to exceed 20 percent of the lot area

MIR Moderate Income Residence District (40,000 square foot minimum lot area with maximum densities up to 21 dwelling units per acre depending on the character of the dwelling unit and a maximum of 64 units per site; and 43 residential person-accommodations per acre for a nursing home, health related facility or an adult proprietary home)

This district is not on the Zoning Map. Therefore, it may be considered a floating district.
The requirements are the same as those noted for the R - 20 Residence District, except that:

- Preservation as natural or landscaped open space is 35 percent of the site area
- Lot coverage by principal and accessory buildings and structures not to exceed 35 percent of the lot area, except not to exceed 40 percent for a nursing home, health related facility or adult proprietary home

RF Multiple-Family Residence District (5 acre minimum lot area with a maximum density of 6 dwelling units per acre)

The requirements are the same as those noted for the R - 20 Residence District, except that:

- Lot coverage by principal and accessory buildings and structures not to exceed 25 percent of the lot area

RM Resort Motel District (55,000 square foot minimum lot area with a maximum of 35 transient guest units per acre plus one manager's apartment)

The RM Resort Motel District is intended to be a water-related district located adjacent to, but not on the waterfront.

The requirements are the same as those noted for the R - 20 Residence District, except that:

- Accessory private mooring, dock or similar marine structure is not permitted
- Preservation as natural or landscaped open space is 25 percent of the site area
- Lot coverage by principal and accessory buildings and structures not to exceed 50 percent of the lot area

VB Village Business District (10,000 square foot minimum lot area for new lots)

The VB Village Business District is intended to be mapped for the Village Business Center and, to some degree, is water-related but it is not intended to be mapped directly on the Waterfront.

WF Waterfront District (40,000 square foot minimum lot area for new lots)

The WF Waterfront District generally provides for water-dependent uses and is intended to be mapped on the waterfront in the active harbor area and in close relationship to the VB Village Business District and the RM Resort Motel District.

It requires:

- Preservation as natural or landscaped open space is 30 percent of the site area
- Lot coverage by principal and accessory buildings and structures not to exceed 40 percent of lot area

MA Marine District (40,000 square foot minimum lot area for new lots)

The MA Marine District generally provides for limited water-dependent uses which are compatible with neighboring residential areas and is intended to be mapped specifically at the Redwood Canal waterfront on Sag Harbor Cove.
Its requirements are the same as those noted for the WF Waterfront District.

In addition to the regular districts Chapter 55, Zoning, has two special overlay districts. One is the Historic District. It provides for a Review Commission charged with maintaining the character of the Historic District in the process of approving building permits and with the designation of landmarks. The second special district is the Tidal Flood Hazard Overlay District. It provides further standards for buildings and structures to be located within the flood hazard zones established by the Federal Emergency Management Agency.

In terms of the LWRP area all the districts except for the MIR Moderate Income Residence District are mapped. The most important districts, based on the extent of shoreline affected or on their water-dependency, are the R - 20 One-Family Residence District and the WF Waterfront and MA Marine Districts. The Cor Maria Retreat and Haven's Beach are both in the R-20 One-Family Residence District.

The R - 20 One-Family Residence District is found along five miles of the village's shoreline. Most of this is already developed. Only small clusters of vacant lots in the Long Point - Ligonee Brook, the Cove Road extension and the Vitali Chilli Avenue (private road), areas and Hillside Drive East are significant available locations. This district is mapped throughout most areas of the village.

The VB Village Business District is focused on the Village Business Center located on Main Street from frontages on Long Island Avenue and Bay Street south to limited frontages on Spring and Sage Streets. It includes the Bulova Watchcase Factory site.

The RM Resort Motel District has been mapped to show an increased area in the vicinity of the Baron's Cove Inn. It is intended to cluster such uses in this area so that they may be mutually supportive for activities such as conferences and seminars in the off-peak season.

In general the location of multiple dwellings and other intensive land uses are limited, as previously noted, to areas served by the village's sewerage system. It is anticipated that this will continue to be true in the future.

7.4 Other Village Land and Water Use Regulations

Perhaps one of the most significant regulations found in almost every community is that of the Subdivision of Land. Chapter 46, Subdivision of Land, was established with the following intent:

> "To protect the established character and social and economic stability of the village, ensuring that all development shall be orderly and beneficial, balance public and private interests, conserve land value, facilitate the adequate provision of transportation, water sewage and other public requirements and services by limiting development to a degree commensurate with the availability and capacity of such public facilities and services, prevent pollution of the land, water and environment, safeguard water resources and encourage the wise use and sound management of natural resources throughout the village to preserve the beauty of the community and the value of the land."

This local law provides for design and public improvement standards, including those for site drainage, preservation of the natural environment and the provision of park land (10 percent of the area) or a park fee in lieu of land. The regulation also provides for a procedure to be followed in seeking the approval of a subdivision plat and inspection and maintenance bonding to assure its satisfactory completion.

The Subdivision of Land Local Law, however, does not include any provisions for minor subdivisions. In the Village of Sag Harbor such

minor subdivisions may well create substantial problems without the village being aware of their happening. The regulation of minor subdivisions should be added to this regulation.

Chapter 12, Bulkheading, Dredging and Canals, also has a substantial effect on shoreline development in particular. In 1979 Village Board of Trustees enacted the following Declaration of Policy in connection with this Chapter:

> "Because the erection of bulkheading, docks, wharfs and piers into or along natural bodies of water and the digging of canals extending the flow of natural bodies of water and the filling in of lands along the shoreline and in the tidal wetlands along the shoreline and in the tidal wetlands all have ecological consequences, it is hereby declared to be the policy of the Village of Sag Harbor to regulate, by permit, whether and to what extent the above activities may be carried out."

This ordinance provides that structures, canals and other shoreline alterations be the subject of a permit from the Village Board of Trustees. Certain factors are to be considered in granting such a permit, including an opinion from the New York State Department of Environmental Conservation.

Chapter 22, Historic Preservation Commission, provides for the establishment of an Historic Preservation Commission to make recommendations to the Planning Board, advise residents with respect to changes or additions to structures, and to set up an educational program on historic preservation. As already noted, Chapter 55, Zoning, provides for the Historic Preservation Committee to serve in the review procedure for building permits to be issued in the Historic District.

Chapter 27, Land and Beach Use, provides regulations related to the use of Haven's Beach.

Chapter 43, Sewers, establishes regulations with reference to the village sewerage system and, more generally, with reference to the

remainder of the village area, in the following statement of the regulation:

"43-2.1 General

A. The provisions of Article III, Section 2, of the Suffolk County Sanitary Code are hereby incorporated herein by reference and made applicable throughout the village.

B. The village hereby delegates to the Suffolk County Department of Health Services exclusive and plenary authority to enforce within the corporate limits of the village those provisions of the Suffolk County Sanitary Code made applicable by Subsection A of this section."

Chapter 47, Swimming Pools, provides general regulations for such facilities. It does include a requirement that all outdoor swimming pools shall be constructed in such a manner that all water, either overflowing or emptying from same, shall be disposed of on the owner's land.

Chapter 53, Waterways, is a recently adopted local law which regulates boat traffic and uses of the water area in and about the waters of Sag Harbor. It is based on a concern for the adequate supervision and administrative control of those waters surrounding the Village. Among other things it affects the interrelationship between swimmers, skin-divers, water skiers and boats. One particular concern is the efficient allocation of moorings in Sag Harbor waters. The Village Board of Trustees is now taking steps to implement this latter objective through a mooring grid plan.

7.5 Functional Area for LWRP Planning

The LWRP Area can be divided into three broad functional areas.

1. the village business center/waterfront;
2. the eastern residential waterfront; and
3. the western residential waterfront.

This summary of the Inventory and Analysis is presented with respect to these broad areas and the economic vitality of the Village of Sag Harbor.

7.6 The Village Business Center/Waterfront

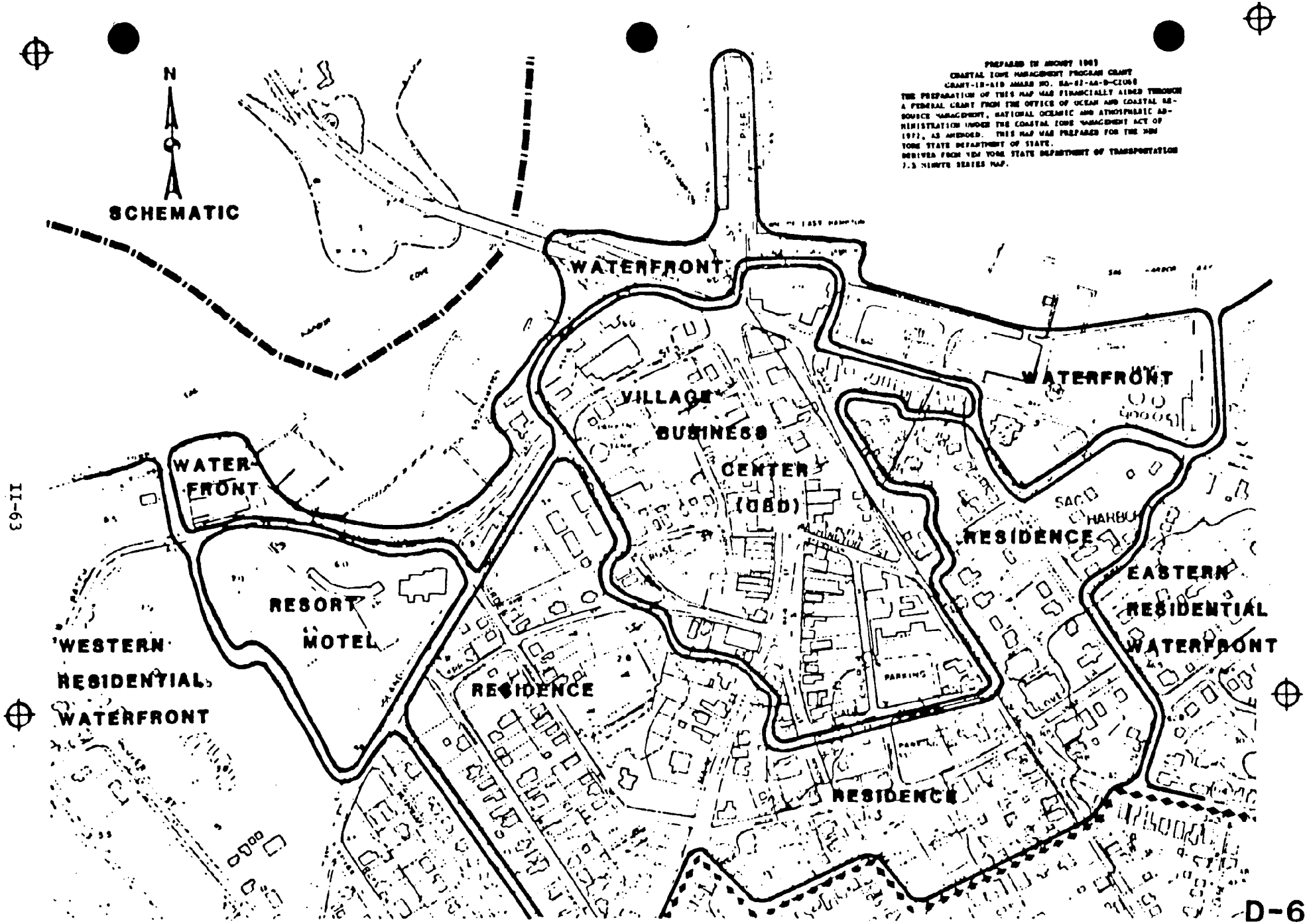
This complex functional area reflects the village's economic base as a business center and small harbor. It may be divided into four sub-areas as shown in schematic Diagram D-6. They are:

1. the waterfront;
2. the village business center (or CBD);
3. resort motel; and
4. residential.

7.6-1. Waterfront

Ideally, in planning for the future, this subarea might have included all the frontages on Long Island Avenue/West Water Street and on Bay Street in the broader functional area. However, the existing land use survey clearly shows the encroachment of the village business center retail uses across these streets. These are significant and, despite the fact that they are not necessarily water-dependent uses, they serve to provide an activity bridge between the waterfront and the village business center. This overlap area is critical in terms of compatible future development along the waterfront. As a result, careful site planning, as well as some provision for resolving incongruities in the waterfront development pattern would be desirable.

A second case of incompatible use exists at the end of Burke Street: the site of the former fuel storage tanks of the Mobil Oil



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D-6

FUNCTIONAL SUBAREAS IN THE VILLAGE BUSINESS CENTER/WATERFRONT AREA

Company. A question of site contamination remains to be resolved. The village has already indicated its interest in acquiring these properties so that they may be developed for a more compatible public use.

Activities in the waterfront subarea include recreational boating, fishing, strolling, some bench sitting and excursion boat passenger arrivals and departures. Fishing takes place off the N.Y.S. Route 114 bridge and at Long Wharf attesting to its potential in this vicinity. Long Wharf is also the landing place for upwards of 300 excursion boat passenger tourist per day on summer weekends. The Windmill Tourist Information Center is well located at the foot of the wharf to serve these and other tourists. However, experience indicates that the avalanche of excursion boat tourists at peak times exceeds the capacity of the windmill facility to expeditiously serve such a crowd.

As a major recreational boating port-of-call, there is also a considerable demand for boat berths and moorings which remains unmet at peak periods of the season.

The 1.1 mile shoreline in this waterfront area offers an outstanding opportunity for public access to what can be a very attractive waterfront development, including a shoreline promenade. Although most of this shoreline is in public ownership, a few private property owners do have sites that interrupt the continuity of shoreline access. If possible, it would be desirable to achieve a continuous shoreline promenade.

Since West Water Street and Bay Street are not subject to any great degree of through traffic, and since both have considerable public land width along their rights-of-way, the potential shoreline promenade could be integrated with a substantially more effective use of the rights-of-way for automobile parking and landscape treatment. The overall design area could be further enlarged to include the small triangular village parkland between West Water Street and Long Island Avenue from Bridge to Garden Streets.

Another problem in considering this shoreline promenade is the lack of a well balanced pedestrian circulation pattern which would connect the promenade's extremities with the middle and southerly sections of Main Street in the village business center. Encouraging walking would tend to decrease the automobile congestion problem in the center.

7.6-2 Village Business Center

The village business center is only beginning to achieve some feeling of design continuity. In the past projects have been considered individually with the resulting lack of overall visual cohesiveness.

Since the waterfront subarea is both a major open space attractive to residents and visitors alike, and one of the village's "front-yard gateways" into the village business center, its visual and functional quality will have a substantial impact on the first impression of thousands of visitors to the village. Therefore, its close integration with the village business center is a particularly important feature.

A second "front-yard gateway" to the Village business center lies along Hampton Road/Division Street N.Y.S. Route 114, through the Old Village residential area. In addition to the opportunity to preserve these buildings and the Old Village area generally, one building deserves particular attention. It is the Bulova Watchcase Company building which occupies an entire block opposite some of the Village's most attractive historic homes. In addition the newly constructed Village parking area at the corner of Washington and Division Streets provides an open space which is in part landscaped so that an attractive view of the Bulova Watchcase Company can be enjoyed from some distance north along Division Street.

Although less evident, there is a potential for considering a lineal "urban cultural park" starting at the waterfront in the Old Village area between Division and Rysam Streets continuing past the

Bulova Watchcase Company factory on Division Street, then turning west on Union Street past Whaler's Church and several historic buildings to the southern end of the SPLIA property at the Custom House. Then returning to the waterfront along Main Street through the Village business center. Such an "urban cultural park" would be conveniently related to many other historic buildings within the Village business center. It would also provide a sense of continuity around the business center tending to sharpen the focus on it.

In 1975 the Bi-Centennial Edition of the Sag Harbor Historic Preservation Commission's report, Sag Harbor, Past, Present and Future, found that:

> "Lacking a will on the part of the community to make certain elementary planning decisions regarding such areas as the business district, the waterfront and housing, change will take place in Sag Harbor as it frequently has in the past - outside the process of normal village representative government or through special pressures of one kind or another. If this type of change continues with development pressing in from the west, the historic values of Sag Harbor are sure to be threatened." (page 72)

The report also found that the village business center contains a significant part of the village's architectural heritage. In fact, it states:

> "As one of the earliest sections to be settled, the business area around lower Main Street is a microcosm of the entire Village, exhibiting a range of architectural styles from the earliest days of settlement up to the 20th Century. In addition to containing many buildings of individualistic style importance, the business district, running down to the waterfront, is living evidence of the Village's martime-commercial past and contributed greatly to

the overall scene. Any changes within the existing business district, therefore, can have potentially drastic effects on the historic integrity of the Village." (Page 72)

These findings are still relevant.

7.6-3 Resort Motel

During the summer season resort motel accommodations are generally at capacity. Occupancy is vew low during the off-season. There has been some indication that Sag Harbor might have interest for tour groups and mini-conferences during the off-season. As a result there would be a potential for a resort motel center where such activities could be concentrated. This would mean expansion of this type of use in the vicinity of the Barons Cove complex where it would have immediate access to the shoreline as well as reasonable access to the business center and the center of historic buildings.

7.6-4 Residential

Throughout the Business Center/Waterfront there are residential uses. Most were established during earlier development periods. Many have historic interest.

The Cross Street/Rector Street/Division Street/Rysam Street area, which still retains much of the environmental feeling of a small seaport village residential area has particular charm. Perhaps because of its age, it also has need of improvements, both public and private. In addition there are two industrial-type uses which in their present state detract from the quality of this neighborhood. This "old village" area is also one that offers significant potentials for improving pedestrian access between the waterfront and Main Street. Finally, this area along with the Bulova Watchcase Company factory and the rear yards of buildings fronting on Main Street, constitute another "front-yard-gateway" into the Village business center/waterfront.

The Harbor Close Condominium on Garden Street and the prospective adaptive reuse of the Bulova Watchcase Company factory for residential condominiums are two new residential uses in this nearly saturated Village Business Center/Waterfront Area.

Accessory uses in residential structures, particularly in the larger residences, deserve some further attention. The potential exists for exploitive and over intensive accessory uses. However, from another point of view, the "bed and breakfast" concept may be a worthwhile way of expanding tourist accommodations. Accessory uses of a commercial character would be clearly incompatible with the residential areas. Traffic generation and parking would be very special concerns.

7.7 Eastern Residential Waterfront Functional Area

The Eastern Residential Waterfront extends easterly from the Village Business Center/Waterfront Area. It includes two major land uses: Cor Maria, a religious conference center, and the Village's Haven's Beach. These are both large sites on which people assemble, yet both have attractive natural environments which contribute to the quality of the Village's environment. Preservation and enhancement of these environment qualities would be desirable.

Although the area further east along the shore of Sag Harbor Bay to the Village boundary at Little Northwest Creek preserve is substantially developed for medium density residential use much of the attractive native woodland vegetation remains. Residential owners should be encouraged to preserve this character wherever possible.

The estaurine wetlands along Little Northwest Creek are one of the most significant natural habitats in this area. As a result the Little Northwest Creek Preserve has been acquired and is managed by the N.Y.S. Department of Environmental Conservation. Aesthetically it also serves another purpose, as an open space it provides a fine break in the pattern of development which defines the Village of Sag Harbor boundary.

Problems in the Eastern Residential Waterfront Area include shoreline erosion, stormwater runoff into Sag Harbor Bay and Little Northwest Creek the potential impact of future development upon the few remaining large properties and the potential impact of intensive recreational activities on the marine environment.

7.8 Western Residential Waterfront Functional Area

The Western Residential Waterfront Area surrounds and projects into the systems of bay and coves to the west of the Village Business Center/Waterfront Area. Its residential character is interrupted in only one instant at the Redwood Canal where an area on the north side of Redwood Avenue has been designated as a Marine District in the Zoning Code. This district only permits uses that might by found in a marina or boatyard. At present, the north side of Redwood Avenue is developed for marina and boatyard uses while the south side is vacant to the west and used by a radio station on the east. Since this occurs in a residential area, every effort should be made to keep these non-residential uses compatible with the surrounding residential uses.

The Village boundary is along the Ligonee Brook and its estaurine area flowing into Sag Harbor Cove. These waterbodies are shared with the Town of Southampton. Upper Sag Harbor Cove and Otter Pond are totally within the Village. Overall these waterbodies have relatively limited tidal interchange since the only channels into Sag Harbor are through the Little Narrows and the Redwood Canal. As a result the question has been raised as to whether the tidal flushing is adequate. There is some indication, however, that these waterbodies are gradually improving the quality of their habitats. In any case, they are environmentally sensitive areas which should be protected from intensive activity on the water itself and from stormwater runoff pollution.

8.0
CIRCULATION, TRAFFIC AND PUBLIC TRANSPORTATION

8.1 Introduction

In the tradition of historic small seaport communities the focus of Sag Harbor's street system is a "long wharf" on the Village's waterfront. The principal roadways radiating out of the Village start here.

The Village's early founding is also evident in the very narrow local streets in the vicinity of the Village business center. Generally they make up an irregular development pattern of discontinuous streets and of small blocks. Fortunately, the early settlers did provide for a substantial, if varied, width on Main Street.

Since this pattern was established long before the automobile, the storage of automobiles along the street or offstreet was not provided for in the business center. Onstreet parking, in fact even two-way traffic, is hard to accommodate on many of these streets. As a result the Village of Sag Harbor has directed considerable attention to the construction of offstreet parking facilities in recent years.

This overall pattern and its relatively small dimensions make the Sag Harbor district and commercial waterfront well suited to pedestrian circulation. However, walking convenience will require additional linkages between the existing walkways as more interest is generated by activities and offstreet parking facilities behind the Main Street business frontages and along the commercial waterfront. Such linkages will be particularly important for those pedestrians who have a limited time to explore points of interest in the business center. The passenger tourists from the Yankee Clipper are a substantial group of people who have this type of limitation.

Within the small area that encompasses the Village business center and the commercial waterfront, planning should emphasize

careful integration of motorist and pedestrian needs for safety, convenience and comfort with an attractive visual environment and with the commercial and recreational business activities.

8.2 Street Classification

Both the East Hampton-Sag Harbor Turnpike, N.Y.S. Route 114, and the Bridgehampton-Sag Harbor Turnpike, C.R. 79, are classified as minor arterial highways in local planning studies. Their federally designated functional classification is also minor arterial. As such they are a part of the primary highway system according to the federal aid program and are eligible for federal aid. Sagg Road, which becomes Madison Street and Noyack Road, C.R. 38, are major collectors and are on the federally aided secondary system. Brick Kiln Road is designated as a minor collector and is not on the federally aided systems.[27]

Although Division Street to the south of Hampton Street (N.Y.S. 114) functions as a local collector street, the remainder of the streets in the Village of Sag Harbor are best described as local streets providing access to abutting properties and local circulation. Many of these are historic roads of limited length and inadequate rights-of-way.

8.3 Traffic Volumes

Recent analysis of traffic volumes in the Town of East Hampton indicate that traffic on the East Hampton-Sag Harbor Turnpike, N.Y.S. Route 114, between Swamp Road and the Village boundary, has increased from an average daily traffic (ADT) count of 2,992 vehicles in 1965 to 4,594 vehicles in 1982, or 54 percent. The overall average rate of increase as a result would be 3.0 percent. Over these same years the

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27 Update of Traffic Circulation Plan, Town of East Hampton. Prepared by Suffolk County Department of Planning, Transportation Division, April 1983. Map 12

ADT on Montauk Highway, N.Y.S. Route 27, between Bridgehampton and East Hampton, increased from 8,944 to 19,700, or 120 percent.[28] Although the overall average rate of increase in this case is 6.7 percent per year, NYS DOT uses 7.7 percent annual increase for planning the future.

The Suffolk County Department of Public Works has provided their available ADTs on the other highways feeding into the LWRP area. These ADTs are as follows:

Bridgehampton-Sag Harbor Turnpike between the LIRR and Scuttle Hole Road	3,400 (1981)
Sagg Road, at the Village line	2,470 (1974)

Generally these traffic volumes are not heavy in highway terms and their pavements are generally adequate to accommodate them. The problem arises when they intersect and the volumes accumulate in the business center of the Village.. This result was described in 1975 Planning Study of the Sag Harbor Business District which found the major conflict in the district to occur at the north end of Main Street where it intersects N.Y.S. Route 114. Intersections within the Village on N.Y.S. Route 114 noted to have conditions which reduce traffic safety are those at Hempstead and Hampton Streets and Hempstead and Bay Streets.[29] Summer season peak hour congestion is not unusual. Its resolution will require a detailed traffic and parking analysis and plan.

8.4 The Origin and Destination Survey of 1976

Motorists entering and leaving the South Fork were surveyed on two days in August 1976. They were asked about their trip origin point, their destination and the purpose of their trip. The survey was supervised and analyzed by the New York State Department of Transportation.

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[28] Ibid. Map 1.

[29] Ibid. p. 56.

As a result of cross tabulation, data with respect to motorists whose trips originated in or were destined for the Village of Sag Harbor can be examined. They were the following percentages of all motorists passing through the survey check points at Shinnecock Canal and the Shelter Island Ferry terminal at North Haven:

	Percent of motorists at check point related to Sag Harbor	
Check Point	Inbound	Outbound
Sunrise Highway, N.Y.S. Route 27		
Wednesday 8/25/76	9.2	13.1
Friday 8/27/76	11.3	10.5
Montauk Highway, N.Y.S. Route 27		
Wednesday 8/25/76	2.3	10.2
Ferry Road, N.Y.S. Route 114		
Wednesday 8/25/76	22.6	4.2

Overall 8.4 percent of all motorists inbound and 12.0 percent of all motorists outbound recorded their destination or origin as Sag Harbor. Of these the distribution by check point was as follows:

	Percent of motorists related to Sag Harbor, Wednesday 8/25/76	
Check Point	Inbound	Outbound
Sunrise Highway, N.Y.S. Route 27	78.1	68.2
Montauk Highway, N.Y.S. Route 27A	10.4	26.3
Ferry Road, N.Y.S. Route 114	11.5	5.5
Total	100.0%	100.0%

These data suggest the relative importance of the access roadways for activities involving the Village of Sag Harbor and the region beyond the South Fork.[30]

[30] South Fork Origin and Destination Survey, Statistical Data Report, Prepared by the New York State Department of Transportation, March 1977. Tables 7 through 14.

The purpose of each motorist's trip was also recorded as he entered or left the South Fork at each check point. These data were correlated with the community on the South Fork to which the motorist was going inbound or from which he was coming outbound. These trip purposes provide some insight about the functional characteristics of the communities at that time. The percentage distribution for the Village of Sag Harbor in the survey days in August 1976 is as follows:

	Distribution of all trips recorded - percent	
Trip Purpose	Inbound to Village	Outbound from Village
Live there	26.5%	34.1%
Working	8.8	17.4
Shopping	1.0	13.7
School	0.0	0.0
Recreation	52.3	12.0
Personal business	5.0	13.5
Other	5.1	8.7
No response	1.3	0.6
Total	100.0%	100.0%

Since this survey does not represent a completely balanced accounting system, the results are to be considered as general indications of the situation in the Village.

With reference to the "Live there" category it should be noted that a very large percentage of all trips either originate at home or are destined for home. This focuses our interest in the remaining purposes. It is not surprising, since the survey occurred in the summer, that slightly more than half of all inbound trips to Sag Harbor were recreational in character. Then, after "Live there", a trip to work was a very poor third. Shopping trips inbound to the South Fork with Sag Harbor as the destination were very low. This suggests that the retail market area in the "shopping center" sense does not extend outside the South Fork to any great degree. However, it would not necessarily reflect sales to recreational tourists.

By contrast slightly more than 27 percent of all motorists from Sag Harbor leaving the South Fork, are divided evenly between trip purposes of "shopping" or "personal business". "Working" with a 17 percent share was proportionately twice as great as those coming to Sag Harbor for that purpose. "Recreation" at 12 percent was less than one-quarter of the proportion of inbound motorists.

In summary, the trip purpose data confirm that the Village of Sag Harbor is most attractive for "recreation" purposes. A substantial proportion of motorists were leaving Sag Harbor and the South Fork for "working", "shopping" and "personal business". However, it is important to emphasize that these findings do not reflect the purpose of trips internal to the South Fork, such as those between Bridgehampton and Sag Harbor for convenience shopping or commuting to work. [31]

8.5 Offstreet Parking Facilities and Sidewalks

Since there are only an estimated 135 onstreet parking spaces in the Village business center considerable importance must be attached to the offstreet parking facilities. In this evaluation parking spaces, both onstreet and offstreet, along the commercial waterfront are not included.

In 1975 the Planning Study of the Sag Harbor Business District recorded 290 offstreet parking spaces in the business center. Many of these spaces were located towards the south end of Main Street where onstreet parking capacity also tended to be greater. This in part reflected what was then perceived as the more active end of Main Street.

By 1983 offstreet parking facilities had increased by 167 parking spaces of which 164 are located towards the northern end of Main Street. Generally this end of Main Street has also become a more

[31] Ibid. Table 18.

active shopping area since 1975 despite a major loss, (the nearby Gristede's store moved out). The total of all business center offstreet parking has increased from 290 to 454 parking spaces, or 57 percent.

With respect to the commercial waterfront, there was no inventory of onstreet or offstreet parking spaces in 1975, except for the notation of 59 offstreet spaces on Long Wharf and 56 offstreet spaces at the Village Marina. However, there was at that time, prior to the placement of the railroad car, parking capacity in Marine Park of an estimated 26 spaces, and 64 onstreet spaces along Bay Street from Division Street to Burke Street, for a total of 90 spaces. The total now is an estimated 82 spaces. It is assumed that during the critical summer season substantially all of these spaces are utilized by boat owners, their friends and related service vehicles.

Considering the intensity of activity in this area and its location in the Village's "front-yard" as approached by the recreational boating public, these facilities are not well organized. Bay Street itself is a very wide thoroughfare with evidence of diagonal parking at the curb but poor if any pavement markings or management. The Village Marina parking facility has no formal pavement and no markings. Marine Park drives are paved but unmarked. Clearly improvements are in order in the public right-of-way and on public facilities sites. This might well include design coordination of street lighting, sidewalks, street furniture and landscaping with the Village business center.

Elements of this commercial-recreational waterfront are not well linked by pedestrian walkways (i.e., between Marine Park, Long Wharf and Main Street). There is no continuous sidewalk improvement on the north side of Bay Street, providing access to Long Wharf and Main Street from Marine Park, or on the south side. Further, the existing sidewalk between Division Street and Main Street is very narrow and gives the pedestrian little sense of security as the N.Y.S. Route 114 traffic passes by at close range. Improvements to existing

sidewalks in this area would be appropriate as well as investigation of potential new pedestrian ways. One might be the development of a mini-courtyard area with some seating along the frontage of Malloy Enterprises. This would complement the attractive landscape already in place in front of the office building. A second walkway might well be an extension of the shopping mall on Long Wharf to the east through the building so that a tourist might continue his waterfront stroll, browsing in the shops as he proceeds from Long Wharf to Marine Park.

There is also another missing pedestrian linkage in this area if pedestrian circulation is to be facilitated. It is a diagonal route from the easterly end of Marine Park to the mid-point and southern end of Main Street. This linkage could be accomplished by establishing attractive paving materials pattern on the Rector Street and Cross Street so that these low vehicle traffic streets might serve more importantly as pedestrian ways. Their alignments could be continued in a westerly direction from Division Street to Main Street by way of the Village driveway at a point opposite Schiavone's Grocery Store. Other continuations could include a path through the Village Municipal Building parking area and one across Division Street through the Village parking facility to Washington Street where it would continue on the sidewalk to Main Street. It should be noted here in passing that the Village parking lot at this intersection provides an attractive open space setting-off the landmark Bulova Watch Case Factory building.

Examination of the roadside condition in this same area on Division Street suggests the need for curb and sidewalk improvements as well as some private property rehabilitation.

Overall this relatively small area has some very interesting possibilities which have not yet been realized for linking the commercial-recreational waterfront and the Village business center.

Moving to the west side of Main Street along the commercial-recreational waterfront the potential for a continuous

shoreline promenade is interrupted by private land uses. As a result consideration must be given to the potential for pedestrian walks along Long Island Avenue leading out to West Water Street. Parts of the frontage on the Avenue need sidewalk and roadside improvement, as well as refurbishing of private properties.

A pedestrian walkway from Long Island Avenue in the vicinity of the Post Office to Meadow Street would provide much more convenient access to the new Village offstreet parking facility and to potential shop entrances along a further refurbished Meadow Street building frontage.

At Bridge Street this sidewalk along Long Island Avenue could once more become a true shoreline promenade past the Village Marina continuing out to the Baron's Cove Marina. In this area a visitor may enjoy both the harbor activity and a fine view across the Cove to the bridge and far shore. In this area a more effective use of the Village's triangular open space between West Water Street, Garden Street and Long Island Avenue as a passive park would be beneficial. Better definition of the roadedge and the provision of limited plantings and seating with some possible overlook potential would be desirable.

A second important step in this area is necessary to realize the full potential of the shoreline. It is to develop a plan for the effective use of the road pavement area by organizing the traffic and parking facilities associated with the waterfront uses. The design would set aside areas for traffic lanes, parking spaces and pedestrian improvements.

As part of this pedestrian circulation system on the west side of Main Street, the Village should also examine the potential for improving the Village and SPLIA properties between Spring Street and the Custom House as a passive park walkway.

8.6 Public Transportation

The passenger ferry from Haddam, Connecticut, is by far the most significant public transportation service in the Village of Sag Harbor from the standpoint of potential impact. Each day, at 9 A.M. during the summer season the Yankee Clipper sets sail from the Marine Park in Haddam and heads down the Connecticut River, across the Long Island Sound and docks at Long Wharf by noon. The passengers then have three hours ashore to explore Sag Harbor on foot and enjoy lunch before the return trip. For the more adventuresome there is the option of staying overnight or for several days before returning.

The New England Steamboat Company operates the Yankee Clipper. Although their service has only been available for five years, they report that the passenger volume has grown each year and particularly in 1982 and 1983. Contributing factors to this popularity are said to be the convenience and moderate expense of the tour. The tourists are generally either year-round residents of seasonal residents from the Connecticut shore communities.

The Yankee Clipper has a 500 passenger capacity which, despite the growing popularity of the trip, has not been overtaxed as yet. On summer weekends there are approximately 250 to 300 passengers per day.

Observations of the passenger experience by the ferry service personnel indicates that few of the passengers have any preplanned walking tour of the Village in mind when they disembark. As a result they are apt to queue up at the Old Mill Tourist Center to obtain information. This generally is time consuming. It has been suggested that their enjoyment would be increased if a tour package could be distributed to them as they board the Yankee Clipper in Haddam. Such a package might include a general map of the attractions in the Village business center, including information about local history, historic buildings and museums, possible walking tours, descriptions of inns, shops and restaurants (menus and prices). The passengers could study this information as they cross Long Island Sound so that

they could use their time in Sag Harbor more effectively. This would probably benefit the Village Business Community as well.

Winston Tour buses also visit the Village of Sag Harbor occasionally. The Winston Coach Corporation organizes package bus tours to various places. They indicate that historic communities such as Sag Harbor are potential destinations that can be developed in some detail. Characteristically many such tours are scheduled after the summer season. This generally requires a prearranged restaurant facility with a reasonably priced menu that can handle a relatively large group. A day-long program would also need to be developed for such a package tour. Many of these groups are senior citizens. Some special charters, over weekends in some instances, might also be developed out of the corporate market.

In a more conventional sense of public transportation the Village of Sag Harbor is served by two bus lines. One, Suffolk Transit Route S-92, runs from East Hampton to Greenport via Riverhead. It reaches up to Sag Harbor on the East Hampton-Sag Harbor Turnpike, C.R. 79. There are seven trips daily each way, westbound and eastbound.

A second Suffolk Transit route, 10A is a feeder service which operates only in the off-season from September 6th to June 16th. It runs from South Ferry in North Haven on some trips but more frequently from Sag Harbor. It proceeds through Noyac and North Sea to Southampton Village and Southampton College. At Sag Harbor there are five trips in each direction, six days a week. This route operated by Hampton Jitney.

9.0

COMMUNITY SEWERAGE AND WATER SUPPLY

9.1 Village Sewerage System

Initial construction of the village sewerage system took place in 1976-1977. The Wastewater Treatment Plant was placed in service in December 1977. Subsequently the Sag Harbor Villas condominium was added to the service area when the developers provided a force main to the end of the gravity main on West Water Street.

The most recent modification has been the expansion of the Wastewater Treatment Plant's capacity in 1984-1985. This was done to serve the two newest residential condominium sites. Initially the facility was designed for 100,000 gallons per day capacity. This modification doubled the tank capacity although the plants mechanical equipment was increased only to accommodate and additional 50,000 gallons per day.

The entire sewage flow to the plant is either from domestic or commercial sources. A laundromat is the major generator. There are no industrial waste contributors. A boat pump-out station is provided on the waterfront at the Wastewater Treatment Plant.

Map M-6, Village Sewerage System, shows the extent of the sewerage system service area. The village is committed to serve this limited area and the more intensive land uses located and to be located on it. It envisions no further extensions.

Chapter 43, Sewers, of the Village Codes makes the provisions of the Suffolk County Sanitary Code, Article III, Section 2, applicable throughout the Village. Section 43-2.2, A, deems that premises within the village sewerage service area shall be considered to have a municipal sewage disposal system both available and accessible within the meaning of the Suffolk County Sanitary Code. Section B makes it unlawful for any property owner within the service to use any cesspool, septic tank, leaching field or other private disposal facility.

Article IV of the Chapter 43 prohibits the discharge of deleterious wastewater into the village sewerage system.

Although the village has delegated "exclusive and plenary authority to enforce" the Suffolk County Sanitary Code provisions referenced in Chapter 43, it also provides for a Superintendent of Sewers in Chapter 35 of the Village Codes with the responsibility to oversee the application and enforcement of those provisions of Chapter 43 that deal "with the mandatory sewer utilization, technical standards for sewer interconnection, sewer use regulations and restrictions, metering of water consumption and prohibited acts and violations". The Superintendent has the power to undertake appropriate inspections in the course of his duties.

All properties outside the village sewerage system's service area are subject to regulation under the Suffolk County Sanitary Code's standards and procedures as administered by the Suffolk County Department of Health Services. They would be required to provide individual sewage disposal systems.

9.2 Suffolk County Water Authority

Although some areas of the village are still using private wells a substantial part of the village is served by a public water supply system operated by the Suffolk County Water Authority. Except for a limited extension into the Village of North Haven, this system is not interconnected with other service areas of the authority.

The Suffolk County Water Authority has had two well fields within the Village of Sag Harbor. However, the well field in the Mashashimuet Park has been abandoned due to poor water quality. The other is located on the village's southern boundary with the Town of East Hampton between Division Street and Brandywine Drive.

9.3 Bridgehampton/Sag Harbor Turnpike Toxic Contaminant Plume

The Suffolk County Department of Health Services found contaminated wells in a small residential area along the village's southern boundary at Ligonee Brook. The source of the contaminant is assumed to be in the vicinity of an industrial plant located further south on the Bridgehampton/Sag Harbor Turnpike and to have originated with a former industrial tenant. This source, generally known as the Rowe site, will be investigated, scored and possibly listed on the National Priority List (NPL) of hazardous waste sites that require clean-up. The clean-up schedule will be contingent upon where this site ranks with respect to other sites on the NPL. The immediate action taken to provide the affected residents with an adequate and safe water supply was to extend the Suffolk County Water Authority's distribution system.

The toxic plume was not addressed directly by this initial step to protect the residents. In general, the plume appears to be flowing down towards Ligonee Brook. The eventual extent of the groundwater area contamination may lead to questions about its adverse impact on the estuary waters of Upper Sag Harbor Cove which have shown some signs of improving. Such an adverse impact would be significant. It may also raise questions about other residences that are still using private wells in the vicinity. The result may be interest in further extensions of the public water supply distribution system.

10.0
TARGET OPPORTUNITIES

10.1 Introduction

During the course of this Inventory and Analysis the information gathered has led to the identification of a series of Target opportunities for revitalizing the Village of Sag Harbor's waterfront. These opportunities include earlier ideas and projects as well as new ones. They are listed and described in this Section for further consideration in this LWRP.

10.2 Long Wharf [26]

Long Wharf presents an opportunity to rescue from complete deterioration a central feature of the village waterfront and a prime passive recreation facility. It is located a the foot of Main Street on the edge of the Village Business Center.

This 100 year old, 650 foot long, earth-filled dock was last renovated in 1940. Today the metal sheathing is rusted and its surface is pockmarked with holes. Constant repairs are necessary. It is in dire need of renovation.

The condition of this facility is such that it is a hazard to both navigation and individuals. Its present rundown state creates a potential insurance exposure for both Suffolk County and the Village of Sag Harbor and impedes economic development in the area.

Once reconstructed, this waterfront centerpiece will take on new interest as the visitor activity center and marine gateway to the Village of Sag Harbor.

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[26] Adapted from The Village of Sag Harbor Long Wharf Application Grant (EDA), Part IV, Section A, Items 2a(1) and 1a. This application was not approved in 1983.

In addition this reconstruction offers an opportunity to improve berthing facilities for transient recreation boats and charter boats, pedestrian access and parking.

10.3 Bay Street and West Water Street

Bay Street and West Water Street, along with a short length of Long Island Avenue, are the village's waterfront roadway. The development of their frontages and streetscape as they relate to each other and the waterfront is disorganized, inconsistent in character and, in some instances in poor condition. This area, along with Long Wharf's area, presents an outstanding opportunity to improve both the environmental and economic qualities of the Sag Harbor waterfront. The scope of this opportunity is revealed in the following findings:

Although Sag Harbor has both an attractive waterfront and a wonderful collection of historic buildings, much remains to be done in making them readily accessible to tourists and other visitors. As reported, as many as 25,000 such tourists have arrived by ferry in recent years. They are pedestrians. Their enjoyment of these features can be substantially enhanced by better guidance and easily discerned pedestrian routings.

Many others come by automobile. Wandering in search of a parking place only adds to the congestion of village business center streets during the peak season. Further, the parking place is only the first step toward a successful visit. They must become pedestrians to really enjoy the beauties of Sag Harbor.

The potential for bus tours is still to be evaluated. Consideration needs to be given to how these tours can be accommodated. The buses will need a 'layover' parking area. As with the ferry and automobile visitors, bus tourists would spend their time in Sag Harbor as pedestrians.

This project is to provide a staging area or areas for each of these three types of visitors and to provide a pedestrian access

system that lends itself to self-guided tours through the village waterfront and business center. As a corollary it would seek to minimize the use of valuable land for storing vehicles and the potential for growing congestion in the village business center streets.

An important prerequisite in developing this opportunity is the planning coordination of the several public and private projects in such a manner as to achieve the greatest benefit for all. A major aspect of this is the opportunity to develop a continuous shoreline pedestrian walkway linking the various waterfront elements and also linking the waterfront with the Village business center and the major historic sites in that vicinity.

10.4 Windmill Park and the Windmill Tourist Information Center

As a result of the Village of Sag Harbor's successful effort to acquire waterfront land it now has the opportunity to develop Windmill Park on a strip of shoreline land that is vacant except for the Windmill Tourist Information Center. This structure, which is located adjacent to Long Wharf, was recently rehabilitated by the village. This is a particularly significant site because a park here would serve as an integral part of a shoreline promenade with a grade separated pedestrian access under N.Y.S. Route 114 at the bridge. In addition it would improve the setting of the Windmill Tourist Information Center, enhance the waterfront environment and provide a fishing pier at a recognized productive fishing location.

10.5 Marine Park and Marina

The area on the north side of Bay Street between the Malloy Enterprise building and the Village Wastewater Treatment Plant, is known as Marine Park. It consists of a traditional village green type of landscaped park with a driveway/parking loop, public marina, entrance and parking for the Sag Harbor Yacht Club, shoreline service walkway for the public marina, the village dock master's office and restrooms and a Town of East Hampton Trustees boat launching ramp.

This is a long continuous waterfront access area extending on a limited basis eastward past the Wastewater Treatment Plant. It offers a great opportunity for enhancing a well established area for cultural and recreational activities. However, many improvements are badly needed to thoroughly realize its potential. The bulkheading, constructed in 1935, is deteriorating and in need of replacement. Storm damage in 1984 has added a further dimension to this opportunity, that of effectively using federal storm damage funding for a part of the proposed development, if it can be implemented in a timely manner. New bulkheading has an expected life of 50 years. The existing service walkway, also in need of repair would be integrated with the bulkhead replacement project plan.

A segment of the shoreline promenade would be incorporated in this design adjacent to the service walkway but at the park elevation.

This site also has the potential for increasing the recreational berthing in the public marina.

In summary, this area provides a significant opportunity to improve the traditional Marine Park and accessibility to the shoreline and to explore the potential for increasing the public marina's capacity.

10.6 Properties Related to the Former Mobil Fuel Storage Facility

The Mobil properties consist of two parcels with frontage on Bay Street. Now demolished, the fuel storage tanks had been located on the 1.3 acre parcel on the north side of Bay Street which had only approximately 30 foot water frontage lying between the Wastewater Treatment Plant and another landlocked village waterfront parcel. Although this site is now vacant, there is an unresolved question of ground contamination. Mobil's second parcel on the opposite side of Bay Street has an area of one-half acre. It is improved with a one-story industrial building. Both of these parcels have been essentially unused for a few years.

Acquisition of these parcels, particularly the one on the north side of Bay Street, would substantially increase public access to the waterfront; leave open the potential for expanding the Wastewater Treatment Plant site, if that should ever become necessary; and provide access to the village's landlocked waterfront property on the east of this shoreline. Further, there is a potential for studying the development of a more adequate boat launching ramp in this area.

The Village of Sag Harbor has made known to Mobil that is interested in acquiring these parcels.

10.7 Main Street Sidewalk Reconstuction

Main Street is the principal arterial access way to Long Wharf, for both pedestrians and vehicles. It is the backbone of the village business center. The Village Board of Trustees had long recognized that the sidewalks had deteriorated and, among other things, tended to blight the village business center. As a result a reconstruction project was undertaken in 1983 under the N.Y.S. CHIPS funding program. It soon became evident that the initial CHIPS funding of this program would not be adequate to complete the Main Street project area. However, it has recently been reported that the CHIPS program will be extended by the State. With funding available, this program's completion has a high priority.

Reconstruction of these sidewalks is particularly important in Sag Harbor since its economy depends to a large extent on tourist and recreation activity much of which is pedestrian in character.

10.8 Old Village Target Area

This area is divided into a primary and secondary target area. Primary Area "A" is approximately 15.1 acres in land area. It is bounded by Division Street (west), Bay Street (north), Burke and Rysam

Streets (east), and East Union Street (south). Secondary Area "B" has an approximate land area of 5.3 acres. It extends to the end of Rysam Street. See Map 2.

Rehabilitation within both target areas would bring back much historic charm known to the village. The area is particularly noted for its historic buildings which data back to the late 1700's and early 1800's. Due to early settlement patterns most of the streets are narrow and often irregular in width. Cross Street and Rector Street, for example, are 25 and 28 feet wide respectively, while Love Lane is only 14 feet wide. Division Street is varied in width. The general condition of many of these streets is poor. Sidewalks and curbs are either badly in need of repair or are entirely nonexistent. Some street pavements are also in need of repair.

The major land use is residential with some commercial use. Institutional uses include the American Legion and St. Andrews Roman Catholic Church. Many of the residential structures are in need of substantial repairs yet the occupants or owners have only low or moderate incomes. Some of the commercial uses have had a negative impact on the area since they have been poorly maintained.

Rehabilitation within the target areas would most likely initiate rehabilitation in adjacent areas. Improving conditions in one part of the village would improve the potential for investment in properties throughout the village. For example, many of the rear entrances to the Main Street shops are in poor, wasted condition except for some limited parking or small storage units. Improvements would be beneficial to storekeepers, customers, and the village on the whole. Rehabilitation outside the target area would include the proposed conversion of the Bulova Watchase Factory to residential condominiums.

Recently some funding has become available for these potential improvements through the DHUD Community Development Block Grant Program. The N.Y.S. Department of Transportation has also announced

that it will undertake roadway and sidewalk improvements along Division Street. These actions are particularly helpful in trying to achieve this project's very substantial potential.

10.9 Village and SPLIA Wetland Properties

The village and SPLIA own contiguous properties that comprise most of a natural marsh drainage retention area. It extends from nearly the rear of the Old Custom House at the intersection of Main Street and Spring Street and Garden Street almost to the vicinity of the village's new Bridge Street offstreet parking facility. To date the natural marsh area has deteriorated through overcrowding of phragmites. As a result, the natural marsh drainage retention function is no longer effective as it was in the past. Appropriate marsh vegetation planting and subsequent proper management of the village property, and hopefully, of the SPLIA property would restore this important drainage retention resource and substantially aid in preventing flooding downstream from this area.

10.10 Village Marina on West Water Street

The village owns and operates two public marinas. This one, on the Southampton side of the village, is opposite Baron's Cove Inn.

Although most of the navigational channels on the Southampton side of the village are self-maintaining, maintenance dredging of the village marina is necessary now if it is to continue in operation. Periodic channel maintenance dredging is necessary to assure satisfactory safety conditions in the harbor. These dredging activities are important the recreational use and management of the harbor area.

The Spring storms in 1984 created further problems. The beach area at the marina eroded back to the West Water Street road edge. Any further storm activity is expected to undermine and destroy

the roadway paving. Some form of shoreline protection is needed as soon as possible to protect the village from further costly damage. Private properties in this vicinity also sustained substantial storm damage. Shoreline protection is expected to benefit these properties as well. Fortunately, federal storm damage funding is available to accomplish some of the improvements, if they can be developed in a timely fashion.

The West Water Street right-of-way has a substantial width over most of its length in the critical area which makes it possible to continue the shoreline pedestrian walkway through this waterfront as well as to provide additional automobile parking and some landscaped areas.

10.11 Haven's Beach

The Village of Sag Harbor owns a 20 acre public bathing facility, Haven's Beach, located off Bay Street on Sag Harbor Bay. Since the Village is small (1.9 square miles) the beach is easily accessible by all.

However, existing recreational facilities are completely inadequate to satisfy the recreation demands of the village's large summer population, as well as year-round residents. Sag Harbor's lack of swimming facilities is its most pressing recreational deficiency. The beach is large and well situated but is sorely lacking in public facilities; the lack of adequate sanitary facilities being the most serious deficiency. There is only one comfort station for all of the beach's 20 acres. It is old and dilapidated to the degree that it discourages beach usage. The only other facilities at the beach are a few scattered barbecue grilles and limited play equipment.

Just to the east of the active recreation area of the site there is a former marsh area which has been substantially filled in with dredge soil. A drainage line remains, however, carrying surface

water runoff from the residential subdivision area in the adjacent upland. Rehabilitation of a part of this drainage line as a marsh pond could possibly entrap pollutants and sedimentation.

Presently many bathers who would otherwise use Haven's Beach are using Long Beach in Southampton Town instead. Improving the Haven's Beach facilities, along with its excellent location, will undoubtedly increase usage of this prime recreational area.

10.12 Otter Pond Culvert

Otter Pond is located in southwest portion of the village encircled by Main Street, Oakland Avenue and Jermain Avenue. The entire area, including park land, is 11.8 acres. The culvert runs under Main Street, Country Road 79, from the pond to Upper Sag Harbor Cove.

The pond itself is a popular passive recreation and fishing area. Over 65 percent of the pond's edge is intertidal marsh. Flushing action is substantially dependent on the effective functioning of the culvert. Proper maintenance is vital. Equally important is the input of sufficient amounts of freshwater from upland underflow, stream flow and surface runoff. Adjacent upland slopes should be exposed to as little fertilization as possible in order to limit pollutants.

An additional concern in this project is the improvement of the horizontal alignment of Main Street, County Road 79, without adversely affecting the environment at this important gateway to the village.

10.13 Sag Harbor Cove and Upper Sag Harbor Cove Tidal Flushing

The Environmental Resource Inventory Update - 1983 found that there is considerable question as to whether or not there is adequate

tidal flushing in the restricted waters of Sag Harbor Cove and Upper Sag Harbor Cove. At the same time it was apparent that some improvement was occurring in the bottom vegetation and that this would be beneficial to these locally significant fish and wildlife habitats. As a result, there is an opportunity to investigate the existing tidal flushing conditions and, if necessary for further improving these habitats, to design a means for increasing the flushing action.

10.14 Offstreet Parking Facilities

As Sag Harbor becomes more and more populated, vehicular traffic will also increase. Year-round and summer residents, as well as tourists, other than those arriving by ferry, are vehicle-dependent. The village center is small and only a limited land area is available for parking. In addition, because of the historic layout of the streets, many are narrow and unsuited for heavy traffic volumes or parking.

The village has grown very concerned about the increase in vehicular dependency. Traffic volumes are heaviest in the village business center and waterfront. Since both area are important to the preservation of the waterfront, every means to minimize traffic volumes would have special interest to the overall LWRP. Improved parking facilities with better access from the arterial highways would improve circulation. It would also decrease the volume in concentrated areas where satisfactory parking facilities already exist. However, much of the opportunity here will require efficient use of private properties as well as the public actions.

10.15 Bulova Watchcase Factory Building

The Bulova Watchcase Factory Building is a four-story, 73,000 square foot brick building. It is vacant but considered to be in very good condition. It is a landmark building located within the Sag Harbor National Historic District and within the VB Village Business District. Considering its central location, approximately 14 miles

from the Sunrise Highway and only six miles from the East Hampton Airport, and the economic needs of the Sag Harbor community, the village originally thought that the best use for this building would be industrial or a hotel/conference center. However, based on marketability the village has approved a conversion to residential condominiums. The capacity of the Wastewater Treatment Plant has been expanded to accommodate these condominiums among other uses anticipated.

10.16 Former Gristede's (A & P) Area

These parcels of land are located in a roughly triangular area bounded by Long Island Avenue, Main Street/N.Y.S. Route 114, and the shoreline of Sag Harbor Cove. Each are either undergoing redevelopment or may be expected to undergo redevelopment in the future. It includes the former Gristede's supermarket, a major structure, which is now being rehabilitated after more than a year's vacancy. During the East End's most recent severe storm the building was badly damaged.

These properties are located in a prime area where some new construction has occurred. It is important that, as the planning for these properties begins, these plans be coordinated to achieve the most effective use of the combined sites and also good accessibility to the waterfront. In terms of the LWRP this area is critical since it is an overlap area between the village business center and waterfront. It is also very visible and thus could add to the attractiveness of both these functional subareas. The proposed rehabilitation and reuse should be compatible with the surroundings and beneficial for both the community and owners. It presents a real challenge to the negotiating skills of the village leaders and the enlightened stewardship of the land owners.

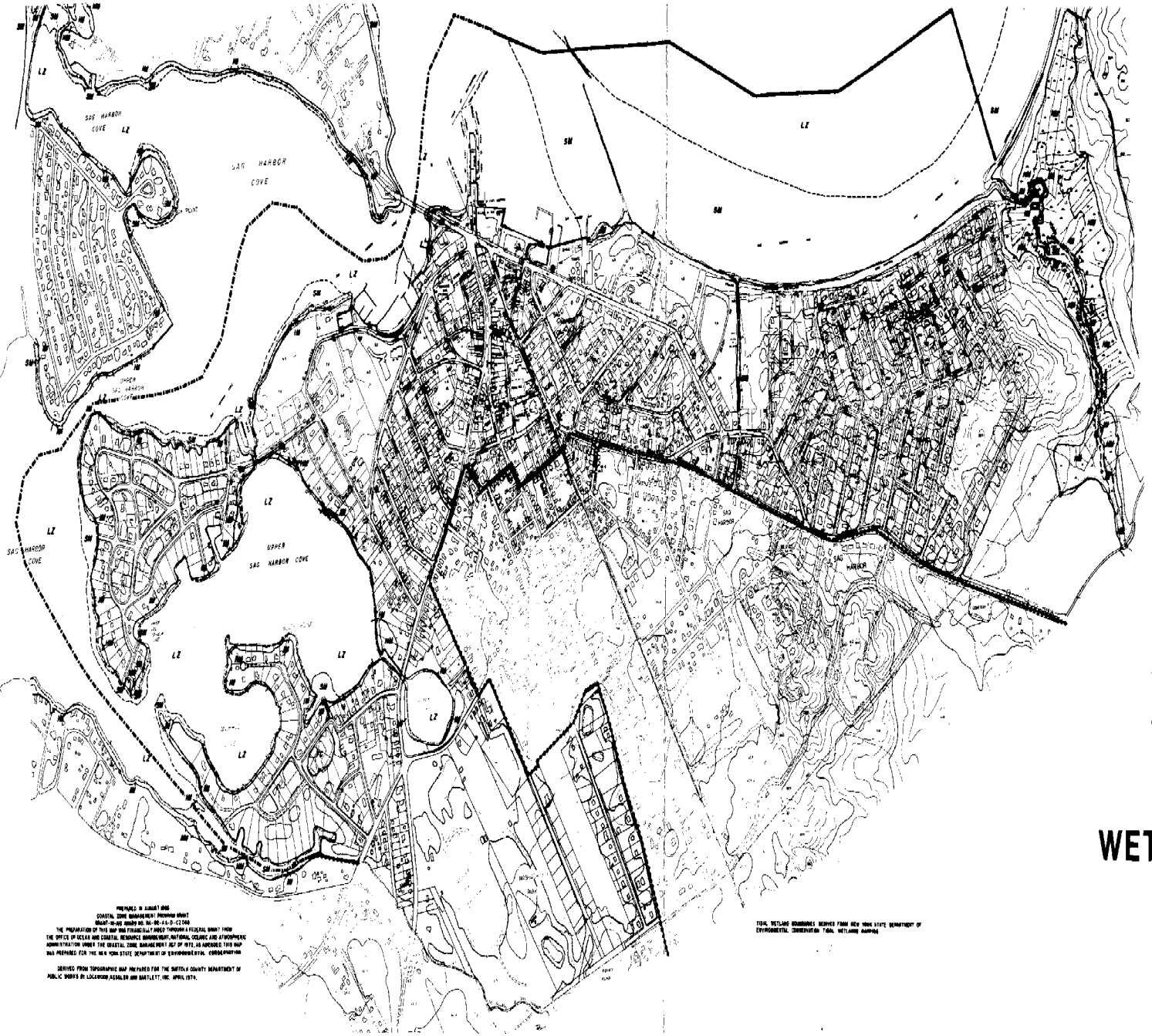
10.17 Motel Accommodations

Sag Harbor has become a highly populated tourist area. Although many are day visitors, there are an increasing number of

weekend and long-term visitors. Their modes of travel include automobile, bus, excursion boat, private yacht and smaller recreational craft. Such travelers will need motel accommodations.

The East End has been concerned over the current trend of motel conversions to condominiums. In addition, many available boat berths are temporary stop-overs. Since the number of weekend and long-term visitors is increasing appropriate accommodations should be developed.

Sag Harbor is also concerned with its year-round economic base. Tourism is the village's largest industry. Summer is the peak tourist season with virtually no tourism during the winter months. This creates little opportunity for many residents to find year-round employment. The village itself suffers from a very imbalanced economy. With its attractive environment and unique concentration of historic buildings, winter tourism, conferences and seminars would be a real possibility provided that a package of quality accommodations could be made available.



PREPARED IN AUGUST 1982
COASTAL ZONE MANAGEMENT PROGRAM GRANT
GRANT-IN-AID AWARD NO. NA-82-AA-D-CZ048
THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION UNDER THE COASTAL ZONE MANAGEMENT ACT OF 1972, AS AMENDED. THIS MAP WAS PREPARED FOR THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

DERIVED FROM TOPOGRAPHIC MAP PREPARED FOR THE SUFFOLK COUNTY DEPARTMENT OF PUBLIC WORKS BY LOCKWOOD KESSLER AND BARTLETT, INC. APRIL 1974.

