PATTERN BOOK FOR HAMPTON BAYS HAMLET CENTER

Town of Southampton, New York

September 2024 - Adopted by Town Board Resolution 2024-1180

A PATTERN BOOK FOR
THE HAMPTON BAYS HAMLET CENTER

September 2024 -
Adopted by Town Board Resolution
2024

Prepared by:
Historical Concepts
in conjunction and cooperation with
the citizens of Hampton Bays

Prepared for:
Town of Southampton

Southampton Town Council:
Supervisor Maria Moore
Councilperson Michael Iasilli
Councilperson William Pell
Councilperson Cyndi McNamara
Councilperson Tommy Schiavoni

Southampton Long Range Planning:
Janice Scherer, Town Planning and Development
Administrator David Wilcox, Town Planning Director
Theresa Masin, Principal Planner
Seth Race, Planner

TABLE OF CONTENTS

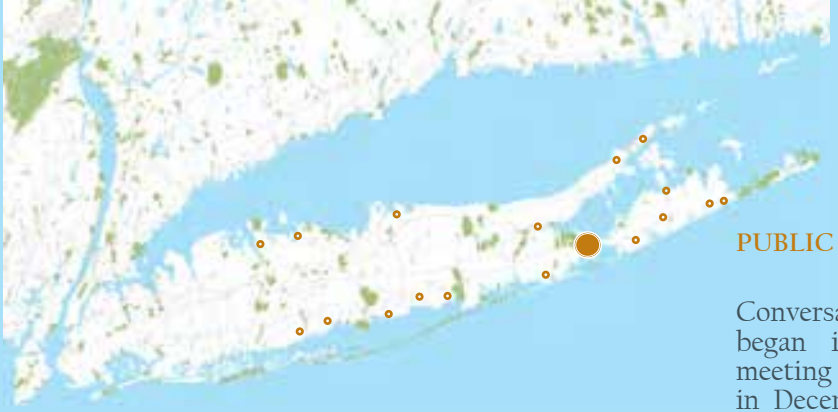
CHAPTER 1: INTRODUCTION

Design plays a vital role in enhancing our communities. This Pattern Book provides standards for the design and construction of new buildings in a manner consistent with the character of Hampton Bays and the qualities desired by its citizens. Respect for the surrounding built and natural environment and its regional culture should inform future growth, and pattern books encourage inevitable development to address regional traditions. Continuity of architectural aesthetics and patterns for a walkable Hamlet prescribed herein will result in a tangible sense of place special to Hampton Bays, and further the ability of the Hamlet to provide a safe, viable, and cherished community for years to come.

Authentic and appropriate development can only come by understanding the context within which one is working. In order to create the Hampton Bays Downtown District Pattern Book, the architecture and planning firm Historical Concepts began studying the architecture of downtown business districts in nearby hamlets and villages along Long Island to identify the main street successes that can be used as a model for future growth in Hampton Bays. Subsequently, Historical Concepts documented the qualities of Hampton Bays itself to determine what it is that makes Hampton Bays unique to its neighbors, and how those qualities might be retained.

The citizens of Hampton Bays, through surveys and meetings, also evaluated those local qualities and greatly influenced this document so that it bridges the best aspects of the Hamlet today with desired qualities for the future.

THIS CHAPTER INCLUDES:
The Groundwork for the Pattern Book
Defining the District
How to use this Pattern Book



THE GROUNDWORK FOR THE PATTERN BOOK

PRECEDENT TOURS

Historical Concepts' approach to design, whether for a small farm building or new town, always begins with a study of local precedent. The firm began this pattern book by focusing on the main streets of nearby communities to compare to Montauk Highway in Hampton Bays . Though many of the maritime hamlets in the area were founded in a similar era, all have grown in manners distinct from one another with unique qualities . Together, these communities represent a spectrum of scale, character, and cultures which can be analyzed in contrast to Hampton Bays .

Architecture is experiential: walking the sidewalks, sitting in the parks, speaking with local residents, measuring the street widths and building heights, analyzing maps, sketching, and taking countless photographs provided Historical Concepts with both an immersive experience so as to understand what makes a locale unique, and with a trove of data to inform recommendations for Hampton Bays .

