

Town of Southamptton – Current Street Design and Parking Lot Guidelines Assessment

TO: Town of Southamptton Stormwater Program Files
FROM: Tracy Adamski, AICP, Emily Tully, and Kristin Dippold, Tighe & Bond, Inc.
COPY: Randall Kemp, Town of Southamptton Highway Superintendent
DATE: June 2021

Background

Section 2.3.6.b. of the United States Environmental Protection Agency (EPA) National Pollutant Discharge Elimination System (NPDES) General Permits for Stormwater Discharges from Small Municipal Separate Storm Sewer Systems in Massachusetts (referred to herein as “2016 Small MS4 General Permit”) requires permittees to develop a report assessing current street design and parking lot guidelines and other local requirements that affect the creation of impervious cover.

The following memorandum evaluates current street design and parking lot guidelines of the Town of Southamptton that affect the creation of impervious cover. The assessment included review of current street design and parking lot guidelines that affect the creation of impervious cover and requirements related to stormwater management to allow the Town to determine if changes to design standards for streets and parking lots can be made to support low impact design options as required by the 2016 Small MS4 General Permit. Recommended changes to the Town’s current Street Layout and Design Standards as outlined in Table 1 of this memo should be refined through collaboration with the Town’s Planning Board, Department of Public Works, and Fire Department.

Review of Existing Bylaws and Regulations

The following existing bylaws and regulations of the Town of Southamptton were assessed relative to requirements that affect the creation of impervious cover:

- Rules and Regulations Governing the Subdivision of Land (as revised March 4, 2015)
- Town of Southamptton Zoning Bylaws (as revised March 15, 2018)
- Town of Southamptton General Bylaws (as revised March 15, 2018)

Rules and Regulations Governing the Subdivision of Land

The most recent revision (February 2015) of the Rules and Regulations Governing the Subdivision of Land for the Town of Southamptton, Massachusetts (Subdivision Rules and Regulations) contains paved street width, cul-de-sac radius, and sidewalk requirements that affect the creation of impervious cover associated with subdivisions. The Rules and Regulations set forward street layout and design standards that regulate the location, alignment, intersections, drainage, widths, and access of the streets of Southamptton.

The sections below outline the applicable standards within the Subdivision Rules and Regulations relative to the creation of impervious cover within Southamptton.

Location and Alignment

1. All streets in the subdivision shall be designed so that in the opinion of the Board they will provide safe vehicular travel. Due consideration shall also be given by the subdivider to the attractiveness of the street layout; in order to obtain the maximum livability and amenity of the subdivision. Where minimum standards are not herein specified, the latest edition of AASHTO (American Association of State Highway and Transportation Officials) A Policy on the Geometric Design of Highways and Streets shall apply.
2. Provision shall be made, which is satisfactory to the Planning Board, for the proper projection of streets or for access to adjoining property which is not yet subdivided or developed.
3. Reserve strips prohibiting access to streets or to adjoining property shall not be permitted without expressed approval of the Board.
4. Horizontal curves on the street centerline shall not begin or end within one hundred and fifteen (115) feet of the centerline of the intersecting street.
5. Streets entering on opposite sides of another street shall be laid out directly opposite each other; or with a minimum offset of 150 feet between their respective centerlines
6. The centerline of the roadway shall coincide with the centerline of the right-of-way unless otherwise approved by the Board. The distance from the edge of pavement to the edge of the right-of-way shall be equidistant from the centerline of the roadway.

Width

The Southampton Street Layout and Design Standards outline the required minimum width for two-way, paved residential streets, as shown in the table below.