TIDAL WETLAND BOUNDARIES DERIVED FROM NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION TIDAL WETLANDS MAPPING

VILLAGE OF SAG HARBOR

SUFFOLK COUNTY, NEW YORK

OVERLAY LEGEND

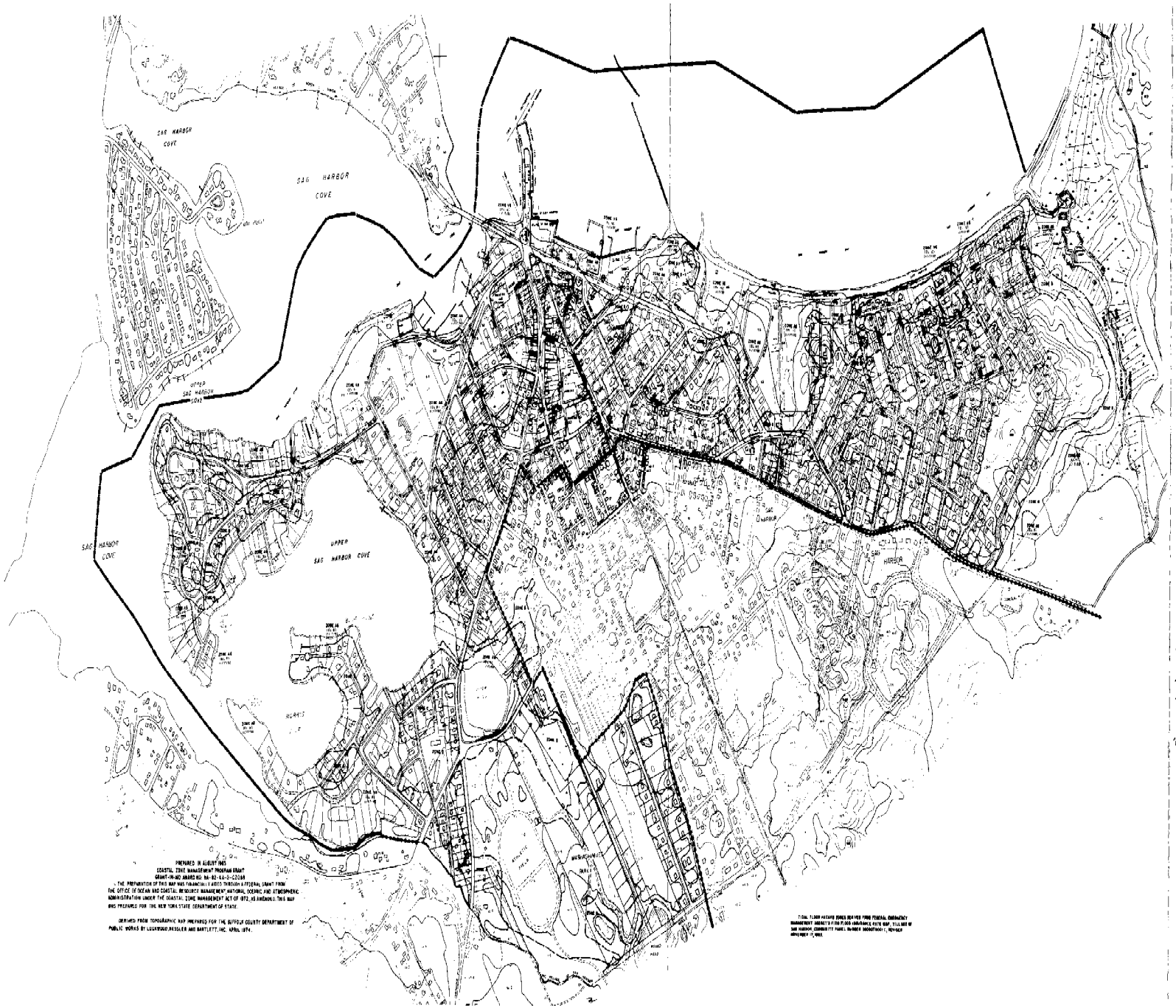
- IM - INTERDIAL MARSH
- HM - HIGH MARSH or SALT MEADOW
- FM - COASTAL FRESH MARSH
- SM - COASTAL SHOALS, BARS AND MUDFLATS
- FC - FORMERLY CONNECTED TIDAL WETLANDS
- DS - DREDGE SPOIL
- LZ - LITTORAL ZONE
- AREAS ADJACENT TO TIDAL WETLANDS
- LANDWARD EXTENT OF TIDAL WETLANDS
- WETLANDS CATEGORY BOUNDARIES
- LOCAL WATERFRONT REVITALIZATION BOUNDARY
- 1500 FEET WATER SURFACE JURISDICTION

WETLANDS PROGRAM

JANUARY 1984

MC CROSKY + REUTER
CONSULTANTS IN REGIONAL PLANNING
DEVELOPMENT URBAN RENEWAL

M1



VILLAGE OF SAG HARBOR

SUFFOLK COUNTY, NEW YORK

200' 0 200' 400' 600'

LOCAL WATERFRONT REVITALIZATION BOUNDARY

1500 FEET WATER SURFACE JURISDICTION

500 YEAR FLOOD BOUNDARY

100 YEAR FLOOD BOUNDARY

ZONE DESIGNATION WITH DATE OF IDENTIFICATION

ZONE A6 11/17/82

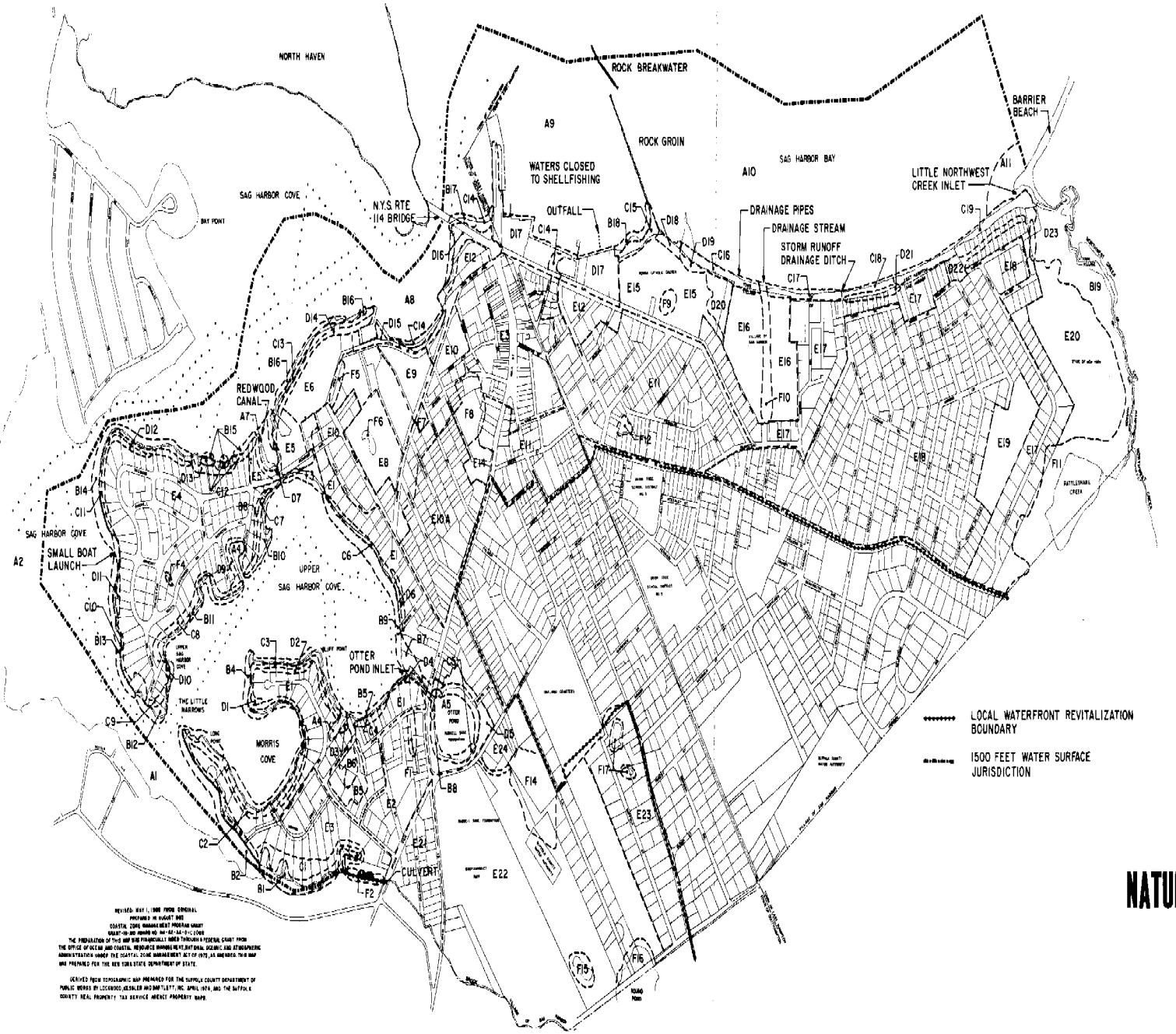
ZONE V6 11/17/82

TIDAL FLOOD HAZARD ZONE

JANUARY 1984 REVISED: MAY 1, 1985

McCROSKY - REUTER
COMMUNITY AND REGIONAL PLANNING
DEVELOPMENT URBAN RESEARCH

M2



REVISED MAY 1, 1985 FROM ORIGINAL
PREPARED IN AUGUST 1982
COASTAL ZONE MANAGEMENT PROGRAM GRANT
GRANT-IN-AID AWARD NO. NA-82-AA-D-CZ098
THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION UNDER THE COASTAL ZONE MANAGEMENT ACT OF 1972, AS AMENDED. THIS MAP WAS PREPARED PER THE NEW YORK STATE DEPARTMENT OF STATE.

DERIVED FROM TOPOGRAPHIC MAP PREPARED FOR THE SUFFOLK COUNTY DEPARTMENT OF PUBLIC WORKS BY LOCKWOOD, KESSLER AND BARTLETT, INC. APRIL 1974, AND THE SUFFOLK COUNTY REAL PROPERTY TAX SERVICE AGENCY PROPERTY MAPS.

VILLAGE OF SAG HARBOR

SUFFOLK COUNTY, NEW YORK

HABITATS — CZM RELATIONSHIPS

A.	SUBTIDAL	
B.	INTERTIDAL WETLANDS	TIDAL MARSH
C.	SHORE, BEACH, DUNE	DUNES, BEACH, MARITIME FLORA
D.	UPLAND EDGE SLOPES	BLUFF
E.	UPLAND	DEVELOPED AREA, OLD FIELD, FARMLAND, FOREST
F	FRESHWATER, BRACKISH	FRESHWATER WETLAND

KEY

- (- - - -) DASHED LINE ENCLOSES HABITAT CELL
- A1 HABITAT TYPE AND CELL NUMBER
- DOTTED LINE INDICATES CHANNEL

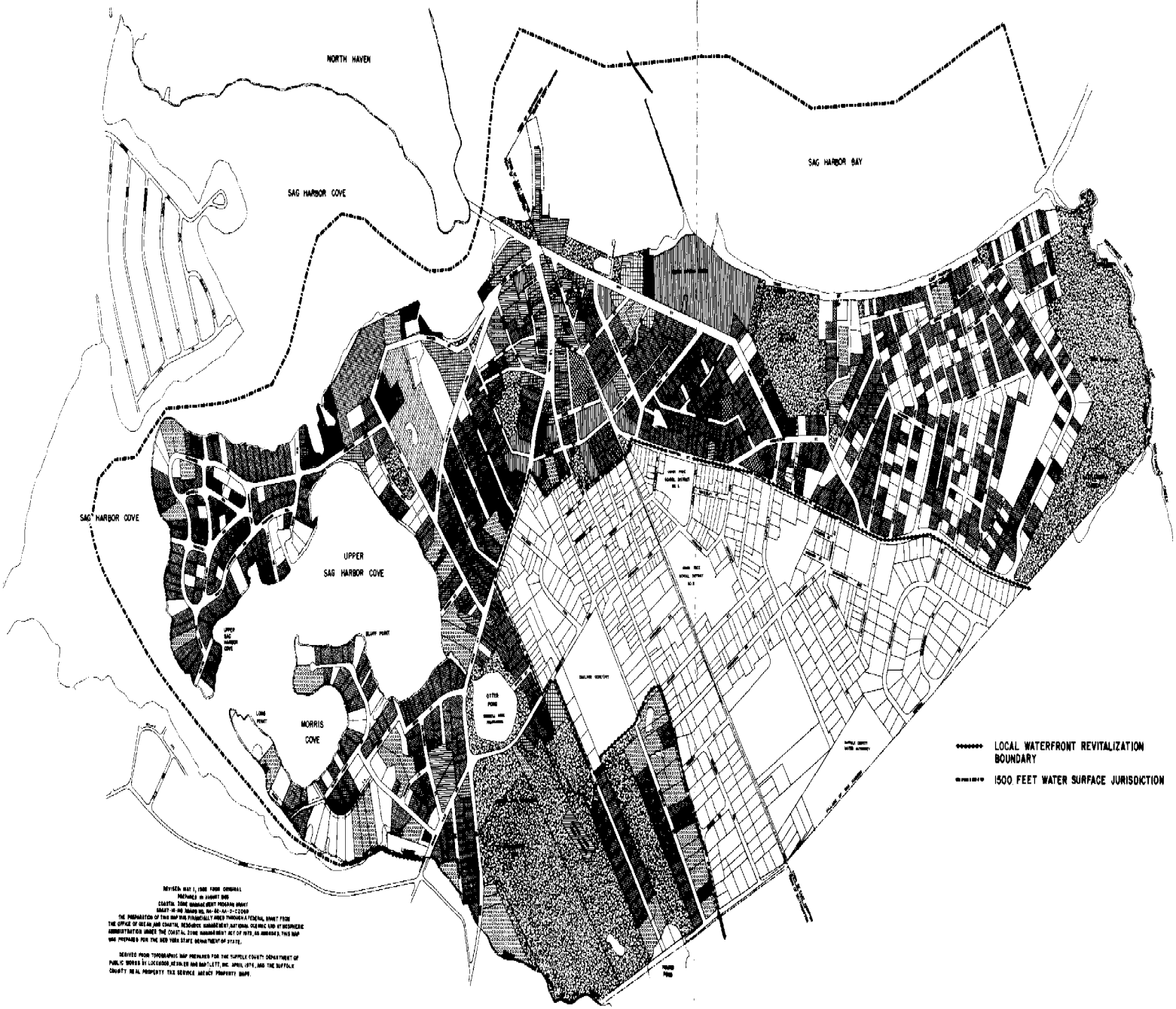
NOTE: SEE TABLE 4 FOR HABITAT EVALUATION AND NOTES

NATURAL RESOURCE INVENTORY MAP

JANUARY 1984
REVISED: MAY 1, 1985

McCORMICK TAYLOR & REUTER
CONSULTANTS IN REGIONAL PLANNING
SOIL SURVEY • URBAN RENEWAL

M3



REVISED: MAY 1, 1985 FROM ORIGINAL
PREPARED IN AUGUST 1982
COASTAL ZONE MANAGEMENT PROGRAM GRANT
GRANT #: NA 80AA H CZ 088 NA-82-AA-D-CZ088
THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION UNDER THE COASTAL ZONE MANAGEMENT ACT OF 1972, AS AMENDED. THIS MAP WAS PREPARED FOR THE NEW YORK STATE DEPARTMENT OF STATE.

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VILLAGE OF SAG HARBOR

SUFFOLK COUNTY, NEW YORK

VILLAGE BOUNDARY
TOWN BOUNDARY

RESIDENTIAL

- 1 D.U. & LESS / ACRE (LOW DENSITY)
- 2-4 D.U. / ACRE
- 5-10 D.U. / ACRE
- 11 D.U. & OVER / ACRE (HIGH DENSITY

COMMERCIAL

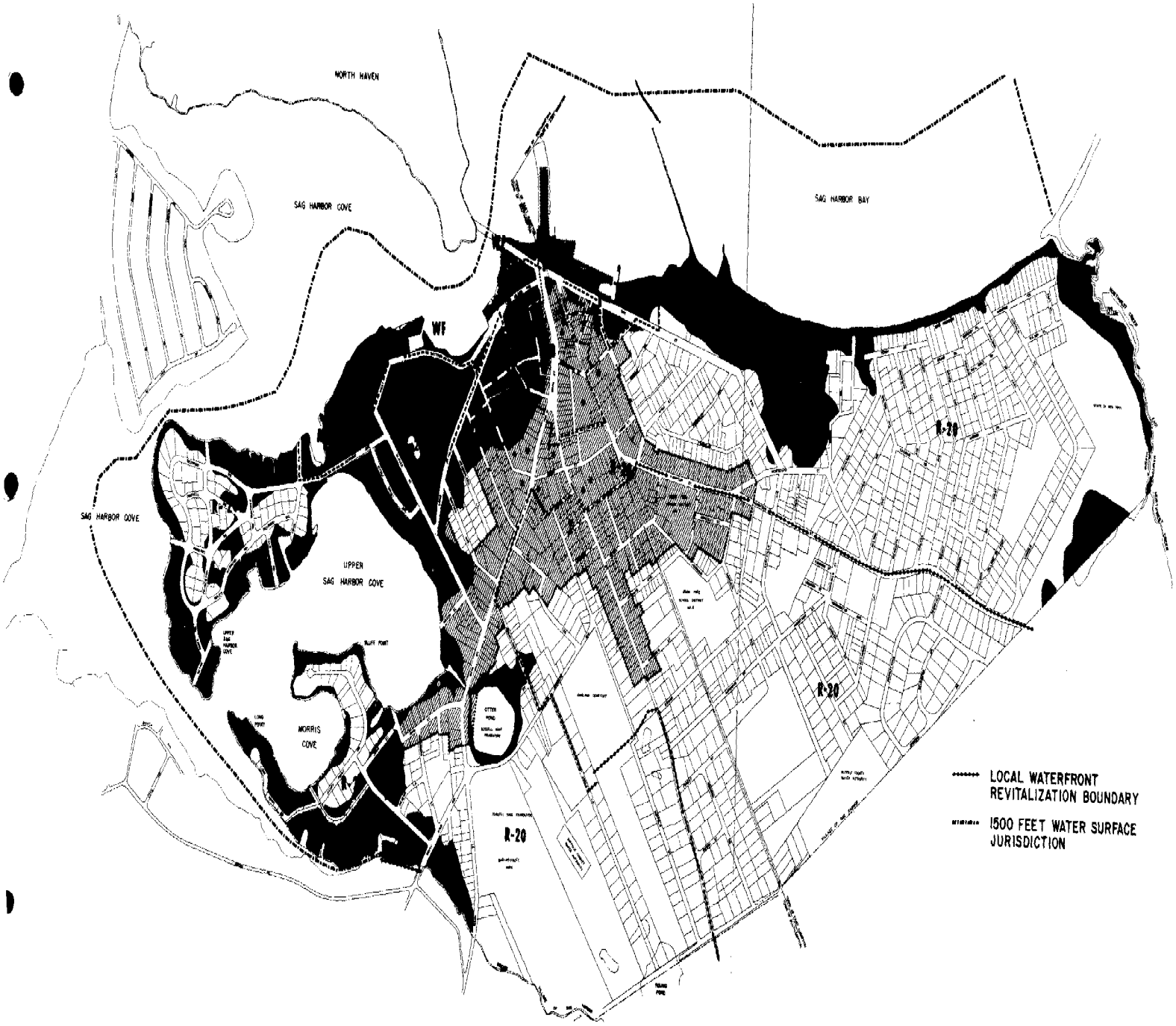
- COMMERCIAL
- COMMERCIAL - RECREATION
- INDUSTRIAL
- INSTITUTIONAL
- OPEN SPACE - RECREATIONAL
- AGRICULTURAL
- TRANSPORTATION & UTILITIES
- VACANT

EXISTING LAND USE

1983
REVISED: MAY 1, 1985

MC CROSKEY - REUTER
COMMUNITY AND REGIONAL PLANNING
DEVELOPMENT · URBAN RENEWAL

M4



VILLAGE OF SAG HARBOR

SUFFOLK COUNTY, NEW YORK

DISTRICT LEGEND

R-20	ONE-FAMILY RESIDENCE
MIR	MODERATE INCOME RESIDENCE
MF	MULTIPLE-FAMILY RESIDENCE
RM	RESORT MOTEL
VB	VILLAGE BUSINESS
WF	WATERFRONT
MA	MARINE

TIDAL FLOOD HAZARD OVERLAY
REFER TO FIRM MAP NO. 360807 0001C

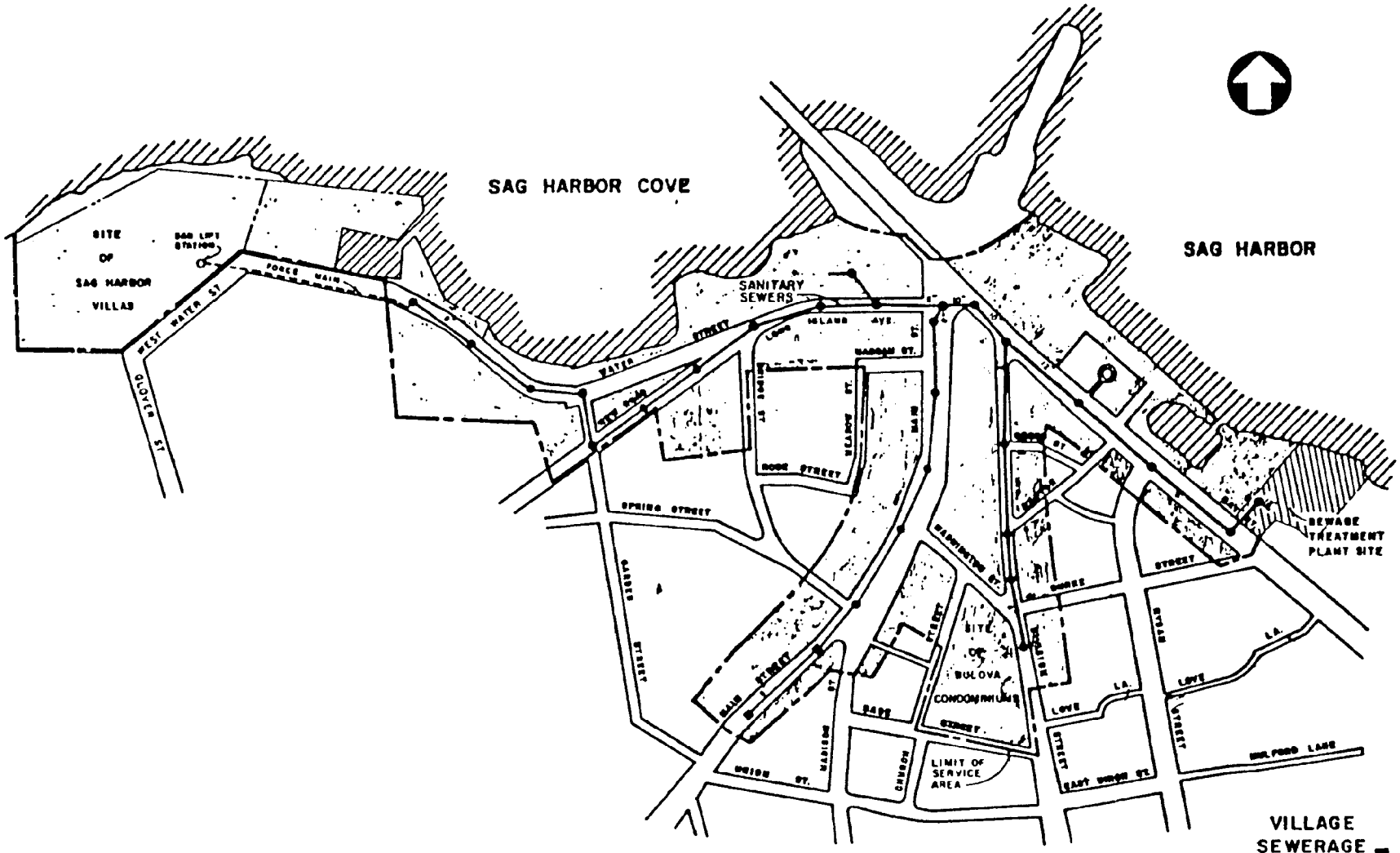
HISTORIC OVERLAY

* LANDMARK SITES

ZONING MAP M5

FEBRUARY 1, 1984

REV. JULY 1, 1984



VILLAGE SEWERAGE SYSTEM

M6

WILLIAM F COSULICH ASSOCIATES
ENVIRONMENTAL ENGINEERS

SCALE 1" = 300'

SECTION III

WATERFRONT REVITALIZATION PROGRAM POLICIES

SECTION III.

WATERFRONT REVITALIZATION PROGRAM POLICIES

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DEVELOPMENT POLICIES

Policy 1: RESTORE, REVITALIZE, AND REDEVELOP DETERIORATED AND UNDERUTILIZED WATERFRONT AREAS FOR COMMERCIAL, INDUSTRIAL, CULTURAL, RECREATIONAL AND OTHER COMPATIBLE USES.

Explanation of Policy

Both governmental agencies and private enterprise must ensure that their actions further the revitalization of the Village of Sag Harbor's waterfront. The transfer and purchase of property; the construction of new buildings or structures, highways or parks, or utilities; and the provision of tax incentives to businesses, are all examples of means for spurring economic vitality. When any such action, or similar action, is proposed, it must be analyzed to determine if the action would contribute to or adversely affect the Village of Sag Harbor's Local Waterfront Revitalization effort, including that related to the surrounding water bodies.

It must be recognized that revitalization of once dynamic water front areas is one of the most effective ways of encouraging a healthy economy in the Village of Sag Harbor without consequentially consuming valuable open space outside the portion of the waterfront set aside for public and non-residential use. Such waterfront redevelopment is also one of the most effective means of rejuvenating or at least stabilizing residential and business districts adjacent to the redevelopment area.

When any public agency or private enterprise action is proposed to take place in the Sag Harbor Waterfront Revitalization area regarded as suitable for redevelopment or other improvement, the following guidelines shall be used:

1. The action should enhance the existing and anticipated uses. For example, highway improvements should be designated and constructed so as to serve the potential

access needs for development compatible with the LWRP objectives.

2. The action should improve the deteriorated condition of a site and, at a minimum, must not cause further deterioration or nonconformance with the LWRP objectives. For example a land use or building shall not be so intensive that it would overcrowd the site and neighboring area beyond the capacity of the pedestrian, parking and street facilities, and thus causing litter, excessive wear and congestion leading to blight of the adjacent areas as well as of the site.
3. The action should have the potential to improve the existing economic base of the community and, at a minimum must not jeopardize this base by overbuilding or by inappropriate development.
4. The action shall be coordinated with actions on adjacent sites in a manner designed to implement this LWRP and, at a minimum, planned so that it does not frustrate the objectives of this LWRP.

See the following applicable policies: Policy 1A with respect to general development standards; Policy 1B with respect to specific projects; Policy 2 with respect to water-dependent uses in the shoreline areas; Policies 4, 4A and 4B with respect to criteria and activities to strengthen the economic base; Policies 5, 5A and 5B with respect to the relationship between development and facilities and services needed to support it; 7, 7A, 7B and 8 with respect to fish and wildlife resource protection; Policies 20 and 20A with respect to recreational resources; Policies 23 and 23A with respect to the preservation and enhancement of historic and scenic resources; Policy 30 with respect to the discharge of pollutants and toxic wastes; Policy 33 with respect to the management of stormwater runoff and combined sewer overflows; and Policy 37 with respect to the non-profit discharge of pollutants and erosion of soils.

Policy 1A: RECOGNIZE AND MAINTAIN SAG HARBOR'S COUNTRY VILLAGE AND SEAPORT CHARACTER, PRESERVING ITS PATTERN OF SMALL-SCALE BUILDINGS AND ATTRACTIVE OPEN SPACES, DENSITY AND INTENSITY OF USE.

Explanation of Policy

The Village of Sag Harbor's heritage dates back to 1730 and to several subsequent distinct development periods generally prior to the twentieth century (I & A Sec. 2.0). As a result, the scale of the buildings and open spaces reflects the needs of a society based on relatively small social groups and economic organizations (I & A Sec. 3.0, 7.1 and 7.2). Although the automobile has necessitated adjustments to provide for offstreet parking and to accommodate greater volumes of street traffic (I & A Sec. 8.0), the Village of Sag Harbor desires to maintain its country village and seaport ambience (I & A Sec. 1.0). Since its remaining vacant land resource is very limited and the pattern of existing land use is generally well defined (I & A Sec. 7.1), the potential impact of development and redevelopment on the marine environment (I & A Sec. 5.0 and 6.0), the economic resources (I & A Sec. 7.2), the offstreet parking and traffic circulation (I & A Sec. 8.0), and the historic character of the village (I & A Sec. 2.0 and 7.1), will be critical. See Policies 1B, 23 and 23A. To implement this objective careful control of the size of buildings and facilities, the disposition of buildings and open spaces, and their design and landscaping, and the intensity of land uses will be necessary.

This policy's objective will be achieved by requiring that all new development, rehabilitation or enlargement, and land use adhere to the following standards for the various functional districts delineated on the Land and Water Uses Map, Map 1, in Section II.

All Districts: Certain minimum standards shall be applicable in functional districts. They are the following:

- In all residential districts an appropriate minimum required natural or landscaped area on each lot, excluding such structures as tennis courts, swimming pools and constructed areas other than access walks and driveways, but, in any case, including no less than all existing site area in tidal and freshwater wetlands, beach and dune habitats identified on the Wetlands Program Map, Map M-1, and the Natural Resources Inventory Map, Map M-3, in Section II, which are to be preserved in their natural state. Wetlands and the noted habitats shall be subject to scenic easements wherever possible.

- Limit building heights to 2½ stories and 35 feet in all districts, except in the Village Business Center where they shall be no more than 3 stories and 40 feet; except that spires, cupolas, domes, belfries or clock towers on a public or semi-public building may be higher providing that they do not cover more than a limited percentage of the lot area; and further provided that such utilitarian features as flagpoles, chimney flues and stair and elevator bulkheads shall have more limited increases.

- In all districts a requirement that each land use site provide offstreet parking and truck loading spaces in appropriate amounts as determined by the village; except where the village finds that public offstreet parking facilities are available or could be made available in the future.

- The design of site plans for all proposed three or more family dwellings and for all non-residential construction and land use in all districts shall be the subject of critical analysis and of a site plan review and approval procedure by the Planning Board to assure achievement of the established development standards as

well as the maintenance and preservation of the village's character and ambience.

- In all districts minimum required lot areas shall exclude underwater or tidal lands below the mean-high tide level, except that marsh lands customarily flooded at high tide may be included as a part of such required lot area, provided that such marsh lands are not used for any building or structure or for any use which would modify their environmental character and further that such marsh land be the subject of a scenic easement pursuant to Section 247 of the General Municipal Law.

Village Business District: The Village Business District encompasses the area on either side of Main Street to Division Street on the east and Bridge Street on the west and from the vicinity of the Main Street-Madison Street intersection and Sage Street to properties on the north side of Long Island Avenue and Bay Street. It does not extend north to the actual waterfront which is in the Waterfront District. The village has designated this area as its economic center, providing retail shopping for convenience goods as well as shoppers goods, business and personal services, and public and semi-public facilities. Industrial uses shall be prohibited (I & A Sec. 7.6-2). See Policies 4, 4A and 4B; and 5, 5A and 5B.

Since recreational activities and tourism are significant factors in the village's economic base the quality of land use and development in this district are particularly important. The design of all site plans shall be specifically concerned with the proposals on-and off-site impact on pedestrian accessibility, vehicular circulation, adequate offstreet parking and maintenance of an attractive business environment, including the provision of some landscaped open spaces, among other things. Balancing these features without permitting overdevelopment and consequent congestion in the business center will be a principal objective. A second and equally important objective will be the coordination of the public accessways, open spaces and

views through properties in this district to those in the Waterfront District and shoreline. See Policies 20 and 20A. Any further subdivision of land in this district should be very carefully reviewed for adverse impacts.

Recognizing the potential intensity of uses in this Village Business District, all development shall be served by public water and sewerage. In addition provision shall be made for on-site storm drainage facilities to protect the surface water quality of the natural water bodies. See Policies 30 and 33.

Waterfront District: From its founding through the twentieth century, the Village of Sag Harbor has derived the essence of its character and vitality from its relationship to the surrounding marine environment. The focus of this relationship is found in the harbor and shoreline in the village's seaport area. The Waterfront District is designed to assure that this physical manifestation of the village's historic development tradition will continue to be available for future generations to appreciate and enjoy. In addition, the Village Board of Trustees finds that, as a port of entry for many persons engaged in recreational and tourist activities, its appearance from the surrounding waterbodies and how it relates to the village business center are important to the village's economic health (I & A Sec. 7.6-1). See Policies 4, 4A and 4B.

Although much of the shoreline is already village controlled, the design of site plans for proposed private property development is particularly important. Among other things its objective shall be to maximize public access to the shoreline from both onshore and offshore points; protect views of the harbor and/or shore from vantage points in both the Village Business and Waterfront Districts; and to restrict uses and development of the shoreline primarily to water-dependent uses and secondarily to those that benefit particularly from waterfront locations and would serve to enhance the village's traditional character. The standards to be applied assure a relatively open land use along the shoreline. Industrial uses shall be prohibited with the exception of boatyards.

As in the Business District, all development shall be served by public water and sewerage, including public boat "pump-out" stations at convenient intervals. On-site drainage facilities shall be designed to protect surface water quality in the adjacent water bodies. See Policies 30 and 33.

Except for existing uses and structures, non-water-dependent or water-benefited uses shall be prohibited. See Policy 2.

Marine District: In past years marina and boatyard uses were established on both sides of Redwood Canal along the north side of Redwood Road. Boat access is by way of Sag Harbor Cove. Although the area devoted to these uses, the existing uses and their character are found to be appropriate in this residential environment, more intensive nonresidential uses or extension of the existing uses into new land areas are prohibited. Only water-dependent and water-benefited uses shall be permitted (I & A Sec. 7.8). See Policy 2.

From a natural environmental resource point-of-view, the site pland designs shall specifically be concerned with potential adverse impacts on the fragile character of the Upper Sag Harbor Cove water body to the south of Redwood Road. Minimum site standards shall generally inhibit resubdivision of the land by requiring large minimum lots. See Policy 7A.

Although public sewerage is not available, a "boat pump-out" station should be made available in this area. See Policy 32.

Resort Motel District: This district provides additional sites for resort motels which accommodate short-term vacationers and transient travelers. Resort Motel District facilities shall not be converted into multiple dwellings for long-term or permanent residents. It is anticipated that, with a reasonable number of resort motel rooms clustered in close proximity to each other and to the village business center and Waterfront District, there will be an opportunity to develop facilities suitable for off-season mini-

conferences and business seminars. The cluster which is already substantially developed, is located at West Water Street and Long Island Avenue (I & A Sec. 7.6-3). See Policy 4A.

The design of site plans for proposals in this area shall emphasize coordination with the surrounding land uses, particularly other resort motels, and the enhancement of the adjacent Village Business and Waterfront Districts.

Recognizing the potential impact of the Resort Motel District's intensity, it shall be served by public water and sewerage and have easy vehicular and pedestrian accessibility. See Policy 30.

Residential Districts: The broad area of the Village of Sag Harbor, both within and outside the Local Waterfront Revitalization Program planning area, is designated for residential land uses. Almost all of this Residential District is restricted to one-family detached dwelling use, compatible residential community facilities, and a few selected compatible or necessary general community facilities. All of these permitted facilities are to be either public or subject to special exception permit approval. The minimum lot size is 20,000 square feet for each dwelling unit and 40,000 square feet for all other uses. The minimum required natural or landscaped open space is 50 percent of the site area. With reference to those areas where residential lots have frontage along the shoreline it should be noted that the area found in the beach and dune habitats are shown in the Open Space and Recreational District (I & A Sec. 7.7 and 7.8). See Policies 7A and 7B; 12, 13 and 14; 22; 33; and 44.

In the Zoning Code this one-family residential area is the R-20 One-Family Residence District. As a result of the village's long development history, it is anticipated that there are some nonconforming residence and non-residence uses. However, no new such uses shall be established and every effort shall be exercised to contain those nonconforming buildings and uses that now exist.

In response to the need for a variety of dwelling types, the Village of Sag Harbor has provided several opportunities for two or more family dwelling units. These include a special exception approval of the conversion of a one-family dwelling for two-family use in the R-20 Residence District, and MIR Moderate Income Residence District which remains unmapped on the Zoning Map, and an MF Multiple-Family Residence District which has one mapped location on West Water Street on the shore of Sag Harbor Cove.

The MIR Residence District is only provided to encourage the development of affordable housing for moderate income families. As a result, the permitted residential density is set at 17.4 units per acre with a limit of 64 dwelling units on any one site for multiple dwelling units with two or more bedrooms, and 21.8 units per acre with a limit of 64 dwelling units on any one site for multiple dwelling units with one bedroom or studio units. This district is only to be mapped when the Village Board of Trustees determines that a proposed development will conform to the affordability criteria.

The MF Multiple-Family Residence District is intended to provide for a limited number of small-scale multiple-family residence developments. It is not desired to create multiple-family residence neighborhoods or areas where one-family residences would appear to be out of place. The permitted uses are exclusively multiple-family dwellings or clustered one-family attached dwellings and their accessory uses. The permitted residential density is 5.8 dwelling units per acre on a minimum five acre site. As in the case of the R-20 Residence District, 50 percent of the site area is minimum required natural and landscaped open space.

Both the MIR and MF Residence Districts are required to have both public water and sewerage. See Policies 5 and 30.

Open Space and Recreational District: This district includes all the lands found in the beach and dune habitat through the natural resources inventory, the lands of the State of New York in the Little Northwest Creek area, the SPLIA/Village of Sag Harbor freshwater

wetland between Spring and Garden Streets, the Russell Sage Foundation lands in the Otter Pond - Mashashimuet Park and the Havens Beach area of the Village of Sag Harbor. This district does not include the more intense public parks in the village center area, such as Marine Park. These parks are considered to be integral parts of the more intensive development and their disposition in the community should be carefully related to the buildings and structures which are in their same area. As reported above development lots which include portions of the beach and dune habitat are required to preserve them as part of the minimum required natural and open space subject to a scenic easement (I & A Sec. 7.1) wherever possible. See Policies 7A and 7B.

Policy 1B: REDEVELOP SAG HARBOR'S WATERFRONT AREA, REHABILITATING BUILDINGS AND OPEN SPACES IN THE VICINITY OF ITS ACTIVE HARBOR AS A FEATURE OF ITS VILLAGE BUSINESS CENTER/WATERFRONT, AND PRESERVING THE CHARACTER OF ITS RESIDENTIAL AND OPEN SPACE AREAS, INCLUDING ITS ESTUARIES AND PONDS, IN THE EASTERN AND WESTERN RESIDENTIAL WATERFRONT AREAS.

Explanation of Policy

Since there is very little available vacant land (I & A Sec. 7.1), Sag Harbor's continuing economic and social vitality will depend significantly on the preservation of historic landmarks and on the quality of redevelopment and rehabilitation of other existing development located primarily in its more intensively developed Village Business Center/Waterfront functional area. Equally significant will be the preservation of the residential and open space environment of the Eastern and Western Residential Waterfront functional areas. In this process preserving the village's country village character is an essential corollary to maintaining a reasonable balance between the intensity of land uses and the capacity of the available land. Too intensive development will lead to blight and deterioration rather than enhancement of the village. See Policies 4; 5, 5A and 5B; and 7A and 7B.

The future economic vitality will require a careful mixture of increased summer resort and tourist activities and the enhancement of the village's attractiveness as a setting for year-round and second home residents (I & A Sec. 7.1 and 7.2). A fine harbor and recreational facilities, an improved Village Business Center, necessary public services and the preservation of its heritage are key elements in achieving this objective. See Policies 4, 4A and 4B; 23, 23A and 23B; and 25.

The framework for these redevelopment and rehabilitation activities is established in the land uses and standards for development in all areas of the village. POLICY 1A sets forth both general standards

applicable throughout the LWRP area and the specific land uses and standards for the following functional area districts found in the LWRP area:

1. Village Business District
2. Waterfront District
3. Resort Motel District
4. Marine District
5. Residential Districts
6. Open Space and Recreational District

The disposition of these land use districts in the LWRP area is shown on the Land and Water Uses Map, Map 1, in Section IV.

To achieve the best results, particularly in developing pedestrian and visual access to the waterfront, coordination between private activities and between private and public activities will be necessary. This coordination must begin at an early planning stage for the activity to avoid problems of later adjustment and possibly less beneficial solutions. See Policies 20 and 20A.

Proposed Projects

The following proposed projects involve redevelopment and/or rehabilitation on specific LWRP sites. These locations are shown schematically on the LWRP Projects Map, Map 2, in Section IV.

The proposed projects are:

A1. Reconstruct Long Wharf

This 100 year old public dock, last renovated in 1940, is in such poor condition that it is a hazard to both navigation and individuals. It impedes economic development in the Village Business Center/Waterfront functional area. See Policies 1; 4 and 4B; and 21 and 21A.

Reconstruction shall include new bulkheading; improved traffic circulation and parking with pavement restoration, pedestrian areas,

and lighting; and replacement of mooring spiles and electric and water service for 30 proposed berths.

Once reconstructed, this waterfront centerpiece will take on new interest as a visitor activity center, ferry landing and general marine gateway to the Village of Sag Harbor.

A2. General Implementation Plan and Rehabilitate Bay Street and West Water Street, Including Vehicular and Pedestrian Access Systems

This project is intended to provide a coordinated plan for several construction projects that will constitute staging areas for tourists arriving in the village by automobile, bus, ferry and private boat. At this time the streetscape along the Bay Street and West Water Street waterfronts is disorganized, inconsistent in character and, in many instances, in poor condition. See Policies 2; 4 and 4B; 5 and 5B; 6; 9; 14, 15 and 16; 19, 19A, 20, 20A, 21, 21A, 22; 25; 30 and 31; 33, 34, and 35; and 37.

This plan would include the redevelopment of Bay Street and West Water Street as public open spaces designed as centers of tourist activity linked by a pedestrian access system to each other and to the Main Street area of the Village Business Center. This would include, in part, an historic trail. A major feature of this system would be a shoreline promenade in the more active areas and protected pedestrian walks with curbs or "bumper stops" to separate them from parking areas, coordinated with bulkhead erosion control, preservation of the natural beach in the West Water Street village marina area; village marina improvements, a small triangular park, commercial property rehabilitation and refurbishing Marine Park.

Once the construction phase is completed, an integrated and balanced waterfront environment will assure greater tourist interest and recreational activity on the shoreline as well as interaction with the Village Business Center and the upland historic sites, all beneficial to the Village's economy.

A3. Improve Windmill Park and Setting for the Windmill Tourist Information Center

At this time Windmill Park is no more than a vacant strip of shoreline land with the exception of the Windmill Tourist Information Center located at its Long Wharf end. See Policies 2; 4 and 4B; 20 and 20A; 21 and 25.

This project would improve the park area as an integral part of the public waterfront with the shoreline promenade linked to Long Wharf. Aside from the promenade walkway, an emphasis on natural landscaping, and benches, the improvement would include a fishing station in the vicinity of the N.Y.S. Route 114 bridge.

These improvements provide continuity of the shoreline pedestrian circulation in the very vicinity of Long Wharf and the ferry landing, giving access to the publicly-owned foreshore; enhance the setting and promote the use of the Windmill Tourist Information Center; and establish an improved recreational fishing facility at the bridge.

A4. Renovate Marine Park and Marina

This park and marina facility has extensive shoreline. The bulkheading has not been substantially repaired or replaced since 1935 when it was first constructed. The service boardwalk along the marina edge also needs repair. Further, there is an opportunity to expand the marina capacity as needed. See Policies 1 and 2; 4B; 19 and 19A, 20, 21 and 21A, 22; and 25.

This project would modify the existing Marina Park site plan to incorporate a segment of the shoreline promenade along the marina bulkhead, improve the driveway and parking facilities, refurbish the landscaping, and provide an adequate number of new benches, tables, barbecue grills and waste disposal containers. The site plan will coordinate these elements with the newly established railroad car service center (restrooms and harbor master's office), improvements to Bay Street and consideration of a potential permanent band stand.

The benefits from this project include enhancement of the publicly-owned foreshore in a critical area of public assembly, provide continuity in the shoreline pedestrian circulation system, and a potential for expanding the public marina's capacity.

A5. Acquire the Site of the Former Mobil Oil Storage Facilities and Improve as Waterfront Park.

With the demolition of their tanks, the northern Mobil Oil site became a vacant parcel of shoreline land surrounded on two sides by village owned land, one side being the Wastewater Treatment Plant. However, at this time there is an outstanding question regarding pollution clean-up made necessary by the former use. See Policies 1 and 2, 19 and 19A, 20 and 20A, 21 and 21A, and 22; 25; and 36.

Once acquired, the primary use of the site on the north side of Bay Street would be as an extension of Marine Park and the shoreline promenade; an additional site for future expansion of the Wastewater Treatment Plant; a possible relocation of the East Hampton Trustees of the Freeholders and Commonality's boat launching ramp to lessen congestion on Bay Street; and as a means of achieving the full benefit of the village's essentially landlocked waterfront parcel.

This acquisition is a continuation of the village's program to assembly lands along the foreshore for public access to the waterfront and for public use. It would also serve as an extension of the shoreline promenade. Acquisition of the Mobil land on the south side of Bay Street will be the subject of further analysis of its potential benefits.

A6. Complete Main Street Sidewalk Reconstruction

Main Street is the principal arterial access way to Long Wharf, for both pedestrians and vehicles, and the backbone of the Village Business Center. Although sidewalks on the east side have already been reconstructed, the west side remains to be done. These sidewalks

are deteriorated and tend to blight the Village Business Center/Waterfront functional area. See Policies 1; 4; 19 and 19A; and 23 and 23B.

The approved plan is to replace the existing sidewalks with concrete walks bordered by red brick in a basket weave pattern. The Ladies Village Improvement Society is donating new benches to complete the improvement.

Completion of this sidewalk project will enhance the appearance of the Village Business Center/Waterfront functional area and tend to promote both the business center and tourism.

A7. Rehabilitate Old Village Target Area

This area is divided into a primary and a secondary target area. Primary Area "A", with approximately a 15.1 acre area, is bounded by Division Street (west), Bay Street (north), Burke and Rysam Streets (east) and Union Street (south). Secondary Area "B", with approximately 5.3 acres, extends southward from the Primary Area "A" to the end of Rysam Street. This early settlement area of the village contains many historic structures which, with rehabilitation in appropriate instances, would bring back much of the historic charm of the village. The public rights-of-way are in some instances in particularly poor condition. See Policies 1; 5B; 6; 19 and 19A; 23, 23A and 23B; and 25.

The principal improvements in the public rights-of-way would be the conversion and improvement of Cross and Rector Streets, possibly as pedestrian service malls that would provide vehicular access and parking only for abutting properties, and the substantial improvement of Division Street's paved way and sidewalks. Incentive funding will be provided, if available, to encourage improvement of the rear entrance areas of the Main Street shops which have access from Division Street, including general clean up and maintenance, landscaping and attractive parking areas where space permits. Incentive funding will also be provided to encourage private home rehabilitation.

This project will substantially improve the character of Division Street, N.Y.S. Route 114, which is a main gateway to the Village Business Center/Waterfront functional area, and provide an attractive pedestrian access between Bay Street and Main Street while discouraging vehicular traffic through the narrow Cross and Rector Street rights-of-way in this potentially very attractive historic area of the village.

A8. Restore Marsh Areas of Village and SPLIA Properties

One of the most significant freshwater wetlands in the central area of the village is located on village and SPLIA parcels between Spring and Garden Streets. Although this wetland has served as a natural marsh drainage retention area in the past, it is being choked by phragmites and, as a result, functions poorly as an element in the natural drainage retention system. See Policies 25; 33; and 44.

Restoration of the appropriate marsh vegetation and reestablishing its drainage retention function would both improve its appearance, substantially benefit the village drainage systems and alleviate localized flooding downstream.

Although the village will certainly undertake this restoration on its own parcel, it is hoped that SPLIA will work cooperatively on this project so that its full potential may be realized.

A9. Improve Village Marina on West Water Street Opposite Baron's Cove

The Village Marina opposite Baron's Cove Inn requires dreging if it is to continue in operation. In addition it has suffered storm damage along West Water Street where erosion has extended back to the road edge threatening to undermine and destory the roadway paving in a potential future storm. The vacant village site to the west of the N.Y.S. Route 114 bridge, including the old N.Y.S. Route 114 right-of-way, provides an opportunity for a continuation of the shoreline

promenade from Windmill Park, under the bridge at the fishing station, and out to the west. See Project B3 for further linkage in this area. See Policies 1; 2; 4 and 4B; 14; 16; 19 and 19A; 21 and 21A; and 25.

The primary phase of this project is the dredging of the village marina in a manner that would preserve the natural beach. This would be followed by construction of the shoreline protection structure and related marina facilities designed for small recreational boats. These improvements shall be coordinated with a proposed protected pedestrian walkway separated by curbing or "bumper stops" from the proposed improved and expanded parking facilities on West Water Street. Dredging spoil will be placed where appropriate. Longer-term, periodic dredging in the harbor is primarily involved with the channel from the N.Y.S. Route 114 bridge to the Narrows.

This project is expected to strengthen the economic base of the harbor area, provide erosion protection of this very active shoreline, improve shoreline access, increase recreational boating capacity, increase offstreet parking facilities, and promote tourism and the general economy.

A10. Rehabilitate Haven's Beach

The village's 20 acre public bathing beach has inadequate recreational facilities and old and dilapidated sanitary facilities. As a result, it is underutilized at this time. See Policies 1; 2; 19A; and 21.

The only substantial construction work involved in this project is the construction of a new comfort station with handicap access and a picnic shelter. Other improvements are a relocated playground with some new playground equipment and an expanded parking area.

Improvement of the Haven's Beach facility, an excellent location for family recreation activities, will undoubtedly increase its usage as the village's primary beach recreation area. Consideration shall

be given to potential restoration of the marsh on the east side of the beach property and its potential for removing pollutants from stormwater runoff discharge into it.

A11. Reconstruct Otter Pond Culvert

The Otter Pond Culvert on lower Main Street permits tidal water to flow in and out of Otter Pond. Flushing action of the Pond depends on this culvert. See Policies 7A and 19A.

This reconstruction could improve that flushing action and, coordinated with adjustments in the Main Street roadway, improve the horizontal alignment of Main Street in this immediate area.

A12. Sag Harbor Cove and Upper Sag Harbor Cove Tidal Flushing and Improvements, If Necessary

Although signs of improvement have been noted in Sag Harbor Cove, it has been considered that these small waterbodies have not had adequate flushing action to assure their environmental health and productivity. See Policies 7A; 9, 21B; and 44.

This project would investigate this tidal flushing action and, if necessary, recommend an appropriate modification of the inlet system to permit improved tidal flushing. It should be undertaken cooperatively with the Town of Southampton.

B1. Improve Private Parking Facilities Throughout the Village Business Center/Waterfront

The Village Business Center has limited land area. Likewise the existing and the potential additional offstreet parking is limited. Further, because of the historic layout of the streets, many rights-of-way are narrow and unsuited for onstreet parking and/or heavy traffic volumes. As a result the village has become very concerned about vehicular dependency and congestion associated with it. Traffic volumes are heaviest in the Village Business Center/Waterfront functional area, particularly on Main Street and the immediately adjacent

segments of the side streets. Therefore mitigating measures are necessary to preserve this area's character. See Policies 1; 1A; 5B; and 20.

Improved offstreet parking facilities with better access from the arterial highways would improve circulation in this area. It is proposed to maximize the use of privately owned offstreet parking lots by means of incentive grants or loan assistance for improvements including repaving, landscaping, lighting and sign placement. Some may need to be redesigned for more efficient use. This might include cooperative planning by adjacent owners to achieve the greatest benefit for both. In connection with this it is anticipated that improving the appearance of the rear facades of commercial buildings may also be encouraged (See Project A7).

The result of this project will be more effective use of the village's offstreet parking potential, less congestion in the streets and a more attractive Village Business Center/Waterfront functional area.

B2. Convert Bulova Watchcase Factory Building into Residential Condominiums

The Bulova Watchcase Factory building is a four-story, 73,000 square foot, brick building which has been vacant for years but is generally in reasonably good condition. It is within the Village Business Center/Waterfront functional area. The owner has proposed to reuse the building and its site for a residential condominium development with a partial interim occupancy over the short-term by commercial uses on the ground floor. See Policies 1; 1A; and 23 and 23A.

The ultimate conversion would be to approximately 75 apartments, most of which would have one or two bedrooms. The exception being a few studios. Amenities would include a swimming pool, tennis courts, below grade parking and possibly a health club.

This project would be consistent with the historic character of the village in that the building's historic facade would be completely restored. It would also bring a more intensive and supportive residential use into the Village Business Center/Waterfront functional area well within walking distance of both the shopping frontages and the waterfront itself.

B3. Rehabilitate Properties in the Former Gristede's (A&P) Area

The now vacant Gristede's site and the three adjacent sites are a critical element in the Village Business Center/Waterfront functional area. They constitute a major part of the land between Long Island Avenue (West Water Street) and the shoreline of Sag Harbor Cove except for a small village parcel and the former N.Y.S. Route 114 right-of-way. Without special consideration, all four properties are likely to be developed as isolated parcels insulate from each other - a balkanized development pattern. If this occurs it may be anticipated that there will be an inefficient and inadequate offstreet parking facility with a poor circulation pattern, at best a limited pedestrian and visual access to the shoreline, and a discontinuity in the shoreline promenade. Off-site access to the Meadow Street village public parking facility would be provided by way of a landscaped walkway, possibly through the LILCO property. See Policies 1; 1A; 5, 5A and 5B; 19 and 19A; 20A; and 22.

This project calls for a cooperatively negotiated area-wide site plan review effort sponsored by the village as a means of maximizing the benefits that might be derived from an attractive and efficient development of the whole area coordinated with that of the shoreline promenade and small boat facility on the village's shoreline property.

The benefit to be derived from this project is an attractive and efficient solution to the development of a critical area at the waterfront in the Village Business Center/Waterfront functional area. Further, it would provide a vital link in the connection between the western and eastern segments of the pedestrian access system along the

shoreline even though it may be different in character due to its alignment away from the shoreline for a short distance along Long Island Avenue (West Water Street).

B4. Develop More Motel Accommodations

Sag Harbor is becoming a highly populated tourist area. Travelers, coming by automobile, bus, ferry or private recreational boats, are potential overnight, weekend and longer-term visitors provided that there were more motel accommodations available. The limited number available at this time also makes it difficult to promote off-season meetings, seminars, conferences and sightseeing groups. See Policies 4 and 4A; 5; 30; and 33.

It is proposed to encourage the development of a concentration of motel accommodations and supporting facilities in the vicinity of the existing Baron's Cove Inn.

A concentration of motel accommodations and supporting facilities focused on the waterfront near the Village Business Center would make it possible to promote the village's economic base and increase year-round employment by providing housing for transient tourists as well as for off-season meetings, seminars, conferences and sightseeing groups. It would also be a major activity center on the waterfront related to the pedestrian access sytem along the shoreline.

Policy 2: FACILITATE THE SITING OF WATER-DEPENDENT USES AND FACILITIES ON OR ADJACENT TO COASTAL WATERS

Explanation of Policy

From the 1700's Sag Harbor has derived the essence of its character and vitality from its marine environment. Although almost the entire shoreline is now developed, the source of this strength is focused on the non-residential uses of the harbor and shoreline in the vicinity of the village's seaport area. However, there are indications that without some regulatory protection, important water-dependent uses may be displaced in that area by more intensive and bulkier general retail uses. There is also concern that through such dislocation, intensive water-dependent development will tend to spread out along the shore to environmentally sensitive areas. It is thus necessary to assure that the focus and traditional linkage continue to be available to future generations and that natural areas be preserved. See Policies 1A; 4; 5 and 5A; 9; 15; 19 and 19A; 20 and 20A; 21A, 22; 25; and 34. Also see Projects A1, A2, A3, A4, A5, A9 and A10.

Standards have been established to ensure appropriate water-dependent uses are given priority in two districts on the waterfront: the Waterfront and Marine Districts. See the Land and Water Uses Map, Map 1, for their location.

The standards for these districts are as follows:

Waterfront District:

Permitted uses:

1. bus passenger shelter
2. existing dwellings
3. public utility structure or right-of-way, sewage treatment plant or water supply facility that is either water-dependent or necessary to serve the waterfront district
4. restaurant

5. water-dependent municipal or other governmental building, structure or facility supportive of the other permitted uses in this district
6. water-related municipal park
7. yacht club or marina provided that:
   a. no deleterious effect on groundwaters shall be created and the effect of development on the ecology of adjacent tidal waters shall be minimized;
   b. sanitary restrooms, "pump-out" facilities, holding tanks and sewage disposal shall be provided in accordance with village, county and state regulations;
   c. provision shall be made for the collection and disposal of boat-generated solid waste;
   d. accessory service functions may include only provision of fuel and marine supplies, minor and emergency repairs for boating, and boat rentals;
   e. outdoor lighting shall not project light onto, nor shall light sources be visible from neighboring upland properties;
   f. fuel storage facilities shall be adequately containerized and set back at least 50 feet from the mean high water line, except that fuel pumps can be located conveniently for servicing boats if precautions are taken to prevent spills; however, in no case shall fuel storage or service pumps be located less than 100 feet from adjacent lot lines or above ground.

Special exception uses:

The following uses will be permitted as Special Exceptions where: the sites are appropriate for the uses; they will not prevent the orderly and reasonable use of adjacent properties; the sites are particularly suitable for the location of such uses in the village; access facilities are adequate; the sites themselves are particularly suitable for the uses; adequate buffer yards and screening are provided where necessary to protect adjacent properties; and adequate provisions are made for the collection and disposal of stormwater run-off, sanitary sewage, refuse and other wastes.

1. Boatyard, including boat sales, rentals, indoor and outdoor storage, marine supplies and hardware; boat service and repairs, if major repairs are not found incompatible with the use of adjoining properties; all subject to the same conditions and performance standards as those for yacht club or marina above.
2. Commercial, charter excursion and fishing boat docking.

Accessory uses:

Customary accessory uses, except prohibited uses; including offstreet parking and truck loading and signs; provided that such accessory uses which are not water-dependent shall be located away from the shoreline wherever possible.

Specifically prohibited uses:

1. manufacturing/industrial uses except the construction of boats in an approved boatyard;
2. retail stores and shops except those expressly permitted in this district;

3. offices except as a customary accessory use to a permitted use;
4. new residential dwelling units, including cooperatives, condominiums and similar ownerships;
5. drive-in business or drive-in accessory uses;
6. outdoor vending machines or equipment;
7. automobile ferry slips, terminals or other landing places.

Marine District: Same uses as the Waterfront District with the following exceptions:

1. bus pass shelter and restaurant are not permitted uses; and,
2. beach or tennis club is added as a special exception use.

Other Shoreline Areas: In general, the remainder of the village shoreline has been developed for residential purposes as shown on the Land and Water Uses Map, Map 1, in Section IV. There are two notable exceptions: one is the village owned waterfront recreation park use at Haven's Beach and the other is the New York State Department of Environmental Conservation's Little Northwest Creek environmental area which is to be preserved in its natural state. It is also proposed that the Ligonee Brook, Otter Pond, Upper Sag Harbor Cove, Morris Cove and parts of Sag Harbor Cove be considered a protected environmental area. See Policies 7A and 7B.

Policy 3: NOT APPLICABLE.

Policy 4: STRENGTHEN THE ECONOMIC BASE OF SMALLER HARBORS BY ENCOURAGING THE DEVELOPMENT AND ENHANCEMENT OF THOSE TRADITIONAL USES AND ACTIVITIES WHICH HAVE PROVIDED SMALL HARBORS WITH THEIR UNIQUE MARITIME IDENTITY.

Policy 4A: ENCOURAGE APPROPRIATE EXPANSION OF TRANSIENT ACCOMMODATIONS FOR TOURISTS AND CONFERENCES.

Policy 4B: PROMOTE RECREATIONAL FISHING BOAT FACILITIES AT LONG WHARF AND PROVIDE RECREATIONAL FISHING FACILITIES ALONG THE SHORELINE.

Explanation of Policies

The Village of Sag Harbor is an outstanding example of an historic small harbor. It is the intent of this LWRP to capitalize on this maritime tradition in the following ways.

First, among the village's priorities the highest priorities shall be given to certain water-dependent uses within the Waterfront and Marine Districts providing that the funding is available. See Policies 1B and 2. This will ensure that there will be shoreline sites available for traditional uses and activities. Similarly, development of the Village Business District shall be restricted to retail and service uses which serve both residents and tourists (I & A Sec. 7.1-7.4 and 7.6-2). See Policies 1A; 20; and 21, 21A and 21B.

