

## VII.

### DETAIL HAMLET MASTER PLANS

#### INTRODUCTION

In many instances the hamlets of the Southampton Community date back to early colonial settlements. Some have expressed strong individuality by incorporating as villages. Two such villages, Quogue and Southampton have joined in this Urban Planning Assistance Program. Most of these early settlements started off as farming areas but in more recent times seasonal residents and a growing number of non-farm year around residents have changed their character. With the exception of the Flanders-Riverside Hamlet and the Village of Sag Harbor, the more intensively developed hamlet areas have located along the south shore of the mainland on Montauk Highway.

The purpose of these detail hamlet master plans is to show more clearly the Master Plan proposals for these intensively developed areas. There are five such master plans showing groups of hamlets. They are: Eastport-Remsenburg-Speonk-Westhampton, Map 5; East Quogue-Tiana-West Tiana-Pine Neck, Map 6; Hampton Bays-Canoe Place-Ponquogue-Springville, Map 7; Flanders-Riverside, Map 8; and Bridgehampton-Sagaponack-Hayground-Mecox, Map 9.

Although there is no formal definition of hamlet boundaries and there may even be occasional arguments on the question of which hamlet a given site is in, these detail hamlet master plans are not intended to settle such questions. For planning purposes the future character of physical development to serve the hamlet population is most significant, including the interrelationships between the various functional areas and how these more intensively developed hamlets will relate to the remaining less intensively developed portions of the planning areas.

In considering these detail hamlet master plans reference should be made to the community-wide Master Plans of Future Land Use, Map 1, Streets-Highways-Transportation Facilities, Map 2, and Community Facilities, Map 3. The Barrier Beach and Shinnecock Bay Development Plan, Map 4, and the Agricultural Reserve and Residential Development Plan, Diagram D-1 are also relevant in some instances.

## THE EASTPORT-REMSENBURG-SPEONK-WESTHAMPTON BEACH DETAIL MASTER PLAN

### Future Land Use

These hamlets form the southwestern portion of the Southampton Community on the mainland. They extend from the Brookhaven-Southampton town line, which Eastport straddles, on the west to the Incorporated Village of Westhampton Beach on the east. Proposed County Route 111 and the light industrial area are to the north and Moriches Bay is the southern boundary. These hamlets are in Planning Area 2 as described in Section IV, Community Facilities, and as shown on Map 3.

As the Master Plan of Future Land Use indicates, the small farms in this area are expected to become a part of the residential land use in the future. However, their sites and those of other open land uses provide attractive, open environmental qualities which should be preserved through the encouragement of planned residential development procedures described in Section III. This will be especially helpful in establishing the greenbelt parks called for along the estuaries and drainage channels in these hamlets. It should be noted here that the Saetuck Creek, East River, Speonk Creek, and Beaverdam Creek Greenbelt Parks are particularly important in that they define hamlet areas and provide attractive scenic points to be experienced on an automobile trip through the hamlets on both Montauk Highway, the main highway, and Old Country Road.

As Detail Master Plan, Map 5 confirms, these hamlets are projected to continue their residential character. The Suburban Residence areas are to be low density, single-family detached housing areas, although other housing types may be introduced through the approval of a planned residential development. It is important to note that such a modification would not increase the population density of the area affected and at the same time it would assure preservation of significant environmental features, such as the greenbelt parks and marine edge. Much of the future quality of these hamlets and the success generally of the Suburban Residence development is expected to result from the leadership and interest of the residents of this area working with the planning board and with those local property owners desirous of developing their land.

The Village Residence areas reflect two situations: residential centers in the Hamlets of Eastport, Speonk and Westhampton; and isolated older subdivisions of land into small lots that preclude Suburban Residence standards. Since there are still many vacant lots of less than an acre in both these situations, the Master Plan does offer the option of smaller lots, either there or possibly in planned residential developments, as an

alternate to low density Suburban Residence.

