

1.0 EXISTING CONDITIONS AND KEY ISSUES

1.1 Regional and Town Context

The Town of Southampton is located on the South Fork of Long Island in southeastern New York State and extends 28 miles from its western boundary at Eastport to its eastern boundary at the Southampton/ East Hampton Town line. The Town of Southampton is bordered on the south by the Atlantic Ocean, on the east by the Town of East Hampton, on the west by the Town of Brookhaven, and on the north by the Peconic Bay and the Town of Riverhead (see **Map 1**).

The Town is serviced by major transportation routes, such as the Long Island Railroad connecting the communities of Speonk, Westhampton Beach, Hampton Bays, Southampton Village and Bridgehampton, with Montauk to the east and New York City to the west. The Town is also accessible to Connecticut via car ferries leaving from Orient Point and Greenport on Long Island's North Fork and to Rhode Island from ferries leaving Montauk in the Town of East Hampton.

Planning and development in the Town is governed by a *Comprehensive Plan* (updated in 1999), local zoning and subdivision regulations as well as *Suffolk County's Comprehensive Plan*.

1.2 Study Area Boundaries

The established Study Area boundaries are centered on Noyac Road, but do not extend as far distally in both northern and southern directions as the delineated hamlet boundaries. The Study Area is bounded by Long Beach Road to the east, Whalebone Landing Road to the west, and by Noyac Bay to the north. The southern boundary of the Study Area lies approximately 1.5 miles north of Middle Line Highway through the Noyac hamlet (see **Map 2**).

While the Study Area boundaries can be precisely articulated, disagreement among the community and civic leaders remains as to what boundaries should constitute the larger Noyac hamlet.

Defining the hamlet boundaries is an important issue, not only from a "place identification" point of view, but also in terms of providing a coordinated policy framework to efficiently guide comprehensive planning efforts, capital improvements and municipal operations. The 1970 Master Plan delineates Planning Areas which are composed of farms and relatively undeveloped lands. The term describes Planning Areas as being components of the total Southampton community.

The Master Plan identifies eight Planning Areas comprising the Town. Planning Area No. 7 delineates the Noyac Area. The Master Plan did not do enough, however, to take into consideration the boundaries of individual residential communities or overlapping district boundaries of different services, i.e., park, fire and school districts, etc. Equally important, the Master Plan did not consider community sentiment about the distinctive sense of place attached to each hamlet. As such, it is recommended that an additional study of documented historic records be conducted to comprehensively address this issue. In the meantime, **Figure 1** could serve as a starting point on which to build community consensus regarding the boundary between the hamlets of Noyac and North Sea.

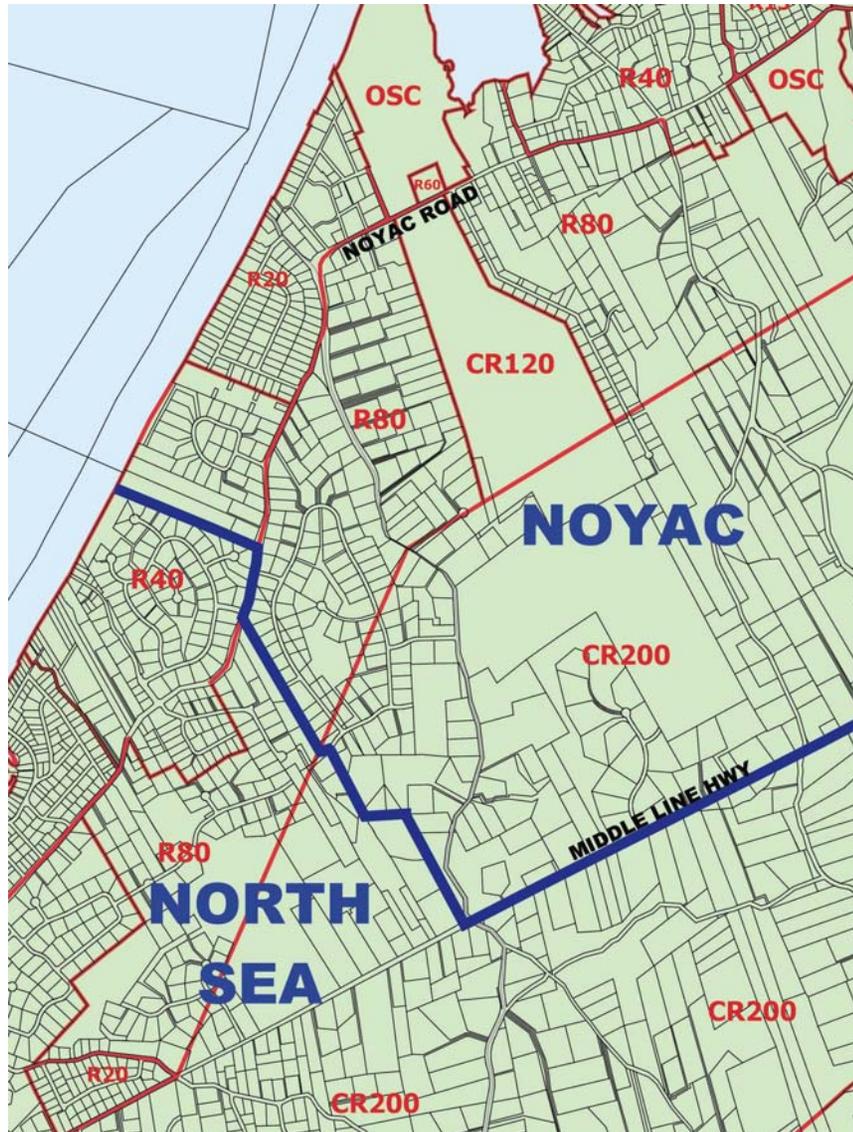


Figure 1: Potential hamlet boundary

1.3 History of Noyac¹

Noyac has a distinctive historic character, comprised of cultural and historic structures and archaeological sites, as well as unique natural resources, which contribute to the scenic quality of the area. The landscape of Noyac reflects a perfect union between the historical built environment, the hamlet’s natural beauty, and a working landscape clearly shaped by past generations. Historic landscapes and landmarks are integral elements of this union that distinguishes Noyac from other places and creates an unparalleled sense of community. Noyac’s history and historic places are not only an important aspect of the community’s past but of its future. These resources provide an integrity of place; they are a valuable community asset.