Second, the scale and spacial pattern of new development in the waterfront area shall be regulated to maintain the existing character of the waterfront area. See Policy 1A. Additionally, in order to preserve the beauty and character of the Village Historic District, construction, reconstruction, alteration or demolition which is out of harmony with existing buildings regarding style, materials, etc., shall be regulated. See Policies 2; 23, 23A and 23B; and 25.

Third, because of a decreasing trend in the number of transient accommodations for tourist seeking to extend their stay in Sag Harbor area through conversion of existing units to year-round apartments, a Resort Motel District sets aside a specific increased area in which potential motel construction will be focused so as to be convenient for conferences as well as for tourists (I & A Sec. 7.4 and Project B4). See Policy 1A.

Fourth, recreational fishing opportunities in the harbor area are limited. In addition to the expansion of recreational boat marina and mooring area capacity (Projects A4 and A9), the reconstruction of Long Wharf might include more berths for recreational fishing vessels and charter boats (Project A1). The proposed shoreline promenade features a new fishing pier that will provide more access for shore fishermen (I & A Sec. 6.9 and 7.6-1, and Projects A2 and A3). See Policies 1B; 9; 19; and 20A.

Policy 5: ENCOURAGE THE LOCATION OF DEVELOPMENT IN AREAS WHERE PUBLIC SERVICES AND FACILITIES ESSENTIAL TO SUCH DEVELOPMENT ARE ADEQUATE, EXCEPT WHEN SUCH DEVELOPMENT HAS SPECIAL FUNCTIONAL REQUIREMENTS OR OTHER CHARACTERISTICS WHICH NECESSITATE ITS LOCATION IN OTHER COASTAL AREAS.

Policy 5A: LIMIT INTENSIVE LAND USE TO THE VICINITY OF THE VILLAGE BUSINESS CENTER.

Policy 5B: PROVIDE FOR MORE EFFICIENT USE OF THE VILLAGE BUSINESS CENTER/WATERFRONT DISTRICT BY ENCOURAGING INCREASED PARKING FACILITIES.

Explanation of Policies

Sag Harbor serves as a business center for the surrounding area. The intensive land uses in the center, such as offices, retail stores, banks and personal service shops, require sewerage and public water supply systems, offstreet parking facilities and other services.

These uses are restricted by the Sag Harbor Zoning Code to locations within the Village Business District so as to eliminate the expansion of services to outlying areas of the village or nearby unincorporated areas of the towns (I & A Sec. 7.0, 8.0 and 9.0). See Policies 1A and 30.

Vehicular dependency and the related high traffic volumes are major problems during the summer season in both Sag Harbor's Village Business Center and Waterfront area which are closely intertwined. Traffic circulation, parking, and pedestrian improvements are urgently needed in both these areas. They encompass Long Wharf, Marine Park, Bay Street, Division Street, Cross Street, Rector Street, all the streets in the Business Center, Long Island Avenue and West Water Street (Projects A1, A2, A3, A4, A5, A6, A7, A11, B1, and B3).

Policy 6: EXPEDITE PERMIT PROCEDURES IN ORDER TO FACILITATE THE SITING OF DEVELOPMENT ACTIVITIES AT SUITABLE LOCATIONS.

Explanation of Policy

Through its zoning laws and other ordinances, and the LWRP policies, Sag Harbor has clearly delineated where and how land and water uses in the waterfront area are to be sited. The internal Village decision-making procedures described in the Management Structure part of Section IV, including the local SEQR law, will be used to provide a rational and timely review of permit applications.

FISH AND WILDLIFE POLICIES

Policy 7: NOT APPLICABLE.

Policy 7A: PROTECT AND IMPROVE MARINE HABITATS IN LIGONEE BROOK, OTTER POND, UPPER SAG HARBOR COVE, MORRIS COVE, AND PARTS OF SAG HARBOR COVE THROUGH LIMITING WATER BODY ACTIVITY AND THE POTENTIAL FOR POLLUTION FROM UPLAND AREAS.

Explanation of Policy

The Environmental Resource Inventory Update - 1983 found that the constricted water bodies along Ligonee Brook, Otter Pond, Upper Sag Harbor Cove, Morris Cove and parts of Sag Harbor Cove were significant fish and wildlife habitats which were subject to deterioration as a result of existing development and poor tidal flushing action (I & A Sec. 6.0). Particular consideration should be given to promoting a better bottom condition.

A study of tidal flow in Sag Harbor Cove is needed to determine whether the flushing action is adequate to support a healthy and improving habitat or if some modification is needed. This study should include analysis of the Redwood Canal between Upper Sag Harbor Cove and Sag Harbor Cove (Project A12).

Upland sources of pollution include lawn and landscape maintenance, inadequate individual sewage disposal systems as well as those located to close to the water's edge, and the newly discovered toxic waste plume originating outside the village to the south (I & A Sec. 9.3). In residential areas new development and existing development, where possible, shall be required to preserve natural vegetation within not less than 25 feet of the mean high water line or the upland edge of tidal or freshwater wetlands and beach and dune habitats as delineated on the Wetlands Program Map, Map M-1, and the Natural Resources Inventory Map, Map M-3. New individual sewage disposal systems shall be located at least 100 feet back from these same locations. In the Waterfront and Marine Districts no set back shall be required for landscaping and turf but the set back for individual sewage disposal systems shall apply. In addition site development plans shall provide for directing surface water runoff flow away from the water's edge to suitable structures designed to entrap pollutants before drainage water is discharged into surface water bodies. (See Appendix B, Table IV, for detailed description of Natural Resources Inventory.) The toxic plume clean-up requires further study which has started.

Policy 7B: THE LOCALLY IMPORTANT COASTAL HABITAT OF SAG HARBOR AND NORTHWEST HARBOR SHALL BE PROTECTED AND PRESERVED, AND, WHERE PRACTICABLE, RESTORED SO AS TO MAINTAIN ITS VIABILITY AS A HABITAT.

Explanation of Policy

The Department of Environmental Conservation has preliminarily identified the Sag Harbor and Northwest Harbor area as a "significant coastal fish and wildlife habitat." It encompasses 3,000 acres located between North Haven and Cedar Point, including the waters outside the Sag Harbor Cove jetty and the tidal wetlands associated with Little Northwest Creek. The Sag Harbor and Northwest significant area is very important to fish and wildlife throughout the year. In addition to being a productive habitat for both finfish and shellfish, the rocks outside the Sag Harbor Cove jetty are one of the five important "haulout" areas for seals. The DEC Habitat Rating Form concludes that this habitat is irreplacable (I & A Sec. 5.3 and Diagrams 4A, B, C and D-5).

Any activity that would substantially downgrade water quality in the Sag Harbor and Northwest Harbor area could adversely affect the biological productivity of this area.

Shoreline structures, sanitary waste and stormwater discharges and surface water runoff shall be carefully reviewed before approval of any development since they may have a significant impact on these fish and wildlife resources. Any permanent alteration or human disturbance of the seal "haulout" area or any action that would obstruct seal migrations shall also be carefully reviewed before approval.

The wetlands along Little Northwest Creek are a significant fish and wildlife habitat. To ensure their protection from pollution originating in upland areas the controls described in Policy 7A shall apply to the drainage areas surrounding this wetland.

Policy 8: PROTECT FISH AND WILDLIFE RESOURCES IN THE COASTAL AREA FROM THE INTRODUCTION OF HAZARDOUS WASTES AND OTHER POLLUTANTS WHICH BIO-ACCUMULATE IN THE FOOD CHAIN OR WHICH CAUSE SIGNIFICANT SUBLETHAL OR LETHAL EFFECT ON THOSE RESOURCES.

Explanation of Policy

Hazardous wastes are unwanted by-products of manufacturing processes and they are generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in Environmental Conservation Law [S27-0901(3)] as "a waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics may: (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or otherwise managed." A list of hazardous wastes has been adopted by DEC (6 NYCRR, Part 371).

The handling (storage, transport, treatment and disposal) of the materials included on this list is being strictly regulated in New York State to prevent their entry or introduction into the environment, particularly into the State's air, land and waters. Such controls should effectively minimize possible contamination of and bio-accumulation in the State's coastal fish and wildlife resources at levels that cause mortality or create physiological and behavioral disorders.

The impact of the existing contamination from the Bridghampton/Sag Harbor Turnpike toxic plume on Ligonee Brook and Sag Harbor Cove is to be studied (I & A Sec. 9.3).

Other pollutants are those conventional wastes, generated from point and non-point sources, and not identified as hazardous wastes but controlled through other States laws.

See Policies 31, 33, 34, 36, 37,and 39.

Policy 9: EXPAND RECREATIONAL USE OF FISH AND WILDLIFE RESOURCES IN COASTAL AREAS BY INCREASING ACCESS TO EXISTING RESOURCES, SUPPLEMENTING EXISTING STOCKS, AND DEVELOPING NEW RESOURCES. SUCH EFFORTS SHALL BE MADE IN A MANNER WHICH ENSURES THE PROTECTION OF RENEWABLE FISH AND WILDLIFE RESOURCES AND CONSIDERS OTHER ACTIVITIES DEPENDENT ON THEM.

Explanation of Policy

Recreational uses of coastal fish and wildlife resources include consumptive uses such as fishing and hunting, and non-consumptive uses such as wildlife photography, bird watching and nature study.

Any efforts to increase recreational use of these resources will be made in a manner which ensures the protection of fish and wildlife resources in marine and freshwater coastal areas and which takes into consideration other activities dependent on these resources. Also, such efforts must be done in accordance with existing State law and in keeping with sound resource management considerations, including biology of the species, carrying capacity of the resource, public demand, costs and available technology.

The following additional guidelines should be considered by State and Federal agencies as they determine the consistency of their proposed action with the above policy.

1. Consideration should be given by Federal and State agencies as to whether an action will impede existing or future utilization of the State's recreational fish and wildlife resources.

2. Efforts to increase access to recreational fish and wildlife resources should not lead to overutilization of that resource or cause impairment of the habitat. Sometimes such impairment can be more subtle than actual physical damage to the habitat. For example, increase human presence can deter animals from using the habitat area.

3. The impacts of increasing access to recreational fish and wildlife resources should be determined on a case-by-case

basis, consulting the significant habitat narrative (see Policy 7, 7A and 7B) and/or conferring with a trained fish and wildlife biologist.

4. Any public or private sector initiatives to supplement existing stocks (e.g., stocking a stream with fish reared in a hatchery) or develop new resources (e.g., creating private fee-hunting or fee-fishing facilities) must be done in accord with existing State law.

See Policies 1B, 19, 19A, 20A, 21, and 22.

Policy 10: NOT APPLICABLE.

FLOODING AND EROSION HAZARDS POLICIES

Policy 11: BUILDINGS AND OTHER STRUCTURES WILL BE SITED IN THE COASTAL AREA SO AS TO MINIMIZE DAMAGE TO PROPERTY AND THE ENDANGERMENT OF HUMAN LIVES CAUSED BY FLOODING AND EROSION.

Explanation of Policy

Although Sag Harbor does not have shorelines which are likely to be identified as Coastal Erosion Hazard areas under Article 34, ECL, significant land areas are prone to flooding (I & A Sec. 4.3, 4.4 and Appendix B). These are identified generally on the Tidal Flood Hazard Zone Map, Map M-2, in Section II which was derived from the 1982 Flood Insurance Map, as amended, and from the Natural Resources Inventory Map, Map M-3, in Section II as described in detail on Table IV, Appendix B.

Buildings or structures, other than walkways, stairs or stiles, shall be located at least 50 feet landward from the crest of any dune or bluff. In all other waterfront areas, all buildings or structures shall be located at least 25 feet landward of mean-high tide level or the upland edge of the tidal or freshwater wetland, except that any accessory building or structure may be located within the setback area if it will not tend to deteriorate ecological values of the tidal or freshwater wetlands.

Policy 12: ACTIVITIES OR DEVELOPMENT IN THE COASTAL AREA WILL BE UNDERTAKEN SO AS TO MINIMIZE DAMAGE TO NATURAL RESOURCES AND PROPERTY FROM FLOODING AND EROSION BY PROTECTING NATURAL PROTECTIVE FEATURES INCLUDING BEACHES, DUNES, BARRIER ISLANDS AND BLUFFS. PRIMARY DUNES WILL BE PROTECTED FROM ALL ENCROACHMENTS THAT COULD IMPAIR THEIR NATURAL PROTECTIVE CAPACITY.

Explanation of Policy

Buildings or structures, other than walkways, stairs, or stiles, shall be located at least 50 feet landward from the crest of any dune or bluff except that they shall be located at a greater distance if the proposed building or structure would interfere with the natural slope of the landward side of the dune.

One walkway, stair or stile adequate for access across the crest of a dune or bluff may be installed or placed in an area seaward of a point 50 feet landward from the crest of the dune or bluff for each existing waterfront lot. In a new land subdivision, there shall not be more than one walkway, stair or stile for each two waterfront lots.

In all other waterfront areas, all buildings or structures shall be located at least 25 feet landward of mean-high tide level or the upland edge of the tidal or freshwater wetland, except that any accessory building or structure may be located within the setback area if it will not tend to deteriorate the ecological values of a tidal or freshwater wetland.

There shall be no alteration of sand dunes, bluffs or any other topographical feature which would increase potential flood damage. No person shall weaken, damage or undermine any portion of a sand dune or bluff or any snow fence, fencing, sand, grass, or other work or installation supplementing such sand dune or bluff. No person shall attach any device or structure whatsoever to sand dunes or bluffs or take any action which might reasonably tend to weaken, damage, break or undermine such sand dune or bluff or any fencing or other supplement thereto.

See Policies 11, 15, and 35.

Policy 13: NOT APPLICABLE.

Policy 14: ACTIVITIES AND DEVELOPMENT, INCLUDING THE CONSTRUCTION OR RECONSTRUCTION OF EROSION PROTECTION STRUCTURES, SHALL BE UNDERTAKEN SO THAT THERE WILL BE NO MEASURABLE INCREASE IN EROSION OR FLOODING AT THE SITE OF SUCH ACTIVITIES OR DEVELOPMENT, OR AT OTHER LOCATIONS.

Explanation of Policy

Such activities and development include the use of erosion protection structures such as groins, or the use of impermeable docks which block littoral transport, and the failure to observe proper drainage or land restoration practices.

All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage and employ erosion protection techniques where appropriate. Bulkheading dredging and canal digging shall not be permitted which shall materially contribute to shoreline erosion.

See policies 15 and 35.

Policy 15: MINING, EXCAVATION OR DREDGING IN COASTAL WATERS SHALL NOT SIGNIFICANTLY INTERFERE WITH THE NATURAL COASTAL PROCESSES WHICH SUPPLY BEACH MATERIALS TO LAND ADJACENT TO SUCH WATERS AND SHALL BE UNDERTAKEN IN A MANNER WHICH WILL NOT CAUSE AN INCREASE IN EROSION OF SUCH LAND.

Explanation of Policy

See Policies 14 and 35.

Policy 16: PUBLIC FUNDS SHALL ONLY BE USED FOR EROSION PROTECTIVE STRUCTURES WHERE NECESSARY TO PROTECT HUMAN LIFE, NEW DEVELOPMENT WHICH REQUIRES A LOCATION WITHIN OR ADJACENT TO AN EROSION HAZARD AREA TO BE ABLE TO FUNCTION, OR EXISTING DEVELOPMENT; AND ONLY WHERE THE PUBLIC BENEFITS OUTWEIGH THE LONG TERM MONETARY AND OTHER COSTS INCLUDING THE POTENTIAL FOR INCREASING EROSION AND ADVERSE EFFECTS ON NATURAL PROTECTIVE FEATURES.

Explanation of Policy

Public funds are used for a variety of purposes on the State's shorelines. This policy recognizes the public need for the protection of human life and existing investment in development or new development which requires a location in proximity to the coastal area or in adjacent waters to be able to function. However, it also recognizes the adverse impacts of such activities and development on the rate of erosion and on natural protective features and requires that careful analysis be made of such benefits and long-term costs prior to expanding public funds.

Policy 17: WHENEVER POSSIBLE, USE NON-STRUCTURAL MEASURES TO MINIMIZE DAMAGE TO NATURAL RESOURCES AND PROPERTY FROM FLOODING AND EROSION. SUCH MEASURES SHALL INCLUDE: (1) THE SET BACK OF BUILDINGS AND STRUCTURES; (2) THE PLANTING OF VEGETATION AND THE INSTALLATION OF SAND FENCING AND DRAINAGE SYSTEM; (3) THE RESHAPING OF BLUFFS; AND (4) THE FLOOD-PROOFING OF BUILDINGS OR THEIR ELEVATION ABOVE THE BASE FLOOD LEVEL.

Explanation of Policy

In areas of Special Flood Hazards, new residential construction or substantial improvement of any residential structure shall have the lowest floor surface in the lowest enclosed area, including the basement, elevated to or above base flood level elevation. New construction or substantial improvement of nonresidential structures

shall have either the lowest floor surface in the lowest enclosed area, including the basement, elevated to or above the level of the base flood elevation; or, together with attendant utility and sanitary facilities, shall: (a) be floodproofed so that below the base flood level, the structure is watertight with walls substantially impermeable to the passage of water; and (b) have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. Additionally, in Coastal High Hazard Areas, all building or structures and mechanical equipment such as, but not limited to, heating plants, air conditions, hot water heaters and laundry equipment, shall be elevated so that the lowest portion of the structural members supporting them, and the lowest floor, are located no lower than the base flood elevation level, with all space below open so as not to impede the flow of water, except for breakaway walls which are designed to break away under abnormally high tides or wave action without damage to the structural integrity of the building.

All buildings and structures, except for such water-dependent structures as docks and necessary shoreline structures, in coastal erosion areas shall be located with consideration to the rate of erosion and the protection against erosion provided by structures or natural features.

In addition, other non-structural measures shall be used whenever possible. Those measures include: the strengthening of coastal landforms such as dunes and bluffs by the planting of appropriate vegetation; the installation of sand fencing; and the installing of drainage systems on bluffs to reduce runoff and internal seepage of water which erode or weaken the landforms.

See Policies 11, 12, 13, 14 and 16.

Policy 18: TO SAFEGUARD THE VITAL ECONOMIC, SOCIAL AND ENVIRONMENTAL INTERESTS OF THE STATE AND OF ITS CITIZENS, PROPOSED MAJOR ACTIONS IN THE COASTAL AREA MUST GIVE FULL CONSIDERATION TO THOSE INTERESTS, AND TO THE SAFEGUARDS WHICH THE STATE HAS ESTABLISHED TO PROTECT VALUABLE COASTAL RESOURCE AREAS.

Explanation of Policy

Proposed major actions may be undertaken in the coastal area if they will not significantly impair valuable coastal waters and resources, thus frustrating the achievement of the purposes of the safeguards which the State has established to protect those waters and resources. Proposed actions must take into account the social, economic and environmental interests of the State and its citizens in such matters that would affect natural resources, water levels and flows, shoreline damage, hydro-electric power generation, and recreation.

PUBLIC ACCESS POLICIES

Policy 19: PROTECT, MAINTAIN, AND INCREASE THE LEVEL AND TYPES OF ACCESS TO PUBLIC WATER RELATED RECREATION RESOURCES AND FACILITIES SO THAT THESE RESOURCES AND FACILITIES MAY BE FULLY UTILIZED IN ACCORDANCE WITH REASONABLY ANTICIPATED PUBLIC RECREATION NEEDS AND THE PROTECTION OF HISTORIC AND NATURAL RESOURCES. IN PROVIDING SUCH ACCESS, PRIORITY SHALL BE GIVEN TO PUBLIC BEACHES, BOATING FACILITIES, FISHING AREAS AND WATERFRONT PARKS.

Explanation of Policy

This policy calls for achieving balance among the following factors: the level of access to a resource or facility, the capacity of a resource or facility, and the protection of historic and natural resources. The particular water-related recreation resources and facilities which will receive priority for improved access are public beaches, boating facilities, fishing areas and waterfront parks.

The following guidelines will be used in determining the consistency of a proposed action with this policy:

> The existing access from adjacent or proximate public lands or facilities to public water related recreation resources and facilities shall not be reduced, nor shall the possibility of increasing access in the future from adjacent or proximate public lands or facilities to public water-related recreation resources and facilities be eliminated, unless in the latter case, estimates of future use of these resources and facilities are too low to justify maintaining or providing increased public access, or unless such actions are found to be necessary or beneficial by the public body having jurisdiction over such access as the result of a reasonable justification of the need to meet systematic objectives.

Any proposed project to increase public access to public water-related recreation resources and facilities shall be analyzed according to the following factors:

a. The level of access to be provided should be in accord with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with the policy.

b. The level of access to be provided shall not cause a degree of use which would exceed the physical capability of the resource or facility. If this were determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with the policy.

The State will not undertake or fund any project which increases access to a water-related resource or facility that is not open to all members of the public.

Policy 19A: EXPAND AND RENOVATE EXISTING ACCESS TO SAG HARBOR'S PUBLIC WATER-RELATED RECREATION RESOURCES.

Explanation of Policy

See policies 1B for a listing and Description of projects regarding public access and Policy 21 and 21A.

Policy 20: ACCESS TO THE PUBLICLY-OWNED FORESHORE AND TO LANDS IMMEDIATELY ADJACENT TO THE FORESHORE OR THE WATER'S EDGE THAT ARE PUBLICLY OWNED SHALL BE PROVIDED, AND IT SHOULD BE PROVIDED IN A MANNER COMPATIBLE WITH ADJOINING USES. SUCH LANDS SHALL BE RETAINED IN PUBLIC OWNERSHIP.

Explanation of Policy

The village waterfront, business center and the landmark areas are all prime tourist features to be enjoyed visually and on foot. Visitors, whether they arrive by automobile, bicycle or boat, need, and should have, available clear identification of pedestrian walkways to these features and, through a system of such walkways, convenient access to all three areas of the village. Rehabilitation and development planning shall also consider the preservation of visual access to scenic views and landmarks as an important element of access.

The quality of the tourist experience should be enhanced by this system of walkways. A significant element of the system should be a circumferential walkway around the business center that would constitute an historic tour of the village as well as provide linkage to the southern end of the business center and access to the principal offstreet parking facilities.

The following guidelines will be used in determining the consistency of a proposed action with this policy:

1. Existing access from adjacent or proximate public lands or facilities to existing public coastal lands and/or waters shall not be reduced, nor shall the possibility of increas-

ing access in the future from adjacent or nearby public lands or facilities to public coastal lands and/or waters be eliminated, unless such actions are demonstrated to be of overriding regional or statewide public benefit, or estimates of future use of these lands and waters are too low to justify maintaining or providing increased access.

2. The existing level of public access within public coastal lands or waters shall not be reduced or eliminated.

3. Public access from the nearest public roadway to the shoreline and along the coast shall be provided by new land use or development, except where (a) it is inconsistent with public safety, military security, or the protection of identified fragile coastal resources; (b) adequate access exists. Such access shall not be required to be open to public use until a public agency or private association agrees to accept responsibility for maintenance and liability of the accessway.

4. The State will not undertake or fund any project which increases access to a water-related resource or facility that is not open to all members of the public.

5. In their plans and programs for increasing public access, State agencies shall give priority in the following order to projects located: within the boundaries of the Federal-Aid Metropolitan Urban Area and served by public transportation; within the boundaries of the Federal-Aid Metropolitan Urban Area but not served by public transportation; outside the defined Urban Area boundary.

6. Proposals for increased public access to coastal lands and waters shall be analyzed according to the following factors:
   a. The level of access to be provided should be in accord with estimated public use. If not, the proposed level of access to be provided shall be deemed inconsistent with the policy.

b. The level of access to be provided shall not cause a degree of use which would exceed the physical capability of the resource coastal lands. If this were determined to be the case, the proposed level of access to be provided shall be deemed inconsistent with the policy.

See Policies 1B, 19, 21, 23, and 23A.

Policy 20A: ACQUIRE EASEMENTS OR TITLE TO WATERFRONT PROPERTIES IN AND ADJACENT TO THE WATERFRONT DISTRICT, WHEREVER POSSIBLE, TO INCREASE ACCESS TO THE FORESHORE COMMENSURATE WITH THE NEED FOR SUCH ACCESS AND THE MAINTENANCE OF THE CHARACTER OF THE VILLAGE OF SAG HARBOR; MORE SPECIFICALLY IN RESIDENCE DISTRICTS ACQUIRE SCENIC EASEMENTS OVER DUNE AND BEACH HABITATS AND IDENTIFIED WETLANDS.

Explanation of Policy

When properties become available in the Waterfront District or the Marine District, the village shall evaluate their potential for promoting public access to the foreshore in terms of the need for such access. If such a need is found to exist, the village shall make every effort to acquire such properties consistent with the Land and Water Uses Map, Map 1, and with these policies, provided that funds can be made available to do so. The potential acquisition of the Mobil Fuel Oil Storage site is the one such remaining site that is evident at this time (Project A5).

In residential districts where new subdivisions are platted or other new development projected, the village shall require the dedication of a scenic easement over all the dune and beach habitat and identified wetland areas. With reference to existing development

in residential areas, the village shall encourage the voluntary dedication of such scenic easements. Further study shall be given to a program to accomplish this specific element of this policy. The areas of concern are delineated on the Wetlands Program Map, M-1, the Natural Resources Inventory - 1983 Map, M-3, the Existing Lane Use - 1983 Map M-4, and the Zoning Map, M-5.

See Policies 1B, 19, 19A and 20.

RECREATION POLICIES

Policy 21: WATER-DEPENDENT AND WATER-ENHANCED RECREATION WILL BE ENCOURAGED AND FACILITATED, AND GIVEN PRIORITY OVER NON-WATER-RELATED USES ALONG THE COAST, PROVIDED THAT IT IS CONSISTENT WITH THE PRESERVATION AND ENHANCEMENT OF OTHER COASTAL RESOURCES AND TAKES INTO ACCOUNT DEMAND FOR SUCH RECREATIONAL FACILITIES. IN FACILITATING SUCH ACTIVITIES, PRIORITY SHALL BE GIVEN TO AREAS WHERE ACCESS TO THE RECREATIONAL OPPORTUNITIES OF THE COAST CAN BE PROVIDED BY NEW OR EXISTING PUBLIC TRANSPORTATION SERVICES AND WHERE THE USE OF THE SHORE IS SEVERELY RESTRICTED BY EXISTING DEVELOPMENT.

Explanation of Policy

In Sag Harbor water-dependent recreation has been an important element in the community's life. With the growing appreciation of the significance of an appropriately scaled tourism industry to the village's economic vitality, there has been a simultaneous realization of certain deficiencies in the recreational facilities necessary to support such activity. With exception of those specifically noted all such water-dependent and water-enhanced recreational areas shall be in non-residential districts.

Three principal areas of the village are specifically set aside primarily for water-dependent recreation guided by appropriate regulations: The Waterfront and Marine Districts for permitted uses described in Policy 2 and Haven's Beach, a family-style recreation facility, located in the eastern residential district.

Several proposed projects are designed to meet the anticipated increased demand for water-dependent recreations. They are listed here and described in detail in the Inventory and Analysis, Section 10.0, and in Policy 1B.

A1	Reconstruction of Long Wharf, including a revised automobile parking spaces layout and a perimeter walk and lighting.
A2	General implementation plan and rehabilitate Bay Street and West Water Street, including vehicular and pedestrian access systems and shoreline promenade.
A3	Improve Windmill Park and Windmill Tourist Information Center and construct fishing pier.
A4	Renovate Marine Park and Marina.
A5	Acquire Mobil Fuel Oil Storage Site and improve as an extension of Marine Park and shoreline promenade.
A9	Improve Village Marina on West Water Street and vacant village property west of the N.Y.S. Route 114 bridge, including maintenance dredging, preservation of the beach, bulkheading, additional boat berths and coordination with the protected pedestrian walk.
A10	Rehabilitate Haven's Beach.

In the three areas emphasis should be placed on assemblage of properties for public access and recreation where possible, the coordination of private development to enhance the whole area and discouraging of further subdivision of properties. The site plan designs for such facilities shall emphasize the coordination between sites while minor subdivisions shall not be encouraged.

Policy 21A: ENCOURAGE THE EFFICIENT USE OF THE SAG HARBOR HARBOR FOR RECREATIONAL BOAT MOORINGS, ADEQUATE FACILITIES FOR TRANSIENT AND CHARTER BOATS.

Explanation of Policy

In exercising its 1,500 foot extra-territorial jurisdiction over surrounding water bodies under the provisions of the Navigation Act the Village of Sag Harbor proposes to establish three water use districts permitting three degrees of activity on the waters. They are the Harbor Water Use District, the Low Intensity Water Use District and the Conservation Water use District. Of those the Harbor Water use District would be the most intensive, permitting within its district boundary those water activities customarily found in an active recreational boat harbor. It would only prohibit those uses incompatible to the safe operation of such a harbor or detrimental to the harbor environment. See the Land and Water Uses Map, M-1, in Section IV (I & A Sec. 4.4, 4.5 and 7.5).

Policy 21B: RESTRICT THE SURFACE WATER ACTIVITY TO RECREATIONAL FISHING AND SIMILAR MORE PASSIVE RECREATIONAL USES ON THOSE WATER BODIES DETERMINED TO HAVE SIGNIFICANT FISH AND WILDLIFE HABITATS.

Explanation of Policy

As stated in Policies 7A and 7B, several of Sag Harbor's water bodies are considered to be significant fish and wildlife habitats. Protection, preservation and enhancement of these habitats will not only be beneficial to the environment but also to recreational fishing and more passive recreational uses. The less environmentally sensitive of these waters are proposed for the Low Intensity Water Use District. It would prohibit intensive boating activities such as "rafting" and limit such activities as water skiing during periods when they would disrupt the environment. The most sensitive areas, such as Little Northwest Creek, would be placed in the Conservation Water Use District. They would be further restricted in terms of operational speeds and types of boating activities as to leave the environment essentially undisturbed so that it might be preserved and enhanced. See the Land and Water Use Map, M-1, in Section IV (I & A Sec. 6.0).

Policy 22: DEVELOPMENT, WHEN LOCATED ADJACENT TO THE SHORE, WILL PROVIDE FOR WATER-RELATED RECREATION AS A MULTIPLE USE WHENEVER SUCH RECREATIONAL USE IS COMPATIBLE WITH THE PRIMARY PURPOSE OF THE DEVELOPMENT AND APPROPRIATE IN LIGHT OF THE REASONABLY ANTICIPATED DEMAND FOR SUCH ACTIVITIES.

Explanation of Policy

Many developments present practical opportunities for providing recreation facilities as an additional use of the site or facility. Therefore, whenever developments are located adjacent to the shore, they shall, to the fullest extent permitted by existing law, provide for some form of water-related recreation unless there are compelling reasons why any form of such recreation would not be compatible with the development or unless a reasonable demand for public use cannot be foreseen.

The types of development which can generally provide water-related recration as a multiple use include, but are not limited to the following:

commercial developments
highways
large residential subdivisions
marine improvements (e.g. channels, marinas, docks, etc.)
nature preserves (limited to passive forms such as trails and fishing access)
parks, playgrounds and playfields
restaurants
semi-public institutions
sewage treatment facilities
utility transmission rights-of-way

Prior to taking action with reference to any development, public agencies shall consult with the Village of Sag Harbor to determine whether there is an appropriate recreation use. The agency should also give the village an opportunity to participate in project planning.

Study should be given to the possibility of requiring project sponsors to include appropriate recreation uses as a part of their project when such use would not involve any substantial additional construction and the related cost of such recreation use does not exceed two percent of the total project cost. In subdivisions subdividers shall set aside up to ten percent of the plats shall be set aside for park purposes. Such park sites might incorporate and protect significant natural features or landmarks. However, as an alternate, at the selection of the Village of Sag Harbor, the subdivider may be required to deposit money in a village park fund in lieu of dedicate such park land. The site plan for developments provides the opportunity to evaluate the potential for a recreation use requirement.

In considering whether compelling reasons exist which would make a recreation use inadvisable as a multiple use, safety factor evaluation should recognize that some risk is acceptable in the use of recreation facilities.

Specifically in the Waterfront District there is a promenade and protected pedestrian walk feature which will provide public access as an integral part of the Village Marina expansion, Windmill Park, Long Wharf reconstruction, Marine Park and the reuse of the Mobil Fuel Oil Storage site. This feature will also involve a new fishing pier and the cooperation of private property owners to achieve its full potential. Consideration should also be given to the extension of this shoreline walk to Haven's Beach if and when any new development initiative occurs with reference to the Cor Maria property.

See Policies 1B, 2, 4A, 4B, 4C, 4D, 21, 21A, and 21B.

HISTORIC AND SCENIC RESOURCES POLICIES

Policy 23: PROTECT, ENHANCE AND RESTORE STRUCTURES, DISTRICTS, AREAS OR SITES THAT ARE OF SIGNIFICANCE IN THE HISTORY, ARCHITECTURE, ARCHEOLOGY OR CULTURE OF THE STATE, ITS COMMUNITIES, OR THE NATION.

Explanation of Policy

Sag Harbor has a long history beginning with its settlement in the early 18th century and development soon thereafter as a major part. It has an unusually rich and varied architectural heritage which forms an essential part of the Village's appeal for tourists and of its resident's pride in their community.

The Village has established a Sag Harbor Historic Preservation Commission and a Historic District which is in the National Register of Historic Places (see the Zoning Map, Map M-5) encompassing the majority of historic structures in Sag Harbor. The purpose is to ensure that the distinctive and historical character of the Historic District is not injuriously affected and that the value to the village of these structures having architectural and historic worth is not impaired. This shall be achieved within the District by preventing construction, reconstruction, alteration or demolition of exterior architectural features such as structures, buildings, outbuildings, walls, fences, steps, topographical features, earthwork, paving and signs out of harmony with existing buildings insofar as style, materials, line or detail are concerned. This would be exclusive of ordinary maintenance, repair, painting or repainting which does not involve a change in its design, material or outward appearance. In reviewing such activities, consideration will be given to such factors as the historical and architectural value and significance, architectural style, general design, arrangement, texture and material of the exterior architectural feature involved and its relationship to the exterior architectural features of other structures in its immediate neighborhood.

In addition, the village has designated individual landmark structures within the Historic District. They are those which have particular or distinctive architectural style, general design, historic association or historic or architectural value.

The Sag Harbor Preservation Commission will advise owners of historic structures on problems of preservation and restoration.

In undertaking direct actions of funding activities, public agencies must also adhere to the following additional standards to prevent a significant adverse change which would affect the Sag Harbor Historic District.

A significant adverse change includes:

(a) The alternation of or addition to one or more of the architectural, structural, ornamental or functional interior features which are original or historically significant. (To the extent they are relevant, the U.S. Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings" shall be adhered to.)

(b) Demolition or removal of the interior of a building, structure, etc., including all features described in (a) above.

(c) All proposed actions within 500 feet of the perimeter of the property boundary of the historic, architectural, cultural, or archeological resource and all actions within an historic district that would be incompatible with the objective or preserving the quality and integrity of the resource. Primary considerations to be used in making judgement about compatibility should focus on the visual and locational relationship between the proposed action and the special character of the historic, cultural, or archeological resource. Compatibility between the proposed action and the resource means that the general appearance of the resource should be reflected in the architectural style, design material, scale, proportion, composition, mass, line, color, texture, detail, setback, landscaping and related items of

the proposed actions. With historic districts this would include infrastructure improvements or changes, such as, street and sidewalk paving, street furniture and lighting.

The foregoing additional standards for public agency actions shall not be construed to prevent the construction, reconstruction, alteration, or demolition of any building, structure, earthwork, or component thereof of a recognized historic, cultural or archeological resource which has been officially certified as being dangerous to life or public health. Nor shall they be construed to prevent the ordinary maintenance, repair or proper restoration according to the U.S. Department of Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings of any building, structure, site or earthwork, or component thereof of a recognized historic, cultural or archeological resource which does not involve a significant adverse change to the resource, as defined above.

Given the possibility of archeologically significant sites within the waterfront area (see P. II-40), public agencies shall contact the N.Y.S. Office of Parks and Recreation and Historic Preservation to determine appropriate measures to be incorporated into the development decisions.

Policy 23A: ENCOURAGE PRIVATE AND PUBLIC RESTORATION OF HISTORIC STRUCTURES AND THEIR GROUNDS AS WELL AS THE PUBLIC OPEN SPACES ASSOCIATED WITH THEM.

Explanation of Policy

The Village of Sag Harbor has two projects which are historic preservation efforts. One is the Rehabilitate Old Village Target Area (Project A7), which calls for sidewalks, curb and street repair and the provision of incentive grants to stimulate the improvement and beautification of both business and residential exteriors and site landscape.

The other is the privately funded conversion of the historic Bulova Watchcase Factory building (Project B2). It will include the complete restoration of the building's original historic facade.

Policy 23B: STIMULATE PUBLIC APPRECIATION OF SAG HARBOR'S HISTORIC RESOURCES.

Explanation of Policy

In order to obtain the greatest benefit from Sag Harbor's efforts to protect its heritage, both residents and tourists must be aware of the village's rich historic resources. In part this shall be promoted by a proposed Historic Trail which would lead pedestrians along accessways from the waterfront and Village Business Center to the historic landmarks and museums. Historic markers, descriptive plaques, brochures and maps would support those using this Historic Trail. See Project A2 in Policy 1B.

See Policies 1B (Project A2), 20, 23 and 25.

Policy 24: NOT APPLICABLE.

Policy 25: PROTECT, RESTORE OR ENHANCE NATURAL AND MAN-MADE RESOURCES THAT ARE NOT IDENTIFIED AS BEING OF STATE-WIDE SIGNIFICANCE BUT THAT CONTRIBUTE TO THE SCENIC QUALITY OF SAG HARBOR'S COASTAL AREA.

Explanation of Policy

The Village of Sag Harbor considers that virtually its entire coastal area has great scenic quality. The preservation of these scenic resources is inherent in many of these LWRP policies as well as in the site plan review process and the Subdivision of Land regulations.

Further, no sign shall be so located as to detract from or obstruct public view of an historic building, visual access to such a building or any significant scenic view. Flashing or moving signs, except for those displaying time and temperature information, and roof top signs shall be prohibited.

Billboards are also prohibited in the LWRP area, except that the village may establish special public information centers where directional signs for businesses may be located.

In addition, the Village has prepared a Sag Harbor Public Access and Waterfront Design Plan. The guidelines contained in this plan shall be followed whenever applicable (see Addendum).

See Policies 1A, 1B, 4, 6, 7, 7A, 20, 20A, 23, and 23B.

AGRICULTURAL LANDS POLICY

Policy 26: NOT APPLICABLE.

ENERGY AND ICE MANAGEMENT POLICIES

Policy 27: NOT INCLUDED*

Policy 28: NOT APPLICABLE.

Policy 29: NOT INCLUDED*

WATER AND AIR RESOURCES POLICIES

Policy 30: MUNICIPAL, INDUSTRIAL AND COMMERCIAL DISCHARGE OF POLLUTANTS, INCLUDING, BUT NOT LIMITED TO, TOXIC AND HAZARDOUS SUBSTANCES, INTO COASTAL WATERS SHALL CONFORM TO STATE AND NATIONAL WATER QUALITY STANDARDS.

Explanation of Policy

Municipal, industrial and commercial discharges include not only "end-of-the-pipe" discharges into surface and groundwater but also

runoff from development sites, leaching, spillages, sludge, other waste disposal and drainage from raw material storage sites. Further, regulated discharges are both those that directly empty into receiving coastal waters and those that pass through treatment systems before reaching the state's waterways.

The impact of the recently discovered contamination from the Bridgehampton/Sag Harbor Turnpike toxic plume on Ligonee Brook and Sag Harbor Cove waters is to be studied (I & A Sec. 9.3).

Sag Harbor's sewerage system collects pollutants from all the principal high-volume generators of waste, such as motels and condominiums. Such uses are not permitted outside the general service area of the system in order to protect the surface waterbodies and groundwater resources of the village and surrounding communities. The village's Waste Water Treatment Plant discharge receives secondary treatment before it enters the surrounding waters in the Harbor Water Use District delineated on the Land and Water Uses Map, Map 1, (I & A Sec. 5.5, 5.6, 9.1 and the Village Sewerage System Map, Map M-6).

See Policies 1A, 5, 5A, 8 and 31.

Policy 31: STATE COASTAL AREA POLICIES AND PURPOSES OF APPROVED WATERFRONT REVITALIZATION PROGRAMS WILL BE CONSIDERED WHILE REVIEWING COASTAL WATER CLASSIFICATIONS AND WHILE MODIFYING WATER QUALITY STANDARDS; HOWEVER, THOSE WATERS ALREADY OVERBURDENED WITH CONTAMINANTS WILL BE RECOGNIZED AS BEING A DEVELOPMENT CONSTRAINT.

Explanation of Policy

Pursuant to the Federal Clean Waters Act of 1977 (PL 95-217) the state has established water quality classifications which represent the best uses in the public interest. These classifications and the related standards are reviewed at least every three years. Local waterfront revitalization programs and state coastal management policies shall be factored into the review process for coastal waters.

Further, the state has identified certain stream segments as

being either "effluent limiting" or "water quality limiting". Those stream segments that meet water quality standards, or that may be expected to meet them after application of the "best practicable treatment" are classified as "effluent limiting". All new waste discharges into them must receive the "best practicable treatment". Waters not meeting the state's quality standards that cannot be expected to meet them even after applying the "best practicable treatment" to effluent discharges are classified as "water quality limiting". These segments require waste treatment beyond the "best practicable treatment". The cost of applying such additional treatment may be prohibitive for new development.

Although the marine waters adjacent to the Village of Sag Harbor are outside its incorporation boundary, there is a concern about the quality of these waters. As a result, the village has obtained an additional 1,500 foot jurisdiction out into these waters. They share jurisdiction over the management in this extended area with the Trustees of the Freeholders and the Commonality of the Towns of Southampton and East Hampton. The exact nature of this shared management is the subject of further study with the Trustees.

Village concerns about surface water quality are: first, pollution of the waters has an adverse affect on the recreational fishing opportunities for both residents and tourists (I & A Sec. 5.3, 5.5, 6.2, 6.3, 6.4, 6.5, 6.6, 6.7, 6.9 and 6.11); second, certain of the pollutants emanate from sources within, or under the control of, the village (I & A Sec. 5.3, 6.7, 6.9, 6.10, 6.11, 6.12 and 6.13); and other pollutants originate outside the village and, as a consequence, depend on cooperative action (I & A Sec. 9.3). The latter case includes shared regulation of adjacent surface waters, particularly on the west with the Town of Southampton.

At this time all of the tidal waters are classified "SA", the highest classification (I & A Sec. 5.6). At the same time the active harbor area has been closed to shell fishing. It is also the point of discharge for the Waste Water Treatment Plant. Some consideration should be given to whether this "SA" classification is attainable in the light of the established activities in the harbor area.

With reference to the stream segments of Ligonee Brook, Little Northwest Creek and Rattle Snake Creek all of these drain into very sensitive fish and wildlife habitats. They and their upstream tributaries outside the village should all be classified as "effluent limiting".

See Policies 7, 7A, 7B, 8, and 9.

Policy 32: ENCOURAGE THE USE OF ALTERNATIVE OR INNOVATIVE SANITARY WASTE SYSTEMS IN SMALL COMMUNITIES WHERE THE COSTS OF CONVENTIONAL FACILITIES ARE UNREASONABLY HIGH, GIVEN THE SIZE OF THE EXISTING TAX BASE OF THESE COMMUNITIES.

Explanation of Policy

Alternative systems include individual septic tanks and other subsurface disposal systems, dual systems, small systems serving clusters of households or commercial users, and pressure or vacuum systems. These types of systems are often more cost effective in smaller, less densely populated, communities where conventional facilities would be expensive.

Sag Harbor has a Waste Water Treatment plan, however, because of the low density development in much of the residential area, the sewerage system shall only provide service to the more intensive, large-scale developments (I & A Sec. 9.1 and Village Sewerage System Map, Map M-5). Individual septic tank systems will continue to be the most common system for single family residences.

There are a few rather small areas in the village that are still vacant as delineated on the Existing Land Use Map, Map M-4. If these were to develop at the current permitted densities, they will be required to provide individual sanitary waste disposal systems. In Sag Harbor these systems are regulated by the Suffolk County Health Department which administers the regulation under the provisions of 10 NYCRR Part 75. The standards applied are those established by the county.

Policy 33: BEST MANAGEMENT PRACTICES SHALL BE USED TO ENSURE THE CONTROL OF STORMWATER RUNOFF AND COMBINED SEWER OVERFLOWS DRAINING INTO COASTAL WATERS.

Explanation of Policy

Best management practices include both structural and non-structural methods of preventing or mitigating pollution caused by the discharge of stormwater runoff and stormwater sewer flows. At present structural approaches for controlling stormwater runoff (e.g., construction of retention basins, etc.) are not feasible in already developed areas. Until funding for such remedial projects becomes available, non-structural approaches (e.g., improved street cleaning, reduced use of road salt, etc.) will be encouraged. New development in land subdivisions shall employ structural solutions where appropriate. The site plan design shall provide for stormwater runoff be collected on site and to be subject to a sedimentation process before being discharged into any surface water body.

Policy 34: DISCHARGE OF WASTE MATERIALS INTO COASTAL WATERS FROM VESSELS WILL BE LIMITED SO AS TO PROTECT SIGNIFICANT FISH AND WILDLIFE HABITATS, RECREATIONAL AREAS AND WATER SUPPLY AREAS.

Explanation of Policy

The discharge of sewage, garbage, rubbish, and other solid and liquid materials from watercraft and marinas into the state's waters is regulated. Priority will be given to the enforcement of this law in areas such as shellfish beds and other significant habitats, beaches, and public water supply intakes, which need protection from contamination by vessel wastes. Also, specific effluent standards for marine toilets have been promulgated by the Department of Environmental Conservation (6 NYCRR, Part 657).

A considerable area of the waters adjacent to Sag Harbor are polluted due, in part, to boaters' wastes (I & A Sec. 5.5 and 5.6). In designated basins, docks or bathing areas, the discharge of boat toilets is prohibited. The dumping of oil, refuse, garbage or waste is prohibited in Sag Harbor waterways within 1,500 feet of the shore. Marinas, yacht clubs and boatyards will provide for the collection and disposal of boat-generated solid waste.

See Policies 2, 7A, 8, 30 and 36.

Policy 35: DREDGING AND DREDGE SPOIL DISPOSAL IN COASTAL WATERS WILL BE UNDERTAKEN IN A MANNER THAT MEETS EXISTING STATE DREDGING PERMIT REQUIREMENTS, AND PROTECTS SIGNIFICANT FISH AND WILDLIFE HABITATS, SCENIC RESOURCES, NATURAL PROTECTIVE FEATURES, IMPORTANT AGRICULTURAL LANDS, AND WETLANDS.

Explanation of Policy

Dredging often proves to be essential for waterfront revitalization and development, maintaining navigation channels at sufficient depths, pollutant removal and meeting other coastal management needs. Such dredging projects, however, may adversely affect water quality, fish and wildlife habitats, wetlands and other important coastal resources. Often these adverse effects can be minimized through careful design and timing of the dredging operation and proper siting of the dredge spoil disposal site. Dredging permits will be granted if it has been satisfactorily demonstrated that these anticipated adverse effects have been reduced to levels which satisfy State dredging permit standards set forth in regulations developed pursuant to Environmental Conservation Law, Articles 15, 24, 25 and 34, and are consistent with this LWRP's policies pertaining to the protection of coastal resources.

Virtually all dredging in the waters adjacent to Sag Harbor will be in underwater lands beyond its boundaries and under the jurisdiction of the Boards of Trustees of the Towns of East Hampton and Southampton. However, dredging in certain areas is essential to revitalization of its waterfront district to permit recreational vessels safely to enter and berth or moor in those waters. Dredging projects may also adversely affect the Village's coastal resources. The placement of cleaned and appropriate sized dredge spoil on Sag Harbor beaches is encouraged. Dredging permits shall only be issued if it has been satisfactorily demonstrated that these anticipated adverse affects have been reduced to levels which satisfy state dredging permit and Trustees of the Freeholders and Commonality standards and the applicable policies found in this Section (I & A Sec. 5.4, 6.11, 6.12, 6.15, 6.16 and Appendix B).

See Policies 7, 7A, 15, 21A, 21B, 24, 25, 26 and 44.

Policy 36: ACTIVITIES RELATED TO THE SHIPMENT AND STORAGE OF PETROLEUM AND OTHER HAZARDOUS MATERIALS WILL BE CONDUCTED IN A MANNER THAT WILL PREVENT OR AT LEAST MINIMIZE SPILLS INTO COASTAL WATERS; ALL PRACTICABLE EFFORTS WILL BE UNDERTAKEN TO EXPEDITE THE CLEANUP OF SUCH DISCHARGES; AND RESTITUTION FOR DAMAGES WILL BE REQUIRED WHEN THESE SPILLS OCCUR.

Explanation of Policy

Although the Mobil Oil Company site structures have been removed there is a question of residual pollutants in the soil. This condition remains to be resolved. The Village plans to acquire the site for waterfront development. See Policy 1B and Project No. A5. The only other significant potential sources of spills are the fueling facilities operated by yacht clubs, boat yards and marinas.

State laws regulate major petroleum facilities. New fueling storage facilities in existing or new marinas, yacht club and boat yards in Sag Harbor shall be adequately containerized so as to prevent spillage, leakage or damage from storms. They shall also be set back at least 50 feet from the mean high water line, except that fuel pumps may be located conveniently to service boats, provided that precautions are taken to prevent spillage into coastal waters.

Policy 37: BEST MANAGEMENT PRACTICES WILL BE UTILIZED TO MINIMIZE THE NON-POINT DISCHARGE OF EXCESS NUTRIENTS, ORGANICS AND ERODED SOILS INTO COASTAL WATERS.

Explanation of Policy

Best management practices used to reduce these sources of pollution could include but are not limited to, encouraging organic pest management principles, soil erosion control practices, and surface drainage control techniques.

Certain waters, including Otter Pond, are subject to eutrophication due to the use of fertilizers for lawns and ornamental plantings

in lands adjacent to those waterbodies (I & A Sec. 6.3, 6.4, 6.5, 6.9, 6.17 and 6.18). Additional non-point discharge problems emanate from surface and stormwater drainage (I & A Sec. 6.9).

In residential areas new development and existing development, where possible, shall be required to preserve natural vegetation within not less than 25 feet of the mean high water line or the upland edge of tidal or freshwater wetlands and beach and dune habitats as delineated on the Wetlands Program Map, Map M-1, and the Natural Resources Inventory - 1983 Map, Map M-3. New individual sewage disposal systems shall be located at least 100 feet back from such locations. In the Waterfront and Marine Districts no set back shall be required for landscaping and turf but the set back for individual sewage disposal systems shall apply. In addition site development plans shall provide for directing surface water runoff flow away from the water's edge to a suitable structure designed to entrap pollutants before drainage water is discharged into surface water bodies. (See Appendix B, Table IV, for detailed description of Natural resources Inventory).

See Policies 7, 7A, 7B, 8 and 13.

Policy 38: THE QUALITY AND QUANTITY OF SURFACE WATER AND GROUNDWATER SUPPLIES, WILL BE CONSERVED AND PROTECTED, PARTICULARLY WHERE SUCH WATERS CONSTITUTE THE PRIMARY OR SOLE SOURCE OF WATER SUPPLY.

Explanation of Policy

Surface and groundwater are the principal sources of drinking water in the State, and therefore must be protected. Since Long Island's groundwater supply has been designated a "primary source aquifer", all actions must be reviewed relative to their impacts on Long Island's groundwater aquifiers.

Although Sag Harbor's LWRP area is served by a public water supply system, the water is pumped from the primary source aquifer. Concern about protecting that source has been accentuated by recent findings of toxic pollution of individual wells either side of the

Village boundary line (I & A Sec. 9.2 and 9.3).

See Policies 5, 5A, 30, 31, 32, 33 and 39.

Policy 39: THE TRANSPORT, STORAGE, TREATMENT AND DISPOSAL OF SOLID WASTES, PARTICULARLY HAZARDOUS WATERS, WITHIN COASTAL AREAS WILL BE CONDUCTED IN SUCH A MANNER SO AS TO PROTECT GROUNDWATER AND SURFACE WATER SUPPLIES, SIGNIFICANT FISH AND WILDLIFE HABITATS, RECREATION AREAS, IMPORTANT AGRICULTURAL LANDS AND SCENIC RESOURCES.

Explanation of Policy

The definitions of terms "solid wastes" and "solid wastes management facilities" are taken from New York's Solid Waste Management Act (Environmental Conservation Law, Article 27). Solid wastes include sludges from air or water pollution control facilities, demolition and construction debris and industrial and commercial wastes.

Hazardous wastes are unwanted by-products of manufacturing processes and are generally characterized as being flammable, corrosive, reactive, or toxic. More specifically, hazardous waste is defined in Environmental Conservation Law (Section 27-0901(3)) as "a waste or combination of wastes which because of its quantity, concentration, or physical, chemical or infectious characteristics may: (1) cause, or significantly contribute to an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported or otherwise managed". 6NYCRR, Part 371, lists the hazardous wastes.

Examples of solid waste management facilities include resource recovery facilities, sanitary landfills and solid waste reduction facilities. Although a fundamental problem associated with the disposal and treatment of solid waste is the contamination of water resources, other related problems may include: filling of wetlands and littoral areas, atmospheric loading, and degradation of scenic resources.

Many residential wells in the vicinity of the southern boundary of the Village have been found to be contaminated by a plume of toxic wastes from a former industrial site (I & A Sec. 9.3). Although actions have been taken to remove the threat to those immediately affected by providing public water supply, the Village is concerned about the consequences as the wastes potentially continue to move gradually towards the village into other residential areas and into nearby coastal waters. The pollutants impact must be mitigated by a clean-up program probably through inclusion in the U.S. Environmental Protection Agency's Superfund Program.

See Policy 38.

Policy 40: NOT INCLUDED*

Policy 41: NOT INCLUDED*

Policy 42: NOT INCLUDED*

Policy 43: NOT INCLUDED*

Policy 44: PRESERVE AND PROTECT TIDAL AND FRESHWATER WETLANDS AND PRESERVE THE BENEFITS DERIVED FROM THESE AREAS.

Explanation of Policy

Tidal wetlands include the following ecological zones: coastal fresh marsh; intertidal marsh; coastal shoals, bars and flats; littoral zone; high marsh or salt meadow; and formerly connected tidal wetlands. These tidal wetland areas are officially delineated on the Department of Environmental Conservation's Tidal Wetlands Inventory Map. The N.Y.S. Department of Environmental Conservation regulations implementing the Tidal Wetlands Act are applicable in the Village.

Freshwater wetlands include marshes, swamps, bogs, and flats supporting aquatic and semi-aquatic vegetation and other wetlands so defined in the N.Y.S. Freshwater Wetlands Act and the N.Y.S. Protection of Waters Act.

Freshwater and tidal wetlands in Sag Harbor are identified on the Wetlands Program Map, Map M-1, and the Natural Resources Inventory Map, Map M-3, in Section II. M-1 was derived from the DEC Inventory Map. M-3 provides details developed in LWRP field survey. See I & A Sec. 5.3, 6.2, 6.4, 6.5, 6.10, 6.13, 6.15, 6.18 and 6.19 and Appendix B for a description of their values and local concerns regarding those resources.

The benefits derived from the preservation of tidal and freshwater wetlands include but are not limited to:

- habitat for wildlife and fish, including a substantial portion of the State's commercial fin and shellfish varieties; and contribution to associated aquatic food chains;
- erosion, flood and storm control;
- natural pollution treatment;
- groundwater protection;
- recreational opportunities;
- educational and scientific opportunities; and
- aesthetic open space in many otherwise densely developed areas.

Tidal and freshwater wetlands shall be preserved in their natural state. However, the village on its part considers that bulkheading, dredging and other marine structures should be permitted in certain instances if they are formed to meet the following standards:

1). No application shall be granted which shall materially contribute to the erosion of the shoreline of the village.

2). No such activity shall be permitted which would materially cause salt water intrusion into the water table serving the Sag Harbor Village.

3). No such activity shall be permitted which will create unreasonable traffic upon the water along the village shoreline.

4). No such application shall be granted which will unduly distrub the health and safety of persons walking through the beaches of the village.

5). No activity shall be permitted which will adversely affect marine life in wetland areas. An opinion by the New York State Department of Environmental Conservation shall be requested on this factor and, if obtained, shall be considered by the Board.

* Federal agencies should refer to the State Coastal Management Program and Final Environmental Impact Statement for the text of Policies noted as NOT INCLUDED in Sag Harbor's Local Waterfront Revitalization Program.

SECTION IV

PROPOSED LAND AND WATER USES
AND
PROPOSED PUBLIC AND PRIVATE PROJECTS

SECTION IV. PROPOSED LAND WATER USES AND PROPOSED PUBLIC AND PRIVATE PROJECTS

4A. Land and Water Uses

4A.1 Introduction

This LWRP establishes an integrated system of land and water use districts designed to protect sensitive environmental resources in critical natural areas and to realize the greatest benefit from the non-critical areas consistent with the local LWRP policies. The actively used areas are focused on the intensive water uses of the harbor and the commercial uses associated with the village business center.

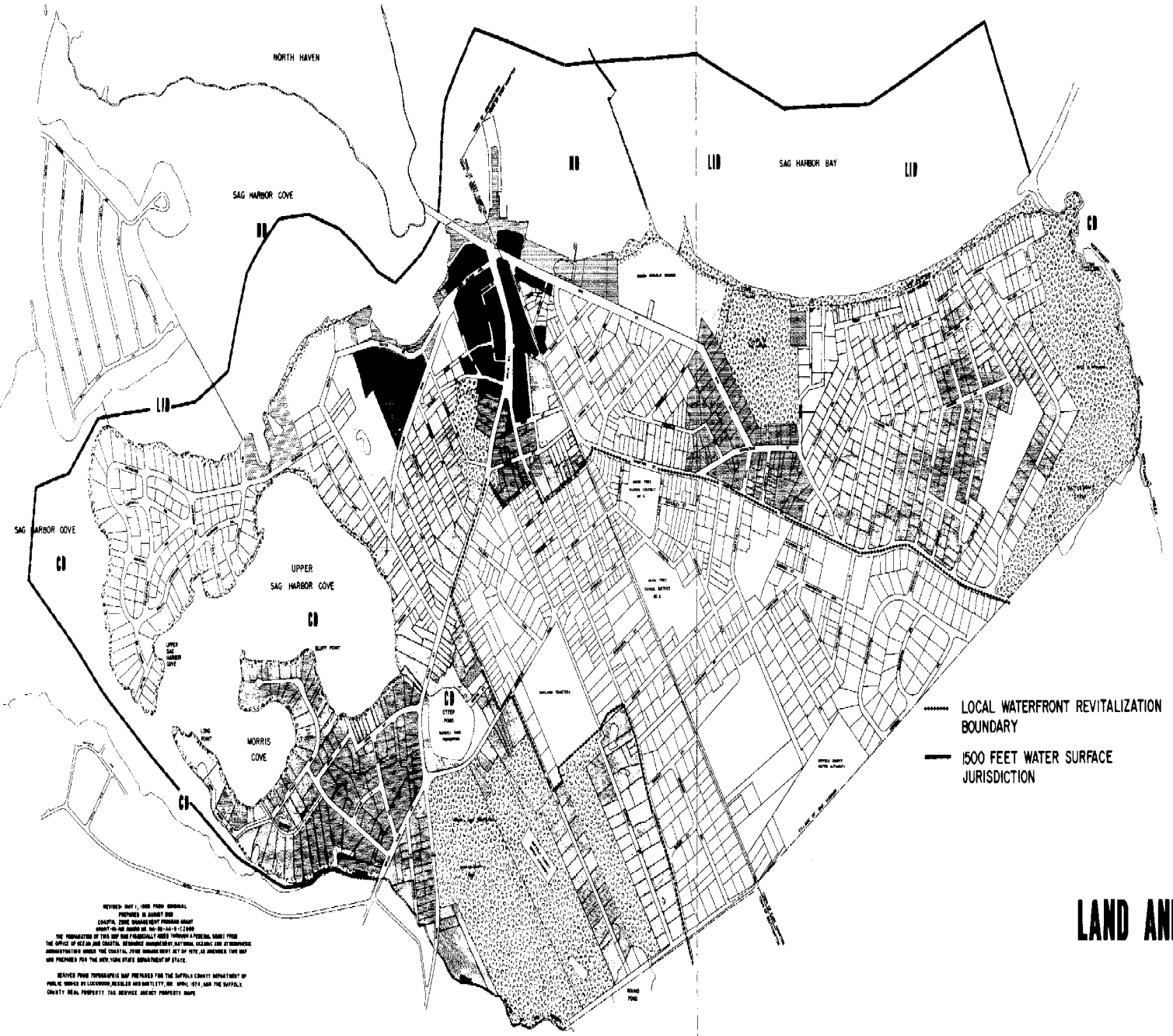
The preservation of historic buildings, particularly in the Historic District, is an essential element of this plan. The district protects most of Sag Harbor's unique historic buildings which are an important aspect of its tourist oriented economic activity. These landmarks are concentrated in or near the village business center and the waterfront districts.