This option of housing accommodations is to be further augmented by the provisions for transferring residential development rights into certain limited areas in the Speonk Hamlet center to permit garden apartment construction. The overall community-wide population capacity would not be increased by such a transfer of residential development rights. Further, this type of housing is well suited to accommodate single persons, such as school teachers, and others of modest income who are employed or have small businesses in the hamlets as well as senior residents who wish to continue living in the hamlets but no longer wish to maintain single-family homes, and young married couples who are not yet ready to purchase a house. A more complete discussion of the procedure and reasoning related to the transfer of residential development rights and the location of garden apartment housing is presented in Section III, Future Land Use. The Speonk center location in these hamlets is within convenient walking distance of the shopping facilities and the railroad station. It is also at an important crossroad in the community which is served by bus transportation. Such conveniences are relatively important both for those of limited physical strength and for those of limited financial means.

The Village Business center at Speonk is designated as the convenience shopping center for the southwestern portion of the unincorporated area. However, the Hamlet of Westhampton is within the service area of the Village of Westhampton Beach's shopping center on the east and Eastport Hamlet will be at least in part oriented to the Eastport business center in the Town of Brookhaven. Two centers for Highway Business are also shown on the plan. One is an extension of the Speonk Village Business center to the east on Montauk Highway while the other, also located on Montauk Highway is at Westhampton in connection with a Motel area. These areas are to be oriented toward highway services, automotive uses, offices and general commercial activities rather than retail shopping. At Seatuck Cove in Eastport a third type of business is indicated, a Resort and Waterfront Business. It provides for waterfront services, including resort motels.

As it develops in the future, the Village Business center at Speonk will require adequate offstreet parking and improved vehicular circulation to be successful. The Master Plan envisions the maintenance of a village business street front character but with an emphasis upon a new convenience of access and offstreet parking similar to that in contemporary shopping

centers developed around the perimeter of the center. This would also create the means for attractive screening of adjacent residential land uses. As Map 5 shows, the circumferential street proposal would link Claypit Road in the west with the railroad station access road at Phillips Avenue and then, extending southerly, it would circle the east end of the shopping Village Business center, cross Montauk Highway and end at Phillips Avenue. In addition to providing direct access to the offstreet parking areas it would also serve the railroad station, some of the possible garden apartment areas and one end of the Highway Business area. Although traffic flows reasonably well through this center now, the projected circumferential system will be necessary in the future to relieve Montauk Highway of the congestion from increased local traffic generated by the expanding Village Business center and other more intensive land uses in this area where only a simple crossroad street system exists today.

### Streets and Highways

It is anticipated that the extension of Sunrise Highway will draw off high speed through traffic not destined for these particular hamlets. Nevertheless, Montauk Highway will continue to be an important east-west secondary highway. As a result, abutting land development should be so arranged as to minimize its impact on the traffic carrying capacity of the highway. The Sunrise Highway Extension will also diminish the importance of Old Country Road as a highway. In the future it will function as a collector street through the residential areas of these southwestern hamlets. Phillips Avenue, however, will increase in significance. This reflects the Speonk Village Business center at its southern end, the proposed Light Industrial area along much of its frontage to the north between the proposed County Route 111 and its interchange with the Sunrise Highway Extension and its northerly terminus at County Route 51, the East Moriches-Riverhead Road. The Master Plan indicates its classification of the future to be that of a secondary highway.

In terms of local streets, private roadways with limited right-of-way or cross-sectional improvements have caused difficulties in these hamlets. There are three options available in these situations. One is to live with the situation as it is. A second is to attempt to minimize its problems by such things as instituting a one-way street system or taking action to keep traffic lanes free of parking. And the third is for the property owners involved to offer for dedication an adequate right-of-way so that the town could improve the roadway as a public road. Where such roadways serve as an integral part of the hamlet street system, the third option should be adopted.

### Community Facilities

The Community Facilities Master Plan, Map 3, indicates that aside from proposed neighborhood and community parks associated with the greenbelt, there are no regional parks proposed in these hamlets. Existing recreational facilities are now located at the three public school sites in the area: the Eastport Elementary and High School, the Remsenburg Elementary School and the Westhampton Beach Elementary School. A unique community facility, a new voluntary hospital, is proposed. Not only will such a hospital provide a service, it will also be a new source of employment for residents of the area. The Community Facilities Master Plan also indicates that a highway maintenance yard and packer unit for solid waste disposal should be located between the railroad and Old Country Road and between Phillips Avenue and the Speonk Creek Greenbelt Park. Finally, it is suggested that consideration be given to locating a new fire station approximately midway between the Eastport and Westhampton Beach Fire House.

