

Sketch I: Illustrative Concept - Commercial node between "the Deli" and the marina opposite Trout Pond.



Sketch 2: Illustrative Concept - Motel Site Option 1 – “As of right” development (9 market units on 1 acre lots).



Sketch 3: Illustrative Concept - Motel Site Option 2 - Open space (would require Town purchase of land from owner).

□ **Cromer’s Market/The Whalebone General Store**

This site, as described in the existing conditions section (see Figure 4), is located on the north side of Noyac Road at the intersection of Noyac Road and Bay Avenue (see also Figure 13). The Cromer’s Market area (which includes both the market and the adjacent Whalebone General Store and real estate office complex) was cited in every public meeting both as a key community land use and as a problem site due to traffic and circulation problems. Issues include the need for more parking, the dangerous pull-in spaces adjacent to Noyac Road, how to improve the cohesiveness between adjacent stores, and how to enhance service and delivery.

Proposed Development Approach

The seeds for a solution lie in a mix of ownership of adjacent properties—especially the Town-owned property across Noyac Road from the complex, a ‘sump’ maintained to control runoff, and drainage in the area. The property lies on the inside of a particularly problematic curve. By shaving off a sliver of no more than 10 to 15 feet (and also possibly minor frontage from an adjacent private property to the west), the curve can be straightened, sight lines improved, and the road moved to the south to free up land adjacent to the stores sufficient to allow a one-way angled parking, separated from the highway by a 4’-0 wide median (the median should be configured as shown to allow curb cuts for each individual property in order to

serve all businesses equally) (see **Sketch 6**). Straightening this curve is a safety priority cited by many community participants. Traffic calming measures – landscaping adjacent to Cromer’s Market, signage and striping – would be used to counteract any potential increase in traffic speed.



Sketch 4: Illustrative Concept - Motel Site Option 3 – Cluster housing (9 units) and 2 additional affordable housing units (total=11) in return for dedication of 35 percent of site as open space and 25 percent of site for Community Center complex.



Sketch 5: Illustrative Concept – Motel Site Option 4 – Cluster housing (9 units) and 2 additional affordable housing units (total=11) in return for preservation of a minimum of 60 percent of the site as open space.

The net total parking spaces can be increased by reconfiguring adjacent spaces:

- To the rear of the store, a planned reconstruction creating a new refrigerated warehouse space to replace existing truck beds used for that purpose can result in more efficient use of land for parking and truck delivery and a net increase in spaces.
- Similarly, rebuilding in the medium term the small office/ storage facility on the adjacent property to the rear will allow a better designed employee lot.
- Finally, with the participation of an adjacent landowner, additional spaces can be added to the east of the access road

leading to the rear of the property. This road extends as a paper right of way almost to the shore, although because of wetlands it can never be completed as a real accessway. Trading a portion of that road in return for land for adjacent parking may be part of the structure of a deal.

Additional circulation improvements in the longer term will require further cooperation and agreement among abutting landowners. The ability to improve safety on Noyac Road by minimizing curb cuts could be enhanced by combining Bay Avenue and Elm Street as shown in Sketch 6. Further study of this option is recommended as it involves a partnership effort between the Town and adjacent landowners.

Further study is warranted to enhance traffic safety in the Cromer's Market area and along the entire Noyac corridor. There is strong community support and desire to accelerate funding of a study to identify and implement appropriate traffic/parking mitigation measures on a fast track basis.



Sketch 6: Illustrative Concept - Possible circulation and parking approach to Cromer's Market area.

❑ **The Waterside Restaurant Site**

This site is located at the intersection of Noyac Road and Long Beach Road at the eastern edge of the project Study Area. The Waterside complex is situated on the north side of Noyac Road near the existing traffic circle. The subject property is 29,125 square feet (0.669 acre). The complex contains a leased restaurant/bar opening up onto a dockside water environment; the lower level currently functions as a private meeting space, made available by the owners at little or no cost to community groups and proportionately higher cost to individuals and organizations (see Figure 14). This lower level portion of the site is accessed through a separate property reportedly co-owned by the Waterside owner and the Town Trustees, adjacent to Town-owned parking/beachfront. Not only the building itself with its 'seaside' architectural feel, but even more the memories it represents from the events and informal gatherings hosted there, have been a long time part of Noyac's collective consciousness.