For more information regarding the information that was gathered by Historical Concepts in preparation for this Pattern Book, please refer to the document entitled *Data Gathering Phase Findings*, dated January 27, 2017 .

PUBLIC MEETINGS

Conversations with the Town of Southampton began in the fall of 2016 with a public meeting in November, and an online survey in December . Additional meetings were held with members of the Council, School District, Chamber of Commerce, and various committees including the Civic Association, Citizens Advisory Committee, and the Hampton Bays Beautification Association.

An additional public meeting occurred in early 2017 to confirm these findings with the citizens of Hampton Bays and subsequent meetings have occurred since.

Primary goals for the Pattern Book as identified by these stakeholders are as follows:

1. Create the framework for future development.
2. Encourage the development of a walkable, thriving, family-friendly hamlet center.
3. Embrace and complement the historic fabric and context of Hampton Bays .
4. Create the framework for pedestrian-friendly development, and attractive storefronts that will allow for a mix of uses over time while providing a consistent and pleasing experience .
5. Encourage more consistent setbacks along streets with focused and accessible Good Ground Park.
6. Encourage a consistent architectural and geometric language which will allow for flexibility and diversity over time as the community's needs change .

VISION

Essential qualities of a vibrant and comfortable pedestrian experience are described herein, through increased connectivity, better street design, building placement, and landscape improvements .

This pattern book addresses the scope of development, public realm, uses, building massing, and architectural character for the Downtown District in a manner which will encourage future development to maintain and reinforce the character of Hampton Bays .

Infill development and façade improvements are encouraged to achieve vibrant, walkable areas along better-connected streets which improve traffic.

Focusing mixed-use development in the Downtown District will allow the residential character of the remainder of the Village to be maintained, while addressing demands of economic development and population growth . This approach should also alleviate the development pressures on open space and park land throughout Hampton Bays .

In order to be sustainable, future development must result in a place that is treasured, loved, and maintained for generations to come .

Southampton is located on the South Fork of Long Island surrounded by several bays and the Peconic River. Situated in the center of the current Town of Southampton, population settled in an area known as "Good Ground" . Growth and tourism increased in the surrounding areas, and "Good Ground" was officially named Hampton Bays in 1922 .

The Hamlet of Hampton Bays occupies roughly 13 square miles of land and some five square miles of water. At the eastern end of Hampton Bays is Shinnecock Canal, which allows northern and southern passage in Long Island without boats having to move farther east around Montauk. Shinnecock Inlet is a popular destination for commercial and sport fishing, and the local port is the second-busiest commercial fishing port in the state. A barrier island is located between the Atlantic Ocean to the south and Shinnecock and Tiana Bays to the north, affording almost four miles of public ocean front .

Hampton Bays has a unique history and character all its own . The Shinnecocks were an Algonquin tribe living around present-day Southampton, who welcomed settlers from Massachusetts in 1640. More than two centuries later, many distinct hamlets joined to become Good Ground (now Hampton Bays). Today, long past the initial developments of maritime and agricultural industries, Hampton Bays is home to approximately 15,000 full-time residents, as per the 2020 Census.

Hampton Bays is easily accessible from New York City via the nearby Sunrise Highway (NYS 27), the Hampton Jitney, and the LIRR which stops in the heart of the Hamlet . Prior to the construction of Sunrise Highway, Montauk Highway was historically the only route to the area, making it the "Main Street" of Hampton Bays .

Over time, development and commercial activity has moved away from Main Street to outside of the Hamlet Center. The residents of Hampton Bays and the Town of Southampton recognize that Main Street is a significant element in the identity of Hampton Bays. They have undertaken this effort of creating a Pattern Book to encourage development that enhances the existing historic character within the Main Street Corridor between Good Ground Park and the LIRR at Good Ground Road, zoned as Village Business (VB).