## THE EAST QUOGUE-TIANA-WEST TIANA-PINE NECK DETAIL MASTER PLAN

### Future Land Use

These hamlets, with the exception of Tiana, form the principal developed portions of Planning Area 3. Tiana is in Planning Area 4. They extend along the south shore of the mainland from the Village of Quogue to approximately N.Y.S. Route 24, the Riverhead-Hampton Bays Road. To the north they extend just beyond the railroad and to the south they are bounded by Shinnecock Bay. Unlike the previous hamlets to the west, these hamlets have been subject to heavy subdivision activity over the last few years. As a result, the Detail Master Plan shown on Map 6, has a very substantial proportion of all its land area in the more intensive Village Residence category. However, open lands suitable for Suburban Residence still exist in East Quogue, Pine Neck and Tiana as well as generally north of the railroad. Since the subdivision activity has committed so much land to the Village Residence pattern of development, it is particularly important that the Suburban Residence lands be developed on a planned residential development basis so that some feeling of openness may be maintained in the future. This effort should be coordinated with the planning for neighborhood parks since it will help to overcome a serious shortage of such facilities that will occur as subdivision development is completed. As in all bay front areas, the open lands preserved through the planned residential de-

velopment should include the tidal salt marshes and their protective woodland buffers.

In these residential areas it is recommended that the planning board take every opportunity to require resubdivision of old subdivisions that are substantially undeveloped and suitable for such action. In Pine Neck it should explore the possibility of reassembling the lands in the premature subdivision between Baycrest and Shinnecock Avenues, including the nonconforming business development on Montauk Highway, and establish a planned residential development in its place. This would call for procedures similar to those associated with urban renewal, such as acquisition of the land, establishing new development standards and sale of the land for use under those standards. This proposal would require considerable support from the residents of the area as well as the town generally, but, considering the potential problems related to the subdivision's narrow, unimproved streets, lack of drainage, water and sewerage requirements, and inadequate lot sizes, the benefits should be well worth the effort.

The Village Business center at East Quogue is the only one located in these hamlets. This recognizes the influence of the substantial Village Business center in Hampton Bays. Between the two, these hamlets will be amply served with convenience shopping facilities. In addition to this, the East Quogue Hamlet has a small Highway Business area extending easterly from the Village Business center to Weesuck Creek where a Resort and Waterfront Business area is located. A second, and one of the largest Highway Business areas in the entire town, is located along Montauk Highway from the roadside parks at Jones Road in West Tiana east to N.Y.S. Route 24, Riverhead-Hampton Bays Road. There is also a second Resort and Waterfront Business area on the west shore of Tiana Bay. In keeping with the Planning Objectives it will be noted that these two Resort and Waterfront Business areas are not located in sections on the waterfront suitable for Marine Preserves.

The East Quogue Village Business center, much like that at Speonk, is located at a crossroad site. Unlike Speonk, this center is strung out along Montauk Highway and can only achieve increased depth on the north side of the road. This is fortunate in that much of the available potential for future residential development is north of Montauk Highway and the railroad. It would reach the center by way of Lewis Road. As the need for offstreet parking develops it is proposed that it be provided at the rear of the businesses along the highway. More particularly with the greater available land resource on the

north side of Montauk Highway, it is proposed that a parallel business service road be constructed between West Side Avenue and Halsey Avenue to service these parking fields. Such a roadway would improve circulation in the Village Business center even though it is only on the north since, with traffic controls, shoppers from south of the highway could cross over at both ends without actually traveling on Montauk Highway. On the south side one bay, consisting of two parking rows and one aisle between them, is all that the limited property depths will permit. However, if the aisles were to be continuous from block-to-block, access could be gained to all blocks without using Montauk Highway. The appearance of such rear parking areas is suggested in Sketch 2. In connection with this it can be seen that rear building walls and entrance doors should be enhanced and that planting screens would be located between the business uses and nearby residences. Map 6, also indicates a small village green area in the Village Business center at the head of the greenbelt park along Daves Creek to the west of Walker Avenue.