The remaining upland areas are devoted to residential neighborhoods, including such supporting residential community facilities as parks and schools, where the regularly established residential districts of the Chapter 55, Zoning, shall apply.

The following described land and water use districts are delineated on the Land and Water Uses Map, Map 1.

4A.2 Village Business Center

This district provides for the types and intensity of uses traditionally associated with the retail and service village business center. As result this intensive use the district is within the service area of the village sewerage system (Policy 5A). However, it



VILLAGE OF SAG HARBOR

SUFFOLK COUNTY, NEW YORK

WATER USE DISTRICTS

- HD HARBOR DISTRICT
- LID LOW INTENSITY DISTRICT
- CD CONSERVATION DISTRICT
- DISTRICT BOUNDARY

LAND USE DISTRICTS

- VILLAGE BUSINESS
- WATERFRONT
- RESORT MOTEL
- RESIDENCE
- OPEN SPACE & RECREATIONAL
- MARINE

LAND AND WATER USES MAP 1

MAY 1, 1984
REVISED: MAY 1, 1985

is also important that the village retain and enhance its small country village and seaport quality characterized by small low buildings and public open spaces (Policies 1A and 1B). Because of the small lot size and intensity of use which often occurs in this district, the village has provided offstreet parking facilities to supplement the potential private parking spaces. Incompatible uses such as industry have been prohibited (Policy 5B).

The village business center extends along Main Street from Spring and Sage Streets north to Long Wharf and from Division Street east to Bridge Street. It includes properties on the north side of both Long Island Avenue and Bay Street where it is closely related to the waterfront district.

4A.3 Waterfront

This district is dedicated to siting of active water-dependent uses on the shoreline (Policy 2). Long Wharf is its focal point but it includes the waterfrontage from the Baron's Cove Marina eastward to Cor Maria. Within the waterfront district properties will be rehabilitated and revitalized for marine, water-related recreation and cultural uses (Policy 1). It is anticipated that such rehabilitation and revitalization will improve and strengthen the waterfront's potential as the traditional economic resource of the village (Policy 4 and 4B). A major emphasis in the waterfront district is the improvement of access to the waterfront. It is anticipated that this will be accomplished through both public and private development projects (4B, 19, 19A and 20A). Public land use priorities in furtherance of this objective will include access by way of a public beach, boating facilities, fishing areas, waterfront parks and a continuous shoreline promenade. In some instances the village may pursue this objective through easements (Policy 20A).

4A.4 Marine

One of the long standing marine facilities in the village is located at the Redwood Canal on the north side of Redwood Avenue

within an area generally developed for residential uses. To assure its future compatibility with the surrounding land uses, the LWRP has established a marine district which permits marinas, boatyards, beach or tennis club and their accessory uses.

4A.5 Resort Motel

Recognizing the current trend of motel conversion to condominium residences and the resultant limited availability of short-term accommodations in many resort communities, the LWRP land uses include a district devoted to transient resort motel accommodations. This district has been focused on the area of the existing Baron's Cove Inn to encourage a sufficient concentration to attract conferences and seminars, particularly in the off-season (Policy 4A).

4A.6 Residence

Almost the entire remainder of the LWRP area, as well as of the village, is devoted to residential neighborhood uses. Although a number of nonconforming uses have occurred in the past, the density of future residential development will almost all be at one dwelling unit on a minimum 20,000 square foot lot (Policy 1A). The exceptions to this would be more intensive rental apartment or residential condominium developments that would require special approval and that would be served by the village sewerage system (Policy 5). As an element of residential use along the shorelines of the village natural vegetation and scenic easements will be required (Policies 1A and 37).

4A.7 Open Space and Recreational

Within the LWRP area this category of land use includes the major open spaces: N.Y.S. wetlands, Haven's Beach and Mashashimuet Park. It also includes the beach and dune habitat areas, the village and SPLIA wetland and related historic sites in their vicinity, and the potential shoreline easements (Policies 1A, 33 and 37).

4A.8 Water Use Districts

4A.8a.Harbor District: Intensive boating and commercial harbor, including mooring grid area.

This area is supported by six policies: 4, 4B, 9, 19 and 21A. All are basically concerned with the more efficient use of the harbor area. Policies 4 calls for strengthening the economic base of the harbor. Policy 4B provides for recreational fishing to be concentrated in prime areas. Policy 9 states the need for increasing access points to the shoreline. Policy 19 indicates the importance of limiting the levels and types of access to water-related recreation facilities for the public in order to protect both natural and historic resources. Policy 21A specifically states that the harbor must be efficiently used.

Limiting intensive boating and commercial harbor uses to only a relatively small portion of the entire waterfront will enable more control of such uses (i.e., mooring grid). Such efficiency would aid in the protection of marine habitats and other resources.

4A.8b.Low Intensity District: General boating areas of Sag Harbor Bay and outer Sag Harbor Cove intensive activities would be prohibited.

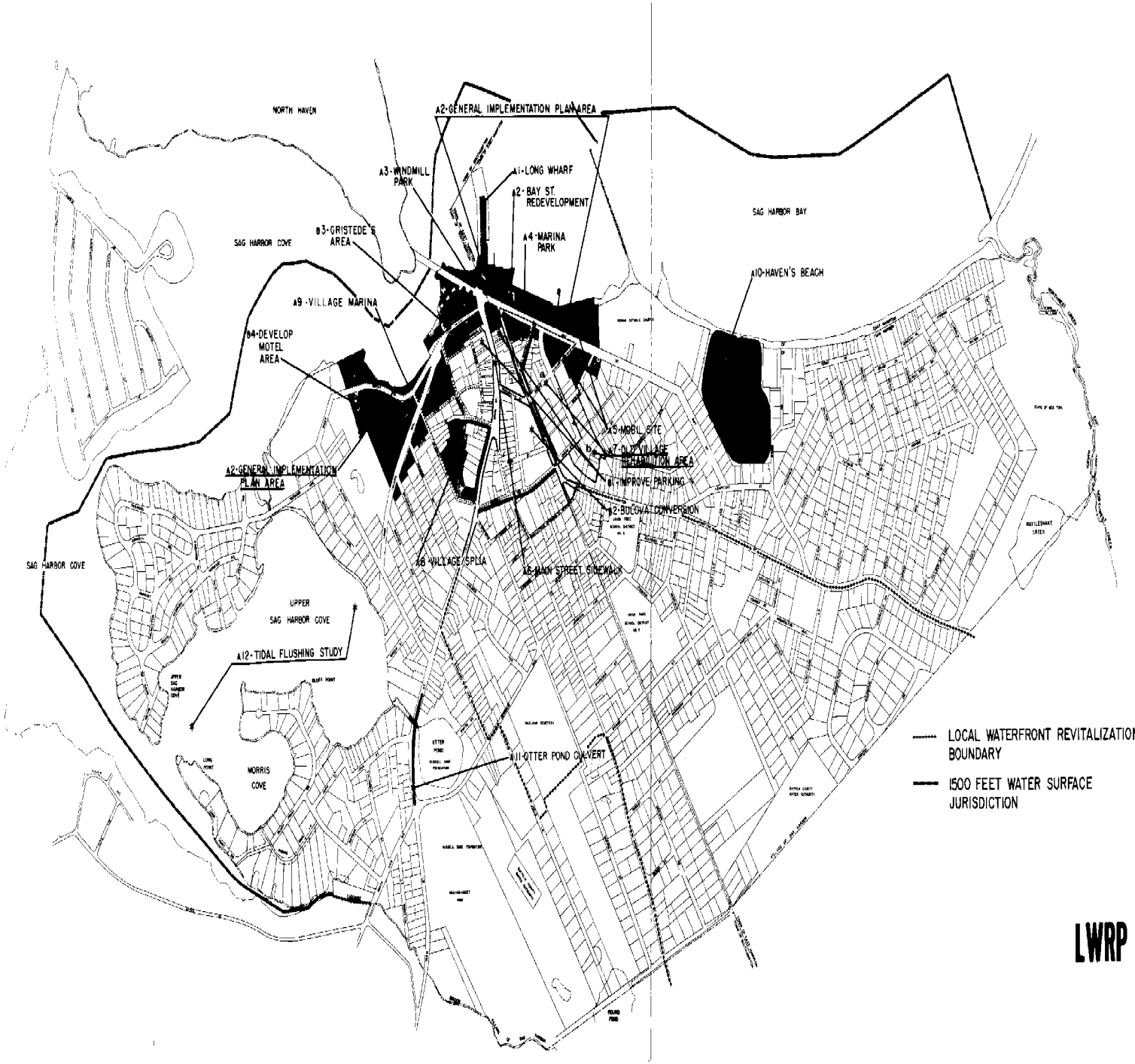
This zone is needed in areas which are not critical enough to be fully preserved yet in which recreational uses should be limited. Policy 21B states that some protection of marine habitats intended for recreational uses will enable the very resources to be preserved. Policy 9 also emphasizes the importance of protecting the existing resources. In addition, efforts must be made to restock the waters and to improve shoreline water access points.

4A.8c.Conservation District: Very limited recreation and boating areas intended to support the sensitive environmental resources of Sag Harbor Cove inside the Narrows and Upper Sag Harbor Cove.

As Policy 21B states very low intensity use is necessary in some highly sensitive water areas to assure their preservation and enhancement. These areas would include wetlands and marshes, such as that at Little Northwest Creek, or coves with poor tidal flushing, such as Upper Sag Harbor Cove.

Policies 7A and 7B are concerned that areas identified as highly sensitive shall be protected, preserved, and, if possible, restored. Policy 8 states that fish and wildlife resources must be protected from pollutants. Limited uses in certain areas (i.e., with poor tidal flushing) will control pollution build-up and limit bioaccumulation in the food chain. Again, Policy 21B emphasizes that protection of marine habitats will ensure future resources for recreational use.

In addition to the proposed land and water uses just described, development shall comply, whenever applicable, with the design guidelines stipulated in the Sag Harbor Public Access and Waterfront Design Plan included as an addendum to this document.



VILLAGE OF SAG HARBOR

SUFFOLK COUNTY, NEW YORK

PROJECT AREAS

A2 PROJECT IDENTIFICATION

PEDESTRIAN ACCESS SYSTEM

- SHORELINE PROMENADE
- WALKWAYS
- SIDEWALK IMPROVEMENTS
- POTENTIAL HISTORIC TRAIL

PROPOSED

LWRP PROJECTS MAP 2

MAY 1, 1984
REVISED: MAY 1, 1985
REVISED: AUGUST 15, 1985

4B. Proposed Public and Private Projects

4B.1 Summary and List of Proposed Projects

The Village of Sag Harbor's waterfront and village business center are integral elements of this traditional small harbor community. As a result there are many improvement projects closely intertwined with each other. Although in the past it has been customary to consider them separately as funds became available for one or another of them, it is abundantly clear that an overall implementation plan is essential to realize the full potential of these projects. In recognition of this, funding was made available for the Village to develop a Public Access and Waterfront Design Plan which is included as an addendum to this document. This implementation plan establishes a design vocabulary to be reflected in each of the varied but compatible site designs. It establishes appropriate styles for such details as street lighting, street furniture, directional signs and paving materials. An equally important aspect of this plan is the development of distinct vehicular and pedestrian access ways. The visual experience of a visitor as he travels along these access ways will have a very important impact on how the village is evaluated.

The summary and list of proposed projects presented in this section starts with a major project for which a design plan has been completed: the reconstruction of Long Wharf. The second project, an implementation plan and program provides the setting for detailed planning and implementation of the remaining projects in the waterfront/village business center. Finally, the proposed project list concludes with three equally important projects outside the immediate implementation plan and program area. Further design treatment and issues are covered in the Public Access and Waterfront Design Plan.

The Village will address impacts of proposed projects, which cannot be addressed in the LWRP's Generic EIS, in future poject-specific SEQR determinations and, where necessary, EIS's.

The general location of the proposed implementation plan area and projects are shown on the LWRP Projects Map, Map 2.

The list of proposed projects and their identification letters and numbers, which are used through this LWRP, are as follows:

4B.1a.Public Projects:

A1. Reconstruct Long Wharf. This would include a potential for increasing the berths for transient recreational boats and for charter boats; an improved parking space layout; a perimeter walk and lighting.

A2. General Implementation Plan and Rehabilitate Bay Street and West Water Street Including Vehicular and Pedestrian Access System. In the Village of Sag Harbor waterfront and business district planning funds would serve to coordinate individual projects, develop a design vocabulary, establish priorities, provide more detailed plans and cost estimates, and further explore the potential sources of funds. See related projects A3 through A9. An important overall aspect of this implementation plan would be the coordination of the shoreline pedestrian walkway or promenade segments within the projects.

A3. Improve Windmill Park and Setting for the Windmill Tourist Information Center.

A4. Renovate Marine Park and Marina.

A5. Acquire the Site of the Former Mobil Fuel Oil Storage Facilities and Improve as Waterfront Park.

A6. Complete Main Street Sidewalk Reconstruction.

A7. Rehabilitate Old Village Target Area. Rehabilitate buildings and spruce up private properties and public streets and places in Old Village Area.

A8. Restore Marsh Areas of the Village and SPLIA Properties as a Natural Freshwater Wetland and Drainage Retention Area.

A9. Improve Village Marina on West Water Street Opposite Baron's Cove. This includes maintenance dredging to increase water depth, a sea wall or similar erosion protection measure and a protected pedestrian walkway coordinated with the proposed pedestrian walkway system and with the West Water Street parking improvements.

A10. Rehabilitate Haven's Beach. Facilities would include proposed new comfort station/shelter, picnic area, play-ground relocation and new equipment and improved parking area, all generally in the vicinity of the loop driveway; and consideration of a marsh pond restoration.

A11. Reconstruct Otter Pond Culvert. Project would reconstruct the culvert and modify the roadway curve on Main Street, C.R. 79.

A12. Sag Harbor Cove and Upper Sag Harbor Cove Tidal Flushing Investigation and Improvement, If Necessary.

4B.b.Private Projects:

B1. Improve Private Parking Facilities Throughout the Village Business Center/Waterfront.

B2. Convert Bulova Watchcase Factory into Residential Condominiums.

B3. Rehabilitate Properties in the Former Gristede's (A&P) Area.

B4. Develop More Motel Accommodations.

4B.2. Description of Individual Projects Critical to the Revitalization of the Waterfront

4B.2a. Public Projects:

A1 - Reconstruct Long Wharf[27]

This Long Wharf Reconstruction project is consistent with, and specifically supports, many of the state and local policies. Note should be made particularly of Policies, 1, 1B, 2, 4, 4B, 19, 19A, 20, 21 and 21A.

Description of Project:

This public works project is the reconstruction of Wharf Street, a part of CR 81, commonly known as Long Wharf. See Plan, Figure 1.

The Long Wharf facility is an existing earth-filled dock. It serves as a primary location for the boating, fishing, and tourism industries. Currently there is one restaurant and shops, boat berths, onshore fishing areas, ferry terminal and parking facilities. The reconstruction project will include:

(a) New bulkheading is the predominant work to be performed. See Figure 2. New epoxy coated steel sheet piling will be placed 2 to 4 feet outside the existing sheet piling. The void between the two will be filled with suitable material so that little or no soil erosion or siltation will be able to enter the surrounding waters. The top surface of the dock will be paved for parking and a perimeter walkway. Existing deteriorated mooring piles will be replaced, and additional ones will be installed. In addition, electric and water service will be provided at each of the 30 proposed berths.

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[27] The Village of Sag Harbor Long Wharf - Application Grant (EDA), Part IV, Section A, Items 2a (1) and (1a). This application was not approved in 1983.

(b) Alternate preliminary traffic circulation and parking plans with pavement restoration: Plan A provides on the north end 75 spaces of head-in parking and a 6' wide perimeter walk area, and on the south end 21 vehicular spaces; Plan B provides on the north end 56 spaces of diagonal parking and a 7.5' wide perimeter walk area, and on the south end 15 vehicular spaces. It should be noted that a 7.5' wide walk area would be a sufficient width for benches while a 6' wide walk area would not be. In addition, there are two alternative schemes for lighting. Scheme 1 provides complete lighting in both the parking and walk areas, while scheme 2 only provides lighting in the walk area. (See Addendum for subsequent parking and walkway plans).

Cost Estimate:

In June of 1983 the Suffolk County Department of Public Works, which designed the project, prepared the preliminary cost estimate set forth in this section. The total preliminary estimate of cost is $1,225,000. The detailed estimate is in Figure 3.

Source of Funding:

The Long Wharf Reconstruction project is to be funded jointly by the U.S. Department of Commerce, Economic Development Administration, and Suffolk County on a matching grant basis as follows:

Federal Funding	$ 612,500
County Funding	612,500
	$1,225,000

The application for federal funding was not approved in 1983. However, the village and county continue to seek such funding.

Time Schedule:

Some final design work will continue while awaiting adequate funding. The final design phase includes preparation of applications

FIGURE 1

PLAN OF WHARF RECONSTRUCTION

Source: Preliminary Engineering Report

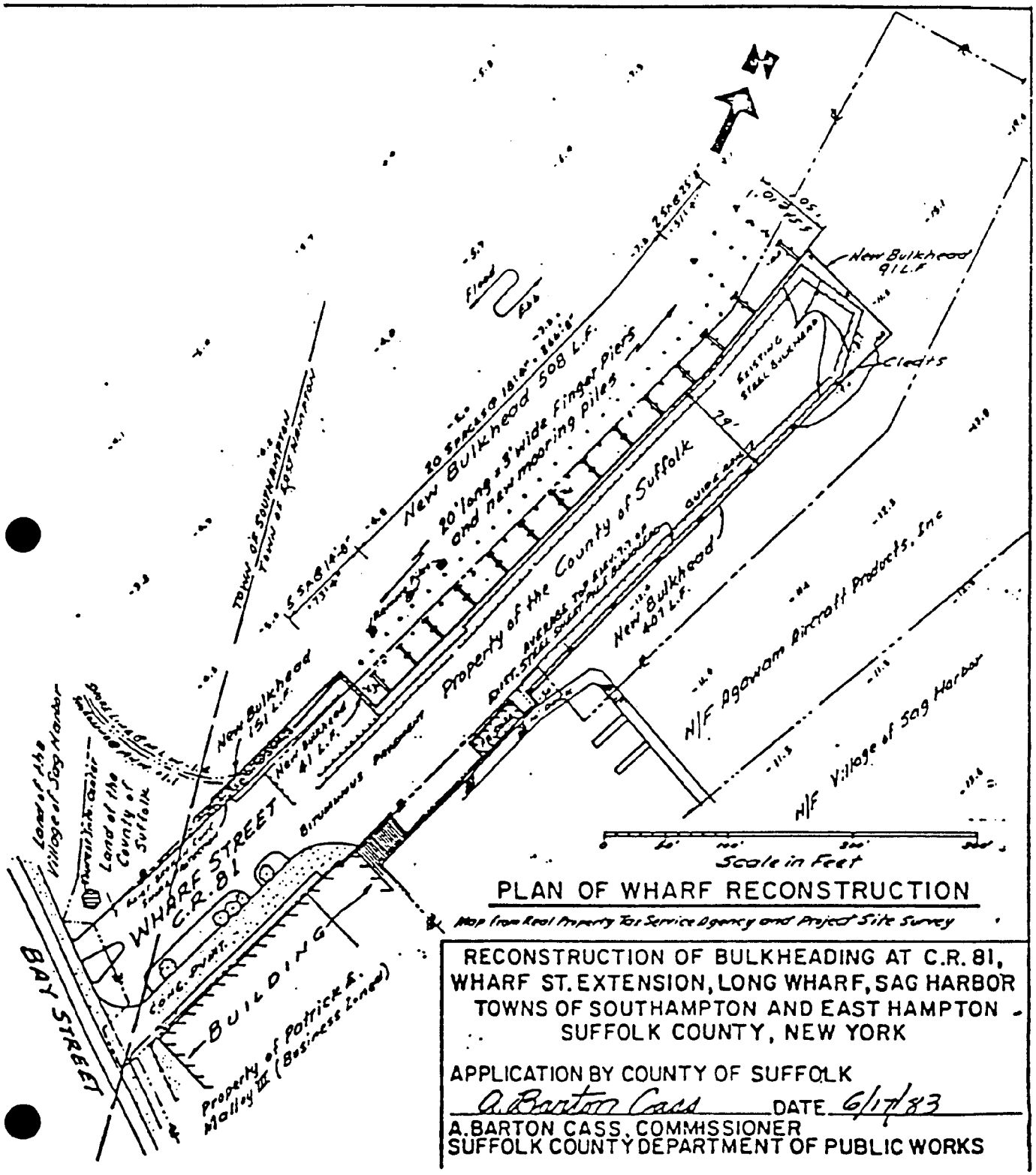
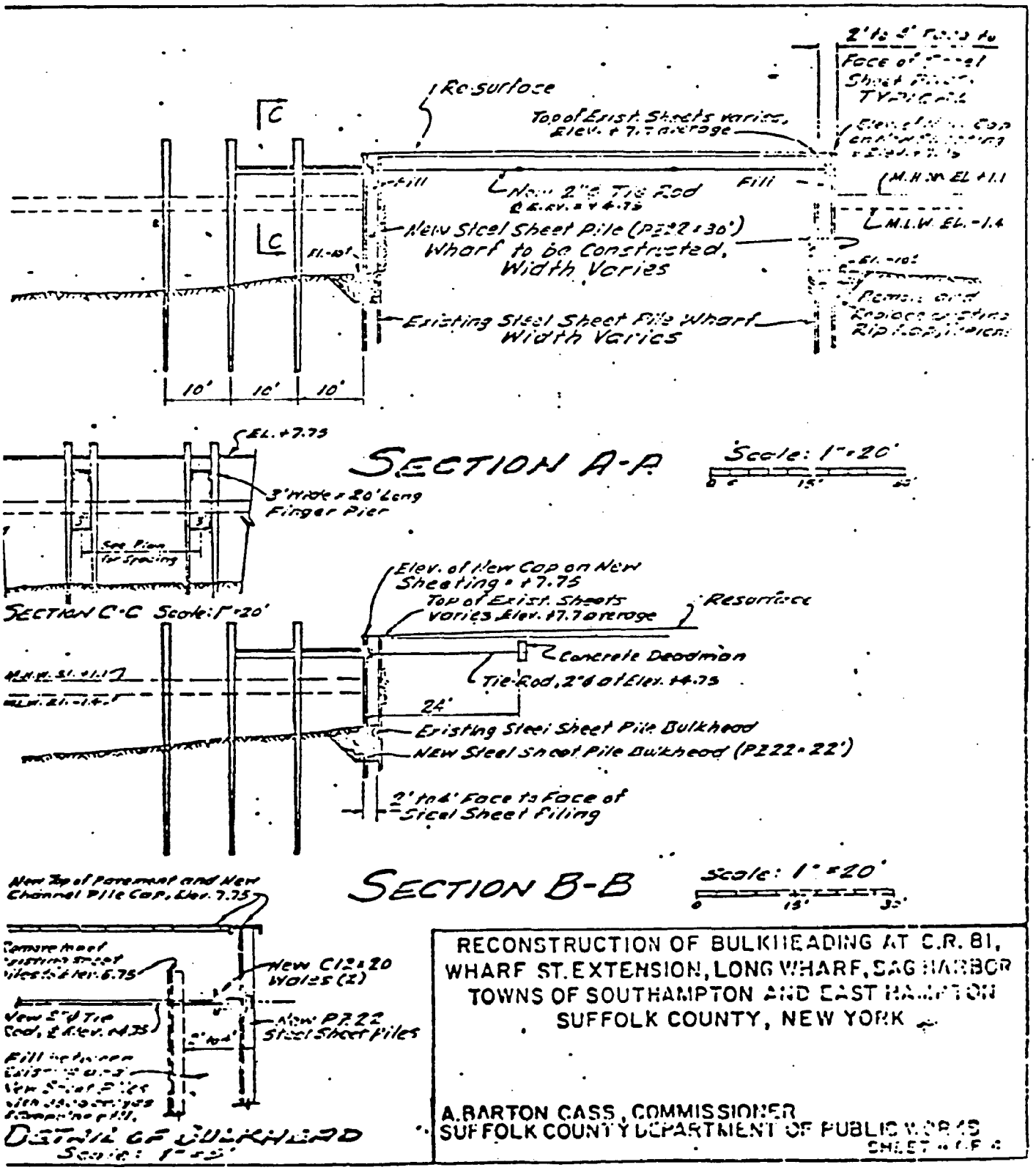


FIGURE 2

SECTION B-B,

WHARF BULKHEADING

Source: Preliminary Engineering Report



RECONSTRUCTION OF BULKHEADING AT C.R. 81, WHARF ST. EXTENSION, LONG WHARF, SAG HARBOR TOWNS OF SOUTHAMPTON AND EAST HAMPTON SUFFOLK COUNTY, NEW YORK

A. BARTON CASS, COMMISSIONER
SUFFOLK COUNTY DEPARTMENT OF PUBLIC WORKS

and the accompanying exhibits and documents for the necessary permitting agencies; preparation of final construction plans; technical specification and contract documents; advertising, receipt and analysis of bids and recommendations for award.

The construction phase includes construction survey stakeout, the various construction activities, observation of construction, review of shop drawings and general administration of the construction contract. The various component construction activities are listed in the order in which they will be completed: Removing existing rip rap, placing of new steel sheeting, installing new wales, excavation and installation of new mooring and finger piers, installation of new electrical and water services and paving the top surface of the earth-filled dock. Approximately 12 months will be required for the construction of this project. The estimated 12 month construction schedule is reported in Figure 4.

The original application anticipated a project starting date of October 1, 1983 and an overall project duration of 20 months.

Specific Steps to be Taken:

The required project permits which still must be obtained include:

(A) Town of East Hampton, Trustees of the Freeholders and Commonality Permit.

(B) N.Y.S. Department of Environment Conservation, Tidal Wetlands Permit and Protection of Water Permit.

(C) U.S. Army Corps of Engineers Permit.

A2 - General Implementation Plan and Rehabilitate Bay Street and West Water Street, Including Vehicular and Pedestrian Access System

This broad scale project is intended to contribute to the implementation of development Policies 1, 1A, and 1B, having to do with revitalization of underutilized waterfront, village quality and

FIGURE 3

LONG WHARF RECONSTRUCTION

PRELIMINARY COST ESTIMATE

NO.	ITEM	UNIT	ROUNDED QUANTITY	UNIT PRICE	AMOUNT AMOUNT
IM	Mobilization	L.S.	Nec.		$ 31,180.00
2A	Unclassified Excavation	C.Y.	550	6.00	3,300.00
2ECB	Selected Fill	C.Y.	1,200	6.00	7,200.00
2EF-X	Granular Fill	C.Y.	3,500	6.00	21,000.00
2SB	Stabilized Soil Subbase	S.Y.	6,500	1.50	9,750.00
5	Trench, Culvert & Bridge Excavation	C.Y.	1,850	8.00	14,800.00
8	Preparing Fine Grade	S.Y.	6,500	1.25	8,125.00
14-18	Reinforced Concrete Pipe, Class IV, 18" Dia.	L.F.	175	25.00	4,375.00
20	Class B. Concrete For Structures	C.Y.	65	200.00	13,000.00
28S	Bar Reinforcement For Structures	Lb.	8,100	0.75	6,075.00
29S	Structural Steel	Lb.	90,000	1.10	99,000.00
30C	Frames & Grates - Castings	Lb.	3,000	0.50	1,500.00
30F	Frames & Grates - Fabricated	Lb.	850	1.50	1,275.00
30G	Galvanized Hardware	Lb.	65,000	1.80	117,000.00
45SP	Base Course Asphalt Concrete, Type 1A	Ton	790	38.00	30,020.00
51F	Asphalt Concrete Type 1A	Ton	750	38.00	28,500.00
69X	Bituminous Material "A" Cutback	Gal.	60	5.00	300.00
76S	Maintenance & Protection of Traffic	L.S.	Nec.		8,000.00

Long Wharf Reconstruction
Preliminary Cost Estimate (continued)

NO.	ITEM	UNIT	ROUNDED QUANTITY	UNIT PRICE	AMOUNT
80R	Removing & Replacing Rip Rap	C.Y.	2,000	20.00	40,000.00
81S	Removing Existing Structure	L.S.	Nec.		1,000.00
83S	Steel Sheet Piling	S.F.	34,000	17.75	603,500.00
83TX	Temporary Sheet Piling	S.F.	500	1.00	500.00
84TA	Treated Timber Piles - C.C.A.	L.F.	4,000	12.00	48,000.00
87	Furnishing Equipment for Driving Piles	L.S.	Nec.		9,000.00
97A	Concrete Curb, Type A	L.F.	450	8.00	3,600.00
100DX	Leaching Basins, Type "D"	Ea.	1	2,500.00	2,500.00
102S	Catch Basins, Manholes & Drop Inlets	C.Y.	3	350.00	1,050.00
103AD	Adjusting Catch Basins, Field Inlets, Manholes & Drop Inlets	Ea.	1	200.00	200.00
108A	Treated Timber & Lumber - C.C.A.	M.B.M.	3.0	2,000.00	6,000.00
116	Project Survey & Stakeout	L.S.	Nec.		3,000.00
205	Cutting Pavement & Sidewalk	L.F.	50	5.00	250.00
727	Fresh Water System	L.S.	Nec.		12,000.00
757	Lighting & Electrical Service	L.S.	Nec.		70,000.00

Subtotal =	$1,205,000.00
Contingencies =	20,000.00
TOTAL =	$1,225,000.00

rehabilitation of the waterfront. In one aspect it also implements Policies 13 and 14 with reference to erosion protection structures. Public access is also enhanced in accordance with Policies 19, 20 and 20A. As a result of these efforts, the Recreation Policies 21 through 23 will be benefited.

Description of Project:

This project would redevelop Bay Street and West Water Street as public open spaces designed as centers of tourist activity. They would serve as a starting point for pedestrian activity along the pedestrian access system. Since neither Bay Street or West Water Street are essential as arteries for traffic, they would be converted to slow speed traffic/parking areas with diagonal or ninety-degree onstreet parking. This development will be closely coordinated with the shoreline promenade, bulkhead erosion control, a small triangular park and village marina rehabilitation along West Water Street. On Bay Street coordination with commercial rehabilitation and refurbishing Marine Park are related concerns.

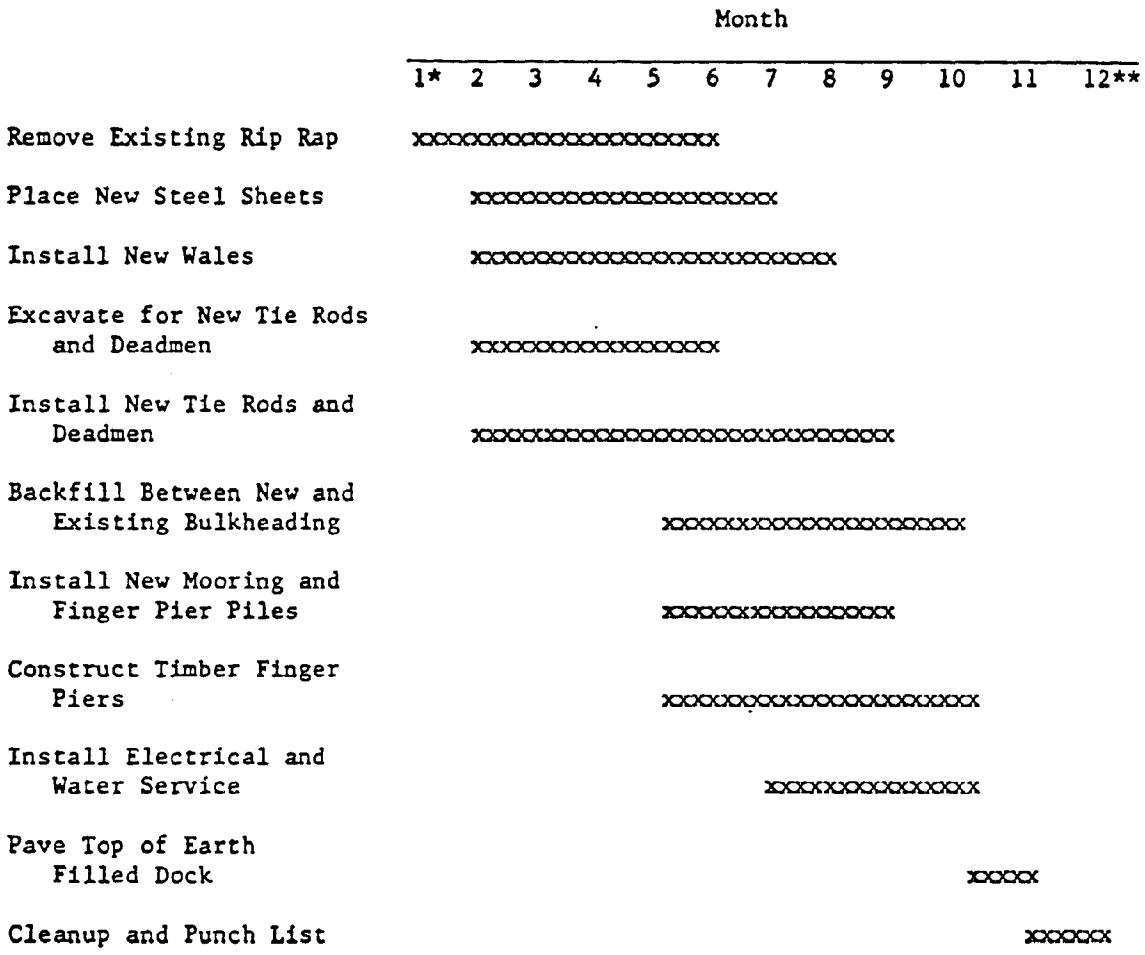
The pedestrian access system overall involves construction of approximately 7,000 lineal feet of shoreline protected walkway and promenade that includes an overlook at a small triangular park; informal village walkway rehabilitation along 6,685 lineal feet of local streets, 1,215 lineal feet of purely pedestrian walkway (including a few existing malls from the backside of buildings facing on Main Street to the Main Street frontage, and possibly 670 feet of pedestrian/vehicular service malls at Cross and Rector Streets.

As a specific for encouraging pedestrian interest this project proposes improvements appropriate for establishing a pedestrian historic trail. It loops around the business center, passing by many of the village's most historic buildings. With a return to the point of beginning on the loop trail, the overall walk is about one mile long.

FIGURE 4

LONG WHARF RECONSTRUCTION

CONSTRUCTION SCHEDULE ESTIMATE



*Contract Award
**Project Completion

Source: Preliminary Engineering Report

This project requires the coordination of elements of several other projects for which it provides the circulatory framework.

Because of its complex character, it is essential that a more detailed general implementation plan be undertaken as a first step. An application will be submitted for a Coastal Management Program implementation study grant to accomplish this step.

To assure that the village waterfront and business centers continue to function satisfactorily in the future, this project includes a traffic volume survey, a traffic volume projection, and street system analysis as a part of the implementation study. This traffic and street system study would be coordinated with a parking occupancy survey and analysis. Based on the results of these studies long-range street and offstreet parking plans and programs would be recommended to reasonably accommodate the future summer peak period without congestion or excessive milling around. (See Addendum for subsequent planning).

Cost Estimate:

The following cost estimate is very preliminary since the detailed survey and planning for these elements remains to be done. The planning and implementation study shall provide the necessary development details for a final cost estimate. Those costs included in other projects are included parenthetically in this estimate. They are not included in the total.

Planning and implementation study		$50,000
Construction		
Street/parking - total approx. 390 parking spaces, lighting, drainage and markings	$695,000	
Shoreline promenade		
A3 Windmill Park	(98,000)	
A4 Marine Park and Mobil sites	(86,200)	
Remainder (2900 LF)	182,700	
Walkways		
A7 Old Village Rehab.	(175,000)	
Remainder (6,750 LF)	104,000	
Sidewalks		
A6 Complete Main & Div. St.	(162,000)	
Historic Trail Improvements	20,000	
	$1,001,700	
Contingencies	100,000	$1,101,700
Total		$1,151,700

Source of Funding:

As in the case of the cost estimates, this anticipation of the sources of funding is tentative.

Federal		
CMP Implementation Grant	$ 50,000	
Community Development Block Grant	312,500	
Land and Water Conservation Fund	100,485	
		$462,985
State		
CHIPS (beyond current program)	114,400	
		$114,400
Local		
Streets/parking	473,730	
Promenade share (LWCF project)	100,585	
		$574,315
Total		$1,151,700

Time Schedule:

It is anticipated that this project will be completed in three stages although the cost factor may make it necessary to develop additional stages within these three.

Stage 1 - Summer 1985 through Winter 1986:
General Implementation Plan

Stage 2 - Spring 1986 through Fall 1986:
Construction of shoreline promenade, walkways and historic trail improvements

Stage 3 - Spring 1987: Construction of street/ parking areas

Specific Steps to be Taken:

After applying for and assumed receipt of a Coastal Management Program implementation grant, it will be necessary to obtain a Tidal Wetland Permit from the N.Y.S. Department of Environmental Conservation.

A3 - Improve Windmill Park and Setting for Windmill Tourist Information Center[28]

This project would particularly result in benefit related to the LWRP Policies associated with rehabilitation of waterfront (Policy 1B), strengthening the economic base of a small harbor (Policy 4), access to recreation resources and facilities (Policy 19), and enhance natural and man-made resources of local significance that contribute to the scenic quality of Sag Harbor's coastal area (Policy 25).

Description of Project:

The village has just achieved its goal of acquiring an approximately 1.9 acre strip of land situated between N.Y.S. Route 114 and the shoreline, which extends from Long Wharf to the N.Y.S. Route 114 bridge. It is proposed to develop this site as an integral part of the shoreline promenade concept. Aside from the promenade walkway, benches and an emphasis on natural landscaping would be provided and a fishing pier or station would be constructed in the vicinity of the bridge, an outstanding place to fish from the shore. The promenade will be extended under the N.Y.S. Route 114 bridge to other shoreline land of the village.

The Windmill is to be continued in service as one aspect of the village's tourist promotion program. Further landscaped environmental setting will be provided in connection with the Windmill Park improvement. The general character of this work is shown on the Schematic Plan submitted in connection with an unsuccessful application for Land and Water Conservation Act funding in 1984, Figure 5.

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[28] Land and Water Conservation Fund Application for Site Improvements at Windmill Park, Sag Harbor, New York, Village of Sag Harbor, New York, prepared by McCrosky-Reuter in association with Storch Associates, September 1984.

Cost Estimate:

Although no detailed development plan has been prepared, the following estimated costs are based on the Land and Water Conservation Fund Application.

Planning, administration and inspection fees		$ 12,500
Construction		
Promenade and landscape of 1.9 acres, except for fishing pier or station and extension under bridge	$ 48,000	
Fishing pier or station and promenade extension under the bridge	50,000	
Renovation of the windmill building and associated expenses	9,500	
	$107,500	
Contingencies	5,000	$112,500
Total		$ 125.00

Source of Funding:

This project is the subject of an application for a Land and Water Conservation Fund grant which was not granted in 1984-85. All work on upland areas will be completed by village personnel. More skilled operations will involve retention of a contractor.

The cost will be shared as follows:

Federal	$ 62,500
Village	$ 62,500
Total	$125,000

Time Schedule:

It is anticipated that this project will be done in two stages:

Stage 1 - Spring: Fishing station element.

Stage 2 - Fall: Construct promenade and landscape and related site improvements.

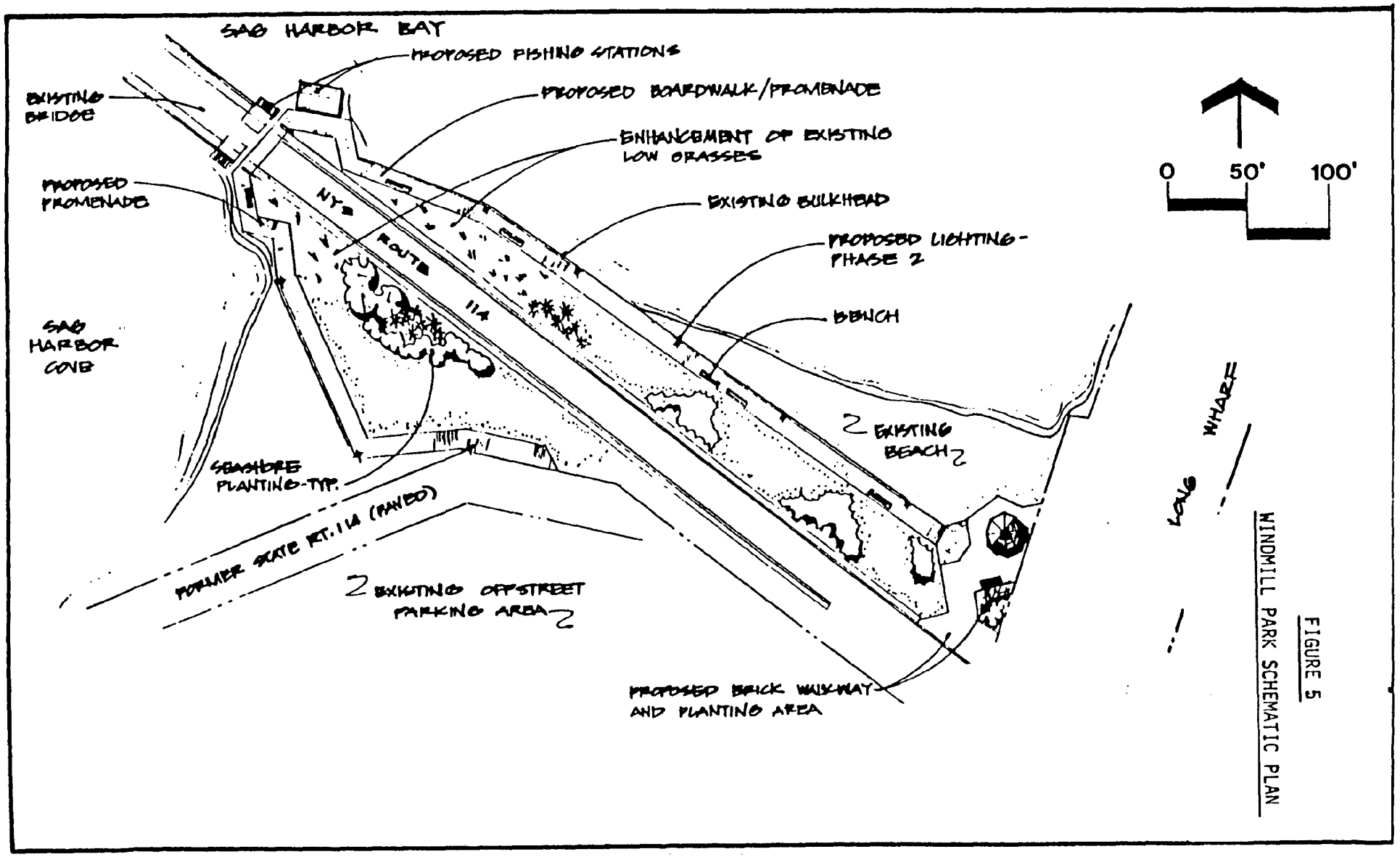


FIGURE 5
WINDMILL PARK SCHEMATIC PLAN

Specific Steps to be Taken:

The required project permits which must be obtained include:

A) Town of East Hampton Trustees of the Feeholders and Commonality Permit.

B) N.Y.S. Department of Environmental Conservation Tidal Wetland Permit.

C) U.S. Army Corps of Engineers Permit.

D) N.Y.S. Department of Transportation for a Construction Permit related to work in the vicinity of the bridge structure.

A4 - Renovate Marine Park and Marina

The renovation of Marine Park and Marina is responsive to essentially the same policies as those listed for Project A3 - Windmill Park.

Description of Project:

This project would modify the existing Marine Park site plan to incorporate a segment of the shoreline promenade along the marina bulkhead, improve the driveway and parking facilities, refurbish the landscaping, and provide an adequate number of benches, tables, barbecue grills and waste disposal containers. The site plan will coordinate these elements with a landscaped setting for the marina service center, improvements to Bay Street and consideration of a potential permanent band stand.

In addition to landscaping, park furniture, and driveway and parking improvements, this project would reconstruct the bulkhead and provide new area lighting.

See Location Map and Sketch Plan, Figures 6 and 7, for area and general site improvement locations. (See Addendum for subsequent planning).

Cost Estimate:

This project consists of three principal elements. Each will require some planning expenditures. The cost estimates for preliminary budget purposes are:

A. Marine Park and Shoreline Promenade Segment:

Planning		$ 10,000	
Construction			
Landscaping	$ 5,500		
Promenade	75,000		
Park furniture	10,800		
Lighting	22,500		
	$113,800		
Contingencies	14,800	$128,600	
Subtotal Element A			$138,600

B. Marina bulkhead replacement:

Planning		$ 18,500	
Construction			
Bulkhead	$337,500		
Contingencies	44,000	$381,500	
Subtotal Element B			$400,000
TOTAL RENOVATE MARINE PARK AND MARINA			$538,600

Source of Funding:

The source of funding for this three element project varies depending on the element. The results are as follows:

A. Marine Park and Shoreline Promenade Segment:

Funding will be under the Land and Water Conservation Fund as follows:

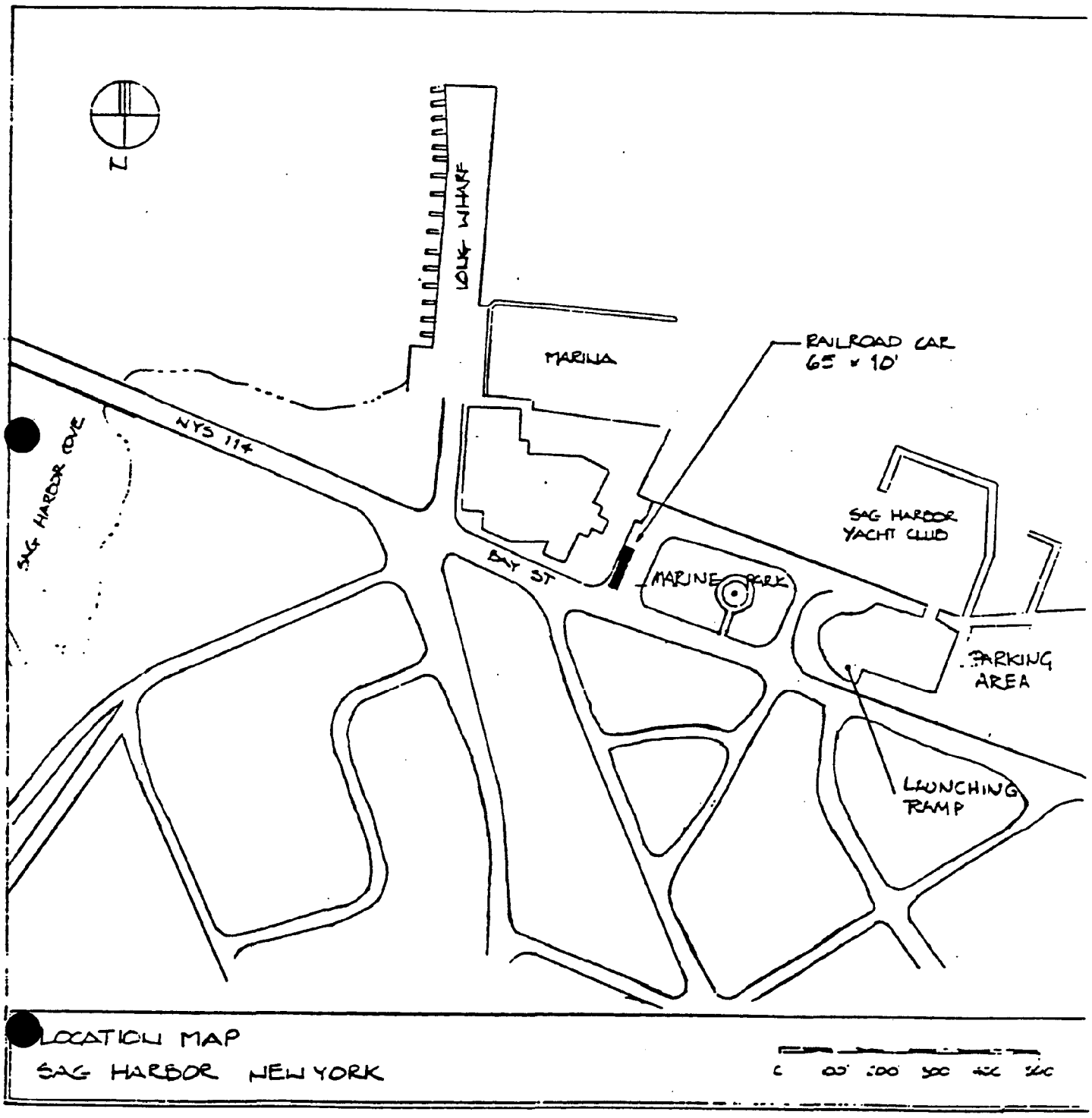
Federal	$ 69,300
Village	$ 69,300
Total	$138,600

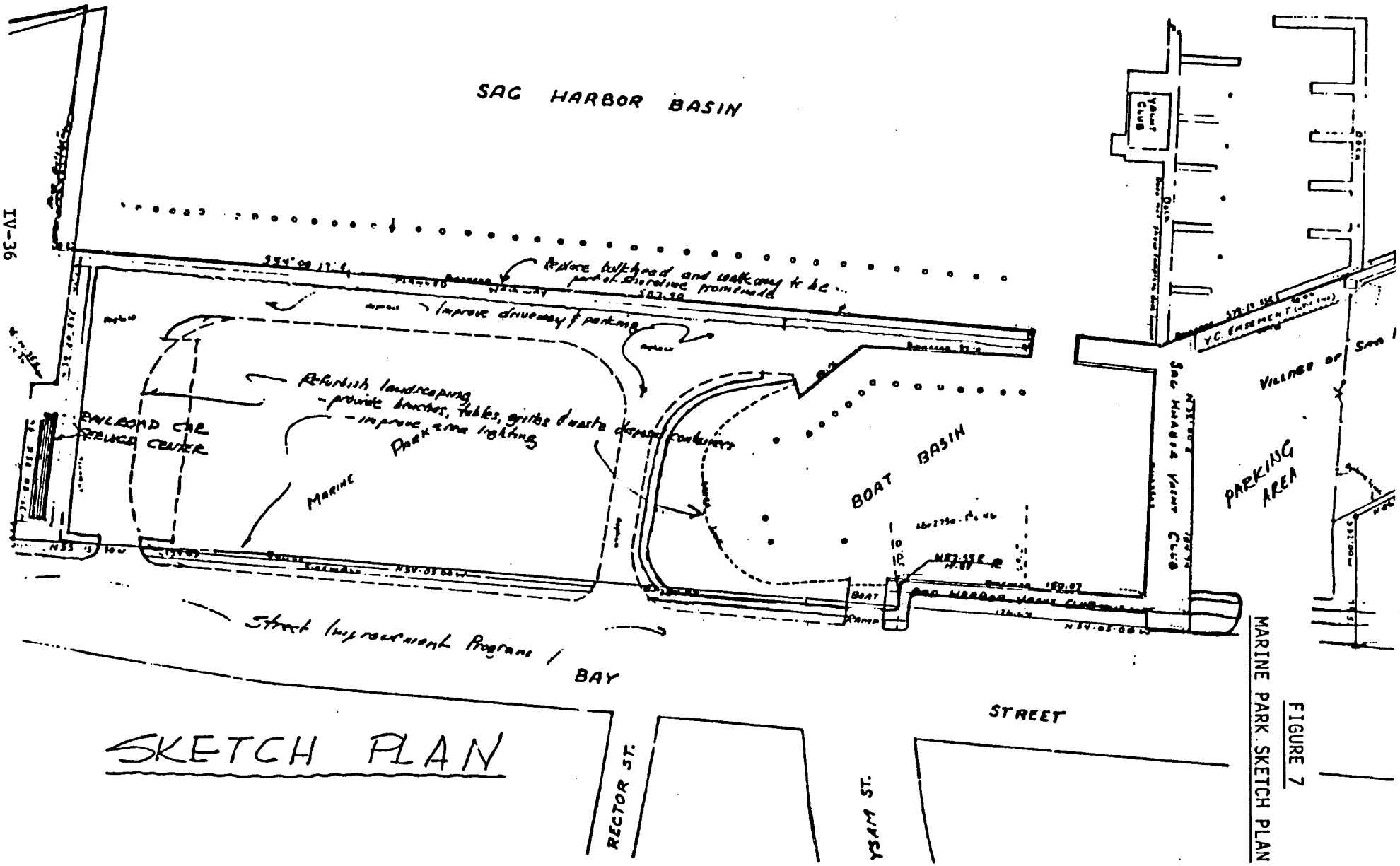
B. Marina Bulkhead Replacement:

Suffolk County Department of Public Works is providing the planning for this project. Construction funding will be under the Corps of Engineers, Department of Defense, Small

FIGURE 6

MARINE PARK LOCATION MAP





SKETCH PLAN

FIGURE 7
MARINE PARK SKETCH PLAN

Navigation Projects program pursuant to Section 107 of the 1960 River and Harbor Act as follows:

Suffolk County DPW	$ 18,500
Federal	381,500
Total	$400,000

Time Schedule:

The key element in this project is B, Marina bulkhead replacement. Although some work on the upland area in Marine Park could be undertaken, the shoreline promenade along the bulkhead would, of necessity, have to await the bulkhead replacement. Assuming availability of funds, it is anticipated that both Element A and B planning would be completed in three months and that contracts could be let shortly thereafter. Certain aspects of Element A are considered to be within the capabilities of the village work force and, as a result, would be undertaken directly by the village. Completion of Elements A and B would be within 12 months of contract signing.

Specific Steps to be Taken:

The following permits will be necessary in connection with this project:

A) Town of East Hampton Trustees of the Freeholders and Commonality: Permit for bulkhead replacement.
B) N.Y.S. Department of Environmental Conservation: Tidal Wetland Permit and Protection of Water Permit.
C) U.S. Army Corps of Engineers Permit for bulkhead replacement.

A5 - Acquire Former Mobil Oil Fuel Oil Storage Facility Property and Improve as Waterfront Public Access

Acquisition of the Mobil property is oriented to Policies 1 and 19 through 21A.

Description of Project:

The primary reuse of the project site is the extension of Marine

Park and the shoreline promenade as well as a potential expansion of the Waste Water Treatment Plant site and access to a landlocked village shoreline lot on the north side of Bay Street. There is a potential for a municipal service facility on the south side of Bay Street. Consideration will also be given to the potential for relocating the East Hampton Trustees of the Freeholders and Commonality's boat launching ramp from its existing street-side location to a portion of the newly acquired site so that boat launching activities may be carried out off street. Trailer storage could be an alternate partial use of the second site south of Bay Street.

Cost Estimate:

An appraisal of the Mobil Oil property has been undertaken (see Appendix) and negotiations have been started with Mobil. As a result, it would be premature to establish any budget for this acquisition at this time.

The remaining costs for developing the site are estimated to be:

Planning		$ 6,000
Construction		
Site preparation	$13,100	
Landscaping	2,600	
Park furniture	3,600	
Lighting	3,000	
Promenade	11,200	
Launching ramp	20,000	
	$53,500	
Contingencies	6,500	$ 60,000
Total		$ 66,000

Source of Funding:

This project will be the subject of a cooperative Land and Water Conservation Fund application. The fund sharing, exclusive of land acquisition, will be as follows:

Federal	$33,000
Village	23,000
Trustees	10,000
Total	$66,000

Time Schedule:

The starting time of this project will depend on the ability of the village to reach an agreement with Mobil. Once this is done the planning phase would take two to three months and construction could be completed within twelve months.

Specific Steps to be Taken:

In addition to pursuing site acquisition with Mobil and developing cooperative agreements with the Town of East Hampton Trustees and possibly the fire department, the following permits must be obtained:

A) Town of East Hampton Trustees of the Freeholders and Commonality Permit.
B) N.Y.S. Department of Environmental Conservation Tidal Wetland Permit.
C) U.S. Army Corps of Engineers Permit.

A6 - Complete Main Street Sidewalk Reconstruction

LWRP Policies 1, 19, and 19A, with reference to access, are particularly pertinent to this sidewalk project.

Description of Project:

The approved plan is to replace the existing sidewalks with concrete walks with a border of red brick in a basketweave pattern. The remaining area concerned will be along the west side of Main Street from Spring Street to West Water Street and on both sides further south to Howard Street. Work is completed along the east side of Bay Street to the Business District boundary line. The concrete sidewalks along Washington Street will be replaced without brick borders.

Cost Estimate:

The estimated cost for the total project originally was $133,483.

The Ladies Village Improvement Society is donating new benches to complete this improvement. As now projected the second half of the original project and its newly proposed extension are estimated to cost an additional $114,400.

Funding Source:

The State's Consolidated Local Street and Highway Improvement Program (CHIPS) has committed $27,000 per year over a four year period, or $108,000. Although the short fall in funding was to be raised by general obligation bonds issued by the village, it is reported at this time that the CHIPS program will be extended for at least another two years at about the same dollar level.

Time Schedule:

As already indicated the east side of Main Street has been completed. Washington Street contracts are out to bid for work to be completed in 1984. The west side of Main Street will be scheduled for completion in 1985.

Specific Steps to be Taken:

The village will need to prepare a plan for the remaining work and advertise for bids. If the CHIPS funding does not become available, the village will proceed to sell general obligation bonds.

A7 - Rehabilitate Old Village Target Area

The rehabilitation of the Old Village area will be particularly beneficial and supportive of several LWRP policies. These policies deal with the preservation of the village's unique quality (Policy 1A), improvements in pedestrian circulation (Policies 19 and 19A), and the restoration of historic structures and sites (Policies 23 and 23A).

Description of Project:

As stated, this Old Village rehabilitation area is divided into

two target areas. The main public aspect of the project is the potential conversion of Cross and Rector Streets into pedestrian service malls, and to substantially improve the character of Division Street, N.Y.S. Route 114, which is a main gateway to the waterfront and village business center. The two pedestrian service malls will provide vehicular access and parking for abutting properties only. The main emphasis will be placed on pedestrian access from the Bay Street area to Main Street.

Division Street improvements include sidewalk and curb placement or repair, and street repaving. N.Y.S. Department of Transportation is considering funding this activity. THe main private development aspect of this project is the improvement of the rear entrance areas of the Main Street shops, including general clean up and maintenance, landscaping, and attractive parking areas where space permits. To encourage the use of rear parking areas the rear shop entrances must be beautified by way of attractive entranceways and signs.

Incentive funding will be provided for this as well as for private home rehabilitation in the target areas.

Cost Estimate:

Since the planning work has not been completed on this project this cost estimate is for budget purposes only.

Planning and administration		$ 46,000
Construction		
Street improvements	$ 65,000	
Pedestrian walkways	175,000	
	240,000	
Contingencies	24,000	$264,000
Incentive grants		100,000
TOTAL		$410,000

Source of Funding:

Although this project has already been partially funded under a one-time Jobs Development Grant, much remains to be funded. Based on the above preliminary cost estimate, less the $60,000 grant already received, the village will seek $350,000 in Community Development Block Grant funding. In addition there is the potential N.Y.S. Department of Transportation funding.

Time Schedule:

No time schedule can be set at this time. Once the available Job Development funds have been expended, however, it is hoped that this work can be completed within not more than three years.

Specific Steps to be Taken:

Although the general area to be rehabilitated is known, the entire project is still in the design phase. When the design plans are completed, the village will request bids from contractors to construct the remaining public work.

Owners of business and residential properties must be informed as to the availability of the incentive grants. Successful applicant owners may then proceed to either hire a contractor or where they have sufficient skills make the improvements themselves.

