

SECTION IV

**PROPOSED LAND AND WATER USES
AND PROPOSED PROJECTS**

back of Section IV title page

4.1 PROPOSED LAND USES

The primary land use in the Village of Sag Harbor consists of medium and low density residential development. The Village central business district contains a large number of commercial and retail uses. Marine commercial development along the waterfront and public open space/recreation facilities also represent significant uses in the Village. Some institutional and public utility uses are also present. In general, these uses should remain.

This preferred pattern of development is reflected on Figure 3, which shows existing zoning and functional areas described in Section II, Inventory and Analysis, beginning on page II-8. Preferred uses not reflected in Figure 3 include: open space and recreation (Figure 2) and; natural resources (Figure 6). Additionally, the Water Use Plan (Figure 9) provides more detail. Additionally, although scattered undeveloped lots are suitable for in-fill development. Some of these serve to control runoff and should be preserved as open space.

Specific projects, for the near-term, are identified in Section 4.3; there will be additional projects over the medium-term. Additionally, other projects of a similar nature will likely be developed over the next few years. Acquisition of undeveloped parcels (i.e., kettle holes or "natural sumps") will be pursued for the mitigative effects of nonpoint pollution.

There are a small number of properties in the Village, both developed and undeveloped, that have development (or redevelopment) potential. To better control the way these lands are developed, and to preserve open space, development on properties larger than five acres in size should be clustered (see Section 5.2).

4.2 PROPOSED WATER USES

The waters within the local waterfront area presently have a variety of uses, including wildlife habitat, commercial and recreational fishing, recreational boating, and passive recreation. In general, it is proposed that the existing uses should continue. It is important to note, however, that many of the LWRP's policies and implementation measures are aimed at improving and restoring coastal water quality, with the ultimate goal being the expansion of the total area that is available for shellfish harvesting, dependent upon upgrading and restoring the natural environment.

The *water use plan* for Sag Harbor is presented in this LWRP as Figure 9 [attached at rear of (this) Section IV], and in Figure 12 of the Sag Harbor Village Harbor Management Plan.

One item in particular that is brought out on the *water use plan* is the designation of a *line of navigation* along the shoreline to delineate the area that is considered suitable for dock construction. In the areas outside of the *Harbor Water Use District* and for non-water-dependent uses, this line follows the shoreline. Otherwise, the line of navigation generally follows the perimeter of existing dock structures.

A *Preservation Water Use District* is recommended for areas which, because of their environmental character, deserve the highest protection from human activity. These areas include: Round Pond, Otter Pond, Fore and Aft Pond, and portions of Ligonee Brook and Little Northwest Creek. Only passive recreation activities (e.g., walking, viewing) should be allowed in those areas. Construction of shore hardening structures should be prohibited.

Dredging is another area where action is required to implement the objectives of the LWRP. There are a number of navigation channels located throughout the Sag Harbor Cove Complex. Some of these channels have not been dredged since they were first established and will need maintenance dredging in the near future. Two areas, the western side of the Long Wharf and the southeastern section of the central mooring area, currently require dredging. For those areas considered in the public interest, including the main channel which stretches east from the Big Narrows to the breakwater and the navigation channel that extends into Sag Harbor, should be maintained as needed to provide clear passage through Village waters.

All dredging permits, with the exception of the one for the spur to the Ship Ashore Marina basin, have expired. The Village should promptly advise the Suffolk County Department of Public Works of the present dredging requirements to initiate the application process and secure the necessary dredging permits and assistance.

The breakwater also requires repairs. This structure, which separates Sag Harbor from Sag Harbor Bay, was constructed in 1908 and acts to shelter the harbor from the open waters of the bay, reducing the impacts of wave action generated in the bay. The breakwater was rehabilitated in 1963 to restore it to its original height and structural integrity. The breakwater is once again in need of repair. In the past thirty years, this structure has succumbed to gravitational settlement and wave-induced shifting of the rocks. Some of the supporting stones have fallen into the adjacent waters. Due to these changes, the effectiveness of the breakwater has been dramatically reduced. As a result, even moderate storms, especially northeasters (which drive waves directly against the breakwater) can cause surging waves to overtop the breakwater. During a relatively modest storm event in December of 1994, waves that bypassed the breakwater caused substantial damage to the bulkhead in front of the Village sewage treatment plant. The Village has requested that the Army Corps of Engineers initiate the repair of the breakwater to prevent future storm damage problems and improve navigable conditions. Engineering plans are currently being developed.

4.3 PROPOSED PROJECTS

The following is a summary of the projects that would implement and advance the Sag Harbor LWRP. This section enumerates projects that apply directly to the Village of Sag Harbor local waterfront area. It also lists additional projects which apply to areas outside of the local waterfront area, but which would serve to advance the policies and objectives of this LWRP, particularly with respect to coastal water quality enhancement.

Specific projects, for the near-term, are identified below; there will be additional projects over the medium-term. Additionally, other projects of a similar nature will likely be developed over the next few years. Acquisition of undeveloped parcels (i.e., kettle holes or "natural sumps") will be pursued for the mitigative effects of nonpoint pollution.