### Streets and Highways

These hamlets are connected by the Montauk Highway, an east-west secondary highway. North-south roads are few because of the railroad's impact on the area. Lewis Road, however, serves as a collector street running from N.Y.S. Route 113, the Quogue-Riverhead Road, near its interchange with the Sunrise Highway Extension through the northern residential areas of the East Quogue Hamlet into the Village Business center on Montauk Highway. At the very eastern edge of these hamlets N.Y.S. Route 24, the Hampton Bays-Riverhead Road, a secondary highway, provides another north-south road. None of these are new roads. As in the case of the previous group of hamlets, it is anticipated that the extension of Sunrise Highway will drain off the high-speed, through traffic not destined for these particular hamlets. At the same time, it will put greater traffic volumes on Lewis Road since it would provide an access route to the Sunrise Highway interchange.

There are two specific proposals related to the local street system in Pine Neck-West Tiana Hamlet areas. They are:

1. Realign Squires Avenue so that it enters Josiah Fosters Path south of Montauk Highway, thus simplifying the Montauk Highway intersection.
2. If nothing is done to change the Pine Neck Subdivision area, extend Birchwood Lane and White Birch Trail to connect with the subdivision streets. If the subdivision is redeveloped, establish appropriate connecting street linkages.

## Community Facilities

These hamlets have the disadvantage of being subdivided without any particular overall hamlet planning. Therefore, as the many already filed plats develop, the population will grow without any provision being made for neighborhood and community-wide parks unless such facilities become an early concern of the planning board and the town board. The Detail Master Plan indicates greenbelt parks along Phillips Creek at the Village of Quogue boundary, Daves Creek and Weesuck Creek as well as one crossing the Pine Neck-West Tiana peninsular. A similar upland park extends out of the Springville-Hampton Bays-Ponquogue Hamlets to Tiana Bay where it terminates at a proposed boat landing facility. These hamlets are also served by the Sears Bellows County Park at the head of Tiana Bay.

The recreation facilities available at this time are on the public school grounds at the Quogue Elementary School and the Hampton Bays Elementary School and High School.

The Community Facilities Master Plan, Map 3, also indicates two other proposed facilities. One is the new fire station to be located on Josiah Fosters Path. The second is a highway maintenance and packer unit site to be located in relationship to a proposed community-wide park in the Weesuck Creek greenbelt north of Montauk Highway.

## THE HAMPTON BAYS-CANOE PLACE-PONQUOGUE-SPRINGVILLE DETAIL MASTER PLAN

### Future Land Use

This group of hamlets, lying between N.Y.S. Route 24, the Hampton Bays-Riverhead Road, and the Shinnecock Canal, is the center of some of the most intensive development in the entire community, including one of its major Village Business centers. Along with the Tiana Hamlet, this group is the development center of Planning Area 4. The Detail Master Plan is presented on Map 7.

As a result of a long history of subdivision based on relatively small lot sizes, the residential land use over most of the land areas in these hamlets is already at the Village Residence densities. Although most of the vacant land held in large parcels is found north of Montauk Highway, there are a number of estates and larger residential parcels along the Shinnecock Bay shore front. These more open lands have been

designated as Suburban Residence areas. Two limited areas have been indicated as suitable for garden apartments. One has already been partially developed. The other is vacant. The transfer of residential development rights should be applied in the unzoned case. Since more open land may be anticipated to be in short supply as the subdivided areas become completely developed both direct acquisition of land for parks and planned residential development should be employed to preserve as much of the open land as possible. It should be noted here that direct acquisition serves a double purpose in that it sets aside land for park purposes and at the same time subtracts it from the supply of land for residential development. Planned residential development only accomplishes the first of these two purposes since the same number of dwelling units are permitted on the land to be developed as would have been permitted on the whole tract. Some reduction in population capacity consistent with all other aims, including the availability of rental housing would be desirable in these hamlets.