A8 - Restore Marsh Area on Village and SPLIA Properties as a Natural Freshwater Wetland and Drainage Retention Area

This project responds to Policy 1A, with reference to preserving characteristic village open spaces, and Policy 33, with reference to the management of stormwater runoff.

Description of Project:

This project would restore the marsh land that is located on the village property and, hopefully, on the SPLIA property as a natural freshwater wetland by replacing phragmites growth with appropriate marsh vegetation in the site's central areas. In addition to creating a wetland habitat, this project will improve the function of this area as a drainage retention area. This will serve to reduce the potential for downstream flooding. This project does not anticipate any active use of the area.

Cost Estimate:

Since the principal activity in this project is replacing

existing vegetation with more appropriate freshwater wetland vegetation, there is no specific plan. For budget purposes it is estimated that the cost of such landscape treatment will be approximately $25,000.

Source of Funding:

Although there is no specific outside source of funding suggested, the village should seek funds from the Department of Environmental Conservation as one possibility.

Time Schedule:

A project of this scale could be undertaken at any time. However, it is recommended that it be completed as soon as reasonable possible so that its impact on downstream drainage needs may be assessed before any action is taken with respect to them.

Specific Steps to be Taken:

The N.Y.S. Department of Conservation should be consulted at an early date with reference to the work involved in this project.

A9 - Improve Village Marina on West Water Street Opposite Baron's Cove

This project is supportive of, or in accordance with, several LWRP policies associated with the rehabilitation of the waterfront (Policy 1B), strengthening the economic base of a small harbor (Policy 4), placement of erosion protection structures (Policies 13 and 14), dredging (Policies 19 and 19A), and efficient use of dock facilities (Policy 21A).

Description of Project:

The primary phase of the project is the dredging of the village marina. See Figure 8. This would be followed by construction of the

shoreline protection structure, which is expected to be bulkheading, and related marina facilities designed for small boats. The design of this work shall be coordinated with the proposed shoreline protected pedestrian walk and related improvements on West Water Street. Dredged spoil will be placed where appropriate at the edge of the marina and in the vicinity of the Villas of Sag Harbor.

The longer-term, periodic maintenance dredging in the harbor is primarily involved with the channel from the N.Y.S. Route 114 bridge to the Narrows. See Figure 9. The project channel in this area is approximately 100 feet wide and seven feet deep. Tributary channels in Upper Sag Harbor Cove are far more sensitive in terms of potential adverse environmental impacts. Maintenance dredging there should be carefully reviewed on a case-by-case basis.

Cost Estimate:

This project involves dredging which will be accomplished by the Suffolk County Department of Public Works staff as a part of their budget. In addition the elements are estimated to cost the following amounts for preliminary budget purposes:

Planning		$ 10,000
Construction		
Bulkheading	$180,000	
Marina facility	25,000	
	$205,000	
Contingencies	25,000	$225,000
TOTAL		$235,000

Source of Funding:

Funding for the village marina opposite Baron's Cove will come from three sources:

1. Dredging: Suffolk County 1984-1985 budget — NA
2. Bulkheading: U.S. Army Corp of Engineers Emergency Bank Protection under Section 14 of 1946 Flood Control Act — $165,000

3. Marina facility and remainders:

village general fund	70,000
Total	$235,000

Time Schedule:

Shore protection, in this case including maintenance dredging, is an emergency measure. It should be considered for implementation as soon as possible. The construction time is estimated to be three to six months.

Marina facilities should be installed shortly thereafter or possibly as an extension of the bulkheading work. The time required, given good weather, would be no longer than three months.

Specific Steps to be Taken:

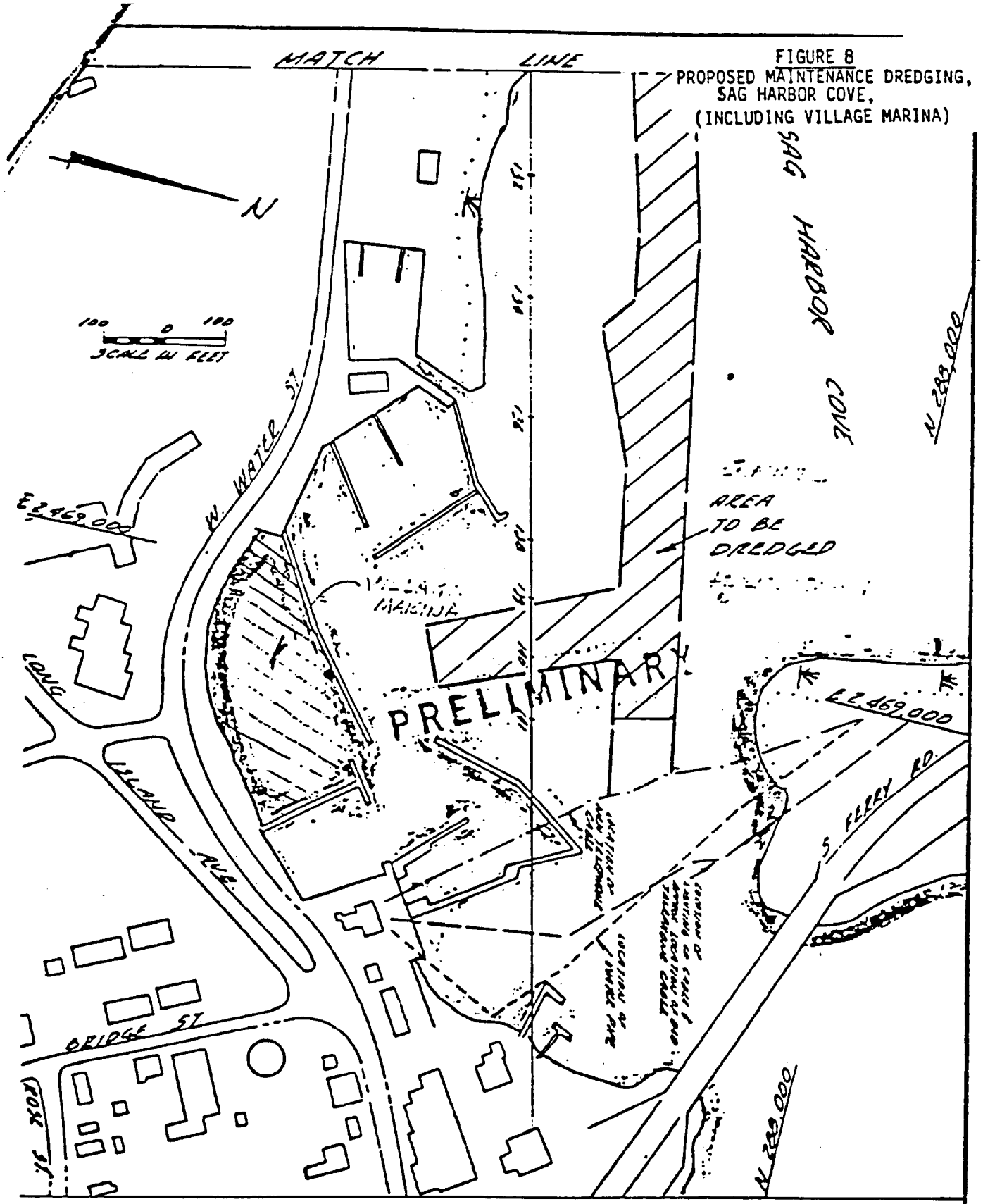
The Department of Public Works has obtained all the necessary permits for a maintenance dredging project. These permits will need to be amended to cover the proposed shore protection measures. This will involve:

A) Town of Southampton Trustees of the Freeholders and Commonality: Permit for bulkhead.

B) N.Y.S. Department of Environmental Conservation: Tidal Wetland Permit and Protection of Water Permit.

C) U.S. Army Corps of Engineers Permit for bulkhead.

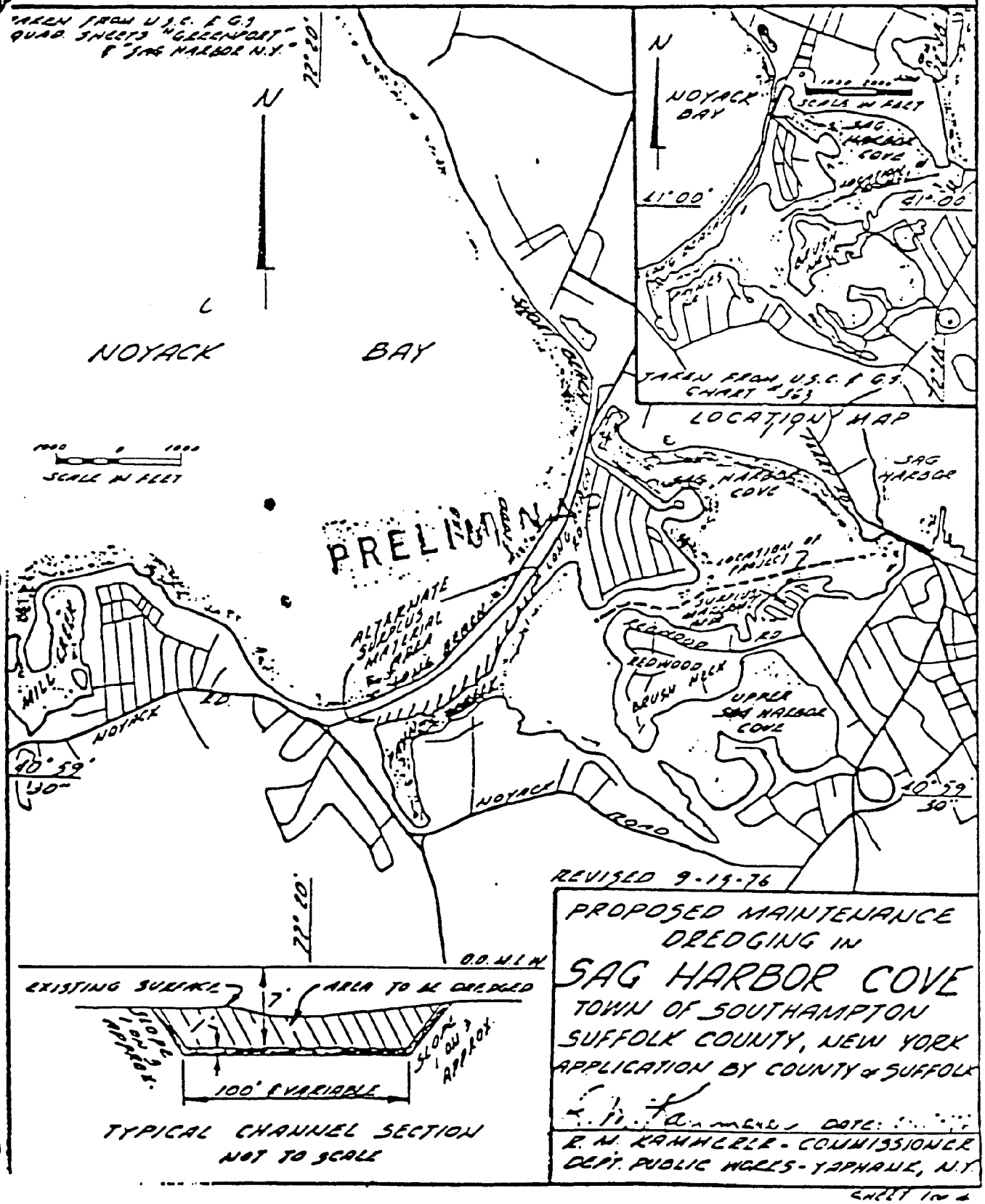
FIGURE 8
PROPOSED MAINTENANCE DREDGING,
SAG HARBOR COVE,
(INCLUDING VILLAGE MARINA)



PROPOSED MAINTENANCE DREDGING IN SAG HARBOR COVE-
TOWN OF SOUTHAMPTON - SUFFOLK COUNTY - NEW YORK
SHEET 2 of 6

FIGURE 9

PROPOSED MAINTENANCE DREDGING, LOCATION AND TYPICAL CHANNEL SECTION, SAG HARBOR COVE



A10 - Rehabilitate Haven's Beach

This project will support the LWRP Policies related to the revitalization of underutilized waterfront (Policy 1), increased access to recreation resources and facilities (Policies 19 and 19A), and increased access to publicly-owned foreshore (Policy 20).

Description of Project:

The project is not complex in that the only substantial construction work to be done is a proposed comfort station, which will include handicap accessibility, and a picnic shelter. Other project improvements are an expanded picnic facility with new furniture, a relocated playground area with some new playground equipment, and an improved parking area. The project is concentrated to the west of the loop driveway. However, consideration should also be given to the potential restoration of a marsh pond environment in a limited portion of the land area to the east of the active recreation facility. This would treat storing water runoff flowing through the area to the bay from the adjacent residential development to the south. (See Addendum for subsequent planning).

Cost Estimate:

The preliminary estimate of project improvement costs is as follows:

Planning		$ 15,000	
Construction			
Comfort station/shelter	$43,000		
Picnic facility (tables benches, barbacue grills, and litter receptacles	11,500		
Relocated and new play-ground equipment	15,000		
Beach shelter	8,200		
Parking area improvements	45,000		
Lighting	9,000		
	$131,700		
Contingencies	13,300	$145,000	
TOTAL			$160,000

Sources of Funding:

This beach improvement project was the subject of an application under the Land and Water Conservation Fund.

The proposed sharing of the estimated project cost is as follows:

Federal	$ 80,000
Village	80,000
Total	$160,000

Time Schedule:

The project starting date was originally set for January 1, 1984, with completion by September. However, the village did not receive approval of the project grant. There is a question as to whether such a grant application will be approved. As a result, the starting date may depend on village funding. Once started the site plan will be completed within three months. Bidding for the construction contracts will be completed within 45 days. The construction phase should be completed with-in nine months. Overall project time is expected to be 14 months.

Specific Steps to be Taken:

Although only a general concept plan has been completed to date, the programmed improvements - the comfort station, picnic shelter, picnic and playground areas, beach shelter and the parking improvements - are relatively simple in design and construction. The final site plan showing their locations on the site will be draw upon project grant approval.

A11 - Reconstruct Otter Pond Culvert

Once completed this reconstruction project will be beneficial to several LWRP Policies associated with the protection of tidal wetlands, Policy 7A, and the protection of fish and wildlife resources from pollutants, Policy 8. In addition it will improve vehicular access to the waterfront.

Description of Project:

The project is to reconstruct the culvert-bridge as an integral part of a modified horizontal alignment improvement on the roadway itself. See Figure 10.

Cost Estimate:

The total cost is estimated to be $600,000. It is in the New York State Budget for the fiscal year 1984-1985. This includes all phases of the culvert, bridge and roadway reconstruction. A breakdown for the specific costs is not yet available.

Source of Funding:

The project is already approved for funding by the N.Y.S. Department of Transportation which will be responsible for the project. The majority of the estimated cost will be funded by the State. The remainder will be funded by the village.

State	$564,000
Village	36,000
Total	$600,000

Time Schedule:

The exact time schedule for each stage of the project is undefined yet funding is for the State fiscal year of 1984-1985. Thus, completion of the project is expected to be within this time period.

A12 - Sag Harbor Cove and Upper Sag Harbor Cove Tidal Flushing Investigation and Improvement, If Necessary

This investigation and potential improvement is closely related to Policies 7A, 9 and 31.

Description of Project:

The initial step in this project is to engage a professional consultant to investigate the tidal flushing action in these water bodies. If in his opinion corrective action is needed to achieve an adequate flushing action, the second step will be to design such a corrective action and seek funding to construct it.

Cost Estimate:

It has been estimated that step one will cost approximately $3,000. If step two becomes necessary, the cost will depend on the nature of the corrective action. This cannot be determined at this time.

Time Schedule:

An early start on step one would be desirable since the results of the investigation may modify other projects and actions.

Specific Steps to be Taken:

This project should be undertaken cooperatively with the Town of Southampton and with the Trustees of the Freeholders and the Commonality of the Town of Southampton.

4B.2b Private Projects:

B1 - Improve Private Parking Facilities Throughout the Village Business Center/Waterfront

Although this is not the only project concerned with adequate parking, it focuses particularly on private offstreet parking facilities. Policy 5B simply states that more adequate parking in the vicinity of the waterfront business district should be encouraged.

Description of Project:

Improvements to be made in privately owned parking areas include repaving, landscaping, lighting, and sign placement. Some parking areas may need to be redesigned for more efficient use. For example, many of the private parking areas behind the shops are relatively unimproved and generally unattractive in appearance.

Cost Estimate:

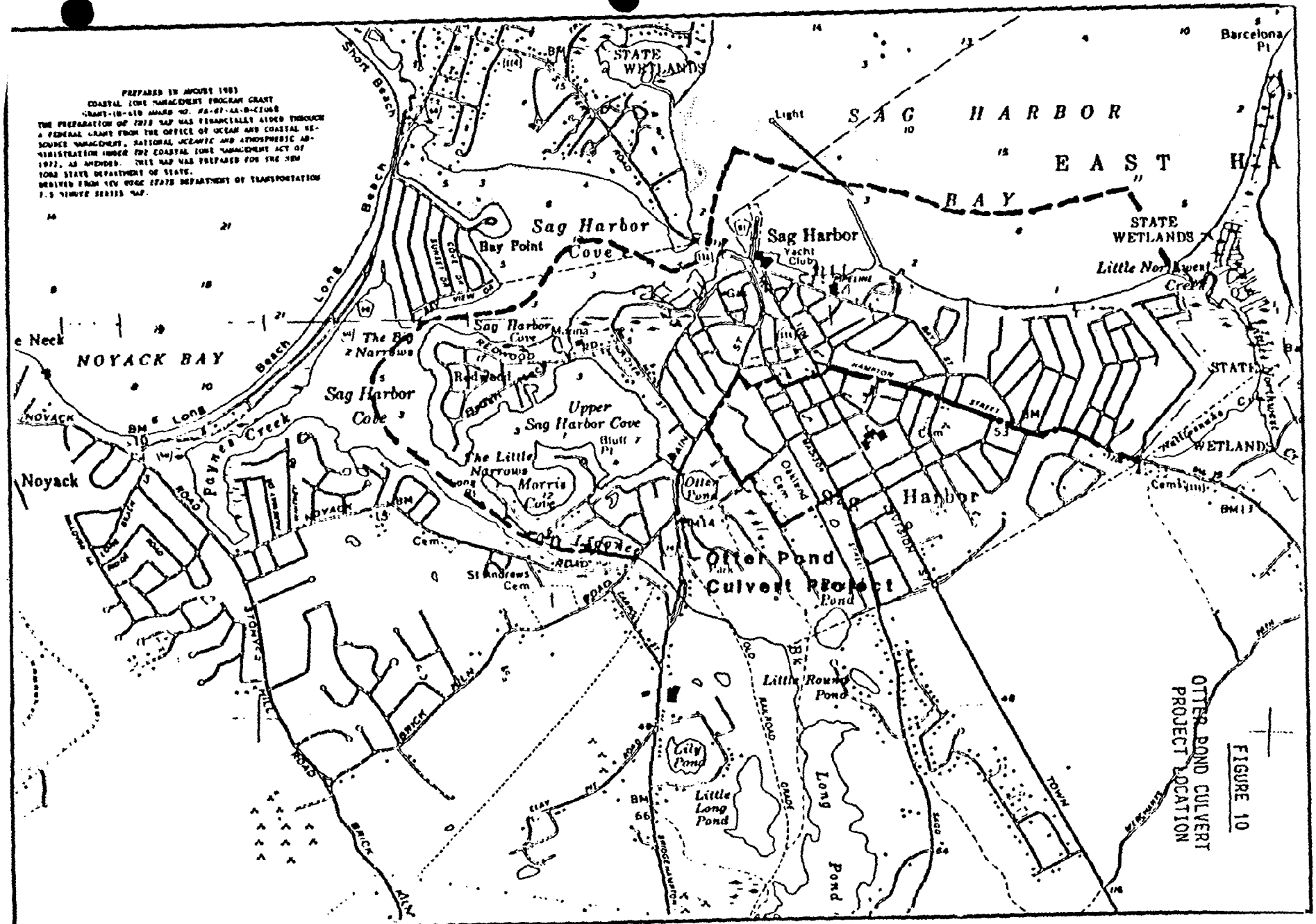
The estimated cost of repaving, sign placement, lighting and landscaping is estimated at $90,000. This figure is based on improvements made in a municipal lot with a parking capacity of 101 cars with provision for additional landscaping and lighting costs.

Source of Funding:

Necessary upgrading of privately owned lots can be encouraged by means of incentive grants or loan assistance. In the past, monies have been allocated through Community Development Block Grant.

Time Schedule:

Some private lots within the business area have already been upgraded. Most of the parking areas within the waterfront area still need to be improved. Necessary improvements will be made as funds become available to private property owners.


PREPARED IN AUGUST 1981
COASTAL ZONE MANAGEMENT PROGRAM GRANT
GRANT-NO-618 AWARD NO. #A-87-AA-D-CZ068
THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE OFFICE OF OCEAN AND COASTAL RESOURCE MANAGEMENT, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION UNDER THE COASTAL ZONE MANAGEMENT ACT OF 1972, AS AMENDED. THIS MAP WAS PREPARED FOR THE NEW YORK STATE DEPARTMENT OF STATE.
DERIVED FROM NEW YORK STATE DEPARTMENT OF TRANSPORTATION 7.5 MINUTE SERIES MAP.
SAG HARBOR
EAST HA
BAY
NOYACK BAY
Sag Harbor Cove
Bay Point
Sag Harbor
Yacht Club
STATE WETLANDS
Little Northwest Creek
Barcelona Pl
Short Beach
Long Beach
Noyack
Noyack Rd
Payne Creek
Sag Harbor Marina
The Big Narrows
Redwood Brook
Upper Sag Harbor Cove
The Little Narrows
Morris Cove
Bluff Pl
Otter Pond
Otter Pond Culvert Project
Otter Pond Park
Harbor
Little Round Pond
Lily Pond
Little Long Pond
Long Pond
Brick Hill Road
Clay Pit Road
Bridgehampton
Old Indian Trail
Old Stage Road
Main St
Hampton St
Division St
Union St
Cemetery
St Andrews Cem
Noyack Cem
Old Burying Ground
Waldenwoods
WETLANDS
BM 66
FIGURE 10
OTTER POND CULVERT
PROJECT LOCATION

B2 - Convert Bulova Watchcase Factory into Residential Condominiums

This project is expected to be economically beneficial to the village and supportive of Policies 1, 4, 23 and 23A.

Description of Project:

The conversion plan is to create a luxury second home development. The desired market would be young to middle aged, middle to upper income families. There would be approximately 75 apartments most of which will be one or two bedrooms with a few studios. Other amenities include a swimming pool, tennis courts and below grade parking. Specific use by level will be:

First level - residential space, a swimming pool, health club, interior court yard, HVAC equipment, and storage space.

Second level - reception area, security office, and residential space.

Third and fourth levels - residential space.

The below grade parking will provide 128 parking spaces for 98 residential units with three street-level entrances. See Site Plan, Figure 11.

Keeping in mind the historical character of the village, conversion plans will include complete restoration of the building exterior to its original historic facade. Building and property changes to be made are:

1. Removal of an addition built in the courtyard to expand the available private open space. Brick obtained from the demolition of the interior courtyard will be re-used for new construction and renovation work so that the entire exterior facade will blend in.

2. A one-story addition to each of the two front wings in order to architecturally balance the building.

3. Restoration of the watch tower which had been destroyed during one of the east end's major hurricanes.

4. The conversion of the row of garage units along George Street into townhouses.

5. A new entrance with canopy will be added on the south side of the building for vehicular access. On the west side facing Church Street will be a pedestrian entranceway.

6. Complete roof replacement will increase the amount of insulation as is required. The new roof will have an historic design with overhanging roof configuration and support brackets centered between the window bays.

Cost Estimate and Source of Funding:

The estimated budget for all phases of renovation is $3,000,000. The owners to date do not foresee any financing by debt. It will be entirely funded with private equity monies.

Time Schedule:

The design phase of the project is complete. The village has approved the conversion plans in accordance with the Historic District regulations. No actual work has been started due to unpublicized delays by the property owners. Project commencement and completion will be set by the property owners.

B3 - Rehabilitate Properties in the Former Gristede's (A&P) Area

This rehabilitation project will be beneficial to several LWRP Policies. These policies deal with the revitalization of underutilized waterfront (Policy 1), the strengthening of the economic base of a small harbor (Policy 4), and increased access to publicly-owned foreshore (Policies 20 and 20A).

Description of Project:

At present there are no known plans for all the properties' precise reuse. However, rehabilitation of the Gristede's is underway. In order to be supportive of the above mentioned LWRP policies it is desirable that the property be tied in with the shoreline promenade from the Long Wharf area. These properties will benefit naturally by coordinating their off street parking and pedestrian access plans.

Cost Estimate:

Since this is essentially a private development project, there is no public cost estimate.

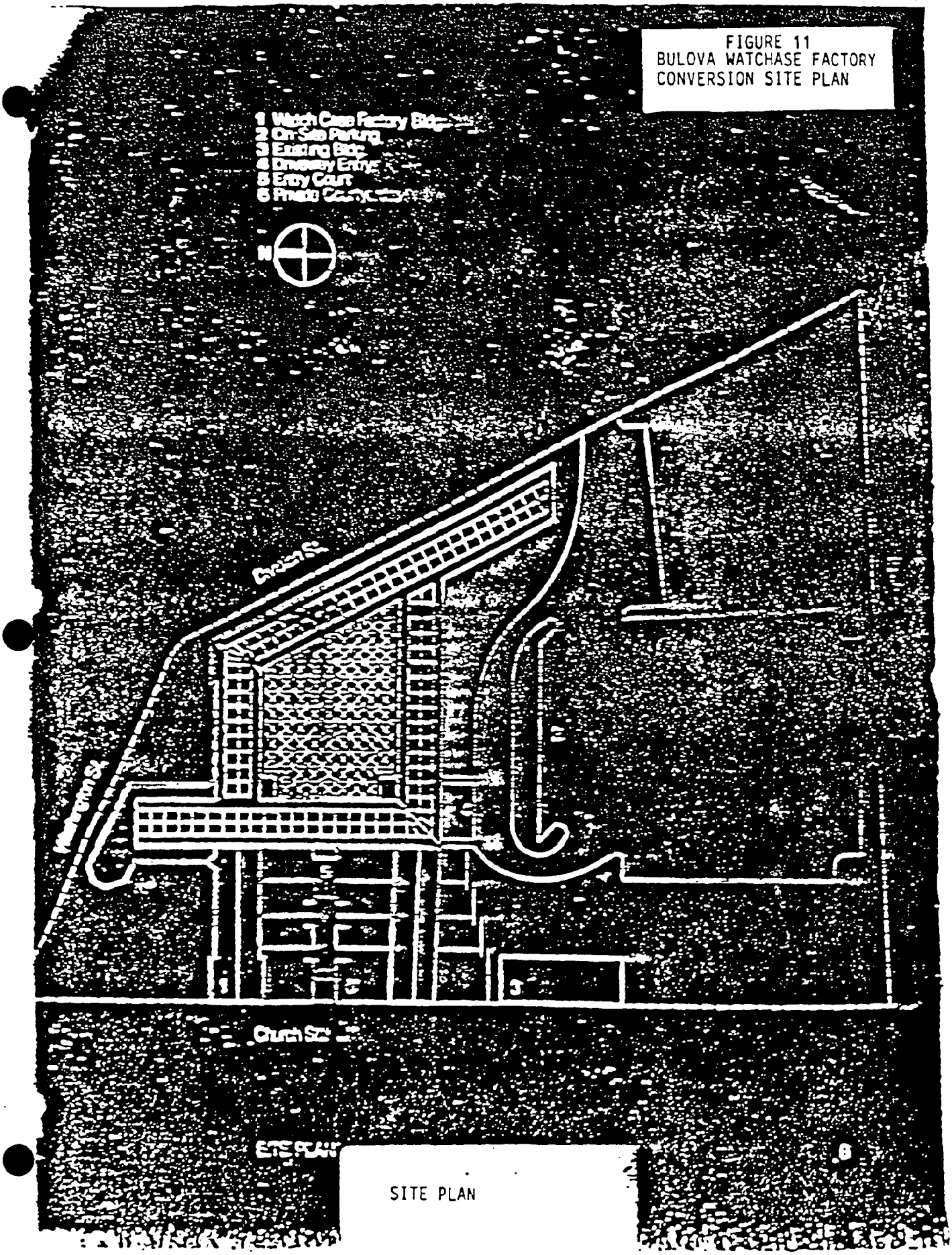
Source of Funding:

Since the property is privately owned any development or repairs would be funded by the existing owners. However, in order to encourage the promenade extension to be a part of the property some form of incentive grants could be made available.

Time Schedule:

Completion of building repairs should be within six months. Time schedule for any further development of the property will be set by the property owners.

FIGURE 11
BULOVA WATCHASE FACTORY
CONVERSION SITE PLAN



SITE PLAN

B4 - Develop More Motel Accommodations

As part of the LWRP this project, once implemented, would support several local and state policies. Such policies are concerned with the strengthening of the economic base of a small harbor (Policies 1 and 4), and the expansion of transient motel accommodations (Policy 4A), the location of development in areas where public services and services essential to such development are adequate (Policy 5 and 5A).

Description of Project:

The motel district in the Village is intended to encourage future availability of transient accommodations. Is is so focused that neighboring motels may reinforce each other in terms of group gatherings. Sag Harbor would be an ideal location for conferences and seminars both off and on season. Promoting the Village as such would increase both the economic base and employment opportunities year-round.

Cost Estimate and Source of Funding:

The project involves private development. Thus no cost estimates are available. Motel improvements would be funded appropriately by private or public monies.

Time Schedule:

There is no established time period for this project. Any type of improvements or construction work would depend upon monies available.

SECTION V

TECHNIQUES FOR LOCAL IMPLEMENTATION OF THE PROGRAM

SECTION V. TECHNIQUES FOR LOCAL IMPLEMENTATION OF THE PROGRAM

5A. Local Laws and Regulations Necessary to Implement the LWRP

5A.1 Existing Local Laws and Regulations

5A.1A Chapter 55, Zoning

(1) The various articles of the Zoning Chapter, a primary tool for the implementation, establish not only the use specific districts in the waterfront area but also the standards for these uses which are to be implemented and guided through a site plan review procedure (three or more family dwellings and all non-residential building permit applications). Recent comprehensive amendment and recodification of the Zoning Chapter design to implement this LWRP, among other things, included three new districts: the RM Resort Motel, WF Waterfront and MA Marine Districts.

(2) The basic land use elements of the chapter implement several policies:

Policies 1, 1A and 1B: It guides development activities into areas most appropriate for them, through site plan review, and implements the policy standards which ensures the retention of compatible small-scale development and open space patterns.

Policy 2: The new WF Waterfront and MA Marine Districts specifically allow such water-dependent uses as marinas and commercial passenger ferry docking, while prohibiting non-water related uses such as residential dwellings including condominiums.

Policy 4, 4A and 4B: Traditional small harbor activities are protected by the chapter in which plan review serves to implement the standards set forth in these policies regarding the scale of development necessary to maintain the existing character of the

waterfront area. It also provides for a concentration of transient accommodations in the new RM Resort Motel District.

Policies 5, 5A, and 5B: The Zoning Chapter implements these policies in that intensive land uses such as offices, retail stores, and other personal service facilities are limited to the VB Village Business District and intensive residential uses are limited to the sewer service area.

Policy 6: The recent designation of the WF Waterfront and MA Marine Districts in the chapter helps implement the policy by increasing predictability for developers. The site plan review procedure will coordinate and shorten the review procedures.

Policies 11, 12, 14 and 17: Article XVII of the chapter, "Tidal Flood Hazard Overlay District", implements the policies and also the federal Flood Insurance Program by setting up standards for activities in flood and erosion prone areas. The site plan review procedure would ensure compliance in the instances where it is applicable. Further, the Chapter requires that all beach and dune habitats in residential districts be preserved in their natural state.

Policies 19 and 19A: Article XVI of the chapter, Site Plan Review, provides for site plan review to ensure that village standards and objectives, including those of the LWRP with reference to improved and renovated public access to the public waterfront commensurate with the capacity of the resource or facility and the need to protect historic and natural resources, are realized.

Policy 21: The new WF Waterfront and MA Marine Districts make explicit provisions for priority to be given to water-dependent recreation use of waterfront lands and, through site plan review, the coordination of adjacent development proposals, the general enhancement of the area and thus the implementation of polic'sy standards.

Policy 23: Article XV of the Zoning Chapter, Historic District, provides for the designation of an historic area and landmark structures as well as their protection by regulation of activities related to them and thus implementation of this policy's standards.

Policy 25: Article XI, Section 55-11.7, through site plan review in appropriate cases, implements the standards in this policy regarding the types and impact of signs.

Policy 33: Article XVI, Site Plan Review, includes the requirement that stormwater be collected by on-site drainage facilities and be subject to a sedimentation process in accordance with village standards and objectives, including those of this LWRP.

Policy 34: The Zoning Chapter supports this policy's standards by requiring that marinas provide for the collection of boat-generated solid wastes.

Policy 36: Sections 55-9.2, D.,(f), and 55-10.2, D.,(f), of the chapter contain standards to implement the policy regarding fuel oil storage facilities on the waterfront which would be essential to obtain site plan review approval.

Policy 39 and 44: The chapter contains a provision in each residential district requiring the preservation of tidal and freshwater wetlands in their natural state.

5A.1b. Chapter 12, Bulkheading, Dredging and Canals

(1) This local law recognizes and ecological consequences of bulkheading, dredging and canal construction and regulates such activities within the village.

(2) Policies 7A, 7B, 8 and 35: The chapter prohibits any activity which will adversely affect marine life in the wetland areas.

Policy 14: The chapter provides standards that bulkheading, dredging and canal construction is not permitted if the activity shall be found to materially contribute to erosion of the shoreline.

Policy 19: The chapter requires consideration of hazards to people walking along the beaches of the village and also the creation of unreasonable traffic.

5A.1c. Chapter 43, Sewers

(1) This chapter designates the areas to be served by the municipal sewerage system and the standards applicable to such use.

(2) Policies 8, 30 and 32: The chapter designates specific sewerage service areas, mandates connection of all uses in the area to the system, and, in combination with the Zoning Chapter's land use districts, implements these policies by restricting large-scale development to sections of the village served by the sewerage system.

5A.1d. Chapter 46, Subdivision of Land

(1) The chapter provides procedures, standards and requirements to be applied in approving the subdivision of land.

(2) Policies 1, 1A, 1B, 11, 13, 14, 17, 20A, 22, 33, 37, 38 and 44: This chapter provides for Planning Board review of subdivision plat designs with reference to the

preservation of natural features, the provision of park space and standards for public improvements, among other things, which would serve to implement these policies.

5A.1e. Chapter 53, Waterways

(1) This chapter is concerned with the operation of boats and with certain other activities on the coastal waters.

(2) Policy 21A: Procedures and regulations are provided for the mooring of boats, effective use of the harbor area and protection of channel access.
Policy 34: Standards are implemented by this chapters Section 53-4, Sanitation Prohibitions.

5A.2 New Local Laws and Regulations

5A.2a. Site Plan Review Rules and Regulations

(1) Chapter 55, Zoning, in Article XVI provides that the Planning Board shall adopt such rules and regulations as it deem necessary in discharging its responsibility with reference to Article XVI.

(2) Chapter 55, Zoning, Article XVI, provides for site plan reviews and regulations.

5A.2b. Local Environment Review Law

(1) Chapter 55, Zoning, in Article XVI provides for the coordination of the site plan review process with the environmental review process and designates the Planning Board as the lead agency for the village on such reviews.

(2) Chapter 15 provides for a local law entitled the Environmental Quality Review which is compatible with the New York State Environmental Quality Review Act (SEQRA).

5B. Other Public and Private Actions Necessary to Implement the LWRP

5B.1 Local Government Actions Necessary to Implement the LWRP

In addition to enactment of the necessary local laws, and regulations, and the implementation of the improvement projects described in Section IV, the Village Board of Trustees shall initiate the following additional actions necessary to implement the LWRP.

5B.1a. Establish LWRP as a public working document

(1) Village codes recognize the LWRP as a basic working guideline for all actions within its boundaries in extension of, and integrated with the village's comprehensive plan and its related implementation measures as a prerequisite to approval by the state and federal governments.

(2) Formal recognition and availability of a duly adopted LWRP becomes the basis for informing, educating and gaining continuing public support with reference to LWRP policies and actions. Similarly it should assist in presenting the LWRP to other governmental agencies, authorities and corporations.

5B.1b. Identify and establish responsibilities of all village agencies and key staff involved with LWRP policies and actions

(1) Village codes identify the village agencies and key staff responsible for implementing the LWRP. The LWRP shall be a management plan.

(2) This step is basic to establishing the communication and educational network needed to make the LWRP a "living" document among those in village government and to avoid errors of omission in its regular workings.

5B.1c. Educate key village staff members

(1) Supervisory personnel need to understand the LWRP policies and actions to be effective in implementing them.

(2) Once adopted the Village Board shall convene key staff members for a seminar or seminars on the policies and actions, providing summary statements for instructional and future reference materials.

5B.1d. Develop public awareness, participation and support for the LWRP and its implementation

(1) This process has already begun with the appointment of an Advisory Committee, public information meetings, discussion and newspaper coverage. They shall be continued at appropriate junctures as the LWRP is implemented.

(2) In local government, public awareness, participation and support are essential to achieve the consensus necessary for significant village government legislation and expenditures.

5B.1e. Search for means, including funding, to accomplish those projects for which such resources are not now available

(1) The LWRP includes actions for which the village lacks the necessary resources. An integral part of the LWRP process is the search for such resources. With approval of the LWRP, the village expects to enlist the assistance of DOS in surveying the potential of state agencies and programs. The village has already benefitted by such exploration in Suffolk County.

(2) Implementation depends on adequate resources including the technical, financial and possible legislative resources of other levels of government. The village considers the consistency doctrine an important element in eliminating confusion in this implementation process.

5B.1f. Initiate actions on a timely basis

(1) The LWRP itself indicates a general schedule of actions. This feature shall be the basis for programming activities in the village, providing that the means, including funding are available.

(2) A successful LWRP depends on a sense of progress. Momentum is important in terms of public awareness, participation and support as well as in gaining the assistance of other governmental agencies, authorities and corporations.

5B.1g. Review of the LWRP on a periodic basis

(1) As with all comprehensive planning documents the planning process is a continuing one of an evolutionary character. In some situations a five year fiscal year interval is used for a general review. In the case of the LWRP, where implementation is a major element, lesser reviews shall be incorporated as individual actions are implemented.

(2) Even though policies remain the same and investments through implementation are expended, the village may find that the context in which these policies and investments function are subject to change. The significance of such changes must be assessed and modifications in the LWRP considered in appropriate cases.

5B.1h. Continue contact with other agencies of government, public authorities and corporations and with private organizations

(1) The LWRP shall be considered an ongoing program, not a "one-shot" proposition. As a result the village management of the program shall include a reasonable degree of interaction with outside agencies concerned with LWRPs and the state-of-the-art in coastal management. Although the current LWRP represents the environment and resources available at this time, the leadership needs to update its understanding of the potential changing environment and state-of-the-art through inter-municipal and inter-agency communications, if the LWRP is to be a "living" document.

2) Specific inter-municipal and inter-agency actions necessary to implementation of the LWRP include the following:

- Develop a cooperative program with the Town of Southampton to protect the Ligonee Brook drainage line, its natural vegetation and the productivity of Upper Harbor Cove and Sag Harbor Cove.
- Study tidal flow in Sag Harbor Cove to determine if modification is needed to Redwood Road Culvert or any other location to improve water quality and habitat in conjunction with the Town of Southampton and its Trustees of the Freeholders and the Commonality.
- Prepare a tourist information package, especially for ferry passengers, in cooperation with tourist agencies.
- Study and develop amendments to Chapter 53, Waterways, on a cooperative basis with the Trustees of the Freeholders and the Commonality.

5B.2 Private Actions Necessary to Implement the LWRP

5B.2a. Participate in public meetings and support their conclusions as found in the adopted LWRP

(1) Residents and businessmen in the village shall have an opportunity to help shape the LWRP. Once adopted they shall be expected to support its policies and actions. Opportunities to do so will occur as the village seeks to adopt laws and regulations and undertake particular projects.

(2) It has long been recognized that positive public support is important in any public implementation program. Further, private leadership representations and testimonials on occasion open up opportunities in both the private and public sectors that would not ordinarily be available.

5B.2b. As individuals or community organizations, contribute work, land, funds or other resources to the implementation of the LWRP

(1) As a part of the village effort individuals or community organizations shall be given the opportunity to voluntarily contribute work, land, funds or other resources to realize the policies and actions of the LWRP. This may take the form of contributions to operational aspects of Sag Harbor's traditional harbor community. Activities such as these are already being undertaken by such organizations as the Sag Harbor Preservation Commission.

(2) In the final analysis the people of the Village of Sag Harbor are the ones that will breathe life into the LWRP if the village is not to become simply a museum with necessary paid caretakers.

5B.2c. As businesses and commercial property owners, establish commercial activities which enhance the waterfront and promote the policies of the LWRP

(1) Commercial activities are projected as a major element along the cental waterfront. Business investments and objectives will play an important part in the future character and vitality of the waterfront. As a part of its promotion of its educational and promotional program, village leadership should continue to seek the support and active help of the business community, both individually and in organizations.

(2) In "showcase" situations such as the Sag Harbor central waterfront the difference between an adverse or beneficial business operation can be significant for the general welfare of the entire undertaking. As a result the spirit in which the business community addresses the development of this area will be particularly important. Special note shall be given to the coordination of

activities and site development with the very closely related existing and proposed public facilities along the waterfront. Initiative in this latter area shall be sought rather than simple compliance with administrative and enforcement measures.

5C. Management Structure Necessary to Implement LWRP

Once the Village of Sag Harbor's Local Waterfront Revitalization Program has been accepted as an element in the State Coastal Management Program both federal and state agencies will have notice of the approved LWRP Policies, Land and Water Use Plan and Projects. As a result proposed federal and state actions are expected to be consistent with the Sag Harbor Local Waterfront Revitalization Program. This potential awareness of the Program, however, may not be as easily achieved with reference to local public and private actions. Therefore, an important overall management objective for the Village of Sag Harbor shall be to raise the level of public awareness of the LWRP and its character. In part this is to be accomplished through conceiving of the Program as an extension of the village master plan and its related implementation measures. More specifically, it shall be referred to in connection with planning and zoning matters as well as with capital improvement project planning as a public educational process. In effect it shall be woven into the village's overall public relations activity.

The following features of the management structure provide the means for implementing the LWRP as well as promoting it.

5C.1 Overall management and coordination

The Mayor, as executive officer, and the Village Board of Trustees, as the legislative body, shall be responsible for overall management and coordination of the LWRP. This is in

accordance with their customary duties in a small village government. The Village Board of Trustees conducts its business at public meetings generally covered by the local newspapers.

The Village Clerk-Treasurer shall serve as office manager and director of a communication center/clearing house for those engaged in the program.

5C.2 Assignment of specific responsibilities for implementation and management

Each Trustee on the Village Board of Trustees is assigned responsibility for one of the following discrete elements of the village administration and management program;

- General administration and police department
- Fire department and street lighting
- Buildings, parks, recreation and beaches
- Public works, roads and trees
- Sewers, docks and planning board

As particular LWRP activities touch on these elements the assigned Village Board Trustee shall be delegated to manage the activity within the general context and parameters of the overall LWRP management.

5C.3. Procedures to be used to ensure that all local actions comply with LWRP Policies

All village action to be undertaken within the LWRP area shall be logged in by the Village Clerk-Treasurer and routed to the Mayor and Village Board of Trustees for a determination, as to their consistency with LWRP Policies and Land and Water Uses (Section IV). The Village Clerk-Treasurer shall also take appropriate action to establish communications with the sponsor so that further information may be obtained and, if desired, work sessions can be initiated.

The Mayor and Village Board of Trustees shall refer the action to the Planning Board for both an advisory opinion and SEQRA review prior to granting any approval.

Private actions within the LWRP area shall be logged in by the Village Building Inspector, or such other village official as may be assigned administrative responsibility for the subject application. Such applications shall be routed to the Planning Board for a determination as to their consistency with LWRP Policies and the Land and Water Uses (Section IV), as well as for any other review or determination required by local law, including the SEQRA review when the Planning Board is the lead agency.

5D. FINANCIAL RESOURCES NECESSARY TO IMPLEMENT THE LWRP

5D.1 Summary

This summary of local, public and private financial resources which are available or will become available to implement the LWRP is of necessity anticipatory. Funding sources are not as yet clearly available for long-range projects. It is assumed that local government's financial resources for all governmental purposes will continue to include such programs as revenue sharing. Sources of funds for the projects listed in Section IV are listed here.

Project and Funding Source	Federal	State	County	Local
A1 Reconstruct Long Wharf				
Economic Development Administration	$612,500		$612,500	
A2 Rehabilitate Bay Street and West Water Street Implementation Plan				
Coastal Management Program	50,000			
Community Development Block Grant	312,500			

	Project and Funding Source	Federal	State	County	Local
	Land and Water Conservation Fund	100,485			100,585
	CHIPS		114,400		
	Village				473,730
A3	Improve Windmill Park				
	Land and Water Conservation Fund	$ 62,500			$ 62,500
A4	Renovate Marine Park and Marina				
	Land and Water Conservation Fund	$ 69,300			$ 69,300
	Small Navigations Project, CE	$381,500	18,500		
A5	Acquire Mobil Fuel Oil Storage Facilities and Related Properties				
	Land and Water Conservation Fund	$ 33,000[a]			$ 33,000[a]
	Town of East Hampton Trustees of the Freeholders and Commonality				$ 10,000[b]
A6	Complete Main Street Sidewalk Reconstruction				
	Consolidated Local Street and Highway Improvement Program (CHIPS)			$108,000[c]	
A7	Old Village Rehabilitation Area				
	Community Development Block Grant	$350,000			
A8	Improve Village and SPLIA Properties				
	Land and Water Conservation Fund			$108,000[d]	$ 25,000

Project and Funding Source		Federal	State	County	Local
A9	Improve Village Marina on West Water St. Opp-site Baron's Cove				
	U.S. Army Corps of Engineers Emergency Bank Protection under Sec. 14 of 1946 Flood Control Act	$165,000			$ 70,000
A10	Haven's Beach Rehabilitation				
	Land and Water Con-servation Fund	$ 80,000			$ 80,000
A11	Otter Pond Culvert Reconstruction Project				
	N.Y.S. Department of Transportation		$564,000		$ 36,000
A12	Sag Harbor Cove and Upper Sag Harbor Cove Tidal Flushing Investig-ation and Improvement Plan				$ 3,000
	TOTALS	$2,216,785	$894,400	$631,000	$963,115

(a) This does not include land acquisition costs since no appraisal or negotiation has been undertaken as yet.

(b) Proposed Trustees of the Federation and Commonality share of boat launching ramp cost.

(c) CHIPS money already committed.

(d) CHIPS funding anticipated in the future.

5D2. Other Public and Private Implementation Actions

5D.2a. Other Public Implementation Actions

All procedures related to the adoption of local laws and regulations (5A.2 above) as well as other actions (5B.1 above) and the management system shall be financed from the Village's General Fund.

5D.2b. Private Implementation Actions

All private projects listed in Task IV as items 4B.1, B1 through (B4), shall be privately funded with the possible exception of incentive grants secured through application for Community Development Block Grant Funds.

All other private actions necessary to implement the LWRP shall also be privately funded.

5E. Summary Chart of Actions Implementing Policies

In addition to those criteria and standards set forth in the policy statements and in the LWRP Land and Water Use Map, Map 1, the following summarizes the existing or proposed local laws, local government actions and private actions designed to implement this LWRP.

Policy	Implemented or Enforced By
1	Chapter 46, Subdivision of Land Chapter 55, Zoning
1A	Chapter 46, Subdivision of Land Chapter 53, Waterways Chapter 55, Zoning Proposed new Local Environment Review Law
1B	Chapter 43, Sewers Chapter 46, Subdivision of Land Chapter 55, Zoning Proposed new Local Environment Review Law Town Trustees of the Freeholders and Commonality Rules and Regulations Public projects, A1, A2, A3, A4, A5, A6, A7, A9, and A10 Private projects B1, B2, B3 and B4
2	Chapter 55, Zoning Public projects A1, A2, A3, A4, A5, A9 and A10
4, 4A and 4B	Chapter 55, Zoning, particularly with reference to RM Resort Motel, WF Waterfront and MA Marine Districts Public projects A1, A2, A3, A4, A6, A7, A8 and A9 Private project B4
5, 5A, and 5B	Chapter 55, Zoning, particularly with reference to VB Village Business District Public projects, A1, A2, A3, A4 and A5 Private projects B1 and B2
6	Chapter 55, Zoning, including specifically the site plan review procedure relationship to SEQRA actions Section V, C., Management Structure Necessary to Implement LWRP

7A and 7B	Chapter 12, Bulkheading, Dredging and Canals Chapter 43, Sewers (Suffolk County Department of Health Services and Sanitary Code by reference) Chapter 46, Land Subdivision Chapter 53, Waterways Chapter 55, Zoning, particularly with reference to preservation of wetlands and beach and dune habitats, natural vegetative buffer and drainage in site plan review Proposed new Local Environmental Review Law Town Trustees of the Freeholders and the Commonality Rules and Regulations Public project A12
8	Chapter 43, Sewers (Suffolk County Department of Health Services and Sanitary Code by reference) Chapter 55, Zoning
9	Chapter 12, Bulkheading, Dredging and Canals Chapter 53, Waterways Chapter 55, Zoning Proposed new Local Environmental Review Law Town Trustees of the Freeholders and Commonality Rules and Regulations Public projects A1, A2, A3, A4, A5 and A9
11, 12, 14 and 17	Chapter 55, Zoning, particularly with reference to the Tidal Flood Hazard Overlay District and the provisions for preservation of the wetlands and the beach and dune habitats
13	See standards in policy
15	Chapter 12, Bulkheading, Dredging and Canals
16	See standards in policy Chapter 12, Bulkheading, Dredging and Canals
19 and 19A	Chapter 12, Bulkheading, Dredging and Canals Chapter 55, Zoning, particularly with reference to site plan review Public projects A1, A2, A3, A4, A5, A9 and A10 Private projects B3 and B4
20	Chapter 55, Zoning, particularly with reference to site plan review Public projects A1, A2, A3, A4, A6, A7, A9 and A10
20A	Chapter 46, Subdivision of Land Chapter 55, Zoning Public project A5

21	Chapter 46, Subdivision of Land Chapter 55, Zoning, particularly with referenced to the WF Waterfront and MA Marine Districts and site plan review Public projects A1, A2, A3, A4, A5, A9 and A10
21A and 21B	Chapter 53, Waterways Chapter 55, Zoning, particularly with reference to the WF Waterfront and MA Marine Districts Public projects A1, A4, and A9
22	Chapter 46, Subdivision of Land Chapter 55, Zoning, particularly with reference to site plan review and district uses Public projects A1, A2, A3, A4, A5, A9 and A10 Private projects B2 and B4
23, 23A and 23B	Chapter 22, Historic Preservation Commission Chapter 55, Zoning, particularly with reference to the Historic District and Zoning Map Public projects A2 and A7 Private project B2
25	Chapter 22, Historic Preservation Commission Chapter 46, Subdivision of Land, particularly with reference to the preservation of natural features Chapter 55, Zoning, particularly with reference to Historic District, sign regulations and site plan review
30 and 31	Chapter 43, Sewers (Suffolk County Department of Health Services and Sanitary Code by reference) Chapter 46, Subdivision of Land Chapter 55, Zoning
32	Chapter 43, Sewers (Suffolk County Department of Health Services and Sanitary Code by reference)
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34	Chapter 53, Waterways Chapter 55, Zoning particularly with reference to the WF Waterfront and MA Marine Districts

35	Chapter 12, Bulkheading, Dredging and Canals Chapter 53, Waterways Chapter 55, Zoning Proposed new Local Environmental Review Law Town Trustees of the Freeholders and the Commonality Rules and Regulations Public projects A4 and A9
36	Chapter 55, Zoning, particularly with reference to the WF Waterfront and MA Marine Districts Public project A5
37	Chapter 46, Subdivision of Land, particularly with reference to drainage standards Chapter 55, Zoning, particularly with reference to set backs and the preservation of natural vegetative buffer in residential districts
38 and 39	Chapter 43, Sewers, (Suffolk County Department of Health Services and Sanitary Code by reference) Chapter 55, Zoning Suffolk County Water Authority with reference to public water supply
44	Chapter 12, Bulkheading, Dredging and Canals Chapter 46, Subdivision of Land Chapter 55, Zoning

5F. Future Actions to be Considered

5F.1 Chapter 53, Waterways

(1) Further study is needed to prepare amendments to this chapter that would increase regulations of activities on coastal water surfaces within the village's jurisdiction, including the establishment of surface water districts.

(2) Study of this regulation is necessary to coordinate its provisions with those of the Trustees of the Freeholders and the Commonality. On completion of such a study it is anticipated that a regulation of this character will be adopted.

SECTION VI

FEDERAL, STATE AND COUNTY ACTIONS AND PROGRAMS

LIKELY TO AFFECT IMPLEMENTATION

SECTION VI. FEDERAL, STATE AND COUNTY ACTIONS AND PROGRAMS LIKELY TO AFFECT IMPLEMENTATION

6A. Federal, State and County Actions and Programs Which Should Be Undertaken in a Manner Consistent with the LWRP

The following described actions and programs, although named in terms of specific agencies and activities, shall be considered as exemplary of the concerns of this LWRP which shall be similarly applicable to new or similar actions and programs not noted in this section.

6A.1 Federal Actions and Programs

6A.1a. Department of Agriculture

(1) Any local program funded by FmHa.

(2) Any local program undertaken or supported by the Cooperative Extension Service.

(3) Any local program activity undertaken by the Soil Conservation Service, including, but not limited to, upstream development of watersheds and flood control by use of small structures, the installation of improvements for runoff and waterflow control, soil erosion prevention and various advisory services to individuals, groups, companies, governments or similar agencies.

6a.1b. Department of Commerce

(1) Any action, including funding decisions, pertaining to the N.Y.S. Coastal Management Program should be consistent with this LWRP.

(2) Any grant of funds or other assistance by the Economic Development Administration or the Small Business Administration which may have an impact on the LWRP area.

(3) Any activity supported by funds from Sea Grant.

(4) Any activity, funds or management involving fishery resources by the National Marine Fisheries Service.

6A.1c. Department of Defense

(1) Any Corps of Engineers determination, regulation or funding affecting piers, bulkheads, channels or other marine structures in the vicinity of the LWRP Area.

(2) Maintenance of navigation channels by the Corps of Engineers.

(3) Shore and beach restoration, and flood canal and erosion projects of the Corps of Engineers.

(4) The application of any regulation, review procedure, determination or construction related to flood control, drainage, water quality control, fish and wildlife conservation or enhancement, outdoor recreation or environmental quality.

6A.1d. Department of Housing and Urban Development

(1) Any assistance, determination or grant of funds under the CBDG or UDAG Programs or similar programs for activities in the vicinity of Sag Harbor which may have an impact on the LWRP Area.

(2) Any assistance, determination or grant of funds for the acquisition, improvement or construction of such things as water and sanitation facilities, storm sewers, marine structures or other harbor improvements and open space.

(3) Any assistance, determination or grant of funds for the acquisition, improvement or construction of housing or community facilities within the LWRP Area.

6A.1e. Department of Interior

(1) Any assistance, determination or grant of funds by any Department of Interior sub-agency, including those related to historic buildings and landmarks.

(2) Any other activities of the National Park Service or the Fish and Wildlife Service.

6A.1f. Department of Transportation

(1) Any assistance, determination or grant of funds or construction with references to roads or bridges that will have an impact on the LWRP Area.

(2) U.S. Coast Guard maintenance or regulation of navigation aids, boating operations and pollution abatement activities.

6A.1g. Environmental Protection Agency

(1) Any local award of funds for sewerage treatment plant construction or expansion.

(2) Any EPA review of projects requiring federal permits.

(3) The enforcement of federal regulations with reference to air ground or water pollution and assistance in the abatement thereof.

6A.1h. Federal Emergency Management Agency

(1) Any assistance, determination, regulation or construction with reference to flood plain or erosion management or any disaster relief program.

6A.2 State Actions and Programs

The following is a generic list of state agency actions and programs which are to be undertaken in a manner consistent with approved LWRP's. However, it should be noted that many of the activities and programs may nor be relevant in the Village of Sag Harbor LWR Area.

6A.2a. Office of the Aging

(1) Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly.

6A.2b. Department of Agriculture and Markets

(1) Agricultural Districts Program.
(2) Rural development programs.
(3) Permit and approval programs:
  (a) Custom Slaughters/Processor Permit
  (b) Processing Plant License
  (c) Refrigerated Warehouse and/or Locker Plant License

6A.2c. Division of Alcoholic Beverage Control/State Liquor Authority

(1) Permit and approval programs:
  (a) Ball Park - Stadium License
  (b) Bottle Club License
  (c) Bottling Permit
  (d) Brewer's License and Permit
  (e) Brewer's Retail Beer License
  (f) Catering Establishment Liquor License
  (g) Cider Producer's and Wholesaler's Licenses
  (h) Club Beer, Liquor and Wine Licenses
  (i) Distiller's License
  (j) Drug Store, Eating Place and Grocery Store Beer Licenses
  (k) Farm Winery and Winery Licenses

(l) Hotel Beer, Wine and Liquor Licenses
(m) Industrial Alcohol Manufacturer's Permit
(n) Liquor Store License
(o) On-Premises Liquor License
(p) Plenary Permit (Miscellaneous-Annual)
(q) Summer Beer and Liquor Licenses
(r) Tavern/Restaurant and Resaurant Wine Licenses
(s) Vessel Beer and Liquor Licences
(t) Warehouse Permit
(u) Wine Store License
(v) Winter Beer and Liquor Licenses
(w) Wholesale Beer, Wine and Liquor Licenses

6A.2d.Division of Alcoholism and Alcohol Abuse

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Permit and approval programs:
(a) Letter Approval for Certificate of Need
(b) Operating Certificate (Alcoholism Facility)
(c) Operating Certificate - Community Residence
(d) Operating Permit (Outpatient Facility)
(e) Operating Permit (Sobering-Up Station)

6A.2e.Council of the Arts

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Architecture and environmental arts program.

6A.2f.Department of Banking

(1) Permit and approval programs:
(a) Authorization Certificate (Bank Branch)
(b) Authorization Certificate (Bank Change of Location)
(c) Auhtorization Certificate (Bank Charter)

(d) Authorization Certificate (Credit Union Change of Location)

(e) Authorization Certificate (Credit Union Charter)

(f) Authorization Certificate (Credit Union Station)

(g) Authorization Certificate (Foreign Banking Corporation Change of Location)

(h) Authorization Certificate (Foreign Banking Corporation Public Accommodation Office)

(i) Authorization Certificate (Investment Company Branch)

(j) Authorization Certificate (Investment Company Change of Location)

(k) Authorization Certificate (Investment Company Charter)

(l) Authorization Certificate (Licensed Lender Change of Location)

(m) Authorization Certificate (Mutual Trust Company Charter)

(n) Authorization Certificate (Private Banker Charter)

(o) Authorization Certificate (Public Accommodation Office - Banks)

(p) Authorization Certificate (State Deposit Company Branch)

(q) Authorization Certificate (State Deposit Company Change of Location)

(r) Authorization Certificate (State Deposit Company Charter)

(s) Authorization Certificate (Savings Bank Charter)

(t) Authorization Certificate (Savings Bank De Novo Branch Office)

(u) Authorization Certificate (Savings Bank Public Accommodation Office)

(v) Authorization Certificate (Savings and Loan Association Branch)

(w) Authorization Certificate (Savings and Loan Association Change of Location)

(x) Authorization Certificate (Savings and Loan Association Charter)

(z) Authorization Certificate (Subsidiary Trust Company Charter)

(aa) Authorization Certificate (Trust Company Branch)
(bb) Authorization Certificate (Trust Company Change of Location)
(cc) Authorization Certificate (Trust Company Charter)
(dd) Authorization Certificate (Trust Company Public Accommodations Office)
(ee) Authorization to Establish a Life Insurance Company
(ff) License as a Licensed Lender
(gg) License for a Foreign Banking Corporation Branch

6A.2g.Department of Commerce

(1) Preparation or revision of statewide or specific plans to address State economic development needs.
(2) Allocation of the state tax-free bonding reserve.