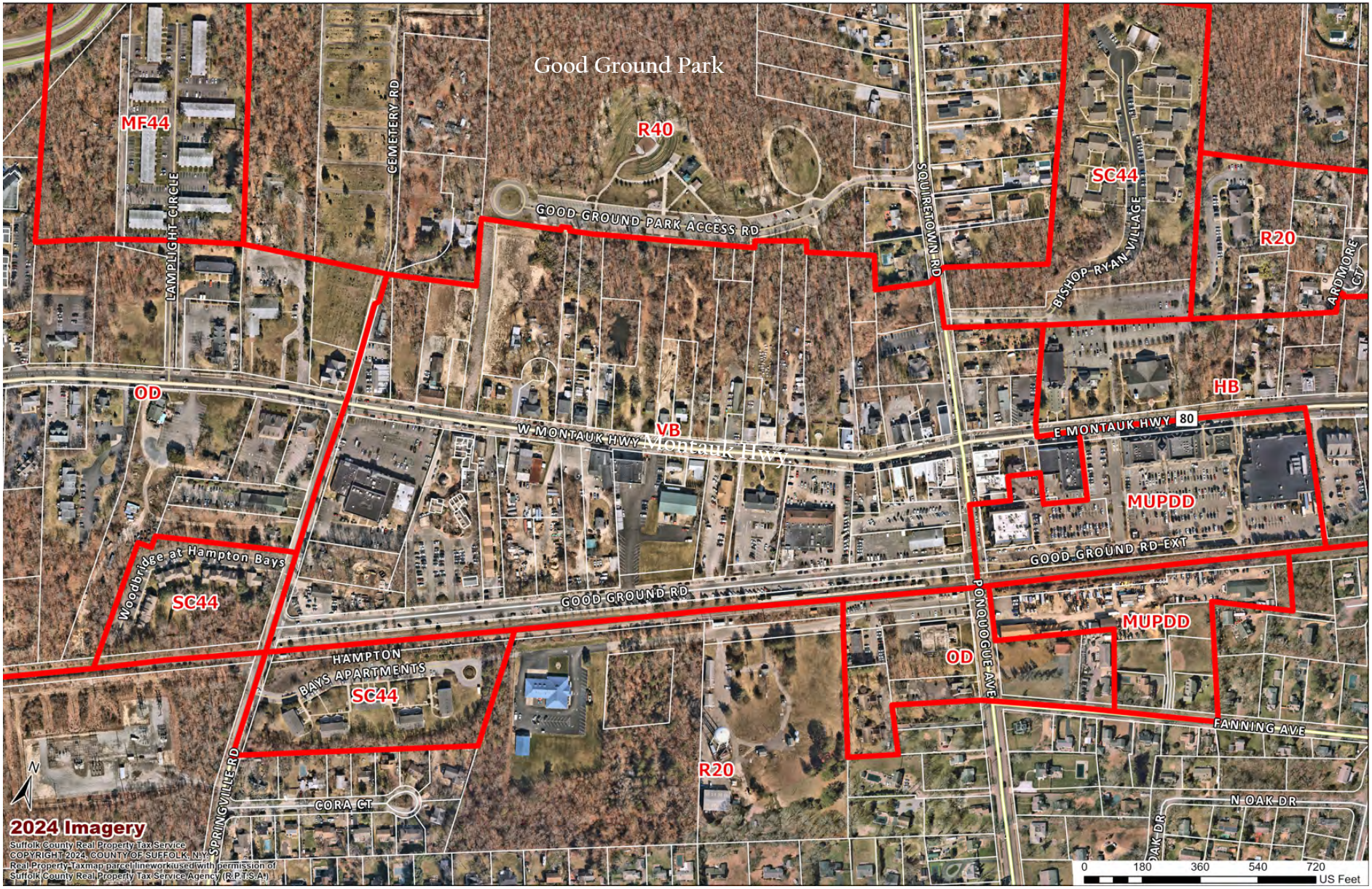
The Hampton Bays Downtown Hamlet Center that is the current focus of infill/redevelopment encompasses the geographic area depicted in the adjacent map, bounded by:

