



Village of East Hampton

# **COMPREHENSIVE PLAN**



# Village of East Hampton **COMPREHENSIVE PLAN**

Suffolk County, NY

*Prepared on behalf of:*

**The Village of East Hampton**  
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- Jerry Larsen, Mayor
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# 1

## INTRODUCTION

### Planning Process

The Village of East Hampton is a unique and historic community with a distinct character shaped by its natural beauty, cultural heritage, and engaged citizenry. As the Village continues to evolve, it faces new challenges and opportunities related to growth, environmental sustainability, open space preservation, housing, infrastructure, historic preservation, and quality of life. This Comprehensive Plan serves as a strategic guide for addressing these issues thoughtfully, while preserving the qualities that make East Hampton so special. It reflects the shared values and aspirations of residents, businesses, and local institutions, and outlines a vision for the Village's future.

This planning effort is rooted in extensive public engagement and collaboration. It aims to provide a clear framework for decision-making that supports the Village's long-term resilience, livability, and vitality. By assessing existing conditions, identifying key priorities, and proposing actionable strategies, the Comprehensive Plan lays the foundation for sound policy development, targeted investment, and inter-agency coordination. What follows is a

closer look at the purpose of a comprehensive plan, the planning process, and the ways in which the community contributed to shaping this document.

### *What is a Comprehensive Plan?*

New York State Village Law Section 7-722 authorizes municipalities to create and adopt comprehensive plans. Comprehensive plans are not laws, and proposed policies in the plan are not enacted when plans are adopted. Plans are 'road maps' that guide a municipality's vision. Usually, plans are developed for a 10 to 15-year horizon. Comprehensive plans have four key functions:

1. Helping a community express its vision of the future and building consensus among community members.
2. Identifies issues in the community, then proposes goals and objectives to address those issues. These goals and strategies can be the basis for new programs and regulations.
3. New York State law mandates that zoning regulations be made according to a well-considered plan.
4. Village agencies can refer to the plan's goals and strategies for capital planning guidance.



### ***Comprehensive Plan Committee***

This Comprehensive Plan Update is guided by a Comprehensive Plan Committee which met regularly to identify the critical issues facing the Village, and to create goals and objectives that seek to address those issues. The Comprehensive Plan Committee also directed the outreach and engagement to the East Hampton community by identifying key stakeholders, community groups, and institutions that spread the word about the plan and gave their feedback throughout the process. The planning process was supported by Village staff.

### ***Public Engagement***

Public engagement is the foundation of this Comprehensive Plan. The community engagement process has included regular meetings with the Comprehensive Plan Committee, three public workshops, a virtual "ideas wall", an online interactive map, focus group discussions, and stakeholder interviews. Plan progress and updates have been posted on the project website.

### **Public Workshops (3)**

The public workshops were intended to provide a space for participants to learn about the process, recommendations, and provide guidance and feedback on draft recommendations for topics covered in the plan. Each workshop included a presentation of work completed to date followed by interactive activities to solicit feedback from



*Public Workshop*

participants. The first workshop on December 6, 2024, was held at the East Hampton EMS Building, located at 1 Cedar Street. Approximately 60 people were in attendance. The purpose of this meeting was to inform the public about the Comprehensive Plan and to begin the discussion of what the Village should focus on for the next 10 years. At the second workshop on May 1st, the consultant team presented visions and potential strategies for topics covered in the plan. The third workshop also served as the public hearing for the Comprehensive Plan Steering Committee as per State law. A summary of each workshop can be found on the Village's website.

### **Online Interactive Tools**

Two online interactive tools were publicized to gather input from the public regarding priorities for future improvement, and key issues users experience. These included an "Ideas Wall" visioning exercise, where participants were invited to post open-ended



ideas and comment on posts from others, and an interactive map where participants could mark areas of the Village that need special attention. A total of nine responses were received on the ideas wall and nine on the interactive map.

### **Focus Group Meetings and Stakeholder Interviews**

Focus group meetings were organized with active members of the community and department heads to help ensure that the Comprehensive Plan is representative of the community as a whole and that it includes realistic and publicly supported goals and objectives. Focus group meetings with the public were conducted early in the process to provide an opportunity for special interest or key stakeholder groups to discuss specific topics of concern. Attendees were largely members of the various active committees that are already versed in the issues.

## Structure of the Plan and Community Vision

East Hampton Village is committed to preserving its historic nature, enhancing quality of life, and preparing thoughtfully for the future. The Village's unique character depends on a careful balance of residential integrity, economic vitality, cultural resources, historic preservation, and environmental stewardship. This Comprehensive Plan establishes a shared vision for the entire community while also providing chapter-specific visions that address individual topics in greater depth. Together, these visions form a roadmap to protect what makes the Village distinctive while responding to today's challenges and opportunities.

The plan is organized to be both clear and actionable. Each chapter begins with a vision statement that defines its priorities, followed by an analysis of existing conditions to establish a factual baseline. This is followed by a discussion of issues and opportunities that highlights pressing challenges and then concludes with strategies and recommendations that describe specific action items.

Individually, the chapter visions reflect focused priorities. Collectively, they articulate a holistic community vision: to preserve East Hampton Village's historic and residential character while ensuring it remains vibrant, sustainable, and inclusive for generations to come. The following is a summary of the visions contained in each chapter:



**Demographics and Socioeconomics (Chapter 2):** Provides an overview of housing and market dynamics that establishes a baseline for later chapters. This chapter does not include a dedicated vision statement.

**Housing (Chapter 3):** Preserve the character of the Village while addressing the urgent need for workforce housing that supports local families, businesses, and essential workers.



**Commercial Development and Village Center (Chapter 4):** Strengthen the year-round vitality of the Village Center by supporting small businesses, improving walkability, and preserving historic character.

**Transportation and Mobility (Chapter 5):** Improve circulation and safety for all users through targeted investments that reduce congestion, expand walkability and bicycle connections, and support regional transit options.



**Community and Cultural Facilities (Chapter 6):** Maintain high-quality public services, encourage collaboration with community organizations, and ensure facilities meet the evolving needs of residents.

**Parks, Open Space, Natural Resources, Sustainability, and Resilience (Chapter 7):** Protect and enhance natural resources, safeguard open spaces and habitats, improve water quality, and promote sustainable practices that build long-term resilience.





## Regional Context

### Location in the East End

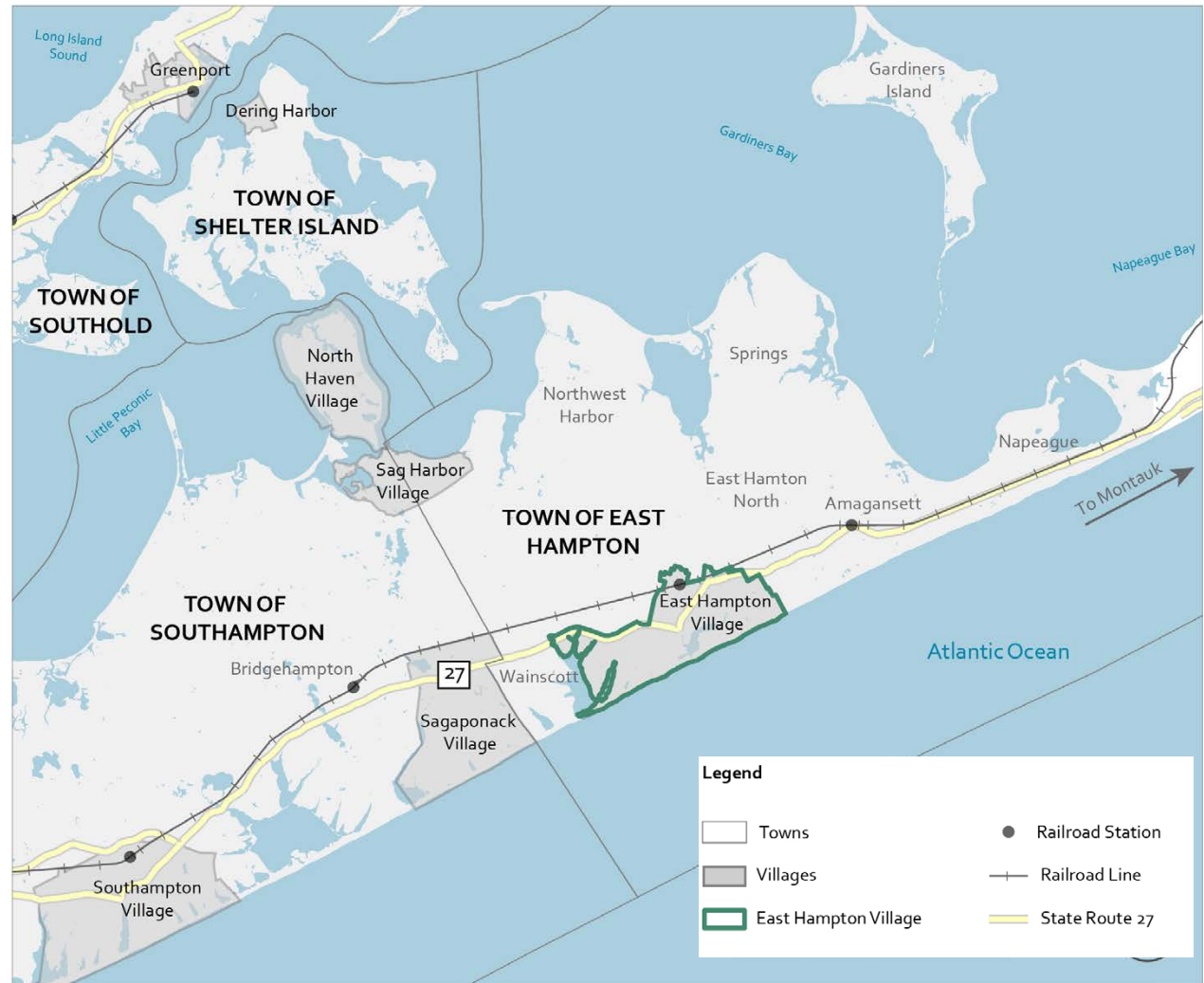
The Village of East Hampton is an East End community located on the South Fork of Long Island, in Suffolk County, New York. The Village is approximately 95 miles east of New York City. It is located in the Town of East Hampton, which is bordered by the Town of Southampton to the west, and the Towns of Southold and Shelter Island to the north, across the Peconic Bays (Figure 1).

Sag Harbor is the only Village within the boundary of the Town of East Hampton, although most of its land area is within Southampton Town. Hamlets and neighborhoods in the Town of East Hampton near the Village include: Wainscott, Mill Hills Estates, Northwest Harbor, East Hampton North, Barnes Hole, Springs, Amagansett, and Montauk. The Village of East Hampton acts as a “main street” and “downtown” for several of these nearby communities.

The Village is connected to other communities in the region through the Montauk Highway/Route 27. Transit connections to nearby communities are provided by the Long Island Railroad’s Montauk Line and Suffolk County Transit bus service. The East Hampton Airport is located to the northwest of the Village’s borders, within the Town of East Hampton.

**Figure 1: Regional Location Map**

Sources: NYS GIS, BfJ Planning



## Historical Background

The Village of East Hampton was first inhabited by the Montaukett Indians. The first European settlers arrived in 1648. The settlers laid out their settlements in typical Puritan New England fashion with a nucleus of houses and barns concentrated on either side of a wide common. Outlying lands were divided into lots for growing crops, pasturing livestock, and harvesting salt hay and timber.

The broad Village common, which is now Main Street, was laid out on the plain north of Hook Pond. The common was flanked on either side by home lots of eight to twelve acres each. The home lots extended from the common east to Hook Pond and west to Highway Behind the Lots, presently known as Toilsome Lane.

The adjacent fertile plains were divided into lots for crops and pasture. The Eastern Plain, extending from Egypt Lane east to Cross Highway, was divided into large lots defined and accessed by Further, Middle and Hither Lanes. Great Plain ran from Hook Pond to Lily Pond and Little Plain from Lily Pond to Georgica Pond.

Each of the proprietors lived at the farmhouse on his Main Street home lot and traveled to a number of scattered outlying lots to tend to his crops and livestock. This pattern continued in East Hampton into the twentieth century. East Hampton is one

of the few places where the original design of a seventeenth-century New England agricultural settlement is still so evident.

The Common along Main Street was the nucleus of development concentrating houses and barns while surrounding lands were used for agriculture. The Common evolved into East Hampton's Village Center while the farmsteads were later subdivided for the development of single-family homes.

The discovery by artists of East Hampton's picturesque agrarian landscape in the last quarter of the nineteenth century led to the establishment of the "summer colony." The intact design of the original settlement provided ample open land adjacent to the Main Street core for new development. The heart of the summer colony extended from the south end of Main Street into the open fields of the Great Plain along Ocean Avenue and Lily Pond Lane.

A steady number of visitors, weekenders, summer residents, and retirees have since found a home in East Hampton. Main Street lots were further subdivided and the large agricultural lots on the Eastern Plain were well-suited to sizable estates. In 1925, the Village adopted its first zoning ordinance establishing the residential areas and commercial areas that have remained in place to the present with few changes. In the 20th century, particularly following the development of regional highways connecting to New York City and other population centers west, accelerated tourism and development



*North Main Street and Old Hook Mill*  
Source: East Hampton Historical Society



*Main Street*  
Source: East Hampton Historical Society

in East Hampton Village. In 1987, a rezoning of all residential districts increased the minimum lot sizes to limit the number of potential subdivisions.

Today, few vacant parcels or opportunities to create new lots through subdivisions remain. While new development is limited, redevelopment is more common.



## Relevant Planning Studies

The Village adopted its first Comprehensive Plan in 2002. The Village has also completed a commercial district study and traffic impact study between 2000-2001, developed design guidelines for the commercial districts in 2004, and updated its open space program in 2009. This Plan builds upon those efforts. The process of developing this Plan also takes into consideration planning initiatives undertaken by the County, State, and other entities.

### *Village of East Hampton Comprehensive Plan (2002)*

The Village's existing Comprehensive Plan was created in 2002. At the time, there was considerable potential new residential and commercial development and intensification of land use activities in the Village and the Town of East Hampton. With new development, come additional residents, visitors, traffic, and additional demand for services. The Comprehensive Plan has served as a guide to help the Village respond to these pressures and to enable it to be proactive in managing the use of its land and resources.

The Comprehensive Plan established a vision for the Village's future through a consensus building process with the community. The principal theme of the Vision is that the Village of East Hampton is and shall remain a residential community with extraordinary natural beauty, historic integrity, and unique charm. The Village is committed to and

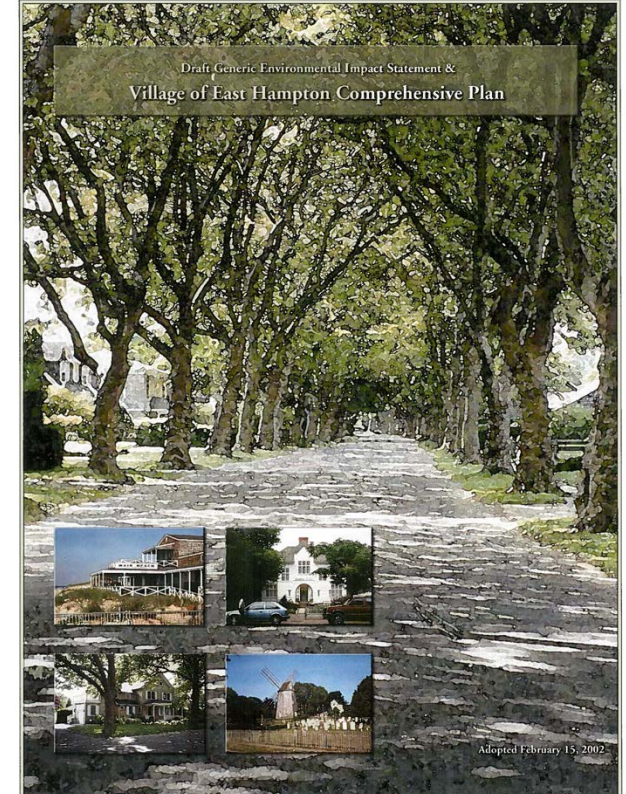
will remain vigilant in preserving and protecting the character, heritage and quality of life in the community.

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

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

Separate sections of the Plan address each theme. The sections begin with an overview of current trends, followed by a set of goals and objectives that describe what the Village seeks to achieve in each area, and an outline of the specific actions to be taken.

The Village of East Hampton Comprehensive Plan is a statement of the community's vision of the future. The Plan advised the Village to revisit its Comprehensive Plan after 10 years, and to consider undertaking a completely new comprehensive plan in 20 years.



*Village of East Hampton Comprehensive Plan (2002)*

### ***Other Relevant Planning Studies:***

The following plans and studies were reviewed in preparation of this Comprehensive Plan. They will be summarized and referenced in the chapters that follow.

### **Village Plans**

- Village of East Hampton Open Space Program (2009)
- Design Guidelines for the Village's Commercial Districts (2004)
- Village of East Hampton Commercial Districts Study – Traffic Impact Study (2001)
- Village of East Hampton Commercial Districts Study (2000)
- Plan For Village Business Districts (1978)

### **Town Plans**

- Town of East Hampton Community Housing Fund Plan (2023)
- Town of East Hampton CARP (2022)
- Town of East Hampton Hamlet Reports (2018)
- Town of East Hampton Community Preservation Project Plan (2011)
- East Hampton Scenic Areas of Statewide Significance (2010)
- Town of East Hampton Comprehensive Plan, (2005)

- Town of East Hampton LWRP (1999)

### **County and Regional Plans**

- County-Wide Shared Services Plan (Suffolk County, 2023)
- Long Island Water Reuse Road Map & Action Plan (Greentree Foundation and Seatuck Environmental Association, 2023)
- Suffolk County Hike & Bike Master Plan (2022)
- Analysis of Impediments to Fair Housing Choice (Suffolk County, 2021)
- Suffolk County Subwatersheds Wastewater Plan (2020)
- Suffolk County Agricultural and Farmland Protection Plan (2015)
- Suffolk County Master Plan 2035 (2015)
- Suffolk County Transfer of Development Rights Study (2014)



*Drawings from Plan For Village Business Districts (1978)*



## Overview of Existing Land Use

### Existing Land Use and Zoning

The Village of East Hampton spans 3,154 acres and is predominantly residential in character, with single-family homes on large lots comprising the vast majority of land use. Residential properties occupy approximately 68% of all parceled land, while recreational, conservation, and community facility lands also contribute to the Village's low-density development pattern. Only about 6.4% of the land remains vacant. Non-residential uses, including commercial areas centered around the Village Center, make up a small portion of the land and are strategically located to serve local needs while preserving the Village's historic and environmental character.

A more detailed description of the various land uses and their arrangement in the Village can be found in their corresponding chapters.

### Existing Zoning

Zoning regulates how land can be used and developed, helping the Village manage growth, protect resources, and maintain its character. Existing zoning controls are generally designed to maintain the historical development patterns. The Village has eight zoning districts, including four residential zones (R-20, R-40, R-80, and R-160) distinguished by minimum lot sizes ranging from 20,000 to 160,000 square feet. The largest zone, R-160, covers over half the Village and is located primarily near sensitive coastal areas. The remaining districts—Commercial Core (CC), Commercial (C),

Limited Office (LOD), and Manufacturing (M)—allow a mix of commercial and institutional uses but make up a very small percentage of the total land area. Additional land use regulations, including subdivision and cluster development requirements, further shape growth while protecting natural and historic resources. As discussed in greater detail in Chapter 3, these zoning and land use policies are central to guiding future development while preserving the Village's unique character. A more detailed description and assessment of the various zoning districts can be found in their corresponding chapters.

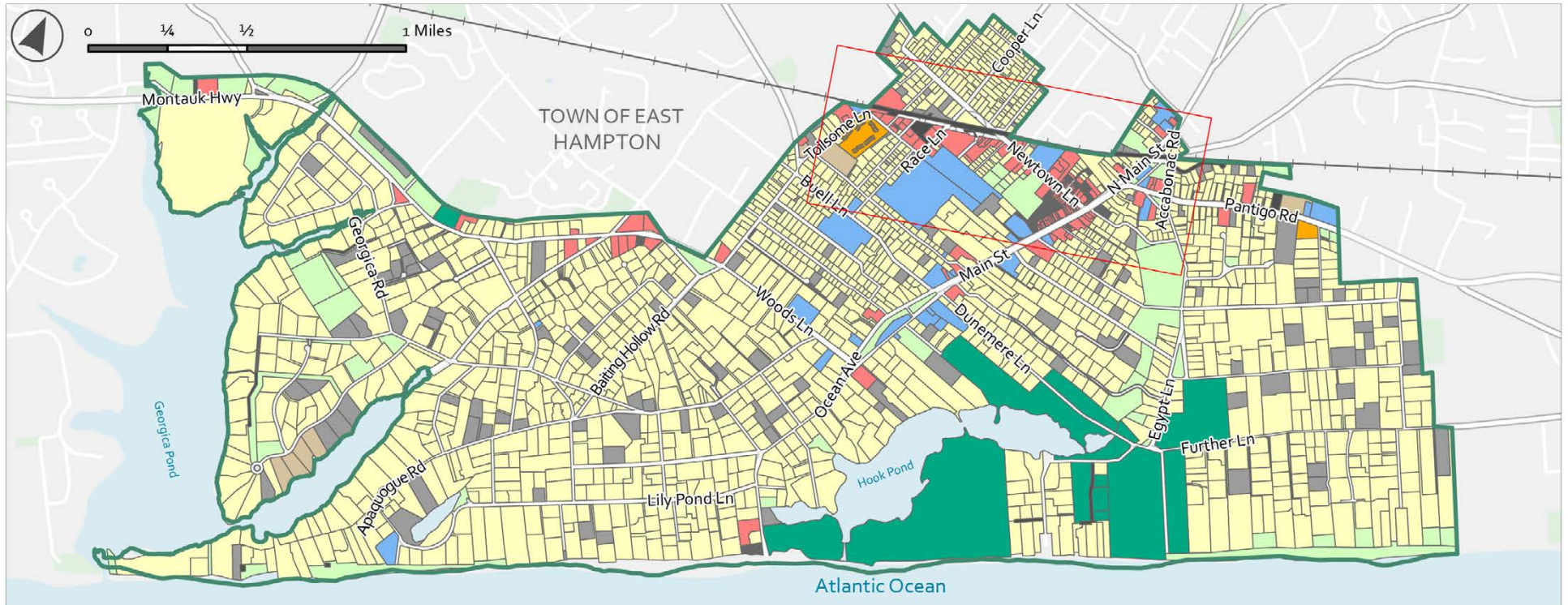
**Table 1: Land Use Area**

Sources: Village of East Hampton, BfJ Planning

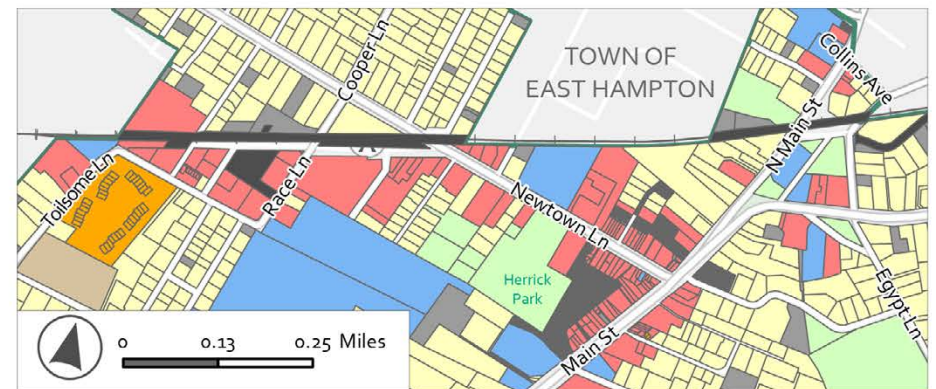
Land Use (Parceled Land)	Acres	Percent
Residential	1,947	68%
Condominium or Cooperative	10	0%
Commercial	68	2%
Community Facility	75	3%
Utilities and Transportation	14	0%
Parking Lot	8	0%
Recreation	229	8%
Parks and Conservation	183	6%
Water	100	3%
Agriculture	19	1%
Vacant	184	6%
unknown	35	1%
<b>Grand Total - Parceled Land</b>	<b>2,872</b>	<b>100%</b>
<b>East Hampton Village Total Area</b>	<b>3,154</b>	

**Figure 2: Existing Land Use**

Sources: NYS GIS, East Hampton Town, East Hampton Village, BFI Planning

**Land Use**

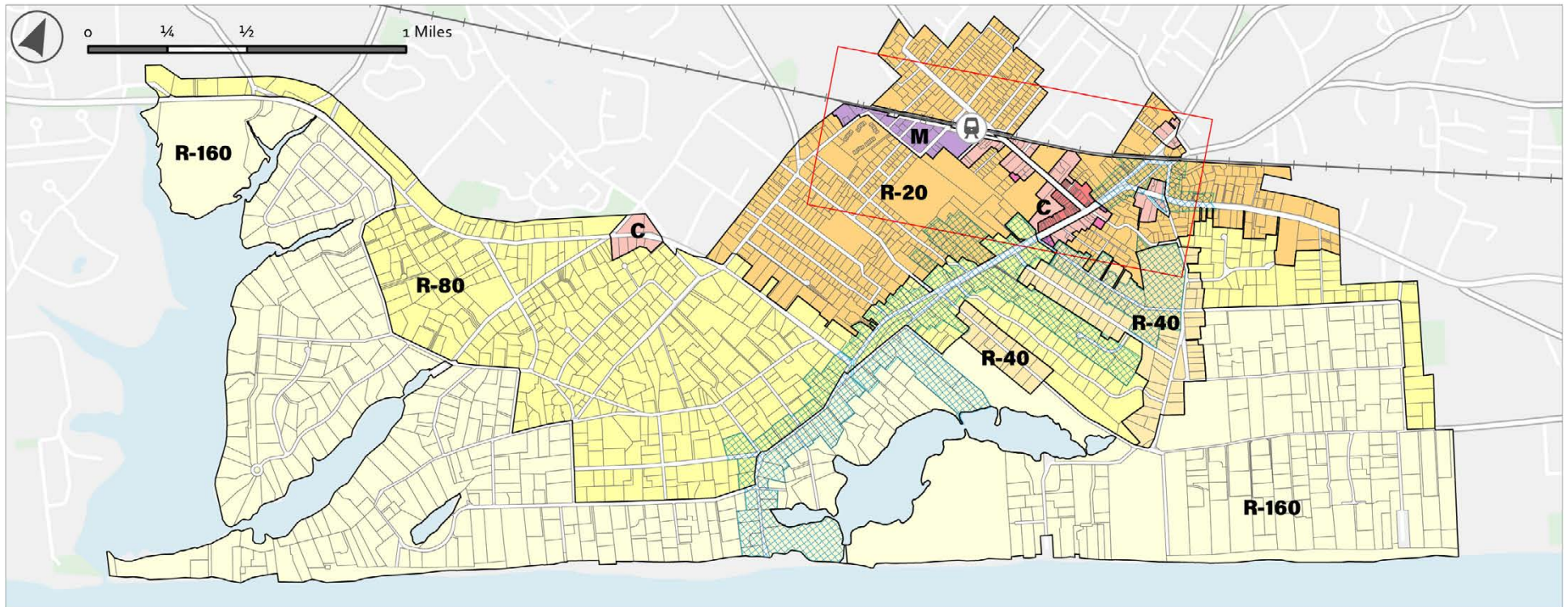
Single-Family Residence	Parking Lot
Condominium/Cooperative	Recreation
Commercial	Parks and Conservation
Community Facility	Water
Utilities and Transportation	Agriculture
	Vacant



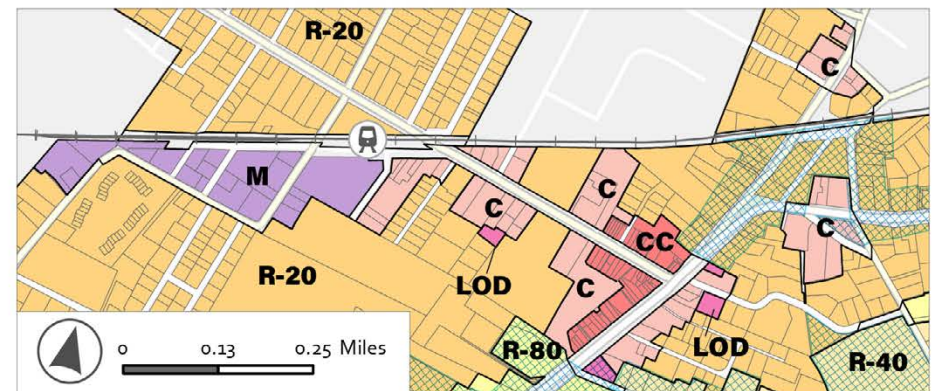


**Figure 3: Existing Zoning**

Sources: NYS GIS, East Hampton Town, East Hampton Village, BFJ Planning

**Zoning**

 C - Commercial	 Residential - R-20	 Local Historic District
 CC - Commercial Core	 Residential - R-40	
 LOD - Limited Office	 Residential - R-80	
 M - Manufacturing	 Residential - R-160	



# 2

## DEMOGRAPHICS AND SOCIOECONOMICS

### Demographic Trends

This section provides demographics to give a snapshot of who lives in the Village. Then, it examines recent housing market trends. Finally, it provides strategies and recommendations related to preserving neighborhood character and to address the workforce housing challenge.

Examining demographics and socioeconomics helps tell the story of where the Village has been, who lives here today, and where it is going in the future. The data used in this analysis come from the U.S. Census Bureau and represents the most current official data available. Decennial census data is used for 1980, 1990, 2000, and 2010. As a result of the COVID pandemic and other factors, the 2020 decennial census counts were impacted. For the most recent data from the U.S. Census Bureau, this plan uses the 2023 American Community Survey (ACS), released in December 2024, which consists of 5-year estimates. The data from the ACS are estimates with margins of error, whereas the data from the decennial censuses are counts that represent a “snapshot” of the demographics at that time. Further, due to East Hampton Village’s small size and seasonal population, the ACS data may have significant margins of error. To triangulate the Census Bureau data, this plan also references data

provided by local sources including Suffolk County, East Hampton Village, and qualitative observations provided by residents and others who know the Village well.

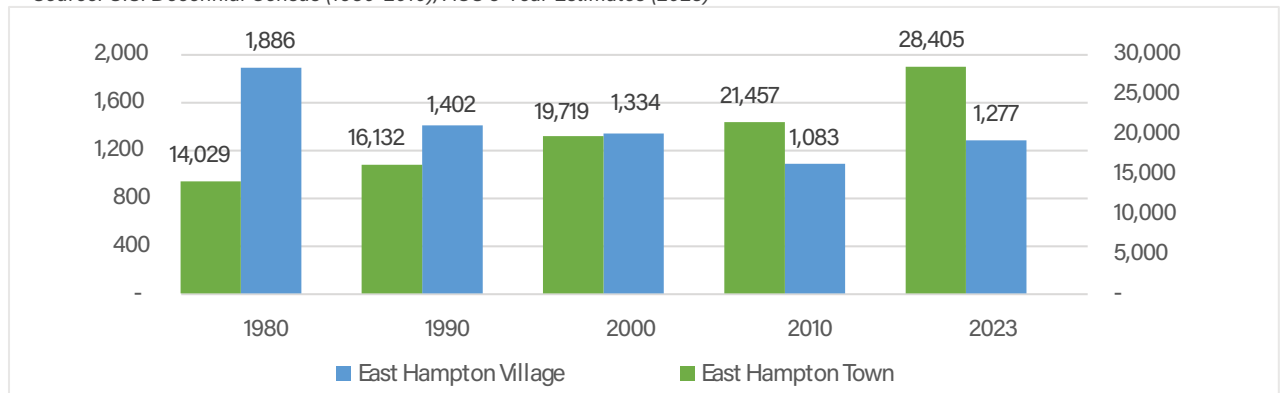
### Population Change

**The most recent estimate from the Census Bureau is 1,277 ( $\pm 208$ ) people living in the Village.** This number represents the year-round population of East Hampton and does not include second-home owners.

**Overall, while the population of the Town and County have grown since 1980, the Village’s population has declined during the same period** (see Figure 4). The Village’s population change from 2010 to 2023 shows an 18% increase, which is significant because the Village has experienced a declining population for at least the past four decades. The Village’s population increase is a lower percentage increase compared to the Town’s (32% increase) and is higher than Suffolk County’s (2% increase). It is possible that some of the growth can be attributed to sampling that occurred during the COVID pandemic, when many people moved to their vacation homes full-time.

**Figure 4: Total Population**

Source: U.S. Decennial Census (1980-2010), ACS 5-Year Estimates (2023)



## 2 Demographics and Socioeconomics

For comparison, Southampton Village and Town populations both grew during the same period (see Figure 5).

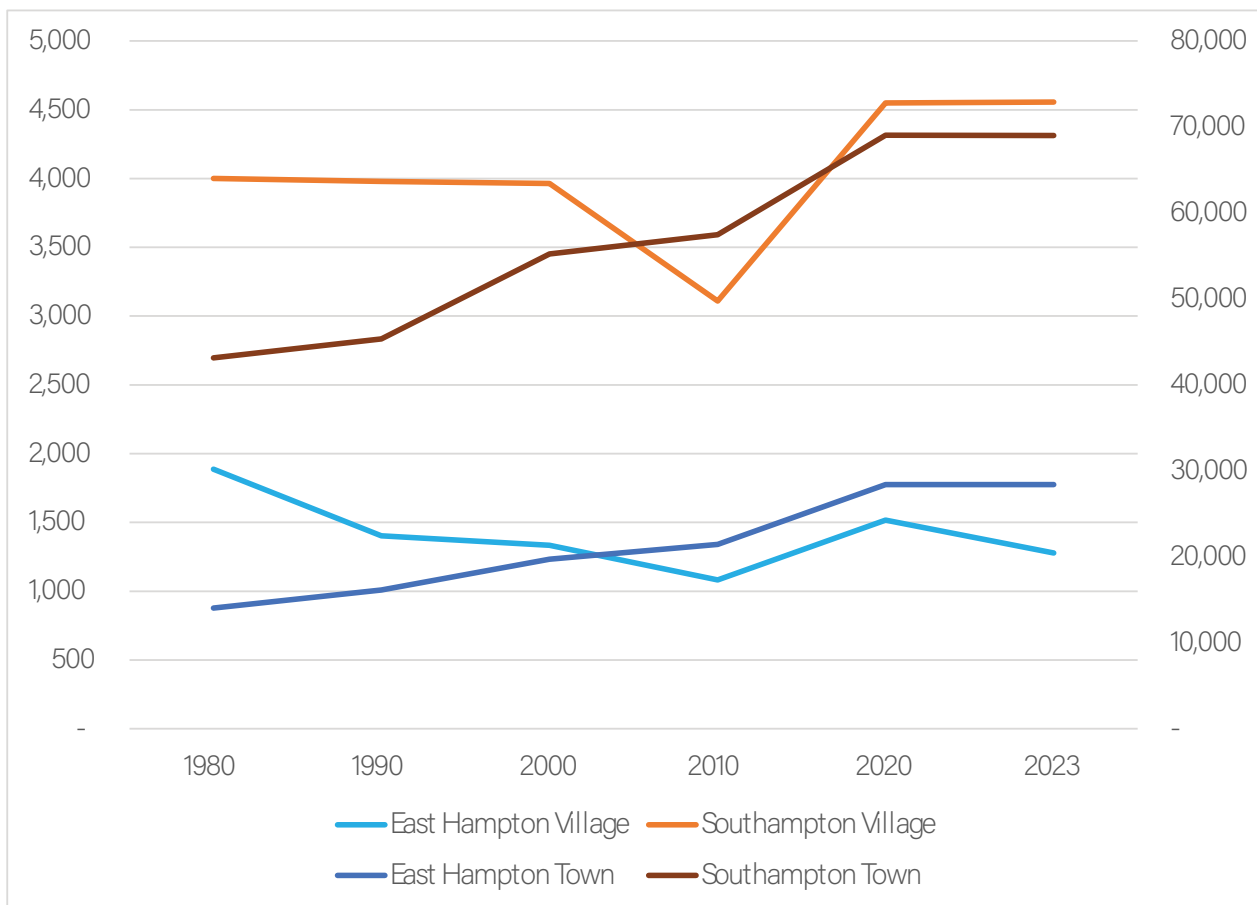
Suffolk County Planning prepared population projections for East End towns through 2050 with the 2020 census as the baseline. Figure 6 shows the projected population change for East Hampton Village and other East End Towns. East Hampton is projected to grow by 15%, about 144 people per year.

### Seasonal Population

**During the summer, East Hampton Village's population swells to an estimated 6,400 people,** a 5.1 factor increase from the year-round population. This is a greater factor increase than East Hampton Town's 3.1 and eastern Suffolk's 2.3 (see Figure 7). Overall, the seasonal population increase in the Village has grown from a factor of 4.1 in 1990 to 5.1 in 2022. The number of people coming to the Village for the high season has also increased from about 4,400 in 1990 to about 5,200 in 2022. Across eastern Suffolk, growth in the seasonal population contributes to traffic and other environmental impacts that affect East Hampton Village.

**Figure 5: Change in Total Population 1980-2023**

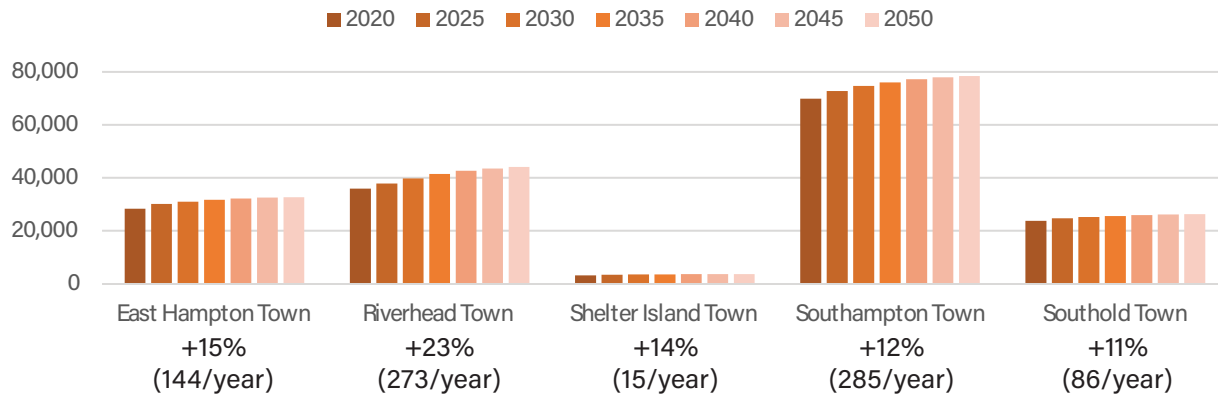
Source: U.S. Decennial Census (1980-2010), ACS 5-Year Estimates (2023)



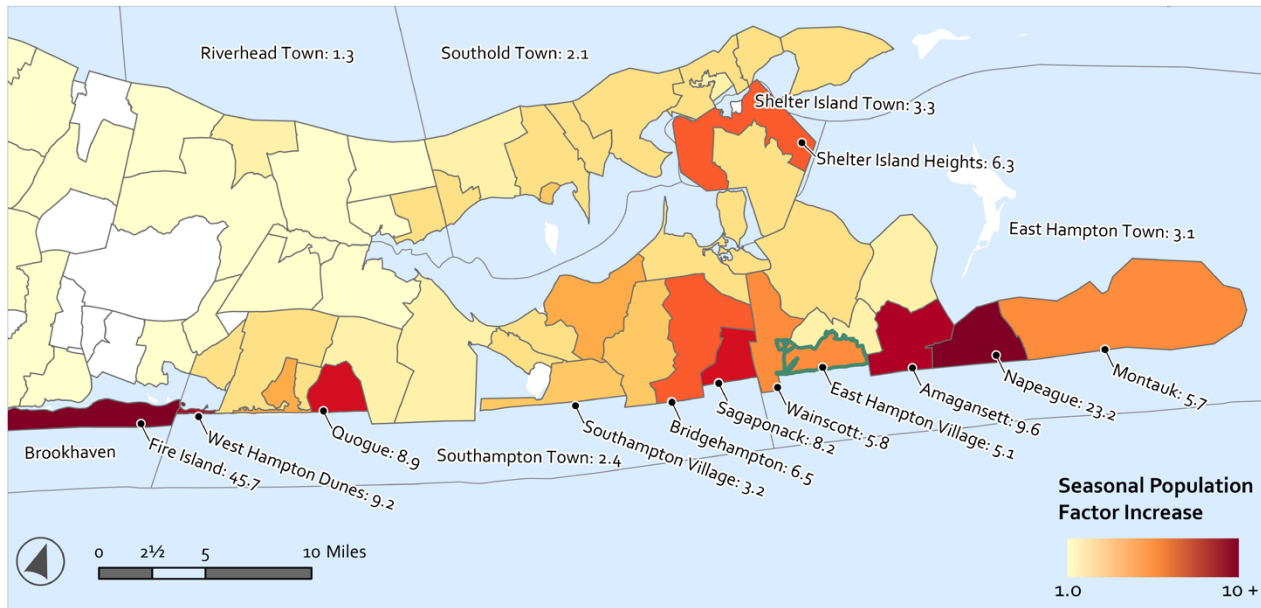


**Figure 6: Projected Population Change**

Sources: U.S. Decennial Census (2020), Suffolk County Planning (2022)

**Figure 7: Seasonal Population Factor Increase in Suffolk County (2022)**

Source: Suffolk County Statistics, 1990-2022



## Age Distribution

**The Village has an aging community.** The median age is 57.9, meaning that half of East Hampton Village residents are older.<sup>1</sup> The median age has increased significantly from the 49.7 median age in 2000. Village residents tend to be older than residents in the Town or Suffolk County which have 2023 median ages of 45.8 and 41.7, respectively. Median ages for the Town and County have both increased since 2000 but not to the same degree as the Village.