Two other observations may be made about the densities in residential areas of these hamlets. One is that much of the land north of Montauk and Sunrise Highways is composed of moraine soils which are particularly suited for recharging the ground water reservoir necessary to supply the hamlet water systems. They should be used for low density residential development. The second is that there has been a practice of giving variances to permit two building lots on lots larger than required by the Zoning Ordinance but less than required for two lots. These proposals should be the subject of very close scrutiny so that this increase in density is only allowed where it is absolutely unavoidable.

In accordance with the Planning Objectives, the Hampton Bays Village Business center is projected as one of the three major ones in the town and villages taking part in this program. It is the focal point of an extensive highway commercial area from Tiana on the west through Shinnecock Canal on the east, a length of well over three miles. In order to provide a more attractive entranceway to the Village Business center as well as to satisfy a growing need for office and general commercial facilities, an Office Business section is located on Montauk Highway between Springville Road and the Highway Business area at the intersection of N.Y.S. Route 24, Hampton Bays-Riverhead Road, and Montauk Highway. To the east two kinds of business functions are shown. Immediately east of the Village Business center it is Highway Business while in the Shinnecock Canal area and extending north and south from the highway Resort and Waterfront Business is indicated. This reflects the im-

portance of the canal as a center of recreational boating activities. Other Resort and Waterfront Business areas are found at the northern bridgehead of the Ponquogue Bridge and on the bay side of the Shinnecock Inlet. Each of these have road and water access and are not considered important preservation areas for the marine ecology. However, any expansion of marinas in these areas should employ construction methods that will not damage the groundwater reservoir under the upland area.

In planning for the future development of the Village Business center in Hampton Bays, Map 7 shows that the area set aside is bounded by Springville Road on the west and a line just east of Ponquogue Avenue on the east. It is bounded by the railroad on the south and a proposed north service road on the north. The north service road links Springville Road and Squiretown Road providing a complete circumferential road around the center when Good Grounds Road is taken into account. As in the case of Speonk on a smaller scale, it is proposed to maintain the village street front character while emphasizing a contemporary shopping center standard of development along the circumferential road at the center's perimeter. Thus, with the construction of offstreet parking between the circumferential road and the buildings it would be possible for people in this planning area to reach a store without relying on Montauk Highway or possibly only crossing the highway at a signalized section. This will be particularly important in the future as local population and business activity grows. The increased traffic would still be served by very limited crossroad-type street systems. It should be noted that the Village Business area does not extend south of the railroad on Ponquogue Avenue. It is proposed that the existing businesses and the lumber supplier eventually be phased into an Office Business area.

### Streets and Highways

As the Detail Master Plan, Map 7 demonstrates, the Sunrise Highway and Montauk Highway are parallel and relatively close together through this area. Particularly when the connecting linkage from Eastport to Hampton Bays is completed on the Sunrise Highway, through traffic is expected to use it. However, an appreciable build-up in traffic volumes is expected on the routes to the beach and to the Village Business center. Important elements in relieving the pressure of beach-bound traffic will be to improve the rights-of-way widths and alignments in several cases on such roads as Ponquogue Avenue, Springville Road, Canoe Place-Lynn Avenue, Shinnecock Avenue and Foster

## Streets and Highways

The Master Plan proposes that traffic movement at Riverside be improved as a *total central area redevelopment*. It would include the following:

1. Intersection redevelopment at Paconic Avenue-Quogue Riverhead Road with Center Drive-Riverhead-Hampton Bays Road, doing away with the existing traffic circle.
2. Realignment of Moriches-Riverhead Road easterly to intersect Quogue-Riverhead at Pine Street, thence extending this street easterly and northerly as a collector road to intersect Riverhead-Hampton Bays Road as shown on Map 8. The remaining northerly portion of Moriches-Riverhead Road and a local street, Woodhull Avenue, would be closed to through traffic flow. They would have access to the improved Moriches-Riverhead Road via an improved Maynard Street.
3. The northerly extension of Cook Boulevard and Vail Avenue into Riverhead-Hampton Bays Road would be terminated and both streets would link together in a loop form.
4. A new east-west local street parallel to Riverhead-Hampton Bays Road, would be proposed to serve the river shore areas. It would have two intersections with the street system to the south as shown.