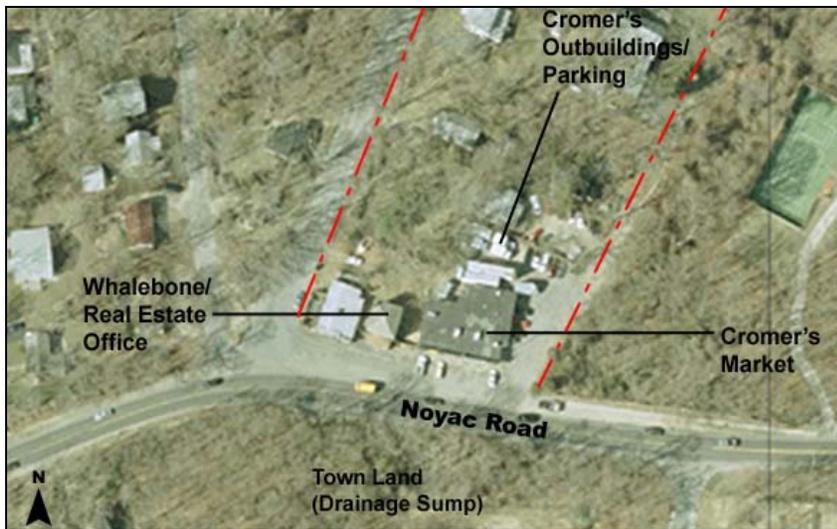


Figure 13: Existing conditions at Cromer's Market area.

Redevelopment of site by owner as condominiums (Option 1)

Redevelopment is planned to occur as described above, pending Town and State approvals (see **Sketch 7**). The ZBA found that the proposed structure is smaller than the existing building and a less intensive use than currently exists.

Town Purchase / Reuse as Community Center (Option 2)

Redevelopment of The Waterside as a 'Noyac Community Center,' was suggested in public meetings as a way to achieve the objective of maintaining a central meeting space for the community (see **Sketch 8**). Suggestions were made that income could be supplemented through leasing part of the facility as a restaurant similar to the existing situation.

This approach would require Town purchase of the property from a willing seller; the property would not qualify for allocation of 'Community Preservation Fund' open space funds and would require a separate bond issue. However, providing meeting space at this historic location adjacent to Long Beach is a valid objective.

New Residential and Community Facility (Option 3)

The site could be developed for dual uses—condominium development that falls within the existing impact parameters for traffic, parking, utilities, water usage, etc., and at a size and height similar to the existing building, with density limited to the eight residential units as recently approved, and a new recreation/meeting space facility (see **Sketch 9**).

However, the site's location adjacent to the beach presents environmental issues – required new septic systems would have to be added, with potential adverse impacts upon water quality if they exceed current use magnitudes. The loss of parking for the beach represents an additional problem.



Sketch 7: Illustrative Concept - Waterside Site Option 1: Redevelopment of Waterside building as condominiums.

A New Community Center for Noyac: Summary of Alternatives

A strong level of support for a new community center for Noyac was demonstrated at public meetings: such a facility would serve local needs for recreation space and act as a unifying central facility, providing for Noyac a sense of place and image. It could house not only recreation and meeting space, but uses such an environmental education center or a substation for the Southampton Town police and/or fire department, the visible existence alone of which could assist in the enforcement of traffic and speeding regulations.



Sketch 8: Illustrative Concept - Waterside Site Option 2: Renovation of existing Waterside building as a community facility/improvement of adjacent Long Beach Road.

Based on the above planning analyses of the various sites along Noyac Road, there are four potential alternatives for such a facility:

1. *The Waterside site described above, either as redevelopment of the current facility or as a new adjacent facility:* Redevelopment requires both a willing seller and buyer; the owner has publicly stated his disagreement with such a scheme, and the Town has indicated that it does not have the required funds for acquisition. A new facility must overcome site acquisition and environmental issues.
2. *An independent site adjacent to Trout Pond.* This option has potential problems with proximity to Trout Pond, although these may be resolved with more careful siting or engineering.

3. *An independent site west of Trout Pond behind the existing 'old schoolhouse.'* This is a likely location for a new building; however, it lacks the centrality and visibility of other options.
4. *A site in conjunction with the Motel Site:* Development in this location would have a central location relative to other community destinations. It could relate to Trout Pond without being immediately contiguous, and associated open space would add to the overall preservation of the Trout Pond area.



Sketch 9: Illustrative Concept - Waterside Site Option 3: New residential development with scale and design similar to existing Waterside catering facility, plus new ancillary community facility/improvement of adjacent Long Beach Road.