The increase in median age may be a result of a few circumstances. The cost to live in the community is a major financial barrier for younger people to move and stay here. The Village has traditionally been a resort community with an aging-in-place population that is largely in the baby-boom generation.<sup>2</sup> Also, there is a national demographic trend of people having fewer children. School enrollment data for the East Hampton Union Free School District is presented in Chapter 6: Community and Cultural Facilities. It shows a general trend of a gradual decline in enrollment.

The age distribution in Suffolk County and East Hampton Village between 2010 and 2023 is shown in Figure 8. The data shows that both the Village and the County's share of the population under 10 years old and between 30 and 49 years old have

<sup>1</sup> ACS 5-Year Estimates (2023)

<sup>2</sup> The Baby Boom generation is generally defined as those born between the end of WWII and the mid-1960s.

## 2 Demographics and Socioeconomics

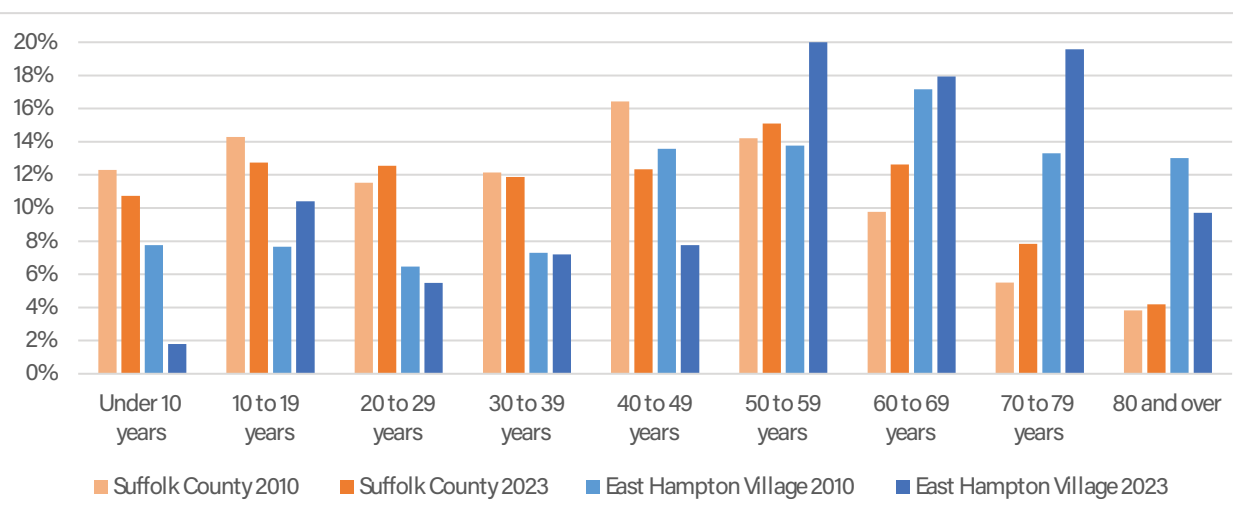
decreased. Both the Village and County's share of the population between 50 and 79 years old has increased. The Village differs from the County in that its share of population between 10 and 19 years old has increased, the share of population between 20 and 29 years and over 80 has decreased, while the opposite trends were observed at the County level.

### Race and Ethnicity

**The East Hampton community is mostly white, although other racial and ethnic groups have grown.** Household Characteristics shows the Village's 2020 racial/ethnic composition. White residents represent 83% of the population, which is a significantly higher percentage compared to the Town and Suffolk County (66%, and 63% respectively). The percentage of white residents is down from 2010 when it was 86%. This indicates a moderate increase in diversity, however, by the numbers these changes are very small. For example, the Black or African American Population was eight people in 2010 and was 24 people in 2020. The Village's Hispanic community is the largest minority community at almost 12% (174 people).

**Figure 8: Age Distribution**

Source: U.S. Decennial Census (2010), ACS 5-Year Estimates (2023)



**Table 2: Race and Ethnicity, East Hampton Village (2020)**

Sources: Decennial Census (2020)

	Residents	Percent
Total Population	1,500	-
Hispanic of Any Race	174	11.6%
White (Non-Hispanic (NH))	1,240	82.7%
Black or African American (NH)	24	1.6%
Asian (NH)	24	1.6%
Other (NH)	7	0.5%
Two or More Races (NH)	31	2.1%

### Household Characteristics

**Most Village households own their home and tend to have a smaller household size than the Town and Suffolk County.** 74.4% of occupied Village housing units are owner-occupied (488 units), which is slightly lower than the Town (78%) and Suffolk County (81.9%). Both average household size (1.95 persons per household) and average family size (2.47 persons per household) in the Village are substantially lower than household and family size in the Town and Suffolk County (see Income3). This is probably related to the older age of Village residents, who are less likely have children living at home.

It is important to note that ‘owner-occupied’ is a census classification and does not distinguish between year-round residences and seasonal homes. As discussed in Chapter 3, many owner-occupied units in the Village function as second homes rather than primary residences.

### Income

**The Village of East Hampton is a moderately affluent community with an unequal distribution of income.** In 2023, the Village’s median household income was approximately \$114,400. The median household income for New York State was about \$84,600, Suffolk County was about \$128,300, and the Town of East Hampton was about \$128,900.

**Table 3: Households and Families**

Sources: ACS 5-Year Estimates, 2023

	East Hampton Village	East Hampton Town	Suffolk County
Total households	656	11,278	512,280
Average household size	1.95	2.50	2.92
Total families	393	7,484	370,809
Average family size	2.47	3.07	3.42
Owner-occupied units	74.4%	78.0%	81.9%
Renter-occupied units	25.6%	22%	18.1%

**Table 4: Household Income**

Sources: ACS 5-Year Estimates, 2023

	East Hampton Village	East Hampton Town	Suffolk County	New York State
Median household income	\$114,375	\$128,938	\$128,329	\$82,095
Mean household income	\$264,170	\$202,667	\$163,151	\$122,227
Gini Index	0.63	0.55	0.44	0.52

About 27% of households earned over \$200,000 in income and benefits, which is consistent with the Town and County.

The Village’s mean household income of \$264,170 is substantially higher than its median income, suggesting that a significant share of total income is concentrated among a small number of very wealthy households. This gap may also reflect the presence of older residents with low or fixed incomes, such as retirees relying on Social Security or pensions. Additionally, the U.S. Census calculates

household income only for occupied housing units where residents live year-round, meaning second or seasonal homes are excluded from these figures.

At the State, County, and Town levels, the difference between the median and mean income was not as acute. The Village’s Gini index, an indicator of income inequality, at .63, is higher than the State, County, and Town levels, indicating more unequal distribution of wealth within the Village.

The median and mean income and income distribution have changed significantly in the last 10 years in ways that indicate widening income



## 2 Demographics and Socioeconomics

inequality. The median income declined by \$3,040, when the 2013 median income is adjusted for 2023 dollars. This indicates that while the dollar value of income over the years has increased, it has not kept up with inflation and therefore the buying power of regular households is down. The mean income increased by \$21,228, after adjustment for inflation. At the same time, the Gini index increased from .60 in 2013 in the Village, indicating a widening gap in income inequality.

### Educational Attainment

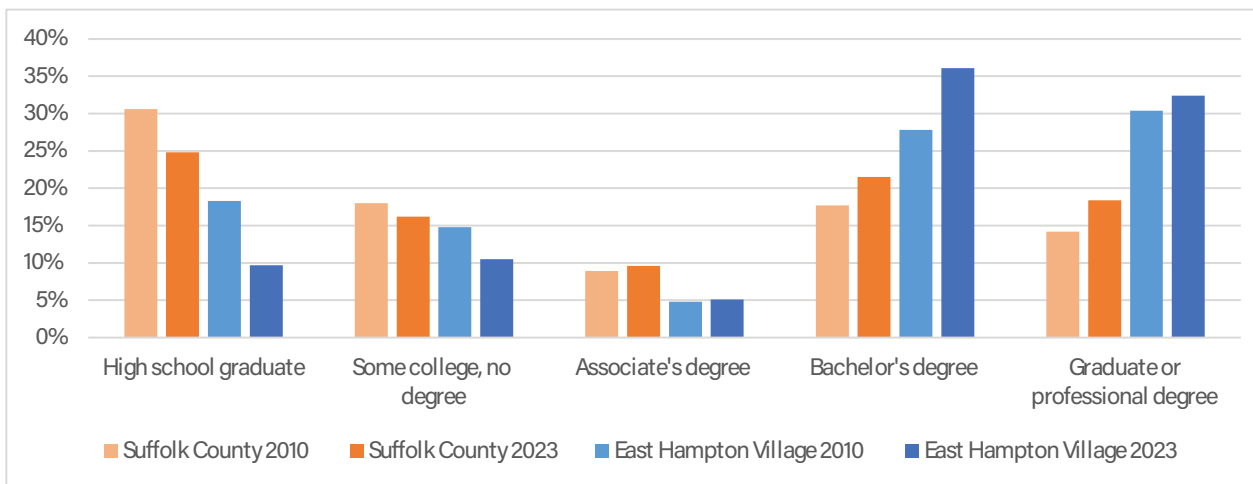
**East Hampton Village residents are more highly educated than those of the County as a whole.** A higher share of Village residents over 25 years old have bachelor's and master's degrees and these shares have increased between 2010 and 2023 (see Figure 9). According to estimates, in 2023 36% of residents over 25 had a bachelor's degree and 32% had a master's degree. The Village also has a smaller share of the population with lower levels of education.

### Commuting Patterns

**A higher percentage of workers living in the Village, compared to the County, walked or took public transportation to commute to work or worked from home.** Workers 16 years and over make up less than half of the Village's population (46%). Of those workers, about 50% drove to work alone, compared to 64% in the Town, and 73% at

**Figure 9: Educational Attainment**

Source: U.S. Decennial Census (2010), ACS 5-Year Estimates (2023)



**Table 5: Means of Transportation to Work for Workers 16 Years and Over**

Sources: ACS 5-Year Estimates, 2023

	East Hampton Village	East Hampton Town	Suffolk County
Drove alone	73.4%	63.6%	50.5%
Carpool	7.4%	5.0%	4.6%
Public transportation	5.2%	3.8%	9.7%
Walked	1.3%	4.5%	12.9%
Bicycle	0.2%	0.2%	0.0%
Other	1.7%	1.0%	5.6%
Worked from home	10.7%	21.9%	16.7%

the County level (see Table 5). Commutes were estimated to be shorter for Village workers at about 22 minutes, compared to 32 minutes for workers in the County (23 minutes in the Town). The estimate

of the number of workers in the Village who work from home increased from 7.5% in 2010 to 16.7% in 2023.

### East Hampton Village Economy

The economy of East Hampton is based on public administration, retail, and services, with small businesses relying upon a mix of summertime and year-round visitors.

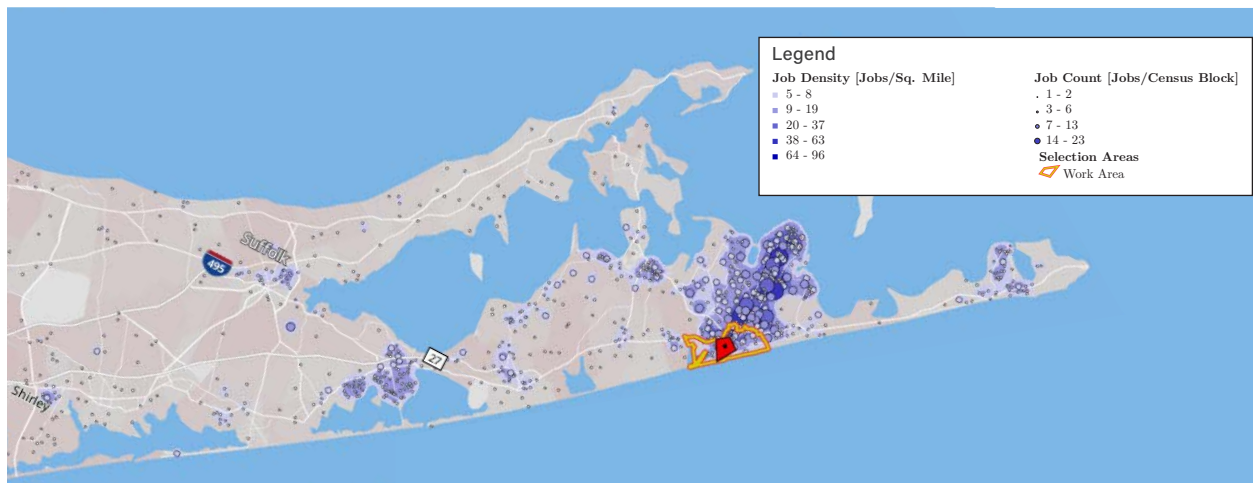
### Businesses in the Village

According to ESRI Business Analyst, the Village has approximately 430 businesses with at least one employee as of March 2025. The Village's largest employer is the East Hampton Union Free School District, with an estimated 194 employees. Other significant employers include the Town of East Hampton (110), Riverhead Building Supply (87), Stop & Shop (85), the YMCA (70), and the Maidstone Club (56).

These figures are useful for understanding the general scale and distribution of major employers within the Village. However, ESRI Business Analyst employment data are estimates compiled and modeled from multiple federal and proprietary sources and are not based on a direct employment survey. As a result, the data may not fully capture seasonal or part-time employment fluctuations. For example, the Maidstone Club reports that it employs approximately 30 staff outside the peak season, with employment increasing to about 270 workers during the peak season.

**Figure 10: Where Workers in East Hampton Village Live (2022)**

Source: US Census Bureau, LEHD Program, On the Map (2022)



### Workforce in Village

About 46% of East Hampton's population 16 years and older are not in the labor force.<sup>3</sup> This figure does not include unemployed people who are in the labor force. The high number of residents who are out of the labor force reflects the Village's substantial retired population.

The Village has a relatively large workforce when compared to its year-round resident population. According to the most recent data from the Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program, the Village had about 2,300 total jobs, with about 1,650 of them in the

private sector in 2022. As of 2022, the Village's local workforce (workers employed within the Village) was concentrated in the sectors of public administration (21.8% of total), retail trade (17.8%), accommodation and food services (11.1%), administration & support, waste management and remediation (7.6%), and educational services (7.4%).

Despite a large number of workers employed within the Village, the Village's resident workforce, or the number of residents with jobs is small at just 622 workers in 2022. Over the period from 2012 to 2022, resident workers increased in number by about 75 jobs or 13.5%. The resident workforce is concentrated in a few key sectors including retail

3 ACS 5-Year Estimates (2023)

## 2 Demographics and Socioeconomics

trade (12.9%), accommodation and food services (10.5%), and health care and social assistance (9.6%).

According to 2023 NYSDOL QCEW annual data, average wages in Suffolk County are highest for workers in the finance and insurance sector at \$179,000 annually, followed by utilities (\$144,500), mining (\$122,600), and management of companies (\$122,600). These sectors account for 4% of local jobs, according to LEHD (2022). Wages were lowest for workers in the sectors of accommodation and food services (\$33,000), educational services (\$37,400), arts, entertainment, and recreation (\$38,100), and other services (\$42,100), which together make up 26.6% of local jobs. The Census Bureau's ACS 5-year estimates for the median earnings of workers employed in the Village is \$50,100 (2023). For residents who are employed full-time, median earnings were estimated at \$60,200 annually.

3.6% of the 2,300 jobs in the Village are held by East Hampton Village residents. Other workers in the Village travel primarily from Springs Census Designated Place (CDP) (17.6%), East Hampton North CDP (11.6%), New York City (10.4%), and Northwest Harbor CDP (8%) (see Figure 10). The

top work destinations for residents in the labor force are New York City (20.3%) and East Hampton Village (11.3%).

### Commercial Real Estate Trends

There were eight retail properties available for rent or sale in the Village in March 2025, totaling 59,800 square feet. The average asking rent was \$136 per square foot annually according to Loopnet, a real estate services firm. For sale commercial properties averaged \$1,900 per square foot.

Within the broader Brookhaven/East Suffolk submarket, an area with 7.9 million square feet of retail space, effective asking rents were \$24.95 per square foot in 2024 and vacancy rates were 11.4%. The market is considered fairly strong with rents expected to increase to \$33.65 in 2030, an increase of 34.8% according to Moody's Analytics REIS. Vacancy rates are expected to decline to 6.2% in 2030. The Long Island market as a whole is a generally stronger market with higher rents and lower vacancy rates.

As of November 2025, the Village offered office space for rent at five separate addresses.<sup>4</sup> Available options included small offices ranging from 250 to 500 square feet, larger ground-floor units, and warehouse spaces located in the Gingerbread area. Although comprehensive rental data is limited, posted listings indicate that rates vary significantly—

from approximately \$25 per square foot annually for raw industrial spaces to \$85–\$120 per square foot annually for prime office locations.

Data from Moody's Analytics REIS indicates that office rents in the Eastern Suffolk submarket remained largely stable and increased from \$27.54 per square foot in 2019, up to \$28.33 in 2024. Due to new construction activity in the submarket, vacancy rates increased from 9.2% in 2019 to 17.5% in 2023 and then fall back to 13.4% in 2024 as new space is absorbed into the market.

<sup>4</sup> Source: Redfin.com

# 3

## HOUSING AND NEIGHBORHOODS

### Vision

#### *Preserve the Village's Residential Fabric*

East Hampton Village is committed to preserving its peaceful residential character, recognizing that its rich history, architectural heritage, tree-lined streets, and distinct seaside charm are central to the community's enduring appeal. Generations have worked diligently to safeguard these qualities, and maintaining them requires ongoing vigilance and thoughtful action.

The Village seeks to accommodate new development in a way that respects neighborhood identity, ensuring that construction, visual impacts, and density do not undermine the historic fabric of residential areas. In recent years, there are concerns about redevelopment and overbuilding on small lots which have placed increasing pressure on the Village, disrupting the character of established neighborhoods. Addressing these challenges will require strengthened regulatory guidance and improved enforcement to discourage harmful practices and ensure development aligns with the Village's character.

Preserving the charm of residential streets, mitigating the impacts of commercial and non-residential uses on residential neighborhoods,

and addressing traffic concerns in residential areas are key priorities. Additionally, the Village will work to manage uses and special events that attract large crowds to ensure they do not disrupt the quality of life for residents. Stronger regulation and enforcement of short-term rental properties may also be necessary to protect the community's residential integrity.

By taking proactive steps to manage growth and preserve its historic neighborhoods, the Village can ensure East Hampton remains a beautiful, desirable, and vibrant place to live for generations to come.

#### *Address the Workforce Housing Challenge*

East Hampton Village recognizes that the shortage of workforce housing is one of the most pressing challenges facing the community. This issue not only impacts the Village but is also a significant concern across the East End and the broader region. The lack of affordable and workforce housing has become a major economic challenge for businesses, as employers struggle to find workers, and employees are forced to commute long distances to reach jobs in the Village.

Addressing this challenge will require creative solutions, particularly given the Village's high real estate values, limited vacant land for development, and infrastructure constraints that make higher-



*Buell Lane*

density housing difficult. A multi-pronged strategy to expand attainable housing is needed as there is no silver bullet to solve this issue. The Village acknowledges that successfully expanding workforce housing opportunities will depend on strong partnerships with the Town of East Hampton, Suffolk County, and other key stakeholders. By working together, the Village can identify viable solutions to help meet housing needs while preserving the character of the community.





## Housing and Neighborhoods

The residential development of East Hampton Village has evolved significantly over the centuries, beginning with its settlement in the 17th century. Early residential development was closely tied to the local economy, with homes primarily built for farming, fishing, and whaling communities. By the late 18th century, the Village began to grow, with modest homes and small estates being constructed, particularly near the Village Center and along the waterways, where access to natural resources influenced development patterns.

The most notable shift in East Hampton's residential development came in the late 19th and early 20th centuries, when the Village emerged as a popular summer resort destination. The introduction of the Long Island Rail Road (LIRR) in the 1880s made East Hampton more accessible to affluent vacationers, sparking the construction of large estates and summer cottages, particularly along scenic and waterfront locations. This trend continued throughout the 20th century, with wealthy residents building luxurious second homes and private estates, many of which were used seasonally. By the mid-20th century, East Hampton had established itself as a prestigious, exclusive residential community, known for its waterfront estates and high-value homes. Over time, older homes were increasingly replaced with larger, modern constructions, driven by market demand. Today, East Hampton's residential development is



*Dayton Lane*

characterized by a significant presence of large, high-value homes, particularly in its scenic and coastal areas, continuing to shape the Village's character and appeal.

The Village of East Hampton is predominantly residential, with most land devoted to single-family homes on large lots. These residential areas are complemented by natural features, open space, and limited non-residential uses, reflecting the Village's historic character and commitment to preserving neighborhood character and scale.

## Existing Zoning

Residential zoning is divided into four districts—R-20, R-40, R-80, and R-160—based on minimum lot sizes ranging from 20,000 to 160,000 square feet (see The dimensional requirements for residential properties are determined by the size of the lot and shown in Table 32. Heights are measured from the average existing natural ground level within 10 feet of the building to the highest point of the roof. Low pitched roofs are allowed only if such roof is more than 9 feet lower than the maximum height allowed for the house. Otherwise, their use is restricted to a small portion of the roof area and will increase required setback from the side and rear lot lines.6). The largest zone, R-160, covers over half the Village and reinforces its low-density, estate-like development pattern.

The dimensional requirements for residential properties are determined by the size of the lot and shown in Table 32. Heights are measured from the average existing natural ground level within 10 feet of the building to the highest point of the roof. Low pitched roofs are allowed only if such roof is more than 9 feet lower than the maximum height allowed for the house. Otherwise, their use is restricted to a small portion of the roof area and will increase required setback from the side and rear lot lines.

Following the 2002 Comprehensive Plan, the Village established the maximum gross floor area (GFA) for one-family residences as 10% of the lot area

plus 1,000 square feet, excluding cellars, or 20,000 square feet, whichever is less. When there is an additional building containing cooking or sleeping facilities, its GFA is combined and included in the GFA of the principle residence. These regulations were in effect until they were amended in 2015 to restrict house size on lots of more than 40,000 square feet. The amended GFA regulations aroused significant controversy, and the law was amended in 2021 to restore the previous limits.

GFA is the sum of square footage of every story of a building measured to the exterior face of the wall. GFA excludes cellars, attics, spaces less than five feet high, unenclosed porches and breezeways, and

screened porches. Stairwells and interior spaces with floor-to-ceiling height greater than 15 feet are counted twice.

While cellars are not included in the GFA, the area of cellars is limited in several ways. Cellars may extend beyond the wall of the first story, but the total area of a cellar that extends beyond the exterior wall of the first story cannot exceed 25% of the gross floor area of the first floor. Such area will count toward coverage limits, and will be subject to the same setback requirement as for the residence.

The GFA of all accessory buildings and structures on a parcel (with the exception of accessory dwelling units) is limited to 2% of the lot area plus 200

square feet. Examples of accessory buildings and structures include swimming pools, tennis courts, sheds, pool houses, greenhouses, decks, patios, and similar. Generally, each accessory building may not exceed 250 square feet of GFA. Garages are not subject to this limit but must fit within the overall limit on accessory building Gross Floor Area. The GFA of an accessory dwelling unit may not exceed 2% of the lot area plus 200 square feet, with such GFA being counted against the GFA of the principal residence. Accessory dwelling units are discussed further in the next section.

**Table 6: Residential Zoning Districts**

Sources: East Hampton Village Code, Ch278 Zoning

District	Min. Lot Area (square feet)	Minimum Building Line Width
R-20	20,000	100
R-40	40,000	100
R-80	80,000	160
R-160	160,000	160

**Table 7: Dimensional Requirements for Residential Lots**

Sources: East Hampton Village Code, Ch278 Zoning

Lot Size (Square Feet)	Front Setback (Feet)	Side And Rear Setbacks (Feet)	Maximum Coverage	Maximum Height (Feet)
<10,000	25	20	20% + 500 SF	29
10,000 - 20,000	30	22	20% + 500 SF	30
20,000 - 30,000	35	24	20% + 500 SF	32
30,000 - 40,000	40	26	20% + 500 SF	33
40,000 - 80,000	50	34	20%	34
80,000 - 160,000	70	50	20%	35
>160,000	80	55	20%	36



## Other Land Use Controls

### *Subdivision Regulations*

The Planning Board is responsible for subdivision review and approval. Minor subdivisions contain four or fewer lots, do not involve new streets or extension of municipal facilities, and are consistent with the Comprehensive Plan. Major subdivisions are generally for five or more lots and may require the creation of new streets and public improvements. Water surfaces, wetlands, portions of bluffs and dunes, and beaches below mean high water are excluded from the total lot yield. Subdivision design must first consider areas of critical value to conservation, such as scenic, historical, archeological, or ecological value, for protective easements. Open spaces should be set aside to protect environmentally fragile areas and buffers. Major subdivisions require approval of a preliminary plat, including a stormwater pollution prevention plan (SWPPP). They require compliance with the State Environmental Quality Review Act (SEQRA), including public hearing requirements.

### *Cluster Subdivisions*

The planning board is empowered to require a cluster subdivision in which 25% - 50% of the land is preserved as open space and the same development density is concentrated on the remainder of the land. An applicant may propose

higher than 50% preservation and the Planning Board may approve it if in its judgement, it would be beneficial to the Village.

### *Accessory Dwelling Units (ADUs)*

Accessory dwelling units (ADUs) are small apartments within the same lot as a single-family home. They contain cooking and sleeping facilities. In general, they can be created within the frame of an existing residence including by means of an addition or a garage conversion, or a separate cottage.

In East Hampton Village, one ADU is permitted on parcels of 60,000 square feet or larger within a residential district. These units are limited to two bedrooms and must comply with the same setback and gross floor area requirements as the primary residence. They cannot exceed the maximum ground floor area allowed for accessory structures and may not be rented separately; instead, they must serve family members, guests, or staff working on the premises. This restriction must be documented in a recorded covenant. A permit for an ADU requires the property owner to install an innovative alternative septic system.

### *Apartments*

Apartments are permitted on the second floors of commercial buildings. However, regulations limit apartments to between 500-800 square feet and two bedrooms maximum. A significant hurdle to apartment development has historically been the need for sufficient wastewater treatment. Suffolk County Health Department regulations govern sanitary flow rates and impose strict limitations on development density. These constraints often make it infeasible to create more than a few units per acre without wastewater treatment. As such, even though zoning may allow apartments, the ability to construct them is frequently restricted by underlying sanitary capacity rather than just local land use policy.

## Housing Units and Mix of Housing

**As of 2023, there were 1,840 housing units in the Village, 92.4% of which is single family detached.<sup>5</sup>** In comparison, single family units represent 87% homes in the Town of Southampton and 80% in Suffolk County.

Many of these homes are second residences for seasonal visitors, particularly those seeking a summer retreat from New York City. The architectural styles found throughout the Village

<sup>5</sup> ACS 5-year Estimates (2023) Note: ACS data for the type of housing units have large margins of error and may not accurately reflect the conditions in the Village. However, this is the only source of data available.

include traditional shingle-style homes, Colonial Revivals, and more contemporary designs that complement the natural landscape.

In addition to estate-like properties, there are pockets of more modest single-family homes, particularly in the Village Center. Some of these areas have undergone redevelopment as property values have increased, leading to the replacement of older structures with larger, more modern residences.

Multi-family housing options are limited in East Hampton Village, reflecting the Village's traditionally low-density character. There are only about 44 condominium or cooperative units (35 townhomes at the Village Towne Houses and nine houses in Amy's Ct.) in the Village. These units, where available, tend to be more affordable options compared to single-family homes. While historically there were apartments over commercial establishments in the Village Center, these units have been replaced by office or storage space over time, largely due to the lack of wastewater infrastructure. As discussed later in this chapter, providing wastewater infrastructure will help to make these spaces more viable residential options.

Many homes in the Village benefit from their proximity to preserved land, the Maidstone Club, a country club, or direct beach access. Some areas with larger lots tend to have significant tree cover contributing to a sense of privacy and exclusivity. Strict zoning regulations and historic preservation

**Table 8: Housing Supply by Year Constructed**

Sources: ACS 5-Year Estimates, 2023

Year Constructed (Parcels)		% of Total
Built 2020 or later	4	0%
Built 2010 or later	73	4%
Built 2000 to 2009	191	10%
Built 1990 to 1999	175	10%
Built 1980 to 1989	166	9%
Built 1970 to 1979	241	13%
Built 1960 to 1969	91	5%
Built 1950 to 1959	131	7%
Built 1940 to 1949	103	6%
Built 1939 or earlier	665	36%

efforts have helped maintain the Village's distinct residential character, ensuring that new development aligns with the community's aesthetic and environmental goals.

### Housing Age

East Hampton Village is well-known for its historic charm, and the data in Table 8 shows that 36% of homes were constructed in 1939 or earlier. The Village saw approximately 108 new homes per decade through the 1940s, 1950s, and 1960s. Some of this growth was in response to both the post-World War II "Baby Boom," the GI Bill benefits for mortgages, and the construction of the Long

Island Expressway (LIE) and Route 27 over multiple decades. The Village really began to develop over the next four decades as its popularity as a destination for summer homes grew. The 1970s saw the largest increase in housing stock with about 13% of homes being built during that period. The 1980s through 2009 saw an average of 177 homes built per decade. Only 4% of units were added between 2010 and 2020 due to zoning changes in 2008 increasing minimum lot sizes for subdivisions, a national housing crisis, and the Village being mostly built out. While the data presented in Table 8 is helpful to understand when the existing housing stock was built, it does not reflect demolitions or redevelopment.

### Housing Construction

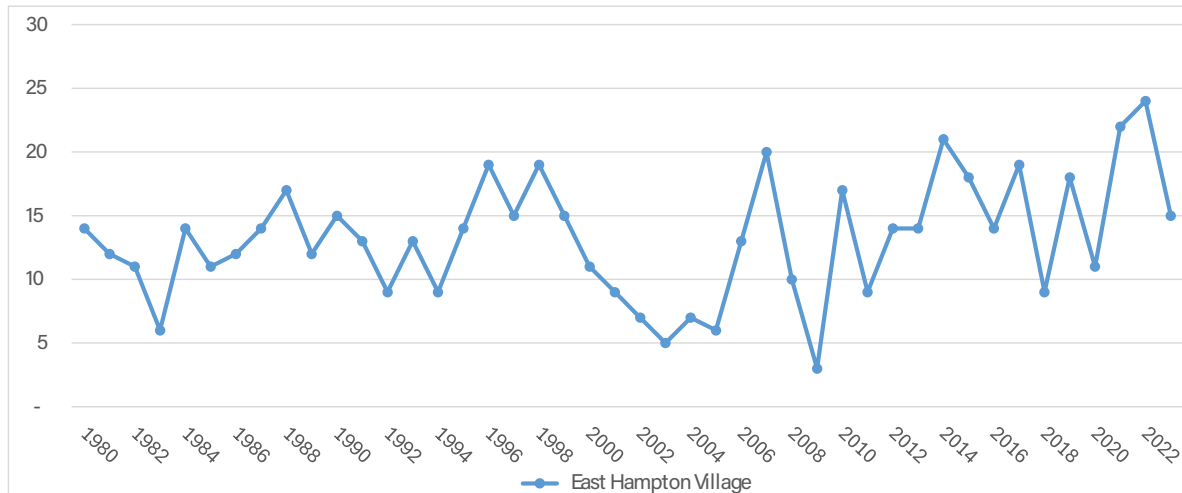
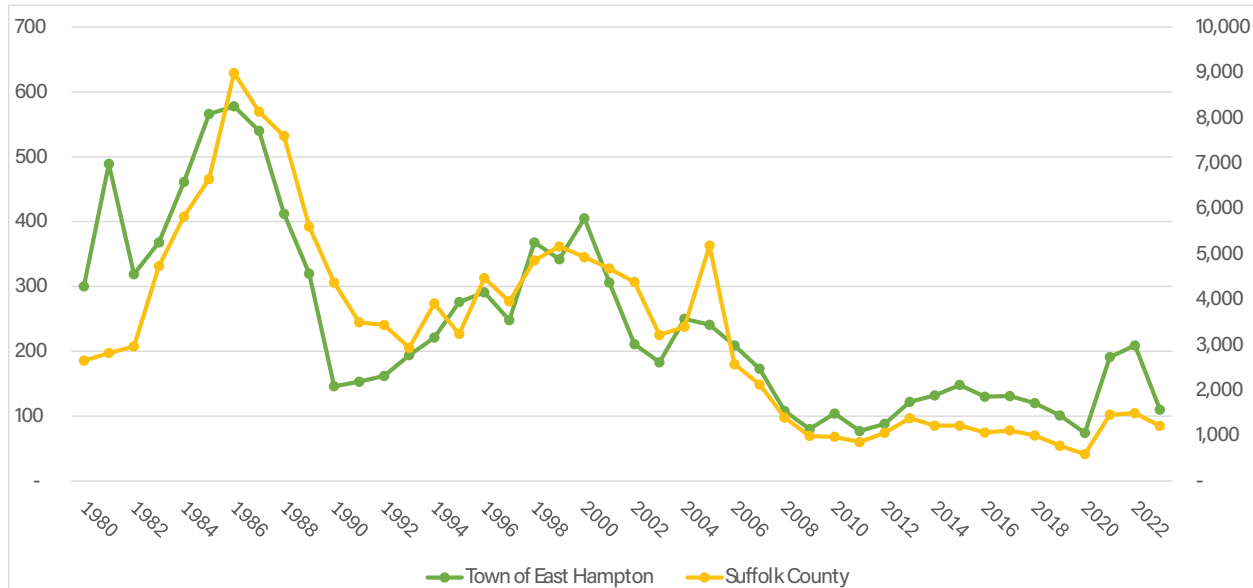
Building permit data provides additional insights into how the Village's housing stock has changed.<sup>6</sup> The building permit data includes both construction of houses as well as major renovations. Figure 11 shows a snapshot of construction activity during a major period of growth. Compared to the broader Town and County, the Village experienced relatively modest construction activity. On average, 14 permits were issued per year, with a peak of 24 permits in 2022 and a low of just three permits in 2009.

<sup>6</sup> Building permit data provided by the Village is a separate source from the American Community Survey (ACS), and the two datasets may not align.



**Figure 11: Building Permits for All Housing Units, 1980-2023**

Source: Suffolk County Statistics, 1980-2023



## Vacancy and Seasonal Homes

The Village contains approximately 650 occupied housing units, while the remaining 1,184 units are classified as vacant by the U.S. Census Bureau. These vacant units fall into several categories: units for rent, rented but not yet occupied, for sale, sold but not yet occupied, for migrant workers, for seasonal, recreational, or occasional use, and other vacant classifications. A significant portion of these, around 65% of the Village's total housing stock, are designated as seasonal. This indicates that many homes are not primary residences but are instead used as second homes, vacation properties, or short-term rentals, with occupancy typically concentrated during summer months or holiday seasons. In contrast, units vacant for all other reasons combined account for less than 2% of the total housing stock, highlighting the Village's strong seasonal character and its role as a part-time residential or tourist destination.

**The number of seasonal homes in East Hampton has grown.** In 1990, 56% of the total 1,684 housing units were in seasonal or occasional use (about 940 units). Both the number of units and the proportion of units used for seasonal use have steadily increased (see Figure 12). In 2023, 62% of the total 1,840 housing units were for seasonal or occasional use (about 1,150 units). As discussed in Chapter 2. Demographics and Socioeconomics, the seasonal population in East Hampton Village was estimated at about 5,200 people in 2022, more than four times the year-round population of about 1,300.

### Home Values and Affordability

Average home values in East Hampton Village have risen rapidly over the past 14 years from about \$1.1 million in 2009 to \$3.5 million in 2023 (see Table 9). The American Community Survey estimated the average value of homes in the Town to be about \$1.6 million and the average value of homes in Suffolk County to be about \$650,000. 85% of Village homes were valued at \$1 million or more, while 55% of Town homes and 9.5% of Suffolk County homes were \$1 million or more.

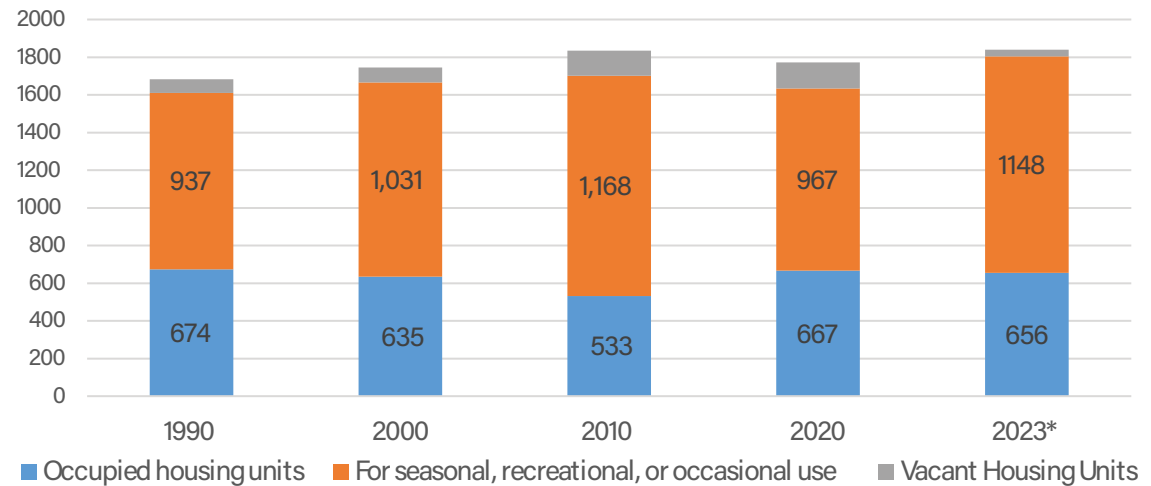
To supplement the limited data provided by the census, current real estate data can provide helpful insights into the market for a snapshot in time. Zillow's Home Value Index (ZHVI) measures typical home values for homes in the 35th to 65th percentile, seasonally adjusted by month. This measure allows for comparison over time and between towns and neighborhoods.

The Village's ZVHI was \$5.3 million in May of 2025. This is more than double the Town's, which was about \$2 million, and more than seven times the County's ZVHI, which was \$690,500. The Village's ZVHI is also substantially higher than neighboring hamlets and villages in East Hampton with the next highest being Amagansett at \$2.87 million.

As of February 19, 2025, asking prices for single-family homes in East Hampton Village varied widely, reflecting significant differences in property size and location. Listings ranged from \$1.25 million to an

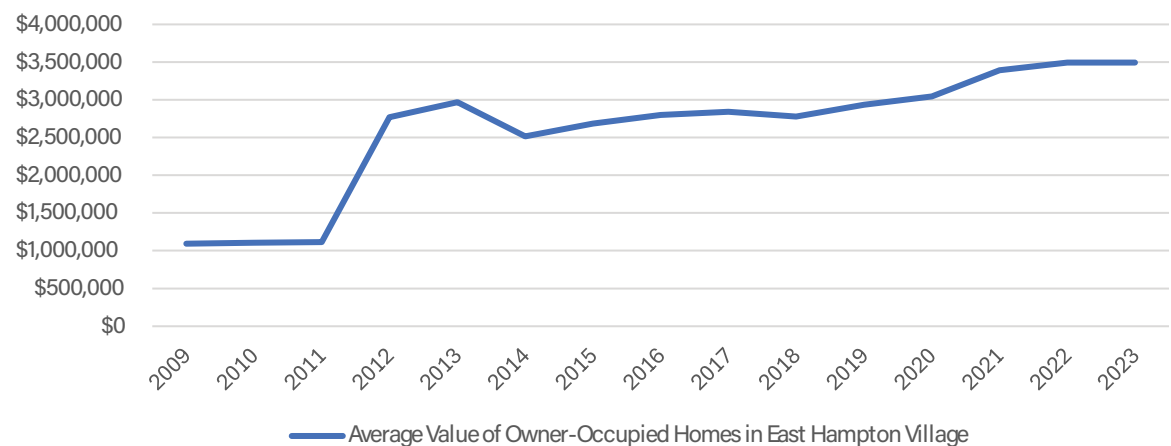
**Figure 12: Building Permits for All Housing Units, 1980-2023**

Sources: Decennial Census (1990-2020); \*ACS 5-Year Estimates, 2023



**Table 9: Average Value of Owner-Occupied Homes in East Hampton**

Sources: ACS 5-Year Estimates, 2023



extraordinary \$95 million, illustrating the presence of ultra-high-end properties alongside more moderately priced homes. While the median asking price was approximately \$5.75 million, the average was much higher at about \$18.1 million, influenced by several exceptionally expensive listings. Home sizes also showed considerable variation, from 1,000 square feet to 13,800 square feet, with a median of 3,300 square feet and a median cost per square foot of \$1,850. One undeveloped lot was listed at \$3.5 million for 0.82 acres.<sup>7</sup>

**Renters in East Hampton Village and Town pay higher prices than those in Suffolk County.** Median rent in the Village was estimated at \$2,500 by the American Community Survey in 2023, which is like the Town's estimate of \$2,600. It is higher than the County, which is \$2,100. While these estimates may provide some insight into what year-round residents might be paying in rents, they do not provide a full picture of the market, particularly asking rents and the seasonal nature of the rental market.