The history of Noyac stretches from the life and times of the Native Americans -- before the arrival of the first white settlers to Noyac in 1679 -- through the Revolution, the Civil War and the suburbanization of the late 20th century. The following provides an overview of the historic trajectory.

First Settlers

For several thousand years, there were probably a considerable number of Native American village sites in and around Noyac. These settlements were clustered around the fresh water streams and springs that flowed north out of the moraine and into Peconic Bay. The fin and shellfish around the bay provided abundant food resources. Native American artifacts and evidence of prehistoric occupation have been found along the bay shoreline.

Colonial Settlers

The English colonists who settled in Southampton in 1640 did not divide the lands of Noyac until 1679. John Jessup acquired in that

¹ Information for this section of the report was excerpted from the *Noyac Hamlet Heritage Resources Report* approved September 16, 2003.

division the peninsula of land that would bear his name. In the 1800s Jeremiah Osborn acquired the Jessup lands. The Osborn descendants are credited with introducing Merino sheep, thoroughbred cattle stock, the Bartlett pear and other fruit varieties to the east end of Long Island. In addition to farming, Noyac inhabitants harvested the bay, raised livestock for export and cut the woods for cordwood, fencing and shingles for export and domestic use.

Water Mills

In the 17th and 18th century, mills powered by water were the most advanced form of power. The Town records tell us that as early as 1686 the “Noyac Stream” was recognized as a site for a water mill. The Rogers, Parker, Willman, Rugg, Budd, Albertson, Barker, Osborn, Smith and Eldredge families owned a succession of mills that were used to grind grain, saw planks, full wool cloth and weave fabric. The dam, built to create the millpond, is still in existence today on the south side of Noyac Road. A tidal mill, harnessing the power of trapped and controlled waters, was built north of the millpond on Noyac Bay.

Revolutionary War Skirmish

Noyac played a small part in the American Revolutionary War. On May 23, 1777, a Connecticut rebel force, commanded by Colonel R.J. Meigs, initiated a successful raid on British ships moored in Sag Harbor. Before the raid the rebels camped in Noyac and concealed their boats in the Long Beach area. They advanced from their Noyac location to capture a series of British quarters including the hospital located near Noyac Road and Brickkiln Road. After the raid they returned to Connecticut having destroyed 12 British ships filled with supplies destined for British troops stationed in New York City.

Noyac Burying Places

Most of the burying places in Noyac have disappeared from view. It is probable that thousands of Native Americans were buried in the area. The early Colonists buried their own in family plots on their land and most of those sites have disappeared due to neglect and vandalism, but a few are known. A Jessup gravestone, dated 1724, can be found on

Jessup’s Neck and certainly, others are buried there. The large Old Noyac Cemetery, now maintained by the Town, has a few gravestones, dated between 1768 and 1876, still standing. The gravestones of the Edward family predominate, but gravestones exist for Smith, Talmadge, Nickerson, Williams, Drake, Ingram, Payne and other families. A Rogers family cemetery as late as 1950 had five stones still standing dating to the 1840s. The creation of community and church cemeteries has replaced family plots. The St. Andrew’s Catholic Cemetery was established in 1845 in Noyac. The Town is currently conducting a cemetery survey and new sites may be discovered.

19th and Early 20th Century

Although Noyac depended on Sag Harbor for most of its needs, it did have a series of one-room schoolhouses. The last school building, dating to 1916, is now a community-meeting house and a Town of Southampton Landmark.

The expansion of American industry after the Civil War and the development of a leisure class enabled many families to start coming out to the bays and beaches of the East End. The early visitors came by steamboat to Sag Harbor but with the later extension of the railroad to Sag Harbor, the number of visitors increased. Developers came to Noyac Bay and established several summer colonies and in some cases hotels. The Noyac Cottage Association (now Northampton Shores) was established in 1888, just west of Jessup’s Neck. It is reported that there was a 500-foot dock in the front of this development that accommodated boats ferrying people to Sag Harbor and Greenport. Some fine examples of three-story Victorian summer homes can still be found on that shoreline.

The North Sea Development Corporation developed lots west of Mill Creek in an area now called North Hampton Colony and in the 1920s, the Pine Neck Park Development Company created several hundred lots in Pine Neck. Cottages were also built near Cedar Point, Bay Point, Payne’s Creek, Turtle Cove and the Wickatuck area. Some of Noyac homes were large but most were small cottages built on lots

between 1/10 to 1/4 acres. Today many of these seasonal cottages have been winterized and expanded for year-round use but the neighborhoods retain many of the characteristics of early and mid 20th century summer cottage colonies. Several farmhouses also remain; some prime examples of these are those east of the Morton Wildlife Refuge and immediately east of Dead Man's Curve.

The summer visitors, like those in other communities of the South Fork, stimulated the local economy as houses had to be built, services and food provided and pet projects developed. In the 1880s, the Mill Pond area was acquired by a developer and, after repairing the dam, trout was introduced into the pond. The next developer of the property stocked Trout Pond with ducks and raised game birds on the property. All evidence of those activities was destroyed in a forest fire. Today Trout Pond, held back by the old milldam over which its waters fall, is a 40-acre Town preserve and a favorite swimming location.

Mrs. Elizabeth Morton Tilton in 1954 deeded 153 acres on and around Jessup's Neck to the U.S. Fish and Wildlife Service who consider it "the most picturesque of the Long Island refuges." Numerous trails on the property permit visitors to experience environments as diverse as bay beaches, deciduous and cedar woods, sand bluffs, fresh and salt water marshes, kettle hole swamps and tidal flatlands.