TABLE 1

Minimum Width Requirements

Classification	Type I Subdivision & Minor / Secondary Streets	Type II & III Subdivision & Major / Collector Streets
General		
Minimum Right-of-Way width (ft)	50	60
Horizontal alignment minimum radius of center line (ft)	250	500
Vertical alignment minimum stopping sight distance at 3.5 ft above pavement (ft)	200	275
Grade		
Maximum (percent)	8	5
Minimum (percent)	0.75	0.75
Intersection		
Intersection angles (degrees)	90	90
Minimum sight distance at stop-controlled or obstructed-view intersection (ft)	300	550
Minimum distance center line of road shall be straight when approaching an intersection (ft)	100	100

TABLE 1

Minimum Width Requirements

Classification	Type I Subdivision & Minor / Secondary Streets	Type II & III Subdivision & Major / Collector Streets
Maximum grade for 30-foot approach to an intersection	2%	2%
Minimum radius at edge of roadway pavement (ft)	25	55
Minimum radius at edge of right-of-way (ft)	25	55
Pavement Width		
Proposed street with MDTVP of not greater than 200 ADT (ft)	24	32
Proposed street with MDTVP of not greater than 500 ADT (ft)	26	32
Proposed street with MDTVP of not greater than 2,000 ADT (ft)	28	32
Proposed street with MDTVP exceeding 2,000 ADT (ft)	32	32

Dead End Streets (Cul-de-sacs)

For the purpose of these subdivision rules and regulations, a dead-end street is defined as a street which joins another street at only one end with only one outlet and having an appropriate terminal for the safe and convenient reversal of traffic. The Southampton Subdivision Regulations define Dead End Streets as Cul-de-sacs.

Dead-end streets (cul-de-sac) shall be permitted as minor streets only. They shall have a circular turning radius of not less than 60 feet or a maximum of 100 feet (measured at the centerline), and a property line radius of at least 65 feet. They shall in all additional ways conform to the same requirements as any other street. The length of a dead-end street allowed by right is a maximum of one thousand feet (1000') as measured along the centerline of construction of the street from the edge of the development's property line nearest the connecting existing public street which is not itself a dead-end street to the middle of the cul-de-sac.

Adequate Access from a Public Way

When the physical condition or width of a public way from which a Subdivision has its access is considered by the Board to be inadequate to carry the traffic expected to be generated by such Subdivision, the Board may require the Applicant to dedicate a strip, of land for the purpose of widening the abutting public way to a width at least as great as that required within the Subdivision, and to make physical improvements to and within such public way to the same standards required within the Subdivision. Any such dedication of land for purpose of way and any such work performed with such public way be made only with permission of the governmental agency having jurisdiction over such way, and all costs of any such widening of construction shall be borne by the Applicant.

Such frontage shall be of at least such distance as is then required by zoning or other ordinances for the erection of a building on such lot. Conveyances or other instruments adding to, taking away from, or changing the size and shape of lots in such a manner as not to leave any lot so affected without the frontage above set forth, or the division of a tract of land on which two or more buildings were standing when the Subdivision Control Laws went

into effect in the Town of Southampton into separate lots on each of which one such building, remains standing, shall not constitute a subdivision.

Easements

- Easements for utilities shall be located around the individual lot's perimeter wherever possible. They shall be contiguous from lot to lot. Easements shall be at least 20 feet in width.
- Where a subdivision is bisected by or adjacent to a watercourse either natural or manmade, the Board may require that there be a storm-water or drainage easement of at least 20 feet in width to conform to the path of the watercourse, and to provide for any construction related to that watercourse.
- The Board may require an easement for watercourse that are not within a subdivision but may be affected by it.
- The Board may also require an easement at any place it deems necessary to protect the health and safety of the inhabitants of Southampton.
- All easements, including their purpose, shall be shown on the Definitive Subdivision Plan and placed on the parcel(s) deed.

Protection of Natural Features

All significant natural features such as: large trees, watercourse and wetlands, as well as scenic and historic areas shall be preserved where possible and practicable. These features add to both the attractiveness, and economic value of the subdivision and the town.

Stormwater Runoff Control

- All subdivision designs must meet the Stormwater Management and Erosion Control Standards in Section XIV of the Zoning Bylaws for the Town of Southampton and Article XXXV of the General Bylaws
- Erosion and sediment controls must be implemented during construction.
- All stormwater management systems must have an operation and maintenance plan to ensure that systems function as designed.