**The rental market in East Hampton Village is characterized primarily by a luxury seasonal market.** Unlike a standard market where rentals provide housing, most rentals in East Hampton Village are for vacation use. Visitors are willing to pay high rents, driving up the cost of renting in the Village. Rental listings in the Village appear to be primarily single-family homes for vacation use. An

assessment of rental asking prices on February 19, 2025 provides a snapshot of information about the high cost of rentals in the Village. On that date, there were 20 properties listed for rent. Seven of them did not provide an asking price. Of the 13 which did provide an asking price, the average was \$60,000 per month, the median was \$65,000 per month, and the range was between \$15,000 and \$90,000 per month. The median and average size of these rental homes was four bedrooms and about 3,900 square feet. There were no offerings available for "normal" rents—Fair Market Rents established by HUD for Suffolk County in 2025 are \$2,586 for a two-bedroom.<sup>8</sup> It is acknowledged that rental prices spike during the summer season, but the fact that listings are so high in the winter and the complete lack of "normal" rental prices demonstrates real challenges to affordability in the Village.

**Although East Hampton is an affluent community, 66.5% of the renters in the Town paid 30% or more of income to rent.**<sup>9</sup> Households are considered 'rent burdened' if more than 30% of their income goes to housing costs (66.5% of Town households are rent burdened). In Suffolk County, 58.8% of households are rent burdened. This data may be skewed because it includes people who are on fixed incomes that may have high net worth but low income. East Hampton Village has fewer year-round renters than the Town and Suffolk County, but those that rent are likely to be rent burdened.

**Village homeowners also face high housing costs; 57% of homeowners in East Hampton Village with a mortgage pay more than 30% of their income to their mortgage.** This figure is higher than those with a mortgage paying more than 30% of their income towards housing costs in the Town (46.7%) and the County (37.2%). This data may not be showing the full picture because some homeowners may have fixed incomes but high net worth or they may have high incomes and be able to afford these higher housing costs. Homeowners who do not have a mortgage are less likely to be cost burdened; 33.2% of Village homeowners without a mortgage spend more than 30% of their income on housing costs.

**The current housing supply offers limited options for both affordable and workforce housing.** Affordable housing typically refers to housing that costs no more than 30% of a household's income and is targeted to low- and moderate-income families. Workforce housing is a subset of affordable housing, which could apply to households earning too much to qualify for traditional affordable housing (often between 80%–120% of area median income) but still unable to afford market-rate housing. This "missing middle" housing is often geared toward essential workers like teachers, nurses, and first responders.

<sup>7</sup> Data based on nine homes for sale and one undeveloped lot listed on Redfin.com, representing a single point in time.

<sup>8</sup> Suffolk County, NY is part of the Nassau-Suffolk, NY HUD Metro FMR Area.

<sup>9</sup> The estimate for the Village is not reliable due to the small sample size and sampling error.



## Summary of Issues and Opportunities

### *Demolitions, Teardowns, and Neighborhood Change*

Rising property values have contributed to the demolition of smaller, more modest homes and their replacement with larger, luxury residences, as property owners seek to maximize development potential on available lots. This trend raises several concerns. One practical issue is that lots developed to their maximum capacity may not provide sufficient on-site parking, leading to potential spillover onto neighborhood streets and a reduction in green space, particularly in front yards. Another concern, which is more subjective, relates to architectural compatibility, as some new homes differ significantly in scale and design from the area's traditional housing stock.

### *New Construction Impacts*

There is a need to review exiting regulations and strengthen enforcement measures to reduce the impact of construction—both during the construction period and to ensure that important community resources are not permanently lost. Construction impacts can include noise, debris,

and parking of construction vehicles on residential streets for extended periods.

### *Loss of Environmental Features*

Another concern is that some properties are clear-cut of trees and vegetation for new development and new landscaping designs. The existing code requires buffer areas around wetlands, where landscaping and clearing of land are prohibited, and near dunes. In addition, landscaping is a key consideration in site plan review, and where possible, the preservation of large trees and unique natural features is encouraged. Current regulations may not be strong enough to protect key environmental assets on residential property. It may be reasonable to document and potentially replace trees over a certain size and potentially require a certain percentage of native vegetation. This issue is also discussed further in Chapter 7. Natural Resources, Open Space, Sustainability and Resilience.

### *Loss of Open Space*

Although few large parcels remain in the Village that are likely to be subdivided, it is important to have strong controls in place to guide future development in line with smart growth principles. Cluster subdivisions — where homes are grouped together on a portion of a site to preserve larger contiguous areas of open space and natural

features — are a valuable planning tool. While the current zoning code permits cluster development, it does not require it.

### *Year-Round Workforce & Housing Mismatch*

The Village's housing market is increasingly out of reach for local workers, such as teachers, first responders, healthcare workers, and service industry employees. With much of the housing stock devoted to seasonal use or priced well above typical local incomes, it is difficult for the year-round workforce to live within the Village. This disconnect contributes to longer commutes, reduced economic diversity, and challenges in staffing essential services that support both residents and visitors.

### *Short-Term Rentals and Their Impact*

The rise of short-term rentals has further constrained the availability of long-term housing in East Hampton Village. While vacation rentals support the tourism economy, they also reduce the number of homes available to permanent residents, drive up housing costs, and can disrupt neighborhood cohesion. The Village needs to continue to assess the impact of short-term rentals and explore regulations that balance tourism demand with the need to preserve housing for year-round use.

### ***Second Homeowner Dynamics***

With a high percentage of homes used seasonally, East Hampton Village's housing market is heavily influenced by second homeowners. While these residents contribute to the local economy, their limited year-round presence can weaken community cohesion, strain seasonal services, and reduce civic participation. Year-round residents find residential neighborhoods empty and dark during the off-season.

### ***Lack of Senior Housing and Aging in Place***

As the Village's population ages, there is an increasing need for housing that supports aging in place. Currently, East Hampton lacks a supply of senior-oriented options, such as independent living, assisted living, or smaller, accessible homes. Encouraging the development of lower-maintenance housing within walkable areas, especially near the Village Center, will be essential for allowing older adults to remain in the community safely and comfortably.

### ***Lack of Diversity of Housing Options***

Most homes in East Hampton Village are single-family. There are a few townhouses and several apartments over retail in mixed-use buildings. There is also a limited amount of available or underutilized land that could support the construction of smaller, more affordable types of residential development. Further, the high property costs in the Village make development challenging. Strategies should

focus on making it easier to convert existing upper floors to residential use and promoting mixed-use development in areas like the Gingerbread Commercial District.

Historically, commercial areas in the Village Center included apartments above stores where shop owners would have lived. Over time, these properties were converted to commercial uses. While residential uses are allowed in the commercial districts, presently, to convert units back to housing requires approval from Suffolk County for sewage flow.

The Gingerbread Commercial District, which includes the Village's manufacturing zone, is a diverse area with the greatest potential for new development within the Village Center. While manufacturing uses are no longer present, the district's location near the train station and the heart of the Village makes it well-suited for a mix of uses, including residential. Introducing residential units—particularly “middle housing” such as townhomes, or small apartment buildings and workforce housing—could support revitalization and create a more vibrant, walkable district. Current zoning permits all residential uses and apartments in the district.

### ***Lack of Vacant Land***

One significant challenge in providing affordable housing is the scarcity of vacant parcels and the limited number of large lots that could be subdivided.

The most promising opportunities for new housing are likely to come from redevelopment, particularly in areas such as the Gingerbread District.

### ***Infrastructure Limitations***

Infrastructure constraints, particularly the lack of a centralized sewer system, limit the Village's ability to support denser housing forms like apartments, mixed-use buildings, or additional housing above shops. Without these upgrades, opportunities for smaller, walkable, and more workforce housing remain limited. Exploring infrastructure improvements, especially in targeted growth areas such as the Village Center, could open the door to more flexible and sustainable housing options. Creating a sewer district has been considered primarily as a strategy to improve water quality from existing uses, and to allow for more “wet” businesses such as restaurants, rather than as a means to support increased density. The largest obstacle so far to implement the district is identifying a suitable site for a sewage treatment facility. This issue is discussed further in Chapter 6. Community and Cultural Facilities.

It is important to recognize that providing sewer infrastructure may also introduce challenges for the Village that require careful planning. For example, new uses enabled by sewer service could increase demand for parking, as higher-intensity development and greater density typically generate more vehicle trips. Simply optimizing existing parking through restriping and circulation



improvements will not be sufficient to meet this demand, making comprehensive parking planning an essential component of any sewer expansion strategy.

### ***Limited Affordable and Workforce Housing Tools***

Despite the clear affordability challenges, there are limited tools in place to promote or preserve affordable and workforce housing. Strategies such as inclusionary zoning, housing trusts, or developer incentives are largely absent. Without these tools, it becomes difficult to meet the housing needs of middle-income residents or essential workers. The Village should evaluate the potential for implementing such programs to expand housing opportunity and affordability.

At present, there are several programs that could benefit the Village:

**Transfer of Development Rights:** The Town of East Hampton has a TDR program where when they acquire a property with the Community Preservation Fund for preservation, they sterilize the property and write into the deed that the development rights can be used for affordable workforce housing somewhere in the Town, preferably in the same school district and groundwater management zone. However, the Village is not currently a receiving area, although properties within the Village are sending areas—in other words when a property within the Village is acquired through CPF and

sterilized, its development rights are banked for use somewhere in the Town. It would make sense to make these credits more readily available for use for workforce housing within the Village Center area (including the Gingerbread Commercial District). Currently, the process is cumbersome and informal. Property owners in the Village need to go to the Suffolk County Health Department to get a variance and the Town must agree to sterilize some of the development rights to allow for the additional density.

**Community Housing Fund:** The Community Housing Fund (CHF), established under the Peconic Bay Region Community Housing Act and funded by a 0.5% real estate transfer fee, provides East Hampton Town with a locally controlled, sustainable resource to address affordable and workforce housing needs. These funds can support a range of initiatives, including land or building acquisition, development of new affordable units through public-private partnerships, rehabilitation of existing homes, first-time homebuyer assistance, and the construction of accessory dwelling units (ADUs).

**Long Island Workforce Housing Act:** Incentivizing workforce units is a strategy to provide housing to those excluded by market-rate housing costs. Long Island's Workforce Housing Act outlines a provision that municipalities may adopt into their code. It provides developers a density bonus when they include at least 10% affordable workforce units in a new development with more than five housing

units. Alternatively, the developer could build the same number of workforce units on another site in the municipality or pay into a fund to provide workforce housing. "Affordable" in terms of Long Island Workforce Housing allows for affordability for those up to 130% of the Area Median Income (AMI).

### ***Disconnected Programs***

While programs exist at the Town or state level, Village residents may not be fully aware of them, or eligible projects may not be prioritized locally. The Town's downpayment assistance program, for example, provides interest free loans up to \$30,000 to eligible participants to purchase a home. Eligibility includes maximum income restrictions, requires either residence or employment in East Hampton, and places a limit on the purchase price of the home. Another Town program, the Home Ownership Program, the Town owns the land beneath a home, making the cost of the house more affordable. In addition, the Town will buy back the home at the end of an owner's tenure to keep it in the workforce housing market.

### ***Accessory Dwelling Units (ADUs)***

ADUs, such as guest cottages, garage apartments, or basement flats, are a flexible way to introduce more affordable and diverse housing in residential neighborhoods. These units can support multigenerational living, aging in place, or rental income for homeowners. Currently in the Village, ADUs are only permitted on large lots of 60,000

square feet or more, and occupancy is limited to family members, guests, or employees, with no allowance for separate rentals. While these regulations provide flexibility for homeowners, they fall short of addressing the pressing need for year-round, workforce housing options.

Revisiting these regulations could provide a practical strategy for addressing housing needs while maintaining the Village's low-density character. For example, the Village could consider allowing ADUs for non-related individuals, provided the accessory unit meets existing building standards, includes adequate parking and septic capacity, and is leased for a term longer than one year. Any changes would require careful study to address concerns about neighborhood impacts, including whether sufficient parking is available. Proper permitting and regulation would be essential, with requirements such as annual occupancy minimums to discourage short-term stays. These measures would involve administrative oversight and enforcement by the Village, and further study is needed before moving forward.

## Strategies and Recommendations

### 3.1: Preserve Village character through thoughtful residential development controls

#### 3.1.1. Monitor home size and overdevelopment on smaller lots.

The Village may wish to explore whether current zoning regulations on massing, lot coverage, house size, and accessory buildings on smaller lots are adequate to encourage homes that are comparable in scale to surrounding areas, prevent overbuilding with excessive bedrooms, provide sufficient number of parking spaces, discourage indoor lighting that invades outdoor space, and maintain adequate green space. Other areas of review could include the way gross floor area (GFA) is calculated and how developers maximize building size through features such as garages, and consider whether parking requirements should be linked to bedroom count to ensure parking needs are met onsite rather than spilling into neighborhood streets.

#### 3.1.2. Provide safeguards to ensure that new construction minimizes impacts.

Establishing construction protocols for new homes and major renovations, including potential restrictions on weekend work during the summer months, can help limit noise and disruptions to residents. The Village can also consider discouraging construction vehicles from parking on

residential streets and instead encourage the use of designated offsite parking areas. Additionally, adopting a tree preservation ordinance would help prevent excessive clear-cutting and protect the Village's natural character. These measures should be paired with effective enforcement mechanisms to ensure consistent compliance.

#### 3.1.3. Update driveway design standards for safety purposes.

Emergency service providers reported that some driveways are designed in ways that makes them inaccessible to emergency vehicles. Improved driveway design standards are recommended to ensure access in case of emergencies.

#### 3.1.4. Strengthen the ability to require cluster subdivisions.

It is acknowledged that very few potential subdivisions remain in the Village, making it important to identify where open space preservation should be prioritized based on these limited opportunities. A preferred smart growth approach for subdividable areas is to cluster development on a smaller portion of land while permanently protecting the remaining area as open space. The Planning Board currently has the authority to require cluster subdivisions, even for two-lot subdivisions. The Village should consider providing some guidance to the planning board as to where open space preservation is most appropriate. It is also recognized that since only a few subdividable parcels remain, each will need to be evaluated individually.



### 3.2: Provide opportunities for attainable housing within the Village Center area

#### 3.2.1. Encourage housing on existing upper floors in the Village Center.

Historically there were apartments above stores that have been converted to commercial uses. Converting units back to housing requires approval from Suffolk County for sewage flow. The sewerage of the Village Center could allow the existing residential density to be viable. The Village could also consider waiving parking requirements for apartments above stores in the Village Center and close to public transportation. The Village could also consider allowing for the use of sewer (if available) for residential, only if workforce housing is provided.

#### 3.2.2. Codify the Transfer of Development Rights (TDR) program within the Village.

As discussed in the issues and opportunities section above, the Town's TDR program currently limits the Village to a sending area. Technically properties in the Village could be a receiving area, however, this is limited by an onerous process that requires approvals from Suffolk County Health Department and the Town. The process and the Village's potential as a receiving area should be formalized and codified. In particular, the TDR program involves sanitary sewer credits provided by the County. If property owners have surplus credits already purchased within the same groundwater management zone, these credits

could be extinguished to facilitate development. The County typically requires that units created under such conditions be workforce-restricted, which would help address local housing needs.

#### 3.2.3. Encourage residential uses in the Gingerbread Commercial District.

If sewers are introduced in the future, the Village should proactively update zoning to guide high-quality development, with clear standards for building scale, parking, and site access, while respecting the district's historic context. Requiring residential units on upper floors of mixed-use buildings would also activate the area while maintaining its small-scale character

To ensure new housing meets local needs, the Village should include an affordability requirement, either through on-site affordable units or a payment-in-lieu to support the Town's affordable housing fund. A higher standard may be appropriate in the Village Center—such as a 20% inclusionary set-aside—to help meet workforce housing needs. To avoid an overconcentration of luxury housing or short-term rentals, the Village should also consider limiting short-term rental eligibility and focusing new units on apartments that are more likely to serve year-round residents and local workers.

#### 3.2.4. Develop a long-term plan for a potential sewer district.

In the long term, if sewer infrastructure is constructed, the Village could identify targeted areas—such as the Gingerbread Commercial District—where modest development could capitalize on the investment and support revitalization goals. To help finance the infrastructure, the Village could establish an incentive district, allowing new developments to contribute to the expansion of the sewer system to serve their properties. This district could also serve as a mechanism for the Village to recoup some of its upfront infrastructure costs. Careful planning and zoning updates would be needed to ensure that any future development aligns with the Village's character and environmental goals. Additionally, it will be important to proactively address the additional parking demand that could come with increased intensity of use in the downtown area.

### 3.3: Advance a multi-pronged strategy to expand diverse and attainable housing options

#### 3.3.1. Adopt the Long Island Workforce Housing Act into the Village Code.

Adopting the act into the Village Code would provide developers a density bonus when they include at least 10% affordable workforce units (affordable at or below 130% AMI) in a new development with more than five housing units or payment of funds in lieu of a bonus towards an affordable housing fund. The Village could adopt a higher rate than



the minimum of 10%, such as 20-25% of workforce units, as other Long Island communities have done. While the developer can make the units affordable to lower-income thresholds, it is unlikely that they would have the incentive to do so. Therefore, the Village may prefer a different income threshold (e.g. 100% AMI) to require a developer to ensure affordability for those who need it most. The Village must establish guidelines for eligibility and enforcement in its code to ensure the units remain affordable. Developers could provide the workforce units on site or pay into the Town's affordable housing program – an arrangement the Village would need to coordinate with the Town.

### **3.3.2. Advocate for the use of the Community Housing Fund (CHF) in East Hampton Village.**

Since the use of CHF funds within the Village is determined by East Hampton Town, it is essential for the Village to advocate for projects that directly benefit its residents. The Village should maintain a seat on the CHF advisory board and work collaboratively with the Town to prioritize affordable and workforce housing initiatives within Village boundaries. This partnership can help ensure that CHF resources contribute to a more inclusive and sustainable local housing market.

### **3.3.3. Ensure that the Village maintains a seat on the Town's Community Housing Advisory Board to advance collaborative solutions.**

The Village should continue to have a representative in the Town's Community Housing Advisory Board who can ensure that the Village is represented in discussions on regional housing issues and included in solutions.

### **3.3.4. Connect residents to financial assistance and housing programs.**

The Village should promote programs at the Town level financed through the CPF fund to its residents such as the Town's downpayment assistance program and the Affordable Home Ownership Program.

### **3.3.5. Advance a community land trust to support long-term workforce housing.**

The Village should pursue a community land trust model to support the development of long-term workforce housing, particularly for local workers. Under this approach, the Village or Town would retain ownership of the land while partnering with a nonprofit or land trust to develop and manage the housing. This structure removes the land from the speculative market, allowing housing costs to remain stable and affordable over time, while treating land as a community asset that supports local stewardship and year-round residency. Although the Village may wish to prioritize certain local employees such as municipal or emergency personnel, it must do so in a manner that complies

with Fair Housing regulations and avoids excluding vulnerable populations. Careful program design is essential to ensure equity, minimize administrative complexity, and prevent displacement in the event of job changes.

### **3.3.6. Study potential expansion of ADU options to support workforce housing.**

The Village should explore whether expanding Accessory Dwelling Unit (ADU) allowances could help meet housing needs, while carefully evaluating neighborhood impacts. This would include looking at whether ADUs could be used for non-related individuals and on lots smaller than 60,000 SF. Key considerations include parking availability, septic capacity, and ensuring ADUs serve as long-term housing rather than short-term rentals. Any changes would require proper permitting, regulation, and enforcement, as well as further study to determine feasibility and community acceptance.

# 4

## COMMERCIAL DEVELOPMENT AND VILLAGE CENTER

### Vision

East Hampton Village is committed to becoming a thriving year-round community that balances its distinctive residential character with a vibrant commercial district that serves residents and visitors throughout the year. Expanding shopping opportunities that provide essential goods and services is a key priority to ensure the Village remains active beyond the summer season.

To support this vision, the Village will focus on making the Village more easily accessible through enhanced walkability and better parking access, while preserving its historic charm. Strengthening connections between parking areas and commercial spaces, including improved pathways and streetscapes near the Reutershan Parking Lot, will help create a more inviting and functional environment.

The Village is committed to retaining its current commercial district boundaries and preserving zoning in historic areas. There are also opportunities to promote cohesive development along Railroad Avenue to meet local needs while maintaining the Village's unique character. Managing growth is essential, with a focus on controlling building size,



*Main Street*



*East Hampton Train Station*

design, and density. Encouraging smaller storefronts and limiting chain stores will foster local economic development while protecting the Village's identity.

The Village also recognizes the value of strong community connections in supporting local businesses. Enhancing the role of the Chamber of Commerce as a hub for collaboration can help strengthen these relationships, fostering a shared sense of community and ensuring businesses can work together to address future challenges.



*Newtown Lane*





## Introduction

The Village of East Hampton functions as the primary commercial hub of East Hampton Town. Its array of retail stores, restaurants, inns, and service businesses primarily cater to a seasonal population, with many establishments scaling back or closing during the winter months. This seasonal economy presents ongoing challenges, particularly for businesses trying to remain open year-round and for employers seeking full- and part-time workers who can afford to live in the community.

## Commercial and Retail Areas

Commercial and retail uses are concentrated in several key areas of the Village. The Village Center—centered around Main Street and Newtown Lane—is the heart of East Hampton’s commercial activity and is considered one of the most prestigious business districts in Suffolk County. Here, a mix of retail shops, restaurants, real estate offices, and professional services support both residents and visitors. Larger commercial businesses, including a grocery store and a florist, are located further along Newtown Lane.

Additional commercial activity occurs in the Gingerbread Commercial District along Railroad Avenue, which includes a mix of small retail shops, storage and warehouse facilities, and

businesses like Riverhead Building Supply. Smaller commercial pockets are also found on Pantigo Road (Sheepfold), North Main Street, and Montauk Highway (Cove Hollow). Inns and lodging facilities are generally located near but outside the Village Center, particularly along Main Street and Route 27.

## Village Economy

A more detailed discussion of the Village’s economy and socioeconomic profile is provided in Chapter 2: Demographics and Housing. In summary, the Village’s economy is driven by public administration, retail, and services, with small businesses relying heavily on both seasonal and year-round visitors. As of 2025, the Village has about 430 businesses, including major employers like the East Hampton Union Free School District and Stop & Shop. Although the Village hosts approximately 2,300 jobs, only 3.6% are held by local residents, reflecting a strong dependence on a commuting workforce from surrounding areas.<sup>10</sup>

Nearly half of Village residents are not in the labor force, reflecting an older, mostly retired population. Jobs are concentrated in public administration, retail, and hospitality, though many are in lower-wage sectors like food service and education. Median earnings for local workers are \$50,100, while full-time resident workers earn \$60,200.<sup>11</sup> Commercial real estate is limited and expensive,

with retail rents averaging \$136 per square foot and sale prices around \$1,900 per square foot. Office space is minimal, and while tourism sustains a



*Dining along Newtown Lane*



*Eastman Way pedestrian connection between Main Street and the Reutershan parking lot*

<sup>10</sup> ESRI Business Analyst

<sup>11</sup> 2023 ACS 5-year estimates



strong seasonal economy, the off-season presents ongoing challenges due to the Village's small year-round population and income disparities.

### Commercial Zoning Districts:

East Hampton Village contains four commercial zoning districts: Commercial Core (CC), Commercial (C), Limited Office (LOD), and Manufacturing (M). These zones regulate the location, scale, and use of nonresidential development.

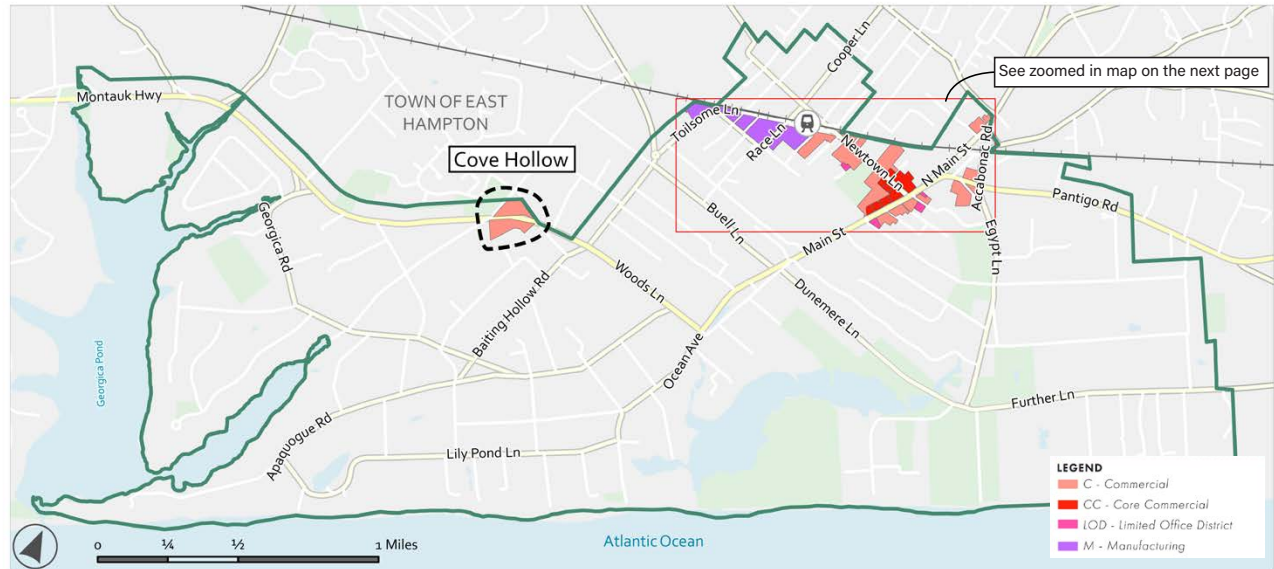
The CC (Commercial Core) district, located at the intersection of Main Street and Newtown Lane, allows a mix of residential and commercial uses, with up to 80% lot coverage and a maximum building height of two stories or 35 feet (30 feet for flat roofs).

The C (Commercial) district encompasses other commercial areas, including Sheepfold, North Main, and Cove Hollow. Permitted uses in CC and C zones include retail, banks, restaurants, personal services, and second-floor apartments (500–800 square feet, up to two bedrooms). Prohibited uses include manufacturing, automotive services, fast-food restaurants, and wholesale operations.

The LOD (Limited Office District), located on the edges of the Village Center and Newtown Lane, permits limited commercial use in existing residential structures (as of May 1, 1989), such as two offices or one office and one apartment. All

**Figure 13: Commercial Zoning Districts and Areas**

Source: NYS GIS, East Hampton Village, BFI Planning



uses require Design Review Board approval, and parking must be provided at a rate of one space per 200 square feet, unless a variance is granted.

The M (Manufacturing-Industrial) district, located in the Gingerbread area, permits residential and commercial uses as well as light industrial uses like warehouses, repair garages, service trades, and utility facilities.

To ensure compatibility between commercial and residential zones, the Village requires transitional yards and screening. A 30-foot setback is mandatory between nonresidential and residential uses, and no structures or parked vehicles are allowed within this

buffer. Screening must be approved and maintained according to Design Review Board standards. Additionally, all vacant ground-floor commercial spaces must maintain a window display facing the street to support the visual character of the Village.

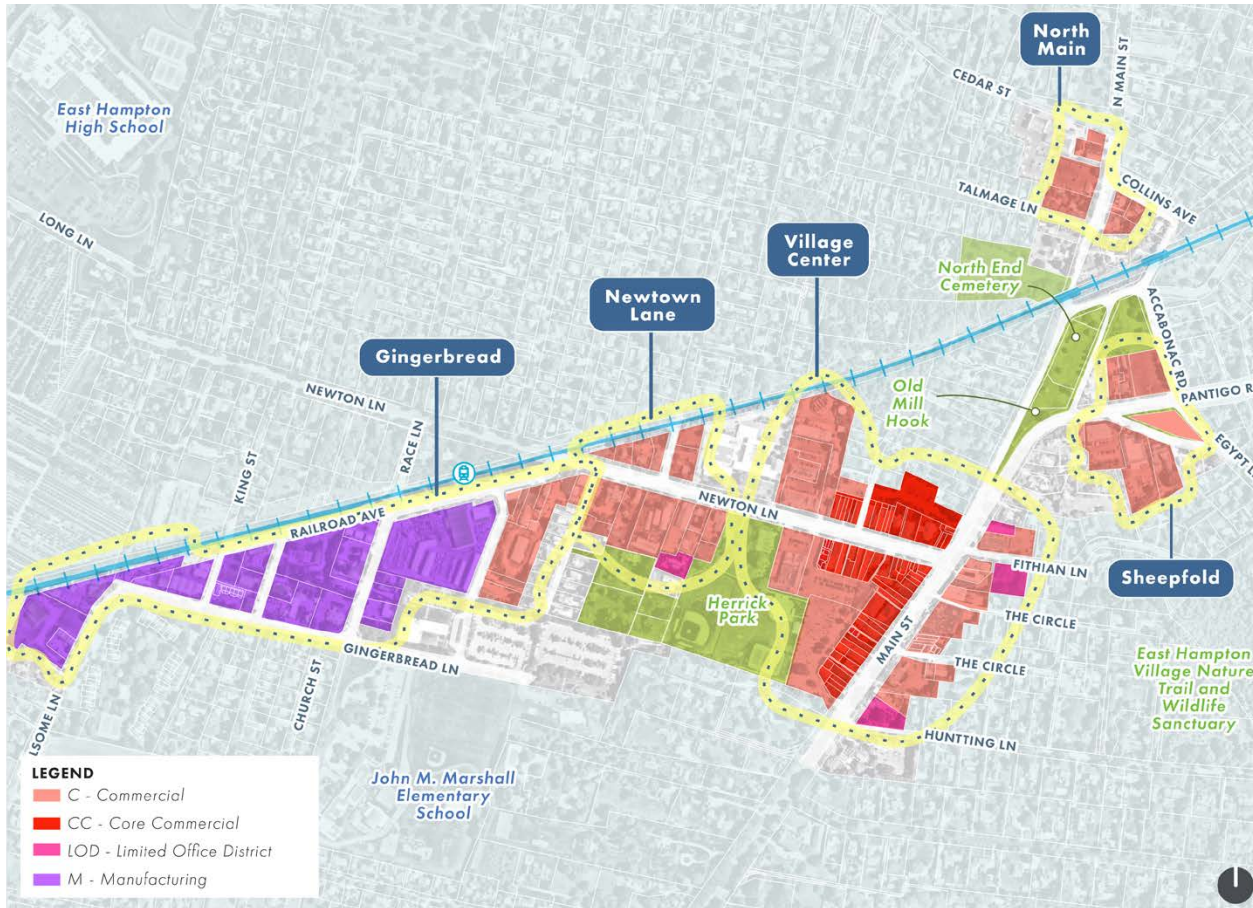
### Village Center

Most of retail and commercial uses are in the Village Center Core Commercial district, which covers approximately 7 acres. The downtown is compact and retail uses provide frontage on three streets within this district: Main Street, Park Place, and



**Figure 14: Commercial Areas in Village Center**

Source: NYS GIS, East Hampton Village, Nearmap, BFJ Planning



Newtown Lane. Main Street is also State Highway 27, the only major road connecting points west on Long Island through to Montauk.

The stores in the Village Center serve three types of markets: permanent (year round) residents, seasonal (summer) residents, and tourists who visit for a day or a weekend primarily in the summer and shoulder months. The seasonal nature of two of



North Main Street and Collins Avenue



Storefronts on North Main Street

the three markets has led to many stores closing during the winter months, when demand for retail business and services drops off. It has also led to the preponderance of luxury retail. Seasonal traffic also contributes to an imbalance between pedestrians and vehicles making intersection crossings challenging in the Village Center.

The core commercial district on Main Street and Newtown Lane is typified by small retail and shopping stores. Many of these shops are in the



“Comparison Goods” retail category (sometimes called shopper goods), which include such items as apparel, shoes, furniture, appliances, jewelry, electronics, art, and other durable or semi-durable goods. Customers often compare or shop around before they buy these items. The current high concentration of comparison goods in the store mix gives the downtown a resort-style atmosphere in which tourists’ leisure time is spent on shopping as well as dining and drinking, and in cultural institutions.

The Village Center contains a significant number of restaurants and food service businesses. Larger businesses located in the Village Center include the Stop & Shop on Newtown Lane and Citarella on Main Street. During the summer months, there are few vacancies in the Village Center while some retail premises become vacant during the winter months.

One of the main anchors in the Village Center is the Regal UA Theater. It is imperative to preserve this use, which is important to the Village identity and brings visitors to the Village Center, and serves as an anchor for the Hamptons International Film Festival.

While most residents are pleased with the appearance of the Village Center, several residents feel that there is a lack of local-serving shops. For example, there is a need for affordable, local

services such as tailors, shoe repair, hardware, etc. There is a preference for small and locally owned businesses over national brands.

### ***Gingerbread Commercial Area***

The Village has underutilized areas, particularly along Railroad Avenue and Gingerbread Lane, within the Manufacturing District, that could be redeveloped to attract local retailers to the market and provide opportunities for mixed-use development.

The Gingerbread Commercial District features a diverse mix of uses, including the Village’s existing manufacturing zone, though very few manufacturing uses remain. The largest land use is Riverhead Building Supply, which occupies 3.8 acres. While the district contains smaller-scale businesses, it lacks the critical mass needed to

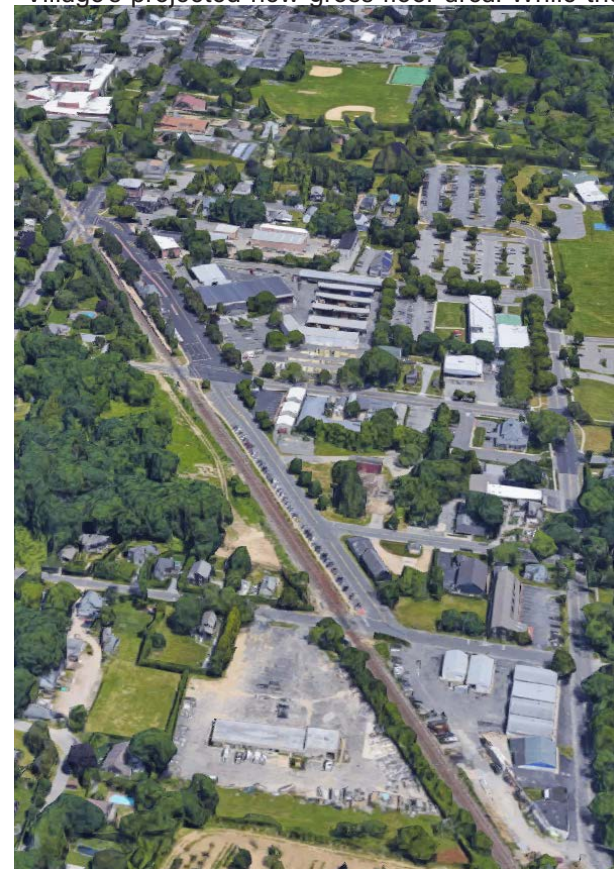
function as a cohesive commercial shopping center. The area is characterized by one-story buildings, some warehouses, and parcels that remain vacant or underutilized.

A 2000 study of the Village’s commercial districts identified Gingerbread as having the most potential for new development, representing over 43% of the Village’s projected new gross floor area. While the



*Gingerbread Commercial Area*

Source: Google Streetview



*Gingerbread Commercial Area*

Source: Google Earth

study is dated, its findings about redevelopment potential through land assembly and site redevelopment remain relevant.

### Prior Planning Efforts

Planning for the Village's commercial districts has been an ongoing process.

#### *Plan For Village Business Districts (1978)*

In 1978, the Village completed the "Plan For the Village Business Districts." This report recognized challenges in the commercial areas of the Village including traffic congestion, loss of the great Elms, design incompatibility with historic character, and pedestrian/vehicular conflicts. The intent of this study was to provide improved tools for monitoring change, to provide guidelines for responsible development, and to prevent incompatible or environmentally harmful projects. The report concludes that commercial development should be limited to existing zoning boundaries. New townhouses were recommended north of Newtown Lane to provide smaller housing units within walking distance to shopping and community facilities. A portion of Newtown Lane commercial frontage was recommended for more intensive new development. West of the school on Newtown Lane, commercial zoning would be preserved, but transitional zoning requirements should respect the residential character nearby. Mixed commercial office, and low-density multiple residential uses was recommended. The report

also made zoning modification recommendations, including adjustments to lot coverage, setbacks, and parking ratios. Additional recommendations for streetscape improvements, parking lots, and commercial development were proposed. The plans recommendations for circulation will be discussed further in "Chapter 4. Transportation and Mobility."

#### *Ad Hoc Committee Report (1990)*

In 1990, an ad hoc committee in the Village prepared a report recommending major changes to zoning and development review processes to reduce delays, repetitive reviews, and high costs for applicants. The plan proposed more than 36 zoning code amendments, streamlined subdivision approvals, and procedural improvements to make the system more efficient. The committee also suggested purchasing homes in the Village Center for parking. This plan was never formally adopted.

#### *Village of East Hampton Commercial Districts Study (2000)*

In 2000, the Village conducted a commercial districts study. Growing concern regarding the changing character of the commercial districts in the Village of East Hampton prompted the Village to study its six commercial districts. The primary goal of the study was to analyze how well existing land development regulations would protect the character of the Village in years to come. The Village's commercial districts have small one-to-two story buildings that historically offered the

basic goods and services needed by residents. However, rising rents and land values and the limited availability of commercial space were resulting in the decline of traditional local-serving retail, and their replacement by specialty retail shops that cater to seasonal residents and visitors. These trends were particularly affecting the Village Center.

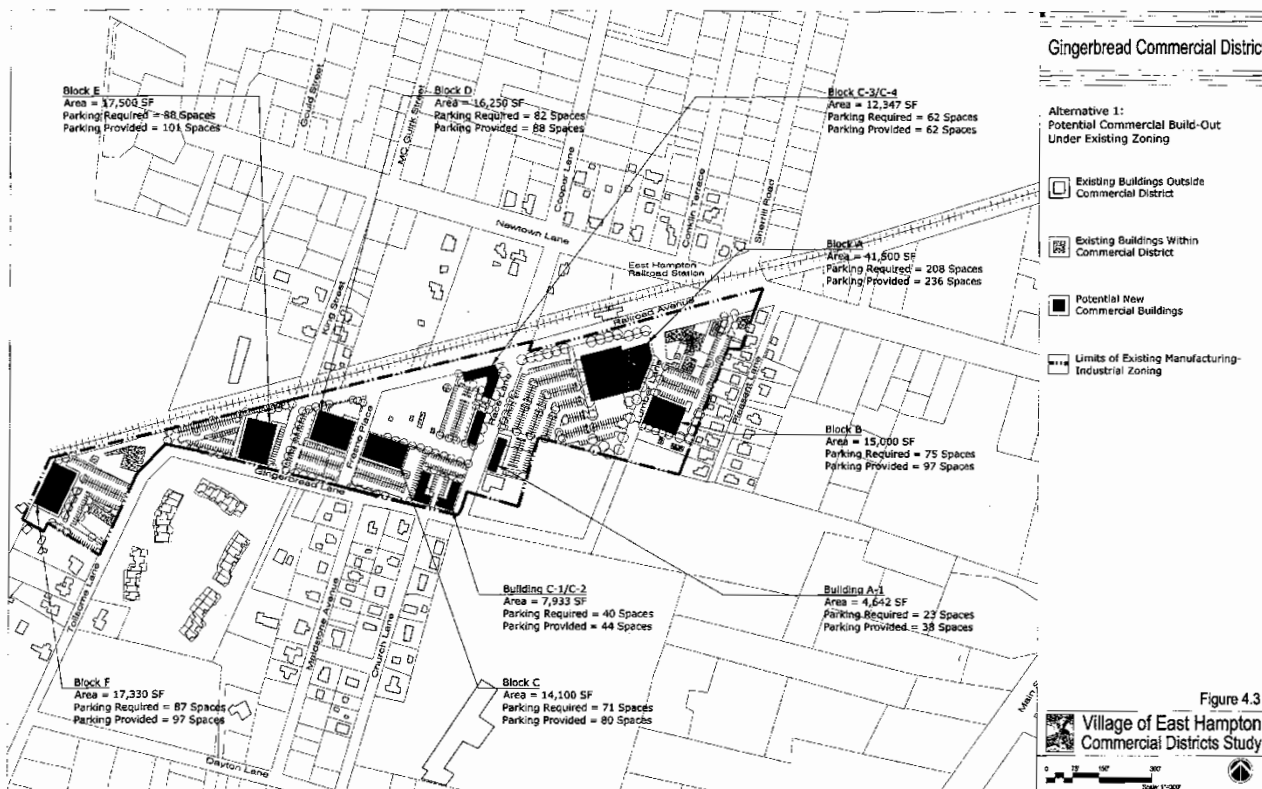
Under the zoning regulations in effect during the time of the study there were few regulations on the size of commercial buildings, besides restricting their height to three stories. The study calculated a potential full build out of commercial districts that could result in a net increase in non-residential space of 9.9% (or 69,000 additional square feet). The square footage of those developments could accommodate national chain retailers, changing the character of the Village and making it increasingly difficult for local-serving businesses to remain competitive. Traffic impacts resulting from the build-out would also adversely affect residents' quality of life.