In 1957, the Bridgehampton Race Circuit was established on several hundred acres on the top of the moraine south of Trout Pond. By 2003, the area was a site for a golf course complex and homes.

The Noyac area had several major forest fires, the last in 1944, that destroyed many of the older buildings of the area. But a few gems are still noticeable along Noyac roads. Listed in the index are some of these homes, many built for local farm families. The St. James Episcopal Chapel, built in 1913, still retains its original exterior appearance. The Union Chapel (now the Community Bible Church), built at about the same time, was a non-denominational chapel and although slightly altered still serves as a place of worship for a local church. Both these

buildings are representative of the many chapels, built at the turn of the 19th century, to provide services for summer residents.

Historic Resources

Noyac is a hamlet that developed because of its proximity to Peconic Bay. The hamlet is rich in archaeological and historic sites. Although many of the late 19th century and early 20th century summer cottages, which developed around Peconic, have been modernized, neighborhoods retain a special character. Homes are modest in appearance: largely simple forms using natural materials and constructed following a local historic building tradition. A drive through Noyac confers a special sense of place. There is no other hamlet in the Town with the unique characteristics of this small hamlet.

This history is by no means complete. Future archaeological and literature searches should be undertaken to more fully document the location of Native American and Colonial sites, docks, shipwrecks, cemeteries and commercial locations including water mills, windmills, general stores, dairy and chicken farms.

The Draft *Cultural Resources Survey* for the Town of Southampton² identified seven (7) structures in the North Sea/ Noyac area that should be considered for inclusion on the National Register of Historic Places, four (4) of which lie within the boundaries of the Study Area and are potentially eligible for designation to the National Register. The existing 'old schoolhouse' at 3010 Noyac Road, for instance, is an important Town of Southampton landmark.

The *Heritage Resource Area Study* prepared by the Town of Southampton Landmarks and Historic Districts Board, in conjunction with local civic organizations and individuals, has documented a variety of sites of historic and architectural interest. The Hamlet Heritage Resource Map (see **Map 3**) includes a detailed list of recognized

² Draft *Cultural Resources Survey* of the Town of Southampton, New York. GAI consultants, July 2000.

historic structures and sites. This is not a definitive collection of historic resources; rather, these findings are intended to provide an indication of the information currently available and some direction for further research. The chronological and locational concepts outlined provide a framework for recommended future documentation efforts.

Definition of Noyac

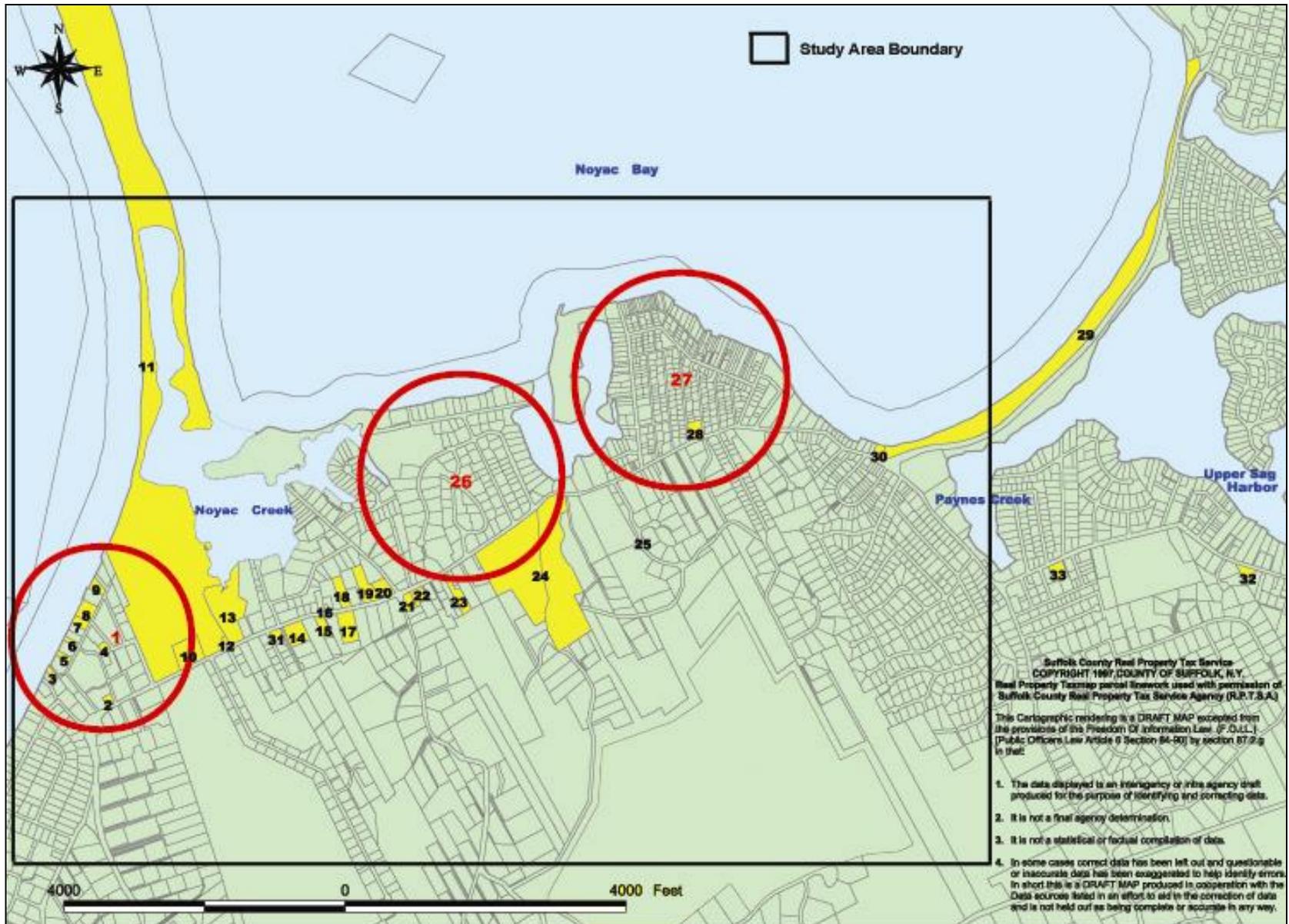
Given the incremental nature of development of the Noyac community, this study was also compelled to deal with more existential questions: how the boundaries of Noyac should be defined and, to get down to basics, how it should be spelled.