- **Springville to the West**
- **Ponquogue/Squiretown to the East**
- **Good Ground Park to the North**
- **The LIRR Right-of-Way to the South**

Montauk Hwy, Hampton Bays ca. 1920

Presently, the Village Business Zoning District is home to a variety of small businesses and civic facilities which attract a fair amount of patrons. Good Ground Road, to the south of Main Street, has recently been renovated with ample parking, landscaping, and opportunities for new businesses to be located along its north side. Main Street itself retains the charm it has had thanks to some extant historic structures and the occasional small setback

There is a unique opportunity to create a walkable and place-based destination at the heart of the Hamlet . Hampton Bays must make sure that any new development promotes and strengthens the Hamlet's character and regionally-unique architecture. The guidelines contained within this Pattern Book represent the vision that Hampton Bays residents have for the future of the community, and are offered as a tool to help inform future development.



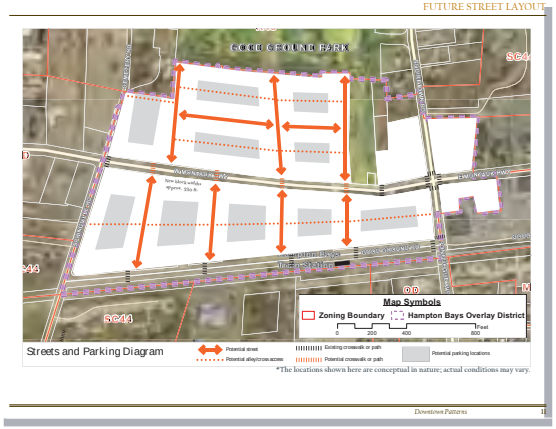
HAMPTON BAYS DOWNTOWN (VILLAGE BUSINESS DISTRICT)

Showing parcels and zoning

HOW TO USE THIS PATTERN BOOK

This document is intended to be used as a tool by the developer, business owner, or design professional when building a new structure. The intent is for this document to aid in ensuring that the new construction (or renovation of an existing structure) fits sensitively into the context of its surroundings. This Pattern Book visually articulates the standards of development desired and expected by the citizens of Hampton Bays. The following enumeration is intended to guide the user through the process of applying this Pattern Book to their project prior to submitting a site plan:

STEP 1:
LOCATE SITE & REVIEW STREET LAYOUT RECOMMENDATIONS

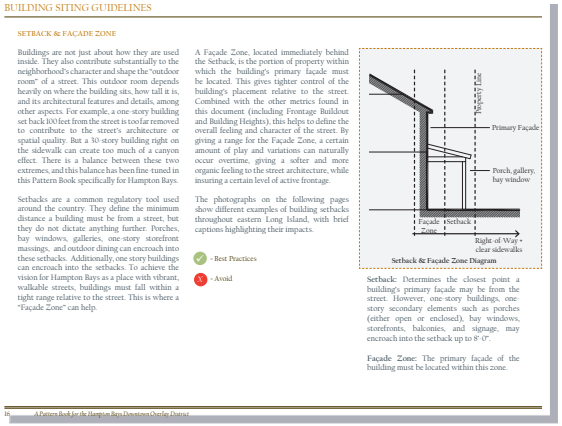


Visually, locate your property using the included zoning map.

Review the Future Street Layout on page 11, and determine if a Future Street is proposed for your property, or adjacent to it. Lots where connectivity is deemed essential will likely need to include a street, right-of-way, or access easement (whether public or private) in order to align with these recommendations.

see page 11

STEP 2:
REVIEW BUILDING SITING GUIDELINES



Review the Setback and Façade Zone Diagram and guidelines to determine how your building should meet the street .Review the Building Height Diagram and guidelines to determine how tall your building should be.

see pages 16-22

STEP 3:
REVIEW PARKING GUIDELINES

Parking for all new development should be located on streets or behind the building in order to maintain a sidewalk and public realm that is pleasant and walkable.