Street Drainage

- Storm water shall not be permitted to cross the surface of the roadway. It must be piped underneath.
- Catch basins shall be placed on both sides of the street. They shall be placed at all sags in the roadway and at street intersections to intercept stormwater runoff.
- The maximum distance between catch basins shall be 300 feet.
- The minimum diameter of storm drainage pipes shall be 12 inches.
- The method of construction and the materials used in construction shall conform to the most recent Massachusetts Department of Public Works, Standards and Specifications for Highways, Bridges and Waterways.
- The design capacity of the drains shall be determined by the rational method, unless the engineer exhibits satisfactory evidence that another approach is more appropriate for the specific case. The engineer shall design the drainage collection and piping system in accordance with the zoning regulations and the natural drainage boundaries of the total contributing drainage area, using a minimum 10-year design frequency storm for Type I subdivision and a minimum 10-year storm design frequency for Type II and III subdivisions. Where, in the opinion of the

Board, flooding would produce damage or a safety hazard, the design frequency storm shall be increased to 25-year. A 100-year design frequency storm shall be used for all bridge openings or major culverts. Detention/retention systems shall be designed as per the town's Stormwater Regulations.

- Drainage pipe within the roadway shall be reinforced concrete (or other Planning Board approved equal based on supportive engineering data submitted by the development's engineer) and have a minimum diameter of 12 inches. Joints shall be rubber gasket type. HDPE (double walled) pipes may be used for drainage outside of the roadway or for culverts under the roadway.
- Where open stream channels exist within a subdivision, adequate provision shall be made for properly maintaining them. It is the town's intent to preserve and maintain the natural features of such streams and any development should be planned accordingly
- Drainage pipe shall be bedded in accordance with the most recent Massachusetts Department of Public Works, Standards and Specifications for Highways, Bridges and Waterways or manufacturer's conditions.
- Manholes and catch basins shall be precast (outlets shall contain debris hoods) and a typical detail of such noting materials, dimension and construction details shall be submitted to the Highway Superintendent for approval.
- Drain manholes shall be located at every change in grade or direction of the drainage line, at catch basin connections and shall not exceed 300 feet apart in a continuous system.
- Iron castings for manhole frames and covers and catch basin frames and grates shall be in accordance with the most recent Massachusetts Department of Transportation, Standards and Specifications for Highways, Bridges and Waterways.
 - Manhole cover shall have 3-inch lettering to read "DRAIN".
 - Catch basin grates shall be Massachusetts Department of Transportation compliant.
 - Stormwater treatment units shall be installed prior to discharge into basins.

Trees and Planting

Street Trees

Shade trees of a species to be determined by the Board shall be planted along the side lines of the streets with the grass strips at intervals to be determined by the Board. The applicant shall be responsible for obtaining a guarantee the full growing season for these trees or shall be responsible for replacing the tree with one at least equal in size to the tree being replaced and again guarantee for at least one full growing season. There shall be a minimum of two street trees for every lot frontage.

Large and medium height growing trees shall have a minimum 2 ½" trunk diameter, caliper measured at 4' above the ground. Small height growing trees (for placement under utility lines) shall have a 9' crown height and a 5' spread.

Bank Plantings

All cut or fill bankings that tend to wash or erode shall be planted with suitable, well-rooted, and low-growing plantings. All plants shall be the equivalent of nursery grown stock in good health, free from injury, harmful insects, and diseases. Use of invasive species is prohibited. Please refer to the "Massachusetts Prohibited Plant List" maintained by the Massachusetts Department of Agricultural Resources for the latest list of invasive species. Acceptable planting include very low-growing (4" to 12"), low growing (12" to 30"), and herbaceous

plantings. Perennial grass turf installed as sod is an acceptable alternative for the planting of banks.

If bank plantings are of a type which are properly spaced at close intervals, eight (8) to twelve (12) inches of loam shall be spread over the entire bank. If the plantings are to be widely spaced they may be planted in loam pits.

Mulch (wood chips or equal) shall be spread heavily among plantings for weed and erosion control.

The subdivider shall be responsible for maintenance of bank plantings and replacement of those which have died or become diseased from the time of planting through one full growing season.

Corner Plantings

Requirements for plantings adjacent to street intersections shall be the same as those for Bank Plantings with the following exceptions:

- Turf may be provided by seeding as well as by planting sod.
- Bushy shrubs and herbaceous plantings that would tend to obscure visibility are not permitted within one hundred (100) feet of the intersection of the curbs adjacent to the corner lot.