Several actions were recommended for consideration:

- Completion of the Comprehensive Plan with a clearly articulated Vision, Goals and Objectives, and related policies to guide land use decisions.
- Establishment of a size cap on non-residential buildings in the commercial districts. Consideration should be given to a maximum cap in building a footprint of 10,000 square feet.

- Establishment of a local-serving retail zoning district in one or more of the Village's commercial districts
- Adoption of a prohibition on formula retail establishments - exclusive of retail establishments that provide essential goods and services needed by Village residents, such as food and medical supplies. (Formula retail is defined as a retail establishment that maintains similarities with another retail establishment by: sharing a common business name; selling the same merchandise; having a common interior decor, architecture, and/or exterior signs; and using a common trademark or logo)
- Adoption of specific design review guidelines for non-residential buildings in each commercial district similar in scope to those that the Village currently has for the historic districts.
- Coordination with the Town of East Hampton to examine alternatives to encourage construction of housing on the second floor of commercial buildings.
- Creation/restoration of open spaces in each of the Village's commercial districts through a combination of regulations, incentives and public acquisition.

While the retail study was conducted 25 years ago, the underlying assumptions have largely remained true. There is still interest in encouraging residential uses on the upper floors of commercial buildings.



*Study of Potential Build-out of the Gingerbread Commercial District*

Source: Village of East Hampton Commercial Districts Study, 2000

The Village did implement the size cap of 10,000 square feet for commercial uses. In addition, heights were limited to two-stories. The Village did not choose to establish a local-serving retail zoning district or adopt a prohibition on formula retail establishments.

Following the Commercial Districts Study, the Village conducted a Commercial Districts Traffic Impact Study (2001), completed the Comprehensive Plan (2002).



### ***Village of East Hampton Commercial Districts Study – Traffic Impact Study (2001)***

Following the completion of the Commercial Districts Study, the Village studied existing conditions and future conditions at ten intersections throughout the Village. The study showed that trip-generation from an unconstrained commercial development scenario would be substantially greater than trip-generation of the preferred commercial development scenario offered in the Commercial Districts Study.

### ***Village of East Hampton Comprehensive Plan (2002)***

Regarding the Village's commercial needs, the 2002 Comprehensive Plan recommended:

- Retain the existing limits of commercial districts.
- Consider a size cap for buildings which reflects the differing scales of buildings in individual commercial districts.
- Take measures to mitigate impacts of commercial activities on adjacent residential uses.
- Adopt specific design review guidelines for non-residential buildings in each commercial district.
- Enhancement of the streetscape in commercial districts.

- Examine alternatives to encourage construction of housing in the commercial districts.
- Create/restore open spaces in each of the Village's commercial districts through a combination of regulations, incentives and public acquisition.

Many of the issues and strategies from the 2002 Comprehensive Plan remain relevant today, although the approach requires fine-tuning.

### ***Design Guidelines for the Village's Commercial Districts (2004)***

Following the adoption of the Village of East Hampton Comprehensive Plan, the Village developed Design Guidelines to implement the recommendations for Design Review. The guidelines supplement Chapter 121 Design and Site Plan Review of the Village Code. Chapter 121 authorizes the Design Review Board to adopt guidelines for applying the policy, purposes and objectives of that Chapter. For each commercial district, there are guidelines for the siting, landscaping, parking, massing and building form, materials, color, and arrangement of façade elements including windows, storefronts, and architectural details. The General Principles of the Design Guidelines are:

1. The unique features of each district which contribute to the desirable character and scale of the Village should be retained.
2. New development should maintain and enhance the desirable character of each district.

3. Design of commercial buildings should be restrained.
4. Design of commercial buildings should respond to the best architectural traditions of each district.
5. Allocation of open space.

## **Issues and Opportunities**

### ***Demographics, Seasonality, and Economic Inclusion***

The Village's commercial core is vibrant during the summer season but faces reduced activity in the off-season, with many stores closing or sitting vacant during the winter months. This seasonal fluctuation impacts year-round economic stability and limits the availability of goods and services for permanent residents. Retail offerings have increasingly shifted toward luxury goods and visitor-oriented services, reducing neighborhood-serving shops that cater to local needs. Residents have expressed concern about the diminishing presence of essential services and the long-term viability of a diverse, year-round economy. There is a clear opportunity to rebalance the retail mix by encouraging businesses that serve the community while still benefiting from seasonal tourism.

East Hampton Village's demographic profile further complicates commercial dynamics. The permanent population is small, aging, and economically polarized. With a median age nearing 58 and

many households consisting of just one or two people, demand trends toward healthcare, dining, and cultural amenities rather than family-oriented retail. The extreme seasonality—where the summer population exceeds the year-round base by a factor of five—adds volatility for businesses that must adapt to shifting demand. Compounding these issues is a high level of income inequality between wealthy seasonal homeowners and the year-round workforce. These dynamics highlight the need for economic strategies that promote inclusion, maintain essential services, and support locally owned businesses that reflect the Village's identity and evolving community needs.

#### ***Zoning Limitations and Use Clarity***

While the Village's zoning allows a mix of commercial uses, there is a growing concern that vague or outdated regulations may inadvertently allow uses that are out of step with the community's character. In particular, the lack of clear definitions for emerging uses—such as private clubs, boutique hotels, or nightlife-oriented venues—creates uncertainty and enforcement challenges. Residents have expressed concern that without stronger controls, the Village could begin to resemble other East End communities where nightlife and exclusive clubs have overtaken quiet, small-town centers. The Village has an opportunity to refine its zoning code to better align with its identity as a walkable, historic, and residentially oriented community—

ensuring that new development supports a vibrant but respectful business environment that serves both residents and visitors year-round.

#### ***Infrastructure Constraints***

The lack of sewer infrastructure in the Village Center and the Gingerbread Commercial Area significantly restricts the types of uses and density that can be supported—particularly “wet” uses like restaurants, apartments, or mixed-use development. Creating a sewer district presents a major opportunity to lessen the environmental impact of existing uses and protect environmental resources like Hook Pond by reducing nitrogen loading.

#### ***Parking Access and Management***

Parking in the Village Center remains a critical issue, especially during the busy summer season. Congestion, unclear wayfinding, and limited turnover in existing lots impact both visitors and residents. Without effective parking management and strategic improvements, access to local businesses and public facilities is hindered. There is an opportunity to rethink parking as a system, improving circulation, signage, and capacity through targeted capital investments and smarter policy solutions. Parking recommendations are discussed in Chapter 5.

#### ***Underutilized Areas in the Gingerbread Commercial Area***

The Gingerbread Commercial Area offers one of the Village's few opportunities for significant redevelopment. Though infrastructure limitations have historically slowed progress, the area features large parcels, low building coverage, and proximity to the train station, making it well-suited for revitalization. With the right zoning updates, infrastructure planning, and incentives, this district could evolve into a mixed-use neighborhood featuring locally serving businesses, small-scale housing, and improved streetscape design.



*Gingerbread Commercial Area*

Source: Insert sources

### ***Small Business Support and Coordination***

While many businesses are supported by community institutions like the Chamber of Commerce, there is currently no centralized organizational or financial structure to coordinate commercial revitalization efforts. This lack of coordination places an ongoing burden on volunteers and limits the capacity to recruit new tenants, market the downtown, or support events and programming. Establishing a Business Improvement District (BID) and/or providing a physical presence for the Chamber could help better support small businesses and sustain year-round economic activity.

## **Strategies and Recommendations**

### **4.1: Encourage desired uses in commercial districts**

#### ***4.1.1. Update the table of uses to better guide appropriate development.***

Throughout the planning process, residents raised concerns about the Village Center's retail mix, which has shifted toward luxury-oriented shops that may not reflect the full range of uses local residents would prefer. While the Village has limited authority over private property, it can guide future development as conditions evolve. A key step is updating the zoning code's table of uses to clarify which uses are appropriate—especially for currently undefined categories like private hotels or clubs, which are hard to regulate and often negatively impact surrounding residential neighborhoods. As new types of uses emerge, a comprehensive update to the use table will be an important tool.

#### ***4.1.2. Mitigate private hotel/club uses.***

The Village should consider clarifying the zoning code and identifying what types of activities may occur in private clubs to ensure they do not negatively impact surrounding neighborhoods through noise, visual impacts, odors, or increased demand for street parking. It should also evaluate whether these impacts are significant enough to warrant prohibiting private clubs altogether. Identifying private clubs as a distinct use within the

zoning code would help provide clear standards and enforcement and potentially another layer of review, such as a special permit, with clear criteria for approval.

#### ***4.1.3. Consider a Business Improvement District.***

A Business Improvement District (BID) would provide a formalized structure to actively recruit retail that aligns more with the year-round population's needs. The BID could coordinate efforts that are already happening (such as streetscape, trash, etc.). The BID would provide funding and staffing for some initiatives that are currently reliant on volunteers. A BID would also provide assistance on parking improvement projects.

#### ***4.1.4. Provide a storefront for the Chamber of Commerce.***

The Chamber of Commerce supports local businesses through training, programming, and resources. It is essential in helping local businesses to thrive. The Chamber has expressed that their effectiveness is limited by the fact that they do not have a storefront. Brick and mortar space would make them a more visible resource. A storefront could provide office space, meeting and small event space, and a visitor center with maps, information, and business promotions for tourists and residents.

#### ***4.1.5. Encourage year-round business operation.***

To foster year-round economic activity, the Village should consider strategies that encourage businesses to remain open beyond the summer



season. Supporting programming and events such as cultural festivals, seasonal markets, art walks, and performances can help draw visitors and residents to the commercial district during slower months. The Village may also explore allowing residential use on upper floors, which can provide a steady base of foot traffic for local businesses. In addition, while not a regulation, the Village can work with property owners to promote lease agreements that encourage year-round tenancy, further strengthening the local economy.

The Anchor Society is a good example of community's ability to create new opportunities. For example, the Anchor Society is working to promote the year-round use of retail spaces by pairing pop-up businesses with spaces that would typically close down in the off-season.

#### ***4.1.6. Create a sewer district.***

Many uses that would be desirable in the Village Center are discouraged by the lack of sewer infrastructure. Wet uses like restaurants, residential, etc. things that would support a more vibrant downtown.

One of the key limitations preventing growth is the lack of sewer systems. Implementing a sanitary sewer system in the Village Center would have two main objectives: (1) enabling more uses which currently cannot be accommodated due to wastewater issues (such as restaurants, hotels, and

apartments), and (2) improving water quality by diverting nitrogen loading from Hook Pond. Village plans for a sewer district are discussed in Chapter 5.

The largest hurdle to implementation is determining a suitable location for a sewage treatment facility. To date, the Village has been unsuccessful in securing an appropriate site, but continued efforts to identify and evaluate potential locations are essential.

#### ***4.1.7. Guidance for Outdoor Dining.***

During the COVID pandemic, the Village allowed outdoor seating at many restaurant establishments, and this practice continues today as an important component of the Village Center's dining and street life. As outdoor business activity becomes a more permanent feature, the Village may wish to establish general design guidelines to help maintain a cohesive and organized appearance within the Village Center while continuing to support individual businesses. These guidelines would not be intended to be overly restrictive or limit creativity, but rather to provide clear, flexible guidance on the desired look, feel, and quality of outdoor seating areas, including furniture, layout, and related elements. The intent would be to ensure that outdoor dining and retail spaces complement the Village's character and contribute positively to the public realm, while allowing businesses flexibility to reflect their own identity.

In addition, the guidelines could document the permitting and regulatory process, by clearly outlining approval requirements, seasonal



*Schenck Parking Lot*

standards, and ongoing maintenance expectations. This will help to provide businesses with predictability and clarity, making it easier to pursue outdoor operations while supporting a high-quality, welcoming, and vibrant streetscape.

## **4.2: Improve parking conditions in the Village Center**

### ***4.2.1. Develop a parking plan that addresses capital improvements as well as parking management strategies.***

Improving parking conditions in the Village Center is essential for enhancing both traffic flow and visitor experience. Strategies could include extending parking time limits to accommodate longer visits, evaluating opportunities for new on-street parking, and improving circulation in existing lots, such as the Reutershan Parking Lot, by implementing one-way traffic flow and adding landscaping.



Additionally, acquiring Park Place to create a new entrance to the Schenck Parking Lot could improve access and circulation, while enhancing directional signage would help drivers more easily locate available parking. These efforts would help reduce congestion and improve parking availability for both residents and visitors. These ideas are discussed further in Chapter 5.

### 4.3: Revitalize the Gingerbread Commercial Area

#### 4.3.1. Consider a Master Plan for the Gingerbread Area.

The Gingerbread Commercial Area offers one of the Village's few opportunities for significant redevelopment. Although progress has been limited by infrastructure constraints, the area's large parcels, low building coverage, and proximity to the train station make it well-suited for revitalization. Current uses induce heavy vehicle traffic and are not an ideal long-term fit for this location. Strategic planning for this area should include potential zoning revisions, which could be pursued independently or as part of a comprehensive master plan developed in consultation with property owners. Key principles for guiding this effort include:

#### Prioritize locally serving retail uses.

Future development in this area should prioritize locally serving retail uses. This may involve adopting a formula-based retail code, limiting storefront sizes,

or other measures that promote neighborhood-focused businesses. Larger uses, such as a grocery store, may also be appropriate.

#### Encourage mixed use development.

Allowing residential units on upper floors could help support the district's revitalization. Properties not located along Newtown Lane or Railroad Avenue could be residential alone. An affordability requirement could also be introduced to ensure that new projects help support workforce housing, either by including affordable units on-site or by contributing a payment-in-lieu to the Town's affordable housing program. Another option is requiring age-restricted housing, for which there is a high demand in the area.

#### Improve parking efficiency.

Shared parking areas should be encouraged, with lots located behind buildings rather than along Railroad Avenue to enhance the district's streetscape. The Village should also continue its policy of requiring cross access easements and parking easements when properties are redeveloped or subject to site plan review.

#### 4.3.2. Update zoning to reflect infrastructure improvements and desired outcomes.

Zoning in the area is relatively permissive, so significant changes to heights and density may not be needed. The biggest obstacle for development is the absence of sewers, particularly for mixed-uses with apartments or restaurants. Should sewer



Newtown Lane

infrastructure be added in the future, the zoning should be updated in advance to guide high-quality development—ensuring appropriate building scale, parking, and access while preserving neighborhood character.

Zoning could also include density bonuses for provision of sewer infrastructure or other community benefits.

# 5

## TRANSPORTATION AND MOBILITY

### Vision

#### *Enhance the Village's Transportation System for all Users*

The Village of East Hampton seeks a transportation system that preserves its residential and Village Center character while also improving safety and mobility for all users. Regional traffic, particularly along Route 27, presents ongoing challenges, and congestion in this corridor has cascading impacts throughout the Village. Drivers often divert to local backroads to avoid delays, which creates speeding and safety concerns in residential neighborhoods. The Village supports context-sensitive solutions that improve efficiency, reduce congestion, and protect the safety and character of its streets.

Incremental improvements will focus on circulation, pedestrian and bicycle safety, and support for alternative transportation. Priorities include traffic calming on only on select roads where the need has been demonstrated, improved walkability in the Village Center, and collaboration with regional partners to ensure quality LIRR service and flexible transit options. Such targeted enhancements can improve daily travel experiences and support the quality of life for residents, workers, and visitors.

Future investments will emphasize maintaining existing infrastructure, optimizing key intersections, and promoting land use strategies that ease Route 27 dependency. While parking is generally sufficient off-season, better integration and more efficient use of existing parking facilities is needed during peak periods.

Pedestrian and cyclist safety remains a priority, with the desire for improved connections, safer crossings, and traffic calming to reduce speeding. Addressing sidewalk gaps will also enhance safety, as well as projects that expand bicycle lanes, paths, and routes where possible.

### Introduction

Strategies to enhance mobility and circulation within East Hampton Village and the region are critical to improve the Village's local quality of life. This chapter aims to address current circulation and transportation challenges while anticipating future needs. The analysis is informed by stakeholder engagement, data analysis, and consideration of best practices.

### *Regional Connectivity*

East Hampton Village is primarily connected to the surrounding region via Montauk Highway (Route 27), the main transportation artery along the South Fork. This route experiences significant congestion during summer months and weekends due to visitors and the high number of second homes in the area. In recent years, traffic has also increased during morning and evening commute times, further straining the corridor.

The Village is also served by the Long Island Rail Road's Montauk Branch, which offers a rail connection to destinations farther west, including New York City. However, service is limited due to the single-track configuration east of Speonk. In addition to rail and highway access, local shuttle services and Suffolk County Transit routes offer options for short-distance travel. While regional connections are somewhat constrained, East Hampton Village remains an important hub for transportation on the East End, with opportunities to improve mobility through enhanced transit service and better coordination across jurisdictions.

## Roadway Overview

### Functional Classification

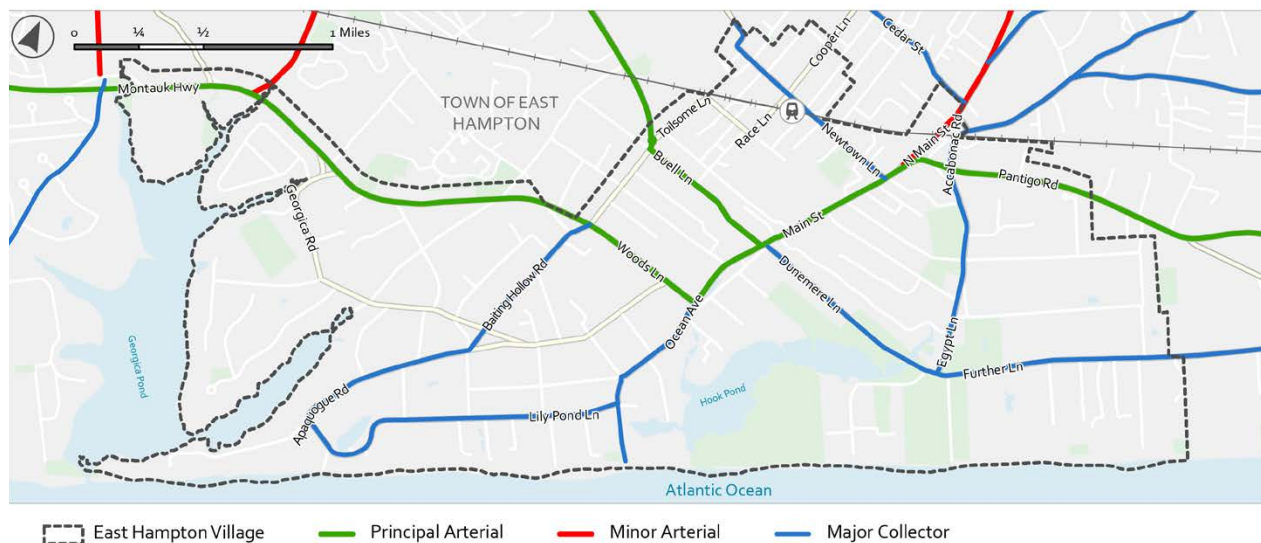
New York State Department of Transportation (NYS DOT) has established a functional classification for roads. This classification is based on use, design, and capacity. Figure 14 shows the classification of the roadways in East Hampton Village.

**Principal Arterial** - Connects major developments and activity centers to each other and to the interstate highway system. Within East Hampton Village, Route 27/Montauk Highway (Woods Lane, Main Street, Pantigo Road), and Buell Lane are classified as Principal Arterials. Buell Lane connects to the Sag Harbor Turnpike on the Village's northern boundary, providing an important connection to the north shore of the South Fork.

In addition to its vital function for vehicular connectivity and circulation, Main Street - in particular, the segment between Hunting Lane and Egypt Lane - is a key part of the Village's walkable downtown commercial core. Congestion along Route 27 related to seasonal traffic compromises Village Center circulation and also impacts conditions on other local residential streets, such as bypass traffic on Further Lane / Dunemere Lane.

**Figure 15: Roadway Functional Classification**

Sources: NYS GIS, NYS DOT, East Hampton Village, BFJ Planning



**Minor Arterial** - Generally carry higher traffic volumes than major collector roadways and provide direct connection to principal arterials. In the Village, North Main Street and Stephen Hands Path are classified as Minor Arterials.

Notably, North Main Street transitions to CR-40/ Three Mile Harbor Road across the Village boundary within the Town of East Hampton. The County is currently undertaking a project to improve CR-40, including traffic signal improvements and the installation of new sidewalks and bike lanes on both sides of the road. This improvement is further discussed in the Issues and Opportunities section.

**Major Collector** - Designed to carry traffic from local streets to arterial roadways. The Village's Major Collectors are Lily Pond Lane, Cedar Street, Ocean Avenue, Apaquogue Road, Baiting Hollow Road, Dunemere Lane, Further Lane, Newtown Lane, and Accabonac Road.

Also integral to the Village Center core, Newtown Lane must balance traffic functionality with the objectives to ensure pedestrian safety and small business accessibility.



**Local Streets** – These roads carry less volume but play a key role in the overall network. They provide access to adjacent land and are meant to carry low volumes of traffic at low speeds, not to carry through traffic. These streets contain a high percentage of the overall street mileage, but have the lowest level of through mobility, while providing the highest level of access to the adjacent land uses.

## Roadway Jurisdiction

While the Village has maintenance jurisdiction over most roads within its borders (i.e., local residential streets), NYS DOT maintains jurisdiction over the highest trafficked roads that are essential to the local economy and quality of life (see Figure 15 for an overview). NYS DOT is responsible for the upkeep, repairs, resurfacing, and signage of Route 27 (Woods Lane/Main Street/Pantigo Road) and Buell Lane.

## Crash Analysis

An inventory of motor vehicle crash records was obtained from NYS DOT for the most recent available five-year period (June 2019-June 2023). During this five-year period, there was a total of 1,328 crash incidents in the Village, 69% of which occurred at intersections or were intersection related. There were no crash fatalities in the Village during this period.

**Figure 16: Roadway Jurisdiction**

Sources: NYS GIS, NYS DOT, East Hampton Village, BFJ Planning



Based on these data, Figure 16 shows a crash density analysis, identifying areas with the highest number of crashes. The Village Center corridor stretch of Newtown Lane and Main Street demonstrates a concentration of crash incidents, due to the high traffic and various activities that take place here. Intersections with the greatest number of crash incidents include:

- Main Street – Newtown Lane: 39
- Route 27 – Stephen Hands Path: 38
- Main Street – The Circle: 25
- Main Street – Hunting Lane: 26
- North Main Street – Pantigo Road: 24

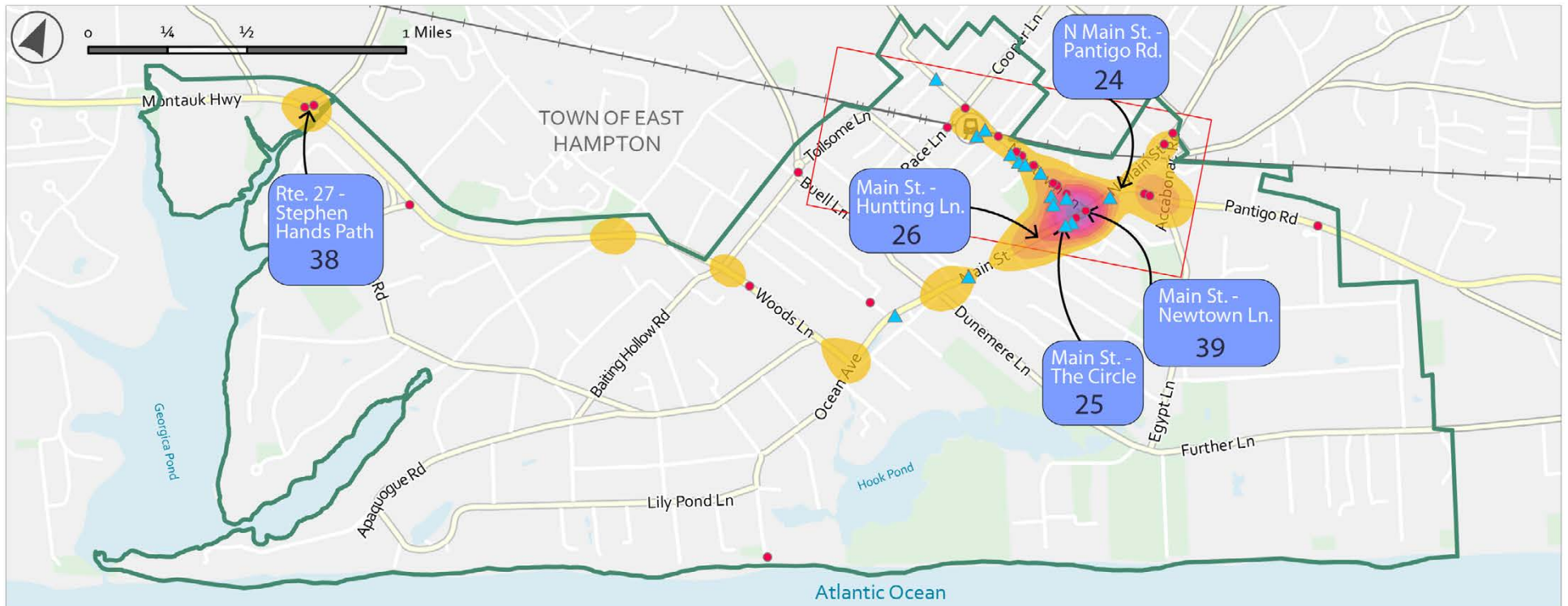
## Pedestrian- and Bicycle-Related Crash Incidents

During the reporting period, there were a total of 23 incidents that involved bicyclists, and 15 incidents that involved pedestrians. The data on these incidents mirrors overall crash trends, with a concentration of pedestrian and bike safety challenges in the Village Center. Refer to Figure 16 for the locations of these incidents.



**Figure 17: Crash Analysis**

Sources: NYS GIS, NYS DOT, East Hampton Village, BFJ Planning

**Motor Vehicle Crash Density**

Based on Village-wide incidents

Fewer Crashes      More Crashes



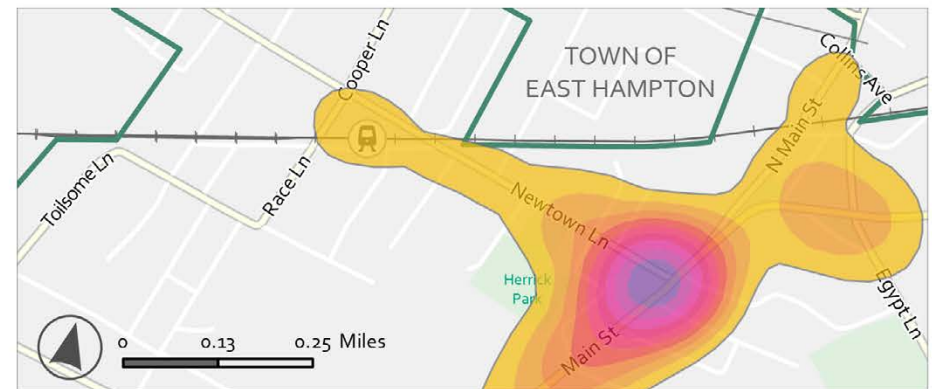
▲ Pedestrian-Related Incident    ● Bicycle-Related Incident

**Top 5 Crash Intersections**

(with number of incidents)

Main St -  
The Circle  
25

Crash data based on June 2019- June 2023 reporting period



## Intersection Conditions

Several intersections in the Village experience recurring traffic concerns, particularly during the summer season when traffic volumes are at their highest.

The following intersections were analyzed as part of the Comprehensive Plan, due to consistent and ongoing challenges reported from members of the public:

- Montauk Highway (NYS 27) at Cove Hollow Road
- Woods Lane (NYS 27) at Main Street / Ocean Avenue
- Main Street (NYS 27) at Buell Lane
- Main Street (NYS 27) at Newtown Lane
- North Main Street at Collins Avenue / Cedar Street

For a summary of the main operational challenges at each intersection and the results of the traffic analysis, refer to the Issues and Opportunities section. This section also outlines potential solutions to reduce congestion and enhance safety such as signal timing adjustments, improved crosswalks, and minor redesigns. It's important to note that NYS DOT has jurisdiction over intersections along NYS Route 27.

## Parking

On-street parking in the Village Center (Newtown Lane and Main Street) is limited to 1-hour spaces in order to promote turnover and short-term access to businesses. The Village maintains public parking lots which serve different intended users, ranging from Village Center access, day-long and long-term parking (up to 14 days), commuter parking near the station area, and beach access.

The Village has paid parking for non-residents in various locations, including a daily beach parking permit, and long-term parking along the railroad tracks and the Lumber Lane Long Term Lot. The Village recently shifted away from ticket kiosks towards the ParkMobile app-based system.

A key parking challenge in the Village is that seasonal parking demand leads to circulation issues, with vehicles circling to find parking, often exacerbating congestion on local roads within and around Village Center. Visitors often struggle with finding wayfinding and parking signage, contributing to inefficient travel patterns.

### ***Village Center Parking – Reutershan Lot and Schenck Lot***

These lots are the primary off-street lots that support the Village Center. The lots have a 3-hour maximum time limit and are free for Village residents. For non-residents, the first two hours are free, and the third hour is \$10 paid via the ParkMobile app.

The Reutershan Parking Lot has 315 spaces and is more heavily utilized compared to the Schenck Parking Lot which has 151 spaces. Due to capacity issues during peak times, especially in the summer months, the desire for improved parking lot efficiency and circulation has been identified as a top priority by the Village and public. For example, there is a desire to explore more efficient layouts of the Reutershan Lot with the objective to increase the total number of parking spaces here while also exploring broader parking management strategies in the Village Center. An additional objective is to enhance the aesthetics of the area by widening sidewalks where feasible and making landscaping improvements to create a more attractive and pedestrian-friendly environment. Parking alternatives are further discussed in the Recommendations and Strategies section.

### ***Long-Term Parking***

Parking Lot 2 (adjacent to Herrick Park) is free for everyone up to 23 hours. The lot is connected to the Village Center via a walking path, targeting longer-term visits and workers.

The Lumber Lane Long Term Lot is intended for parking more than 23 hours and up to 14 days. It is free for Village residents whereas non-residents can pay \$10/day. East Hampton Town residents are allowed to purchase an annual permit for \$400.



To further support long-term parking for LIRR users, on-road spaces (up to 7 days) are designated along Railroad Avenue and Lumber Lane. These spaces are free for residents and \$15/day for non-residents.

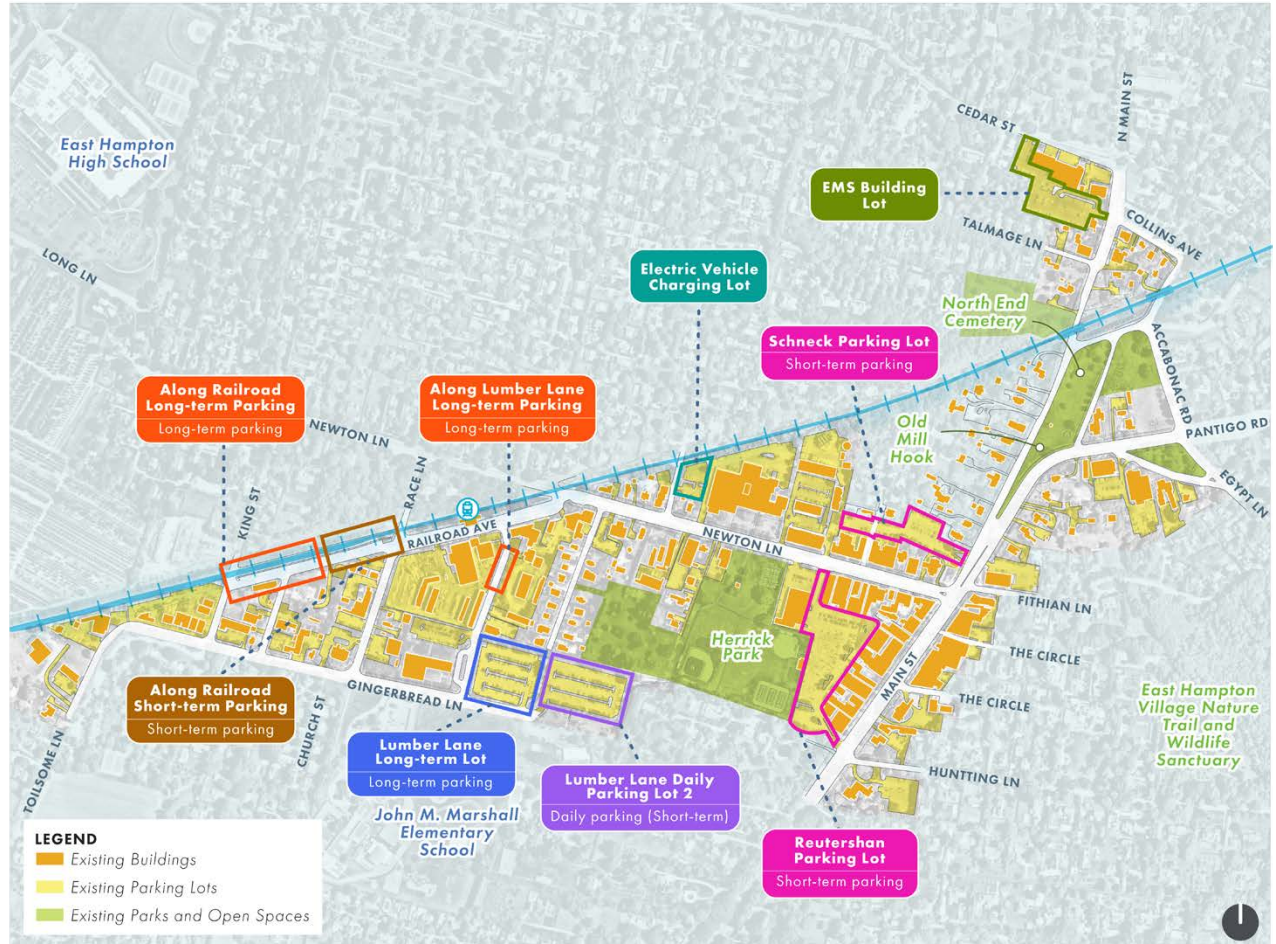
### Beach Parking

Beach parking is generally restricted to those with valid permits. Main Beach, Georgica Beach, Egypt Beach, Wiborg Beach, and Two-Mile Hollow Beach require permits for parking. Residents receive free permits, while non-residents can purchase them for a fee, but availability is limited. For those without permits, the Daily Long Term Parking Lot on Lumber Lane offers free 23-hour parking, and the Hamptons Circuit shuttle provides transportation to Main Beach.

Daily Non-Resident Beach Parking Permits are sold online for Main Beach Lot 2 and the Two Mile Hollow Beach. These daily permits are available Monday through Thursday. For weekends and holidays (Friday through Sunday), issuance is at the discretion of the Village Beach Manager.

**Figure 18: Parking in the Village Center**

Sources: NYS GIS, East Hampton Village, Nearmap, BfJ Planning



## Public Transit

### Rail Service

Train service is provided by the Montauk Branch of the Long Island Rail Road (LIRR), giving East Hampton Village rail access to New York City as well as to areas on the South Fork. The station is located on the edge of the Village's northern border, less than a ten-minute walk to the Village Center.

The number of daily trains fluctuates by season. In the summer season, LIRR expands its service to accommodate the influx of visitors to the Hamptons. During the off-season, train frequency is significantly reduced, making train travel less convenient for year-round residents. For example, during the summer there are 14 eastbound / 9 westbound trains during the week (with an additional Friday-only westbound train), whereas in the winter this is reduced.

The primary market for rail service continues to be vacationers and travelers to East Hampton on weekends, a fact reflected in the varied schedules for winter and summer seasons. However, in the last few years, there have been some improvements aimed at addressing commuter service and the need to shift more trips from congested roadways. The South Fork Commuter Connection (SFCC), a coordinated rail and bus system which operates during peak commuting hours, was initiated in 2019. The SFCC schedule includes two additional trains in both the AM and PM commute periods.

**Figure 19: Transit Map**

Source: Suffolk County Transit



East Hampton LIRR train station

### Bus Service

Local bus services are provided by Suffolk County Transit with the SCT-92 route running from East Hampton to Orient. Service in East Hampton Village primarily stops at the LIRR station and does not extend to residential areas.

The recently implemented Suffolk Transit On-Demand service responds to the need to make public transportation more accessible, convenient, and responsive to community needs by providing service in areas that have public transportation gaps. Initially, Suffolk County piloted on-demand services in Southampton, but the service was



expanded in the fall of 2023, providing transit coverage around the Town and Village of East Hampton, Springs, Amagansett, and Montauk in an area formerly served by the 10B and 10C bus routes. The on-demand service allows people to book rides straight from their phone with an app or by calling. The system coordinates quick and efficient trips by matching multiple passengers heading in the same direction into a single vehicle in real-time. There are opportunities to better publicize and promote the service in order to encourage linkages to local public transit.

The Hampton Jitney Transportation Company provides daily coach service between New York City and East Hampton Village. The Jitney has airport stops to access Islip MacArthur Airport (upon request) and one stop that serves La Guardia and JFK in Queens.



Suffolk County Transit SCT-92 Bus stopping at East Hampton LIRR train station

The Village should continue to work with other East End communities to promote existing transit services and to advocate for additional commuter service on the LIRR and more local service within East Hampton and eastern Long Island.

### Other Services

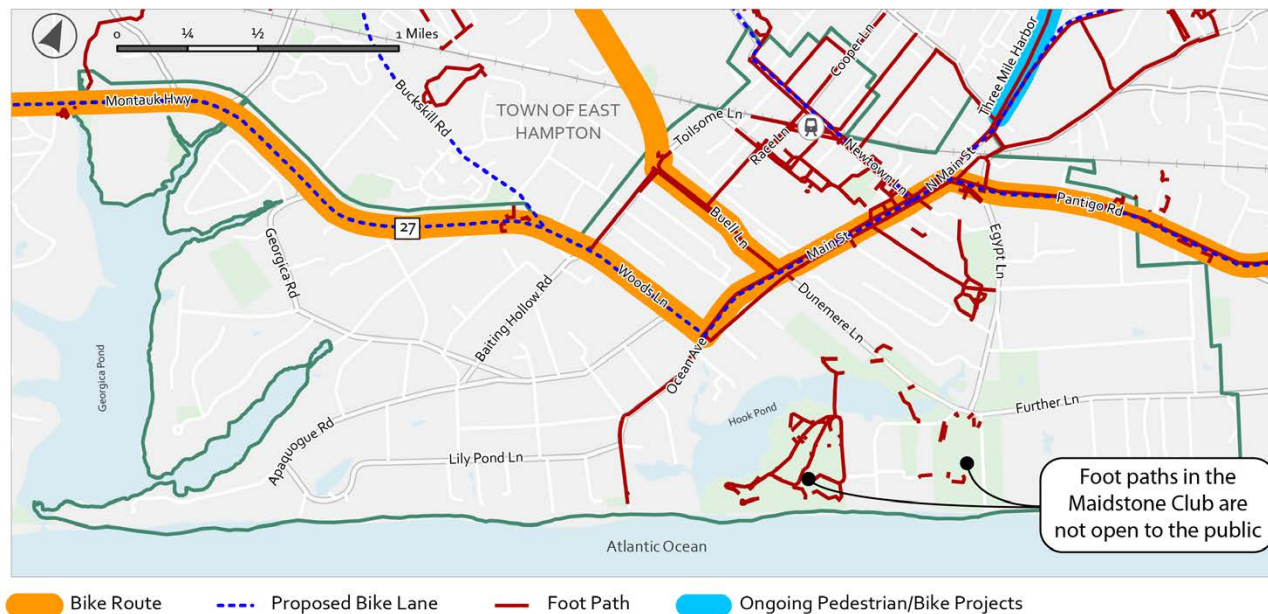
The privately operated Circuit shuttle service provides shared vehicle rides in the East Hampton area, with an all-electric vehicle fleet. The service was launched in order to connect visitors from areas such as the LIRR station to the public beaches. Rides can be requested via the Ride Circuit app.

## Bicycle and Pedestrian Circulation

The residential charm and natural beauty of East Hampton Village make walking and biking appealing for both travel and recreation. While these activities have traditionally been seen more as leisure pursuits than practical commuting alternatives, there is growing potential to shift that perception. By enhancing infrastructure and accessibility, the Village can encourage more residents and visitors to walk or bike to the center, helping to reduce reliance on cars and easing demand for parking.