In response to the definition question, and to be as inclusive as possible, the Consultant overlaid the various districts, community maps and proposed boundary maps. For instance, many of the most active participants in the study and charrette live in areas that are not part of the more centralized boundaries currently used by the Noyac Citizens Advisory Committee (CAC). Considerations included questions of historical precedence (see Section 1.4), common usage by residents and official designations.

At the same time, an even more basic question was raised by the community during the kick-off meeting: is the hamlet spelled 'Noyac' without a 'k,' 'Noyack' with a 'k,' 'Noyac(k)' trying to satisfy both parties? As explained by the Chair of the CAC, Noyac is a name of Indian origin which signifies "a point or corner of land" which might be "Jessup's Neck" (now the Morton Wildlife Refuge). The colonials spelled it as they heard it: therefore, an ending in 'c' or 'ck' would have been immaterial, as both would have reproduced the sound of the spoken word.

The spelling of Noyac dates back to a meeting of the Southampton Town Trustees in 1645 at which it was penned with a "ck" and appeared in records for the first time. However, thereafter it has digressed back and forth between both spellings, i.e., both "Noyac" and

"Noyack," in all manner of documents and maps. The final resolution (at least for this report) was to use 'Noyac' as the simplest and most commonly used spelling, but acknowledging the right of anyone to spell their community's name any way they like, in the independent Noyac tradition!



Map 3: Noyac Hamlet Heritage Resources. County of Suffolk, N.Y. (Map key can be found on the following page).

Map Key

1. Noyac Cottage Association Subdivision, 1888. (Northampton Shores)
2. House, ca.1894. 2535 Noyac Rd. # 900-3-1-23.
3. House, ca. 1927. 28 Bittersweet Lane. # 900-3-1-39.
4. House, ca. 1930. 3 Noyac Ave. # 900-3-1-10
5. House, ca.1940. 7 Peconic Ave. # 900-3-1-31.1
6. House, ca.1900. 17 Peconic Ave. # 900-3-1-28
7. House, ca.1890. 29 Peconic Ave. # 900-3-1-18.1
8. House, ca.1894. 35 Peconic Ave. # 900-3-1-16.1.
9. House, ca. 1892. 51 Peconic Ave. # 900-3-1-13
10. N. Pierson farmhouse, ca. 1890. 2635 Noyack Rd. # 900-3-2-2.
11. Jessup's Neck. (Morton Wildlife Refuge) 2595 Noyack Rd. # 900-3-2-1
12. St. James Episcopal Church, ca. 1920. 2689 Noyack Rd. # 900- 3-2-16.
13. House, ca. 1880. 2705 Noyac Rd. # 900-3-2-3.
14. House, ca. 1920. 2780 Noyac Rd. # 900-13-1-64
15. House, ca. 1938. 2820 Noyac Rd. # 900-13-1-69.3.
16. Union Chapel, ca.1913. 2836 Noyac Rd. # 900-4-1-5
17. House, ca.1930. 2858 Noyac Rd. # 900-13-1-71
18. House, ca. 1940. 2867 Noyac Rd. # 900-4-1-8
19. House, ca.1915. 2899 Noyac Rd. # 900-4-1-14.3.
20. House, ca. 1920. 2929 Noyac Rd. # 900-4-1-14.1.
21. House, ca. 1890. 2948 Noyac Rd. # 900-14-1-1
22. House, portion may date to late 1700s. 2964 Noyac Rd. # 900-14-1-6.7
23. Last Noyac schoolhouse, ca.1916. 3010 Noyac Rd. # 900-14-1-27
24. Trout Pond and milldam. Site of water & windmills.
25. Rogers's family cemetery, ca.1850. Burkshire Dr., northwest of I Rogers Court. # 900-14-1-66.22.
26. North Sea Development Subdivision, ca.1910. (Northampton Colony)
27. Pine Neck Park Subdivision
28. House, 1922. 6 Birch St. # 900-6-1-31.
29. Long Beach area, (Meigs expedition).
30. McNally's Bathing Pavilion, ca. 1920s. (Salty Dog/ Waterside) 3705 Noyac Rd., # 900-15-2-14
31. House, ca. 1933. 6 Oak Lane at Noyac Rd. # 900-13-1-55
32. Old Noyack Cemetery, ca. 1760. 4340 Noyack Rd. # 900-19-2-2.
33. House, ca. 1890. 4040 Noyac Rd. # 900-18-1-8.2

Key Issues:

The area as a whole is historic, although unfortunately many of its resources have been lost in the past. Those that remain are dispersed throughout the Study Area and there is no central grouping of characteristic historic structures. However, Noyac's heritage is perhaps best captured by preserving, wherever possible, the scale and flavor of its vernacular areas—small commercial crossroads, beachfront bungalow colonies and maritime business clusters.

Rather than through public acquisition, preservation can best be accomplished via incentives to landowners to encourage renovation and to follow contextual standards for new development; use of public monies for site and/ or building purchase may, in most cases, not only be difficult to justify relative to other Town-wide historic priorities, but also be extremely expensive. Partnership with owners or other civic groups is a better route, leveraging scarce funding and sharing implementation roles.

I.4 Process, Products and Community Involvement

In 1970 the Southampton Town Board adopted a Master Plan that addresses critical community planning issues, including protection of natural resources, provision of affordable housing, forecasting the need for improved or additional municipal facilities, sustaining the local economy and improving transportation management. In the 1980s, updates to the Town's Master Plan were adopted, primarily to effectuate the rezoning of certain areas within the Town.