Cul-de-Sac Plantings

The central portion of a permanent dead-end street should be landscaped. The following options are permitted:

- Planting with ground cover using an eight (8) to twelve (12) inch base of loam, and spreading mulch between plants for weed control.
- Planting perennial grass by either sod or seed.
- Planting ornamental shrubs of a type acceptable to the Board.
- Retaining existing vegetation, with the approval of the Board.

The standards of the American Nurserymen Association and the specifications of the Associated Landscape Contractors of Massachusetts shall apply to landscaping subject to these regulations. The Tree Warden will have final authority for the approval of trees concerning their health, species, size and location.

Utilities and Municipal Services

All electrical, telephone, fire alarm and other wires and cables shall be installed underground, unless in the opinion of the Board and the appropriate utility company, such installation is impractical or not in the best interest of the town. If located within a flood prone area (determined by the Board), transformers, switching equipment, or other vital components shall be flood-proofed and approved by the Board or a Board appointed engineer at the subdividers expense.

Sewerage

- If a subdivision is within 500 feet of the public sewerage system, the developer shall be required to connect all new homes as part of the proposed plan to that system according to the Town of Southampton Construction Standards.
- If a subdivision is within 500 feet of a planned public sewerage system, the developer shall be required to install a sewer main and laterals, according to the Town of Southampton Construction Standards in order to connect to the planned

sewer in the future. The planned public sewerage system shall have been adopted at a previous Town Meeting and shall be scheduled to be built no more than 5 years from the date of submission of a Definitive Plan.

- The subdivision shall be designed to be in compliance with the rules and regulations of the Southampton Sewer Commission, in effect at the time of definitive plan approval.
- Where a public sewerage system connection is not feasible (according to the above rules), a private on site sewerage system shall be designed and constructed in conformity with the Title V Regulations of the Commonwealth of Massachusetts and subject to the approval by, and in conformity with the Town of Southampton Board of Health and its Rules and Regulations.

Sidewalks

Sidewalks of not less than five (5) feet in width shall be constructed on both sides of the street starting at the property line, when in the opinion of the Board such sidewalks are necessary. The Planning Board may waive the requirement and permit sidewalks on only one side where an in-lieu of payment, in an amount approved by the Board, is made into a sidewalk improvement account. Their construction shall be of bituminous concrete with a 1" top coat, 2" binder course and 10" of gravel base that meet the requirements set forth by Massachusetts Department of Transportation in their latest volume of Standard Specifications for Highways and Bridges.

All sidewalks shall have wheelchair ramps at the time of construction in accordance with ADA/MA-AAB standards as most recently amended. The developer shall be responsible for all costs associated with changes that are necessary to meet the current laws before the Town has fully accepted ownership of the property or ways. Painted crosswalks are required at adjoining ADA/MA-AAB ramps. Their construction shall meet the requirements set forth by Massachusetts Department of Transp

Access Through Another Municipality

If access to a subdivision crosses land in another municipality, the Board may require certification from appropriate authorities that such access is in accordance with the Master Plan and subdivision requirements of such municipality and that a legally adequate performance bond has been duly posted or that such access is adequately improved to handle prospective traffic.

Any subdivision with lots located in Southampton must be serviced and accessible by a Southampton road so that emergency and maintenance vehicles can service the lots without having to leave Southampton.

Open Spaces

Before approving a Definitive Plan for a subdivision, the Board may require that a section of that land be set aside for possible use as a park or a playground. The Board may require that no building be erected upon such area until the land is either purchased by the town, or is deeded in gift to the town or to a neighborhood civic association. This land may be held in said status for a period of 3 years, at which time if the land is not deeded or purchased it may be included in a new subdivision proposal.

Grass Strips

All cleared areas of a right-of-way, not to be planted with groundcover plantings, including all disturbed area over all culverts in drainage easement, shall be loamed with not less than four (4) inches compacted depth of good quality loam, seeded with lawn grass seed. Seeding shall be done at appropriate times of the year and in a manner to ensure growth of

grass. No utility poles, transformers, signs or similar items shall be placed within the grass plot within three (3) feet of the edge of the pavement.