6A.2h.Department of Correctional Services

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.

6A.2i.Dormitory Authority of the State of New York

(1) Financing of higher education and health care facilities.
(2) Planning and design services assistance program.

6A.2j.Education Department

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Permit and approval programs:
(a) Certificate of Incorporation (Regents Charter)
(b) Private Business School Registration
(c) Private School License
(d) Registered Manufacturer of Drugs and/or Devices
(e) Registered Pharmacy Certificate
(f) Registered Wholesaler of Drugs and/or Devices
(g) Storekeeper's Certificate

6A.2k. Energy Planning Board and Energy Office

(1) Preparation and revision of the State Energy Master Plan.

6A.21. New York State Energy Research and Development Authority

(1) Issuance of revenue bonds to finance pollution control abatement modifications in power-generation facilities and various energy projects.

6A.2m. Department of Environmnetal Conservation

(1) Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.

(2) Classification of Waters Program; classification of land areas under the Clean Air Act.

(3) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.

(4) Financial assistance/grant programs:
   (a) Capital projects for limiting air pollution
   (b) Cleanup of Toxic waste dumps
   (c) Flood control, beach erosion and other water resource projects
   (d) Operating aid to municipal wastewater treatment facilities
   (e) Resource recovery and solid waste management capital projects
   (f) Wastewater treatment facilities

(5) Funding assistance for the issuance of permits and other regulatory activities (New York City only).

(6) Implementation of the Environmental Quality Bond Act of 1972, including:
   (a) Water Quality Improvement Projects
   (b) Land Preservation and Improvement Projects. including Wetland Preservation and Resotration Projects, Unique Area Preservation Projects, Metropolitan Parks Projects, Open Space Preservation Projects and Waterways Projects

(7) Marine Finfish and Shellfish Programs.

(8) New York Harbor Drift Removal Project.

(9) Permit and approval programs:

Air Resources

(a) Certificate of Approval for Air Pollution Episode Action Plan

(b) Certificate of Compliance for Tax Relief - Air Pollution Control Facility

(c) Certificate to Operate: Stationary Combustion Installation; Incinerator; Process, Exhaust or Ventilation System

(d) Permit for Burial of Radioactive Material

(e) Permit for Discharge of Radioactive Material to Sanitary Sewer

(f) Permit for Restricted Burning

(g) Permit to Construct: a Stationary Combustion Installation; Incinerator; Indirect Source of Air Contamination; Process, Exhaust or Ventilation System

Construction Management

(a) Approval of Plans and Specifications for Wastewater Treatment Facilities

Fish and Wildlife

(a) Certificate to Possess and Sell Hatchery Trout in New York State

(b) Commercial Inland Fisheries License

(c) Fishing Preserve License

(d) Fur Breeder's License

(e) Game Dealer's License

(f) License to Breed Domestic Game Animals

(g) License to Possess and Sell Live Game

(h) Permit to Import, Transport and/or Export under Section 184.1(11-0511)

(i) Permit to Raise and Sell Trout

(j) Private Bass Hatchery Permit

(k) Shooting Preserve License

(l) Taxidermy License

Lands and Forest

(a) Certificate of Environmental Safety (Liquid Natural Gas and Liquid Petroleum Gas)
(b) Floating Object Permit
(c) Marine Regatta Permit
(d) Mining Permit
(e) Navigation Aid Permit
(f) Permit to Plug and Abandon (a non-commercial oil, gas or solution mining well)
(g) Permit to Use Chemicals for the Control or Elimination of Aquatic Insects
(h) Permit to Use Chemicals for the Control or Elimination of Aquatic Vegetation
(i) Permit to Use Chemicals for the Control or Extermination of Undesirable Fish
(j) Underground Storage Permit (Gas)
(k) Well Drilling Permit (Oil, Gas and Solution Salt Mining)

Marine Resources

(a) Digger's Permit (Shellfish)
(b) License of Manhaden Fishing Vessel
(c) License for Non-Resident Food Fishing Vessel
(d) Non-Resident Lobster Permit
(e) Marine Hatchery and/or Off-Bottom Culture Shellfish Permit
(f) Permit to Take Blue-Claw Crabs
(g) Permit to Use Pond or Trap Net
(h) Resident Commercial Lobster Permit
(i) Shellfish Bed Permit
(j) Shellfish Shipper's Permit
(k) Special Permit to Take Surf Clams from Waters Other Than the Atlantic Ocean

Regulatory Affairs

(a) Approval - Drainage Improvement District
(b) Approval - Water (Diversions for) Power
(c) Approval of Well System and Permit to Operate
(d) Permit - Article 15, (Protection of Water) - Dam
(e) Permit - Article 15, (Protection of Water) - Dock, Pier or Wharf

(f) Permit - Article 15, (Protection of Water) - Dredge or Deposit Material in a Waterway

(g) Permit - Article 15, (Protection of Water) - Stream Bed or Bank Disturbances

(h) Permit - Article 15, Title 15 (Water Supply)

(i) Permit - Article 24, (Freshwater Wetlands)

(j) Permit - Article 25, (Tidal Wetlands)

(k) River Improvement District approvals

(l) River Regulatory District approvals

(m) Well Drilling Certificate of Registration

Solid Wastes

(a) Permit to Construct and/or Operate a Solid Waste Management Facility

(b) Septic Tank Cleaner and Industrial Waste Collector Permit

Water Resources

(a) Approval of Plans for Wastewater Disposal Systems

(b) Certificate of Approval of Realty Subdivision Plans

(c) Certificate of Compliance (Industrial Wastewater Treatment Facility)

(d) Letters of Certification for Major Onshore Petroleum Facility Oil Spill Prevention and Control Plan

(e) Permit - Article 36, (Construction in Flood Hazard Areas)

(f) Permit for State Agency Activities for Development in Coastal Erosion Hazard Areas

(g) Permit Granted (for Use of State Maintained Flood Control Land)

(h) State Pollutant Discharge Elimination System (SPDES) Permit

(i) 401 Water Quality Certification

(10) Preparation and revision of Air Pollution State Implementation Plan

(11) Preparation and revision of Continuous Executive Program Plan

(12) Preparation and revision of Statewide Environmental Plan

(13) Protection of Natural and Man-made Beauty Program

(14) Urban Fisheries Program

(15) Urban Forestry Program

(16) Urban Wildlife Program

6A.2n. Environmental Facilities Corporation

(1) Financing program for pollution control facilities for industrial firms and small businesses.

6A.2o. Facilities Development Corporation

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.

6A.2p. Office of General Services

(1) Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants or easements of land under water, issuances of licenses for removal of materials from lands under waters, and oil and gas leases for exploration and development.

(2) Administration of Article 4-B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultual significance.

(3) Facilities construction, rehabilitation, expansion or demolition.

6A.2q. Department of Health

(1) Facilities construction, rehabilitation, expansion or deomlition or the funding os such activities.

(2) Permit and approval programs:

(a) Approval of Completed Works for Public Water Supply Improvements

(b) Approval of Plans for Public Water Supply Improvements

(c) Certificate of Need (Health Related Facility - except Hospitals)

(d) Certificate of Need (Hospitals)

(e) Operating Certificate (Diagnostic and Treatment Center)

(f) Operating Certificate (Health Related Facility)

(g) Operating Certificate (Hospice)
(h) Operating Certificate (Hospital)
(i) Operating Certificate (Nursing Home)
(j) Permit to Operate a Children's Overnight or Day Camp
(k) Permit to Operate a Migrant Labor Camp
(l) Permit to Operate as a Retail Frozed Dessert Manufacturer
(m) Permit to Operate a Service Food Establishment
(n) Permit to Operate a Temporary Residence/Mass Gathering
(o) Permit to Operate of Maintain a Swimming Pool or Public Bathing Beach
(p) Permit to Operate Sanitary Facilities for Realty Subdivision
(q) Shared Health Facility Registration Certificate

6A.2r.Division of Housing and Community Renewal

(1) Facilities construction, rehabilitation, expansion or demolition.
(2) Financial assistance/grant programs:
(a) Federal Housing Assistance Payment Programs (Section 8 Programs)
(b) Housing Development Fund Programs
(c) Neighborhood Preservation Companies Program
(d) Public Housing Programs
(e) Rural Initiatives Grant Program
(f) Rural Preservation Companies Program
(g) Rural Rental Assistance Program
(h) Specific Needs Demonstration Projects
(i) Urban Initiatives Grant Program
(j) Urban Renewal Programs
(3) Preparation and implementation of plans to address housing and community renewal needs.

6A.2s.Housing Finance Agency

(1) Funding programs for the construction, rehabilitation or expansion of facilities.

6A.2t.Interstate Sanitation Commission

(1) Adoption and enforcement of air and water pollution standards

within the Interstate Sanitation District.

6A.2u.Job Development Authority

(1) Financing assistance programs for comemrcial and industrial facilities.

6A.2v.Medical Care Facilities Financing Agency

(1) Financing of medical care facilities.

6A.2w.Office of Mental Health

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.

(2) Permit and approval programs:
(a) Operating Certificate (Community Residence)
(b) Operating Certificate (Family Care Homes)
(c) Operating Certificate (Inpatient Facility)
(d) Operating Certificate (Outpatient Facility)

6A.2x.Office of Mental Retardation and Development Disabilities

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Permit and approval programs:
(a) Establishment and Construction Prior Approval
(b) Operating Certificate Community Residence
(c) Outpatient Facility Operating Certificate

6A.2y.Metropolitan Transportation Authority

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Increases in special fares for transportation services to public water-related recreation resources or facilities.

6A.2z.Division of Military and Naval Affairs

(1) Preparation and implementation of the State Disaster Preparedness Plan.

6A.2aa.Natural Heritage Trust

(1) Funding program for natural heritage institutions.

6A.2bb.Office of Parks, Recreation and Historic Preservation (Including Regional State Park Commissions)

(1) Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Office.
(2) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(3) Funding program for recreational boating, safety and enforcement.
(4) Funding program for State and local historic preservation projects.
(5) Land and Water Conservation Fund programs.
(6) Nomination of properties to the Federal and/or State Register of Historic Places.
(7) Permit and approval programs:
    (a) Floating Objects Permit
    (b) Marine Regatta Permit
    (c) Navigation Aide Permit
    (d) Posting of Signs Outside State Parks
(8) Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation ore related purposes.
(9) Recreation services programs.
(10) Urban Cultural Parks Program.

6A.2cc.New York State Science and Technology Foundation

(1) Center for Advanced Techology Program.

6A.2dd.Department of Social Services

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Homeless Housing and Assistance Program.
(3) Permit and approval programs:
    (a) Certificate of Incorporation (Adult Residential Care Facilities)
    (b) Operating Certificate (Children' Services)
    (c) Operating Certificate (Enriched Housing Program)
    (d) Operating Certificate (Home for Adults)
    (e) Operating Certificate (Proprietary Home)
    (f) Operating Certificate (Public Home)
    (g) Operating Certificate (Special Care Home)
    (h) Permit to Operate a Day Care Center

6A.2ee.Department of State

(1) Appalachian R gional Development Program
(2) Coastal Management Program
(3) Permit and approval programs:
    (a) Billiard Room License
    (b) Cemetery Operator
    (c) Uniform Fire Prevention and Building Code

6A.2ff.Division of Substance Abuse Services

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Permit and approval programs:
    (a) Certificate of Approval (Substances Abuse Service Program)

6A.2gg. Department of Transporttion

(1) Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.

(2) Construction, rehabilitation, expansion or demolition of facilities, including, but not limited to:
   (a) Highways and parkways
   (b) Bridges on the State Highways System
   (c) Highway and parkway maintenance facilities
   (d) Barge Canal
   (e) Rail facilities

(3) Financial assistance/grant programs:
   (a) Funding programs for the construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)
   (b) Funding programs for the development of the ports of Albany, Buffalo, Oswego, Ogdensburg and New York
   (c) Funding programs for the rehabilitation and replacement of municipal bridges
   (d) Subsidies programs for marginal branch lines abandoned by Conrail
   (e) Subsidies programs for passenger rail service

(4) Permit and approval programs:
   (a) Approval of applications for airport improvements (construction projects)
   (b) Approval of municipal applications for Section 18 Rural and Small Urban Transit Assistance Grants (construction projects)
   (c) Approval of municipal or regional transportation authority applications for funds for design, construction and rehabilitation of omnibus maintenance and storage facilities
   (d) Approval of municipal or regional transportation authority applications for funds for design and construction of rapid transit facilities

(e) Certificate of Convenience and Necessity to Operate a Railroad

(f) Highway Work Permits

(g) License to Operate Major Petroleum Facilities

(h) Outdoor Advertising Permit (for off-premises advertising signs adjacent to interstate and primary highways)

(i) Permits for Use and Occupancy of N.Y. State Canal Lands [except Regional Permits (Snow Dumping)]

(j) Real Property Division Permit for Use of State-Owned Property

(5) Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.

(6) Water Operation and Maintenance Program - Activities related to the containment of petroleum spills and development of an emergency oil-spill control network

6A.2hh. Urban Development Corporation and its subsidiaries and affiliates

(1) Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Corporation.

(2) Construction, rehabilitation, expansion or demolition of residential, commercial, industrial and civic facilities and the funding of such activities, including, but not limited to, actions under the following programs:

(a) Tax-Exempt Financing Program

(b) Lease Collateral Program

(c) Lease Financial Program

(d) Targeted Investment Program

(e) Industrial Buildings Recycling Program

6A.2ii. Division of Youth

(1) Facilities construction, rehabilitation, expansion or demolition or the funding or approval of such activities.

7A and 7B	Chapter 12, Bulkheading, Dredging and Canals Chapter 43, Sewers (Suffolk County Department of Health Services and Sanitary Code by reference) Chapter 46, Land Subdivision Chapter 53, Waterways Chapter 55, Zoning, particularly with reference to preservation of wetlands and beach and dune habitats, natural vegetative buffer and drainage in site plan review Proposed new Local Environmental Review Law Town Trustees of the Freeholders and the Commonality Rules and Regulations Public project A12
8	Chapter 43, Sewers (Suffolk County Department of Health Services and Sanitary Code by reference) Chapter 55, Zoning
9	Chapter 12, Bulkheading, Dredging and Canals Chapter 53, Waterways Chapter 55, Zoning Proposed new Local Environmental Review Law Town Trustees of the Freeholders and Commonality Rules and Regulations Public projects A1, A2, A3, A4, A5 and A9
11, 12, 14 and 17	Chapter 55, Zoning, particularly with reference to the Tidal Flood Hazard Overlay District and the provisions for preservation of the wetlands and the beach and dune habitats
13	See standards in policy
15	Chapter 12, Bulkheading, Dredging and Canals
16	See standards in policy Chapter 12, Bulkheading, Dredging and Canals
19 and 19A	Chapter 12, Bulkheading, Dredging and Canals Chapter 55, Zoning, particularly with reference to site plan review Public projects A1, A2, A3, A4, A5, A9 and A10 Private projects B3 and B4
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5F.1 Chapter 53, Waterways

(1) Further study is needed to prepare amendments to this chapter that would increase regulations of activities on coastal water surfaces within the village's jurisdiction, including the establishment of surface water districts.

(2) Study of this regulation is necessary to coordinate its provisions with those of the Trustees of the Freeholders and the Commonality. On completion of such a study it is anticipated that a regulation of this character will be adopted.

SECTION VI

FEDERAL, STATE AND COUNTY ACTIONS AND PROGRAMS

LIKELY TO AFFECT IMPLEMENTATION

SECTION VI. FEDERAL, STATE AND COUNTY ACTIONS AND PROGRAMS LIKELY TO AFFECT IMPLEMENTATION

6A. Federal, State and County Actions and Programs Which Should Be Undertaken in a Manner Consistent with the LWRP

The following described actions and programs, although named in terms of specific agencies and activities, shall be considered as exemplary of the concerns of this LWRP which shall be similarly applicable to new or similar actions and programs not noted in this section.

6A.1 Federal Actions and Programs

6A.1a. Department of Agriculture

(1) Any local program funded by FmHa.

(2) Any local program undertaken or supported by the Cooperative Extension Service.

(3) Any local program activity undertaken by the Soil Conservation Service, including, but not limited to, upstream development of watersheds and flood control by use of small structures, the installation of improvements for runoff and waterflow control, soil erosion prevention and various advisory services to individuals, groups, companies, governments or similar agencies.

6a.1b. Department of Commerce

(1) Any action, including funding decisions, pertaining to the N.Y.S. Coastal Management Program should be consistent with this LWRP.

(2) Any grant of funds or other assistance by the Economic Development Administration or the Small Business Administration which may have an impact on the LWRP area.

(3) Any activity supported by funds from Sea Grant.

(4) Any activity, funds or management involving fishery resources by the National Marine Fisheries Service.

6A.1c. Department of Defense

(1) Any Corps of Engineers determination, regulation or funding affecting piers, bulkheads, channels or other marine structures in the vicinity of the LWRP Area.

(2) Maintenance of navigation channels by the Corps of Engineers.

(3) Shore and beach restoration, and flood canal and erosion projects of the Corps of Engineers.

(4) The application of any regulation, review procedure, determination or construction related to flood control, drainage, water quality control, fish and wildlife conservation or enhancement, outdoor recreation or environmental quality.

6A.1d. Department of Housing and Urban Development

(1) Any assistance, determination or grant of funds under the CBDG or UDAG Programs or similar programs for activities in the vicinity of Sag Harbor which may have an impact on the LWRP Area.

(2) Any assistance, determination or grant of funds for the acquisition, improvement or construction of such things as water and sanitation facilities, storm sewers, marine structures or other harbor improvements and open space.

(3) Any assistance, determination or grant of funds for the acquisition, improvement or construction of housing or community facilities within the LWRP Area.

6A.1e. Department of Interior

(1) Any assistance, determination or grant of funds by any Department of Interior sub-agency, including those related to historic buildings and landmarks.

(2) Any other activities of the National Park Service or the Fish and Wildlife Service.

6A.1f. Department of Transportation

(1) Any assistance, determination or grant of funds or construction with references to roads or bridges that will have an impact on the LWRP Area.

(2) U.S. Coast Guard maintenance or regulation of navigation aids, boating operations and pollution abatement activities.

6A.1g. Environmental Protection Agency

(1) Any local award of funds for sewerage treatment plant construction or expansion.

(2) Any EPA review of projects requiring federal permits.

(3) The enforcement of federal regulations with reference to air ground or water pollution and assistance in the abatement thereof.

6A.1h. Federal Emergency Management Agency

(1) Any assistance, determination, regulation or construction with reference to flood plain or erosion management or any disaster relief program.

6A.2 State Actions and Programs

The following is a generic list of state agency actions and programs which are to be undertaken in a manner consistent with approved LWRP's. However, it should be noted that many of the activities and programs may nor be relevant in the Village of Sag Harbor LWR Area.

6A.2a. Office of the Aging

(1) Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly.

6A.2b. Department of Agriculture and Markets

(1) Agricultural Districts Program.
(2) Rural development programs.
(3) Permit and approval programs:
  (a) Custom Slaughters/Processor Permit
  (b) Processing Plant License
  (c) Refrigerated Warehouse and/or Locker Plant License

6A.2c. Division of Alcoholic Beverage Control/State Liquor Authority

(1) Permit and approval programs:
  (a) Ball Park - Stadium License
  (b) Bottle Club License
  (c) Bottling Permit
  (d) Brewer's License and Permit
  (e) Brewer's Retail Beer License
  (f) Catering Establishment Liquor License
  (g) Cider Producer's and Wholesaler's Licenses
  (h) Club Beer, Liquor and Wine Licenses
  (i) Distiller's License
  (j) Drug Store, Eating Place and Grocery Store Beer Licenses
  (k) Farm Winery and Winery Licenses

(l) Hotel Beer, Wine and Liquor Licenses
(m) Industrial Alcohol Manufacturer's Permit
(n) Liquor Store License
(o) On-Premises Liquor License
(p) Plenary Permit (Miscellaneous-Annual)
(q) Summer Beer and Liquor Licenses
(r) Tavern/Restaurant and Resaurant Wine Licenses
(s) Vessel Beer and Liquor Licences
(t) Warehouse Permit
(u) Wine Store License
(v) Winter Beer and Liquor Licenses
(w) Wholesale Beer, Wine and Liquor Licenses

6A.2d.Division of Alcoholism and Alcohol Abuse

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Permit and approval programs:
(a) Letter Approval for Certificate of Need
(b) Operating Certificate (Alcoholism Facility)
(c) Operating Certificate - Community Residence
(d) Operating Permit (Outpatient Facility)
(e) Operating Permit (Sobering-Up Station)

6A.2e.Council of the Arts

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Architecture and environmental arts program.

6A.2f.Department of Banking

(1) Permit and approval programs:
(a) Authorization Certificate (Bank Branch)
(b) Authorization Certificate (Bank Change of Location)
(c) Auhtorization Certificate (Bank Charter)

(d) Authorization Certificate (Credit Union Change of Location)

(e) Authorization Certificate (Credit Union Charter)

(f) Authorization Certificate (Credit Union Station)

(g) Authorization Certificate (Foreign Banking Corporation Change of Location)

(h) Authorization Certificate (Foreign Banking Corporation Public Accommodation Office)

(i) Authorization Certificate (Investment Company Branch)

(j) Authorization Certificate (Investment Company Change of Location)

(k) Authorization Certificate (Investment Company Charter)

(l) Authorization Certificate (Licensed Lender Change of Location)

(m) Authorization Certificate (Mutual Trust Company Charter)

(n) Authorization Certificate (Private Banker Charter)

(o) Authorization Certificate (Public Accommodation Office - Banks)

(p) Authorization Certificate (State Deposit Company Branch)

(q) Authorization Certificate (State Deposit Company Change of Location)

(r) Authorization Certificate (State Deposit Company Charter)

(s) Authorization Certificate (Savings Bank Charter)

(t) Authorization Certificate (Savings Bank De Novo Branch Office)

(u) Authorization Certificate (Savings Bank Public Accommodation Office)

(v) Authorization Certificate (Savings and Loan Association Branch)

(w) Authorization Certificate (Savings and Loan Association Change of Location)

(x) Authorization Certificate (Savings and Loan Association Charter)

(z) Authorization Certificate (Subsidiary Trust Company Charter)

(aa) Authorization Certificate (Trust Company Branch)
(bb) Authorization Certificate (Trust Company Change of Location)
(cc) Authorization Certificate (Trust Company Charter)
(dd) Authorization Certificate (Trust Company Public Accommodations Office)
(ee) Authorization to Establish a Life Insurance Company
(ff) License as a Licensed Lender
(gg) License for a Foreign Banking Corporation Branch

6A.2g.Department of Commerce

(1) Preparation or revision of statewide or specific plans to address State economic development needs.
(2) Allocation of the state tax-free bonding reserve.

6A.2h.Department of Correctional Services

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.

6A.2i.Dormitory Authority of the State of New York

(1) Financing of higher education and health care facilities.
(2) Planning and design services assistance program.

6A.2j.Education Department

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Permit and approval programs:
(a) Certificate of Incorporation (Regents Charter)
(b) Private Business School Registration
(c) Private School License
(d) Registered Manufacturer of Drugs and/or Devices
(e) Registered Pharmacy Certificate
(f) Registered Wholesaler of Drugs and/or Devices
(g) Storekeeper's Certificate

6A.2k. Energy Planning Board and Energy Office

(1) Preparation and revision of the State Energy Master Plan.

6A.2l. New York State Energy Research and Development Authority

(1) Issuance of revenue bonds to finance pollution control abatement modifications in power-generation facilities and various energy projects.

6A.2m. Department of Environmnetal Conservation

(1) Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.

(2) Classification of Waters Program; classification of land areas under the Clean Air Act.

(3) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.

(4) Financial assistance/grant programs:
   (a) Capital projects for limiting air pollution
   (b) Cleanup of Toxic waste dumps
   (c) Flood control, beach erosion and other water resource projects
   (d) Operating aid to municipal wastewater treatment facilities
   (e) Resource recovery and solid waste management capital projects
   (f) Wastewater treatment facilities

(5) Funding assistance for the issuance of permits and other regulatory activities (New York City only).

(6) Implementation of the Environmental Quality Bond Act of 1972, including:
   (a) Water Quality Improvement Projects
   (b) Land Preservation and Improvement Projects. including Wetland Preservation and Resotration Projects, Unique Area Preservation Projects, Metropolitan Parks Projects, Open Space Preservation Projects and Waterways Projects

(7) Marine Finfish and Shellfish Programs.

(8) New York Harbor Drift Removal Project.

(9) Permit and approval programs:

Air Resources

(a) Certificate of Approval for Air Pollution Episode Action Plan

(b) Certificate of Compliance for Tax Relief - Air Pollution Control Facility

(c) Certificate to Operate: Stationary Combustion Installation; Incinerator; Process, Exhaust or Ventilation System

(d) Permit for Burial of Radioactive Material

(e) Permit for Discharge of Radioactive Material to Sanitary Sewer

(f) Permit for Restricted Burning

(g) Permit to Construct: a Stationary Combustion Installation; Incinerator; Indirect Source of Air Contamination; Process, Exhaust or Ventilation System

Construction Management

(a) Approval of Plans and Specifications for Wastewater Treatment Facilities

Fish and Wildlife

(a) Certificate to Possess and Sell Hatchery Trout in New York State

(b) Commercial Inland Fisheries License

(c) Fishing Preserve License

(d) Fur Breeder's License

(e) Game Dealer's License

(f) License to Breed Domestic Game Animals

(g) License to Possess and Sell Live Game

(h) Permit to Import, Transport and/or Export under Section 184.1(11-0511)

(i) Permit to Raise and Sell Trout

(j) Private Bass Hatchery Permit

(k) Shooting Preserve License

(l) Taxidermy License

Lands and Forest

(a) Certificate of Environmental Safety (Liquid Natural Gas and Liquid Petroleum Gas)
(b) Floating Object Permit
(c) Marine Regatta Permit
(d) Mining Permit
(e) Navigation Aid Permit
(f) Permit to Plug and Abandon (a non-commercial oil, gas or solution mining well)
(g) Permit to Use Chemicals for the Control or Elimination of Aquatic Insects
(h) Permit to Use Chemicals for the Control or Elimination of Aquatic Vegetation
(i) Permit to Use Chemicals for the Control or Extermination of Undesirable Fish
(j) Underground Storage Permit (Gas)
(k) Well Drilling Permit (Oil, Gas and Solution Salt Mining)

Marine Resources

(a) Digger's Permit (Shellfish)
(b) License of Manhaden Fishing Vessel
(c) License for Non-Resident Food Fishing Vessel
(d) Non-Resident Lobster Permit
(e) Marine Hatchery and/or Off-Bottom Culture Shellfish Permit
(f) Permit to Take Blue-Claw Crabs
(g) Permit to Use Pond or Trap Net
(h) Resident Commercial Lobster Permit
(i) Shellfish Bed Permit
(j) Shellfish Shipper's Permit
(k) Special Permit to Take Surf Clams from Waters Other Than the Atlantic Ocean

Regulatory Affairs

(a) Approval - Drainage Improvement District
(b) Approval - Water (Diversions for) Power
(c) Approval of Well System and Permit to Operate
(d) Permit - Article 15, (Protection of Water) - Dam
(e) Permit - Article 15, (Protection of Water) - Dock, Pier or Wharf

(f) Permit - Article 15, (Protection of Water) - Dredge or Deposit Material in a Waterway

(g) Permit - Article 15, (Protection of Water) - Stream Bed or Bank Disturbances

(h) Permit - Article 15, Title 15 (Water Supply)

(i) Permit - Article 24, (Freshwater Wetlands)

(j) Permit - Article 25, (Tidal Wetlands)

(k) River Improvement District approvals

(l) River Regulatory District approvals

(m) Well Drilling Certificate of Registration

Solid Wastes

(a) Permit to Construct and/or Operate a Solid Waste Management Facility

(b) Septic Tank Cleaner and Industrial Waste Collector Permit

Water Resources

(a) Approval of Plans for Wastewater Disposal Systems

(b) Certificate of Approval of Realty Subdivision Plans

(c) Certificate of Compliance (Industrial Wastewater Treatment Facility)

(d) Letters of Certification for Major Onshore Petroleum Facility Oil Spill Prevention and Control Plan

(e) Permit - Article 36, (Construction in Flood Hazard Areas)

(f) Permit for State Agency Activities for Development in Coastal Erosion Hazard Areas

(g) Permit Granted (for Use of State Maintained Flood Control Land)

(h) State Pollutant Discharge Elimination System (SPDES) Permit

(i) 401 Water Quality Certification

(10) Preparation and revision of Air Pollution State Implementation Plan

(11) Preparation and revision of Continuous Executive Program Plan

(12) Preparation and revision of Statewide Environmental Plan

(13) Protection of Natural and Man-made Beauty Program

(14) Urban Fisheries Program

(15) Urban Forestry Program

(16) Urban Wildlife Program

6A.2n. Environmental Facilities Corporation

(1) Financing program for pollution control facilities for industrial firms and small businesses.

6A.2o. Facilities Development Corporation

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.

6A.2p. Office of General Services

(1) Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants or easements of land under water, issuances of licenses for removal of materials from lands under waters, and oil and gas leases for exploration and development.

(2) Administration of Article 4-B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultual significance.

(3) Facilities construction, rehabilitation, expansion or demolition.

6A.2q. Department of Health

(1) Facilities construction, rehabilitation, expansion or deomlition or the funding os such activities.

(2) Permit and approval programs:

(a) Approval of Completed Works for Public Water Supply Improvements

(b) Approval of Plans for Public Water Supply Improvements

(c) Certificate of Need (Health Related Facility - except Hospitals)

(d) Certificate of Need (Hospitals)

(e) Operating Certificate (Diagnostic and Treatment Center)

(f) Operating Certificate (Health Related Facility)

(g) Operating Certificate (Hospice)
(h) Operating Certificate (Hospital)
(i) Operating Certificate (Nursing Home)
(j) Permit to Operate a Children's Overnight or Day Camp
(k) Permit to Operate a Migrant Labor Camp
(l) Permit to Operate as a Retail Frozed Dessert Manufacturer
(m) Permit to Operate a Service Food Establishment
(n) Permit to Operate a Temporary Residence/Mass Gathering
(o) Permit to Operate of Maintain a Swimming Pool or Public Bathing Beach
(p) Permit to Operate Sanitary Facilities for Realty Subdivision
(q) Shared Health Facility Registration Certificate

6A.2r.Division of Housing and Community Renewal

(1) Facilities construction, rehabilitation, expansion or demolition.
(2) Financial assistance/grant programs:
(a) Federal Housing Assistance Payment Programs (Section 8 Programs)
(b) Housing Development Fund Programs
(c) Neighborhood Preservation Companies Program
(d) Public Housing Programs
(e) Rural Initiatives Grant Program
(f) Rural Preservation Companies Program
(g) Rural Rental Assistance Program
(h) Specific Needs Demonstration Projects
(i) Urban Initiatives Grant Program
(j) Urban Renewal Programs
(3) Preparation and implementation of plans to address housing and community renewal needs.

6A.2s.Housing Finance Agency

(1) Funding programs for the construction, rehabilitation or expansion of facilities.

6A.2t.Interstate Sanitation Commission

(1) Adoption and enforcement of air and water pollution standards

within the Interstate Sanitation District.

6A.2u.Job Development Authority

(1) Financing assistance programs for comemrcial and industrial facilities.

6A.2v.Medical Care Facilities Financing Agency

(1) Financing of medical care facilities.

6A.2w.Office of Mental Health

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.

(2) Permit and approval programs:
(a) Operating Certificate (Community Residence)
(b) Operating Certificate (Family Care Homes)
(c) Operating Certificate (Inpatient Facility)
(d) Operating Certificate (Outpatient Facility)

6A.2x.Office of Mental Retardation and Development Disabilities

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Permit and approval programs:
(a) Establishment and Construction Prior Approval
(b) Operating Certificate Community Residence
(c) Outpatient Facility Operating Certificate

6A.2y.Metropolitan Transportation Authority

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Increases in special fares for transportation services to public water-related recreation resources or facilities.

6A.2z.Division of Military and Naval Affairs

(1) Preparation and implementation of the State Disaster Preparedness Plan.

6A.2aa.Natural Heritage Trust

(1) Funding program for natural heritage institutions.

6A.2bb.Office of Parks, Recreation and Historic Preservation (Including Regional State Park Commissions)

(1) Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Office.
(2) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(3) Funding program for recreational boating, safety and enforcement.
(4) Funding program for State and local historic preservation projects.
(5) Land and Water Conservation Fund programs.
(6) Nomination of properties to the Federal and/or State Register of Historic Places.
(7) Permit and approval programs:
(a) Floating Objects Permit
(b) Marine Regatta Permit
(c) Navigation Aide Permit
(d) Posting of Signs Outside State Parks
(8) Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation ore related purposes.
(9) Recreation services programs.
(10) Urban Cultural Parks Program.

6A.2cc.New York State Science and Technology Foundation

(1) Center for Advanced Techology Program.

6A.2dd.Department of Social Services

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Homeless Housing and Assistance Program.
(3) Permit and approval programs:
    (a) Certificate of Incorporation (Adult Residential Care Facilities)
    (b) Operating Certificate (Children' Services)
    (c) Operating Certificate (Enriched Housing Program)
    (d) Operating Certificate (Home for Adults)
    (e) Operating Certificate (Proprietary Home)
    (f) Operating Certificate (Public Home)
    (g) Operating Certificate (Special Care Home)
    (h) Permit to Operate a Day Care Center

6A.2ee.Department of State

(1) Appalachian R gional Development Program
(2) Coastal Management Program
(3) Permit and approval programs:
    (a) Billiard Room License
    (b) Cemetery Operator
    (c) Uniform Fire Prevention and Building Code

6A.2ff.Division of Substance Abuse Services

(1) Facilities construction, rehabilitation, expansion or demolition or the funding of such activities.
(2) Permit and approval programs:
    (a) Certificate of Approval (Substances Abuse Service Program)

6A.2gg.Department of Transporttion

(1) Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.

(2) Construction, rehabilitation, expansion or demolition of facilities, including, but not limited to:
   (a) Highways and parkways
   (b) Bridges on the State Highways System
   (c) Highway and parkway maintenance facilities
   (d) Barge Canal
   (e) Rail facilities

(3) Financial assistance/grant programs:
   (a) Funding programs for the construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)
   (b) Funding programs for the development of the ports of Albany, Buffalo, Oswego, Ogdensburg and New York
   (c) Funding programs for the rehabilitation and replacement of municipal bridges
   (d) Subsidies programs for marginal branch lines abandoned by Conrail
   (e) Subsidies programs for passenger rail service

(4) Permit and approval programs:
   (a) Approval of applications for airport improvements (construction projects)
   (b) Approval of municipal applications for Section 18 Rural and Small Urban Transit Assistance Grants (construction projects)
   (c) Approval of municipal or regional transportation authority applications for funds for design, construction and rehabilitation of omnibus maintenance and storage facilities
   (d) Approval of municipal or regional transportation authority applications for funds for design and construction of rapid transit facilities

(e) Certificate of Convenience and Necessity to Operate a Railroad

(f) Highway Work Permits

(g) License to Operate Major Petroleum Facilities

(h) Outdoor Advertising Permit (for off-premises advertising signs adjacent to interstate and primary highways)

(i) Permits for Use and Occupancy of N.Y. State Canal Lands [except Regional Permits (Snow Dumping)]

(j) Real Property Division Permit for Use of State-Owned Property

(5) Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.

(6) Water Operation and Maintenance Program - Activities related to the containment of petroleum spills and development of an emergency oil-spill control network

6A.2hh. Urban Development Corporation and its subsidiaries and affiliates

(1) Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Corporation.

(2) Construction, rehabilitation, expansion or demolition of residential, commercial, industrial and civic facilities and the funding of such activities, including, but not limited to, actions under the following programs:

(a) Tax-Exempt Financing Program

(b) Lease Collateral Program

(c) Lease Financial Program

(d) Targeted Investment Program

(e) Industrial Buildings Recycling Program

6A.2ii. Division of Youth

(1) Facilities construction, rehabilitation, expansion or demolition or the funding or approval of such activities.

6A.3 Suffolk County Actions and Programs

6A.3a. Suffolk County Legislature

(1) Any action with reference to the use, improvement or funding of projects or programs within the LWRP Area.

6A.3b. Suffolk County Planning Department

(1) Any action, assistance, determination or planning related to development in the LWRP Area or in its vicinity.

6A.3c. Department of Health Services

(1) Any action, assistance, determination or planning related to water quality, water supply, sanitary or solid waste disposal or public health, including enforcement and abatement proceedings.

6A.3d. Department of Transportation

(1) Any action, assistance, determination, planning or construction related to the waterways, roadways or bridges in the LWRP Area or in its vicinity.

6A.3e. Suffolk County Water Authority

(1) Any action, assistance, determination, planning or construction related to public water supply in the LWRP Area or in its vicinity.

6B. Federal, State and County Actions and Programs Necessary to Further the LWRP

6B.1 Federal Actions and Programs

6B.1a. Department of Commerce

(1) Approval of EDA funding for the Long Wharf Reconstruction project as described in Section IV.

(2) Approval of funding for LWRP projects through the N.Y.S. Coastal Management Program as described in Section IV.

6B.1b. Department of Defense (Corps of Engineers)

(1) Approval of funds for Marine Park renovation and West Water Street Village Marina area improvements as described in Section IV.

6B.1c. Department of Housing and Urban Development

(1) Approval of funding under CDBG Program or similar programs for projects described in Section IV.

6B.1d. Department of Interior

(1) Approval of Land and Water Conservation Program funds for LWRP projects described in Section IV.

6B.1e. Environmental Protection Agency

(1) Approval of necessary funding under the provisions of the Comprehensive Environmental and Liability Act (Superfund) to clean-up the chemical contamination and toxic plume caused by an industrial operation in the unincorporated area during the 1970s.

6B.2 State Actions and Programs

6B.2a. Department of Environmental Conservation

(1) Assistance on, and possible funding of environmental enhancement projects described in Section IV.

(2) Administration of grant funding for sewage treatment plant expansions and improvements.

(3) Review of wetlands permits and sanitary waste system permits.

6B.2b. Department of State

(1) Review and approval of the Village of Sag Harbor's LWRP.

(2) Approval of funds for the implementation of those projects described in Section IV for CMP funding.

6B.2c. Department of Transportation

(1) Approval of funding under the CHIPS Program.

(2) Approval of funding for the Otter Pond Culvert Reconstruction Project described in Section IV.

(3) Approval of funding for Division Street improvements.

(4) Approval of permit to allow promenade construction under the N.Y.S. Route 114 bridge.

6B.2d. Office of Parks, Recreation and Historic Preservation

(1) Approval of funding for park projects described in Section IV under the Land and Water Conservation Fund.

6B.3 Suffolk County Actions and Programs

6B.3a. Suffolk County Legislature

(1) Approval of local share of funding for the EDA Long Wharf Reconstruction project described in Section IV.

6B.3b. Department of Transportation

(1) Provide dredging work necessary to maintain the channel and harbor facilities as described in Section IV.

SECTION VII

CONSULTATION WITH OTHER AFFECTED FEDERAL, STATE, REGIONAL AND LOCAL AGENCIES

Persons Contacted	(L.) (P) Letter/Phone	Information Requested	Response
1. Ivan Vamos Office of Parks, Recreation & Historic Preserv. (State)	(L) 11/17/83 (L) 1/03/84	Studies, plans, projects, and regulatory measures related to historic preservation, parkland, and recreation.	
2. Paula Laria Caplan Urban Development Corp.	(L) 11/17/83 (L) 1/03/84	Studies, plans, projects and regulatory measures related to tidal wetlands, water quality, wildlife and fisheries, and sewage treatment.	
3. Fitzgerald Bramwell Sag Harbor Dockmaster	(L) 10/27/83	Existing Harbor capacity, seasonal rentals, transients, facilities, charters.	11/3/83--Requested Material
4. Fouter Beach NYS DOT	(L) 9/09/83 (L) 10/14/83	List of projects and traffic counts	11/10/83--Requested Material
5. Greg Borba Seattle Dept. of Construction and Land Use	(L) 10/18/83	Chapters of 1982 Seattle Building Code re: Houseboats.	10/27/83--Requested Material
6. Minnie S. Ruth Community Development Dept.	(L) 10/18/83	Ordinance aimed at regulating construction and maintenance of floating homes.	Requested Material
7. Herbert Davids Dept. of Health Services	(L) 9/14/83 (L) 1/03/84	1983 Water Table Map for Suffolk County	10/83--Requested Material
8. Harold Berger NYS Dept. of Env. Conserv.	(L) 9/14/83	Permits required for LWRP projects and how to obtain.	11/1/83--Requested Material
9. A. Barton Cass Suffolk Co. Dept. of Public Works	(L) 9/09/83	Plans, description and funding of projects: Long Wharf, Marine Park, Bulkheading, Dredging.	9/20/83--In person. Picked up maps and material on bulkheading and wharf unit costs, dredging. Package study available 9/26.
10. Gerald Cronin Transportation Division Suffolk Co. Dept of Plnng.	(L) 9/09/83	Transit information including Bus Schedule.	1/10/84--Requested information.
11. Elaine Weiss Suffolk Community Dev. Corp.	(L) 9/09/83	Funding for Downtown Revitalization Project.	Phone response. Ongoing assistance.
12. Jay Tanski Sea Grant	? (P)	Publications re: waterfront zoning & resource inventory.	12/7/83--Requested information.
13. Dan Larkin DEC	(L) ? 10/18/83 (P)	Re: Coastal Zone Erosion Act regulations & map.	No copy of map at DEC. Regulations discussed.
14. Eugene Gilman Flood Plain & Erosion Specialist, DEC	(L) ? 10/19/83 (P)	Re: Coastal Zone Erosion Act implementation materials and schedule.	Requested material received.
15. Thomas Walsh New England Steamboat Co.	9/22/83 (P)	Re: Brochures and Greenport package.	Requested material received.
16. Elsie Rosenberg Winston Coach Corp.	9/22/83 (P)	Re: Charter Bus Tours	Discussed.
17. Denis Moran Suffolk County Dept. of Health Services	9/13/83 (P)	Re: Administration and characteristics of regulations effecting water supply and quality.	Discussed.
18. Soil Conservation Service	(L) 1/20/84	Regulatory measures for flood control, runoff & water flow control & soil erosion prevention; also funding process	
19. Economic Development Admin.	(L) 1/20/84	Project grants, repayable loans, guarantees of credit, tech. pl. assistance to aid economically disadvantaged areas including grants for public works.	
20. Corps of Engineers Warren Page	(L) 1/20/84	Regulatory measures and funding processes for Corp. of Eng. Activities (see letter)	
21. HUD	(L) 1/20/84	Info re: financial assistance for water & sanitation facility projects, public docks, non-fed rever & harbor improvements. Also info re: insurance program against	

SECTION VIII

LOCAL COMMITMENT

A Local Waterfront Revitalization Program (LWRP) is a partnership effort which requires firm local commitment. This section of the LWRP details the Village of Sag Harbor's commitment to its LWRP.

To insure that the needs and desires of the community were reflected in the local program, the Mayor of Sag Harbor appointed a Temporary Local Waterfront Revitalization Advisory Committee representing public and private interests and the general citizenry. This committee, with assistance from program staff, held a series of meetings to contribute to and review sections of the program as they were drafted. Government agencies and private groups attended these meetings. Recommendations of the committee on completed sections were transmitted to the Village Board for consideration by the Mayor and Trustees.

In this manner, significant contributions of time, interest and expertise were drawn from Sag Harbor's businessmen and residents into the preparation of the Local Waterfront Revitalization Program. Citizen input improved the data base, verified program information, evaluated various alternatives and expressed the values and concerns of the community.

Following the completion of the draft program, including the draft EIS, the Village Trustees approved the draft documents and submitted them to the NYS Department of State for distribution to federal and State agencies for a 60-day review period, required by Executive Law, Article 42. At the same time, the draft documents were filed and distributed as required by the SEQRA. As a result, there were a number of comments received for which further revisions and refinements needed in the LWRP were identified. These revisions and refinements were described in the final EIS and incorporated into the final LWRP document. The final program document was then adopted by the Village Board of Trustees and submitted to the NYS Secretary of State for approval.

The Village has recognized the need to continue public and private involvement in and commitment to the implementation of the LWRP. It has thus proposed that the Mayor and Village Board of Trustees be responsible for overall management and coordination of the LWRP. The Village Clerk-Treasurer will serve as staff to the Mayor and Village Board on LWRP matters. These entities will have specific duties, powers and responsibilities in furthering waterfront policies, projects and other program activities (see Section V).

ADDENDUM

SAG HARBOR PUBLIC ACCESS AND WATERFRONT DESIGN PLAN

INTRODUCTION

Rationale

This document, known as the Sag Harbor Public Access and Waterfront Design Plan, has been developed as a supplement to Task 4 - Identifying Uses and Projects - of the Local Waterfront Revitalization Plan (LWRP). The Village was in the process of completing the draft LWRP when the New York State Department of State provided additional funding to develop this design plan. The improvements discussed herein are for those municipal projects which the Village Board of Trustees has identified as priority projects. Special emphasis is placed on those which increase or enhance public access to the waterfront.

Purpose

The overall purpose of the study is to generate design recommendations which the Village can utilize to implement its revitalization efforts. These design recommendations will be used as guidelines for the Village as the individual municipal sites are developed. They should also be applied as design guidelines in the development of privately owned sites. The guidelines were grouped into different categories known here as 'character areas'. The term 'character area' is used to describe a combination of adjacent land uses that, due to location, historic uses, architectural features and function can be identified as containing similarities. This term is used as a

planning tool to group those areas which should receive similar design treatment. The Waterfront Conceptual Plan illustrates this concept and shows how certain projects are related, not only to each other, but also how they relate to the four character areas identified.

A design vocabulary was developed from the concepts discussed to serve as a guideline for improvements within the various character areas to insure continuity throughout the Village. This will be reinforced when the guidelines for each character area are applied to both municipal and privately sponsored projects. As final design development proceeds for any project consideration should be given to the relationships between the overlaps of the character areas as well so that a smooth transition will be made between each character area.

Individual preliminary site designs and construction cost estimates then were developed to serve as the basis for the implementation of the LWRP policies established for the entire waterfront revitalization area.

Village Participation

Similar to the development of Sag Harbor's LWRP, public meetings were held by the Village Board of Trustees to review progress on this study. On April 17, 1985 presentations of the site investigation and analysis were presented at the monthly public meeting of the Village Board of Trustees. The Board served in an

advisory capacity for this project. A follow-up meeting was held on May 30th to present the design concepts and recommendations. Later, additional meetings were necessary to introduce the project to the new Board members due to a change in the Village administration. This meeting was held on July 31st and the comments from that meeting were also incorporated in this report.

While not all of the Board members may individually agree with each of the individual design recommendations shown herein, there was a general consensus as to the direction of the revitalization of the waterfront area: the preservation and restoration of the historic seaport character of Sag Harbor. In addition, in order to meet the needs of Village residents, businesses and tourists, suitable public parking, comfort, docking and passive recreational facilities should be provided. The planning of these facilities should strive to ensure the vitality of the Village year round.

The overall goals of the Village were incorporated in the concepts and design recommendations of the Public Access and Waterfront Design Plan. Through meetings held with private citizens and other agencies, project scopes were expanded and site specific recommendations were made. The scope of this study did not address more specific levels of detail analysis. Elements that will require further study include traffic capacity, maintenance, marketing, and structural conditions. It should be noted that the Village did initiate a separate traffic study in the

summer of 1985 to address existing circulation and peak season congestion problems. The results of this were not available before completion of this document.

Area Description

The Incorporated Village of Sag Harbor is located on the north shore of the south fork in Suffolk County, Long Island, New York. The Village was settled in 1730 and for almost two centuries had been the main business center for the surrounding communities. During the American Revolution, Sag Harbor served as a regional and even a national center. In 1789 it became the home of the first New York State Custom House, authorized by the Continental Congress.

From the early 1700's until the mid-1800's, Sag Harbor was an established whaling and shipbuilding community and competed with the New England towns of Mystic, Portsmith and Boston for dominance in the whaling industry.

In 1849, after the decline of the whaling industry, the Sag Harbor whaling fleet played an historic role in the transport of people and building materials to California's gold rush. The famous Long Wharf in San Francisco was actually named after the Long Wharf in Sag Harbor. Between the 1860's and 1920's Sag Harbor became a small manufacturing town and has through the years, maintained its unique 19th century appearance. Today, Sag Harbor is a major seasonal tourist community, and the Long Island

Regional Planning Board considers the Village to be a regional center.

The historic appearance of Sag Harbor is due to its architectural features and many of the buildings are still in use today. The architectural styles include exceptional examples of Federal and Greek Revival, styles which have originated in the United States. The historic buildings are located throughout the Village with a concentration of residential structures just south of Main Street.

PRELIMINARY INVESTIGATION AND ANALYSIS

A first impression of the area may be that Sag Harbor is a quaint waterfront village. Upon closer inspection, however, certain design deficiencies become apparent.

A major problem along the waterfront is that some areas have never been improved while others have deteriorated from neglect and/or poor design. The result is the entire waterfront area is in need of rehabilitation. It should be stressed that this plan does not seek to over-develop the revitalization area, but rather to suggest restoration measures to accommodate existing Village needs.

The following section points out both the deficiencies and the favorable qualities of Sag Harbor that were identified on site investigations. Later, as determined by the analysis of the existing conditions inventory, the design vocabulary will be

discussed to illustrate ways to develop and enhance the Village through the enhancement of favorable qualities and the addition of new design concepts.

Major Points of Interest:

Major points of interest are those places that provide information to tourists, have historical significance and contain facilities for the seasonal boating population. They are the:

- Veteran's Memorial at Marine Park,
- Harbormaster's facilities (railroad car) at Marine Park,
- Windmill Tourist Information adjacent to Long Wharf,
- Village Hall on Main Street,
- SPLIA's Custom House,
- Whaling Museum.

Scenic Views:

Scenic views include those vistas that result from Sag Harbor's location and historic form. Scenic views include:

- Waterfront views from the shoreline, especially at West Water Street, Sag Harbor Cove, Long Wharf, Marine Park and Havens Beach,
- Views of the Sag Harbor shoreline from the water,
- Views of the historic area along Main Street looking both north and south,
- Views of the Custom House and Whaling Museum.

Unsightly Views:

The diversity and age of the Village have determined the overall

form and lack of available space for proper screening of unsightly views in the Village. An effort should be made to look into various alternatives to screen unsightly views and to enhance and expand the existing scenic views. Those locations of unsightly views are:

- Behind the commercial buildings along Division Street, Meadow Street and behind the Sag Harbor Cove stores,
- Sewage Treatment Plant,
- Vacant Mobil storage site,
- Area surrounding the LILCO facility on the corner of Long Island Avenue and Bridge Street.

Pedestrian Network:

In Sag Harbor, not all of the activity areas are connected by a pedestrian system. Over the years, as different activities developed in the Village, new pedestrian desire lines evolved that connected certain activity areas. The term 'pedestrian desire line' refers to those routes taken by pedestrians from one point to another that may not follow existing walkways. In Sag Harbor the new desire lines are evidenced by worn dirt paths and unrestricted pedestrian use of roads and driveways. These desire lines should be recognized and incorporated into the sidewalk system to provide a pleasant and safe system for pedestrians. The existing desire lines identified are located along:

- West Water Street connecting to the West Water Street shops,
- the south side of Bay Street from Division Street to Rysam Avenue,

- the north side of Bay Street from Marine park through Havens Beach,
- Long Island Avenue connecting the waterfront area to Sag Harbor Cove,
- the waterfront near Windmill Park,
- Long Wharf,
- the waterfront along Sag Harbor Bay,
- Rector Street between Bay Street and Division Street,
- Meadow Street, Rose Street, Bridge Street to Long Island Avenue.

Pedestrian Linkages:

These "alleyways" provide access to the Village's central business district from the surrounding public parking areas. The use of similar design principles and materials in these alleyways as recommended for the Village business district, will help identify the alleyways as part of the overall pedestrian linkage system. Proper design will also insure more pleasant experience for residents and visitors alike. Locations include:

- Four alleyways linking Main Street with parking facilities and the side streets of Division Street or Meadow Street from these parking facilities,
- Along Nassau Street, Washington Street, and the area behind the LILCO property.

Problem Vehicular Intersections:

With the large increase of vehicular activity during the peak summer months, congestion is inevitable at certain locations. As

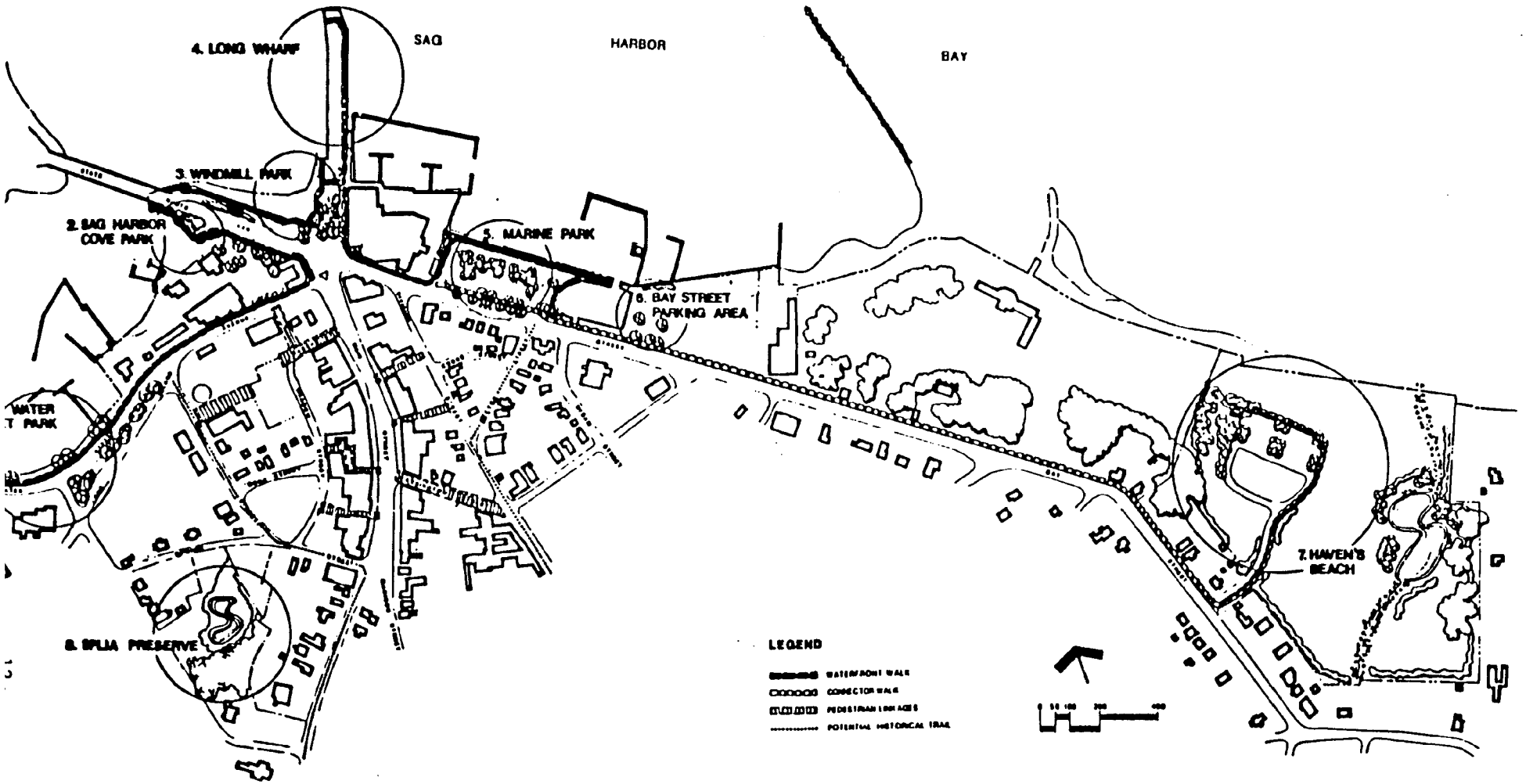
previously mentioned, a traffic analysis was undertaken in 1985 and the results are not yet available. Problem intersections noted by this waterfront design study include:

- Main Street/State Route 114/Long Island Avenue.
- Main Street/Madison Street/Spring Street.
- Bay Street/Rysam Street/boat launching area.

Municipal Parking Areas:

The Village has numerous locations for public parking. Some may require analysis to determine whether a more efficient layout can be achieved. These include:

- Bay Street Parking Area
- Long Wharf
- Two small lots along Division Street
- Two large lots along Meadow Street



SAG HARBOR

LOCAL WATERFRONT REVITALIZATION PROGRAM

WATERFRONT DESIGN PLAN

LOCATION PLAN

WATERFRONT CONCEPTUAL PLAN

The observations from the site investigation and analysis phase of this study pointed out those areas that will require improvement in order to attain the goals of the Village's LWRP. The next step of the study will illustrate an overall approach to design and planning in Sag Harbor.

The Village can be perceived as containing different areas that exhibit similar characteristics in terms of land use, location, and architectural features, to name a few.

For the purposes of this study these areas will be referred to as 'character areas'. Four different character areas were identified for this study area. They are the Historic Village character area, the Waterfront character area, the Historic Waterfront character area, and the more isolated Natural/Passive recreational areas. These areas are illustrated on the Waterfront Conceptual Plan. This plan also illustrates the location of each of the eight project areas in relation to the four character areas.

The Waterfront character area contains those Village properties along the waterfront from the existing West Water Street moorings eastward through Long Wharf and ending at the Bay Street parking area (for the purposes of this study, Marine Park is not included in the Waterfront character area). Primary uses of these

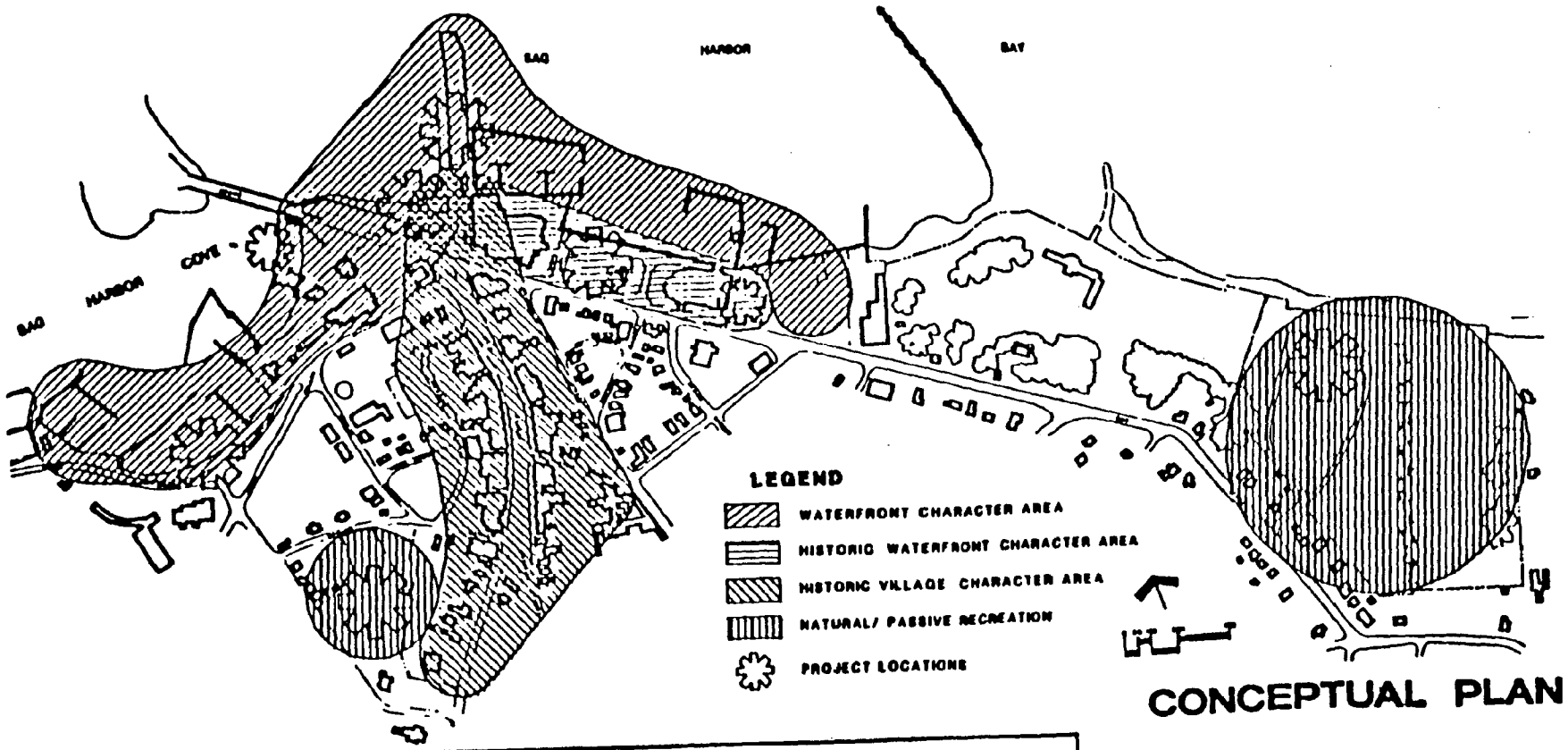
properties are those that are directly related to water activities, such as boating and fishing. Much of the Village parking is also located here due to the availability of open space in relation to the business district. The need for additional parking in the Village is immediate and any planning in the waterfront area especially should address this need. The West Water Street, Long Wharf and Sag Harbor Cove Park projects and the Bay Street parking area are located in this character area (see the Project Location Plan).