As a major expansion of those efforts, the Town adopted a *Comprehensive Plan Update* in March of 1999 which builds upon the *1970 Master Plan* and accordingly defines a number of significant land use, zoning, transportation and capital improvement strategies focused on hamlet business centers. The *Comprehensive Plan* recognizes that each of Southampton's hamlet and village centers presents different challenges and opportunities, notwithstanding a common Town-wide regulatory and policy framework. It mandates that each and every hamlet and village center be looked at independently with the participation of that center's business, resident and civic communities, with the objective to make them places that residents can feel proud of and want to visit.

It defines conceptual plans for various projects, some of which involve private property. It is the Town's policy that such developments should take place as partnership ventures in which potential sites are jointly developed by agreement with landowners or freely acquired on the open market for equitable and agreed prices.

The *1999 Comprehensive Plan* presents plans for selected hamlets, including Noyac, to serve as an immediate policy guide as well as a point of departure for detailed design, development, capital improvements and regulatory strategies. The objectives recommended for Noyac in the *Comprehensive Plan* include:

- Creating low impact and attractive neighborhood centers with a rural character.
- Creating centers that are as much sources of community pride as they are places to shop for a few conveniences.
- Allowing for water-dependant and low-scale/low-impact commercial uses elsewhere in the Berkshire Place and Pine Neck Avenue vicinity.
- Considering potential long-term community facility sites in the Berkshire Place/Pine Neck Avenue vicinity, such as a satellite post office.
- Maintaining the residential scale of buildings.

- Preserving open spaces at the gateways into the hamlet centers.
- Enhancing views at these gateways, for example, selective clearing to allow views of the Peconic Bay, tree planting, setback of new residential development to either side of the centers to create a sense of green space at the entries to that hamlet center, and possibly a small pocket park or monument on the triangular lot framed by Elm Street and Bay Avenue.
- Utilizing a country crossroads theme for Noyac's small existing business centers, featuring small-scale rural-style architecture as a basic design concept.
- Developing policies that improve and coordinate access and circulation, and promoting more attractive signage and landscaping.
- Upgrading the streetscape of the centers and emphasizing historic preservation, façade improvements and creation of town greens, with special attention to the hub intersections.

With these objectives in mind, the Town Board and civic representatives reviewed the need to prepare a *Noyac Hamlet Center Study* that addresses the long-term planning and preservation issues of the community's linear core, the properties along Noyac Road. Accordingly, on March 25, 2003 Ferrandino & Associates Inc., with Hutton Associates Inc. and L.K. McLean Associates, P.C. as sub-consultants, executed a contract with the Town based on their response to a request for proposals. The Consultant team implemented a study process that included the following seven tasks:

Task 1: Kick-off Meeting/Scoping Session with Client/ Participants

The Consultant team conducted, with an ad-hoc Project Advisory Committee, an in-house meeting to clarify work tasks, assignments and project schedule and to obtain data from the Town. This meeting took place on May 1, 2003. The ad-hoc Project Advisory Committee represented the main community group constituents for the project:

- The Noyac Community Advisory Committee (CAC)- established by the Town as a sounding board for policy issues within the hamlet, represented by members from within the Town-approved hamlet boundary (hence the importance of the previously-discussed boundary issue).
- The Noyac Civic Council, Inc. - a volunteer group that undertakes service projects for the hamlet, with a broader geographic base.
- Noyac Road business leaders - not an organization, but a category representing primarily merchants along Noyac Road.

Following the Committee meeting, the Committee and team conducted a kick-off meeting with the community to present project scope and elicit general comments and concerns (see **Figures 2 and 3**).



Figure 2: Consultant team members present to general public at Kick-off Meeting on May 1, 2003.

Task 2: Focus Group Meetings

The Consultant team conducted focus group meetings with a variety of recommended stakeholders and other participants to understand project issues and the overall strategic and physical context. These meetings took place on June 17, 2003, and included group discussions with the Noyac CAC, the Noyac Civic Council, Inc., various merchants, representatives of individual neighborhood groups, Town trustees, and Town planning and engineering staff and fire/ police personnel.



Figure 3: Over fifty Noyac residents attended the Kick-off Meeting

Task 3: Analysis of Area Problems and Opportunities

The Consultant team conducted a review of issues and opportunities as well as detailed field analysis of site conditions in conjunction with Town and community representatives. The focus was on traffic circulation/ traffic-calming, access/ egress, open space enhancement, urban design/landscape architecture, zoning and community character.

As a supplement to this work, review of a community survey sponsored by the Noyac Civic Council reinforced many issues and opportunities and gave further insight into community desires and needs. Interestingly, the survey responses echoed similar previous community input. The same issues recurred, all under the broad consensus vision of keeping the area's rural quality-- the need for traffic-calming, parking and traffic safety, too many trucks, making the area attractive for pedestrians and bicyclists, making new development fit the appropriate context. There was much sentiment for limiting the size and nature of commercial development as a 'business district.' Water quality is a major community concern. Some participants in these discussions called for 'no growth', although others acknowledged the inevitability of appropriate development (property owners have the right to develop under zoning, and it is impossible to call a permanent halt to new construction), but stressed the importance of controlling the type and density and minimizing the impacts of new development.

Task 4: Noyac Hamlet Center Forum: Issues, Values, Vision

Building common agreement as to shared values and objectives is the single most important task of a strategic plan. Based on the Town's network of contacts and sources, the Consultant team worked with the Town to plan for and run a major "Public Forum" on July 24, 2003 that involved public and invited participants.

In the Forum, following a large-group presentation of preliminary issues and opportunities, small-group discussions focused on several areas of emphasis, structured to define a vision for the Study Area and who can help to implement it:

- 1) Traffic circulation and parking: truck/auto/pedestrian
- 2) Open space enhancement
- 3) Future zoning/ development criteria
- 4) Organizational issues/ implementation

A final large-group discussion shared and summarized findings.