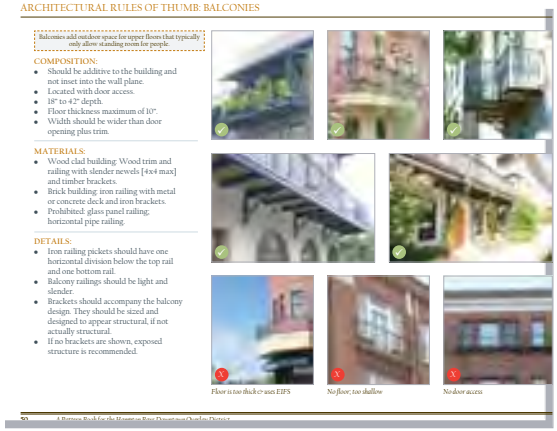
If there is a street adjacent or on your property that will be utilized for parking, refer to the guidelines. *see pages 12 - 15*

If you will be utilizing off-street parking for your project, refer to the guidelines.

see pages 24 - 25

In addition to the steps below, in developing the layout and design of your project, you should also reference other applicable codes for the Town of Southampton, such as Zoning and Building codes . The standard submittal process for the Town will still be required, but if compliance with this Pattern Book can be demonstrated, that should make for a more efficient review and approval process. Additionally, as this Pattern Book was based upon public preferences for future development, compliance with these recommendations should help in obtaining public support for your project.

STEP 4: REVIEW GENERAL ARCHITECTURAL GUIDELINES


ARCHITECTURAL RULES OF THUMB: BALCONIES

Balconies add outdoor space for upper floors that typically only allow standing room for people.

COMPOSITION:
- Should be additive to the building and not inset into the wall plane.
- Located with door access.
- 18" to 42" depth.
- Floor thickness maximum of 10".
- Width should be wider than door opening plus trim.

MATERIALS:
- Wood clad building: Wood trim and railing with slender newels [4x4 max] and timber brackets.
- Brick building: iron railing with metal or concrete deck and iron brackets.
- Prohibited: glass panel railing; horizontal pipe railing.

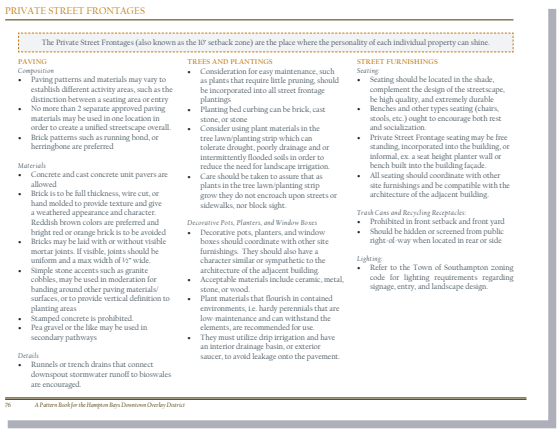
DETAILS:
- Iron railing pickets should have one horizontal division below the top rail and one bottom rail.
- Balcony railings should be light and slender.
- Brackets should accompany the balcony design. They should be sized and designed to appear structural, if not actually structural.
- If no brackets are shown, exposed structure is recommended.

Floor is too thick & uses EIFS *No floor; too shallow* *No door access*

Review the Architectural Rules of Thumb to determine the general form and organization of your building . Begin by reviewing the guidelines for Massing, Roofs, Walls, and Openings.

beginning on page 28

STEP 5: SELECT AN ARCHITECTURAL STYLE


PRIVATE STREET FRONTAGES

The Private Street Frontages (also known as the 10' setback zone) are the place where the personality of each individual property can shine.

PAVING

Composition
- Paving patterns and materials may vary to establish different activity areas, such as the distinction between a seating area or entry
- No more than 2 separate approved paving materials may be used in one location in order to create a unified streetscape overall.
- Brick patterns such as running bond, or herringbone are preferred

Materials
- Concrete and cast concrete unit pavers are allowed
- Brick is to be full thickness, wire cut, or hand molded to provide texture and give a weathered appearance and character. Reddish brown colors are preferred and bright red or orange brick is to be avoided
- Bricks may be laid with or without visible mortar joints. If visible, joints should be uniform and a max width of ½" wide
- Simple stone accents such as granite cobbles, may be used in moderation for banding around other paving materials/ surfaces, or to provide vertical definition to planting areas
- Stamped concrete is prohibited.
- Pea gravel or the like may be used in secondary pathways

Details
- Runnels or trench drains that connect downspout stormwater runoff to bioswales are encouraged.