**Figure 20: Bicycle and Pedestrian Facilities**

Sources: NYS GIS, Suffolk County GIS, East Hampton Village, OpenStreetMap, BFI Planning





*Bicycle parking at East Hampton LIRR train station*

Walking trips are convenient for short ( $\frac{1}{4}$ - $\frac{1}{2}$  mile) journeys, particularly where pedestrian networks serve an activity center such as the Village Center. The main retail streets (Newtown Lane and Main Street) provide a convenient and generally attractive network of sidewalks, encouraging shoppers and visitors to walk to stores and services, rather than use cars to move within the center.

Figure 19 shows the extent of existing pedestrian facilities and bike routes in the Village. While some bike routes have been identified or proposed, there are currently no dedicated bike lanes in the Village.

Arterial roadways with sidewalk coverage include Main Street, Buell Lane, Pantigo Road, and Newtown Lane. Residential streets that have sidewalks are generally concentrated around the Village Center,



*Bicycle parking on Main Street*

primarily north of Route 27 (Cooper Lane, Hunting Lane, Church Street, Sherrill Road, Osborne Lane, and part of Toilsome Lane).

Despite these locations with sidewalks, most Village streets do not have sidewalks and expansions are difficult due to the extent of private property lines. For example, there are generally no sidewalks on the western half of the Village which is predominantly residential. It is also worth noting that the need for sidewalks in these areas is a topic that doesn't appear to have general consensus amongst residents.

Although there is a lack of dedicated bicycle infrastructure (i.e., bike lanes) in the Village, cyclists make use of a number of local streets to reach the

Village Center, local beaches, and parks. These activities help to reduce vehicular parking needs and contribute to the Village's image as a recreation area. As shown in Figure 20, the bicycle circulation network is very limited, with no dedicated bike lanes—only existing NY State bike routes along Routes 27 and 114. While community members have expressed interest in bike lanes, many Village streets are narrow and constrained, making it difficult to accommodate dedicated bicycle infrastructure without significant redesign. Any future improvements to the bicycle network should consider the safety and efficiency of access to the Village Center, the LIRR Station, and community facilities.

Figure 19 also shows Village roadways where there have been previous discussions on the possibility of bike lane additions. In the Suffolk County Hike and Bike Master Plan (2020) dedicated bike lanes were proposed for along NYS Route 27 leading to Pantigo Road, North Main Street, Newtown Lane, and Buckskill Road. However, specific plans have not yet been developed or funded.

## Issues and Opportunities

### Traffic Congestion and Analysis of Critical Intersections

Traffic congestion is one of the most significant transportation challenges facing East Hampton Village, as well as the East End as a whole. While conditions are most severe during the summer season, when seasonal residents and visitors create surges in traffic volumes, congestion is also a year-round concern because Route 27 functions as the primary east-west corridor for the South Fork. The high volumes on this regional route affect mobility within the Village, with delays cascading into surrounding neighborhoods. As drivers seek to bypass traffic on Route 27, many cut through local backroads, creating speeding and safety concerns on streets that were not designed for heavy volumes. These patterns strain the Village's transportation network and highlight the need for targeted improvements that address congestion, protect neighborhood character, and enhance safety for all users.

As part of the transportation component of this Comprehensive Plan, an analysis was conducted of several key intersections in the Village of East Hampton. These intersections were selected based on local input and observed traffic challenges. The intersections studied include:

- Montauk Highway (NYS 27) at Cove Hollow Road
- Woods Lane (NYS 27) at Main Street / Ocean Avenue
- Main Street (NYS 27) at Buell Lane
- Main Street (NYS 27) at Newtown Lane
- North Main Street at Collins Avenue / Cedar Street

The study, provided in Appendix A involved a detailed review of existing traffic volumes, intersection geometry, traffic control, and turning movements. Data was collected during the summer of 2024, with a focus on weekday morning and afternoon peak hours as well as the Saturday midday peak. Future traffic conditions were projected using a conservative annual growth rate of 0.7%, based on local and regional population forecasts. The SYNCHRO software was used to analyze traffic performance, and the results were supplemented by field observations and microsimulation modeling.

In general, most of the intersections operate at acceptable Levels of Service (LOS), typically between LOS A and LOS C. However, several specific issues were identified.

Each summary below provides an overview of the intersection's functionality and any identified issues. Suggested interventions are included in this section and summarized in the Recommendations and Strategies section (see Recommendation 5.2 Optimize Intersections.)

#### *Cove Hollow Road and Montauk Highway (NYS 27)*

Overall, the intersection operates well, particularly for through traffic on Montauk Highway. However, turning movements from Cove Hollow Road experience moderate to high delays, especially for vehicles attempting to cross the highway. The intersection's offset geometry complicates north-south movements and limits traffic flow efficiency.

To improve operations, the Village should consider working with NYS DOT to explore the feasibility of a two-way left-turn lane. This treatment would provide turning vehicles with a dedicated waiting area, reducing conflicts and improving safety. However, implementation may require changes to the roadside shoulder and could impact adjacent commercial properties.

#### *Woods Lane and Main Street / Ocean Avenue*

This signalized intersection currently functions at an overall LOS C, but delays are common for the eastbound left-turn and southbound through movements. Long queues often develop during peak periods, affecting travel through the core of the Village.

Physical site constraints, including nearby ponds and limited roadway width, limit the potential for widening. While major capacity expansion is unlikely, optimizing signal timing and monitoring seasonal congestion should continue.



### *Buell Lane and Main Street (NYS 27)*

Significant congestion affects the eastbound left-turn movement from Buell Lane onto NYS 27, with delays projected to increase to from LOS C to LOS E in future conditions. Queues frequently extend beyond the intersection, particularly during summer peak periods. Drivers often accept short gaps to turn, creating safety risks. Residents suggest that the difficulty of making left turns causes frustrated drivers to speed down other local roads. As a short-term measure, left turns from Buell Lane to James Lane have been restricted to reduce conflicts. The Village should continue to monitor this location and coordinate with NYS DOT on a long-term solution. Future improvements could include the following.

**Traffic Signal Installation:** A signal could prioritize mainline traffic while providing controlled gaps for Buell Lane turns. The signal would also provide an interval for pedestrians to cross.

**Roundabout Construction:** A roundabout could improve traffic flow year-round and reduce delays without impacting off-peak travel. The intersection's size and adjacent green space offer space for a compact roundabout with minimal private property disruption. A roundabout could also create a gateway to downtown while providing space for a new pedestrian crossing between the library and Guild Hall.

NYS DOT has studied this location and confirmed that both alternatives could alleviate traffic conditions. However, concerns remain about potential impacts



*Buell Lane and Main Street (NYS 27)*

on the Village's historic character and the integrity of the Village Green. A traffic signal would require multiple poles and equipment unless the roadway geometry is significantly altered, which could detract from the area's visual appeal. A roundabout, while offering operational benefits, would involve a substantial redesign of a historically significant space at the Village Green. This raises questions about how to balance transportation improvements with preservation of the community's cultural and aesthetic identity. Any future design should carefully consider these impacts and include robust community engagement to ensure that solutions enhance safety and mobility without compromising the character of this iconic public space.

### *Newtown Lane and Main Street (NYS 27)*

This intersection operates well overall, with LOS C across all time periods. The highest delay occurs at the eastbound left-turn movement due to a high volume of vehicles and a single left-turn lane.

If future congestion increases, adding a second eastbound left-turn lane could be considered. This would require modifying the center median and updating the traffic signal, but it could significantly reduce delays.

### *North Main Street at Collins Avenue / Cedar Street*

Simulations indicate the intersection functions at an acceptable LOS; however, field observations and microsimulation modeling revealed significant queuing on Collins Avenue—particularly for vehicles turning right onto North Main Street. These delays were not fully reflected in SYNCHRO's average-delay modeling.

Adjustments to signal timing did not resolve the congestion. One possible solution would involve removing on-street parking to create a second northbound lane. However, this could negatively affect nearby businesses and the overall character of the street.

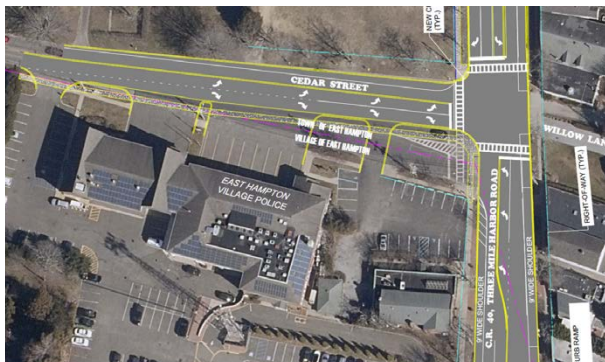
This intersection is expected to be improved as part of Suffolk County Department of Public Works' planned reconstruction of County Road 40 (Three Mile Harbor Road), from Collins Avenue to Copeces Lane. The project also includes a redesign of the



*North Main Street at Cedar Street*

Cedar Street intersection, which currently spans 96 feet and presents pedestrian safety challenges. Discussions are ongoing between the County and Village stakeholders, including emergency services. The East Hampton Village Fire Department has expressed concerns about maintaining reliable emergency access.

In summary, while overall intersection performance appears acceptable under current conditions, seasonal traffic surges and high volumes on NYS 27 contribute to delays that are not always reflected in standard modeling results. Many side street approaches experience longer delays than the overall LOS suggests. Looking ahead, projected traffic growth is expected to increase pressure on these intersections. Addressing these challenges will require a combination of targeted infrastructure improvements, better coordination with state transportation agencies, and a balanced approach that considers both mobility and the character of the Village.



*North Main Street and Cedar Street intersection*

Source: Suffolk County Department of Public Works

## Other Intersections

### *Newtown Lane and Cooper Lane*

The signalized intersections at Newtown Lane and at Cooper Lane should be reevaluated to determine whether existing traffic volumes and patterns continue to justify a full traffic signal. It is unclear if current capacity at these locations meets the threshold typically required for signalization. As such, a traffic study is recommended to assess the feasibility of converting one or both intersections into four-way stop controls. There is a strong desire within the Village to minimize the number of traffic signals and maintain a more pedestrian-friendly, small-town streetscape, using signals only where clearly necessary for safety and traffic flow. (see Recommendation 5.2.2)

## Pedestrian Safety and Circulation

Pedestrian safety – particularly in the Village Center—was raised as a concern during public outreach. Issues and opportunities impacting pedestrian safety are summarized below.

### *Speeding*

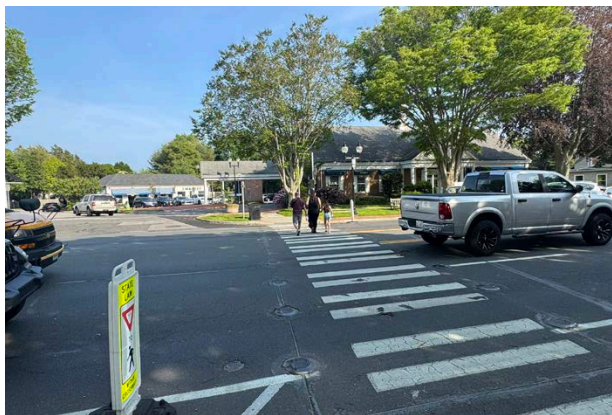
Speeding on local streets has become a growing concern, particularly as more frequent congestion has caused drivers to use residential roads to bypass traffic on Montauk Highway (NYS 27). Streets like Dunemere Lane and Further Lane—which are long, straight, and largely uninterrupted by stop signs—have become informal alternatives for cut-through traffic. These conditions, combined with limited traffic control, often lead to excessive vehicle speeds that compromise safety for pedestrians, cyclists, and other road users.

This pattern of speeding is not limited to bypass behavior. On some residential roads, the absence of traffic-calming infrastructure encourages fast driving, especially during off-peak hours or in the summer season when overall volumes are high.

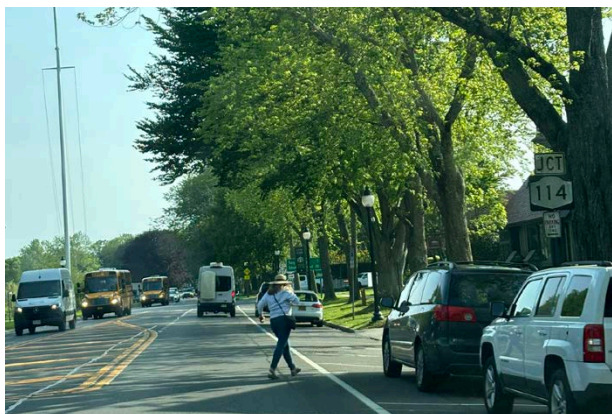
### *Mid-Block Crossings*

The Village has four mid-block pedestrian crossings: three on Newtown Lane and one on Main Street. All of them have recently been upgraded with flashing beacons to alert drivers when pedestrians are present. However, concerns remain about pedestrian safety, particularly near





*Midblock crosswalk on Main Street*



*A pedestrian crossing Main Street*

the East Hampton Library and Guild Hall, where many people cross multiple lanes between both uses. This location warrants a formal mid-block crosswalk supported by additional safety measures. Enhancing this area would serve the dual purpose of improving both pedestrian safety and overall traffic operations.

### Bicycle Network

Encouraging greater bicycle use and expanding the bicycle network can help reduce reliance on automobiles, alleviate traffic congestion, improve access to Village amenities and contribute to the Village's sustainability and public health goals.

East Hampton Village currently lacks a formal, connected network of dedicated bicycle lanes. However, cycling remains a popular activity, with many residents and visitors using bicycles for recreation, access to the beach, and travel to and from the downtown area. Roads such as Newtown Lane and Further Lane are commonly used by cyclists due to their scenic qualities and direct connections to key destinations. Despite this usage, most Village streets do not have the width or right-of-way necessary to accommodate designated bike lanes. In many cases, property lines extend directly to the pavement edge, leaving little or no shoulder for safe bicycle travel. In the past, some of the residential areas have also resisted the implementation of striping to keep the bucolic feel of the area.

As a result, cyclists must often share the roadway with motor vehicles and pedestrians, which raises safety concerns, especially during the summer months when traffic volumes are at their peak. Roadside parking is another concern as it forces cyclists into the roadway. Nevertheless, there is a clear demand for safer and better-defined bicycle routes.

Beyond the Village boundary, Suffolk County's Department of Public Works is moving forward with a major reconstruction project for County Road 40—also known as Three Mile Harbor Road—stretching from Collins Avenue to Copeces Lane in East Hampton Town. In addition to roadway resurfacing and drainage improvements, the project includes the addition of sidewalks and a dedicated bike lane along much of the corridor. A key location under review is the intersection of Three Mile Harbor Road and Springs Fireplace Road, where a roundabout was previously proposed; alternative designs are still being evaluated.

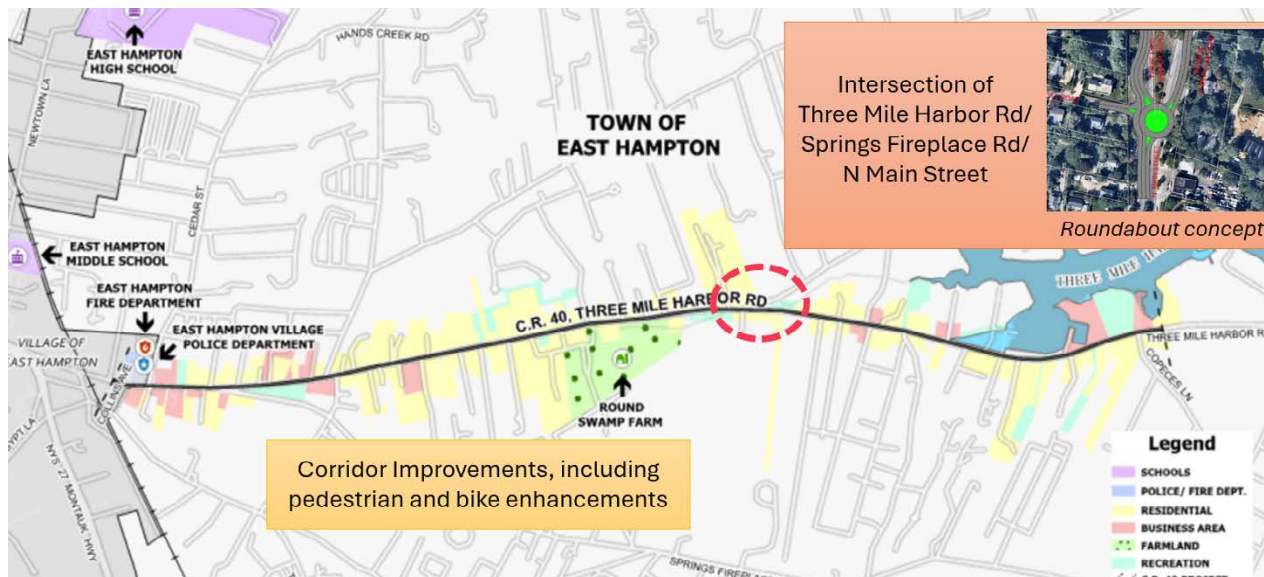
Another opportunity is the current plan for the Long Island Greenway, a 175-mile shared-use path stretching from Manhattan to Montauk. This ambitious project aims to link communities across through a continuous, off-road trail for cyclists and pedestrians, providing both recreational and commuting options in a safe, car-free environment. Establishing a local connection to the Long Island Greenway would greatly enhance mobility options for East Hampton residents and visitors. It would allow cyclists to travel longer distances across





**Figure 21: Corridor Improvements along North Main St. and Three Mile Harbor Rd.**

Sources: Suffolk County Department of Public Works, BfJ Planning



the South Fork and beyond, opening up new opportunities for low-impact tourism, sustainable travel, and healthy recreation.

For solutions to address these issues and opportunities, see recommendation 5.5. Consider pedestrian and cyclist safety enhancements.

### Public Transportation

Traffic congestion during summer months and weekday rush hours remains one of the most pressing challenges on the South Fork. Much of this

congestion stems from the daily influx of workers commuting into the Village—often referred to as the “trade parade.” With Montauk Highway (NYS 27) serving as the primary east-west corridor and limited alternative routes available, even modest increases in traffic can overwhelm local roads and intersections. Expanding public transportation options is essential to reduce vehicle dependency, alleviate congestion, and provide equitable, sustainable mobility for workers, residents, and visitors.

Currently, East Hampton Village is served by the Long Island Rail Road (LIRR) via the Montauk Branch, but service remains infrequent and poorly aligned with standard workday schedules. A major limitation is the single-track rail east of Speonk, which restricts capacity and makes scheduling more difficult. While the Village does not directly control public transportation, it plays a vital role in advocating for service improvements. Given that many transportation challenges extend beyond Village borders, regional coordination is critical. Public transportation improvements must be pursued collaboratively to be effective. Recommendations 5.3 and 5.6 outline strategies to improve public transportation and regional collaboration.

### Parking

Compounding the issue of limited parking supply during peak times is the layout and design of existing lots. While the Reutershan and Schenck parking lots provide essential off-street parking just behind the Main Street and Newtown Lane corridors, circulation can be chaotic. In the Reutershan lot, cars currently circulate in both directions, causing conflicts and confusion. Sidewalks are narrow, and pedestrians often have to navigate between vehicles due to a lack of dedicated walking paths. Despite these challenges, the Village’s rear-lot parking model has its advantages—it keeps on-street parking modest,

preserves the walkable character of the commercial core, and connects visitors to shopping via mid-block crossings.

The layout of these lots and adjacent pedestrian infrastructure should be reconsidered to improve functionality, enhance walkability, and maintain the Village's small-town charm.

### ***Reutershan Parking Lot***

The Reutershan Parking Lot serves as the Village Center's largest and most heavily used public parking facility. During the busy summer season, its two-way traffic pattern within narrow aisles can create confusion and slow circulation, especially as vehicles enter and exit spots frequently. Pedestrian access is also a concern—there is no designated walking path through the lot, requiring people to navigate through active drive aisles alongside moving vehicles. This layout contributes to conflicts between drivers and pedestrians and creates a less comfortable and less safe environment for both.

To address these challenges, several design alternatives were studied. One key idea is to convert internal circulation to an all one-way system paired with angled parking. This change would simplify traffic flow, reduce conflict points, and make navigation more intuitive for drivers. Interestingly, this configuration reflects the lot's previous layout, as documented in the 1978 Plan for the Village Commercial Districts. However, analysis revealed that while this approach would improve movement



*Reutershan Parking Lot*

*Source: Google Earth*

and safety, it would also slightly reduce the number of parking spaces—suggesting a tradeoff between capacity and user experience.

It should also be noted that structured parking on this site is not considered feasible. In addition to high construction and maintenance costs, the presence of numerous underground utility and septic infrastructure easements beneath the lot makes the development of a parking deck impractical.

Suggested interventions to improve the Reutershan parking lot are explored in recommendation 5.4.2.



*Reutershan Parking Lot*



*Park Place entrance to Reutershan Parking Lot*

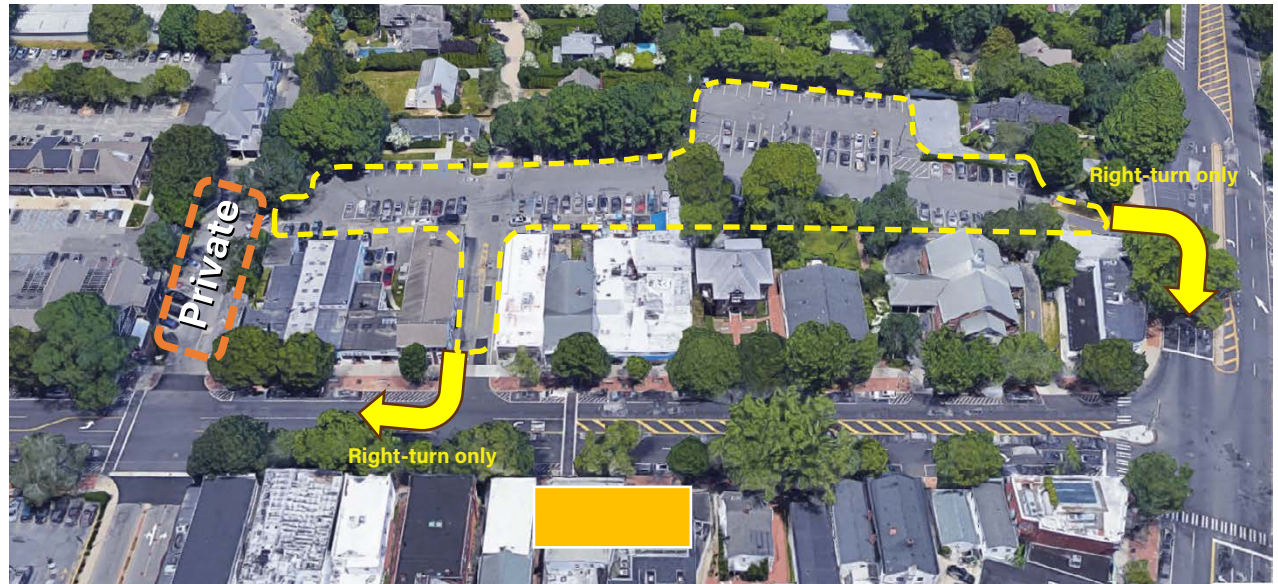


### ***Schenck Parking Lot***

The Schenck Parking Lot is underutilized compared to the nearby Reutershan Lot, largely due to less convenient access and a lack of inviting conditions. Improving the surface quality, reorganizing parking, and enhancing the overall appearance would help attract more users. Recommendation 5.4.3 provides actionable solutions to improve the Schenck lot.

### ***Contractor Parking***

Community feedback highlighted concerns about contractor vehicles parked long-term on residential streets, disrupting neighborhoods. Recommendation 5.4.4 suggests creating designated contractor parking zones to alleviate this issue. Outreach to contractors should encourage alternatives such as using the train for work crews. While enforcement can be challenging, the Village can strengthen measures by limiting the number of vehicles at any one home, and directing excess vehicles to long-term parking lots. Contractors may need to adjust work schedules to comply with these guidelines.



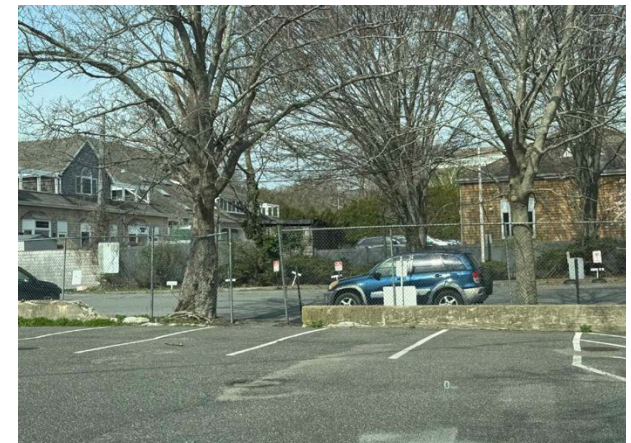
*Schenck Parking Lot - Existing Conditions*

*Source: Google Earth, BFJ Planning*



*Schenck Parking Lot*

*Source: Google Streetview*



*Schenck Parking Lot*



## Strategies and Recommendations

### 5.1: Implement and/or study traffic calming improvements

#### 5.1.1. Consider traffic calming along residential streets where the need exists to reduce speeding and discourage cut-through traffic.

To address these safety issues, the Village could work with residents and law enforcement to identify problem corridors, which could include:

- Speed cameras in sensitive locations such as schools and cut-through routes to reduce chronic speeding on residential roads. A pilot program could be launched to issue warnings or tickets and assess the impact on driver behavior.
- Physical calming features such as speed humps, raised crosswalks, curb extensions, chicanes, or landscaped islands to slow traffic and improve visibility.
- Enhanced signage and pavement markings to raise driver awareness of pedestrian areas, schools, and shared roadways.

Appropriate interventions should be assessed based on each location considered. Example streets that deal with bypass traffic from Route 27 include Further Lane, Dunemere Lane, and Dayton Lane.

#### 5.1.2. Continue to enforce speed limits through monitoring and citations.

Consistent enforcement of existing speed limits, including the use of radar and targeted patrols in high-risk areas, reinforces traffic calming efforts and helps deter dangerous driving behavior. Publicizing enforcement activities can also increase driver awareness and compliance.

#### 5.1.3. Expand use and awareness of Suffolk Transit On-Demand and South Fork Commuter Connection (SFCC).

Enhancing outreach and education about available transit services, through signage, social media, partnerships with local employers, and real-time schedule information, can encourage greater ridership. Increasing accessibility and visibility of these options will help reduce reliance on personal vehicles and alleviate peak-hour congestion in the Village.

### 5.2: Optimize intersections

#### 5.2.1. Continue to monitor safety and efficiency at key intersections.

The Critical Intersection Analysis discussed within this Chapter identified the following potential interventions- all of which should be explored with NYS DOT input, coordination, and ongoing monitoring:

- Buell Lane and Main Street (NYS 27): Explore traffic signal or roundabout installation.



Example of a sign and speed camera



Example of a chicane



Example of a speed hump

- Woods Lane and Main Street/Ocean Avenue: Optimize signal timing to reduce peak-period delays.
- North Main Street and Collins Avenue/Cedar Street: Support Suffolk County redesign to reduce crossing distance and improve queueing.
- Cove Hollow Road and Montauk Highway (NYS 27): Continue to monitor intersection and, consider working with NYS DOT to explore the feasibility of a two-way left-turn lane

#### ***5.2.2. Consider a traffic study at the intersection of Newtown Lane and Cooper / Race Lane***

This intersection is currently signalized, but a traffic study could evaluate whether existing traffic volumes and patterns continue to justify a full traffic signal. It is possible that a four-way stop control could improve safety and reduce unnecessary delays. If this change were made, the intersection geometry should also be evaluated for pedestrian safety and vehicle operations. Some of the crossing distances are overly wide, with wide turning radii that encourages higher-speed vehicle turns. To improve safety, curb lines could be extended or reconfigured to tighten the turning radius, which would both calm traffic and encourage vehicles to stop closer to the center of the intersection.

### **5.3: Advocate for improved public transit service and flexible transit options**

#### ***5.3.1. Advocate for enhanced LIRR service and infrastructure.***

Advocate with the MTA to expand LIRR service during peak commuting hours and pursue infrastructure upgrades such as sidings and signal modernization. Improved peak-hour service in the morning and afternoon would make rail a more viable and attractive option for daily commuters. MTA should also work with SC Transit to better connect buses to rail service.

#### ***5.3.2. Expand and electrify local shuttle services.***

Build on the success of the Village shuttle by promoting and expanding coverage and frequency to better connect key destinations like the LIRR station, Village Center, and beaches. Using small, electric or low-emission buses in all expansions will support the Village's sustainability goals, reduce local car trips, and enhance access to transit, shopping, and recreation.

#### ***5.3.3. Promote Suffolk Transit On-Demand Service.***

Collaborate with Suffolk County to improve visibility and awareness of the Suffolk Transit On-Demand service. Increased outreach and clearer signage can help more residents take advantage of this flexible, app-based option for short local trips.

### **5.4: Enhance and maximize existing parking facilities**

#### ***5.4.1. Develop a Village-wide Parking Management Plan.***

The Village could benefit from a coordinated parking study, that is informed by parking occupancy data, to coordinate a vision that has actionable policies and interventions (i.e., time limits, parking lot layout redesign, signage, and seasonal adjustments). The plan should take a holistic view of parking conditions across the Village—especially in the downtown core—by evaluating usage patterns, turnover rates, and seasonal demand fluctuations. The Village Center's parking supplies are a limiting factor, but various interventions could help redistribute demand to outer areas and improve the efficiency of the system.

The Parking Management Plan should guide decisions related to:

- Time limits and turnover (e.g., assessing whether the current 2-hour limit is appropriate for shopping and dining).
- Physical design and circulation improvements in municipal lots.
- On-street parking opportunities and loss mitigation strategies.
- Pedestrian access and wayfinding signage.
- Technology upgrades, such as smart parking systems.
- Contractor and seasonal worker parking needs.

While the following recommendations could be pursued individually, it is recommended that a parking study is conducted first in order to best inform appropriate solutions.

#### *5.4.2. Consider redesign of Reutershan Lot.*

Although a redesign could result in a loss of some spaces, initial public weigh-in indicates that the lot's design and related user experience should be improved.

A series of potential improvements have been identified, which could be pursued as part of a broader Parking Management Plan:

- Convert internal circulation to an all one-way traffic with angled parking and clear directional signage to reduce vehicle conflicts and streamline navigation.
- Expand the sidewalk along the east side of the lot to improve pedestrian access to adjacent businesses.
- Establish a mid-lot pedestrian path connecting Main Street to Herrick Park, offering a safe, intuitive walking route through the lot.
- Add landscaping where feasible to enhance visual appeal, introduce shade, and improve the overall streetscape.
- Retain essential loading zones around the perimeter to serve nearby commercial establishments.

- Maintain two-way access between Newtown Lane and Main Street, preserving flexibility for through-movement and circulation.

Ultimately, the current layout with perpendicular parking appears to have been designed to maximize capacity. While enhancements such as pedestrian paths, sidewalk improvements, and landscaping would greatly improve comfort and safety, these changes would likely result in a modest reduction in parking spaces. The Parking Management Plan should evaluate where such upgrades can be implemented with minimal loss of capacity and broad community support. The parking management plan should also address strategies to ensure that employees park in employee parking areas, to maximize parking for visitors.

#### *5.4.3. Consider redesign Schenck Lot.*

Key improvements within and around the Schenck lot could include a new entrance via Park Place, repaving and reconfiguration, and pedestrianizing Barns Lane for enhanced access.

The improvements listed below would enhance the function, appeal, and integration of the Schenck Parking Lot within the downtown circulation network, shifting some of the demand away from the Reutershan Lot and improving user experience.

**Resurface and Redesign the Lot:** To increase its appeal and functionality, the Village should resurface the lot and consider a reconfiguration of its layout to improve efficiency and potentially gain

additional parking spaces. There is also sufficient space to introduce landscaping and a clearly defined pedestrian path, which would enhance walkability and improve the lot's overall appearance. In addition, design features such as screening could be used to buffer the rear entrances of adjacent commercial buildings, creating a more organized and visually appealing environment.

**Improve Access Through Park Place:** The Village should explore a partnership or acquisition agreement with the private owners of Park Place, the driveway adjacent to the Schenck Lot. If the Village were to assume responsibility for maintenance, this roadway could be converted into a new entrance to the lot, improving traffic flow and eliminating the current exit-only restriction at Barns Lane. The Village would need to study traffic controls at this intersection. At a minimum, a four-way stop sign would be needed with enforcement assistance during peak hours to maintain safety and circulation. It is also possible that this intersection may require a traffic light, a traffic enforcement officer to direct traffic during peak hours, or a right-turn-only restriction during peak periods. These options would need to be studied in more detail.

**Convert Barns Lane into a Pedestrian Connection:** With access re-routed through Park Place, Barns Lane could be repurposed as a mid-block pedestrian connection. This conversion would support downtown walkability and create opportunities for sidewalk dining or outdoor gathering areas, potentially through lease





Schenck Parking Lot existing design

agreements with nearby businesses. The existing crosswalk just east of Barns Lane should be relocated to align with the new pedestrian route and enhanced with safety features such as a bump-out and a Rectangular Rapid Flashing Beacon (RRFB) to improve pedestrian visibility and safety.

#### 5.4.4. Implement smart parking technologies and real time parking signs.

The Village should consider investing in a smart camera system to monitor parking activity in key municipal lots. These systems can leverage existing security camera infrastructure to track real-time space availability, helping drivers find open spots more efficiently and reducing unnecessary circulation and congestion. To maximize impact, the Village could install real-time digital signage at key downtown gateways, directing drivers to available parking areas and improving overall accessibility. In addition to easing navigation, the data collected

**Figure 22: Potential Improvements at Schenck Parking Lot**

Sources: NYS GIS, East Hampton Village, Nearmap, BFJ Planning



can be used to analyze usage patterns—such as duration of stay, turnover rates, and peak demand times—providing valuable insights to inform future planning and investment in parking infrastructure. Given the relatively low installation cost, particularly when using existing cameras, and the scalable, pay-per-space pricing model, smart camera systems offer a high return on investment. Over time, the

system would not only improve day-to-day parking efficiency but also support long-term planning, enforcement, and wayfinding improvements in downtown East Hampton.



#### 5.4.5. Designate and manage seasonal contractor parking zones.

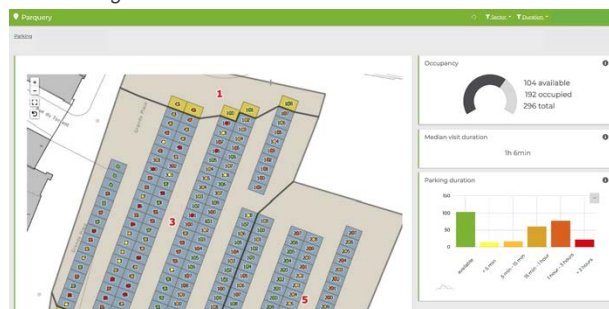
To help preserve convenient parking for residents and visitors and maintain neighborhood character, the Village should explore the creation of designated contractor parking zones. Managed as park-and-carpool zones, these areas encourage contractors to share rides, easing congestion, improving parking availability, and reducing impacts to residential neighborhoods. These could be located in areas less in demand during certain times of the year—for example, underutilized beach parking lots during the off-season and at one of the schools during summer months. This strategy would better organize contractor vehicle presence, minimize conflicts in residential and commercial zones, and help maintain smoother parking turnover in key areas.

The Village has already taken steps to address contractor parking by launching a permit program in the spring that requires contractors to register vehicles parked at Village beaches. This program formalizes what had previously been an unregulated activity that was beginning to cause issues. Looking ahead, the Village could continue refining this system by working with local construction firms and tradespeople to identify suitable locations and implementation guidelines. Over time, the program could be adjusted seasonally based on demand and feedback.

### 5.5: Prioritize pedestrian and cyclist safety enhancements



Example of a smart parking sign displaying real time data  
Source: Signal Tech



Example of a smart parking dashboard in real time  
Source: Parquery

Note that in addition to the traffic calming-related recommendations in 5.1, the following measures also aim to improve the pedestrian experience and safety.

#### 5.5.1. Adopt a Complete Streets policy.

"Complete streets" is the concept of designing streets for the comfort of all users, including pedestrians, cyclists, vehicles, and public transport

users. Design features can include a variety of approaches including signage, striping, crossings, and traffic calming measures. Complete streets may also provide green infrastructure for stormwater management, street trees and landscaping to provide buffers from traffic. The idea is to promote alternative modes of transportation and healthier mobility options for all.

Adopting an official policy would help ensure that future infrastructure investments consider and prioritize safety and accessibility for non-motorized travel.

#### 5.5.2. Fill sidewalk gaps along key corridors.

Targeted sidewalk infill on key corridors near the Village Center will improve safety and walkability. The Village should assess gaps in the existing pedestrian infrastructure, focusing on collector roads with high foot traffic that connect key destinations like schools, parks, beaches, and the Village Center. Priority should be given to roadways where sufficient space exists within the right-of-way for sidewalks, free from obstructions like trees and utility poles.

#### 5.5.3. Enhance existing mid-block crossings on Main Street and Newtown Lane.

There are currently several unsignalized mid-block crosswalks in the Village, including one on Route 27 at Hunting Lane and three along Newtown Lane. The Village should continue to look for ways



to improve safety at these locations by making the crosswalks more visible and providing improved management and staffing during peak periods.

#### 5.5.4. Study feasibility of crossing at Guild Hall

A mid-block crosswalk is recommended near the East Hampton Library and Guild Hall to improve pedestrian safety and access. Many people cross here, despite not having a designated crossing location. Potential enhancements include adding curb extensions (bulb-outs) to shorten crossing distances or converting the existing painted medians into raised refuge islands, allowing pedestrians to cross in two stages with greater visibility and protection. The effectiveness of this crossing could be further improved if a larger intervention at the nearby Buell Lane and NYS 27 intersection is addressed. A more substantial traffic control solution (e.g. a signal or a roundabout) at Buell Lane would help slow vehicle speeds and create safer crossing opportunities for pedestrians. The inability for drivers to make left turns also has a cascading impact, reportedly causing speeding on adjacent cut-through roads.

#### 5.5.5. Prioritize High-Impact Bike Connections

The Village should establish a network of bicycle lanes, paths, and shared-lane routes to make cycling safer and more appealing. Where full lanes are not feasible, sharrows (shared-lane markings) can be added with minimal cost through road

**Figure 23: Concept of mid-block crossing on Newtown Lane at pedestrian plaza to Schenck Parking Lot - with bumpout and RRFB (Rectangular Rapid Flashing Beacon)**



striping and signage. These improvements should prioritize north-south connections to the beach and key access points to the downtown area.

Implementing bicycle lanes throughout local residential roads is impractical, as most roads lack sufficient width for dedicated bike lanes. A more effective strategy would focus on key corridors to the east, west, and north of Route 27 to provide safe routes to and from the Village center. Directional



Newtown Lane and Barns Lane  
Source: Google Streetview

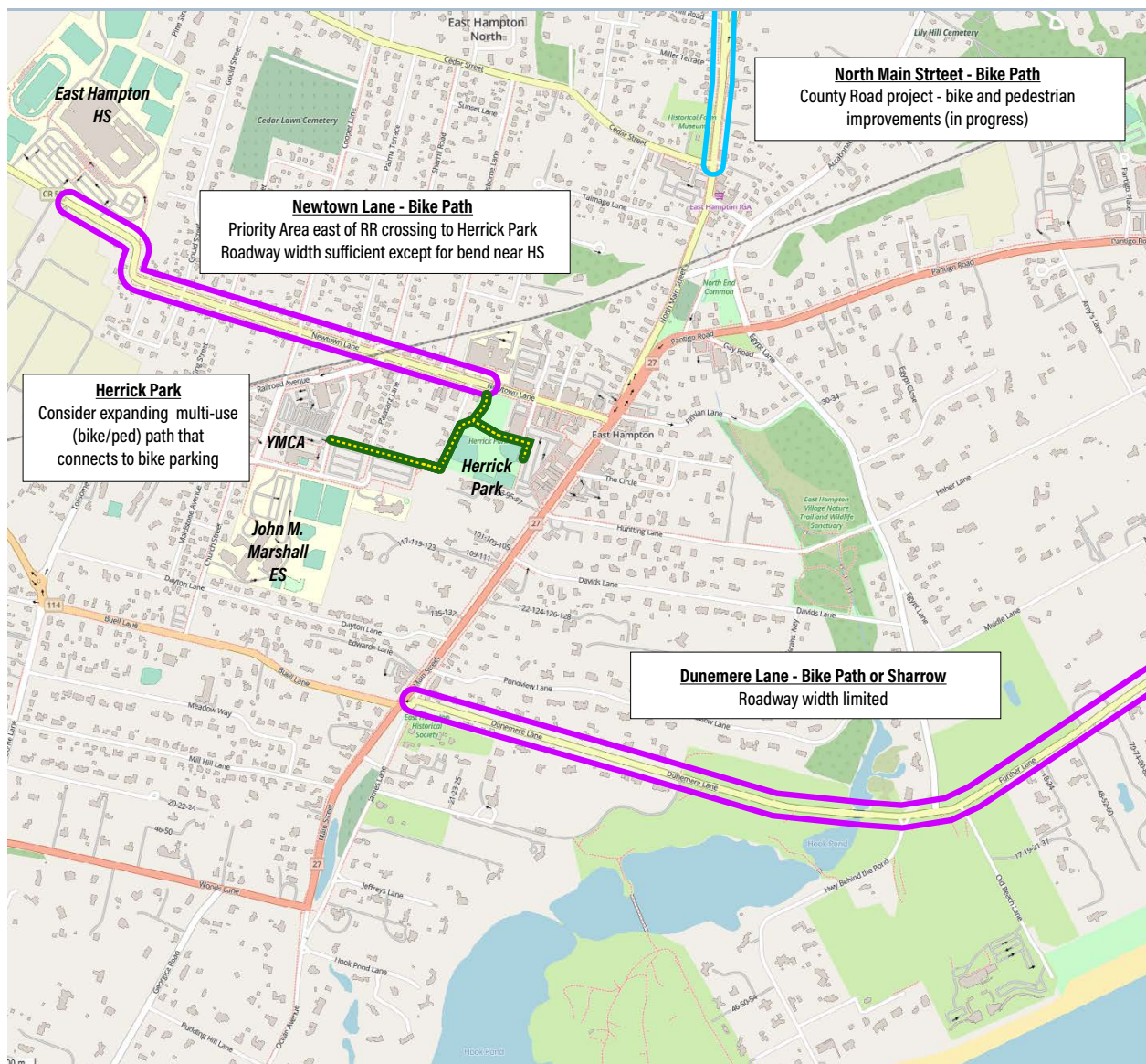


signage should be installed along these roads, along with clear instructions for cyclists on how to navigate once they reach the Village center.