Town of Southampton Zoning Bylaw

The Southampton Zoning Bylaw was enacted to lessen congestion in the streets; to conserve health; to secure safety from fires, flood, panic, and other dangers; to provide adequate light and air; to prevent the overcrowding of land; to avoid undue concentration of population; to encourage housing for persons of all income levels; and to facilitate the adequate provisions of transportation, water, water supply drainage, sewerage, schools, parks, open space, and other public requirements; to conserve the value of land and buildings including the conservation of natural resources and the prevention of blight and the pollution of the environment; to encourage the most appropriate use of land throughout the town; and to preserve and increase its amenities. It is made with reasonable consideration to the character of the district and to its peculiar suitability for particular uses, with a view to giving direction or effect to land development policies and proposals of the Planning Board including the making of Southampton a viable and pleasing place to live, work, and play.

The sections below outline the applicable standards of the Southampton Zoning Bylaw relative to the creation of impervious cover within Southampton.

Impervious Surfaces

Impervious surfaces are defined as materials or structures on or above the ground that do not allow precipitation to infiltrate the underlying soil. Standards pursuant to impervious surfaces include:

- All run-off from impervious surfaces shall be recharged on the site by being diverted toward areas covered with vegetation for surface infiltration to the extent possible.
- Infiltration systems designed to handle runoff from commercial or industrial impervious parking areas shall be a minimum of 100 feet from any drinking water supply well.

Parking

Parking standards related to the creation of impervious cover include:

- Paved off-street parking shall be provided in the ratio of two spaces per dwelling unit, exclusive of driveways, such to be located not less than 25 feet from the front property line and 20 feet from the back or side property lines.
- A parking space shall have an area of 200 square feet (20' x 10') plus an additional 100 square feet for maneuvering.
- Runoff from parking lots shall be treated by oil and water separators or other controls to remove oil and sediment

Driveway

Driveway standards as they relate to the creation of impervious cover include:

- Any entrance or exit driveway shall not exceed 24 feet in width at its intersection with the front lot line.
- The width of the common driveway surface shall be 18 feet, except where the drive serves only 2 lots; the width may be reduced to 16 feet.
- The common driveway shall not exceed 800 ft. in length to the last lot line. Common driveway design shall, to the greatest extent possible, minimize adverse impact to wetlands, farmland, or other natural resources; allow reasonable, safe, and less environmentally damaging access to lots characterized by slopes or ledges; and

result in the preservation of rural character through reduction of allowable access ways; and retain existing vegetation and topography.

Town of Southampton General Bylaws

The Town of Southampton General Bylaws (as amended per the May 16, 2017 Annual Town Meeting) do not contain standards related to the creation of impervious cover within the Town of Southampton. Article XXXV: Illicit Connections and Discharges to Municipal Storm Drain System By-law regulates illicit connections and discharges to the municipal storm drain system and includes a definition of impervious cover, but does not set forth standards that would impact the creation of impervious cover.

Recommendations

The Subdivision Rules and Regulations and Zoning Bylaw would benefit from modifications designed to promote the use of lower impact site design (LID) and stormwater management techniques. In general such modifications would reduce impervious area, incorporate more LID stormwater practices and better preserve open space.

Recommended Revisions to the Zoning Bylaw and Subdivision Rules and Regulations for Discussion

The tables below provide more specific recommendations on how to further promote LID in the Town of Southampton through potential revisions to the existing Zoning Bylaw and Subdivision Rules and Regulations based on recommendations from the Massachusetts Low Impact Development Toolkit¹ and the American Planning Association (APA) guidebook, Sustainable Neighborhood Road Design: A Guidebook for Massachusetts Cities and Towns².