TREES AND PLANTINGS
- Consideration for easy maintenance, such as plants that require little pruning, should be incorporated into all street frontage plantings
- Planting bed curbing can be brick, cast stone, or stone
- Consider using plant materials in the tree lawn/planting strip which can tolerate drought, poorly drainage and or intermittently flooded soils in order to reduce the need for landscape irrigation.
- Care should be taken to assure that as plants in the tree lawn/planting strip grow they do not encroach upon streets or sidewalks, nor block sight.

Decorative Pots, Planters, and Window Boxes
- Decorative pots, planters, and window boxes should coordinate with other site furnishings. They should also have a character similar or sympathetic to the architecture of the adjacent building.
- Acceptable materials include ceramic, metal, stone, or wood.
- Plant materials that flourish in contained environments, i.e. hardy perennials that are low-maintenance and can withstand the elements, are recommended for use.
- They must utilize drip irrigation and have an interior drainage basin, or exterior saucer, to avoid leakage onto the pavement.

STREET FURNISHINGS

Seating:
- Seating should be located in the shade, complement the design of the streetscape, be high quality, and extremely durable
- Benches and other types seating (chairs, stools, etc.) ought to encourage both rest and socialization.
- Private Street Frontage seating may be free standing, incorporated into the building, or informal, ex. a seat height planter wall or bench built into the building façade.
- All seating should coordinate with other site furnishings and be compatible with the architecture of the adjacent building.

Trash Cans and Recycling Receptacles:
- Prohibited in front setback and front yard
- Should be hidden or screened from public right-of-way when located in rear or side

Lighting:
- Refer to the Town of Southampton zoning code for lighting requirements regarding signage, entry, and landscape design.

76 A Pattern Book for the Hampton Bays Downtown Overlay District

Review and select on of the Approved Architectural Styles for your building .Large developments, including multiple buildings may utilize multiple architectural styles . Utilize the identifying features of the selected style, and the Architectural Rules of Thumb for the architectural details and components to design your building(s).