The improvements mentioned above would offer the benefit of protecting several neighborhood areas from through traffic movement, and improved service to abutting businesses, expediting flows which are now severely hampered during peak hour period, at the Riverhead Traffic Circle.

## Community Facilities

The Community Facilities Master Plan Map 3, shows an extensive park area and open space facility for this area, some part of which is already held by the County. One of the major recommendations would be the expansion of the Sears Bellowes County Park lands. Besides yielding valuable recreation lands it would preserve many more acres of the Ronkonkoma moraine for ground water recharge. In addition, a number of community and neighborhood parks are proposed which would serve the expanding population. Many of these, plus the greenbelt linkages shown, should be acquired through subdivision park requirements and planned residential development practices.

## Future Land Use

The Hamlets of Flanders and Riverside are in large part a southerly suburban extension of the Hamlet of Riverhead, the center of which lies to the north of the Peconic River and which exerts a great influence over them. They are found entirely within Planning Area 1 and comprise the more intensely developed places within it. The Master Plan of Future Land Use shown on Map 8 depicts an area predominantly residential with a business and governmental center located at Riverhead.

Residential development near this center will be the densest in order to establish a cohesive neighborhood offering various housing types and accessibility to shopping, business, transportation and jobs, and taking advantage of nearby utility services. However, overall population of the Planning Area should not exceed the limits established by the supporting Zoning Ordinance and policy determinants established in Section VIII, Neighborhood Analysis. Elsewhere along the north shore of Planning Area 1, the Village Residence area is a recognition of already established subdivision activity. However, wherever possible, the integrity of undeveloped lowlands subject to occasional flooding should be protected by lower density development and open space uses. Suburban Residence rings the Village Residence areas and act as transitional zones between them and the Water Catchment-Residence areas, which have been established in order to maximize ground water recharge.

In the case of the Riverside business district, which stretches along both sides of Riverhead-Hampton Bays Road and along both sides of Peconic Avenue northerly to the Peconic River, there is need for a major land use redevelopment to improve the traffic circulation, offstreet parking, and the general quality of the district. This redevelopment should also include programs for housing and neighborhood improvements. As noted in the Building and Environmental Condition section of the Surveys and Analyses Report, the area of blight has fairly extensive spread and will require a concerted effort by several levels of government and private owners together with support from the community at large.

The only industry shown in Planning Area 1 is the Flanders Filters plant at Flanders. It is recognized in this area because of its existence and the possibility for initiating a planned residential neighborhood as a component of its eventual full development.

## Streets and Highways

The Master Plan proposes that traffic movement at Riverside be improved as a *total central area redevelopment*. It would include the following:

1. Intersection redevelopment at Paconic Avenue-Quogue Riverhead Road with Center Drive-Riverhead-Hampton Bays Road, doing away with the existing traffic circle.
2. Realignment of Moriches-Riverhead Road easterly to intersect Quogue-Riverhead at Pine Street, thence extending this street easterly and northerly as a collector road to intersect Riverhead-Hampton Bays Road as shown on Map 8. The remaining northerly portion of Moriches-Riverhead Road and a local street, Woodhull Avenue, would be closed to through traffic flow. They would have access to the improved Moriches-Riverhead Road via an improved Maynard Street.
3. The northerly extension of Cook Boulevard and Vail Avenue into Riverhead-Hampton Bays Road would be terminated and both streets would link together in a loop form.
4. A new east-west local street parallel to Riverhead-Hampton Bays Road, would be proposed to serve the river shore areas. It would have two intersections with the street system to the south as shown.

The improvements mentioned above would offer the benefit of protecting several neighborhood areas from through traffic movement, and improved service to abutting businesses, expediting flows which are now severely hampered during peak hour period, at the Riverhead Traffic Circle.