A. Proposed Improvements to Existing Facilities

- **Street Ends.** Improvements are necessary to the street ends and street ends/boat ramps located in the area of the Sag Harbor Cove Complex. The Dartmouth Road street end has become overgrown with vegetation which restricts public use in this area. The vegetation needs to be cut-back to better enable unhindered public access.

Both the Amherst Road and the John Street ramps are planned to be regraded and large-size gravel spread to stabilize the ramps, prevent sediment from entering the bay, and retain a permeable surface to permit continued percolation. In addition, small berms will be constructed at the top of each ramp, near the roadway, to prevent surface runoff from traveling directly down the ramp. At Amherst Road, the runoff will be conveyed from the berm into a storm grate that is connected to a leaching pool. At John Street, the runoff will be directed into the drainage structure that rings the John Street wetland, rather than conveying it directly into the adjacent outlet stream that connects the pond to Upper Sag Harbor Cove. These upgrades will be instituted without significant cost to the Village, with grant assistance from the *Peconic Estuary Study*.

- **Haven's Beach Renovation.** The Village of Sag Harbor owns the 18.8-acre Haven's Beach public bathing facility, which is located off Bay Street and fronts on Sag Harbor Bay. Existing recreational and sanitary facilities at Haven's Beach include a few pieces of play equipment, which are located adjacent to the beach, and a small building which houses one comfort station and the office and equipment for the lifeguards who supervise the beach facility. These existing recreational facilities, however, are limited in their ability to satisfy the recreation demands of the Village's large summer population, as well as year-round residents. Although this park spans over 18 acres, there is no well-defined picnic area and no other amenities beyond the beach and play equipment to make it more attractive and increase user enjoyment.

In addition, Haven's Beach is bisected by a drainage ditch which outlets to Sag Harbor Bay. This ditch carries stormwater runoff collected along Bay Street and Hempstead Street. This runoff is conveyed into this ditch without pretreatment to remove pollutants. It is also suspected that the runoff flowing through the Haven's Beach drainage ditch is contaminated with a number of nonpoint source pollutants that migrate to storm drains or directly into the ditch from nearby roadways in the adjacent watershed area. The pollutant loads carried through this drainage ditch can have a significant impact on the receiving waters of the bay, which have recently been experiencing water quality degradation problems (based on the NYSDEC's sampling conducted between October 1991 and July 1994). A continuation of this trend could lead to seasonal or permanent closures of productive shellfish beds.

The development of a bio-filtration system at Haven's Beach would mitigate this problem. Surface flows in the ditch would be diverted through the created wetland system to allow for settlement and some pretreatment of stormwater prior to discharge into Sag Harbor Bay. This detention system is expected to significantly reduce the load of suspended solids, pathogens, dissolved nutrients (i.e., nitrogen and phosphorus compounds, especially ammonia), oxygen-demanding substances, and certain metals currently carried in the stormwater runoff flowing through the ditch. After passing through the wetland system, flows would be diverted back into the drainage ditch to outlet to Sag Harbor Bay. Construction of this system is planned to begin in the spring of 1999.

- **Rysam/Bay Street Drainage Project.** Heavy rains often result in flooding in the area of Rysam, Burke and Bay Streets. The existing system is inadequate in terms of its ability to handle the large volume of stormwater generated by significant storm events. This system also does not have the capability to filter out pollutants before the stormwater is conveyed to the Marine Park boat basin and ultimately Sag Harbor Bay. The stormwater drainage culvert that is located under Bay Street, at the terminus of Rysam Street, needs to be upgraded to properly handle stormwater runoff prior to discharge into the harbor.

Grants were awarded to the Village - from the New York State Department of Transportation [Intermodal Surface Transportation Efficiency Act -Transportation Enhancement Program (ISTEA)] and the New York State Department of State [Environmental Protection Fund (EPF)] for the design and construction of the drainage and pollution control system. The project is expected to begin in 1998.

- **Village Boat Ramp Restorations.** There is a boat launching ramp located at the Marine Park boat basin. This ramp receives heavy usage throughout the year, and is in need of repair. The concrete ramp is beginning to crack and subside and the culvert located to the immediate east of this ramp is collapsing.

There are two additional boat ramps that require upgrading to improve boat launching capabilities to the Sag Harbor Cove Complex and address water quality problems. The boat launch ramp located on the Redwood peninsula, at the terminus of Amherst Road, is undeveloped. Boaters maneuver their trailers down this moderate slope to the water. Through the years of use, this site has developed ruts and small swales that make launching more difficult and convey roadway runoff and sediment directly into Inner Sag Harbor Cove. The boat launch ramp located off John Street, at the southeastern end of Upper Sag Harbor Cove, is in a similar state. These problems can be remedied by regrading the surface the ramps and installing a large-size gravel for ramp stabilization, to prevent sediment from reaching the Cove, and to retain a permeable surface for adequate percolation of stormwater runoff. In addition, small berms should be constructed at the top of each ramp to prevent surface runoff from traveling directly down the ramp. At Amherst Road, the runoff should be conveyed from the berm into a storm grate that is connected to a leaching pool. On John Street, the runoff should be conveyed into the John Street wetland to provide filtration prior to discharge into the Cove.