TABLE 3-1

Recommended Revisions to Southampton's Bylaws and Regulations to Improve Street Design and Promote LID to Reduce Impervious Cover Creation

Reference	Topic	Existing Requirement	Recommendations
Subdivision Rules and Regulations			
Section 5.1.1.	Street Design: Location and Alignment	Circular turning radius of not less than 60 ft or a maximum of 100 ft (measured at the centerline), and a property line radius of at least 65 ft	Consider minimum diameter of 70 ft, but up to 90 ft is also acceptable
Section 5.1.1.	Street Design: Location and Alignment	No current provisions for alternative layouts	Consider alternative layouts, such as hammerheads or one-way loop streets, to be allowed on short streets in low-density residential areas
Section 5.1.2	Road Design Standards	The minimum pavement width is 24' for MDTVP of less than 200 ADT	Consider minimizing residential road widths to the extent possible. Consider low-density residential widths of 18-22 ft. Consider allowing narrow widths where there are no houses, buildings, intersections, or where on-street parking is not anticipated.

¹ <https://www.mapc.org/resource-library/low-impact-development-toolkit/>

² https://www.apa-ma.org/wp-content/uploads/2018/12/NRB_Guidebook_2011.pdf

TABLE 3-1

Recommended Revisions to Southampton's Bylaws and Regulations to Improve Street Design and Promote LID to Reduce Impervious Cover Creation

Reference	Topic	Existing Requirement	Recommendations
Section 5.5	Stormwater Management	No current provisions for rooftop runoff to vegetated areas	Consider rooftop runoff be allowed to discharge to lawn areas and buffers, if it ultimately infiltrates.
Section 6.12.5.	Street Design: Cul-de Sac Plantings	The central portion of a permanent dead-end street should be landscaped	Consider allowing vegetated stormwater management in landscaped islands.
Section 6.2.4.4	Driveways: Width	No current provisions for driveway width	Consider minimum driveway width of 9 ft for 1-way and 18 ft for 2-way.
Section 6.8	Sidewalks	Sidewalks of not less than 5 ft in width shall be constructed on both sides of the street starting at the property line	Consider minimum sidewalk width of 4 ft
Section 6.8	Sidewalks: Materials	Their construction shall be of bituminous concrete with a 1" topcoat, 2" binder course and 10" of gravel base	Consider permitting use of permeable surfaces for sidewalks
None	Driveways: Width	No minimum width for residential driveways	Consider minimum driveway width of 9 ft for one-way and 18 ft for two-way
None	Driveways: Materials	No current provisions for pervious materials	Consider allowing pervious materials for single-family home driveways
None	Driveways: Shared	No current provisions for shared driveways	Consider allowing shared driveways in residential developments
None	Open Space	No current provisions for low impact stormwater management techniques near open space areas	Consider adding language such as "Low impact stormwater management techniques such as bioretention areas, rain gardens, vegetated swales, and filter strips may be located within the open space area and count towards the requirement"
Zoning Bylaw			
Section II	Parking Space	Minimum off-street parking space stall dimensions are 10 ft by 20 ft	The size is appropriate, but consider setting a maximum rather than a minimum
Section VI.F.	Open Space, Landscaping, and Landscape Buffer	"A solid wall or fence not to exceed six feet in height complemented by suitable plantings may be substituted for such landscape buffer strip by special permit of the Planning Board..."	Consider adding language to this section such as: "Low impact stormwater management techniques such as bioretention areas, rain gardens, vegetated swales, and filter strips may be located within the open space / buffer area and count towards the requirement"
Section XI.A.9	Open Space: in Conservation Subdivision Design	"Open spaces shall be of a size, shape, and character which in the opinion of the Board makes it suitable for the following purposes..."	Consider allowing wastewater and stormwater facilities to count towards open space requirements

TABLE 3-1

Recommended Revisions to Southampton's Bylaws and Regulations to Improve Street Design and Promote LID to Reduce Impervious Cover Creation