The County is already advancing a bicycle route to and from the north along North Main Street and Three Mile Harbor Road. Newtown Lane and Long Lane are strong candidate corridors because they would provide a safe, direct connection between East Hampton High School and the downtown area. The roadway also has ample width west of the downtown center to accommodate a dedicated bicycle lane, except for a small curve where Newtown Lane transitions to Long Lane. Within the Village center, this pathway could be directed through Herrick Park as a multi-use path leading to bicycle parking.

To the east of Route 27, residents have identified Dunemere Lane and Further Lane as priority routes. These roads serve as key connections to the beaches and residential neighborhoods east of Montauk Highway (NYS 27). They also provide a direct link to Guild Hall and the library. According to residents, these roads are already frequently used by cyclists. While the roadway width may not allow for a dedicated bicycle lane without widening, the Village could consider adding "sharrow" markings and signage to alert drivers that they must share the road with cyclists.

**Figure 24: Priority Locations for Bicycle Infrastructure**



Longer-term actions could include formalizing these routes into a Village Bicycle Route Plan and applying for state or federal transportation and recreation grants to fund feasibility studies, trail design, and construction.

#### ***5.5.6. Create Multi-Use Pathway Through Herrick Park***

To provide a safer and more convenient alternative to bicyclists traveling along Newtown Lane, the Village should consider directing bike traffic through Herrick Park. While the Village does not wish to encourage cycling within the Village center, an improved pathway through Herrick Park could serve as a multi-use route for both pedestrians and bicyclists, reducing conflicts on Newtown Lane. The path should also connect to the Lumber Lane lots. This path should be upgraded to meet ADA accessibility standards and integrated with the potential playground improvements currently under consideration, creating a cohesive enhancement to the park's infrastructure and connectivity.

#### ***5.5.7. Continue to partner with Suffolk County to realize bike lane additions along Route 27.***

Although implementation and capital budget details have not been specified, the County's proposal to add bike lanes along Route 27 indicate future opportunities for an expanded bicycle network.

#### ***5.5.8. Secure roadside easements or road widening for future paths and utilities.***

When properties along priority corridors come up for development, the Village should seek to secure roadside easements to accommodate future bicycle or shared-use paths. Easements should be prioritized where possible in order to avoid the need for costly roadway widening and property acquisition. Any physical changes to the roadway should also be coordinated with utility providers whenever possible to minimize disruption and reduce overall costs. Street trees should be preserved.

#### ***5.5.9. Improve signage and bicycle infrastructure.***

Although short-term bicycle infrastructure project opportunities are limited, the Village should formalize suggested local bike routes and bolster these areas with signage and pavements markings that enhance cyclist visibility for drivers.

Clear and consistent wayfinding signage should be installed throughout the Village, particularly in the downtown area, to help cyclists navigate safely and identify available bike parking. Signage should also highlight key destinations such as beaches, parks, and public facilities, encouraging residents and visitors to choose cycling for short trips.

Creating rest points with bike racks, benches, and water stations, would further support the local and regional trail network.

#### ***5.5.10. Advocate for advancement of the Long Island Greenway trail project.***

Future pedestrian and bicycle infrastructure projects should strategize opportunities to better connect with regional trails and bike routes. The Village could collaborate with Suffolk County, East Hampton Town, and state agencies to identify potential alignments for trail spurs or bike-friendly corridors that connect to the Long Island Greenway route. Where direct connections through existing rights-of-way are not feasible, the Village could pursue off-road shared-use paths through parks or public land, or coordinate with private landowners for easements during development review.

#### ***5.5.11. Moderate E-Bike and E-Scooter Use***

E-bikes and e-scooters have become increasingly common in East Hampton Village, offering convenience but also creating safety concerns when operated on sidewalks at speeds that exceed what pedestrians find comfortable. These situations can lead to conflicts and accidents, despite existing Village policies on permitted areas. To address this, the Village should clarify and reinforce current rules through visible signage, implement consistent enforcement to deter violations, and consider complementary measures such as designated parking zones and public education campaigns. These steps will help balance the benefits of micromobility with the need for pedestrian safety and community comfort.



## 5.6: Collaborate Regionally on traffic issues/opportunities

### 5.6.1. Reestablish a Regional Transportation Advisory Task Force.

Many transportation challenges in the Village stem from broader regional issues that require cross-jurisdictional coordination. The Village should take the lead in reestablishing a Transportation Advisory Task Force composed of representatives from East End municipalities, Suffolk County, NYS DOT, and the MTA. While a similar group existed prior to the COVID-19 pandemic, it has since been inactive. Reviving this task force would create a structured forum to address shared transportation concerns, advocate for expanded public transit, improve roadway infrastructure, and develop regional traffic management strategies to reduce peak-period congestion. Active Village participation will help ensure local needs are represented in shaping coordinated, long-term solutions.



East Hampton LIRR Train Station



# 6

## COMMUNITY AND CULTURAL FACILITIES

### Vision

#### Provide Quality Facilities and Services

East Hampton Village is committed to maintaining the high standard of public facilities and services that residents rely on. The Village provides essential services including recreation and programming at Herrick Park, public safety through police, fire, and emergency medical services, and efforts to protect water quality and improve wastewater management. The Village also works to promote recycling, reduce the impact of trash collection on residential areas, and ensure that laws and policies are consistently enforced.

Recognizing the vital role community organizations play in enhancing quality of life, the Village will continue to support and collaborate with these groups. With volunteerism increasingly challenged by rising costs of living and time constraints, the Village can help facilitate partnerships and coordination to strengthen these efforts. Moving forward, the Village will seek opportunities to expand services efficiently while fostering collaboration to sustain the vibrant community and quality of life residents value.

#### Preserve and Celebrate the Village's Historic Character

East Hampton Village is committed to preserving its rich history, recognizing that its historic homes, historic districts, landmarks, and public spaces are essential to the community's identity. Protecting this heritage requires both thoughtful preservation and creative strategies to keep historic properties active and well-maintained.

The Village will continue to document historically significant sites and work with property owners to establish local guidelines that protect historic neighborhoods. Efforts will also focus on sharing the Village's story to connect future generations with its cultural heritage.

To support long-term preservation, the Village will explore adaptive reuse strategies that ensure historic properties remain viable without placing undue financial burden on the community. Encouraging responsible tenancy over vacancy will be a priority. Past successful adaptations include Village Hall (86 Main Street), EHV Building Department (88 Newtown Lane), and LVIS (95 Main Street).

Preserving historic character is a shared responsibility, and the Village will strengthen partnerships with community organizations such as

the Historical Society, Village Preservation Society, Garden Club, LVIS, Library, and Guild Hall while promoting collaborative programming. Expanding the Historic Preservation Committee's role to that of a Commission, as originally suggested by the Village Preservation Society, will also help safeguard the Village's charm and historical nature. The Village is encouraged to retain a consultant who specializes as an architectural historian to provide on-call services related to historic districts and landmark properties.

Caring for public spaces like Village greens and the Town Pond is equally important to maintaining the Village's unique character for generations to come.



*The Santa Parade on Main Street*  
Source: Kyril Bromley, The East Hampton Press



Talmadge Residence historic landmark



East Hampton Pride Parade  
source: Matthew Rosario, East Hampton Pride



Farmers Market in Herrick Park

## Support Village Connections with the Town and Community Groups

East Hampton Village recognizes that many community challenges extend beyond its boundaries and are shared, in particular, with the Town of East Hampton. Addressing these issues effectively requires ongoing cooperation and coordinated planning.

The Village will support and coordinate efforts with local arts, religious, and cultural organizations, which face common challenges such as declining volunteerism and limited housing options. By improving communication and fostering collaboration, the Village can help these groups work together on initiatives that protect natural resources, improve water quality, and preserve the community's historic character. Leveraging the area's strong social capital and encouraging cross-sector partnerships can further enhance these efforts.

## Introduction

East Hampton Village has a rich culture that builds upon its history as a summer artists' colony to its present when the strong commitment of volunteers and community institutions provide cultural enrichment and public service to residents and visitors alike. The Village government and institutions are healthy and with Village and community support they can continue to thrive into the future. Figure 23 shows the location of several key community and cultural facilities in the Village.

## Community Facilities

### Schools

The East Hampton Union Free School District (USFD) educates children who live in East Hampton Village and the Town of East Hampton (see Figure 24). A portion of the Village also falls within the Wainscott Community School District. In the East Hampton USFD, there are three schools (see Table 10).

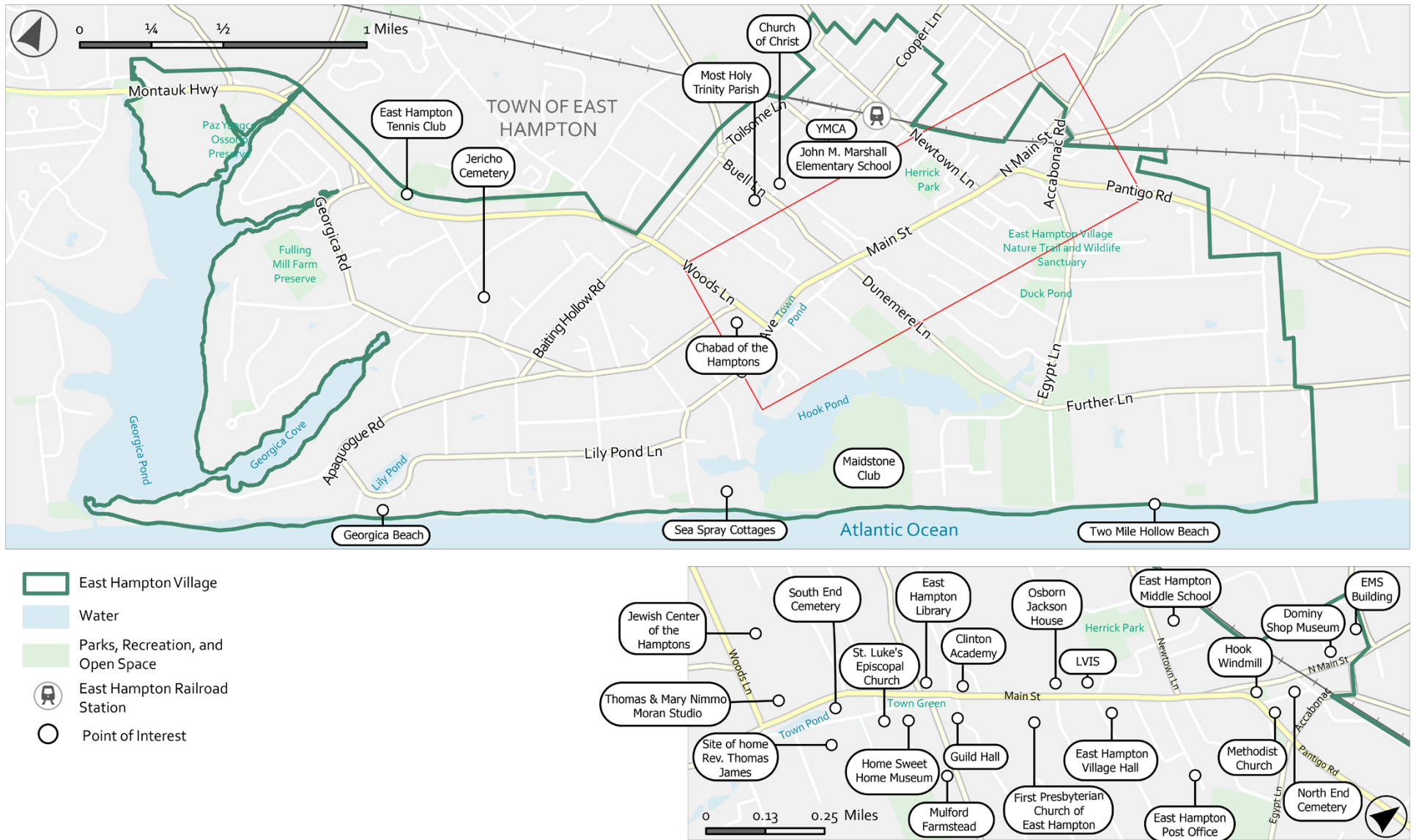
The Elementary and Middle School are located within the Village, while the High School is just outside the Village border, in East Hampton Town.

In the past 20 years, student enrollment has declined from 1,971 students in 2003 to 1,765 students in 2023, a 10% decline (see Figure 26). Enrollment declined at the Elementary School and Middle School but increased slightly at the High School.



**Figure 25: Cultural Resources**

Sources: NYS GIS, East Hampton Village, BfJ Planning



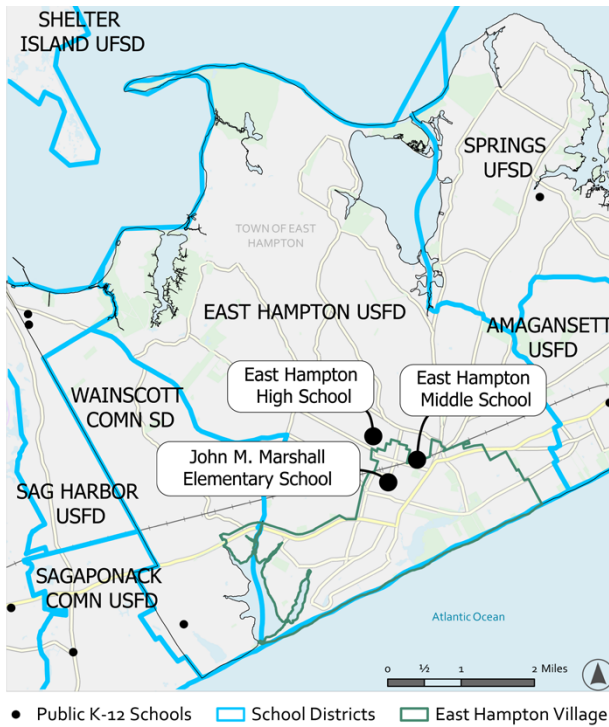


## 6 Community and Cultural Facilities

Middle and Elementary School student enrollment peaked at 990 students in 2013-14 and declined to 739 students in 2023-24. High School enrollment has increased from a low of 842 students in 2014-15 school year to 1,026 students in the 2023-24 school year, which is about the same as in the early 2000s (a high of 1,074 students in the 2005-06 school year).

**Figure 27: School Districts**

Sources: NYS GIS, Suffolk County GIS



### Police, Fire, Emergency Services, and Medical Facilities

#### Police

The Village Police Department has 27 full-time staff which is supplemented by seasonal police officers, traffic control officers, and constables on patrol. Call volumes have remained consistent at around 4,500 central complaint calls per year and about 100-150 arrests per year (not including traffic).

The Police Department is located in the Emergency Service building at 1 Cedar Street. The facility adequately serves the police department's needs.

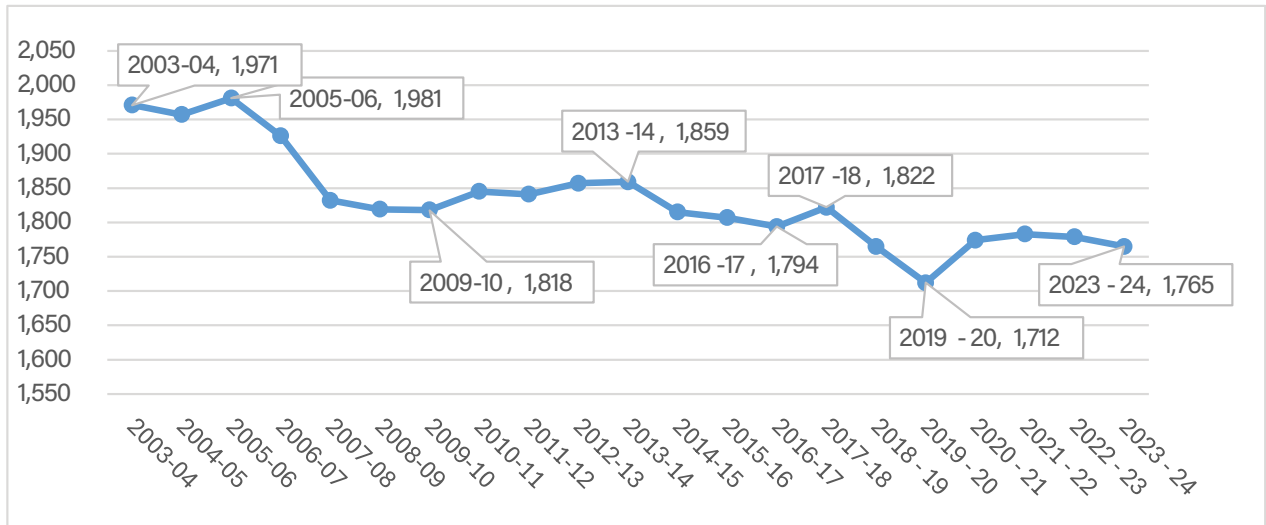
**Table 10: East Hampton USFD K-12 Schools (2023-24)**

Sources: East Hampton USFD K-12 Schools (2023-24)

School	Enrollment
John M. Marshall Elementary School 3 Gingerbread Ln, East Hampton Village	480
Middle School 76 Newtown Ln, East Hampton Village	259
High School 2 Long Ln, East Hampton Town	1,026
<b>Total Enrollment</b>	<b>1,779</b>

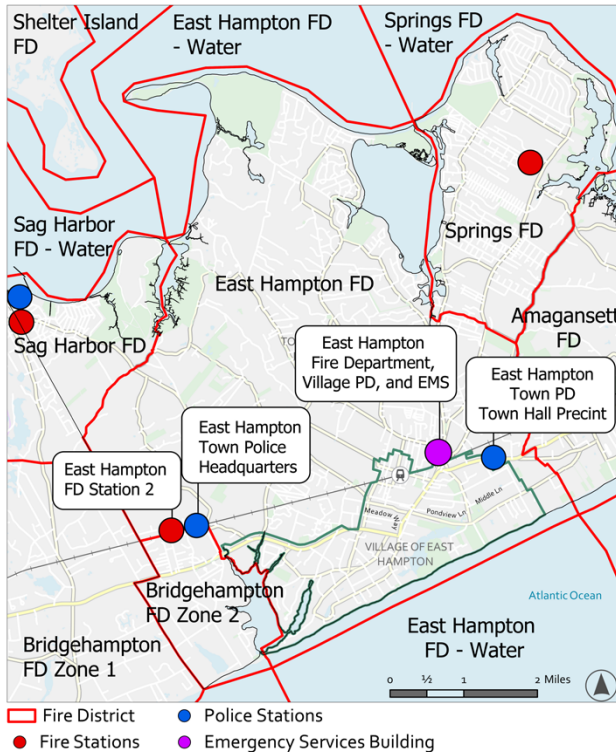
**Figure 26: East Hampton USFD K-12 Enrollment**

Source: NYS Education Department



**Figure 28: Fire Districts and Emergency Services Stations**

Source: NYS GIS, Suffolk County GIS



*East Hampton Emergency Services Building*

Source: Proliner Rescue

### East Hampton Fire Department

The East Hampton Fire Department is a volunteer department that serves 31 square miles, including the Village and additional areas of the Town (see Figure 26). The department has approximately 130 firefighters and three stations: Emergency Service building at 1 Cedar Street, 18 Steven Hands Path (Town), and East Hampton Airport (Town). They have observed an increase in call volumes over the past few years, but the call volume is stabilizing around 1,400 calls per year. They anticipate that call volumes will increase due to new second home insurance requirements mandating monitored fire alarms. The Fire Department indicated that the facilities are adequate and that the Village and Town are responsive to ensuring that they have the equipment they need.

### Emergency Services

Emergency services are provided by the East Hampton Village Department of EMS (EMS). The department is headquartered in the Emergency Service building at 1 Cedar Street. The EMS has approximately 40 members, including 22 EMTs and four EMTs in training. The EMS responds to approximately 1,400 calls each year.

### Medical Facilities/Hospitals

The East Hampton Healthcare Foundation (EHHF) is located in East Hampton Town. It was founded in 1997 following a quality-of-life survey finding that the lack of quality medical care was one of the most serious issues in the community. EHHF was incorporated the next year and began fundraising and established the East Hampton Healthcare Center, which opened in 2002. EHHF provides adult and child primary care and bilingual services to help uninsured and underinsured patients. Staffing is provided through Stony Brook Southampton Hospital. EHHF hosts an annual symposium, six health fairs per year, and provides scholarships to high school graduates.

The closest emergency care facility is the Stony Brook East Hampton Emergency Department. Opened in 2025, and just over the Village border in East Hampton Town, this facility fills a critical gap in the care infrastructure on the East End. The Stony Brook Southampton Hospital was formerly the closest emergency care facility and still serves the region.

### East Hampton Free Library

The East Hampton Free Library was founded in 1897 and is an independent non-profit organization. It moved to its present location at the corner of Main Street and Buell Lane in 1912. This location, across from the Guild Hall Museum, is a cultural cornerstone of the Village's historic district. The

library has seen several changes over the years, and its footprint was doubled in an expansion in 1997. Since, there have been additions in 2014, 2016, and 2024 to provide a Children's addition, Young Adult Room, and additional Young Adult Spaces. The Library houses the significant Long Island Collection, including historical documents and memorabilia.

## Municipal Buildings

### *Village Hall*

Village Hall, located at 86 Main Street in the Village Center, houses the Clerk's Office, the Mayor's Office, the Village Administrator, and other administrative offices.

### *Department of Public Works*

The East Hampton Department of Public Works is located at 172 Accabonac Road located in the Town. The department maintains property owned by the Village and maintains all code enforcement, fire, police and public works vehicles and equipment. The facility at 172 Accabonac Road is currently sufficient for Public Works and there is room for expansion in the case that there is a need to install electric charging stations for the municipal fleet or to add additional police storage space.



*East Hampton Village Hall*  
Source: Village of East Hampton



*East Hampton Library*

## Utilities

### Water Supply

The Village is served by the Suffolk County Water Supply which sources its water from aquifers and local wells.

### Wastewater Treatment

There are currently no sewered areas in the Village. All buildings use on-site septic systems to treat their wastewater. On-site septic systems restrict the number and size of water-intensive businesses like bars and restaurants in the Village. Older septic systems that may be failing also pollute the Village's groundwater which leads to the pollution of surface waters like Hook Pond and Georgica Pond.

The Village is in the planning stage to implement a sewer district centered around the Village Center. An analysis prepared by Dr. Christopher Gobler of the Stony Brook University School of Marine and Atmospheric Sciences (SOMAS), titled, "Quantifying Nitrogen Loading From The Village Of East Hampton to Surrounding Water Bodies and Their Mitigation By Creating a Sewer District," (2022) found that sewerage the Village Center will have positive effects on the water quality in the Village by substantially reducing nitrogen loads and somewhat reducing phosphorous loads in Hook Pond watershed. This effort, in combination with the modernization of septic systems, will reduce algal blooms in and increase dissolved oxygen levels, improve water clarity, and conditions of aquatic life in the ponds.



The Village is currently engaged with engineers to plan the future sewer system. One challenge has been the siting of a treatment facility. In 2022, the Village and its engineers completed a siting feasibility and critical issues analysis. The analysis considered concepts on several sites in the Village and the Town. At present, the Village has not determined the best location of the sewer system, but it continues to move this project forward. Funding would be available through the Community Preservation Fund (CPF) to create a sewer that serves the existing density in the Village. This capacity would facilitate some more wet uses, such as restaurants.

The Village should continue to work with the Town and County to move forward with this capital improvement. There may also be funding available from the state and federal sources.

## Cultural Resources and Facilities

### *Ladies Village Improvement Society (LVIS)*

Founded in 1895, the LVIS has a mission dedicated to keeping East Hampton one of the most beautiful villages in America: "The purposes for which the Society is formed are for the maintenance and preservation of historical landmarks and for the maintenance of ponds, parks, greens, and trees in the Village of East Hampton and vicinity, as well as for charitable and educational improvement and the advancement of the general welfare of the said Village of East Hampton and vicinity." LVIS is primarily a volunteer organization with 30 committees addressing the needs of the mission and operation of the not-for-profit organization. They operate a thrift shop and maintain the historic property, the Gardiner Brown House at 95 Main Street, where they are housed. LVIS directly partners with East Hampton Village in the planting, care and maintenance of Village owned trees, as well as greens, landmarks, flower planters and, along with the Garden Club, the Nature Trail.

### *The Garden Club of East Hampton*

The Garden Club of East Hampton has 85 active members and 35 affiliate/secondary members. The Club was founded in 1914 and celebrated its 100th anniversary of being a member of the Garden Club of America in 2025. The Mission of the Garden Club is to stimulate the knowledge and love of gardening

and protect the quality of the environment through educational programs and work in the fields of conservation and civic improvement.

### *Friends of Georgica Pond*

The mission of the Friends of Georgica Pond is "To preserve the Georgica Pond ecosystem for future generations through science-based, watershed-wide policy and restoration." Their focus is on the water quality of Georgica Pond—to restore it to EPA water quality standards. To that end, they have initiated in-pond management and watershed-wide actions. The organization was founded in 2015 in response to toxic cyanobacteria blooms that plagued the pond at that time.

### *Maidstone Club*

The Maidstone Club was initially formed as the East Hampton Lawn Tennis Club in 1879 and was officially incorporated as The Maidstone Club on October 28, 1891. Maidstone's founders named it to honor the origins of East Hampton's earliest settlers, who came from Maidstone in Kent, England. Maidstone is among the longest continuous owners of property in the Village.

Maidstone is the owner of the largest parcel of property in the Village—approximately 205 acres. This property, bordered by the Atlantic Ocean, Old Beach Lane, Dunemere Lane and Highway Behind the Pond, consists of a clubhouse, beach facilities,



paddle courts and a nine-hole and an 18-hole golf course. Tennis, croquet and summer camp facilities are located off Maidstone Lane.

Maidstone consists of 480 family memberships. Nearly all families have homes in the Village or within the Town of East Hampton. Maidstone has a staff of over 270 employees, 30 full-time and 240 part-time. To provide housing for approximately 100 staff members, Maidstone has staff rooms in the clubhouse and owns four properties and rents several additional homes in the Village or in the Town of East Hampton.

From its earliest days, Maidstone has had a close relationship and partnership with the Village. For example, Maidstone has worked closely with the Village to protect Village beaches through proactive dune management, to support the safety of bathers on Egypt and Wiborg beaches through an integrated lifeguard communication protocol and annual Village lifeguard training at Maidstone. Maidstone also monitors the water levels in Hook Pond to minimize the risk of flooding for Village residents with homes adjacent to the pond.

#### ***Village Preservation Society***

The Village Preservation Society of East Hampton was formed in 1982 in response to a threat to demolish the Gardiner Brown House to create a parking lot. VPSEH formed, saved the Gardiner Brown House and brokered the deal that enabled the Ladies Village Improvement Society to house



*The Maidstone Club*

Source: Americasroof, Wikimedia Commons



*Osborne-Jackson House Museum*



*Clinton Academy*



*Clinton Academy*



their operations there. The mission of VPSEH is to preserve historic structures, neighborhood character and quality of life in the Village of East Hampton and the surrounding area with the support of 350 members. VPSEH's first restoration project was to restore the Gardiner Windmill, in partnership with the Village. Their biggest contribution was creating the East Hampton Healthcare Foundation, a response to our 1997 Quality of Life Survey identifying a lack of quality medical care in East Hampton.

### ***East Hampton Historical Society***

Founded in 1921, the East Hampton Historical Society's mission is "to serve the residents and visitors of East Hampton by collecting, preserving, presenting and interpreting the material, cultural and economic heritage of the Town and its surroundings." To fulfill its mission, the Historical Society preserves and interprets six historic properties, including the Dominy Shops Museum, Clinton Academy, the Thomas & Mary Nimmo Moran Home and Studio, and the Mulford Farmstead, presents an array of exhibits and educational programs, and provides historical perspective on contemporary issues facing the community.

### ***Dominy Shop Museum***

The Dominy Shops Museum is a reconstruction of the 18th century Dominy house with the original woodworking and clock shops restored and

attached. The last descendants of the Dominy family moved out of the house in 1941 and the building became derelict. The house was dismantled in 1946 and preserved by Dudley Roberts on his property on Further Lane. The shops were gifted to East Hampton Village in 2016, which reconstructed the Dominy family home on its original foundation on North Main Street. The Dominy craftsmen were responsible for hundreds of custom commissions ranging from cradles to coffins, wooden buttons to watch repair, clocks, fine furniture, and even the 1806 Hook Windmill that still stands nearby at the southern end of North Main Street. The site is administered by the East Hampton Historical Society.

### ***Thomas & Mary Nimmo Moran Studio***

The Thomas & Mary Nimmo Moran Studio is a National Historic Landmark. In 1884, Moran built the first artist's studio in East Hampton which marked the beginning of the Village as an artist's colony. The Moran Studio is a Queen Anne style-studio cottage. The Studio is now a member of the Historic Artists' Homes and Studios Program of The National Trust for Historic Preservation. This program celebrates the homes and working studios of American artists across the nation. It is owned and administered by the East Hampton Historical Society.



*Dominy Shop Museum*



*Hook Windmill*

### ***Clinton Academy***

Clinton Academy was one of the first academies in New York State chartered by the Board of Regents. The academy was constructed in 1784 with funds contributed by local citizens at the request of the Rev. Samuel Buell, the pastor of the East Hampton Presbyterian Church. Named for Governor George Clinton, the Academy was a co-educational institution preparing young men for college or for careers in seafaring or surveying. Young women



were schooled in etiquette, social graces, and household management. Students came from a broad range of places including Long Island, New York City, New Jersey, and Connecticut as well as from the West Indies.

After the state dissolved the chartered academy system, the building was expanded in 1886 and became known as Clinton Hall. During the late 19th and early 20th centuries, it served at times as a community center, playhouse, Town offices, polling station, the original location of Guild Hall and the East Hampton Library, and as offices for the East Hampton Star.

With funding from Mary and Lorenzo E. Woodhouse, Clinton Hall was restored to its late-Georgian style appearance in 1921 and is currently the headquarters of the East Hampton Historical Society.

### ***Mulford Farmstead***

Mulford Farm, listed on the National Register of Historic Places, is considered one of America's most significant, intact, English Colonial farmsteads. Originally built in 1680, the farmhouse has been left largely unchanged since 1750.

With a couple of exceptions, the home was owned by generations of Mulfords from 1712 until it was acquired by the East Hampton Historical Society in 1948. Furnished with period artifacts, the house tells the story of the American Revolution in East Hampton. While helping to lead the cause for

American independence, Colonel David Mulford was among the largest slaveholders on the South Fork.

The Mulford Barn, constructed in 1721, is one of the most intact early-18th-century English-plan barn forms in the state. The Mulford Barn was evaluated by the State Department of Parks, Recreation and Historic Preservation in 1990 and deemed the second most important 18th-century barn in New York State.

Also, on the grounds is "Rachel's Garden," a recreated 18th century dooryard garden, designed and maintained by the Garden Club of East Hampton. The garden features plants that were grown by the colonists for medicinal, culinary, dyeing and housekeeping purposes.

### ***Guild Hall***

Guild Hall is one of the first multidisciplinary centers in the country to combine a museum, theater, and education space under one roof. Guild Hall opened on August 19, 1931, founded by philanthropist Mary Woodhouse on the principle that participation in the arts creates greater civic engagement.

For 94 years, Guild Hall has embraced this open-minded vision and provided a welcoming environment for the public to engage with art exhibitions, performances, and educational offerings. Art and artists have long been the



*Thomas & Mary Nimmo Moran Studio*  
Source: East Hampton Historical Society



*Landmarked elm trees along Main Street*

engine of Guild Hall's activities, and the institution continues to find innovative ways to support creativity in everyone.

Guild Hall boasts a jewel-box proscenium theater and an AAM accredited art museum. The much-loved institution has been a cultural cornerstone of the Hamptons ever since. The world-class artistry presented at Guild Hall is uncommon for a small Village.

### ***Home Sweet Home Museum***

Home Sweet Home is the most distinguished saltbox home in East Hampton. The house dates from the first quarter of the eighteenth century, with paneling installed in the parlor in the mid-century. It is situated on the Village green in the center of colonial East Hampton. The Village of East Hampton, by referendum, bought the house and the collections and opened Home Sweet Home as a museum on December 15, 1928.

Home Sweet Home contains fine eighteenth and nineteenth century antiques, China and lusterware and antique period and colonial revival furnishings. The gardens reflect garden styles and include plant species that were in gardens in the United States and Europe from medieval times to the nineteenth century. These include a parlor window fragrance garden, a nineteenth century pleasure garden, and an eighteenth-century herb garden.



*East Hampton Free Library*



*Home Sweet Home Museum*  
Source: Good City Living

### ***Houses of Worship***

Houses of worship in East Hampton Village, include the Chabad of the Hamptons, First Presbyterian Church of East Hampton, First United Methodist Church, Jewish Center of the Hamptons, Most Holy Trinity Catholic Church, and St. Luke's Episcopal Church.

## **Historic Resources**

### **Introduction**

There are three levels of historic preservation designations: Local, State, and National. At each of these levels, there can be individual and district listings. Each type of designation, and any affiliated guidelines or regulations, are described under the relevant sections that follow.

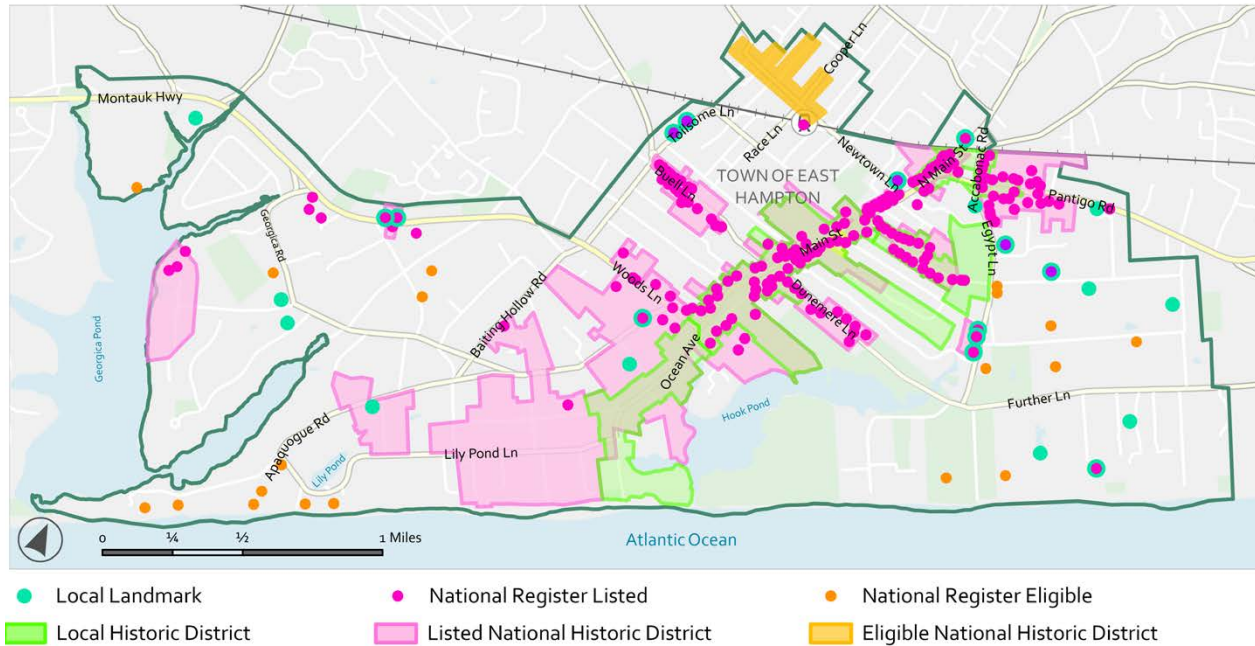
### **Local Historic Districts and Resources**

Chapter 176 of the Village Code provides regulations for the preservation of historic areas in the Village. The Village Board of Trustees has the authority to designate historic landmarks and districts following the recommendation of the Design Review Board and a public hearing. Landmarks and historic districts are designated because of their historic or aesthetic characteristics, relationship to historic people and events, distinguishing characteristics of an architectural style, the work of regionally important architect, designer, or builder, or because of a unique location or singular physical characteristic, or representing a familiar visual feature in a neighborhood. The Village also distinguishes the importance of timber-framed landmarks in its code and restricts the removal of components of pre-1880 timber frame structures.



**Figure 29: Historic Resources**

Sources: NYS GIS, NYS Cultural Resource Information System (CRIS), Village of East Hampton, BFI Planning



There are four locally designated historic districts in the Village:

- Main Street Historic District (1986)
- Hook Historic District (1996)
- Hunting Lane Historic District (1998)
- Ocean Avenue Historic District (2007)

The Village currently only has one locally designated Historic Landmark (Odd Fellows Hall) and has jurisdiction over only one locally designated historic interior (Hunting Inn).

In 2016, the Village added 23 individual Timber Frame structures to the Village of East Hampton Timber-Frame Landmarks list. Both the exterior and historic interior framing structure are protected (see Figure 27 and Table 11).

### Design Review Board

The Design Review Board (DRB) is responsible for administering the Village's historic preservation code, which empowers them to hire consultants, adopt criteria for the protection of local resources, make determinations on applications for certificates of appropriateness, increase public awareness about the value of historic preservation, and conduct surveys of significant historic landmarks and historic districts. The DRB makes recommendations to the Village Board of Trustees on designation of landmarks and historic districts, acquisitions of historic structures and easements, the use of state, federal or private funds to promote the preservation of landmarks and historic districts, and on the zoning code to support landmark and historic district preservation.

### Certificate of Appropriateness

A Certificate of Appropriateness is required to alter, restore, reconstruct the exterior, demolish, construct on, or move a designated landmark or property within an historic district. It is not required for normal maintenance that does not change the design or appearance. The Design Review Board is responsible for adopting the criteria and for reviewing applications for certificates of appropriateness. Generally, these requirements ensure that the integrity of the exterior appearance of structures within the historic districts and of designated landmarks is visually compatible with the surroundings.



**Hardship Exemption**

A property owner may apply to the Village Board of Trustees for relief from landmark designation or inclusion in an historic district on the grounds that the designation or inclusion imposes a hardship upon the property owner.

**Historic Preservation Committee**

The Historic Preservation Committee was established in 2021 to assist various land use boards in reviewing applications “in promoting the general welfare by providing the identification, protection, enhancement, perpetuation, and use of buildings, structures, signs, features, improvements, sites, and areas within the Village that reflect special elements of the Village’s historical, architectural, cultural, economic or aesthetic heritage.” At present, the land use board must request the Historic Preservation Committee’s input for their involvement. Greater use could be made of this committee to strengthen and coordinate historic preservation in the Village.