- **Windmill Park Renovation.** Windmill Park encompasses approximately 1.9 acres of shore front area that extends along the east and west sides of the North Haven/State Route 114 Bridge abutment. A tourist information center, operating in the summer, is the only building on the property and is housed in a windmill structure on the eastern portion of the site. The western portion of this property is undeveloped and essentially unutilized. There is no direct connection between the two sides of the park. Minor upgrades, such as landscaping and the addition of walkways and benches, would significantly improve site conditions and utilization.

It should be noted that any improvements made at this location would not occur until the North Haven/Route 114 Bridge is reconstructed (see Item D., below). Construction is proposed to commence on this project in the spring of 1999, or shortly thereafter.

- **Sewage Treatment Plant.** Expansion of the sewage treatment plant to treat increased sewage flows and projected sewer flows — design and engineering plans are underway. The treatment process would be upgraded to provide tertiary treatment of all sewage flows - to remove nutrients from the sewage flow that are presently discharged into Sag Harbor.
- **Pump-Out.** Installation of additional pump-out facilities, especially in the Outer Sag Harbor Cove area, will support the no-discharge zone designation. The *New York State Clean Vessel Act Plan, August 1996*, recommends that one additional pump-out facility be installed west of the North Haven/State Route 114 Bridge.

B. Proposed Environmental / Planning Studies

- **Long Wharf Design Study.** The location of Long Wharf makes it a suitable and convenient place for observing marine-related activities that are occurring in this area of the waterfront. The current design of the Long Wharf is primarily geared toward providing accommodations for vehicles. The entire surface area of Long Wharf is paved and is particularly attractive for vehicular circulation, with pedestrians being the less apparent user. A design study could be undertaken which would propose feasible alternatives to the present use and offer a more attractive space to be utilized primarily by pedestrians, with less emphasis placed on vehicular use.
- **Traffic Calming Study.** A study could be undertaken to review the current traffic patterns and street uses within the Village, and recommend methods to lessen negative impacts. The objectives of the study would include effective ways of slowing vehicular speed, and limiting bypass traffic.

C. Proposed Public Education Programs

- **Adopt-A-Stream.** A volunteer program should be established in the Village that would enable an individual or a group to adopt a stream, pond or length of shoreline. Each adoption case would consist of an initial evaluation of existing conditions and potential problems. The responsible individual or group would clean up their adopted water body by picking up trash and debris at least twice a year, and generally watching for negative and potentially destructive influences.
- **Bay Friendly Properties.** Public education and support for clean waters in the Village could be furthered by a program which would identify families, homes and businesses as being "Bay Friendly." Standards having a focus on effective and properly maintained waste water treatment and stormwater collection systems would be established. At the time such standards are met, the program would award the property owner with a bumper sticker or similar window decal.

D. New York State Projects

- **Bay Street Bridge.** The Bay Street Bridge (North Haven/State Route 114) contributes stormwater (road) runoff to the surface waters of Sag Harbor Bay and Sag Harbor Cove. The NYS Department of Transportation has announced that they plan to reconstruct the bridge. All design scenarios should provide mechanisms to address stormwater runoff. Reconstruction is planned to begin in spring of 1999.

E. Private Projects

- **Otter Pond Wetlands Creation and Culvert Restoration.** Otter Pond has been severely degraded as a result of decreased tidal flushing, stormwater drainage and a large, resident waterfowl population. As a result, the pond discharges coliform bacteria and other contaminants to Upper Sag Harbor Cove. This input of polluted water has contributed to the year-round closure of the southeastern portion of the upper cove to shellfish harvesting. The tidal outlet stream that runs through the culvert under Main Street must be cleared of any obstructions to restore tidal exchange between these two water bodies.

A wetland planting program should also be conducted around the perimeter of the pond to restore the protective wetland fringe that has been mostly eliminated. Additional wetland plants in the vicinity of the outlet stream would also help to reduce pollutant loadings to Upper Sag Harbor Cove. Otter Pond Park is owned by the Sage Foundation. The pond bottom lands and the tidal stream channel are the responsibility of the Town of Southampton. The Sage Foundation has recently been collaborating with the Cornell Cooperative Extension to design a wetlands restoration program. The Foundation should also collaborate with the Town of Southampton to seek a means of remedying the existing problems in the tidal outlet stream.

F. Property Acquisition

- **Marine Natural Character Areas and Open Space Character Areas.** These areas, identified in the Inventory, should remain in their natural state to provide a protected habitat for wildlife and to retain open space. The Village and local land trust should continue to acquire privately-owned property in these character areas when the opportunity exists.

Acquisition of the "*Cilli Farm*" property by the Village - to preserve open space and wetlands and to prevent further flooding in the area - should be made a priority.