## Community Facilities

The Community Facilities Master Plan Map 3, shows an extensive park area and open space facility for this area, some part of which is already held by the County. One of the major recommendations would be the expansion of the Sears Bellowes County Park lands. Besides yielding valuable recreation lands it would preserve many more acres of the Ronkonkoma moraine for ground water recharge. In addition, a number of community and neighborhood parks are proposed which would serve the expanding population. Many of these, plus the greenbelt linkages shown, should be acquired through subdivision park requirements and planned residential development practices.

The eventual full development of Planning Area 1 will require an extension of water and sewerage service throughout the Village Residence pattern. In addition, fire protection facilities will have to be expanded to serve a broad area. As a result, a new fire station is suggested for location in the Wildwood Lake area. The possibility of converting the now vacant gasoline station at the intersection of County Route 51, the East Moriches-Riverhead Road, with Center Drive South, for such a facility would have the double advantage of serving a public purpose and removing a nonconforming commercial structure.

Finally, the redevelopment of the Riverside central area should include a plan for uplifting the Peconic River water edge. This should be planned conjunctively with the Town of Riverhead and could result in a mutually advantageous and aesthetically pleasing Riverside park.

## BRIDGEHAMPTON-SAGAPONACK-HAYGROUND-MECOX DETAIL MASTER PLAN

### Future Land Use

These hamlets form the southeastern most portion of the Southampton Community and are all included in Planning Area 8 as described in Section IV, Community Facilities, and as shown on Map 3.

The Master Plan of Future Land Use for these hamlets, Map 9, shows the significance of Bridgehampton as the center of activity for the area. Here are found the more important shopping and business facilities. Here too, are the more densely developed residential neighborhoods which have taken root over the past decades. Except for a small light industrial area at the railroad and a larger one acting as a buffer near the East Hampton Airport, the remainder of these hamlets are planned for low residential development with compatible agricultural and open space uses.

Relative to the Village Residence areas, for the most part they are contained within an area approximately outlined by Church Lane-Sag Street on the south, Snake Hollow Road on the west, the railroad on the north, and Lockwood Avenue on the east. Also, it extends northerly from the railroad generally along both sides of Bridgehampton-Sag Harbor Turnpike, to Scuttlehole Road. Although essentially thought of as an area for single-family dwelling units, several locations might be considered for a limited amount of multi-family housing, on the basis of development rights transfer. These locations are shown on Map 9. They are convenient to business activity and have the advantage of being close to existing and possibly future public transportation systems. Considerations should only be given to garden apartments and town houses which are well designed and in keeping with the historic character of Bridgehampton.

Outside of these more densely developed areas, a small amount of Suburban Residence is suggested. The lands selected have open qualities worthy of preservation and, as a result, their owners should be encouraged to employ planned residential development. Most of the remaining residential areas will be found in the Agricultural-Reserve Residence category. This special category, with its exceptional soils and agricultural potentials, is more fully explained in Section III. It is strongly urged that further development here be in accordance with planned residential development. Clustering of residential building types along water courses, at the edge of woodlands near farms, or near recreation beaches can offer the community

much in interest and open space preservation. However, the individual planned residential development proposals should be collectively arranged to compliment other similar proposals and to stress good design, both in layout and architectural form.

The Master Plan for the business center suggests that the shops incorporate a historic theme in keeping with Bridgehampton's past. Primarily, this means that all existing buildings having historic integrity should be preserved and protected from factors that would be degrading to them and their environment. New structures should compliment the historic ones rather than distract from them, while the intensity of business activity in the proposed historic district outlines on Map 9, should be set at a low key. With small scale businesses of a speciality and service nature, the business district should be strong through the generation of increased public interest. The salient features of the historic theme would be the recreation of the historic triangle at its eastern end and the development of a mid-block mall. In the case of the first, Bull's Head Tavern and the Hampton House are features on a village green that covers three corners of the Montauk Highway-Bridgehampton-Sag Harbor Road intersection. It is proposed that existing filling stations at this location be relocated to more appropriate sites west of the business center. This in turn would open up the triangle area and permit proper lawns and landscaping. The mid-block mall, in turn, would provide a vantage point within a cluster of shops, lawns, flower beds and park accessories, from which to view the historic Presbyterian Church. Sketch 4 suggests an idea of how this might appear. At the present time, the mall location is used as a drive and private off-street parking for adjacent businesses.