Reference	Topic	Existing Requirement	Recommendations
Section XI.1.F.3	Parking Design: Ratios	Off street parking shall have an area of 200 square ft plus an additional 100 square ft for maneuvering	Consider 9' x 18' as maximum dimensions for parking spaces
Section XII.1.7.1.c	Lot Layout: Impervious Area Limits	Impervious area shall be no more than 20% of any single residential lot within the Water Supply Protection District without a Special Permit obtained from the Board of Appeals	In low-density areas, consider establishing limits on impervious lot coverage to 15%. Note, Groundwater Protection Regulations prohibit impervious cover of 15% or 2,500 square feet in Zone II or IWPA.
None	Parking Design: Pervious Materials	No current provisions for pervious parking lot materials	Consider allowing pervious materials for stalls and spillover areas Consider adding language such as: "Pervious materials such as porous pavers, paving stones, reinforced grass, and pervious pavement may be allowed in lower volume stalls or overflow parking areas"
None	Parking Lot Design: Landscaping	No current provisions for parking lot landscaping	Consider allowing or requiring stormwater practices in islands, landscaped areas and setbacks Consider adding language such to this section as: "Low impact stormwater management techniques such as bioretention areas, rain gardens, vegetated swales, and filter strips may be located within the landscaped areas and count towards the requirement"
None	Lot Layout: Lawn Requirements	No current provisions for lawn extent limits	Consider establishing limits of extent of lawn area on residential lots, either by area or by percentage of lots
None	Lot Layout: Setbacks and Frontages	No current provisions for LID practices	Consider permitting the location of LID practices in setback areas and buffer strips. Consider adding language to this section such as: "Low impact stormwater management techniques such as bioretention areas, rain gardens, vegetated swales, and filter strips may be located within setback or buffer strips and count towards the requirement"
None	Open Space: Landscaping Requirements	No current provisions for landscaping related to stormwater practices	Consider allowing stormwater practices to count towards fulfillment of landscaping / open space requirements

TABLE 3-1

Recommended Revisions to Southampton's Bylaws and Regulations to Improve Street Design and Promote LID to Reduce Impervious Cover Creation

Reference	Topic	Existing Requirement	Recommendations
None	Open Space: Landscaping Requirements	No current provisions for landscaping related to stormwater practices	Consider adding language to this section such as: "Low impact stormwater management techniques such as bioretention areas, rain gardens, vegetated swales, and filter strips may be located within the open space area and/or landscaping area and count towards the requirement"
None	Conservation: Incentives	No current provisions of conservation incentives	Consider adding incentives to developers or landowners to conserve non-regulated land (i.e. open space design, density bonuses, stormwater credits, lower property tax rates)

TABLE 3-2

Comparison of Current Requirements for Local Streets with Recommendations for Residential Road Design Parameters from *Sustainable Neighborhood Road Design: A Guidebook for Massachusetts Cities and Towns*

Parameter	Current Requirement for Local Streets	Recommendations for Residential Road Design Parameters Relative to Roadside Width		
		Single Use Residential - Wide	Single Use Residential – Medium	Single Use Residential - Narrow
Traveled Way				
Typical ADT	N/A	4,999 < 1,500	1,499 < 400	399 < 0
Design Speed	N/A	25-30 mph	20 mph	20 mph
Number of Through Lanes	2	2	2	2
Lane Width	N/A	10-12 ft	10-12 ft	10 ft
Shoulder	N/A	2 ft	2 ft	2 ft
Bike Lanes	N/A	6 ft /shared road	Shared road	Shared road
Utility Easement Width	20 ft	---	---	10 ft
Range of ROW Width	50-60 ft	40-50 ft	36-40 ft	33-36 ft
Roadside				
Desirable Roadside Width (Pedestrian, Swale, and Planting Strip)	N/A	5.5-12 ft	5.5-10 ft	5.5 ft
Grass Plot / Planting Strip	3 ft	0-6 ft	0-6 ft	0-6 ft
Minimum Sidewalk Width	5 ft	4 ft one side ok	4 ft / shared road	Shared road

Next Steps

The proposed recommendations for revision presented in Tables 3-1 and 3-2 should be discussed and refined through a joint working meeting of relevant boards and commissions including the Town's Planning Board, Highway Department, and Fire Department. Per the 2016 Small MS4 General Permit, recommended changes must have a corresponding proposed schedule to incorporate policies and standards into relevant documents and procedures to minimize impervious cover attributable to parking areas and street designs. The joint meeting should also include development of a schedule of implementation of proposed revisions and recommended actions.

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