The character area complementing the waterfront is the Historic Village character area which extends southward from the waterfront along Main Street and is bounded by Meadow Street and Division Street. South of Spring Street the Historic Village character area is concentrated along the Main Street corridor, to the Custom House and Whaling Museum (at Garden Street/Main Street intersection). This area is made up primarily of the commercial/retail stores of the Village. Because of the historical character of the buildings, special consideration must be made for any proposed site work to be done in this area. All improvements to the main street business area and the pedestrian linkages should follow the design vocabulary for the Historic Village character area.

The Historic Waterfront character area serves as the transitional area between the waterfront activities and the activities of the Village Business District and extends from the base of Long Wharf

east throughout Marine Park. Due to its proximity to the Historic Village character area, the Historic Waterfront character area should complement the Village business and waterfront areas by utilizing certain design elements common to both. The Marine Park project is located in this character area.

The remaining two projects - Havens Beach and SPLIA Preserve - can be characterized individually as Natural/Passive recreation areas. Havens Beach is located along the eastern section of the waterfront and SPLIA Preserve is south of Spring Street adjacent to the Customs House. Havens Beach will serve as the recreational facility of the Village, and will provide a wide range of activities, such as swimming, children's play, and picnicking. SPLIA Preserve will be designed to serve as a natural storm water retention area and preserve. This will be accomplished by the removal of those species of intruding weeds which inhibit water retention and species diversification, and dredging to form a retention pond. As recognized in the cost estimate for each of these areas, in depth feasibility studies will be necessary before development of the natural retention areas. Native plant species will then be introduced to maintain the original function of the area.



CONCEPTUAL PLAN

SAG HARBOR

LOCAL WATERFRONT REVITALIZATION PROGRAM

WATERFRONT DESIGN PLAN

DESIGN VOCABULARY

This study recognizes and highlights the need for long range planning in Sag Harbor so that key character elements that make the Village unique will be preserved. Sag Harbor attracts many tourists during its peak season and is in the midst of a successful revitalization. Therefore Sag Harbor must provide a safe, but pleasant environment for its residents, visitors and businesses in order to ensure continuing vitality and stability.

Village adherence to and support of a set of planning guidelines will exhibit a solid commitment to the future. This sort of commitment is often recognized by potential funding and commercial sources and can lead to funding assistance as well as be an attraction for additional business interests.

This design vocabulary is an outgrowth of the site analysis and the Waterfront Conceptual Plan. Certain site amenities, such as benches and lighting, were identified as design elements that affect the visitors' perception of an area. In addition, they also serve as functional elements. The key site amenities chosen for treatment in this study are:

- Pavement
- Seating
- Lighting
- Planting - Layout and Type

- Curbs and Barriers
- Tables and Trash Receptacles

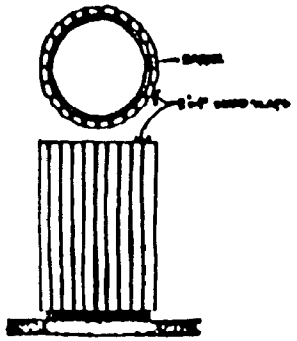
Each of the four character areas contains most of these elements. Three design vocabulary drawings were prepared to graphically represent the design treatment recommended for these elements. Site amenities for the Historic Village and Historic Waterfront character areas were covered on one vocabulary drawing because of similarities in the desired image and use.

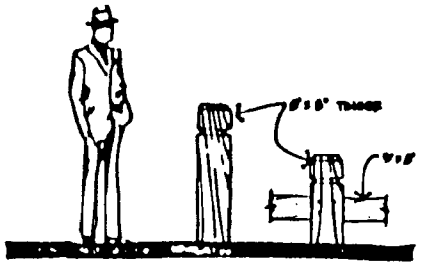
The Waterfront character area design vocabulary takes into account both the environmental forces that can cause structural damage, and the need to provide attractive site features. The materials that are used here are wood, exposed aggregate concrete and brick. The planting recommendations address the environmental factors that affect plants on waterfront areas as well as the desired design effects of a planting.

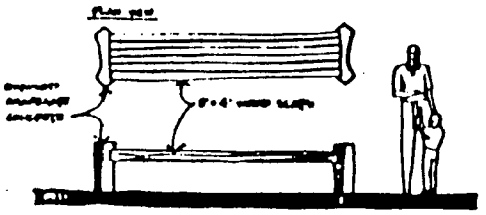
The vocabulary for the Historic Village and Historic Waterfront areas emphasizes the historic character of Sag Harbor. This type of character usually suggests that site amenities have more intricate detail. For the historic areas, the use of cast iron or aluminum for molded pieces should be added to the list of the materials used in the Waterfront area. The planting recommendations for these character areas must consider space constraints and urban environmental conditions as well.

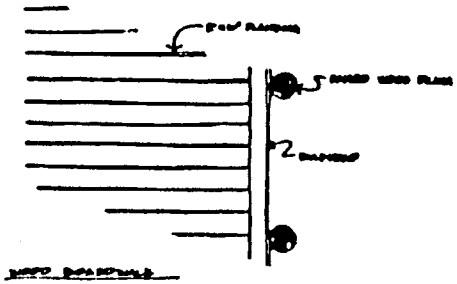
The vocabulary for the Natural/Passive recreational areas repeats some of recommended Waterfront site amenity suggestions due to similarities in environmental conditions. However, in the recreational areas, other functions will be provided, such as eating and play facilities which must be considered in the design. Lighting recommendations for this character area must also consider the needs of larger open spaces, such as Havens Beach.

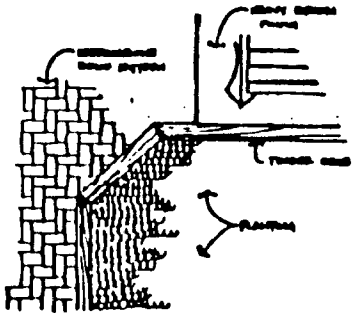
SPLIA Preserve and Havens Beach serve different purposes and have different environmental microclimates. Therefore the planting recommendations differ for each park.

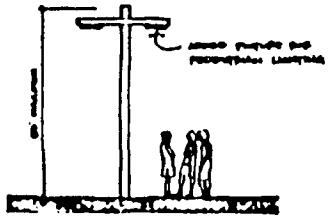












DESIGN VOCABULARY

WATERFRONT CHARACTER AREA

SAG HARBOR

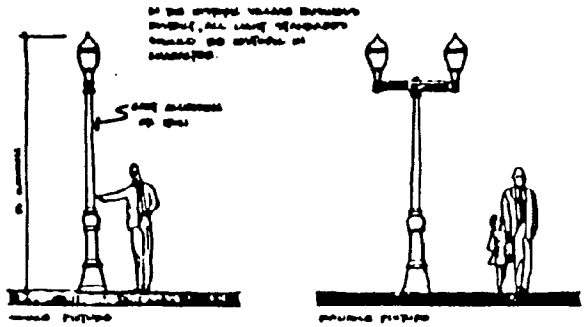
LOCAL WATERFRONT REVITALIZATION PROGRAM

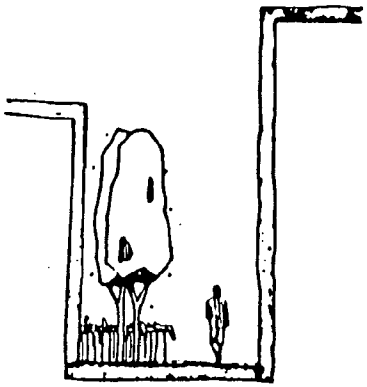
WATERFRONT DESIGN PLAN

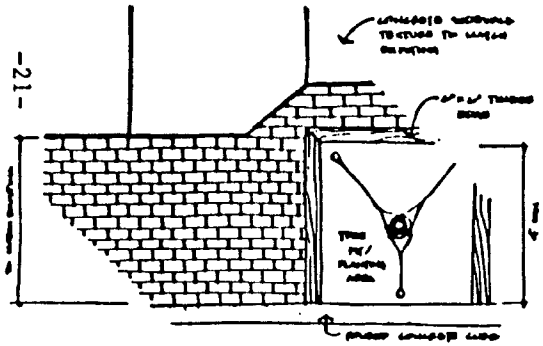
prepared for:
Village of Sag Harbor

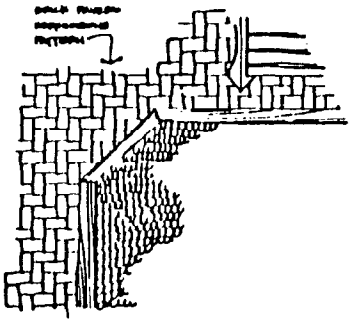
date:
November, 1986

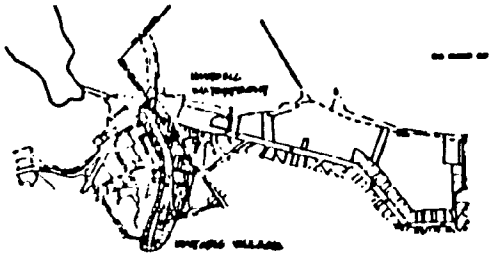
by:
Storch Associates
Westbury, New York

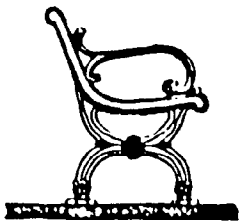












SAG HARBOR

LOCAL WATERFRONT REVITALIZATION PROGRAM

WATERFRONT DESIGN PLAN

DESIGN VOCABULARY

HISTORIC VILLAGE CHARACTER AREA

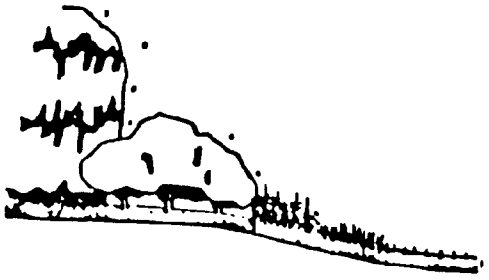
HISTORIC WATERFRONT CHARACTER AREA

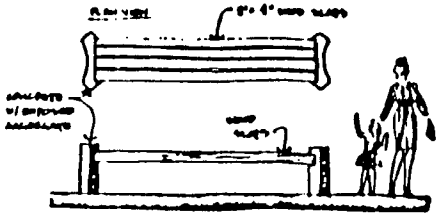
SAG HARBOR · LONG ISLAND ·

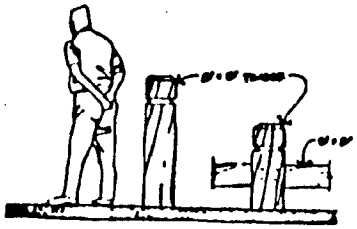
prepared for:
Village of Sag Harbor

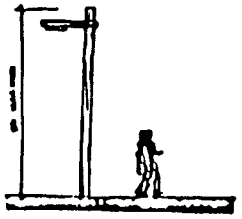
date:
November, 1988

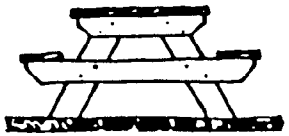
by:
Storch Associates
Westbury, New York

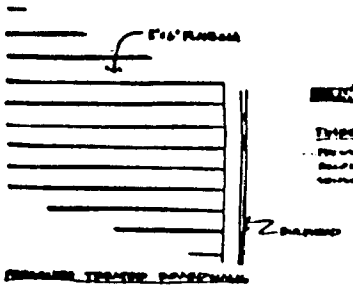


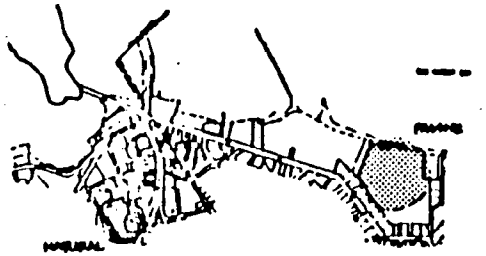












SAG HARBOR

LOCAL WATERFRONT REVITALIZATION PROGRAM

WATERFRONT DESIGN PLAN

DESIGN VOCABULARY

NATURAL / PASSIVE RECREATION

prepared for:
Village of Sag Harbor

date:
November, 1988

by:
Storch Associates
Westbury, New York

IMPLEMENTATION PLAN

The task of revitalizing the waterfront, developing the necessary pedestrian linkages and improving parking facilities has already begun. Over the past few years the Village has developed a parking lot at Nassau Street and Meadow Street, and has rehabilitated the parking lots at Meadow Street and Spring Street, Washington and Division Street, and behind the Village Hall on Division Street. Sidewalk improvements have been made on Main Street, Division Street and Bay Street between Marine Park and Long Wharf. A pedestrian link was also created between Nassau Street and Long Island Avenue adjacent to the post office. This work should be continued with the recommended design guidelines in addition to the implementation of the major waterfront projects outlined below.

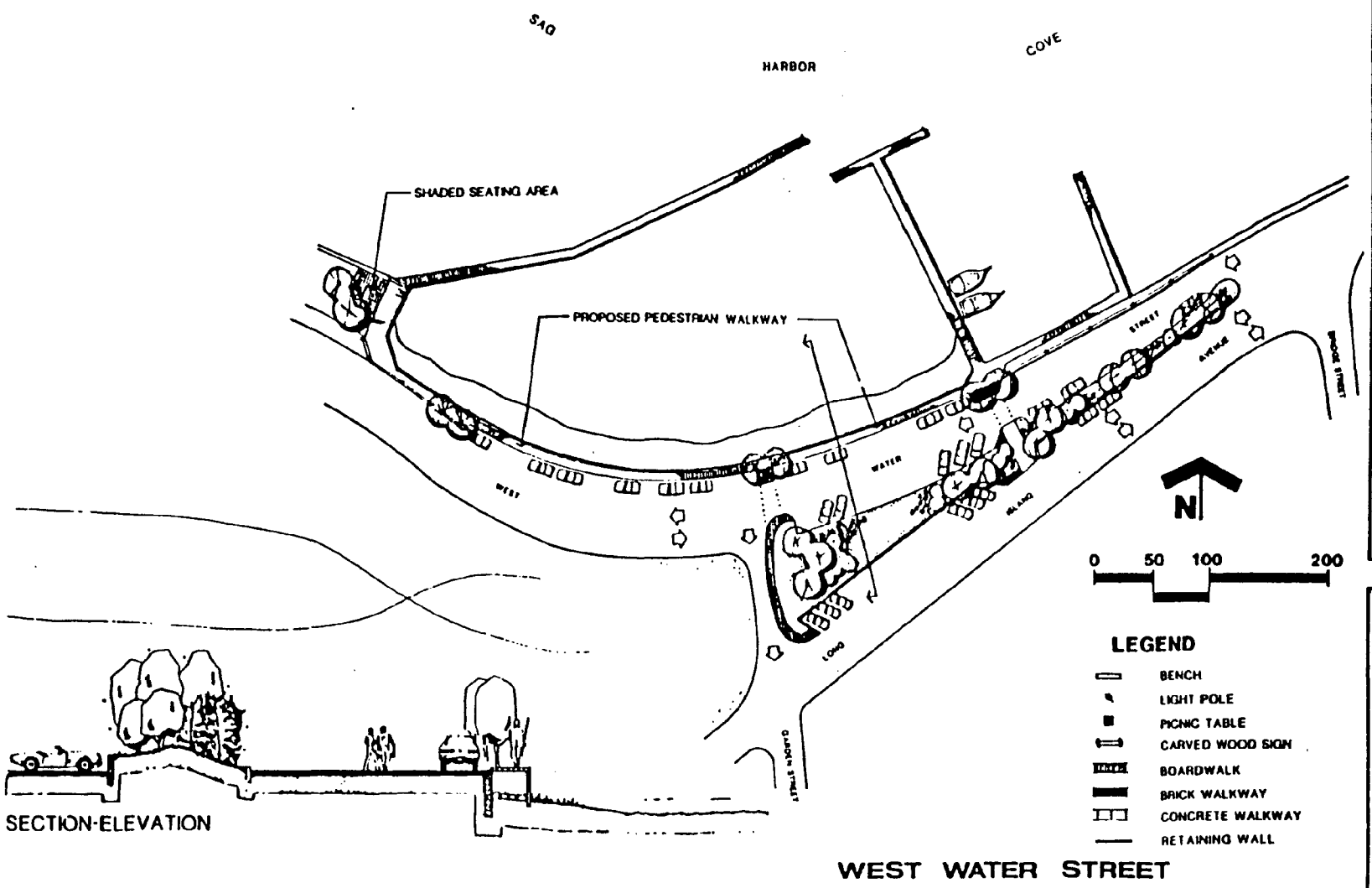
As all of the waterfront revitalization projects are important, the order of implementation is greatly dependent on available funding. The work completed as part of this waterfront design plan will enable the Village to be ready to apply for funds from various sources. Rather than simply ordering the projects according to a desired construction schedule, projects should be matched up with the appropriate funding sources to maximize the possibility of being awarded construction funds. Whenever the Village is responsible for funding of a project, the available funds should be leveraged with funds from other agencies if possible. This is accomplished by utilizing Village funds as

either matching funds or to complete a portion of a project that is not eligible for funding from another agency.

The following discussion combines the design schematics, cost estimates and funding opportunities that exist. Rather than rank each project in some particular order that can change with funding availability or revised goals, each project has been given either primary or secondary status.

West Water Street (primary)

The first stage of the work which should be completed for the West Water Street project is the retaining wall to stabilize the roadway. Related to the wall project are needed parking improvements, such as resurfacing, curbing, guide rails and striping. The creation of the pedestrian walk, landscaping amenities, and the addition of a floating dock system need not be completed at the same time since they can be built in a logical sequence as funds become available.



SAG HARBOR

LOCAL WATERFRONT REVITALIZATION PROGRAM

WATERFRONT DESIGN PLAN

SAG HARBOR LONG ISLAND

prepared for:
Village of Sag Harbor

date:
November, 1985

by:
Storch Associates
Westbury, New York

Long Wharf (secondary)

Suffolk County is responsible for the maintenance of the structural integrity of the Wharf and its rehabilitation. The rehabilitation of the structural components of the Wharf are included in the 1986 capital improvement budget for Suffolk County. The Village should make every effort to have the County implement as many of the components of the Wharf design included in this document as possible. This includes the surface treatment for the parking, lighting, pedestrian walkways, wood guide rails and site furnishings. Until the actual date of County reconstruction of the Wharf is finalized the non-fundable improvements of the Wharf should be a secondary project for the Village to undertake.

The total renovation of the Long Wharf will greatly influence the revitalization of the waterfront and business areas, as the Wharf is the focal point of the community both from within the Village and for visitors arriving by boat. In addition, as shown on the Waterfront Conceptual Plan, the southern end of Long Wharf is shown as the interface between the three character areas - the Waterfront, Historic Waterfront, and the Historic Village areas. The intensity for visitor use in this area indicates the importance of this area as the core of the revitalization. The degree of intensity decreases with the distance from this core project.

Private efforts towards revitalization have already been made on Long Wharf. Publicly supported improvements in the surrounding

areas should seek to support and encourage private improvement efforts.

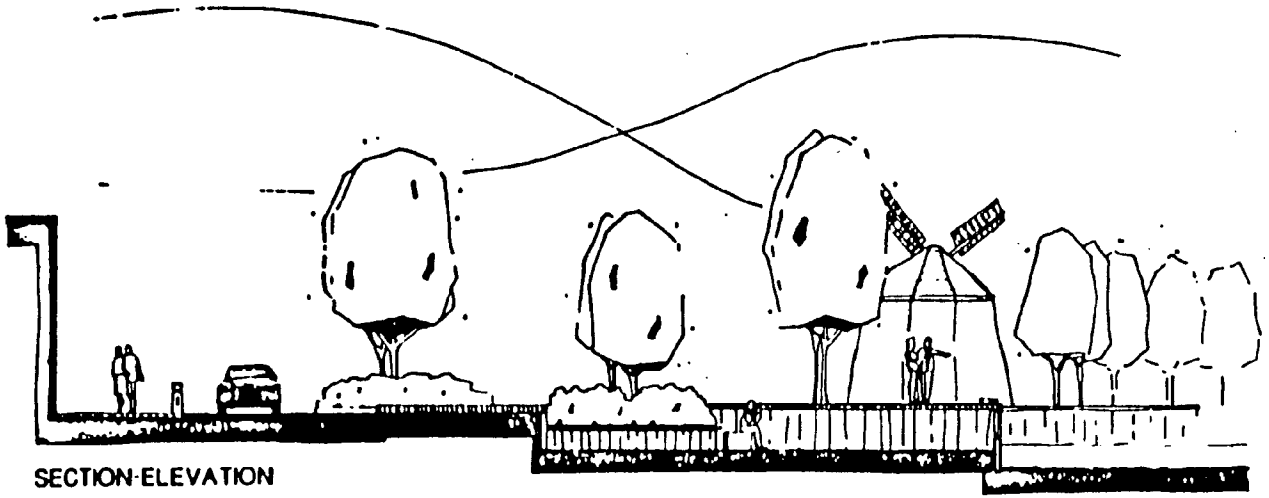
Windmill Park (secondary)

This park serves as a focal point from the Village business district and has been given primary status. A Land and Water Conservation Fund (LWCF) application was submitted and denied for Fiscal Year 1985. The Village should look for additional funding sources so that this project could be completed in conjunction with the rehabilitation of Long Wharf by Suffolk County. However, if the project cannot be completed in one stage, the plaza area around the information windmill and accompanying landscape amenities should be implemented first, leaving the completion of the waterfront walkway for a later date.

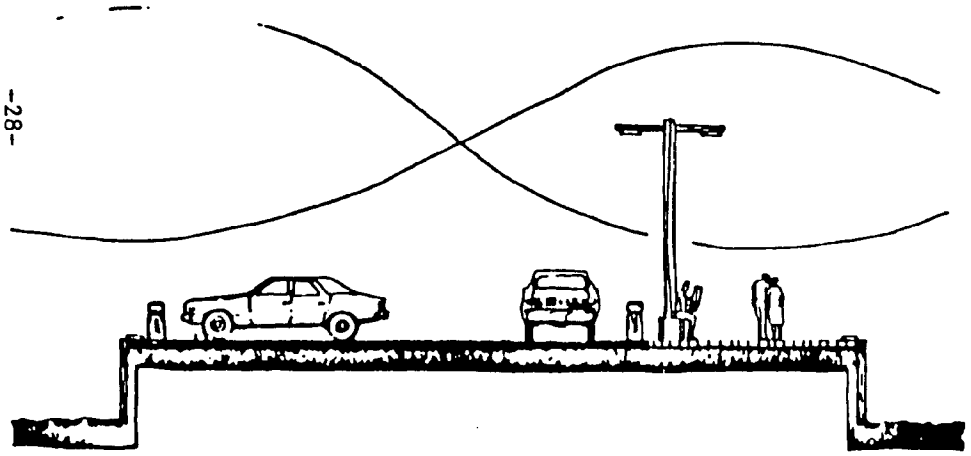
Sag Harbor Cove Park (secondary)

Sag Harbor Cove Park is located just south of State Route 114 and has been given a secondary status. The adjacent property owner has offered to assist with the improvements to the park as shown on the plans as he feels it would enhance the area.

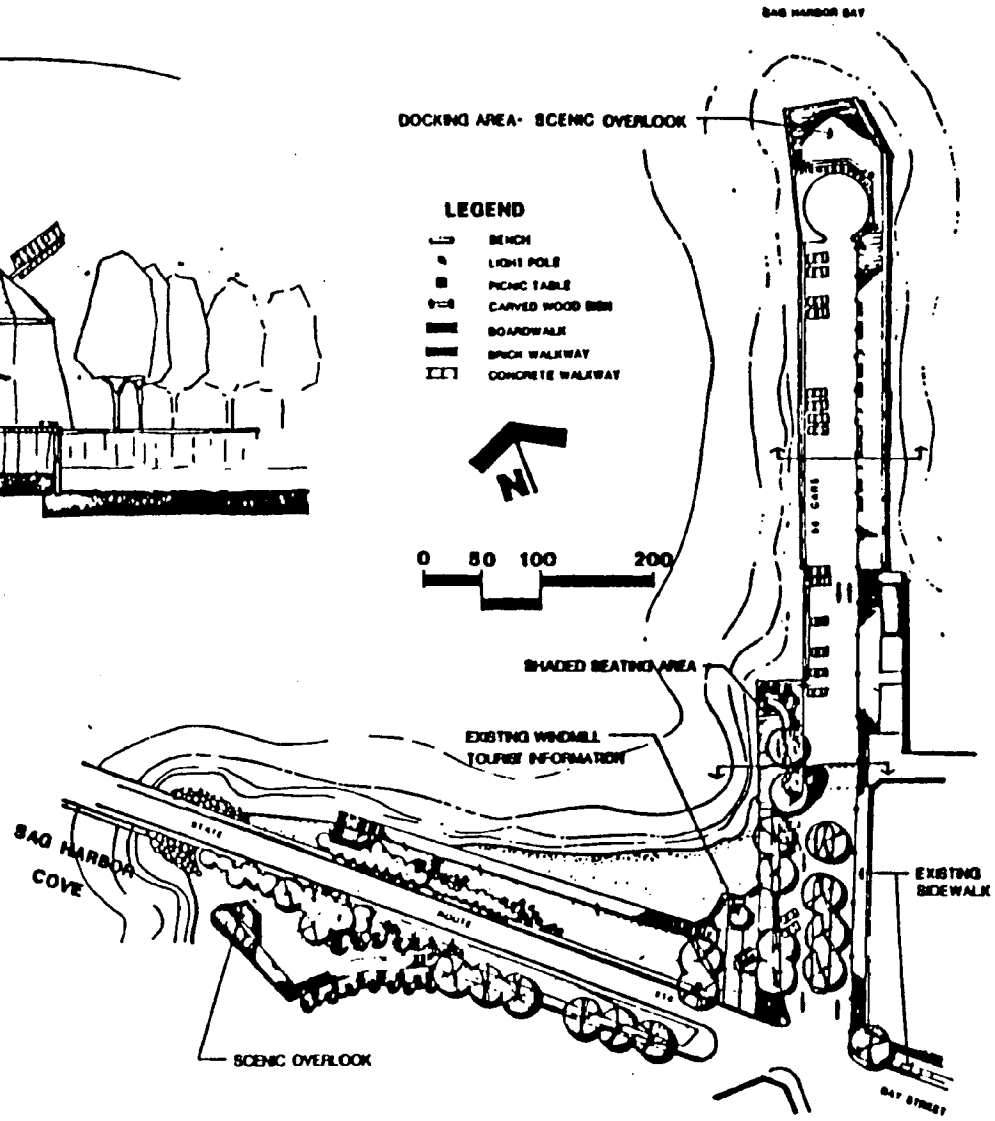
This avenue of additional funding assistance should be further investigated as soon as possible. This project will complement the waterfront walkway from Windmill Park and includes a scenic overlook and additional landscape improvements.



SECTION-ELEVATION



SECTION-ELEVATION



LONG WHARF/WINDMILL/
SAG HARBOR COVE PARKS

SAG HARBOR

LOCAL WATERFRONT REVITALIZATION PROGRAM

WATERFRONT DESIGN PLAN

Marine Park (primary)

The renovation of Marine Park has primary status by the Village for implementation. The Village plans on replacing the existing dilapidated bulkhead with funds received through the Federal Emergency Management Act and Village sources. Additional funding has been applied for from the Land and Water Conservation Fund for Fiscal Year 1986 to develop the park. If the entire project cannot be completed at one time the following schedule is recommended:

1. the construction of a new bulkhead and boardwalk, the regrading and replanting of the open space, reconstruction of the areas and construction of the proposed bandshell;

2. the construction of a new harbor master and public comfort facility;

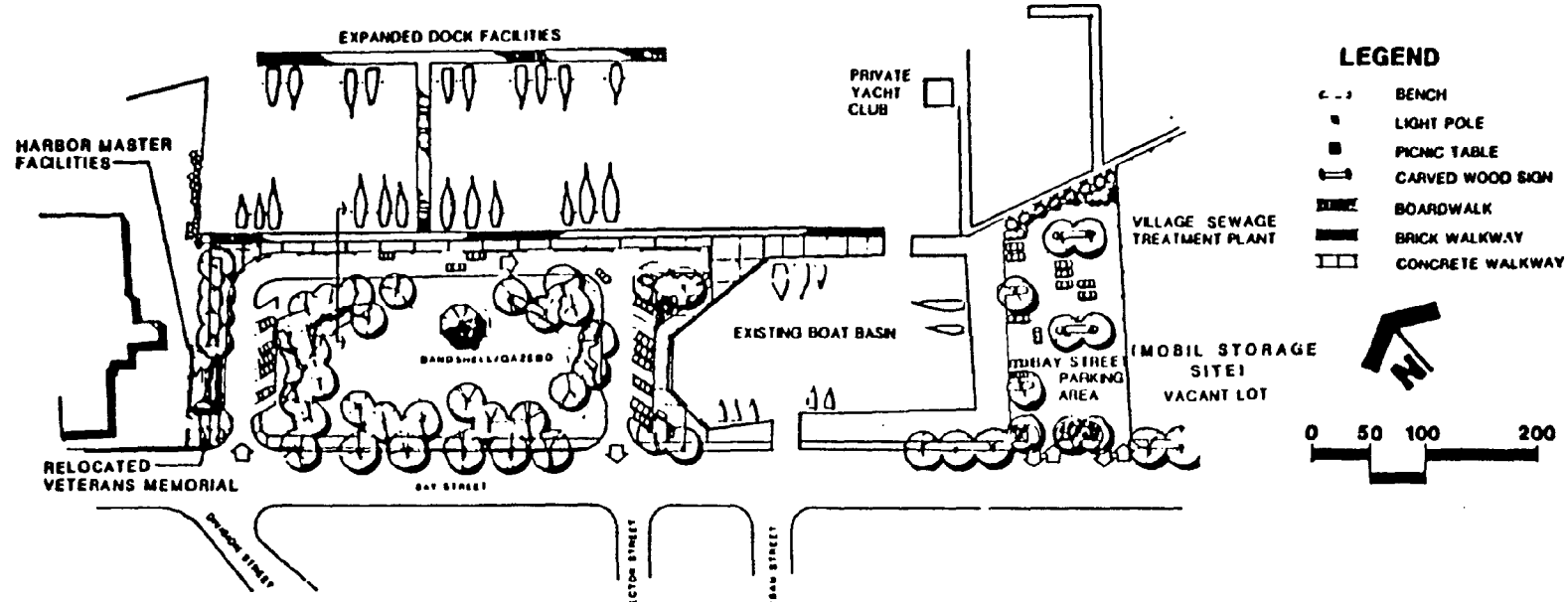
3. the expansion of the docking facilities. Once the bulkhead is complete, each of these components is to some degree independent of one another. Availability of funding for separate components can conceivably alter the recommended phasing of improvements.

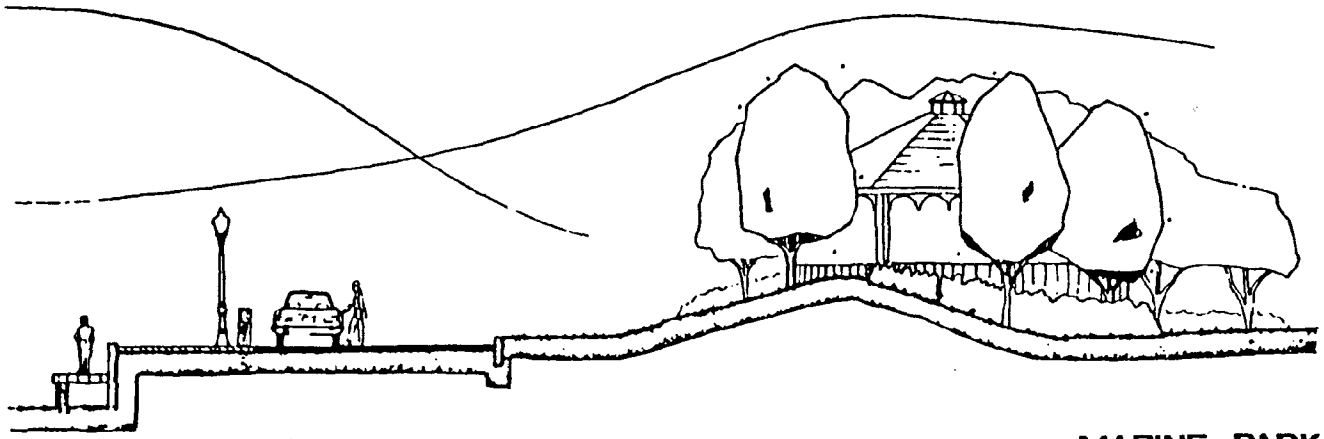
Bay Street Parking Area (primary)

Although this project is given secondary status, immediate improvement can be made by striping the parking area, thus maximizing parking space use. A signage program at Bay Street and other locations throughout the Village would enable visitors to easily locate parking areas and relieve some of the traffic problems.

However, there are other opportunities adjacent to the parking area, specifically, the possibility of Village acquisition of the vacant land of the Mobil site (to the east) to further increase parking and public access to the waterfront.

The resurfacing and landscape plantings should be done after the majority of the waterfront rehabilitation has been completed. Since this project is a more isolated site, it does not have a large impact on the total revitalization of the waterfront.





SECTION-ELEVATION

MARINE PARK/
BAY STREET PARKING AREA

SAG HARBOR

LOCAL WATERFRONT REVITALIZATION PROGRAM

WATERFRONT DESIGN PLAN

prepared for:
Village of Sag Harbor

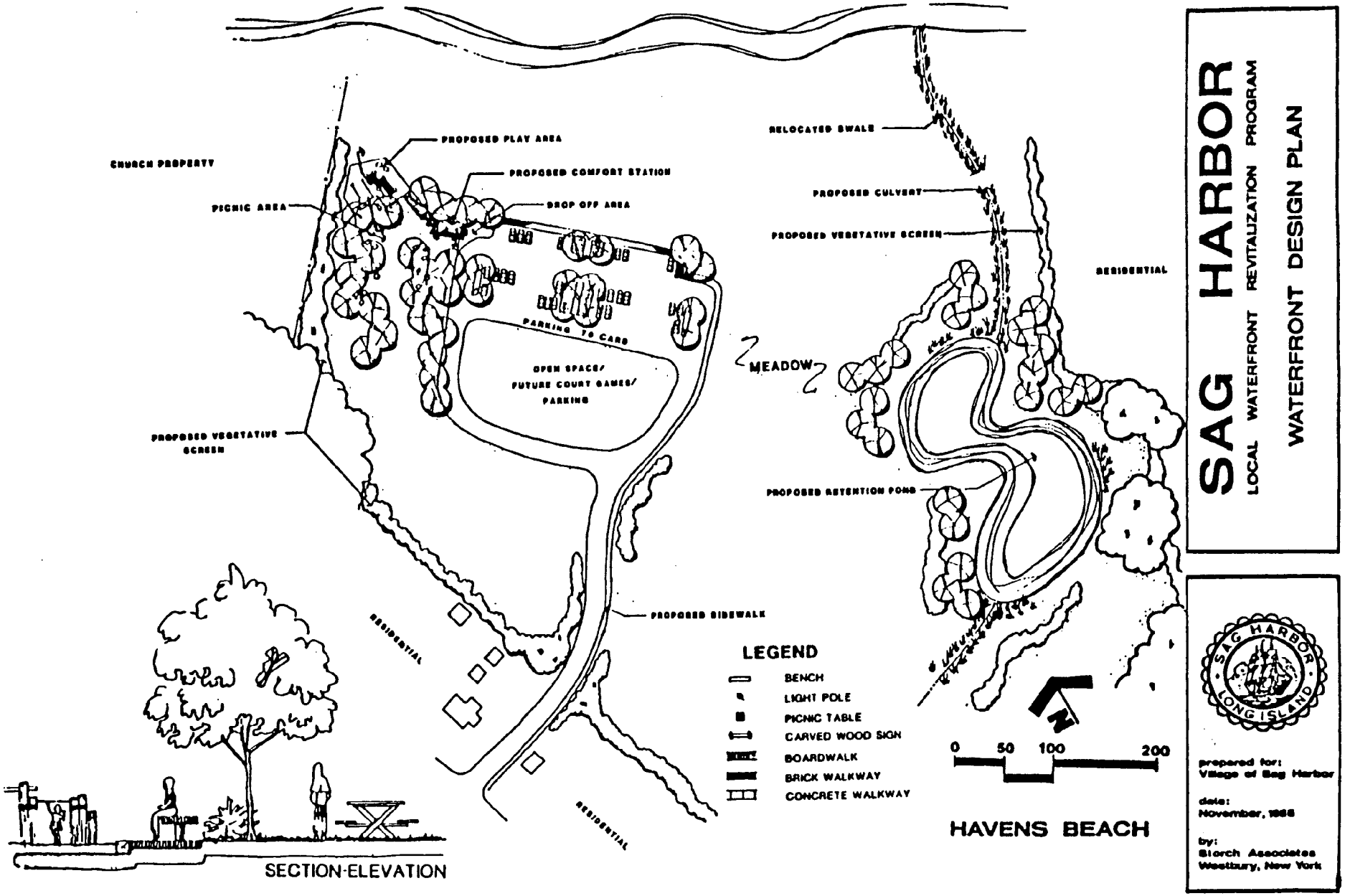
date:
November, 1986

by:
Storch Associates
Westbury, New York

Havens Beach (secondary)

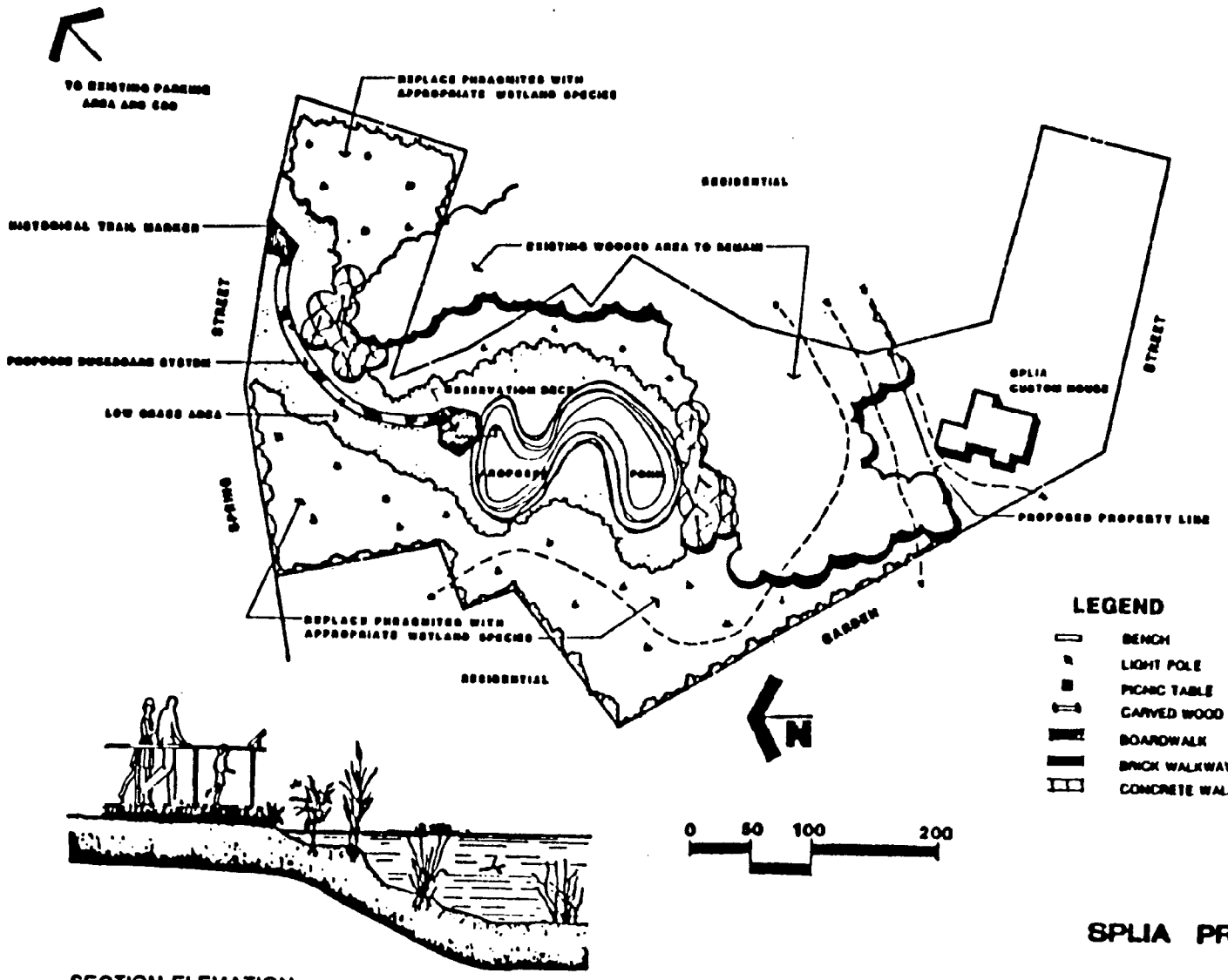
It is recommended that the implementation of the recreation related renovations necessary be completed as one project and given secondary status. The realignment and expansion of the parking area is designed to improve vehicular circulation and accommodate the increased use due to the rehabilitation of the area. Havens Beach provides the only opportunity for public swimming and picnicking. Being located away from the main activity of the Village business area there will be fewer vehicular conflicts arising from the improvements at Havens Beach. Other recommended facilities include a handicapped accessible comfort station, a boardwalk along the beach and parking area, and ample open spaces for recreation.

The proposed detention pond could be developed independently, since it does not affect the existing function of the area. However, the feasibility of a detention pond should be investigated prior to the development of the beach area in order to determine the potentials and constraints of the pond.


SAG HARBOR
LOCAL WATERFRONT REVITALIZATION PROGRAM
WATERFRONT DESIGN PLAN
CHURCH PROPERTY
PROPOSED PLAY AREA
PROPOSED COMFORT STATION
PICNIC AREA
DROP OFF AREA
PARKING TO CARS
OPEN SPACE/
FUTURE COURT GAMES/
PARKING
PROPOSED VEGETATIVE
SCREEN
RESIDENTIAL
PROPOSED SIDEWALK
RESIDENTIAL
RELOCATED SWALE
PROPOSED CULVERT
PROPOSED VEGETATIVE SCREEN
RESIDENTIAL
MEADOW
PROPOSED RETENTION POND
LEGEND
BENCH
LIGHT POLE
PICNIC TABLE
CARVED WOOD SIGN
BOARDWALK
BRICK WALKWAY
CONCRETE WALKWAY
0 50 100 200
HAVENS BEACH
SECTION-ELEVATION
SAG HARBOR
LONG ISLAND
prepared for:
Village of Sag Harbor
date:
November, 1988
by:
Blorch Associates
Westbury, New York

SPLIA Preserve (secondary)

A secondary priority should be given to the revegetation of the area in order to increase the drainage capacity of the pond. The introduction of desirable vegetative species will prevent excessive siltation to maintain the drainage capacity of the pond. Additional landscaping and duckboard walkway system could be completed at a later date since it is not important for the functioning of the pond. However, an agreement must be reached with representatives of the Society for the Preservation of Long Island Antiquities (SPLIA) as they are landholders and their cooperation affects the funding sources of the project.



SECTION-ELEVATION

LEGEND

- BENCH
- LIGHT POLE
- PICNIC TABLE
- CARVED WOOD SIGN
- BOARDWALK
- BRICK WALKWAY
- CONCRETE WALKWAY

SPLIA PRESERVE

SAG HARBOR

LOCAL WATERFRONT REVITALIZATION PROGRAM

WATERFRONT DESIGN PLAN

prepared for:
Village of Sag Harbor

date:
November, 1986

by:
Sherah Associates
Westbury, New York

Streetscape Projects

The rehabilitation of alleyways is important to the pedestrian circulation, between the parking areas and the Village business district. During this study the Long Island Lighting Company (LILCO) was asked to investigate the possibility of an easement between the parking area at Meadow and Nassau Streets to Bridge Street. Obtaining this agreement should be a top priority, and other streetscape and pedestrian link projects should be completed because they will complement the other major revitalization projects.

WEST WATER STREET

		COST*
	Demolition/Removals	$ 115,000
	Boardwalk (5,200 s.f.)	78,000
**	Timber roadway retaining wall (610 l.f.)	305,000
	Timber retaining wall @ L.I. Avenue (390 l.f.)	117,000
	Concrete curb (850 l.f.)	10,200
	Brick pavers (3,300 s.f.)	30,000
	Timber guide rail (320 l.f.)	4,000
	Asphalt pavement resurfacing (11,750 s.y.)	94,000
	Landscaping	20,500
	Trees (20) Small trees/evergreens (45) Shrubs (50) Topsoil	
	Wood & concrete benches (6)	6,000
	Lighting (10 wood poles)	60,000
	Miscellaneous (signs, trash recp., striping, etc.)	5,000
	Contractor's mobilization, overhead, etc.	72,400
	TOTAL	$ 917,100
	SAY	$ 920,000

* Cost does not include engineering/design fees and contingencies. Costs given have been developed based on 1985 construction costs. Adjustments will be necessary when applying estimates for future years.

** Recommended start up projects.

LONG WHARF

	COST*
Demolition (l.s.)	$ 45,000
** Boardwalk (10,500 s.f.)	157,500
Timber guide rail (1,100 l.f.)	11,000
Timber bollards (50)	10,000
Concrete wheel stops (75)	11,500
Benches, wood & concrete (22)	22,000
Brick pavers (3,600 s.f.)	32,500
Lighting, wood poles (12)	72,000
Timber wall, 3' high (100 l.f.)	6,000
Asphalt pavement (3,750 s.y.)	45,000
Poured concrete curbs (280 l.f.)	3,500
Landscaping	6,500
Trees (10) Shrubs (30) Groundcover Topsoil (100 c.y.)	
** Miscellaneous (signs, trash recp., striping, etc.)	15,000
Contractor's mobilization, overhead, etc.	44,000
TOTAL	$ 481,500
SAY	$ 485,000

* Cost does not include engineering/design fees and contingencies. Costs given have been developed based on 1985 construction costs. Adjustments will be necessary when applying estimates for future years.

** Recommended start up projects.

WINDMILL PARK

		COST*
	Demolition/Removals	$ 25,000
**	Boardwalk (4,100 s.f.)	61,500
	Concrete pavement (5,000 s.f.)	25,000
	Brick pavers (1,150 s.f.)	10,500
	Landscaping	12,500
	Trees (15) Small trees/evergreens (20) Shrubs (40) Topsoil	
	Lighting (10 wooden poles)	40,000
	Benches (8 concrete & wood)	8,000
	Windmill restoration	20,000
	Miscellaneous (signs, trash recp., striping, etc.)	5,000
	Contractor's mobilization, overhead, etc.	25,000
	TOTAL	$ 232,500
	SAY	$ 235,000

* Cost does not include engineering/design fees and contingencies. Costs given have been developed based on 1985 construction costs. Adjustments will be necessary when applying estimates for future years.

** Recommended start up projects.

SAG HARBOR COVE

		COST*
	Demolition	$ 12,000
	Boardwalk (2,950 s.f.)	45,000
	Observation deck retaining wall	2,100
**	Concrete sidewalk (1,250 s.f.)	6,500
**	Brick edging (750 s.f.)	7,000
	Lighting, wood poles (9)	36,000
	Benches, wood & concrete (5)	5,000
**	Landscaping	16,000
	Trees (10) Small trees/evergreens (30) Shrubs (100) Topsoil (100 c.y.)	
	Miscellaneous (signage, trash recp., etc.)	3,000
	Contractor's mobilization, overhead, etc.	16,000
	TOTAL	$ 148,600
	SAY	$ 150,000

* Cost does not include engineering/design fees and contingencies. Costs given have been developed based on 1985 construction costs. Adjustments will be necessary when applying estimates for future years.

** Recommended start up projects.

MARINE PARK

		COST*
	Demolition	$ 100,000
	Bulkhead (600 l.f.)	360,000
	Boat Basin bulkhead (400 l.f.)	240,000
	Boardwalk (2,400 s.f.)	36,000
**	Concrete walkway (13,000 s.f.)	65,000
	Lighting, historic pole (15)	60,000
	Wood guiderail (300 l.f.)	3,000
	Benches, cast iron (10)	10,000
	Irrigation system	30,000
	Band shell	40,000
	Landscaping	39,000
	Trees (20) Small trees/evergreens (10) Grading, topsoil, fill Sod	
	Harbor master facilities	75,000
	Finger piers (30 berths)	60,000
	Timber curb, planters (300 l.f.)	3,000
	Poured concrete curb, roadway (650 l.f.)	8,000
**	Miscellaneous (flagpoles, monument moving, trash recp., signs)	15,000
	Contractor's mobilization, overhead, etc.	91,500
	TOTAL	$ 1,235,500
	SAY	$ 1,240,000

* Cost does not include engineering/design fees and contingencies. Costs given have been developed based on 1985 construction costs. Adjustments will be necessary when applying estimates for future years.

** Recommended start up projects.

BAY STREET PARKING

		COST*
	Demolition/Removals	$ 12,000
**	Asphalt pavement resurfacing (2,450 s.y.)	20,000
	Poured concrete curb (790 l.f.)	9,500
	Landscaping	12,000
	Trees (9) Small trees/evergreens (10) Shrubs (20) Groundcover (1,000 s.f.) Topsoil (100 c.y.)	
	Lighting (6 wood poles)	36,000
**	Timber guide rail (150 l.f.)	1,500
**	Miscellaneous (signs, trash recp., striping, etc.)	3,000
	Contractor's mobilization, overhead, etc.	11,500
	TOTAL	$ 105,500
	SAY	$ 106,000

* Cost does not include engineering/design fees and contingencies. Costs given have been developed based on 1985 construction costs. Adjustments will be necessary when applying estimates for future years.

** Recommended start up projects.

HAVENS BEACH

		COST*
	Demolition/Removals	$ 50,000
	Comfort station (l.s.)	75,000
	Playground equipment (timbers, sand, equipment)	65,000
	Parking area improvements	85,000
	Tar/Gravel roadway (2,600 s.y.±) Tar/Gravel parking area (4,150 s.y.±) Excavation (1,150 c.y.±)	
	Boardwalk	48,000
	Lighting, wood poles (12)	72,000
**	Timber curbs for islands & boardwalk (800 l.f.)	8,000
**	Stone screenings sidewalk along roadway w/ edging (750 l.f.)	4,000
	Concrete pavement (1,000 s.f.)	5,000
	Timber guiderail (1,000 s.f.)	10,000
	Landscaping	52,500
	Trees (50) Small trees/evergreens (50) Shrubs (500) Topsoil (200 c.y.)	
**	Site furnishings (benches, tables, trash recp., BBQ grills)	37,500
	Feasibility study/Maintenance study	15,000
	Pond development (dredging, grading, etc.)	30,000
	Landscaping @ pond area (trees, shrubs, grasses, marsh planting)	50,000
	Seeding/topsoil for picnic/parking/active use (4 acres ±)	26,000

HAVENS BEACH (Cont'd)

		COST*
Miscellaneous (signage, striping)		5,000
Contractor mobilization, overhead, etc.		63,800
	TOTAL	$ 701,800
	SAY	$ 705,000

* Cost does not include engineering/design fees and contingencies. Costs given have been developed based on 1985 construction costs. Adjustments will be necessary when applying estimates for future years.

** Recommended start up projects.

SPLIA PRESERVE

		COST*
	Demolition/Removals	$ 10,000
**	Feasibility study	10,000
	Clearing vegetation (2.5 ac.±)	12,000
	Pond restoration	5,000
	Fine grading, fill, etc.	5,000
	Duckboard (3,000 s.f.)	45,000
	Wood Railing (70 l.f.)	3,000
	Lighting, wood poles (4)	14,000
	Landscaping	25,000
	Trees (16) Grasses (.5 ac.±) Selective thinning Marsh planting	
	Miscellaneous (historic markers, signage, etc.)	3,000
	Contractor's mobilization, overhead, etc.	15,500
	TOTAL	$ 147,500
	SAY	$ 148,000

* Cost does not include engineering/design fees and contingencies. Costs given have been developed based on 1985 construction costs. Adjustments will be necessary when applying estimates for future years.

** Recommended start up projects.

The costs of revitalizing Sag Harbor's waterfront point to the need for an on-going capital improvement program. The developement of this program should address immediate public safety concerns, as well as municipal and outside agency funding availability. The planning estimates previously outlined can form the basis of such a program.

However, until the adoption of such a program, it may be possible to initiate those areas of work that require immediate attention and/or fall reasonably within the Village's resources in the near future. The cost breakdowns below are given for those tasks that can be begun in order to achieve the goals of the revitalization efforts.

TOTALS

	RECOMMENDED START UP PROJECT COST**	BALANCE	PROJECT COST*
West Water Street	$ 305,000	$ 615,000	$ 920,000
Long Wharf	172,500	312,500	485,000
Windmill Park	61,500	173,500	235,000
Sag Harbor Cove	29,500	120,500	150,000
Marine Park	80,000	1,160,000	1,240,000
Bay Street Parking	24,500	81,500	106,000
Havens Beach	49,500	655,500	705,000
SPLIA Preserve	10,000	138,000	148,000
		TOTAL	$ 3,989,000

* Cost does not include engineering/design fees and contingencies. Costs given have been developed based on 1985 construction costs. Adjustments will be necessary when applying estimates for future years.

** For start up project tasks see individual cost estimates.

This Public Access and Waterfront Design Plan will provide the Village with a set of guidelines with which future projects (either public or private) can be planned in an organized manner. The guidelines and plans developed here suggest materials and forms which are appropriate and will unify the varied use areas in Sag Harbor.

These suggested design element guidelines are open to some degree of interpretation until the Village develops and adopts more specific guidelines and standards for use in development throughout Sag Harbor. Specific manufacturers and methods should be determined in respect to cost and maintenance considerations.

The design schematics and preliminary cost estimates are provided for the Village decision-makers to use in their planning processes. By providing these overall standards and schematics in conjunction with the LWRP policies, a clear and organized direction is set for Village planning. These can then be used when applying for additional non-Village funding as well as budgetary planning.

For private development, these guidelines combined with LWRP policies will allow Village officials to make effective decisions based on sound planning practices. This will save both time and money for all those involved and will encourage the provision of appropriate site amenities by private concerns.

This plan is a starting point for the Village and should evolve into an effective tool for the continued development and preservation of Sag Harbor's unique character.

APPENDIX A

Population and Housing
Tables I through III

TABLE I.

AGE AND SEX DISTRIBUTION, 1970 AND 1980, AND NET CHANGE IN AGE GROUPS, AS THEY MATURED
VILLAGE OF SAG HARBOR

Age Group In Years	1970 Male	1970 Female	1970 Total	1980 Male	1980 Female	1980 Total	Age Group In Years	Net Change 1970 to 1980 Male	Net Change 1970 to 1980 Female	Net Change 1970 to 1980 Total
				77	58	137	Under 5	79	58	137
Under 5	62	58	120	127	135	262	5 to 14	65	77	142
5 to 14	214	210	424	169	177	346	15 to 24	-45	-33	-78
15 to 24	151	133	284	186	167	353	25 to 34	35	34	69
25 to 34	116	124	240	145	154	299	35 to 44	29	30	59
35 to 44	110	133	243	137	178	315	45 to 54	27	45	72
45 to 54	155	159	314	157	193	350	55 to 64	2	34	36
55 to 64	139	162	301	200	319	519	65 & over	-96	-123	-219
65 & over	157	280	437							
Totals	1,104	1,259	2,363	1,200	1,381	2,581		96	122	218
Percent	46.7%	53.3%	100.0%	46.5%	53.5%	100.0%		44.0%	56.0%	100.0%

SOURCE: U.S. Census of Population, 1970 and 1980

TABLE II.

HOUSEHOLD CHARACTERISTICS, 1970 AND 1980
VILLAGE OF SAG HARBOR

Household Type Household Relationship	No. of Households 1970	 1980	No. of Persons 1970	 1980	Persons/Household 1970	 1980
Non-family households (a)						
Under 65 years of age	143	248	143	248	1.00	1.00
65 years or over	93	168	93	168	1.00	1.00
Subtotal	236	416	236	416	1.00	1.00
Persons not related to head (b)	-	-	32	68	0.14	0.16
Total: Non-family households	236	416	268	484	1.14	1.16
Family Households						
Husband-wife households (c)	539	559	1,078)	1,118)	1.84	1.80
Single-head households (c)	85	142	85)	142)		
Own children of head under 18 years	-	-	633	475	1.00	0.68
Other relatives of head under 18 years	-	-	23	36	0.04	0.05
Non-related to head under 18 years	-	-	0(b)	4	0.00	0.01
Other own children, relatives or non-related persons						
18 - 64 years	-	-	223	261	0.35	0.37
65 & over			53	60	0.08	0.09
Total: Family households	624	701	2,095	2,096	3.31	3.00
TOTAL: ALL HOUSEHOLDS	869	1,117	2,363	2,580	2.72	2.31

(a) Non-family households were called primary individual households in 1970.
(b) No breakdown between household types available. Assumed that all were in non-family households, thus maximizing their size.
(c) This figure includes those husband-wife households and single-head households 65 years and over.

SOURCE: U.S. Census of Population, 1970 and 1980

TABLE III.

HOUSING INVENTORY AND CHARACTERISTICS, 1970 AND 1980
VILLAGE OF SAG HARBOR

	1970 Census		1980 Census	
	No.	%	No.	%
Total no. of housing units	1,414	100.0	1,786	100.0
Vacant - seasonal and migratory	50	3.5	529	29.6
Total: All year-round housing units	1,364	96.5	1,257	70.4
Occupied: year-round units				
Owner occupied	679	49.8	768	61.1
Renter occupied	190	13.9	349	27.8
Subtotal: All occupied housing units	869	63.7	1,117	88.9
Vacant: year-round units				
For sale only	15	1.1	35	2.8
For rent	63	4.6	27	2.1
Other	417	30.6	78	6.2
Subtotal: All vacant housing units	495	36.3	140	11.1
Total: All year-round housing units	1,364	100.0	1,257	100.0
Housing units by number of units in structure: year-round units				
1 unit	1,148	84.2	982	78.1
2 to 9 units	216	15.8	259	20.6
10 or more units	0	0.0	16	1.3
Mobile homes	0	0.0	0	0.0
TOTAL: All year-round housing units	1,364	100.0	1,257	100.0

SOURCE: U.S. Census of Housing, 1970 and 1980

APPENDIX B

Natural Resources Inventory Update - 1983

Table IV

TABLE IV.