Task 5: Planning/Design Charrette: Strategies/Priorities

Immediately following the Forum, the Consultant team worked in an intensive and interactive two-day design and planning workshop that defined concrete proposals for policies and projects to implement the vision. The charrette took place on July 25 and 26, 2003. Residents and other stakeholders were invited to participate in this workshop at defined intervals. Results were presented and discussed with the community at the end of the charrette.

Task 6: Refine and Document Strategic Plan/ Define Proposals for Zoning

The major project conclusions emerging from this intense process were refined into a strategy in the following weeks, defining phasing, responsibilities and zoning. This project report is a document defining existing conditions and summarizing charrette results and proposals, supplemented by a description of these conclusions and strategic recommendations.

Task 7: Final Plan Presentation

The Consultant team presented a final draft report for discussion on December 4, 2003 to the Project Advisory Committee. In addition, a workshop session with the Town Board was held on May 7, 2004, to which members of the public were invited and attended. A public hearing took place on May 11 and was continued on June 22 and September 14, 2004.

This report outlines the outcomes of these tasks and puts forth recommendations to help enhance the Noyac Hamlet Center.

What follows is a narrative of the substantive issues discussed during the citizen involvement process and culled from the Consultant team's research.

1.5 Transportation

Existing Conditions

The assessment of transportation issues and recommendations is focused on Noyac Road in the Hamlet Center Study Area. The roadway consists of one travel lane in each direction, with shoulders that vary in width. The speed limit along this section of Noyac Road is 30 MPH (miles per hour). Noyac Road is owned by Suffolk County; however, the Town maintains it. While the County has no plans to make improvements to Noyac Road, it reserves the right to do so in the future. In the interim, the burden of construction and maintenance of the existing infrastructure, e.g., the existing pavement, drainage, traffic signs and pavement markings, has fallen upon the Town. Given the constraints imposed by this very narrow corridor, the reconstruction and/or widening of Noyac Road undertaken by the County is unlikely. However, designation of Noyac Road as a scenic byway by the Town would provide additional protection measures.

Due to its geographic location, Noyac Road has become a bypass route for those motorists seeking to avoid congestion along Montauk Highway (NY 27) between Southampton Village, the Town of East Hampton, the Town of Shelter Island and the Village of North Haven. Although considerably longer, North Sea Road-Noyac Road-NY 114 is used as a route to destinations in the Town of East Hampton by local residents, tourists, truckers and tradespeople, especially during times of peak traffic conditions, such as Friday evenings, with a reverse flow along this route on Sundays. Noyac Road is also a popular route to Sag Harbor and Shelter Island from the west. Along with this bypass and "through" traffic come problems associated with increased truck traffic and excessive vehicular speeds.

These conditions are of particular concern along Noyac Road because the current land use is primarily residential. A sampling of 200 vehicles traveling along Noyac Road just east of Deerfield Road on a summer weekday indicated between 7 and 11 percent truck traffic (excluding pick-ups and vans), somewhat higher than the 5 to 7 percent average for other roads of this type in the area. The sampling also indicated an 85th percentile speed of 44.5 MPH. This means that 85 percent of the observed vehicles travel at 44.5 MPH or less, a figure that is high for a roadway with a 30 MPH posted speed.

Traffic accident data were obtained for the latest available three-year period. The data did not indicate any locations with a significant number of accidents. The most predominant type of accident is the "rear-end" type. Based on observations along Noyac Road, there are several undesirable conditions which have the potential to contribute to accident occurrence, including:

- Several horizontal curves with poor geometric design
- Numerous residential driveways, many of which are located in close proximity to the curves
- Restricted sight distance for vehicles stopped at intersection approaches to Noyac Road

Key Issues:

Based on the field observations, as well as input from the kickoff and focus group meetings and the charrette, following are the key transportation issues:

- Traffic volume--As noted above, a significant amount of traffic uses Noyac Road as a "through route."
- Vehicular speeds--There is strong support for "traffic calming" measures. Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.
- Safety--Potential problem areas:
 - Curves

- Driveways near curves
 - Sight distance at intersections
 - Specific “problem areas” along Noyac Road which exhibit the potential for safety problems:
1. Cromer’s Market Area--Existing parking for Cromer’s and the adjacent businesses is “head-in,” and continuous access is permitted along the north side of Noyac Road. This uncontrolled access from Noyac Road leads to multiple points of conflict between vehicles entering parking spaces, backing from the spaces, and proceeding through the area. In addition, vehicles (especially trucks) parking on the north side of Noyac Road restrict sight distance east of Cromer’s. Some control of access to parking is necessary to increase safety (see Figure 4). Bay Avenue and Elm Street intersect Noyac Road at the west end of this area. These intersections are immediately adjacent to one another, resulting in additional difficulties for motorists. Noyac Road also curves at this location and the roadway banking (superelevation) appears to be improper.

2. “Deli Area”-- During the day, much of the parking and pedestrian activity is related to The Pantry Delicatessen and the liquor store on the south side of the roadway. At times, particularly when trucks are parked on both shoulders, traffic flow on Noyac Road is affected. Pedestrian crossings from vehicles, which are parked on the shoulder/grass areas along the north side of the roadway, are a concern (see Figure 5).
3. Trout Pond--The horizontal “S” turn on Noyac Road, combined with a change in vertical grades in this area, is a potential safety problem.
4. Long Beach Road Intersection -- Motorists traveling south on Long Beach Road from North Haven experience delays in waiting for gaps in traffic to enter Noyac Road. The existing intersection configuration, which includes a “circle” for vehicles entering or exiting Long Beach Road, can be confusing to motorists.



Figure 4: View looking east on Noyac Road, east of Bay Avenue. The existing “head-in” parking negatively affects traffic flow and safety along Noyac Road.



Figure 5: Mid-day view looking east on Noyac Road, east of Pine Neck Avenue. Parking for the Pantry Deli, including trucks, occurs on both shoulders of the road.