The future Bridgehampton business center will find increasing need for parking facilities. The Master Plan suggests that such facilities be located to the rear of shops and be fully integrated as a total system. This would also provide the business center with improved circulation. The rear facade of these shops would be landscaped and treated architecturally. The parking fields should be enhanced with tree plantings. Sketch 2 already referred to in East Quogue, suggests how this might look. Existing southside land uses preempt all but an occasional parking court as shown on Map 9. However, a continuous parking field with access roadways is now possible north of Montauk Highway between Corwith Avenue and Lumber Lane.

Paved landscaped walkways and courts could lead from these parking areas to shops on either frontage on Montauk Highway.

The major stores, services and commercial recreation are to be part of a special business center expansion proposed as a planned shopping center west of Snake Hollow Road. A concentration of non-retail uses in the Highway Business are shown west of Halsay and Butler Lanes. The quality of design in these latter two areas will also be important, but they might well be contemporary in character. The Master Plan also proposes a transitional area be established between the historic and contemporary business centers. Office business and multi-family dwellings would be appropriate in this transitional area since they would be compatible with the existing attractive tree lined and lawned approach to the historic hamlet center.

### Streets and Highways

Montauk Highway is the east-west secondary facility serving these hamlets. However, there is also a long-range need for a limited access highway to carry high-speed through traffic around these easternmost hamlets. This proposal for the Sunrise Highway Extension is fully discussed in Section IV. On completion of the highway, Montauk Highway may be expected to handle the local and semi-local traffic without a major widening program. However, without such relief from through traffic the very qualities sought in this Master Plan for the hamlets will be negated by disruptive congestion and widening programs, that would destroy the roadside setting of historic buildings as well. Limited improvements however, will be necessary on Montauk Highway, to serve the anticipated local and semi-local traffic growth, including traffic from the northern hamlets and the projected interchange of Sunrise Highway with the Bridgehampton-Sag Harbor Turnpike. In the Bridgehampton business center improved circulation could be achieved by the construction of the proposed northern circumferential road around the business center from Snake Hollow Road in the west projected to Sayres Path at the town line. The new road would also serve the proposed eastern industrial park and East Hampton Airport. Bridgehampton-Sag Harbor Turnpike would become the gateway road to Bridgehampton once the Sunrise Highway is completed. Therefore, it will be important to consider improving this highway, including its appearance.

### Community Facilities

These hamlets have a unique potential for attractively planned residential development coordinated with agricultural preser-

vation in the form of greenbelt neighborhoods clustered about improved ponds and streams, ocean beaches, environmental parks and historic features. Future land use development, considering these elements of the natural environment, sensitively designed could result in an example of time-development relationship between the agricultural and residential communities that has proven so elusive across the nation. However, considerable resident and farmer support will be necessary for this to be achieved.

The community and neighborhood parks, the natural preserves, greenbelt linkage parks and agricultural preserves have been fully discussed in Section III.

The other community facility aspects have also been presented in more detail elsewhere in the Master Plan. The more significant features are simply mentioned here. For one, the future hamlets in Planning Area 8 will require an additional fire station which may be best located in Hayground. Also, it will be necessary to continue a "packer" unit site locally for the convenience of these hamlets. Such a site is suggested at the discontinued land fill site in Bridgehampton. It would be part of a general land fill site reclamation program.

Finally, the Hamlets of Bridgehampton and Sagaponack have many fine historic landmarks which are counted as community assets. Two significant areas have been identified on Map 9. It would be appropriate to regulate future land use development and environmental factors so that the integrity of such landmarks particularly when found in groupings, and aesthetically pleasing environment, is preserved. The Master Plan recommends that a Landmarks Preservation Commission be established in consort with local historic societies to first identify and classify landmarks within the Southampton Community; second, to establish preservation and protection policies which will guide individual owners of such landmarks in appropriate ways to administer to their properties, and third, to assist the various public regulatory agencies in administering future land use and environmental controls on development adjacent to such landmarks.