NATURAL RESOURCE INVENTORY UPDATE DATA - 1983

(See Map M-3)

KEY TO HABITATS

Inventory Habitat Type	CZM Relationship
A. Subtidal	None
B. Intertidal Wetlands	Tidal marsh
C. Shore, Beach, Dune	Beach, dunes, maritime flora
D. Upland Edge: Slopes	Bluff
E. Upland	Developed area, old fields farmland, forests
F. Freshwater, brackish	Freshwater wetland

ENVIRONMENTAL EVALUATION PROFILE KEY

(No reference to factor where not applicable)

Environmental Factor	Rating
a. Commerce	1. Good
b. Recreation	2. Fair
c. Aesthetics	3. Poor
d. Water quality	
e. Wildlife	
f. Vegetation	
g. Fisheries	
h. Erosion	
i. Residence	

TABLE IV

Habitat Cell No.	Environmental Evaluation Profile	Notes
Subtidal Habitat Areas		
A-1	b3c2d3e2f3g3h2	Ligonee Brook estuary; poor flushing, accumulates sediments; eutrophicates with dead vegetation, has "dead" pockets.
A-2	b2c1d2e1f2g2h2	Part of Upper Sag Harbor Cove receiving water from Ligonee Brook and East Noyac Hills; poor flushing; extensive intertidal marsh edge along most of west side (Town of Southampton).
A-3	a3b1c1d2e1f1g1h2	Upper Sag Harbor Cove and Morris Cove; surrounded by salt marsh fringe, much of the bottom covered with eelgrass; these waters are probably the most valuable in the Sag Harbor Cove system with respect to waterfowl, shellfish, bait fish and larger finfish production and feeding; exchanges water through three inlet systems: Redwood Canal and culvert, Otter Pond and Little Narrows.
A-4	b2c3d3e1g2h2	Private boat basins, one at end of John Street, one east of Yale Road; both enter Upper Sag Harbor and are stabilized.
A-5	b2c1d2e1g2h2	Otter Pond basin; silty bottom, slowly eutrophicating; nursery for finfish, no shell fishing; important waterfowl feeding and wintering area; exchanges tidal marine water through culvert under Main Street; receives freshwater through culvert under Jermain Street from large marsh-swamp system to south.
A-6	a3b1c1d2e1f2g2h2	Part of Sag Harbor Cove, subtidal basin with dredged channel from N.Y.S. Route 114 bridge through Big Narrows;

TABLE IV (Continued - 3)

Habitat Cell No.	Environmental Evaluation Profile	Notes
A-6 Continued		bottom consists of silty-sands with partial covering of red algae species; some contamination from boat basins and possibly waste water treatment plant effluent; moderately productive for bivalves, winter flounders, eels and other shellfish and finfish; waterfowl wintering area, especially greater scaup.
A-7	a1b1c3d3g3h1	Boat basin and tidal canal to Upper Sag Habor Cove; intense small boat activity; stabilized banks; subject to surface water contamination from boats and stormwater runoff.
A-8	a1b1c2d3e3g3h2	Boat basin area including Village Marina; intense power boat activity; subject to surface water contamination from boats and stormwater runoff; mostly bulkheaded and with many fixed docks and pilings; flushing through tidal channel under N.Y.S. Route 114 bridge and at Big Narrows; Village Marina has shallow water depth due to siltation.
A-9	a1b1c1d3e2f1g2h2	Main harbor for Sag Harbor; incomplete flushing twice daily by strong tidal currents; subject to surface water contamination from boats, stormwater runoff and potentially from waste water treatment plant effluent; waters closed to shellfishing by N.Y.S. D.E.C. order; bottom covered with red and green algae; important fishery staging area; some waterfowl wintering.
A-10	a3b1c1d1e1f1g1h2	Sag Harbor Bay, shallow subtidal embayment, an adjunct to Northwest Harbor and Shelter Island Sound; extensive eelgrass beds and high annual productive value; particularly important for bay scallops, several species of finfish; waterfowl wintering.

TABLE IV (Continued - 4)

Habitat Cell No.	Environmental Evaluation Profile	Notes
A-11	b1c1d2e1f2g2h1	Little Northwest Creek delta zone; in sphere of freshwater influence of the creek; important nursery area for bay scallops, small fish; feeding area for larger finfish, waterbirds and waterfowl.
Intertidal Wetlands		
B-1	b3c1d2e1f2g2h1	Ligonee Brook estuary intertidal marsh fringe running up to tidal limit near Brick Kiln Road; cleans water from Ligonee Brook; protects upper shore banks against erosion; adds biomass to Sag Harbor Cove system; serves as valuable food and habitat or wildlife.
B-2	b3c1d2e2f2g2h1	Thick intertidal marsh fringe running from Long Point south to cut-out cove area, may be expanding; typical marsh fringe values.
B-3	b2c1d2e2f2g2h1	Wide zone of intertidal marsh from Long Point to bulkhead banks of Morris Cove, interrupted for about 100 feet in front of dwelling North side of Long Point where wetland filling has occurred; valuable fringe marsh system.
B-4	b2c1d2e2f2g2h1	Intertidal marsh fringe running nearly continuously along shore from inside bulkheading of Morris Cove around Bluff Point to private boat basin; protects highlands from toe erosion.
B-5	b2c2d2e1f2g2h1	Fringe marsh expanding into B-6 intertidal creek and wetland system; typical fringe marsh values.
B-6	b2c1d2e1f1g2h1	Large tidal creek and salt marsh system with a brackish to fresh upper edge; well vegetated with tidal pond in center; screened from residences on slopes; flushing regularly, if incompletely, through culvert under John Street running into Upper Sag Harbor Cove; slowly eutrophicating;

TABLE IV (Continued - 5)

Habitat Cell No.	Environmental Evaluation Profile	Notes
B-6 Continued		the most complex wetland in the Upper Sag Harbor Cove system; valuable to wildlife as well as to trap sediments and polish water.
B-7	b2c1d1e2f1g2h1	At Otter Pond inlet, rich ara of tidal marsh with well developed intertidal and high marsh zones; the second most complex marsh in Upper Sag Harbor Cove; typical salt marsh values.
B-8	b2c1d1e1f2h1	Wetland fringe around much of Otter Pond; vigorous intertidal spartinas backed by low banks and gentle grassy slopes - interrupted; typical wetlands values, especially trapping sediment and screening wildlife and cover.
B-9	b2c1d2e2f2g2h2	Intertidal marsh fringe along shore of Upper Sag Harbor Cove parallel to Glover Street from rock revetment next to radio station WLNG to B-7 at Otter Pond inlet, with few interruptions; receives brackish waters from adjacent upland and Otter Pond; typical fringe marsh values, expanding.
B-10	b2c1d1e1f1g2h1	South and east sides of Brush Neck; well developed intertidal marsh fringe running from private boat basin on south side of Brush Neck to Redwood Road culvert; complex and valuable, expanding; includes salt marsh covered spit.
B-11	b1c2d2e2f2g2h2	Extension of B-10, with few breaks, west from the private boat basin to Notre Dame Road; well developed intertidal marsh with expanded pockets of complex marsh vegetation; several docks across wetland tend to interfere with its integrity; typical fringe wetland values, expanding.

TABLE IV (Continued - 6)

Habitat Cell No.	Environmental Evaluation Profile	Notes
B-12	b2c1d1e1f1g2h1	Southwest tip of Brush Neck at Notre Dame Road; comparatively wide zone of intertidal marsh; removes sediments from tidal waters running through Little Narrows, provides erosion control; value for wildlife.
B-13	b2c1d2e2f2g2h2	Brush Neck, intertidal marsh, running along southwest and part of west shore; 5 to 10 feet wide with few interruptions, may be expanding; typical wetland values.
B-14	b2c2d2e2f2g2h2	Brush Neck, intertidal wetland fringe running along northwest and north shore; up to 15 feet wide; traps sediments and polishes water as tide moves through Big Narrows.
B-15	b2c2d2e2f2g2h2	Brush Neck, discontinuous patches of intertidal marsh along north shore just west of Redwood Canal; well developed, typical wetland values.
B-16	b2c1d2e2f1g2h1	Intertidal marsh running east from Redwood Canal to western boat basin on West Water Street; well developed fringe; erosion protection value; inhibits intense use of shoreline in potentially high use area.
B-17	b3c1d2e3f2g3h1	N.Y.S. Route 114 bridge to Long Wharf; important spartina marsh fringe in shadow of wharf with limited potential for expansion.
B-18	b3c1d2e2f1g2h1	Boat yard to rock groin, salt marsh with both intertidal and high marsh elements; good erosion control properties, accreting due to rock groin to east; typical wetland values.
B-19	b1c1d1e1f1g1h1	Little Northwest Creek, intertidal marsh; extensive area owned by N.Y.S. D.E.C.;

TABLE IV (Continued - 7)

Habitat Cell No.	Environmental Evaluation Profile	Notes
B-19 Continued		one of the highest quality tidal wetlands in State of New York; rich and complexly specied with breeding birds; fed by ditches and underflow, receives freshwater from upland streams including Rattlesnake Creek, adjunct of flooded deciduous forest. rich in State endangered, threatened and otherwise rare flora and fauna; special importance to breeding and wintering black duck; a WAPC in State CZM Atlas.
Shore, Beach, Dune Habitat Areas		
C-1	b3c1d2e1f1h1	Ligonee Brook estuary, upper shore banks and spoil cover; wide area with extensive phragmites and other maritime vegetation; important wildlife area and in erosion control.
C-2	b2c2d2e2f2h1	Southwest side Long Point peninsula around to bulkhead inside Morris Cove, shore behind fringing marsh; shore stabilizes slopes and upland edge, exposed as bare spit at tip of Long Point and beach in front of house on east side of Long Point; helps stabilize Long Point Road and Morris Cove slopes.
C-3	b3c2d2e2f2h1	Bluff Point, shore running around point from inside Morris Cove; mostly vegetated; protects Bluff Point slopes from toe erosion, accreting.
C-4	b3c2d2e2f1h1	Upper Sag Harbor Cove, shore behind marsh fringe running west from Otter Pond inlet bulkheading; thickly vegetated; slope stabilizing and wildlife screening values.
C-5	b1c2d2e1g2	Otter Pond, shore near inlet and opposite shore; sandy near culvert, silty sand with rubble along opposite shore; important waterfowl gathering and feeding area.

TABLE IV (Continued - 8)

Habitat Cell No.	Environmental Evaluation Profile	Notes
C-6	b2c2d2e2f2h2	Upper Sag Harbor Cove, continuous stretch of shore behind marsh fringe with few breaks running along east shore; vegetated, accreting.
C-7	b3c2d2c2f2h1	Upper Sag Harbor Cove, upper shore west of Redwood Canal; well vegetated upper shore backed by vegetated slopes with few bare spots; erosion control value, accreting.
C-8	b2c3d2e3f3h1	Upper Sag Harbor Cove, upper shore on north from Yale Road west to Notre Dame Road; well developed, in places, vegetated upper shore interrupted by docks, human disturbance and landscape plantings.
C-9	b3c2d2e2f2h2	The Little Narrows, thin upper north shore; vegetated with phragmites and other maritime vegetation.
C-10	b3c2d2e2f2h2	West shore of Brush Neck from Notre Dame Road to Amherst Road; mostly vegetated with few bare spots and with expanded areas (at Notre Dame Road for example); occluded on north by bulkheading; infiltrated by phragmites.
C-11	b3c2d2e2f2h1	Northwest shore of Brush Neck from Amherst Road to Dartmouth Road; vegetated shore with few bare beaches backed by vegetated slopes and bulkheaded terraces; stabilized, accreting.
C-12	b3c2d2e3f3h1	North shore of Brush Neck west of Redwood Canal; discontinuous semi-vegetated upper shore behind fringing marsh stabilizing upland edge.
C-13	b3c1d2e2f1h1	Sag Harbor Cove along south shore from Redwood Canal to commercial marina; important strip of vegetated shoreline behind spartina fringe stabilizing upland spoil banks and reducing use along this potentially erosive stretch.

TABLE IV (Continued - 9)

Habitat Cell No.	Environmental Evaluation Profile	Notes
C-14	a2b2c3d3e3h3	Commercial and Village Marinas; four areas of intense boating-use; unvegetated, gravelly-sandy substrata: one along West Water Street, a second just south of N.Y.S. Route 114 bridge, (an improvable beach), a third between the bridge and Long Wharf, and a fourth on the west shore of the boat landing basin on the north side of Bay Street.
C-15	b3c1d2e2f1h1	Cor Maria Convent area west of rock groin; well developed upper shore with covering of complex maritime vegetation grading into exotic upland woods and lawns.
C-16	b3c2d2e3f2h2	Cor Maria Convent area east of spit to drainage stream at Haven's Beach; thin beach with phragmites in front of unstable bank, retrogressive shore in shadow of groin; receives runoff drainage through old drain pipes at east end.
C-17	b1c2d2e3f2h2	Sag Harbor Bay from drainage stream east to opposite Milton Avenue; thin beach with expanded upper shore having vegetation of mixed high marsh and dune and maritime species grading into upland parkland grasses; interrupted by brackish drainage channel and phragmites marsh; not protected by intertidal marsh fringe because of long open-water fetch and ice-shove vulnerability; stable shoreline backed by stands of phragmites at eastern end.
C-18	b2c2d2e3f2h1	Sag Harbor Bay from Milton Avenue to Walker Avenue; expanded shore-and-beach grass on upper shore, low dune vegetation in front of gentle slopes and bulkheaded banks and terraces; receives stormwater runoff through drainage ditch at west end; backed by continuous line of bulkheads, beach is accreting.

TABLE IV (Continued - 10)

Habitat Cell No.	Environmental Evaluation Profile	Notes
C-19	b1c1d2e2f1h1	Sag Harbor Bay from Walker Avenue to Little Northwest Creek; expansive shore-beach system with well vegetated dune ridge behind; protecting toe of steep bluffs; forms part of barrier spit-dune complex up to 75 feet wide with shore on east side of Little Northwest Creek, accreting.
Upland Edge: Slopes		
D-1	c1d2e2f1h1	Bluff Point, Morris Cove; vegetated slopes protected by expanded vegetated shore at toe, well stabilized.
D-2	c2d2e3f2h1	Bluff Point, north shore; moderately steep slopes, vegetated, protected at toe by bulkheading.
D-3	b1c3d3e3f3h1	Boat basin west of John Street; bulkheaded basin.
D-4	b2c3d2e1	Otter Pond outer inlet, south bank; bulkheaded banks, site of old LIRR crossing.
D-5	b1c1d2e1h2	Otter Pond slopes around entire edge; gentle slope, some undercut banks (south edge, etc.); lawned, landscaped, mowed regularly during summer; gathering area for feeding waterfowl, strollers and a few fishermen.
D-6	c2d2e3f2h1	East shore of Upper Sag Harbor Cove; gentle wooded slopes protected at base by vegetated shore and intertidal marsh fringe.
D-7	b2c3d2f3h1	Redwood Road at culvert; rock revetment stabilizing road and culvert; steep vegetated banks and bulheads on north side of road, surrounding boat basin and Redwood Canal.
D-8	b3c1d2e2f2h2	Brush Neck, southeast area just west of Redwood Canal; moderate slopes with vegetation of trees, shrubs and ground cover; little erosion, protected from toe erosion by accreting shore and marsh.

TABLE IV (Continued - 11)

Habitat Cell No.	Environmental Evaluation Profile	Notes
D-9	b1c3d3e3f3h1	Boat basin east of Yale Road; steep escarped bank and bulkheaded; partially surrounded by maritime species.
D-10	b2c3d3f3h1	Brush Neck, east end of Notre Dame Road; small area of bank stabilized with a bulkhead.
D-11	c2d2e2f2h2	Brush Neck, west shore south of Amherst Road; bulkheaded banks and gentle vegetated slopes; stabile with stabile shore and marsh fringe.
D-12	c1d1e2f2h2i3	Brush Neck northwest shore; steep to moderately steep slopes vegetated with trees, shrubs and grasses, bulkheaded banks in a few areas (e.g., north of Amherst Road) forming terraces; no significant erosion from runoff or any fresh escarpment.
D-13	b2c3d3f3h2	Brush Neck north shore; small boat basin banks as result of cutting into shore substrata; stabilized by bulkheads with patches of maritime vegetation and disturbs-site vegetation landward of bulkheads.
D-14	a3b3c1d2e3f2h2	Sag Harbor Cove between Redwood Canal and commercial marina; spoil banks partially stabilized with vegetation, gentle where cell begins behind boatyard at Redwood Canal, steep in front of The Villas at Sag Harbor; some erosion problems, protected from severe toe erosion by shore and marsh fringe.
D-15	a3b3c1d2e3f2h2	Sag Harbor Cove at commercial boatyard; zone of intense bulkheading, reveting and docks and pilings with several service drives and walkways along Water Street.

TABLE IV (Continued - 12)

Habitat Cell No.	Environmental Evaluation Profile	Notes
D-16	b3c2d2f2h2	N.Y.S. Route 114 bridge; vegetated slope and reveted banks, adjunct to bridge design on both north and south side; some slope erosion.
D-17	a1b1c2d3h1	Long Wharf to Cor Maria; intense public and commercial use area (park, shops, big boat basins, small boat launching, petroleum depot, waste water treatment plant, etc.); banks almost completely bulkheaded or reveted.
D-18	b2c2d3h2	Cor Maria; lawn behind bulkhead with boat basin area in front.
D-19	d3f3h3	Cor Maria east of groin; eroding banks behind eroding shoreline, no fringe wetland vegetation; drainage pipes at east end.
D-20	b2c2d2e2f2h2i3	Sag Harbor Bay west of Heaven's Beach; low dune-like area with dredge spoil base over old marsh; populated by sparse covering of maritime herbs and grasses; contains some fill piles and rubble; adjunct to Haven's Beach.
D-21	b2c3d2h1	Sag Harbor Bay from Milton Avenue to Walker Avenue; bulkheaded yards in front of individual residences with moderately wide fronting shore.
D-22	b2c1d2e3f2h1	Sag Harbor Bay east of Hillside Drive East to Little Northwest Creek; gentle to steep sloping upland edge, well vegetated with trees along most of its length; protected from toe erosion by small dune; interrupted at west end by property owner's association beach access.
D-23	b2c2d2e2f2h1	Little Northwest Creek east of Taft Place;

TABLE IV (Continued - 13)

Habitat Cell No.	Environmental Evaluation Profile	Notes
D-23 Continued		small wedge of phragmites vegetation between marsh and residence providing screening and runoff interception along northeast side of Ninevah subdivision.
Upland		
E-1	b3c2d2e3f2h2il	Glover Street/John Street/Bluff Point Lane, waterfront residences; medium density with large amount of lawn and ornamental planting; likely to have strong influence on water quality of surface waters and underflow of Upper Sag Harbor Cove and Morris Cove.
E-2	b3c2d2e2f2hlil	Brick Kiln Road/Columbia Street, interior mixed use area of medium density; not expected to have direct impact on surface waters and underflow of Upper Sag Harbor Cove and Morris Cove.
E-3	b2c2d2elflhlil	Morris Cove Lane/Long Point Road, waterfront and interior residential use; low density with emphasis on natural (maritime) vegetation, few lawns; unlikely to have a large impact on surface waters of Upper Sag Harbor Cove and Morris Cove.
E-4	b2c2d3e3f2hlil	Brush Neck, waterfront and interior residences; medium density, affording marine views in proximity to Sag Harbor Cove waters; hilly, predominantly lawned and landscaped, roads in good shape but drainage and recharge needs attention; property-side boating opportunities, country living atmosphere within five minutes travel time to Village Business center; likely to impact surface waters of Sag Harbor Cove and Upper Sag Harbor Cove.
E-5	alb2c3d3h2	Redwood Canal, boating dominating commercial area, including WLNG radio facilities;

TABLE IV (Continued - 14)

Habitat Cell No.	Environmental Evaluation Profile	Notes
E-5 Continued		largely basined, reveted and spoil-filled.
E-6	b2c1d2h2i1	The Villas at Sag Harbor, condominium residences; medium density, landscaped with recreational adjunct uses, sewered.
E-7	b2c2d3e3f2h1i2	West Water Street, interior vacant land zoned for residence use; covered with phragmites in northern section, sparsely vegetated in southern section.
E-8	a3b2c1d3e1f2i1	Glover Street, interior site former active dairy farm, zoned for residence use; farm buildings, fields and fencing extant.
E-9	a1b2c2d2i1	Motel-restaurant site; former spoil site.
E-10	b3c1d2f2h2i2	Long Island Avenue, residential use; medium density and limited high density, lowland, bad drainage, subject to flooding and excessive street sheet flow during storms, local stream lines.
E-11	b2c1d2e3f2h1i1	East side between Hempstead Street and Bay Street, residential use with a few churches and other institutional buildings; heavy medium density, highly treed, attractive, partially historic; no flooding problems but contributes to stormwater runoff.
E-12	c1b2c3d2h2	Two areas along waterfront on West Water Street and Bay Street, waterfront and quasi-waterfront commercial uses; partially blighted, contributes stormwater runoff, at one point across from tank farm.
E-13	a1b1c2d2i2	Village business center, mixed commercial, residential and some service industrial uses; mixed aesthetic quality from unattractive to highly attractive; mostly sewered, significant stormwater runoff contribution and collection.

TABLE IV (Continued - 15)

Habitat Cell No.	Environmental Evaluation Profile	Notes
E-14	b1c1e2f1	Union Street area, institutional highly historic and attractive, large landscaped open spaces; separates to E-11 area.
E-15	b2c2d2e3f1h2i1	Cor Maria Convent; low density residential and institutional uses; attractive, spacious park-like grounds.
E-16	b1c2d2e3f2h1	Haven's Beach; important open space adjunct to Village of Sag Harbor; needs some rehabilitation.
E-17	b2c1d2e2f2h1i1	Shore Rd./Terry Dr./Sound View Dr./ Harding Terr. to end of Lincoln St., residence use; medium density, mostly naturally treed with little lawn area, includes some greenhouses; some steep bluffs, important surface and underflow water connection to Sag Harbor Bay and Little Northwest Creek.
E-18	b2c1d2c2f2i1	Broad interior area north of Hampton Street, residence use; medium density, high elevation, predominantly naturally vegetated with oaks (30 to 50 foot canopies), few vacant lots; drainage to north, west and east, little erosion.
E-19	b1c1d1e1f1	Hillside Drive East, vacant land zoned for residence use; oak wooded open space (40 to 50 foot canopy).
E-20	b1c1d1e1f1h1	N.Y.S. D.E.C. wetlands area; extensive, semi-mature sloped upland with oak-hickory woods screening subdivision from little Northwest Creek system.
E-21	a3b3c2d3e2f2h1i1	Upland triangle south of Brick Kiln Road, east of Ligonee Brook, west of Sag Harbor Turnpike;

TABLE IV (Continued - 16)

Habitat Cell No.	Environmental Evaluation Profile	Notes
E-21 Continued		treed, medium density, moderate income residential area with some established business uses along Turnpike; drains to Ligonee Brook and north, homes set back and screened from Ligonee Brook by natural vegetation buffer that could accommodate a sensitive trail; some water qaulity problems in this vicinity.
E-22	a3blc1d1e1f1h1i2	Mashashimuet Park and adjunct lands. combines active and passive use parkland elements in highly workable blend; rich in wildlife and vegetation including many sizeable specimen trees; extensive trail system linking to trail network in chain-of-ponds system to south and Ligonee Brook; strip of residential and business structures on north along Jeramin Avenue.
E-23	a3blc1d1e1f1h1i2	Residential area east of Mashashimuet Park, attractive, treed area of uneven terrain with medium density spacing of homes; rich in edge wildlife species including songbirds, mammals, reptiles and amphibians; drains to north.
Freshwater Habitat Types (F)		
F-1	c1d2e2f2h1	John Street/Main Street, seasonal drainage swale; moves water to storm drain on John street; treed with mature Norway maples.
F-2	c1d1e1f1h1	Ligonee Brook/Brick Kiln Road, small segment of riparian red maple swamp along north side of brook; only such habitat within western sector of LWRP area; wildlife corridor to Upper Ligonee Brook from Sag Harbor Cove system.

TABLE IV (Continued - 17)

Habitat Cell No.	Environmental Evaluation Profile	Notes
F-3	c2d3e2f2h2	Redwood Road, brackish marsh south of Redwood Road, west of Glover Street; drainage ditches and phragmites-vegetated banks; drains into Upper Sag Harbor Cove.
F-4	c2d2e2f2h1	Princeton Road, small wetland; infiltrated with phragmites, between two houses; serves drainage and recharge.
F-5	b3c3d3e2f2h2	West Water Street/Glover Street, small freshwater sump area; vestige of pre-existing lowland marshes mostly filled in with spoil, drains poorly; infiltrated with phragmites.
F-6	c1d2e2f1i3	Glover Street/Long Island Avenue, wet meadow; former livestock grazing area on old farm; collects drainage water from upgradient.
F-7	c1d2e2f1h1i3	Long Island Avenue/Howard Street, natural sump; vegetated with phragmites and deciduous swamp forest species.
F-8	b3c3d3e2f2h1	Spring Street/Garden Street, Village parkland and S.P.L.I.A. open space, drainage sump area; covered with phragmites; needs rehabilitation.
F-9	c2d2e2f2h1	Cor Maria Convent, low lying area; marshy with phragmites; receives street stormwater runoff as part of drainage system to Sag Harbor Bay.
F-10	b2c2d2e2f2g2h2	Haven's Beach, large brackish drainage line; receives freshwater surface runoff and underflow from watershed to southwest, south and east of Bay Street, tidal at north end with small tidal delta in Sag Harbor Bay; vegetated with phragmites, inhabited by bait fish.

TABLE IV (Continued - 18)

Habitat Cell No.	Environmental Evaluation Profile	Notes
F-11	b2c1d1e1f1h1	Partially N.Y.S. D.E.C. wetland area, Rattlesnake Creek and flooded deciduous forest; intact and undisturbed; important wildlife area and watershed for Little Northwest Creek system.
F-12	b3c2d2e2f2h1	Franklin Avenue/High Street, kettle hole; receives stormwater runoff from surrounding slopes; semi-swamp forest conditions, vernal wetness, natural sump.
F-13	a3b2c2d1e1f1g2h2i3	Ligonee Brook from Brick Kiln Road to Middle Line Highway; intermittant fresh brook that runs all year during wet years (such as 1984, 1982), receiving water from Long Pond's overflow at south end; potential for improvement of habitat along part of its length where it is disturbed; potential for sensitive trail system linking Brick Kiln with Long Pond chain-of-ponds system; valuable wildlife corridor and habitat, historically used by alewives for spawning runs from Sag Harbor Cove.
F-14	a3b2c1d1e1f1g2h1i3	Wetlands north of Otter Pond; large ditched flooded deciduous and emergent marsh wetland-stream system serving as headwaters for Otter Pond; sediment trap and water-polisher for freshwaters feeding Otter Pond; valuable breeding and feeding grounds for wildlife including songbirds, waterfowl, mammals, turtles and amphibians, breeds mosquitos; partially disturbed from dumping along north and east sides.
F-15	a3b2c1d1e2f2h2i3	Small unnamed pond northwest of Round Pond; northern element in Long Pond chain-of-ponds system with water maintained by hydraulic head upgradient to south and southwest;

TABLE IV (Continued - 19)

Habitat Cell No.	Environmental Evaluation Profile	Notes
F-15 Continued		valuable adjunct to Mashashimuet Park; contains fish and amphibians, provides food and cover for waterfowl, wading birds, other birds, mammals and turtles.
F-16	a3b1c1d1e1f1g2h1i1	Round Pond, northern half; important pond-wetland element in Long Pond chain-of-ponds system, under hydraulic influence from the south part of the morainal watershed north of the east-west divide; contains valuable recreational fishing stocks and rich wildlife component consisting of breeding and feeding waterfowl, wading birds, aquatic and semi-aquatic amphibians, reptiles and mammals; historically rich in State endangered and State threatened plant species; some disturbed edge and residences; linked to other ponds in system by well used trail network.
F-17	a3b3c2d1e1f1h1i3	Kettle ponds east of Suffolk Street, west of Madison Street; valuable natural catch basins, polishing and recharging storm runoff; prime breeding grounds for rare eastern spadefoot toad and several other important amphibians.

APPENDIX C

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APPENDIX D

Appraisal of Mobil Oil Parcel

Section III:10 of the LWRP document explains the target opportunities that the Village of Sag Harbor has identified as important considerations. The Village has stated that acquisition of the former Mobil Fuel Storage Facility, one of the only remaining vacant waterfront properties, would help fulfill the following objectives:

- increase public access to the waterfront
- open the potential for expanding the Wastewater Treatment Plant
- provide access to the Village's landlocked property
- allow the opportunity for further investigations into the feasibility of providing additional municipal boat launching and parking facilities.

The following appraisal of the Mobil property is included in this implementation document to highlight the importance of this acquisition in fulfilling the objectives of the Village of Sag Harbor's Local Waterfront Revitalization Program.

APPRAISAL OF

Mobil Oil Parcel on the North
Side of Bay Street,
Sag Harbor, New York 11963

AS OF January 23, 1986

DAVID C. WIMPELBERG, SRA

22 EAST MASEM SQUARE
EAST PATCHOGUE, NEW YORK
11772
(516) 286-1806

APPRAISAL OF THE VALUE

CERTIFICATE

For: Sag Harbor Village
Board of Trustees
Main Street
Sag Harbor, New York 11963

I hereby certify that I have personally examined the property described as a vacant parcel on the north side of Bay Street across from Burke Street, Sag Harbor, New York 11963

Designated in the County of Suffolk Tax Map - in District 0302, Section 02 , Block 01 , Lot (s) 5.1,

and it is my opinion that the market value of said property as of the 23rd day of January 1986, for the purpose of purchase was:

ONE HUNDRED NINE THOUSAND FIVE HUNDRED DOLLARS ($109,500.00).

Market value is defined as the highest price estimated in terms of money which a property will bring if exposed for sale on the open market allowing a reasonable time to find a purchaser who buys with the knowledge of all uses to which it is adapted and for which it is capable of being used.

The property was appraised as a whole, owned in fee simple and unemcumbered by any indebtedness.

I further certify that I have no present or contemplated future interest in the property appraised or the result of this appraisal and that this appraisal was made in conformity with the standards of practice of the Society of Real Estate Appraisers, of which I am a member.

The contents of this appraisal and the appraised value are subject to the "Statement of Limiting Conditions" following in this report.

Date February 5, 1986

David C. Wimpelberg, SRA

NEIGHBORHOOD:

The subject property is located on the north side of Bay Street at the perimeter of the Sag Harbor Business District, which contains a variety of business and commercial uses. Although the subject area is seasonally oriented, there is adequate off season trade to carry many stores through the off season. Bay Street, which overlooks Sag Harbor Bay, contains a mixture of land uses, which include retail business, a restaurant, marinas, a village parking lot, sewerage treatment plant, etc. Demand for vacant parcels in the subject area is considered good; however, due to current zoning, the adjoining village sewerage treatment plant and the prior use of the subject parcel, the demand for the subject parcel is considered only fair.

ZONING:

The subject property is located within the Incorporated Village Sag Harbor Waterfront* "WF" Zoning District. The allowable uses within this fragile zoning district are limited and carefully controlled by the village. The Waterfront "WF" Zoning District requires a minimum lot width of 200 feet and a minimum area of 40,000 square feet. The subject parcel conforms to present zoning.

HIGHEST AND BEST USE:

After considering all the uses for which the subject property is adapted and capable of being used, it is the appraiser's opinion that the highest and most profitable use of the subject property is to be used as a public parking lot or outside boat storage yard. These uses would be consistent with the Village of Sag Harbor zoning regulations and surrounding uses.

*See copy of "WF" Zoning Regulations following in this report.

SITE DESCRIPTION:

The subject site fronts approximately 343 feet on the north side of Bay Street and overlooks Sag Harbor Bay. *The site is generally level, irregular in shape and contains approximately 60,400 square feet or 1.39 acres. There is a six (6) foot chain link fence, in fair condition, surrounding most of the parcel. There is also a deeded 30 foot wide by 100± foot easement over Sag Harbor Village Property to an oil disembarkment pier on the waterfront.

The size, shape and topography of the subject parcel would lend favorably to development; however, since the subject parcel was used for the storage of petroleum products, there is some question as to soil and sub-soil conditions. This factor may have an adverse effect on the use of the subject parcel.

UTILITIES AND STREET IMPROVEMENTS:

Public utilities, which include telephone and electric lines, water mains, sewers and poured concrete curbing, are available to the subject property from Bay Street. Bay Street is a two (2) lane, asphalt paved main road.

TAXES AND ASSESSMENT:

Suffolk County Tax Map Designation

District 0302, Section 02, Block 01, Lot 5.1

	Assessed Value	Taxes
Inc. Village of Sag Harbor	$15,000.00	$1,198.50
Town of East Hampton	$ 6,050.00	$ 993.64
Total 1985/86 Real Estate Taxes		$2,192.14

*See copy of Survey, by Dolliver Associates, Date - May 18, 1982, following in this report.

THE APPRAISAL PROBLEM:

As previously stated under Highest and Best Use, it is the appraiser's opinion that the highest and most profitable use of the subject property would be as a public parking lot or for outside boat storage. The present waterfront zoning district designation and the possible adverse soil and sub-soil conditions would discourage most other uses of the subject parcel. revious use of the subject parcel was petroleum storage. The present owner, Mobil Oil, is presently soliciting bids for sale of the parcel. The subject parcel is being offered in "As Is" condition and from the restrictions listed in Schedule "B" following in this report, it is apparent that Mobil Oil is aware that there may be some soil and sub-soil problems.

Of the three (3) approaches to value, The Cost Approach, The Income Approach and The Comparative Sales Approach, the most appropriate approach to value is The Comparative Sales Approach or Market Data Approach since the subject parcel is vacant. To estimate the market value of the subject parcel, the ideal situation would be to find three (3) comparable vacant parcel that recently sold, were similarly zoned and possessed similar adverse conditions as those of the subject parcel. Unfortunately, the appraiser would find no such sales.

The three (3) sales following in the appraisal process were the most current and comparable that the appraiser could find as of the date of this appraisal.

COMPARATIVE SALES APPROACH (or Market Data Approach):

SALE NO. 1 - Southwest Corner of Meadow Street and Nassau Street,
Sag Harbor, New York 11963
Suffolk County Tax Map - 0903-02-02-18

Present Land Use -	Village Parking Lot
Zoning	Village Business
Deed Liber/Page	9275/396
Indicated Sale Price - $110,000.00, Per Sq. Ft.	$ 4.19
Date of Sale - November 1982 (+38%)	+$ 1.59
Lot Size & Shape - 26,235± Sq Ft/Irregular (-75%)	-$ 3.14
Location - Similar to Subject	=
ADJUSTED SALE PRICE PER SQUARE FOOT	$ 2.64

SALE NO. 3 - Southeast Corner of Long Island Avenue and Garden Street,
Sag Harbor, New York 11963
Suffolk County Tax Map - 0903-02-01-7.1

Present Land Use	Vacant
Zoning	Residential - R20
Deed Liber/Page	9779/550
Indicated Sale Price- $112,500.00, Per Sq. Ft.	$ 2.64
Date of Sale - April 1985 (+09%)	+$ .24
Lot Size & Shape - 42,570± Sq Ft/Irregular (-50%)	-$ 1.32
Location - Similar to Subject	=
ADJUSTED SALE PRICE PER SQUARE FOOT	$ 1.56

SALE NO. 3 - Off 30 Foot Strip on the Southwest Corner of Main Street
and Route 114, Sag Harbor, New York 11963
Suffolk County Tax Map - 0903-02-02-4.2

Present Land Use	Formerly Rowboat Statio
Zoning	Village Business
Deed Liber/Page	9518/278
Indicated Sale Price - $275,000.00, Per Sq. Ft.	$ 7.24
Date of Sale - February 1984 (+23%)	+$ 1.67
Lot Size & Shape - 37,998± Sq Ft/Irregular (-75%)	-$ 5.43
Location - Superior to Subject (-27%)	-$ 1.81
ADJUSTED SALE PRICE PER SQUARE FOOT	$ 1.67

WEIGHTED COMPARISON:

SALE NO.	ADJUSTED PRICE PER SQUARE FOOT	ASSIGNED WEIGHT	WEIGHTED VALUE
1	$2.64	20%	$ .528
2	$1.56	50%	$ .780
3	$1.67	30%	$ .501
	TOTAL WEIGHTED VALUE		$1.809

Subject Parcel 60,400 Square Feet

Estimated Value per Sq. Ft. X$1.809

ESTIMATED MARKET VALUE $109,263.60

Rounded to $109,500.00

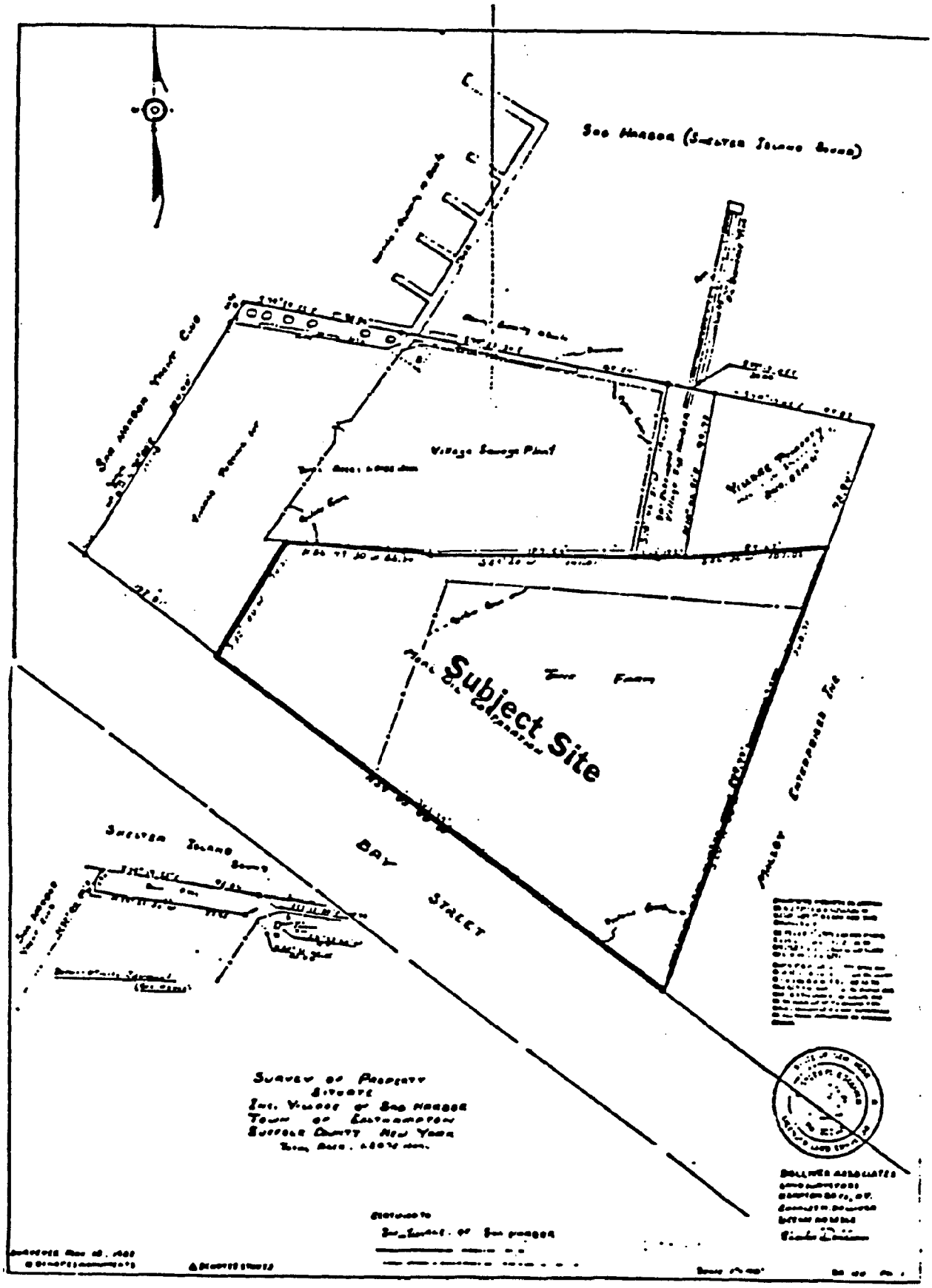
EXPLANATION OF ADJUSTMENTS:

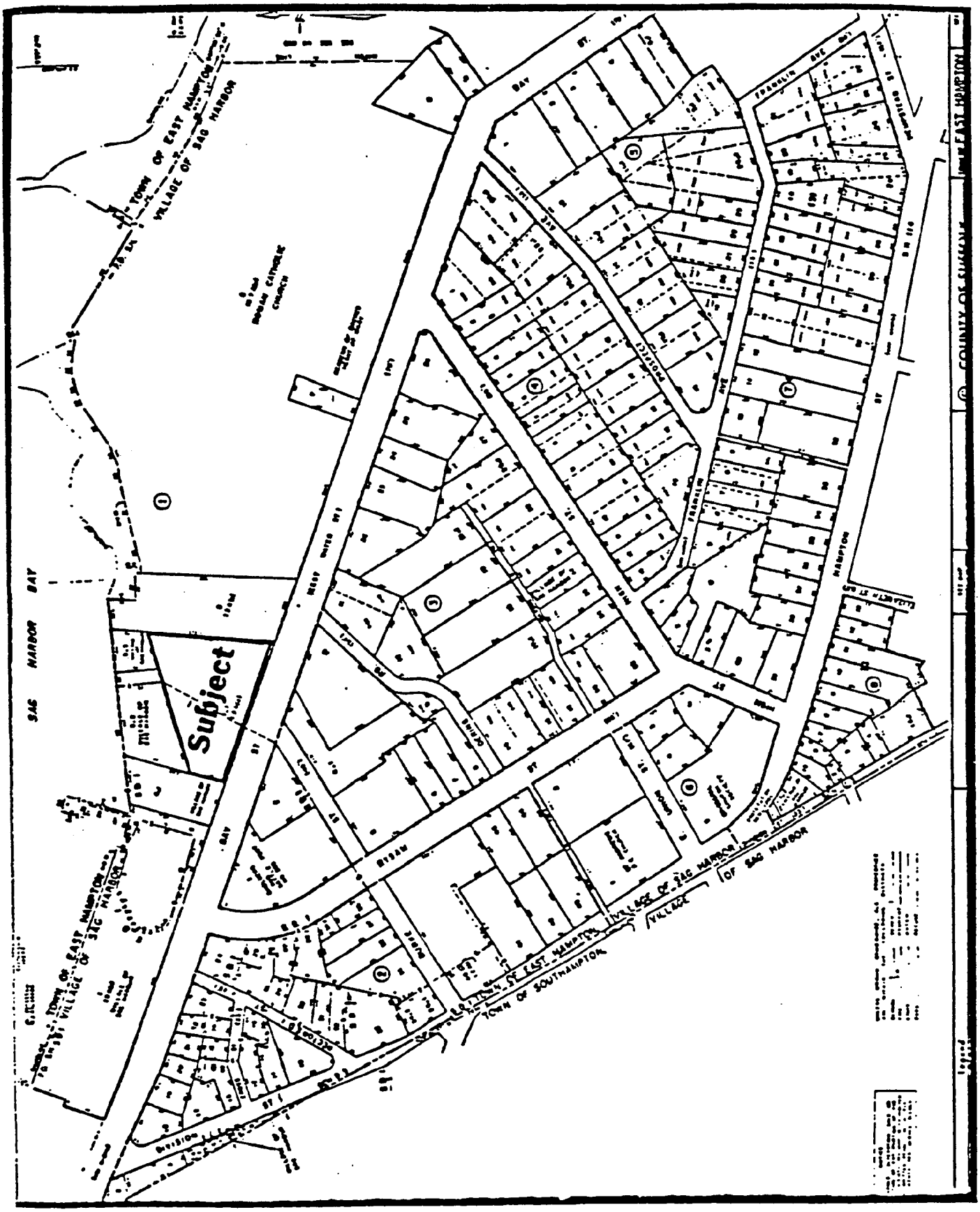
1. Date of Sale (Time) - The date of sale of the comparable sales were adjusted based on an average annual increase of 12%.

2. Size, Shape, Zoning and Soil Conditions - The appraiser considered the actual size, shape, zoning and soil conditions, but more importantly he considered how these factors effected the site's utility.

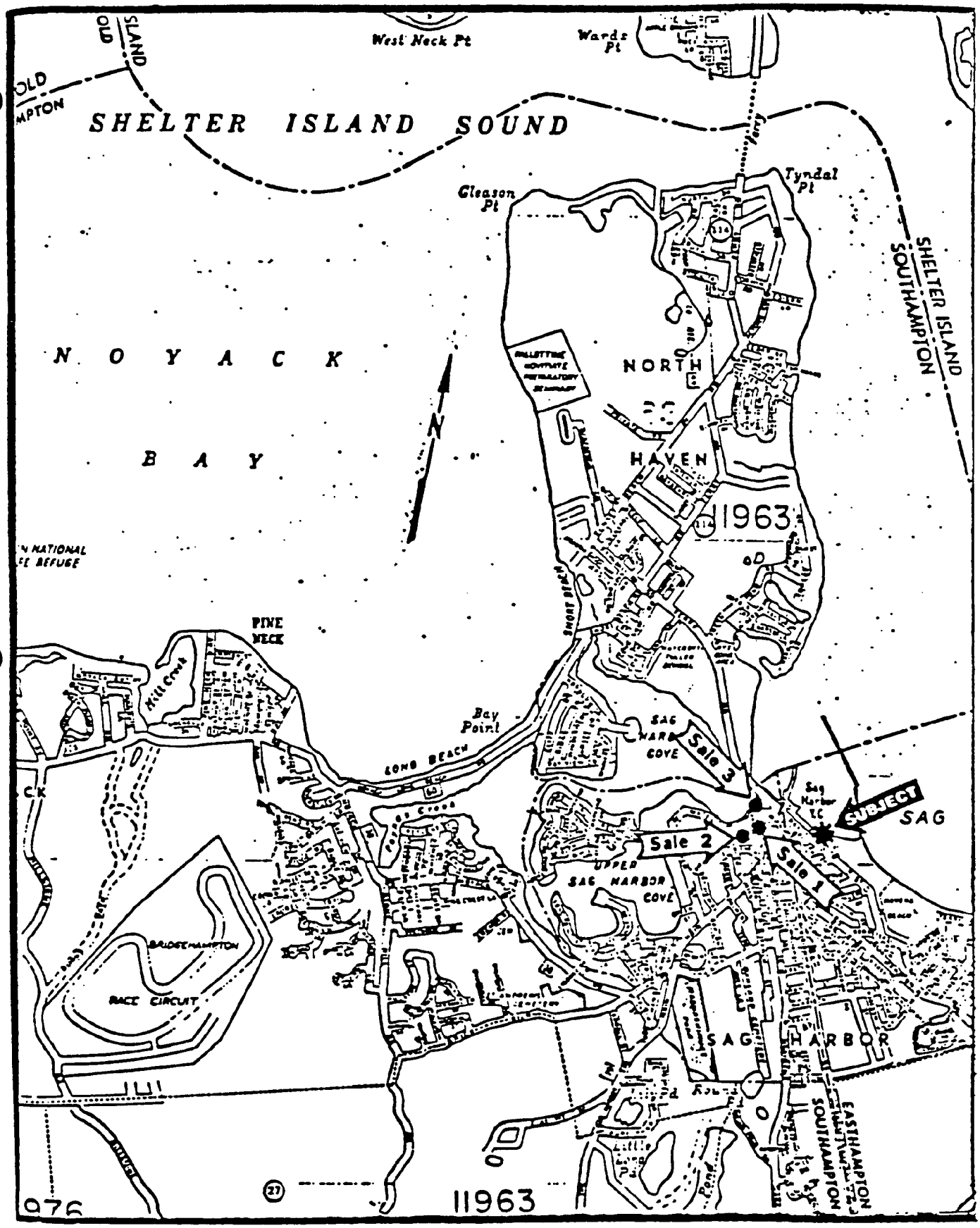
3. Location - General desirability, main road access, privacy, proximity to recreational facilities, view, etc.

4. Adjustments - A Plus (+) Adjustment means that the category was inferior to the subject property in that category; therefore, is adjusted up to the subject property. A Minus (-) Adjustment means the opposite.


Subject Site
Village Sewage Plant
BAY
STREET



Property Location Map



Location Map

SCHEDULE E

Purchaser acknowledges that the property has been used for the manufacture and/or storage and/or distribution of petroleum and petroleum products. Purchaser has examined the property and is fully satisfied with its physical condition and accepts the same "AS IS". Neither Seller nor any agent or representative of Seller has made any representation or promise upon which Purchaser has relied regarding the condition of the property or any improvements thereon.

It is expressly understood that Seller makes no representations as to the existence or non-existence, condition, or location of any underground tanks or piping which, if such does exist, may contain petroleum or petroleum products. In addition, Purchaser acknowledges its awareness that the property may contain lead deposits and other harmful and/or dangerous substances, to include subsurface hydrocarbon deposits. Seller makes no representations as to the non-existence, extent or location of such deposits, nor has Purchaser relied upon any such representations.

In recognition of the above, and as further consideration for the purchase of Seller's interest in said property, Purchaser hereby covenants on behalf of itself and its successors and assigns to:

(a) defend, indemnify and hold Seller, its successors and assigns, harmless from and against any claims, actions, penalties, fines, charges, losses, or expenses, including reasonable attorneys' fees and expenses of litigation (hereinafter collectively called "liabilities"), imposed on or incurred by Seller by order, direction or request of any court or governmental agency which arises out of or relates to the condition and/or use of said property or any improvements thereon, whether or not such liabilities stem from a condition pre-existing this sale; and

(b) defend, indemnify and hold Seller, its successors and assigns, harmless from and against any liabilities, (including those of Purchaser, its agents or employees of Purchaser and its successors and assigns) for death, personal injury, property damage or any other injury or claim arising out of or relating to the occupancy or use of said property, or any improvements thereon, whether or not such liabilities stem from a condition pre-existing this sale; and

(c) take any necessary action to prevent and prohibit the discharge of petroleum or petroleum products or other substances that could be harmful from the propetty (1) into waters or into the ground from which it may flow into waters (both above and below ground) or into the air, in contravention of any federal, state or local statute, rule or regulation, or (2) into or onto the land of adjacent or other property owners; and

(d) use said property only for industrial or manufacturing purposes and not for any other public or private use or use as to which the public may have cause to come upon said property including, but not limited to, the use of said property for temporary or permanent residential buildings, office buildings or schools.

It is the intent and agreement between the parties hereto that the foregoing covenants shall run with the land and be binding upon the Purchaser, its successors and assigns, and all grantees of title to this property, and inure to the benefit of the Seller, its successors and assigns.

It is expressly agreed that if any covenant or condition or restriction hereinabove contained is found or declared to be invalid or void, in whole or in part, such invalidity or voidness shall in no way affect any other covenant, condition or restriction contained herein.

ARTICLE IX
WF Waterfront District

§ 55-9.1. Intent.

A. From its founding through the 20th Century, the Village of Sag Harbor has derived the essence of its character and vitality from the surrounding marine environment. The source of this strength is focused on the harbor and shoreline in the village's seaport area. The WF Waterfront District is established to assure that this physical manifestation of the village's tradition will continue to be available for future generations to appreciate and enjoy. In addition, the Village Board of Trustees finds that, as a port of entry for many persons engaged in recreational and tourist activities, its appearance and how it relates to the village business center are important to the village's economic health, as well as to that of individual businesses.

B. As a result, several aspects are addressed in this district and in the provisions of the VB Village Business District. They seek to maximize public access to the shoreline from both onshore and offshore points; protect views of the harbor and/or shore from vantage points in both districts; and restrict uses and development along the shoreline to those that would benefit most from a waterfront location and that would serve to enhance its character and advance the village's tradition. In keeping with these aspects, the WF Waterfront District characteristically will be a relatively open land use area along the shoreline. It is intended that the site plan review procedure particularly will assure that the environmental quality and specific details

of the harbor and shoreline development will be thoroughly considered and coordinated with adjacent development, particularly in the VB Village Business District.

§ 55-9.2. Permitted uses.

Within the WF Waterfront District, a building, structure, lot or land shall be used only for principal uses set forth in this section, except that they may be used for a principal special exception use set forth in § 55-9.3. In addition, such building, structure, lot or land may be used for any accessory use listed in § 55-9.4.

A. Residential uses.

(1) Dwelling lawfully existing prior to adoption of this chapter.

B. Residential community facilities.

(1) Municipal park, playground or recreational area.

(2) Public library or museum.

(3) Fire station, municipal office or any governmental building of similar character.

C. General community facilities.

(1) Bus passenger shelter.

(2) Marina, nonprofit.

(3) Public utility structure or right-of-way, sewage treatment plant or water supply facility necessary to serve the village.

(4) Public passenger transportation station or terminal.

(5) Yacht club.

D. Business uses.

(1) Marina for private profit, provided that:

(a) No deleterious effect shall be created with reference to the groundwaters of the village, and the effect of development on the ecology of adjacent tidal waters shall be minimized.

(b) Sanitary rest rooms, holding tanks and sewage disposal shall be provided in accordance with the regulations of the village, the Suffolk County Department of Health Services and New York State.

(c) There shall be provisions made for the collection and disposal of boat-generated solid wastes.

(d) Outdoor lighting shall not project light onto, nor shall light sources be visible from, neighboring land properties. No marina light sources shall be more than ten (10) feet above the ground or dock level underneath it. These provisions shall not exclude appropriate navigational aides deemed necessary by the village.

(e) Accessory service functions may include the provision of fuel and marine supplies, and minor and emergency repairs for boating and boat rentals.

(f) Fuel storage facilities shall be adequately containerized so as to prevent spillage, leakage or damage from storms and shall be set back no less than fifty (50) feet from the mean high-water line, except that fuel pumps may be located conveniently to service boats, provided that precautions are taken to prevent spillage in the waters of the town. In no case shall fuel storage or service pumps be located less than one hundred (100) feet from adjacent lot lines, or above ground, and the recommendations of the Village Fire Chief, the Town Bureau of Fire Prevention and the National Board of Fire Underwriters shall be considered.

(2) Restaurant.

§ 55-9.3. Special exception uses. [Amended 2-5-85 by L.L. No. 1, 1985; 6-4-85 by L.L. No. 8, 1985]

Within the WF Waterfront District, a building, structure, lot or land shall be used only for the special exception uses listed in this

section when authorized by the Board of Appeals pursuant to Article XIII as a special exception use permit.

A. Business uses.

(1) Boatyard, including boat sales, rentals, and storage; marine supplies and hardware; boat service and repair.

(2) Commercial charter, excursion, and fishing boat docking.

§ 55-9.4. Accessory uses.

Within the WF Waterfront District, the following uses, buildings and structures shall be permitted as accessories to principal permitted or special exception uses when located on the same lot or land with such principal use:

A. Customary accessory structure and/or use, except those prohibited by this chapter.

B. Private garage or private off-street parking and truck loading space pursuant to § 55-11.6.

C. Sign pursuant to § 55-11.7.

§ 55-9.5. Dimensional regulations.

Within the WF Waterfront District, any buildings, structure, lot or land shall be utilized only in accordance with the dimensional regulations set forth in this section.

A. Minimum lot area: forty thousand (40,000) square feet.

B. Maximum coverage by principal and accessory buildings and structures: forty percent (40%).

C. Minimum lot width: two hundred (200) feet.

D. Maximum height: two and one-half (2½) stories, with a maximum height of thirty-five (35) feet.

E. Minimum yard depth at principal building or buildings.

(1) Front yard: thirty-five (35) feet.

(2) Side yards:

(a) One (1) side yard: twenty (20) feet.

(b) Both side yards: forty (40) feet.

(3) Rear yard: thirty (30) feet.

(4) Pier or bulkhead line setback: thirty (30) feet.

F. Minimum dimensions at accessory buildings and structures, except as provided for specific buildings, structures and uses pursuant to Article XI, Supplemental Use and Dimensional Regulations:

(1) Distance to street line: twenty (20) feet.

(2) Distance from the side lot lines in side yard: twenty (20) feet.

(3) Distance from rear and side lot lines in rear yard: twenty (20) feet.

(4) Maximum height: one (1) story, with a maximum of fifteen (15) feet.

(5) Distance between buildings: fifteen (15) feet.

(6) Maximum coverage of rear yard: thirty percent (30%).

G. Minimum habitable floor area per dwelling unit.

(1) As a principal use: eight hundred fifty (850) square feet.

H. Minimum natural or landscaped open space, excluding such structures as tennis courts, swimming pools and constructed areas other than access walks and driveways: thirty percent (30%) of the site area, but not less than all existing site areas in tidal or freshwater wetlands, beach and dune habitats, which are to be preserved in their natural state.

§ 55-9.6. Prohibited uses.

Within the WF Waterfront District, the establishment of the following uses is specifically prohibited:

A. Manufacturing/industrial use, except the construction of boats in an approved boatyard.

B. Retail store and shop, except those expressly permitted in this section.

C. Office, except as a customary accessory use to a permitted principal use.

D. New residential dwelling unit, including cooperatives, condominiums and similar ownerships.

E. Drive-in business or drive-in accessory use.

F. Outdoor vending machine or equipment.

G. Automobile ferry slip, terminal or other landing place.

CERTIFICATION

I hereby certify that I have been employed to appraise the fair and reasonable Market Value of the subject property described in this report.

THAT I have no interest in the property, either present or prospective, nor have I ever had any interest in the same;

THAT I have personally examined the property;

THAT my fee for this appraisal is not contingent on the amount of value reported nor upon anything other than the delivery of this report for the predetermined fee;

THAT to the best of my knowledge and belief, the statements and information contained in this appraisal are correct, subject to the limiting conditions herein set forth;

THAT this appraisal has been made in conformity with the Rules of Professional Ethics of the Societies of which I am a Member.

David C. Wimpleberg, SRA

STATEMENT OF LIMITING CONDITIONS

In the making of this appraisal, the following underlying assumptions and conditions have been made:

A. That this report represents the independent judgment of the appraiser and is not to be construed in any way as a recommendation that any specific action be undertaken by other parties.

B. That the title of the property is good and marketable.

C. That the description furnished is assumed to be correct.

D. That this appraiser assumes no responsibility for legal matters, especially those affecting value of the property, such as easements for utilities, rights of way for access, or other restrictions limiting the use of the property.

E. That no liens or encumbrances or special assessments against the property were considered.

F. That no survey was made by the appraiser for the subject property, that the measurements furnished this appraiser are believed to be accurate, but no responsibility for their accuracy is assumed, and the photos, or diagrams are for illustrative purpose only.

G. That no current reports of test borings or sub-strata conditions were furnished the appraiser.

H. That certain opinions, estimates and other data furnished him by others such as maps, blueprints and diagrams; property data, zoning, taxes and general conditions are correct.

I. That the submission of this appraisal does not require any future testimony or appearance in court without special arrangement for that eventuality.

J. That neither all nor any part of the contents of this report shall be conveyed to the public through advertising, public relations, news, sales or other media, without the written consent and approval of the author, particularly as to valuation conclusions, the identity of the appraiser or firm with which he is connected, or any reference to the Society of Real Estate Appraisers, or S.R.A. designation.

QUALIFICATIONS OF THE APPRAISER

DAVID C. WIMPELBERG, SRA

As an independent real estate appraiser since 1967 he has appraised real property in Nassau, Suffolk, Queens and Westchester Counties, which have included industrial, commercial and residential properties.

He has been retained by many attorneys, corporations, lending institutions, government agencies and private individuals to appraise various types of realty for the purpose of estate tax, mortgage loans, investment, purchase and sale, etc.

He is qualified to testify as to the value of real property as an expert witness in Court and has done so in the Supreme Court, County of Suffolk, New York.

He is a Senior Residential Member of the Society of Real Estate Appraisers and a Senior Member of the Columbia Society of Real Estate Appraisers.

He is an Adjunct Instructor with the evening division of Suffolk County Community College, Selden, New York.

EDUCATIONAL BACKGROUND

University of Virginia, Charlottesville, Virginia - Real Estate Appraisal Course No. 1, American Institute of Real Estate Appraisers.

Hofstra University, Hempstead, New York - Principals and Techniques of Residential Appraising, Society of Real Estate Appraisers.

Polytechnical Institute of Brooklyn, Farmingdale, New York - Principals of Income Property Appraising, Society of Real Estate Appraisers.

Adelphi University, Garden City, New York - Studies in Real Estate Appraising Course No. 1 and Course No. 2, Columbia Society of Real Estate Appraisers, Inc.

EDUCATIONAL BACKGROUND (CON'D)

Suffolk County Community College, Selden, New York - A.A.S. Degree in Business Administration - Real Estate Banking and Insurance.

American Institute of Banking - Holds a Standard Certificate from the American Bankers Association.

Society of Real Estate Appraisers - Various seminars and workshops on income producing properties.

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