**Table 11: Village Designated Historic Landmarks and Timber-Frame Landmarks**

Sources: Chapter 176 East Hampton Village Code

Historic Landmarks	Location
Old Fellows Hall	28 Newtown Lane
Timber Frame Landmarks	Location
Phoebe Hunting House	21 Hither Lane
Rowdy Hall	111 Egypt Lane
Joseph Osborn House	19 Pudding Hill Lane
Barnes-Hassam House	48 Egypt Lane
Isaac Hedges House	61 North Main Street
Noah Barnes House	15 Georgica Road
Miller House	29 Jones Road
John Dayton House	253 Montauk Highway
Gansett House	117 Egypt Lane
Miller Dayton House	19 Toilsome Lane
Edward Mulford House	34 Hither Lane
Josiah Dayton House	35 Toilsome Lane
Baldwin Cook Talmage House	10 Cove Hollow Farm
Fulling Mill Farm	258 Georgica Road
William Sherman House	129 Egypt Lane
Hiram Sanford House	13 Egypt Lane
Stafford Hedges House	50 Cross Highway
Talmage Jones House	132 Montauk Highway
Ezekiel Jones House	128 Montauk Highway
Nathan Barnes House	15 Amy’s Court
Dominy Shops	62 Further Lane
Hayground Windmill	33 Windmill Lane
Methodist Episcopal Church	10 Spaeth Lane



### Other Regulations

In 2024, the Village adopted local laws to restrict the hours of operation for eating establishments which laws prohibit food and beverage services after 11:00PM within the locally designated historic districts. Late night restaurant clubs are prohibited within the historic district. Late-night clubs include membership-based social dining and drinking establishments that operate between 11:00PM to 5:00AM, including restaurants, night clubs, inns, and other similar establishments.

### Local Preservation Tax Exemption

Residential buildings within designated historic districts and designated landmarks are eligible for tax exemptions for applicable historic preservation restoration activities.

### State and National Register of Historic Places

There are eight historic districts in East Hampton Village that are listed on the National Register of Historic Places (see Figure 12). Within these historic districts, there are 182 listed resources, including buildings, structures, and other resources. There are also two State Register listed historic districts that are eligible for listing on the National Register (Newtown Lane Historic District and First Presbyterian Church complex).

**Table 12: National Register Listed Historic Landmarks**

Sources: NYS OPRHP Cultural Resource Information System (CRIS)

Landmark Name	Location
Bakers Tavern	181 Main St
The Fishing Box	187 Main St
	195 Main St
Osborne House	6 Woods Ln
Welby Residence	148 Pantigo Rd
Howard Bldg/ Comm	31-33 Main St
Parsons House (Commercial)	45 Main St
Old Barn Bookshop	57A Main St
Brockman Residence	80 Huntting Ln
Hammer Residence	82 Huntting Ln
Hare Residence	117 Main St
Garrett Residence	7 Fithian Ln
Talmadge Residence	61 North Main St
Non-Contributing Commercial Bldg	47-49 Main St
East Hampton Long Island Rail Road Station	Railroad Avenue
Hayground Windmill	33 Windmill Ln
Havenon Residence	69 Briar Patch Rd

There are 17 National Register listed and 24 eligible individual historic resources outside of the Nationally designated historic districts (see Figure 28 and Table 12). 1974, the LVIS successfully nominated 12 Village properties for listing on the

National Register of Historic Places including the Village green, Mulford Farm, and Home Sweet Home.

### ***State Historic Preservation Office***

The State Historic Preservation Office (SHPO) is responsible for working with the National Park Service (NPS) to administer programs such as the statewide historic resources survey, federal rehabilitation tax credit, Certified Local Government program, State historic preservation grants, federal environmental review, and technical assistance.

### ***State Register***

The State Register is the official list of buildings, structures, districts, and other resources that are significant to the history, architecture, archeology, engineering, and culture of the state. Listing on the State Register gives some protection from the effects of state agency-sponsored, licensed, or assisted projects through a notice, review, and consultation process. Matching state historic preservation grants are available for municipal and not-for-profit owners of registered historic properties. Listing does not put any restrictions on private owners of the registered properties.

### ***National Register of Historic Places***

The National Register of Historic Places, maintained by the NPS, is the nation's official list of sites worthy of preservation for their historic, architectural, and other cultural values. Listing on the National Register provides some protection from the effects of federal agency-sponsored, licensed, or assisted projects through a notice, review, and consultation process. Being listed on the national register gives

property owners access to federal preservation tax credits, NPS grant programs, and preservation easements.

### ***Eligible Resources***

Before a resource is listed, the SHPO will determine if it is "eligible" meaning that it meets specific criteria, and additional documentation is requested of the nominator. The New York State Board for Historic Preservation will review the documentation and recommend listing on the State Register and forward the application to the NPS for review and listing on the National Register.

### ***State and Federal Preservation Tax Credits***

Structures listed individually on the National Register of Historic Places or contributing structures in a National Register historic district may be eligible for federal and state tax credits. An owner of a historic property can also enter into an easement agreement with a preservation or conservation nonprofit to preserve their property in perpetuity while qualifying for tax reductions.

### ***Certified Local Government Program***

East Hampton Village is a Certified Local Government (CLG). Certified Local Governments meet the criteria of the SHPO approved by the NPS, including elements within the code, preservation commission member qualifications, and regular reporting requirements. CLG status makes a municipality eligible for competitive



May Groot Mansion

grants, including money from the Federal Historic Preservation Fund that is awarded to the state annually. The Village should consider measures to maintain this status such as retaining a historic architectural consultant.



## Issues and Opportunities

### Facility Needs and Infrastructure Gaps

While the Village's core facilities are functional, several buildings, including Village Hall and departmental offices, are fragmented across locations and may not be optimized for collaboration or space efficiency. Some departments lack adequate storage, office space, or modern infrastructure to support future needs. In parallel, the lack of high-speed internet and cell service in parts of the Village poses challenges to emergency response, public services, and daily life for residents and visitors. The ongoing planning effort to establish a sewer district is also central to the Village's future development, as failing septic systems pose a risk to water quality and limit the potential for other uses that would help make the Village Center a more dynamic place to visit. Addressing these gaps through strategic capital investments and state or federal funding opportunities will be key to improving service delivery and public health.

### Emergency Services Capacity and Access Constraints

While East Hampton Village benefits from dedicated emergency personnel and volunteers, the increasing complexity and volume of calls—particularly for fire and emergency medical services—highlight the

need to strengthen both capacity and accessibility. Volunteer-based departments are facing recruitment and retention challenges, and additional demands stemming from new insurance requirements and population fluctuations intensify the strain on existing resources. Access for emergency vehicles is also a growing concern, particularly in areas with narrow roads, dense summer traffic, or limited cell service. Addressing these challenges will require strategic investment in staffing, infrastructure, and public education, along with coordination with regional partners. The expansion of emergency medical facilities, such as the Stony Brook East Hampton Emergency Department, is a critical step forward, but must be supported by continued efforts to ensure responsive, equitable, and modern emergency services for all residents and visitors.

### Support for Cultural Institutions and Civic Organizations

Civic organizations such as the Ladies Village Improvement Society (LVIS), Garden Club, Village Preservation Society, and the East Hampton Historical Society contribute significantly to the character and quality of life in East Hampton Village. They maintain public gardens, preserve historic buildings, and support education and the arts. However, these groups often operate with limited resources and are increasingly reliant on a small pool of volunteers. There is an opportunity to strengthen coordination among these groups, provide shared space or support through municipal

facilities, and foster cross-generational engagement in community life. Village support, both financial and logistical, can help ensure these institutions remain vibrant and resilient in the face of changing demographics and limited capacity.

### Historic Preservation as a Community Asset

The Village is home to a remarkable inventory of historic structures, landscapes, and cultural sites that define its unique identity. While much has been done to protect these assets through local and national designations, there are still opportunities to expand protections, update design guidelines, and make preservation more accessible to property owners. Maintenance of publicly owned historic properties is costly, and adaptive reuse strategies may be necessary to sustain them over time. To prevent these assets from becoming long-term financial burdens on the Village, it will be essential to identify economically sustainable uses and funding models that balance preservation with practicality. Exploring financial tools like the Community Preservation Fund, state and federal tax credits, or preservation easements could unlock resources for long-term stewardship. By investing in documentation, education, and creative programming, the Village can strengthen its identity while encouraging broader community involvement in preservation efforts.

## Shared Challenges and Opportunities with the Town

Many of the Village's most pressing issues, such as affordable/workforce housing, transportation and mobility, environmental quality, solid waste management, and recreational access, are regional in nature and extend beyond Village boundaries. Continued collaboration with the Town of East Hampton is essential to ensure coordinated planning and investment in shared priorities. Whether through joint facilities, planning efforts, or co-managed programs like the YMCA (a Town-owned facility on Village-owned land) and wastewater infrastructure, East Hampton Village and the Town are stronger when they act together. Deepening these partnerships will help the Village access additional resources, address overlapping concerns, and meet the needs of both year-round and seasonal residents.

## Strategies and Recommendations

### 6.1: Provide adequate and high-quality infrastructure and facilities

#### *6.1.1. Improve cell phone and high-speed internet infrastructure.*

Cell phone service is inconsistent and weak in areas throughout the Village including some parts of the Village Center, which can be an issue for facilitating new smart-city technologies such as mobile parking payments. Internet infrastructure is also reportedly lacking, which presents challenges to businesses, residents, and visitors.

#### *6.1.2. Identify an appropriate location for a sewer treatment facility for the Village Center.*

The Village is currently working with engineers to determine a site for a sewer treatment facility.

#### *6.1.3. Continue to use the DPW site for public works and other Village government needs.*

It was determined that the Department of Public Works property, which is located in the Town but owned by the Village, is not ideal for a sewer facility. The property is large and has space for future expansion of DPW or other Village needs such as electric charging stations for the municipal fleet, vehicle storage, and evidence storage facilities for the Police Department.

#### *6.1.5. Strengthen partnerships to protect beaches.*

Although the Town has jurisdiction over the beaches, the Village plays a key supporting role. It helps manage beach parking lots, safeguards dune systems, and influences water quality. The Village also partners with the Maidstone Club, which manages its dune and shoreline areas and provides lifeguards. Continued collaboration is essential to maintain the recreational value and environmental health of local beaches. Additional beach-related strategies are detailed in Chapter 6.

#### *6.1.6. Strengthen the partnership with the school district on facilities.*

The Village's Herrick Park provides ample high-quality recreational amenities to the schools. The School District's facilities planning is ongoing and voters can vote on bond requests.. The School may consider building its own pool facility to provide an alternative for aquatic programming to the YMCA.

#### *6.1.7. Develop a long-term YMCA Facility Plan.*

The YMCA property is jointly owned by the Village and the Town: The Village owns the land, and the Town owns the building. The YMCA provides the main facility for aquatic recreation in the Village. It is currently in need of upgrades to ensure continued viability.

## 6.2: Ensure and strengthen emergency services and access

### 6.2.1. Increase public awareness for emergency vehicle access.

Launch a public education campaign reminding drivers to yield to emergency vehicles and discourage imitation lighting by rideshare vehicles.

### 6.2.2. Continue to support the Fire Department's ISO rating improvement.

Provide resources and coordination to help the Fire Department maintain and improve its Public Protection Classification (PPC), which benefits all insured properties in the Village. The Fire Department's rating is currently a 2/2X, with 1 being the best and 10 being the worst score. This rating is in the top 5% of fire departments in New York State.

## 6.3: Document historic assets in the Village

### 6.3.1. Complete a cultural resources survey.

Partner with the Design Review Board, LVIS, Village Preservation Society, the Village Historian, the Historical Society, and a historic preservation consultant to conduct a comprehensive inventory of the Village's historic and cultural assets. This survey will identify properties that may qualify as individual landmarks, additions to existing historic districts, or candidates for new district designations. Where appropriate and with property owner consent, assets can be nominated for local, State, and National Register listings to increase access to funding and

preservation incentives. The inventory should also help prioritize properties for potential acquisition or preservation easements to ensure long-term protection.

### 6.3.2. Preserve historical documents and artifacts.

Collaborate with the East Hampton Library and the Historical Society to establish a formal process for cataloging and preserving documents and artifacts related to the Village's history. In addition to protecting historic structures, the Village should maintain a strong commitment to safeguarding historical materials. A standardized procedure should be developed for managing these items, particularly when new historic properties are acquired or existing ones are renovated.

## 6.4: Improve the regulatory framework to protect historic assets

### 6.4.1. Explore new designation options for historic protection.

Assess community interest and examine the legal pathways for establishing additional forms of historic protection, such as interior landmark designations and scenic landscape designations, for eligible properties and public spaces. These expanded designation options would allow the Village to protect not only the exterior and structural elements of historic sites but also significant interior features and culturally important landscapes. Exploring these alternatives will help ensure that a broader range of historic and aesthetic values are preserved for future generations.

### 6.4.2. Update architectural design guidelines for historic resources.

Review and update the architectural design guidelines for locally designated historic districts to ensure they effectively guide construction, alterations, and other changes within these areas. Evaluate the current process for granting Certificates of Appropriateness and identify opportunities to better integrate the guidelines into the architectural review process.

## 6.5: Maintain and acquire historic assets

### 6.5.1. Create maintenance and use plans for Village-owned historic properties.

The Village owns several significant historic properties, including the Osborn-Jackson House, the Gardiner Mill Cottage, and three windmills (Hook Mill, Pantigo Mill and Gardiner Mill). All of these properties require substantial ongoing maintenance, making long-term financial planning essential. A dedicated maintenance and financial plan should be developed for each property to ensure their preservation and sustainability. Additionally, many of these assets are currently underutilized. A comprehensive study of Village-owned facilities could identify opportunities for appropriate use, including income-generating options such as leasing to local businesses. Where appropriate, these uses should reflect the property's historical function or incorporate adaptive reuse strategies that respect its historic character.



### ***6.5.2. Acquire easements on key properties and facades.***

The Village could use CPF funds to acquire easements on facades in the Village center or other private properties to ensure that there are stronger protections on the appearance of priority properties. The Village could explore whether preservation easements could be tied to restrictions on the use of properties such as by ensuring that local businesses continue to thrive in the Village's commercial districts.

### ***6.5.3. Acquire historic properties using CPF and other sources of funding.***

In addition to easements, ownership of historic properties can provide a great amount of protection. However, historic properties are very costly to maintain, and the Village and Town could come up with a financing plan for any properties they jointly acquire using CPF or other funds.

### ***6.5.4. Maintain and restore the Village's historic cemeteries.***

Work with cemetery owners to maintain these historic resources, including the North End Cemetery, South End Cemetery, and Jericho Cemetery. Consider supporting volunteer programming for cemetery and gravestone cleanups.

### ***6.5.5. Leverage status as Certified Local Government.***

Certified Local Governments (CGL) have access to state and federal resources and funding for preservation through the State Office of Historic Preservation (SHPO).

## **6.6: Promote heritage awareness and programming**

### ***6.6.1. Create a Cultural Heritage Trail.***

### ***6.6.2. Enhance preservation programming and volunteerism.***

The historic assets in the Village contribute greatly to its charm and provide economic vitality. Programming that highlights these historic resources such as walking tours, maps and guides, and a distinct signage program, all enhance heritage awareness and appreciation. These efforts should be continued through partnerships between community organizations such as LVIS, the Historical Society, the Village Preservation Society, and the Chamber of Commerce. The Village could also consider hiring a historic preservation consultant to guide this effort.

In addition to joint walking tours, the Village and its preservation partners can work on other types of activities to help maintain the Village's historic assets. For example, participatory programs like gravestone cleanups are a great way to get volunteers invested in the community's historic resources.

### ***6.6.3. Identify structures and/or areas of historical relevance with in-ground plaque or marker.***

The Village could help to provide funding to acquire NPS-approved bronze plaques for properties on the National Register. Working with community groups who focus on historic preservation, the Village could design a standard signage or plaque for locally designated landmarks. The William G. Pomeroy Foundation has a historic marker grant program which could provide funding to help implement this project.

### ***6.6.4. Create a website with educational content about historic assets.***

The Village and other preservation community groups could work together to build a website containing photographs, documents, maps, and other content pertaining to historic resources in the Village.

### ***6.6.5. Strengthen collaboration on heritage preservation.***

The Village, the Village Historian, the Design Review Board, the Village Historic Preservation Committee and local community groups including, but not limited to, the LVIS, the Historical Society, the Village Preservation Society, the East Hampton Library, and the East Hampton Foundation should collaborate regularly on initiatives to further the Village's preservation goals.

## 6.7: Collaborate with the Town

The Village should continue to strengthen its partnership with the Town to address shared priorities, including transportation improvements, scenic preservation along common boundaries, and the strategic use of Community Preservation Funds for land conservation and community projects. Collaborative efforts should also focus on expanding affordable and workforce housing opportunities through the Community Housing Fund (see Chapter 2), managing environmental concerns such as non-point source contamination, and improving recycling and solid waste management (see Chapter 6). By working together, the Village and Town can better manage growth, protect natural resources, and enhance recreational facilities to support residents and visitors.

## 6.8: Collaborate with community organizations

### 6.8.1. Continue to support events and programming.

Several annual events in the Village are long held traditions and a draw to visitors. The planning and execution of these events requires strong partnerships between the Village's community organizations and its departments, particularly the police department. The Village and its partners should do their best to manage noise, parking, and traffic and other externalities of events while providing fun and memorable experiences to the community and visitors.

### 6.8.2. Encourage and sustain volunteerism.

While volunteerism has declined in communities across the nation, two major issues impacting volunteerism in East Hampton are the lack of workforce housing and the seasonal nature of the community. The EMS department has successfully recruited volunteers through the high school.

### 6.8.3. Invest in community programs and spaces.

While volunteerism provides a sense of ownership for the community, there may be too much reliance on volunteer groups to fund and staff Village projects. Investing money and labor into key projects will enable long-term success of projects, such as the maintenance of gardens and the Nature Trail.



*Hamptons International Film Festival banner*

# 7

## PARKS AND OPEN SPACE, NATURAL RESOURCES, SUSTAINABILITY AND RESILIENCE

### Vision

#### Protecting Natural Resources

East Hampton Village is committed to protecting and managing its natural resources through a range of strategies that balance environmental stewardship with the Village's unique character. Key priorities include acquiring open spaces, protecting wetlands, beaches, dunes, and wildlife habitats, and encouraging stewardship by both the Village and private landowners.

Improving wastewater treatment infrastructure and expanding partnerships to manage water pollution, especially from non-point sources, are key strategies for enhancing water quality.

Education on sustainable landscaping practices, such as water conservation and reducing pesticide use, will promote a healthier environment.

#### Become a more sustainable and resilient community

The Village of East Hampton is committed to the three E's of sustainability: Environment, Economy, and Equity.

The environment and natural resources contribute to the health and beauty of the Village, while their protection is paramount for combatting the negative impacts of climate change. The Village will protect and enhance the natural environment.

A sustainable economy includes having a diversity of businesses, embracing green technologies and industries, and the regulation of hazardous practices.

Climate impacts effect different segments of a community differently. The Village will implement sustainability and resilience measures in a way that is equitable and addresses disparities in the community while ensuring the safety, health, and quality of life for all.

The Village will reduce greenhouse gas emissions, transition to renewable energy sources, reduce waste, mitigate the impacts of climate change, and prepare for disasters.

### Introduction

East Hampton is a coastal community with about four and a quarter miles of Atlantic Ocean coastline. Other key waterbodies include Georgica Pond, Hook Pond, Lily Pond and the Town Pond, connected by coves, streams, and wetlands. Coastal areas have fragile tidal wetland and dune areas that provide important habitats to endangered plant and animal communities. Conservation lands in the Village include the Paz Yangco Ossorio Preserve, the Fulling Mill Farm Preserve, and the Nature Trail. Herrick Park is the main public recreational park in the community. As a coastal community, the Village has several beaches, yet faces vulnerabilities, including flooding, storm surge, and sea level rise.



*An East Hampton Beach on the Long Island Sound*



## Parks and Open Space

### Parks

Herrick Park and the Nature Trail are two of the most significant parks in the Village. Herrick Park provides 7.6 acres of active recreational space including a baseball field, basketball courts, tennis courts, and public restrooms. Herrick Park is in the Village Center, behind the Reutershan Parking Lot. Herrick Park provides recreational facilities to the local schools.

The Nature Trail is a 24-acre preserved natural area located in the Hook Pond watershed. It provides a refuge for wildlife and passive trails for residents and visitors to enjoy the natural beauty. The Ladies Village Improvement Society (LVIS) and the Garden Center of East Hampton are instrumental in maintaining the property through volunteer work.

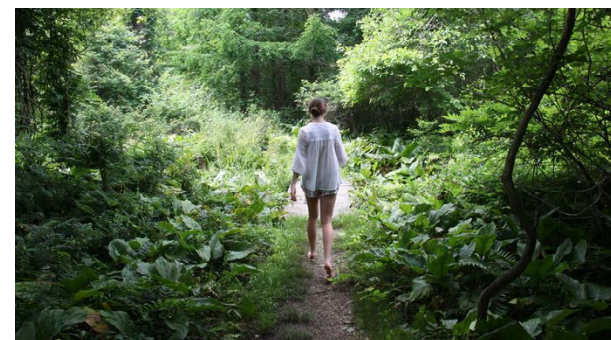
The beaches are key to the identity of East Hampton and its quality of life. They include Georgica Beach, East Hampton Main Beach, Wiborg Beach, Egypt Beach, Two Mile Hollow Beach. All the beaches are managed by the Town, while the Village manages the main beach parking lot.

**Figure 30: Parks and Conservation Land**

Sources: NYS GIS, Suffolk County GIS, Town of East Hampton, Village of East Hampton, BFI Planning



Herrick Park



The Nature Trail

Source: Ladies Village Improvement Society

## Open Space and Protected Lands

Open space and preservation land is crucial to the vitality of East Hampton's natural resources and the Village character. Parcels that have been conserved as open space include the Paz Yangco Ossorio Preserve and the Fulling Mill Farm Preserve. Approximately 183 acres of land in the Village is preserved as parks and conservation land, representing roughly 6% of the Village's land area (not including streets and right-of-way). An additional 100 acres, or 3% of parceled land area, is made up of water including Hook and Georgica Ponds. Open space is preserved by a mix of municipal and nonprofit agencies, including Village of East Hampton, the Town of East Hampton, and New York State. Nonprofits that conserve land in the Village include the Peconic Land Trust and the Nature Conservancy. Other open spaces have been preserved through conservation subdivisions and easements. Figure 28 shows the preserved land in the Village.

### Community Preservation Fund

The Community Preservation Fund (CPF) was created in 1998 by referendum to collect a 2% real estate transfer tax to protect open space through acquisitions. The Village shares the proceeds of the CPF with the Town. Properties acquired with money from the fund are owned by the Town but managed exclusively by the Village. CPF money can only be used for properties identified in the Community Preservation Project Plan. Funds

can be used for preservation of agricultural land, open space, wetlands, aquifer recharge areas, undeveloped beaches and shorelands, streams and riverine areas; and water quality improvement projects, including wastewater treatment, aquatic habitat restoration, and pollution prevention; and the establishment of parks, nature preserves, wildlife refuges, recreational areas, greenbelts, and waterway access.

### *Village of East Hampton Open Space Program (2009)*

The purpose of the Open Space Program is to:

1. Establish the importance of open spaces both historically and culturally
2. Identify remaining potential open spaces
3. Outline adoption and acquisition procedures
4. Promote an open space planning and management program

### *Town of East Hampton Community Preservation Project Plan (2011)*

This plan is an update of the Community Preservation Project Plan initially adopted in 1998 and revised in 2005. The plan makes an inventory of parcels within the Town and Village of East Hampton which are intended to be publicly acquired. The plan establishes preservation priorities and describes alternative preservation methods to acquisition, including through

zoning regulations, cluster subdivisions, private conservation, transfer of development rights, and easements. The following principles were used to evaluate each parcel of land:

- Protection of all remaining unprotected farmland
- Protection of as much land as possible over the Town's deep groundwater recharge areas
- Protection of meaningful blocks of open space
- Protection of sensitive areas
- Protection of historic and cultural resources
- Recreation (i.e. potential for recreational use)
- Development status (i.e. protection of remaining vacant land)

## Natural Resources

### Surface Water

The two primary watersheds in East Hampton Village drain into Hook Pond and Georgica Pond. A small area also drains into Lily Pond. Hook Pond drains into the Atlantic Ocean. Georgica Pond is technically a lagoon that is opened in the spring and fall by the Town to encourage flushing. Another small pond is Town Pond, which drains into Hook Pond, and receives some drainage from nearby roads but is also pumped with groundwater to keep it filled to a certain level. The ponds are a scenic refuge for wildlife; however, their water quality is threatened by point and non-point source pollution. Both Georgica and Hook Ponds are considered “impaired” based on NYSDEC and US EPA standards. Algal blooms, low oxygen, poor clarity, and loss of aquatic life occur due to nitrogen and phosphorus pollution which enters the watersheds through point and non-point sources.

### Wetlands

Wetlands in the Village include the ocean beaches and areas adjacent to the ponds and their drainage sources. Chapter 163 of the Village code regulates wetlands. Wetlands regulations apply to the area 150 feet from the boundary of a wetland for buildings, 200 feet for septic or discharge systems, and 125 feet for any clearing of land, landscaping,

**Figure 31: Suffolk County Groundwater Management Zones**

Source: NYS GIS, Suffolk County GIS, BFI Planning



or fertilizer use. A permit is required for regulated activities within the wetlands area and buffers. The State regulates wetlands larger than 12.4 acres (on January 1, 2028, the threshold will be reduced to 7.4 acres), wetlands that meet 11 unusual importance criteria, and a 100-foot adjacent area to maintain protective buffers.

### Groundwater Resources

#### *Suffolk County Groundwater Management Zones*

Groundwater provides the sole source of potable water in Suffolk County and is impacted by human activities on the land above the aquifer system. Article 6 of the Suffolk County Sanitary Code establishes Groundwater Management Zones (GMZ) to protect the aquifer system from contamination. East Hampton Village is in the GMZs IV and V (see Figure 29). These regulations aim to limit groundwater nitrogen concentrations to 4 mg/L in GMZs VI and V. On-site wastewater disposal is permitted on new



residential parcels greater than or equal to one acre in zone V and greater than or equal to one half-acre in zone IV. Smaller lots in these zones should have a centralized sewage system or an alternative treatment system. Undersized lots existing prior to 1981 are exempt.

### ***Suffolk County Special Groundwater Protection Areas***

A small portion of the Village in the northwest, north of Montauk Highway, falls within the South Fork Special Groundwater Protection Area (SGPA). The SGPA is considered a Critical Environmental Area by New York State. Article 55, Sole Source Aquifer Protection, of the New York State Environmental Conservation Law seeks to protect designated sole source aquifers and prevent contamination of high-quality groundwater. It sets forth an ambitious program of groundwater protection requirements, including preparing a Comprehensive Management Plan. The requirements generally seek to identify all known existing and potential point and non-point sources of groundwater degradation and to develop specific watershed rules and regulations.

## **Water Resources Management**

### ***Suffolk County Comprehensive Water Resources Management Plan (2015)***

This plan provides an analysis of the County's water quality, quantity, availability, and challenges. It sets goals in four significant categories: groundwater

resource management, drinking water supply, surface water resource management, and wastewater management.

### ***Suffolk County Subwatersheds Wastewater Plan (2020)***

The Suffolk County Subwatersheds Wastewater Plan (SWP) was developed in response to the Comprehensive Water Resources Management Plan as part of the Reclaim Our Water initiative. Wastewater management options and recommendations explored in the SWP include connection of parcels to community sewers by expanding existing sewer districts or creating new sewer districts where possible, upgrading cesspools or conventional on-site sewage disposal systems to Innovative and Alternative Onsite Wastewater Treatment Systems (I/A OWTS), and requiring nitrogen-reducing technology on all new construction countywide. The plan indicates where nitrogen loads originate and how to minimize loadings and provides parcel-level recommendations for land preservation.

### ***Sewer District***

Sewers have long been discussed for the Village Center as a means to improve water quality impacted by existing businesses, reduce harm to nearby water bodies, and enable new uses that could help transform the area into a more dynamic and attractive destination.

In a 2022 report titled "*Quantifying Nitrogen Loading From The Village of East Hampton to Surrounding Water Bodies and Their Mitigation by Creating a Sewer District*," Dr. Christopher J. Gobler of Stony Brook University recommends creating a sewer district in the Village Center to improve water quality, especially in Hook Pond. The study analyzed nitrogen and phosphorus pollution from various sources, including septic systems, fertilizers, groundwater, runoff, and birds. It found that wastewater is the largest source of nitrogen in both ponds. Installing sewers in the Village Center, connecting local schools, and upgrading septic systems to low-nitrogen Innovative and Alternative (I/A) systems would help reduce nitrogen pollution in nearby surface waters.

Another 2022 study, "The Village of East Hampton Wastewater Management Peer Review & Recommended Engineering Plan Report" by Lombardo Associates, Inc., outlines a proposed wastewater collection, treatment, and reuse/disposal system. However, a suitable site for the treatment plant has yet to be identified.

The Village has been in the process of pursuing both funding and a suitable site for a sewage treatment facility. Finding an appropriate site has proven to be a difficult task, and the capital funding required is substantial. There are grants available to support this effort, including Community Preservation Fund (CPF) resources designated for water quality improvements. However, it is important to note that CPF funds used for sewer infrastructure cannot

be applied toward projects that would increase development density beyond what is currently permitted. These funds are restricted to addressing existing wastewater sources only.

### Stormwater Management

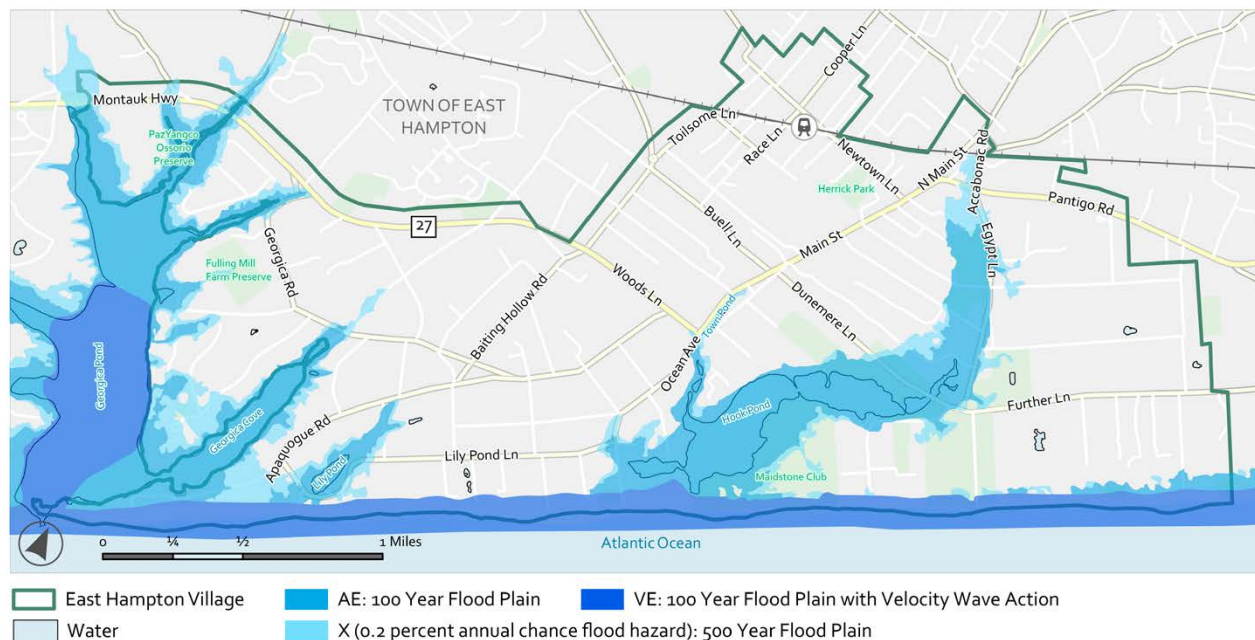
In compliance with federal statute, East Hampton Village Department of Public Works maintains a Stormwater Management Plan that informs the NYSDEC annually of measures taken to mitigate the impact of stormwater runoff into the surrounding surface waters. In the Village Code, Chapter 248 Stormwater Management and Erosion and Sediment Control contains regulations for minimum stormwater management requirements and controls that aim to mitigate the flow of stormwater runoff into watersheds; subject land development to the requirements of the NYS Department of Environmental Conservation (DEC) standards; minimize flooding, siltation, adverse impacts to streams, pollution that degrades local water quality, and soil erosion; and to manage the volume of flows.

### Floodplains

Floodplain designation and associated municipal and National Flood Insurance Program policies are managed at the federal level through the publication of National Flood Hazard Layer (NFHL) maps by the Federal Emergency Management Agency (FEMA). Floodplains were most recently mapped for the National Flood Insurance Program by FEMA in 2009. The general area of the 100- and 500-year

**Figure 32: Flood Risk Hazard Map**

Source: FEMA, NYS GIS, BFI Planning



floodplains are shown in Figure 30. The 100-year floodplain is an area with a 1% annual chance of flooding. The areas of the 100-year flood plain with velocity wave action are areas at risk of three-foot or greater waves in coastal high hazard areas. The 500-year floodplain has a 0.2% chance of flooding annually. The highest risk areas in East Hampton are generally around Georgica Pond, Georgica Cove, Lily Pond, and Hook Pond. The entire coastline and portions of Georgica Pond are susceptible to velocity wave action.



Hook Pond  
Source: USGS

## Coastal Areas

### Coastal Erosion Hazard Areas

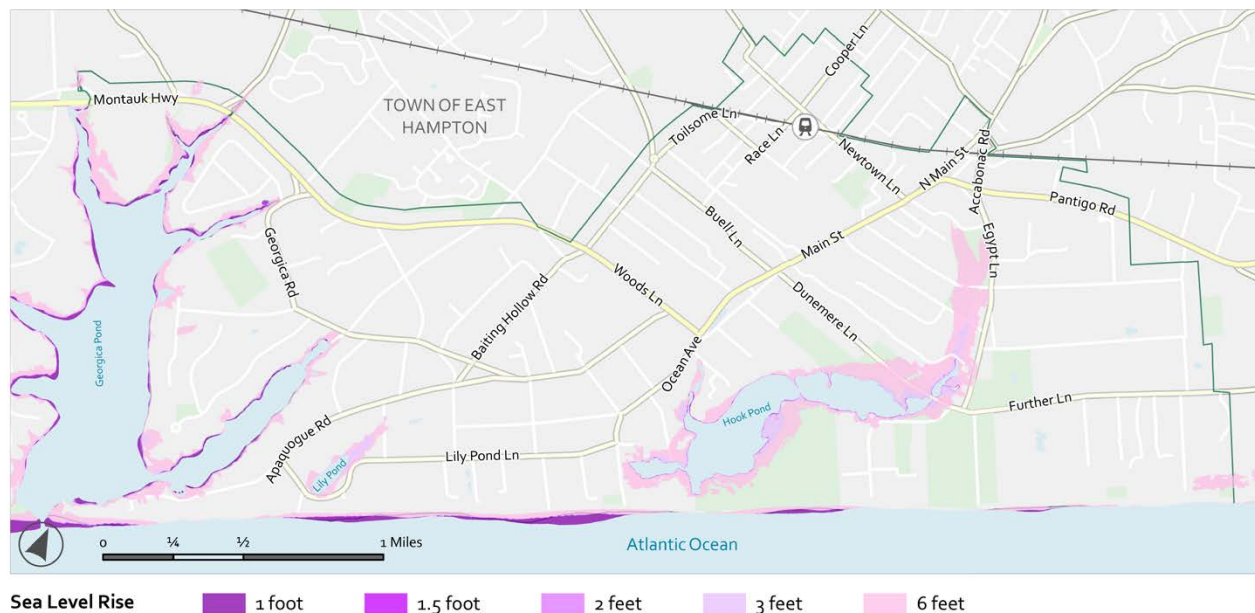
New York State's Coastal Zone Management Act and Program mandates regulations on activities in coastal areas. Chapter 101 of the Village Code outlines these regulations, including restrictions for nearshore areas, beaches, dunes, bluffs, and erosion protection structures. The entire Atlantic coastline of the Village is mapped as a Coastal Erosion Hazard Area (CEHA).

### Beaches and Dunes

The Atlantic Double Dunes, located to the east of Old Beach Lane, is designated a New York Natural Heritage Community exemplary of maritime freshwater interdunal swales. This natural community is threatened by invasive species, off-road vehicle use, changes to the natural hydrology, and development activities. Along the coastline, East Hampton Village also has maritime beach and marine intertidal gravel/sand beach natural heritage communities. These communities are threatened by coastal overdevelopment, recreational overuse, and sea level rise. Chapter 124 of the Village Code establishes setbacks and non-disturbance requirements for the dune areas.

**Figure 33: Sea Level Rise**

Sources: NYS GIS, NOAA, BFI Planning



## Sustainability and Resiliency

Climate change is affecting East Hampton Village through stronger and more frequent storms, rising sea levels, increasing temperatures, ocean acidification, and reduced biodiversity. Humans contribute to climate change through greenhouse gas emissions generated from burning fossil fuels. The Village of East Hampton and its residents and businesses can reduce their climate impacts through laws, policies, and individual actions.

## Sea Level Rise

As a coastal community East Hampton will continue to be impacted by sea level rise caused by climate change. Under the Community Risk and Resiliency Act (CRRA), as enacted in 2014 and amended in 2019, DEC is required to update sea level rise projections every five years. Projections were most recently updated in 2024. Projections are provided for low, low-medium, medium, high-medium, and high scenarios. The low projection is very likely to occur, while the high scenario is very unlikely to



**Table 13: Long Island Sea Level Rise Projections**

Sources: 6 NYCRR Part 490, 2024

Timeframe	Low Projection	Medium Projection	High Projection
2030s	5"	8"	12"
2050s	11"	14"	21"
2080s	18"	26"	41"
2100	21"	32"	60"
2150	32"	52"	171"

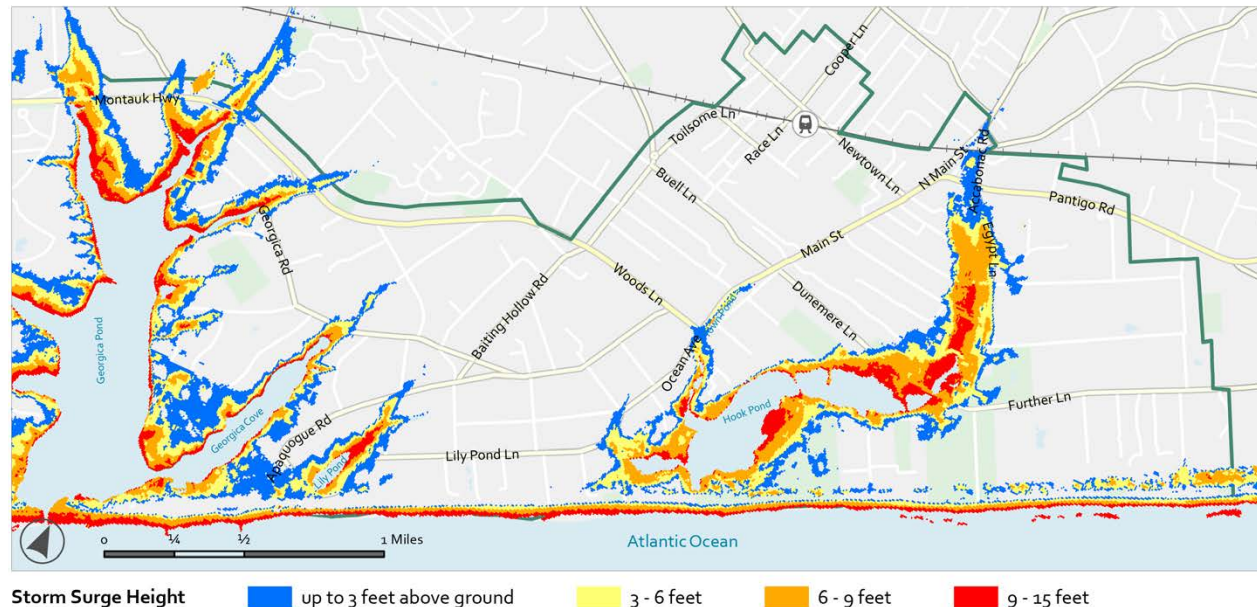
occur. The projections for the Long Island Region are shown in Table 13. Figure 31 shows what areas of the Village could be impacted in these scenarios. In the short-term and low projection scenarios, most impacts will be seen along the Atlantic coast and Georgica Pond.

### Storm Risk

Large storms including Nor'easters, tropical storms, and hurricanes cause storm surge, high waves, heavy precipitation, and high winds that result in erosion of beaches, flooding, and property damage. Hurricanes that have made landfall in the Town in the past hundred years have been classified as categories 1-3. The potential maximum impact of a category 3 hurricane in East Hampton Village is shown in Figure 32.

**Figure 34: Category 3 Hurricane Maximum Storm Surge Heights**

Sources: NYS GIS, NOAA, BFI Planning



### Town of East Hampton Coastal Assessment Resiliency Plan (2022)

The purpose of the Coastal Assessment and Resiliency Plan (CARP) is to identify coastal vulnerabilities, particularly in the face of climate change, and provide priority recommendations for strategies to enhance the resiliency of the Town. While prepared by the Town, the Village was a partner in the plan's production and the analysis addresses the Village's geographic area. The CARP provides an analysis and comprehensive assessment of coastal hazards, including wind precipitation, tides, storm surge, and waves. Coastal resilience, adaptation strategies, and

implementation actions are recommended. The top priorities identified in the CARP include shoreline erosion, the vulnerability of the transportation system, the long-term sustainability of certain Town focus areas due to high coastal risk, and future residential and commercial property damage.