- Truck traffic--volume and speeds. Many of the trucks are “through” trucks. Trucks contribute significantly to deterioration of the roadway pavement.
- Roadway maintenance:
 - Drainage—The Deerfield Road area was noted as a problem area for puddling. The Town Highway Department is implementing a staged, storm water mitigation program in Noyac to address some of the chronic flooding locations.
 - Litter, sand.
 - Potholes—The Town Highway Department is in the process of repaving portions of Noyac Road to improve pavement conditions.
- Bus Service—Public bus service, as provided by Suffolk County Transit, consists of Route 10A. This route provides service between Southampton College and the South Ferry to Shelter Island, and is limited to five trips per day in each direction, or an average of one trip every 2 hours. There is limited weekend service.

1.6 Land Use and Zoning

The Study Area consists of sporadic shopping nodes in an area otherwise characterized by small homes on small lots and marine uses interspersed with designated open spaces. This section describes, in detail, the nature of these various land uses and the existing zoning that governs them (see **Maps 4 and 5**).

Housing

There are 1,993 housing units³ in the Noyac Hamlet,⁴ which is approximately 5.6 percent of the total housing units in the Town of Southampton. Most of these are single-family dwellings, both for seasonal and year-round living, and include ownership (945 units) and rental units (213 units). The average household size in Noyac is 2.28 persons (2.31 for an owner-occupied unit and 2.41 persons for a renter-occupied unit). Lot sizes range from approximately 10,000 square feet to 80,000 square feet, in accordance with the existing zoning code.

Seasonal Housing

Seasonal housing in the Study Area accounts for approximately 38 percent of the total housing stock in Noyac (and 6 percent of the total seasonal housing stock in the Town of Southampton). Seasonal housing units are spread throughout the Noyac Study Area, with a concentration along shorefront property.

Dwelling Unit Types/Condition

The housing stock in Noyac is comprised primarily of traditional single-family housing units, generally in good to excellent condition and with no apparent blighting issues.

Key Issues:

To meet the housing needs of its diverse population, the Town of Southampton is striving to provide a wide range of housing opportunities in each of the Town’s hamlets. Accordingly, as part of the study process, the Consultant team explored various locations for possible housing opportunities under both the existing zoning and for some lots that may require a re-zoning to facilitate such development. However, through the public involvement sessions, some residents

³ U.S. Census Bureau, Census 2000.

⁴ The U.S. Census does not explicitly define the boundaries for Census Designated Places; census numbers are based on a boundary similar to that used by the Town’s Department of Land Management.

expressed concern about the possibility of new residential units along Noyac Road (in particular those that deviate from existing density patterns). Further, concerns were expressed over the potential density and location of affordable housing units (as are allowed under the current zoning). Balancing these concerns with the objectives of the Town is a fundamental issue upon which the recommendations of this study focus.

Parks, Recreation and Community Facilities

Open space in the area includes Trout Pond Park and the Noyac Golf Club on the south side of Noyac Road and the Elizabeth Morton National Wildlife Refuge on the north side of Noyac Road (see **Map 6**).

Located on the south side of Noyac Road is Trout Pond Park. This 26-acre park provides a freshwater swimming pond and hiking trails around the pond. The park is not equipped with playground structures, but offers fishing from a covered bridge, open barbecue facilities and a covered picnic area. Littering, landscaping maintenance, and non-resident parking are issues in this area.

Also located on the south side of Noyac Road is the Noyac Golf and Country Club, bounded by Deerfield Road to the west and Wildwood Road to the east. This private golf course was founded in 1963 and offers 18 holes (6,886 yards).

The rugged peninsula that makes up most of the 187-acre Elizabeth Morton Preserve projects two miles into Noyac and Little Peconic Bays. The protected coves and brackish pond are currently home to a number of endangered species. A variety of vegetation can also be found, ranging from oak-hickory woods to saltwater grasses and beach plum. The beach offers swimming and picnicking facilities.

The 'old schoolhouse' at 3010 Noyac Road (see next section, *Historic Resources*) is in active use as a community meeting space, although its size is limited.

Key Issues:

A fundamental objective of the Town is to ensure that future development patterns do not place undue strain on existing natural resources. Accordingly, this study process took into consideration natural assets within the Noyac Study Area.⁵ Throughout the public involvement sessions and through various field visits, Trout Pond Park was recognized as the key natural area in this study. It became apparent that the Park faces many challenges, mostly related to code enforcement and maintenance (overflow parking and litter).

There appears to be consensus that Trout Pond should remain a "passive" park without public restroom facilities. Should the need arise to develop a bathing facility, it is the strong desire of the Noyac community to be involved in the planning and decision making process.

In terms of community facilities, there is a need for more and larger meeting space, centrally located to the community. Associated facilities that were mentioned in public meetings or interviews could include a police substation, a harbor master facility, a nature/ educational center, and/ or a senior citizen/ nutrition center similar to other hamlets.

Commercial Uses

Although the Study Area is primarily a residential enclave, Noyac Road is highlighted by three commercial nodes (see **Map 4**):

- The Deli-Trout Pond area on both the north and south sides of Noyac Road (including Trout Pond on the south side and the Mill Creek Marina on the north) at the intersection of Berkshire Drive.
- Cromer's Market/ the Whalebone General Store area on the north side of Noyac Road at the intersection of Noyac Road and Bay Avenue.
- The Waterside Restaurant/ catering facility on the north side of Noyac Road at the corner of Long Beach Road by the existing traffic circle.

⁵ The Noyac Area was not referenced in the Town's Draft *Parks and Recreation Plan*, currently being finalized.

Key Issues:

Each of these commercial nodes faces unique and specific challenges that will be described in greater detail in the recommendation section of this report. In general, however, each commercial node is characterized by limited available parking, safety concerns as a result of traffic speeds on Noyac Road, and the need for physical design enhancement. Given that none of the properties in these nodes are a blighting condition, the Town will not be able to invoke its power of eminent domain. Rather, the Town should work with the private property owners to ensure the conceptual recommendations put forward in this report come to fruition.