Pertaining to East Hampton Village, the plan found that the shoreline change risk is high. It identified the area 800-1,200 feet east of the Hook Pond groin as a high erosion zone. It found that currently, Georgica and Two-Mile Hollow Beaches are retreating, and that all Village beaches will be retreating in the future. The plan found that roads in the Village were presented with moderate risks, with 11.1 miles being impacted by natural hazards. There is also predicted risk of roadway flooding along segments of Montauk Highway from a breach of Georgica Pond. Property damage in the Village was ranked as low- to moderate-risk with 353 buildings in FEMA 100-year flood Zones, representing over \$800,000,000 of building value.

#### ***Fire Island to Montauk Point (FIMP) Coastal Storm Risk Management Project***

This project is designed to manage the risk of coastal storm damage along 83 miles of the Atlantic Coast shoreline and 220 miles of bay shoreline in Suffolk County. The study contains portions of five towns and 12 villages. The areas of the Village below Route 27 are included in the study area. The purpose is to reduce risks to human life and property while restoring the integrity and biodiversity of the

ecosystem. The Plan is developed by the United States Army Corps of Engineers (USACE) in partnership with NYSDEC.

The original FIMP study began following a series of storms that took place in the 1950s. The study was reformulated between 2009-2011. Following Hurricane Sandy, the study was further refined through a study completed in 2020. Design and construction of resiliency measures are currently underway. Projects include dredging, sand placement, renourishment, other structural measures, and non-structural measures, such as data collection. Recommendations for East Hampton Village include monitoring of the groins east of Georgica pond, which have not been maintained since their construction in the 1950s and 60s but are still functioning. The monitoring program should determine the long-term effects of the groins and possible future modifications.

#### **Emergency Preparedness**

Suffolk County's Office of Emergency Management (OEM) oversees the County's reaction to natural and human-made crises. OEM staff handle the creation of the Comprehensive All-Hazards Emergency Management Plan; run the County's Emergency Operation Center (EOC); and collaborate with local, state, and federal authorities on shelter management, resource planning, and emergency response and recovery efforts.

#### ***Suffolk County Multi-Jurisdictional Multi-Hazard Mitigation Plan***

The County's Hazard Mitigation Plan (HMP) identifies natural hazards faced by the County, provides recommendations for more resilient and sustainable communities, and provides eligibility for federal pre-disaster mitigation funds. The plan is updated every five years. The plan includes an Annex for East Hampton Village.

The HMP identified the following hazards, assesses vulnerabilities, and provides recommended mitigation measures:

- Coastal Erosion
- Cyber Security
- Disease Outbreak
- Drought
- Earthquake
- Expansive Soils
- Extreme Temperature (heat and cold)
- Flood (coastal, riverine, dam failure, flash, ice jam and urban)
- Groundwater Contamination
- Hurricane
- Infestation and Invasive Species
- Nor'Easter
- Severe Storm (thunderstorm, hail, wind, tornado)
- Severe Winter Storm
- Shallow Groundwater Flooding
- Wildfire

## Summary of Issues and Opportunities

East Hampton Village is defined by its natural beauty, coastal setting, and commitment to sustainability. Yet, a range of environmental, regulatory, infrastructure, and climate-related challenges must be addressed to safeguard its natural assets and meet the evolving needs of the community. These issues also present key opportunities to strengthen ecological resilience, community stewardship, and sustainable development.

### *Protecting and Connecting Open Space for Environmental and Community Benefit*

East Hampton Village's distinctive natural landscapes are central to its character and quality of life. However, increasing development pressures and outdated planning documents highlight the need for renewed focus on open space preservation. The Village's Community Preservation Project Plan and Open Space Program have not been updated in over a decade, limiting their effectiveness in addressing current needs. Linking existing open spaces by acquiring priority lands, including smaller or even developed lots as they become available can help the Village meet several natural resource goals, such as improving stormwater management, enhancing wildlife habitat, reducing coastal erosion, and preserving the Village's natural charm. To strengthen its approach, the Village should work with the Town and key partners like the

Peconic Land Trust and The Nature Conservancy to revise its preservation plans and identify strategic opportunities. Tools such as mandatory cluster subdivisions and expanded conservation easements can help guide future development in a way that conserves open space and protects sensitive areas. In addition to CPF funds, the Village should pursue a broader range of funding sources to secure and preserve high-priority properties before they are lost to development.

### *Water Quality Threats from Septic and Stormwater Runoff*

Water bodies such as Hook Pond and Georgica Pond face ongoing impairment due to nitrogen and phosphorus pollution from aging septic systems and stormwater runoff. Despite regulations and ongoing improvements, non-point source pollution remains a significant challenge. The opportunity exists to advance the sewer district initiative, incentivize septic upgrades, and expand green infrastructure to better manage runoff and protect surface waters.

### *Lack of Sewer Infrastructure*

The absence of centralized sewer infrastructure in the Village Center limits the potential for economic revitalization and environmental protection. While planning is underway, identifying a feasible treatment plant location and securing funding remain unresolved. Addressing this issue is critical to improving water quality and enabling more flexible land uses.



*The Nature Trail*

Source: Ladies Village Improvement Society

### *Vulnerability to Climate Change and Coastal Hazards*

The Village faces increasing risks from sea level rise, stronger storms, erosion, and flooding particularly in low-lying coastal areas and around Georgica and Hook Ponds. FEMA maps show hundreds of properties and public roads are exposed to high flood risk. The Village must enhance disaster preparedness and coastal resilience through adaptation planning, stronger building codes, and enhancing emergency management capabilities.

### *Outdated Inventories and Conservation Plans*

Key resources such as the Natural Resources Inventory and Open Space Program have not been updated in over a decade, limiting the Village's ability to prioritize conservation efforts based on current



conditions. Refreshing these inventories and plans would provide an evidence-based foundation for targeted preservation and stewardship strategies.

#### ***Pressure on Parks and Community Landscapes***

Open spaces such as Herrick Park and the Nature Trail are well-used but face issues including erosion, invasive species, and deferred maintenance. Community partners like LVIS and the Garden Club contribute significantly, yet additional Village resources and long-term management plans are needed to ensure these spaces remain vibrant and ecologically healthy.

#### ***Inconsistent Tree Protection and Unsustainable Landscaping***

Clear-cutting for development and non-native landscaping practices degrade the Village's tree canopy, biodiversity, and water quality. Current regulations lack comprehensive protections for trees on private property. The Village has an opportunity to adopt a tree ordinance, promote native species, and educate residents on sustainable landscaping practices.

#### ***Gaps in Emergency Preparedness Communication***

While the Town of East Hampton has robust emergency notification systems, the Village could strengthen its own public-facing emergency communications to ensure residents are informed

before, during, and after hazard events. Enhanced outreach, website resources, and messaging protocols would support greater community resilience.

#### ***Rising Waste Generation and Limited Local Management***

Waste management in the Village is fragmented, with reliance on private services and limited local infrastructure for recycling, composting, and waste reduction. Construction and demolition debris remains an overlooked category. The Village could partner with the Town to implement stronger policies and expand diversion programs that align with state goals for zero waste and climate resilience.

#### ***Need for Green Building and Clean Energy Leadership***

The state has set targets for 70% renewable energy sources by 2030 and 100% zero-emission electricity by 2040, as part of Reforming the Energy Vision (REV). Buildings are the largest sources of energy consumption. Municipal buildings and community development projects represent opportunities to lead by example in energy efficiency and sustainability. However, outdated systems and lack of comprehensive standards currently limit progress. Energy audits, NYStretch Code adoption, and participation in programs like NYSERDA's Clean Energy Communities would help establish clear pathways toward a clean energy future.

One significant challenge is that many of the Village's buildings are historic, and efforts to improve energy efficiency often conflict with the principles of historic preservation. For instance, replacing windows to enhance insulation has proven difficult, as newer models would require the removal of original historic windows and other architectural features that should be preserved whenever possible.

#### ***Untapped Public Engagement in Environmental Stewardship***

Many residents and property owners are unaware of best practices, resources, and available incentives for sustainability improvements. Greater education, outreach, and coordination among local organizations can build a broader culture of stewardship that supports Village goals.

## Strategies and Recommendations

### 7.1: Preserve Open Space

#### *7.1.1. Update the Community Preservation Project Plan.*

Collaborate with the Town to immediately update the Community Preservation Project Plan, last revised in 2011, to reflect current preservation priorities and guide the strategic use of CPF resources. Simultaneously, revise the Village's 2009 Open Space Program to ensure consistency with the updated plan. Identify and prioritize key properties for preservation and pursue a diverse range of funding sources including state and federal grants, private contributions, and partnerships with organizations such as the Peconic Land Trust and The Nature Conservancy.

#### *7.1.2. Require large subdivisions to be clustered.*

While most land in the Village is already developed, a few large lots remain and could yield significant conservation benefits if planned proactively. Cluster subdivisions require that 50% or more of a parcel be preserved as permanent open space, while allowing the same number of housing units to be concentrated on the remaining land. The Planning Board currently has the authority to require cluster subdivisions, even for two-lot subdivisions. The Village should consider providing some guidance to the planning board as to where open space preservation is most appropriate and to ensure that

conserved areas support ecological connectivity and scenic values. The Village could identify such parcels in an updated Open Space Plan. There are only a few subdividable parcels remaining, and each will need an individual approach.

#### *7.1.3. Secure conservation easements on high-priority lands.*

Identify and prioritize high-value properties for long-term protection and work closely with conservation organizations such as the Peconic Land Trust to secure conservation easements. These legal agreements restrict future development and ensure that open space is protected in perpetuity. For example, the Peconic Land Trust already holds an easement on a portion of the Maidstone Club's driving range, safeguarding that land from future development. The Village should proactively plan with the Land Trust to evaluate long-term scenarios and explore the potential creation of easements over properties, especially those that provide environmental, scenic, or cultural value.

### 7.2: Protect, manage, and enhance natural resources

#### *7.2.1. Strengthen stewardship of critical natural areas.*

Maintain and enhance protection of the Village's existing natural resources, including wetlands, beaches, dunes, and wildlife habitats, through stronger enforcement of current environmental regulations and, where needed, updates to expand their scope. Some dune areas not currently

regulated still support sensitive ecosystems and should be evaluated for protection. Continue efforts to promote the restoration of natural buffers around waterbodies and require property owners to replant native vegetation when redeveloping lots that do not meet current environmental setback standards. Although opportunities for acquiring new conservation land are limited, the Village should focus on careful stewardship of existing assets to ensure long-term ecological health.

#### *7.2.2. Expand partnerships for natural resource management.*

Continue working closely with local civic organizations such as the Garden Club of East Hampton and the Ladies Village Improvement Society (LVIS) to maintain public landscapes, improve habitat quality, and steward community natural areas. These groups play a critical role in volunteer engagement, invasive species removal, planting, and maintenance. One example is the Village Nature Trail, where collaborative efforts have supported wildlife care and water quality improvements. However, additional investments are needed: extend the trail from Davids Lane to Hunting Lane, dredge the waterway to improve flow to Hook Pond, restore the bank, continue invasive species removal, reinstall trash receptacles at the Davids Lane entrance, and replace the split-rail fence to define and protect the trail edge. The Village should support these efforts with both staff resources and funding, while encouraging broader community involvement.

### ***7.2.3. Coordinate with local and state agencies to protect diverse environmental habitats.***

The Village should coordinate environmental protection with the State's Department of Environmental Conservation and Suffolk County Planning and Environment, Environmental Quality, and other relevant agencies.

### ***7.2.4. Complete a Natural Resources Inventory (NRI).***

Undertake a comprehensive Natural Resources Inventory to document key environmental assets such as soils, topography, wetlands, water resources, wildlife habitats, and agricultural lands. This will provide an essential baseline for future planning and conservation, helping to prioritize preservation efforts, identify ecological connections, and guide development away from sensitive areas. Completing an NRI is also a recommended action under the New York State Climate Smart Communities program, aligning this initiative with broader sustainability and resilience goals.

### ***7.2.5. Maintain and monitor the Village's urban tree canopy.***

Develop and maintain a complete inventory of trees on public lands, noting each tree's location, species, size, condition, and historical or ecological value. Trees are a defining feature of East Hampton Village, contributing to its charm, biodiversity, and historic character. Community organizations like LVIS have already begun documenting street trees, and the Village should build on this work to develop

a comprehensive urban forestry plan. Ensure regular maintenance, monitor for disease and storm damage, continue elm tree treatment programs, and implement a succession planting strategy to replace aging or compromised trees. A healthy and diverse tree canopy supports ecological health, stormwater management, and visual beauty across the Village.

### ***7.2.6. Enact a Tree Protection Ordinance to prevent clear-cutting.***

Adopt a local ordinance that prohibits clear-cutting and requires property owners to document existing trees and vegetation prior to site development. Include provisions that mandate tree replacement for any trees removed and require developers to submit tree protection plans during construction. The ordinance should apply to both redevelopment and new development, particularly on large or vacant lots where loss of existing vegetation has the greatest environmental impact. Prioritize the retention of mature trees and native vegetation to protect habitat, reduce erosion, and maintain the Village's natural aesthetic.

### ***7.2.7. Promote sustainable landscaping through education and guidelines.***

Develop and distribute comprehensive landscaping guidelines that encourage the use of native plants, limit lawn areas, reduce chemical fertilizers, and support pollinator species. Educate homeowners, landscapers, and designers on the ecological benefits of sustainable landscaping practices

and how they contribute to healthier waterways, reduced irrigation needs, and greater biodiversity. Many of these practices are already modeled by partners like LVIS and the Garden Club, but broader adoption on private property is needed. Consider incorporating guidelines into site plan reviews and promoting them through workshops, incentives, or demonstration projects to encourage consistent, Village-wide best practices.

## **7.3: Improve water quality**

### ***7.3.1. Identify and eliminate direct stormwater discharges into surface water bodies.***

Continue and expand efforts to eliminate direct stormwater discharges into ponds, wetlands, and other sensitive surface water bodies. The ongoing Cove Hollow Road pipe project is an example where the Village is "daylighting" a stormwater pipe that previously emptied untreated runoff into Georgica Pond and replacing it with bioswales to filter and slow runoff. Replicate this model in other areas by mapping and prioritizing stormwater outfalls for retrofitting or removal. Consider incorporating green infrastructure solutions such as rain gardens, bioswales, and vegetated buffers into public works projects to reduce pollutant loads and enhance stormwater infiltration.



### ***7.3.2. Implement regular water testing***

The Village should encourage nonprofit groups such as the Surfrider Foundation and the Friends of Georgica Pond to continue to implement regular water testing to monitor trends and address threats.

### ***7.3.3. Manage non-point sources of water pollution.***

Expand stormwater management strategies to reduce non-point source pollution that impacts Georgica Pond, Hook Pond, and smaller waterbodies throughout the Village. These pollutants, originating from roads, lawns, septic systems, and upstream land uses, lead to siltation, nutrient loading, and mid-summer algal blooms. Continue installing FABCO filters in stormwater dry wells, particularly in high-risk areas, and invest in state-of-the-art drainage infrastructure to treat runoff before it reaches surface waters. Require on-site stormwater containment measures for new development and site plan applications. Where feasible, retrofit large turf areas like the green on Egypt Lane with trees, native plantings, and bioswales. Promote the use of drought-tolerant and low-nitrogen grasses to reduce fertilizer dependency and runoff impacts. Partner with the Town to identify opportunities to fund these projects through the Community Preservation Fund (CPF), which can be used for water quality initiatives.

### ***7.3.4. Consider additional storm drain infrastructure in locations with frequent flooding.***

Some locations identified to having frequent flooding that could benefit from additional stormwater infrastructure include North Main Street between Railroad Avenue and Cedar Street, Egypt Lane and Egypt Close, and Georgica Road.

### ***7.3.5. Continue to encourage the modernization of septic systems.***

Promote the widespread upgrade of conventional and failing septic systems to Innovative/Alternative (I/A) Onsite Wastewater Treatment Systems, which significantly reduce nitrogen discharges and improve groundwater and surface water quality. The Village already requires I/A systems for most construction, reconstruction, or expansion projects, but additional efforts are needed to reach homeowners not undergoing construction. Provide public outreach about Suffolk County and New York State grant programs that offer financial assistance for septic upgrades. Work with real estate professionals, contractors, and neighborhood associations to raise awareness about the environmental and financial benefits of voluntary upgrades, especially in the Hook Pond and Georgica Pond watersheds.

### ***7.3.6. Establish a sewer district for the core commercial district.***

Advance the creation of a sewer district for the Village Center, where aging septic systems and dense development contribute to nutrient loading

in the Hook Pond watershed. A centralized sewer system would reduce nitrogen and phosphorus discharges, mitigate algal blooms, increase oxygen levels in ponds, and enhance aquatic ecosystems. The Village has made significant progress in planning this system, but securing a suitable location for the treatment facility remains a challenge. Continue working closely with the Suffolk County Department of Public Works on site selection, design, permitting, and funding. Highlight the potential for Community Preservation Funds, state and federal grants, and regional partnerships to support this critical infrastructure. Beyond environmental improvements, a sewer system would also enable more flexible land uses in the Village Center and support its long-term vitality.

## **7.4: Become a leader in sustainability**

### ***7.4.1. Become a Climate Smart Community.***

Begin the process of becoming a recognized Climate Smart Community by passing a resolution pledging the Village's commitment to climate action. This program, run by the New York State Department of Environmental Conservation, provides a clear framework for reducing greenhouse gas emissions, strengthening climate resilience, and accessing technical assistance and grant funding. The next steps include forming a local CSC Task Force and appointing a coordinator to oversee progress. The Village can choose from a menu of high-impact actions that align with its priorities, such as flood risk reduction, energy efficiency, and sustainable land use, and submit documentation to achieve

Bronze, Silver, or Gold certification. Joining the CSC program positions East Hampton Village as a regional leader in sustainability and complements the Town's existing Bronze certification.

#### ***7.4.2. Become a NYSERDA Clean Energy Community.***

Join the Clean Energy Communities program to unlock funding for energy-saving and emissions-reducing initiatives. Begin by connecting with a CEC Coordinator to identify and complete at least four "high-impact actions," such as benchmarking municipal building energy use, upgrading municipal infrastructure, converting to a green fleet, or achieving CSC certification. Each completed action not only advances sustainability goals but also increases eligibility for NYSERDA grants to fund clean energy projects. This program complements the Village's goals for emissions reduction and energy efficiency, and builds on East Hampton Town's certified status.

#### ***7.4.3. Educate the public about sustainability practices.***

Launch a public education campaign to promote sustainability practices among residents, businesses, and visitors. Use the Village website, social media, print materials, and public workshops to share tips and resources on topics like sustainable landscaping, water conservation, waste reduction, and energy efficiency. Highlight available programs and incentives such as NYSERDA rebates for electric vehicles and heat pumps, tax credits for renewable

energy systems, and grant programs for septic system upgrades. Education and engagement will be essential to build community support and drive meaningful behavior change.

#### ***7.4.4. Establish a residential watering schedule.***

A potential approach could be to limit houses with even numbers on Monday, Wednesday and Friday. Houses with odd numbers on Tuesday, Thursday and Saturday. No watering on Sundays. This approach will require careful enforcement. Suffolk County Water Authority recommends that property owners only water their lawns every other, or even every three days in the summer months to conserve water. Heavy water users are charged a conservation rate, which is higher than the standard rate, to properties that use twice the average consumption rate of water. The Suffolk County Water Authority also provides credits to users who transition to water saving fixtures.

### **7.5: Reduce greenhouse gas (GHG) emissions**

#### ***7.5.1. Create a Greenhouse Gas Inventory.***

Conduct a comprehensive GHG inventory to establish a baseline of current emissions across government operations and the broader community. Include both direct emissions (from buildings and vehicles) and indirect emissions (such as electricity purchased from external sources), as well as lifecycle emissions from waste and materials. Use this data to inform reduction targets and track

progress. This is a foundational requirement for CSC certification and enables data-driven decision-making for climate mitigation policies.

#### ***7.5.2. Implement coastal resilience measures from the Town's CARP.***

Coordinate with the Town to implement relevant recommendations from the Coastal Assessment and Resiliency Plan (CARP), including shoreline stabilization, erosion control, nature-based solutions, and climate-adaptive transportation infrastructure. Focus on Village-specific shoreline vulnerabilities, especially in areas prone to flooding or erosion. These joint efforts will help reduce property damage, preserve ecosystems, and improve overall resilience to climate change impacts.

#### ***7.5.3. Create a Climate Action and Adaptation Plan.***

Prepare a unified Climate Action and Adaptation Plan that both reduces greenhouse gas emissions and strengthens resilience to climate-related impacts. The plan should set specific emissions reduction targets consistent with state goals (such as a 40% reduction by 2030 and 85% by 2050) and outline policies, programs, and investments across sectors including transportation, energy, buildings, and land use. It should also incorporate strategies identified in the Climate Vulnerability Assessment to protect people, property, and ecosystems, with near-term measures such as infrastructure upgrades and long-term approaches such as managed retreat



in flood-prone areas. By integrating both mitigation and adaptation, this plan will position the Village to pursue Climate Smart Communities certification and unlock eligibility for state and federal climate funding while providing a roadmap for a more sustainable and resilient future.

#### ***7.5.4. Review and update the Village's Building and Zoning Flood Protection Codes.***

Revise zoning and building codes to better address sea level rise and flood vulnerability. Refer to the New York State Community Risk and Resilience Act (CCRA) and its Design Flood Elevation (DFE) guidance. Consider adopting Waterfront Edge Design Guidelines (WEDG), revising height allowances to accommodate elevated structures, and regulating AE Zones with standards consistent with Coastal High Hazard Areas (VE Zones). These updates will enhance long-term resilience and reduce insurance and infrastructure costs.

### **7.6: Encourage the use of renewable energy and green building practices**

#### ***7.6.1. Audit energy use in municipal buildings and on public properties.***

Conduct a comprehensive energy audit of all Village-owned buildings and facilities to identify inefficiencies and opportunities for upgrades. Assess HVAC systems, lighting, insulation, appliances, IT equipment, and other infrastructure. Use audit findings to guide the implementation of energy efficiency retrofits and explore renewable energy options, such as rooftop solar. Target

improvements that lower operating costs, reduce emissions, and qualify for NYSERDA or federal energy incentives.

#### ***7.6.2. Transition to clean energy sources.***

Join NYSEDA's Community Choice Aggregation (CCA) program to provide residents and small businesses with access to clean, renewable electricity at competitive rates. By sourcing electricity from renewable providers, the Village can reduce community-wide emissions and support the clean energy economy. Explore options for on-site solar installations at municipal buildings and promote bulk purchasing programs for residents interested in rooftop solar.

#### ***7.6.3. Review and update lighting regulations***

During public outreach, residents expressed concerns about the impact of lighting both inside homes and outdoors on neighboring properties and the sky as a whole. The current zoning code includes standards for exterior lighting, but regulating interior lighting and the amount of glazing (window area) is more challenging. As part of the upcoming code review, the Village should evaluate and update its lighting regulations to better address these concerns and ensure they reflect current best practices for minimizing light pollution and preserving neighborhood character. Strengthen the building code's energy requirements.

The Village should consider adopting the NYStretch Energy Code, developed by NYSEDA, which provides a readily adoptable local energy code that is more stringent than the state's current energy code. Adopting the NYStretch Energy Code is a high-impact action for the CEC program.

#### ***7.6.4. Incentivize and encourage renewable energy in new and existing buildings.***

Create incentives such as expedited permitting, density bonuses, or fee reductions for property owners who install rooftop solar, wind systems, battery storage, or heat pumps. Consider requiring solar readiness for large-scale developments or commercial projects. Promote renewable installations on public and private buildings to increase resilience and reduce dependence on fossil fuels.

#### ***7.6.5. Strengthen the Village's Building Code with green standards.***

Incorporate green building standards such as LEED (Leadership in Energy and Environmental Design), the Green Building Initiative, or other certified rating systems into the Village's building code for new construction and significant renovations. These standards address energy use, water efficiency, sustainable materials, indoor air quality, and site impacts. Set performance goals that align with state climate targets while maintaining flexibility for project scale and feasibility.



#### ***7.6.6. Retrofit municipal buildings and improve building systems to be more efficient.***

Following the energy audit (6.7.1), implement energy-saving upgrades in all Village facilities. Retrofit projects could include window replacements, LED lighting, high-efficiency HVAC systems, insulation improvements, and installation of solar panels. When undertaking renovations or constructing new municipal buildings, design to meet green standards and integrate passive solar design, daylighting, natural ventilation, and stormwater management features. It is important to recognize that many Village buildings are historic structures, which presents unique challenges, both regulatory and financial. For example, rooftop solar installations wouldn't be possible on historic structures.

### **7.7: Promote sustainable transportation**

#### ***7.7.1. Adopt a complete streets policy.***

"Complete streets" is the concept of designing streets for the comfort of all users, including pedestrians, cyclists, vehicles, and public transport users. Complete streets may also provide green infrastructure for stormwater management, street trees and landscaping to provide buffers from traffic. See Chapter 5 for more details.

#### ***7.7.2. Encourage the use of electric vehicles (EV).***

Expand access to EV infrastructure by installing public universal EV charging stations in Village parking areas and near key destinations. Apply for NYSEDA and federal funding to offset installation

costs. Promote the environmental and financial benefits of EV ownership, and explore requirements for EV charging readiness in new developments or major renovations.

#### ***7.7.3. Adopt a green fleet plan.***

Transition the Village's vehicle and equipment fleet, including those used by code enforcement, public works, and landscaping, to cleaner, more efficient alternatives. Begin with an inventory of municipal vehicles, then adopt a fleet right-sizing and replacement policy prioritizing electric and hybrid vehicles. Include electric landscaping equipment (e.g., mowers, blowers) and plan for long-term conversion of heavier-duty vehicles like police cruisers and DPW trucks as technology improves. Participation in this action supports both CSC and CEC program goals.

### **7.8: Reduce waste**

#### ***7.8.1. Reduce waste produced by the municipality.***

Start with a waste audit of municipal facilities to understand the types and volumes of waste generated. Use this data to set waste reduction goals and improve municipal operations by enhancing recycling, composting, and reducing use of single-use plastics. Adopt a green purchasing policy to prioritize products made from recycled or biodegradable materials. Refer to the DEC's waste reduction strategies and the EPA's WasteWise program for guidance.

#### ***7.8.2. Provide and promote the recycling program.***

Although the Village does not operate its own waste pickup, it can still promote participation in the Town's recycling program. Use Village communications to educate residents on acceptable materials, permit requirements, and recycling drop-off procedures. Share resources about where and how to recycle common items, and explore adding more convenient recycling stations in public spaces or events.

#### ***7.8.3. Promote and expand the composting program.***

Currently grass clippings and leaves can be brought to the East Hampton Recycling Center for composting. Brush is made into mulch. The East Hampton Recycling Center accepts up to three 30-gallon containers of residential compost per week with a permit. The Town has a partnership with Rewild Long Island and provides compost drop-off points in the Village and Town.

#### ***7.8.4. Work with the Town on construction and demolition waste policies.***

Collaborate with the Town to establish clear standards for separating and diverting construction and demolition debris. Develop an ordinance that requires developers to submit C&D waste management plans as part of building permit applications, detailing how they will recycle, salvage, or responsibly dispose of materials. This will reduce landfill waste, support material reuse, and improve sustainability in the building sector.

**7.9: Strengthen disaster preparedness*****7.9.1. Promote the hazard mitigation plan and emergency preparedness resources.***

Create a dedicated page on the Village website to provide residents and businesses with emergency preparedness information. Include links to the Suffolk County Hazard Mitigation Plan (HMP), the East Hampton Annex, evacuation routes, and emergency contact numbers. Highlight local risks such as hurricanes, flooding, and extreme heat, and provide checklists for personal and household preparedness.

***7.9.2. Enhance the ability to provide notifications in case of emergencies.***

In case of emergencies, the Village should have a system for notifying the public, including text-messaging, website information, social media posting, and local television channels. The Town has similar emergency information dissemination procedures in place.

# 8

## IMPLEMENTATION AND ACTION PLAN

The Village of East Hampton is committed to turning the vision of its Comprehensive Plan into reality. Having an adopted Comprehensive Plan is a critical public policy tool, but it is not sufficient on its own to make change or preservation happen. The Plan must be realized. It is recognized that not all of the recommendations will be completed. Some policy recommendations require other partners, some require capital expenditures, and many depend on continuing public support and priorities.

Actions have been grouped into several main themes:

### **Policy and Regulation**

This typically involves amendments to Village code. Zoning is the most familiar tool used to implement a plan. The Village will need to amend certain elements of its zoning code to implement Plan recommendations.

### **Regional Advocacy**

Some recommendations in this Plan may extend beyond the Village's borders or are outside of the Village's direct jurisdiction, such as issues involving county and state roads. These may involve advocating and coordinating with other municipalities, Suffolk County, and New York State agencies.

### **Capital Programming**

Another key tool is incorporation of the Plan recommendations into the Village's capital improvement program (CIP). The ways that the Village spends public revenue for public improvements such as road construction and repair, major equipment purchases, improvements to municipal facilities, and new or upgraded parks and recreational facilities, and the standards to which they are built have a major effect on the Village's function and image.

### **Grants and Third-Party Partnerships**

The Village will continue seeking grant funding for planning and capital projects and will also engage with third-party nonprofit organizations and corporate partners to meet long-term objectives such as the development of affordable housing.

### **Program and Study**

Certain Comprehensive Plan recommendations require more analysis. Detailed implementation measures can only be crafted through this additional study.

### **Continuing Planning**

There are two key aspects to continuing planning. The first is the Village government's sustained work with State agencies, authorities, and other municipalities on issues that extend across borders. These groups include NYSDOT, Suffolk County agencies, and adjacent municipalities. As these entities plan, the Village makes clear its concerns and preferences. With an adopted Comprehensive Plan, the Village's position is on record and must be considered. The second aspect concerns development applications before the land use boards, primarily the Planning and Zoning Boards. While the Comprehensive Plan cannot contemplate every potential policy decision and may be silent on some issues, its overall vision and policy directives guide the Village's policies, and the actions of its land use boards must be consistent with the Plan.



## Action Agenda

The Village of East Hampton is committed to actively implementing the recommendations of its Comprehensive Plan and tracking progress over time. In order to achieve this, the following Action Agenda is proposed. It outlines key actions, the general timeframe for implementation, and the primary responsible entity.

The primary responsible entity, by the nature of its mission and authority, is the logical party to oversee implementation of each proposal. Some proposals will involve multiple entities, including State agencies. The nature of activity required of the primary responsible entity will vary depending on the type of recommendation. Some activities involve budget commitments and capital expenses, while others entail advocacy and promotion, and some call for administrative action.

Partners are those entities that would collaborate on a particular item. For example, while the Village Board is the responsible party for zoning changes, the Planning Department is likely to be the agency that prepares zoning analysis and recommendations for consideration.

The Difficulty field generally categorizes the type of barriers to implementation:

- \* Relatively easy actions that can be conducted immediately. This could include changes to local ordinances, partnerships,

and small budget expenditures. It also includes activities or policies already in place that should be continued.

- \*\* Actions that require further study, potentially with a relatively simple regulatory change or projects that involve continued coordination with a partner.
- \*\*\* Actions that require study with follow-up capital improvements or a more complicated regulatory change. One example is the creation and adoption of a redevelopment plan.
- \*\*\*\* These actions have at least one of the following: high cost item, require coordination or approval of multiple partners, and/or have other constraints or contingencies.
- \*\*\*\*\* These actions have more than one of the following: high cost item, require coordination or approval of multiple partners, and/or have other constraints or contingencies. These items may also include long-term capital projects such as upgrades to Village-wide infrastructure.

The implementation schedule is presented as a “To Do” list to help the Village review progress on a regular basis. It also allows for convenient updating of the list as items are completed, priorities change, or new items are proposed.

## Chapter 3: Housing and Neighborhoods

### Recommendations

Rec. #	Recommendation Title	Type	Responsible Party	Partners	Difficulty
3.1.1	Monitor home size and overdevelopment on smaller lots.				
3.1.2	Provide safeguards to ensure that new construction minimizes impacts.				
3.1.3	Update driveway design standards for safety purposes.				
3.1.4	Strengthen the ability to require cluster subdivisions.				
3.2.1	Encourage housing on existing upper floors in the Village Center.				
3.2.2	Codify the Transfer of Development Rights program within the Village.	<b>- DRAFT - IN PROGRESS</b>			
3.2.3	Encourage residential uses in the Gingerbread Commercial District.				
3.2.4	Develop a long term plan for a potential sewer district.				
3.3.1	Adopt the Long Island Workforce Housing Act into the Village Code.				
3.3.2	Advocate for the use of the Community Housing Fund in East Hampton Village.				
3.3.3	Ensure the Village maintains a seat on the Town's Community Housing Advisory Board.				
3.3.4	Connect residents to financial assistance and housing programs.				
3.3.5	Advance a community land trust to support long term workforce housing.				
3.3.6	Study potential expansion of ADU options to support workforce housing.				

## Chapter 4: Commercial Development and Village Center

### Recommendations

Rec. #	Recommendation Title	Type	Responsible Party	Partners	Difficulty
4.1.1	Update the table of uses to better guide appropriate development.				
4.1.2	Mitigate private hotel and club uses through clearer standards.				
4.1.3	Consider a Business Improvement District.				
4.1.4	Provide a storefront for the Chamber of Commerce.				
4.1.5	Encourage year round business operation.				
4.1.6	Create a sewer district for the Village Center.	<b>- DRAFT - IN PROGRESS</b>			
4.1.7	Provide guidance for outdoor dining design and furniture.				
4.2.1	Develop a parking plan for capital and management strategies.				
4.3.1	Consider a master plan for the Gingerbread Area.				
4.3.1.a	Prioritize locally serving retail uses.				
4.3.1.b	Encourage mixed use development with upper floor housing.				
4.3.1.c	Improve parking efficiency and require shared access easements.				
4.3.2	Update zoning to reflect infrastructure improvements and desired outcomes.				
4.3.3	Consider density bonuses tied to sewer or community benefits.				



## Chapter 5: Transportation and Mobility

### Recommendations

Rec. #	Recommendation Title	Type	Responsible Party	Partners	Difficulty
5.1.1	Implement and study traffic calming on residential streets.				
5.1.2	Continue to enforce speed limits through monitoring and citations.				
5.2.1	Expand use and awareness of Suffolk Transit On-Demand and SFCC.				
5.3.1	Continue to monitor safety and efficiency at key intersections.				
5.3.2	Buell Lane and Main Street: explore a signal or roundabout.	<b>- DRAFT - IN PROGRESS</b>			
5.3.3	Woods Lane and Main/Ocean: optimize signal timing.				
5.3.4	North Main and Collins/Cedar: support county redesign.				
5.3.5	Cove Hollow and Montauk Highway: study two way left turn lane.				
5.3.6	Study removing the signal at Newtown Lane and Cooper/Race if warranted.				
5.4.1	Advocate for enhanced LIRR service and infrastructure.				
5.4.2	Expand and electrify local shuttle services.				
5.4.3	Promote Suffolk Transit On-Demand service visibility.				
5.5.1	Develop a Village wide Parking Management Plan.				
5.5.2	Consider redesign of the Reutershan Lot.				
5.5.3	Consider redesign of the Schenck Lot.				



## Chapter 5: Transportation and Mobility

### Recommendations

Rec. #	Recommendation Title	Type	Responsible Party	Partners	Difficulty
5.5.4	Implement smart parking technologies and real time parking signs.				
5.5.5	Designate and manage seasonal contractor parking zones.				
5.6.1	Adopt a Complete Streets policy.				
5.6.2	Fill sidewalk gaps along key corridors.				
5.6.3	Enhance existing mid block crossings.				
5.6.4	Study feasibility of crossing at Guild Hall.	<b>- DRAFT - IN PROGRESS</b>			
5.6.5	Prioritize high impact bike connections.				
5.6.6	Create a multi use pathway through Herrick Park.				
5.6.7	Partner with Suffolk County to add bike lanes on Route 27.				
5.6.8	Secure roadside easements or widen roads for future paths and utilities.				
5.6.9	Improve signage and bicycle infrastructure.				
5.6.10	Advocate for advancement of the Long Island Greenway.				
5.6.11	Moderate e-bike and e-scooter use with rules and enforcement.				
5.7.1	Reestablish a Regional Transportation Advisory Task Force.				



## Chapter 6: Community and Cultural Facilities

### Recommendations

Rec. #	Recommendation Title	Type	Responsible Party	Partners	Difficulty
6.1.1	Improve cell phone and high speed internet infrastructure.				
6.1.2	Identify a location for a sewer treatment facility for the Village Center.				
6.1.3	Continue to use the DPW site for public works and Village needs.				
6.1.4	Strengthen partnerships to protect beaches.				
6.1.5	Strengthen partnership with the school district on facilities.				
6.1.6	Develop a long term YMCA Facility Plan.	<b>- DRAFT - IN PROGRESS</b>			
6.2.1	Increase public awareness for emergency vehicle access.				
6.2.2	Support the Fire Department's ISO rating improvement.				
6.3.1	Complete a cultural resources survey.				
6.3.2	Preserve historical documents and artifacts.				
6.4.1	Explore additional historic designation options.				
6.4.2	Update architectural design guidelines for historic resources.				
6.5.1	Create maintenance and use plans for Village owned historic properties.				
6.5.2	Acquire easements on key properties and facades.				
6.5.3	Acquire historic properties using CPF or other funding.				



## Chapter 6: Community and Cultural Facilities

### Recommendations

Rec. #	Recommendation Title	Type	Responsible Party	Partners	Difficulty
6.5.4	Maintain and restore historic cemeteries.				
6.5.5	Leverage status as a Certified Local Government.				
6.6.1	Create a Cultural Heritage Trail.				
6.6.2	Enhance preservation programming and volunteerism.				
6.6.3	Install plaques or markers at historic sites.				
6.6.4	Create a website with educational content on historic assets.				
6.6.5	Strengthen collaboration on heritage preservation.	<b>- DRAFT - IN PROGRESS</b>			
6.7.1	Collaborate with the Town on shared priorities.				
6.7.2	Continue to support events and programming.				
6.7.3	Encourage and sustain volunteerism.				
6.7.4	Invest in community programs and spaces.				

## Chapter 7: Parks and Open Space, Natural Resources, Sustainability and Resilience

### Recommendations

Rec. #	Recommendation Title	Type	Responsible Party	Partners	Difficulty
7.1.1	Update the Community Preservation Project Plan and Village Open Space Program.				
7.1.2	Require large subdivisions to be clustered.				
7.1.3	Secure conservation easements on high priority lands.				
7.2.1	Strengthen stewardship of critical natural areas.				
7.2.2	Expand partnerships for natural resource management.				
7.2.3	Coordinate with local and state agencies to protect habitats.				
7.2.4	Complete a Natural Resources Inventory.	<b>- DRAFT - IN PROGRESS</b>			
7.2.5	Maintain and monitor the Village's urban tree canopy.				
7.2.6	Enact a Tree Protection Ordinance to prevent clear cutting.				
7.2.7	Promote sustainable landscaping through education and guidelines.				
7.3.1	Identify and eliminate direct stormwater discharges to surface waters.				
7.3.2	Implement regular water testing with partners.				
7.3.3	Manage non point source water pollution with modern drainage.				
7.3.4	Add storm drain infrastructure in frequent flooding locations.				
7.3.5	Encourage modernization of septic systems to I/A systems.				
7.3.6	Establish a sewer district for the core commercial district.				

## Chapter 7: Parks and Open Space, Natural Resources, Sustainability and Resilience

### Recommendations

Rec. #	Recommendation Title	Type	Responsible Party	Partners	Difficulty
7.4.1	Become a Climate Smart Community.				
7.4.2	Become a NYSEDA Clean Energy Community.				
7.4.3	Educate the public about sustainability practices.				
7.4.4	Establish a residential watering schedule.				
7.5.1	Create a Greenhouse Gas Inventory.				
7.5.2	Implement coastal resilience measures from the Town's CARP.				
7.5.3	Create a Climate Action and Adaptation Plan.	<b>- DRAFT - IN PROGRESS</b>			
7.5.4	Review and update flood protection codes.				
7.6.1	Audit energy use in municipal buildings and public properties.				
7.6.2	Transition to clean energy sources and consider CCA participation.				
7.6.3	Review and update lighting regulations to reduce light pollution.				
7.6.4	Strengthen building code energy requirements (e.g., NYStretch).				
7.6.5	Incentivize renewable energy in new and existing buildings.				
7.6.6	Strengthen Village Building Code with green standards (LEED, etc.).				
7.6.7	Retrofit municipal buildings and improve building systems.				
7.7.1	Adopt a Complete Streets policy (cross reference to Chapter 5).				





## Chapter 7: Parks and Open Space, Natural Resources, Sustainability and Resilience

### Recommendations

Rec. #	Recommendation Title	Type	Responsible Party	Partners	Difficulty
7.7.2	Encourage the use of electric vehicles and expand charging.				
7.7.3	Adopt a green fleet plan.	<b>- DRAFT - IN PROGRESS</b>			
7.8.1	Reduce waste produced by the municipality.				
7.8.2	Provide and promote the recycling program.				
7.8.3	Promote and expand the composting program.				
7.8.4	Work with the Town on construction and demolition waste policies.				
7.9.1	Promote the hazard mitigation plan and preparedness resources.				
7.9.2	Enhance public notification systems for emergencies.				