Existing Zoning

Nine (9) zoning districts define the Noyac Study Area (see **Map 5**), including VB (Village Business), RWB (Resort Waterfront Business), R10, R15, R20, R40, R60, R80 and OSC (Open Space Conservation).

Residential zoning districts along the corridor include single family R10 through R80 districts, allowing for residential development on a minimum of 10,000 square foot lots to 80,000 square foot lots. The bulk of the southern portion of Noyac Road is currently zoned R80, with R40 districts also present, while the bulk of the northern portion of Noyac Road is zoned R15 and R10 but with R40 districts present as well. A 41.6-acre pocket of land is zoned for open space uses at the easterly end of Noyac Road between Deerfield Road and Ruggs Path. Additionally, several of the properties located at the Bay Avenue and Cedar Lane intersections along Noyac Road are zoned Village Business.

Buildout Analysis

It is essential to have a clear understanding of the potential amount of space available for development within the Study Area. The completion of a buildout analysis provides tabular data that demonstrate the potential impacts of growth subject to the current zoning and other development regulations. The analysis can help measure long-range effectiveness of zoning laws and visualize the

patterns of growth. The buildout analysis estimates the amount of potential development for each zoning district within the Study Area, based upon the regulations in the existing zoning code.

Methodology:

Using parcel data as its base, the Consultant applied the parcel acreage, minimum lot requirements and the existing number of units, which resulted in a total number of developable units for each parcel. The total existing units for each parcel were then subtracted to derive the total number of potential units for development.

In general, a buildout provides an indication of the degree to which an area may be developed in accordance with land uses and densities described in its zoning code. More specifically, with regard to Noyac, the buildout is varied throughout the corridor with some parcels having significant development potential, while other parcels have already been fully built-out. Parcels close to a complete buildout would need to place an emphasis on the re-use and re-development of existing land uses, whereas parcels indicating tremendous development potential should reflect growth management measures, such as concentrating residential development to avoid sprawl and identifying key areas for parkland development and open space preservation.

The results of this analysis are represented in **Table I**, which summarizes the buildout potential for the two hundred and sixty (260) parcels that front along Noyac Road. More specifically, the table provides the following information:

- 1) The *Zoning District* defines the specific district of a given parcel: R10, R15, R20, R40, R60, R80, VB, RWB and OSC.
- 2) The *Acreage* represents the size of a parcel in acres.
- 3) The *Existing Units of Development* represents the current buildings on a given lot.
- 4) The *Remaining Build Out Potential* shows the amount of units still open for development.

Table I – Potential Buildout Along Noyac Road

Zoning District	Acreage	Existing Units of Development	Remaining Build Out Potential
R10	4.2	7	6
R15	5.8	4	9
R20	20.3	21	9
R40	64.3	18	30
R60	6.1	1	1
R80	122.1	11	24
VB	7.4	N/A ⁶	N/A
RWB	6.1	N/A	N/A
OSC	193.6	3	N/A
Totals	429.9	65	79

Source: Town of Southampton, Department of Land Management GIS, extrapolated by Ferrandino & Associates Inc. (2003).

Key Issues:

The Village Business Zone (at the Deli-Trout Pond commercial node) allows for retail businesses and community facilities up to 30,000 square feet. Such facilities would be drastically out of character with the existing land uses and future vision for this hamlet center area. Further, during the public sessions, concern was expressed by some residents about the possibility of future residential development that was greater in density than the current residential pattern, the expressed issue being that such residential development could exacerbate existing traffic and safety issues along Noyac Road.

1.7 Current Development Applications/ Initiatives

There are three development applications recently approved or currently being reviewed by the Town’s various boards for approval within the Study Area (see **Map 7**).

⁶ The VB, RWB and OSC zones do not lend themselves to this type of analysis unless a primary use and related minimum lot size are established.

▪ *Noyac Professional Center*

This project was approved by the Planning Board on June 12, 2003 and is awaiting building permit. The site is located on the southerly side of Noyac Road, 206 feet east of the intersection with Burkeshire Drive. The subject property is currently vacant woodland.

The project involves construction of 5 professional office buildings, having a total of 8,078 square feet of floor area, with associated site improvements. The Board approved one of the buildings for use as medical offices; an upstairs accessory apartment was approved at another building.

During the approvals process, the site plan was modified in response to Town concerns to better relate to Noyac Road and to adjacent dwelling units, shielding parking from view and modifying building siting and setback to better fit the existing contextual pattern.

▪ *Mill Creek Marina*

The project’s prior approvals lapsed and it is currently up for re-approval. The site is located on the north side of Noyac Road, 700 feet west of the intersection of Pine Neck Avenue and Noyac Road. This 105,759 square foot (2.428 acres) property is zoned Resort Waterfront Business (RWB). It is currently improved with a two story building, utilized as a 116 seat restaurant/bar (The Oasis), 680 square feet of retail space, and boat repair in the lower level, 5 one story cottages, and a one story utility/restroom building and shed. There is an existing paved area, providing parking in both informal and formal layout, which can accommodate approximately 78 conforming spaces.

The property to the east is residentially developed with a one-story house and cottage, several sheds and storage building. The property to the west is vacant. Both these adjacent properties are zoned RWB.

The project involves the reconstruction and expansion of an existing marina/boatyard to include 38 new boat slips for a total of 144 boat slips, a deck addition to the existing restaurant and provision of 76

additional parking spaces for a total of 165 spaces. In addition, the boat storage use would be increased by 24,615 square feet to accommodate approximately 27 additional boats. The existing area utilized for boat storage is 61,580 square feet, accommodating 67 boats. Therefore, the total area of the subject site that can be utilized for boat storage is 86,195 square feet, for approximately 94 boats, depending on the size of the boats stored in any given season.

- *The Waterside*

See Section 2.2 for project description, approvals to date, and explanation of discussed alternatives.