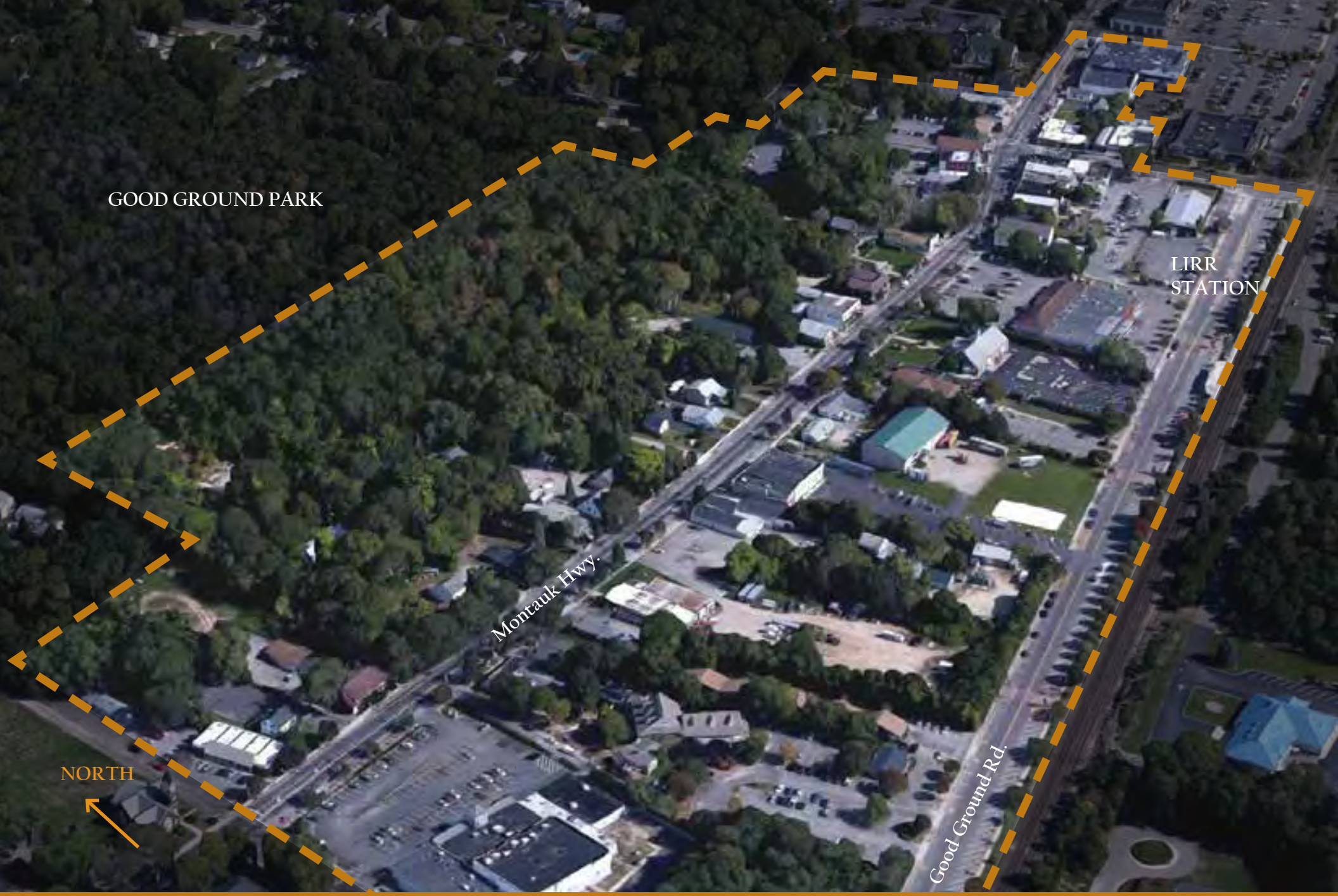
beginning on page 52

STEP 6: REVIEW LANDSCAPE GUIDELINES


RESIDENTIAL BUILDING FORM INSPIRATION

Review the Landscape Guidelines to determine the articulation of the area between your building and the street, and the design recommendations for street furniture and amenities.

beginning on page 70



CHAPTER 2: DOWNTOWN PATTERNS

Hampton Bays has many assets: an existing core of "main street" buildings and activities at Montauk Highway and Ponquogue Avenue; historic buildings; a new park, Good Ground Park, which provides greenspace and a number of new programs; and a centrally-located LIRR station, providing regional connections to other Long Island towns as well as New York City .

As described in the Data Gathering Phase Findings produced in the first phase of this project, the general vision for downtown Hampton Bays is a walkable, vibrant community, with ample shopping and restaurant options .

The guidelines in this chapter focus on the public realm (the streets, blocks, and sidewalks) which seeks to strengthen Hampton Bays' existing assets and to help get it on the right track to reach its vision of a walkable, vibrant community .

THIS CHAPTER INCLUDES:
Future Street Layout
Street Sections
Building Siting Guidelines
Off-Street Parking

Design Guidelines are meant to promote quality development that is attractive, convenient and compatible with surrounding uses and historic buildings. Hamlet centers provide a social and economic focus. Projects proposed will have to contribute to the design objectives for streetscapes, pedestrian and auto access, architectural and signage design for the site and surrounding area.
However, the Town Code prevails in terms of any required dimensional requirements

BLOCK SIZES

Small block sizes are an integral feature of walkable places . Small blocks increase connectivity and promote walkability . They help foster a vibrant mix of uses . And they can provide the foundation for great social interactions . But in order to have small blocks, there must be a fine-grained network of streets present .

While streets are important for vehicular and pedestrian traffic, this is not their only function . Streets are public spaces meant for public use and enjoyment . After all, the best Main Streets and shopping streets all have at least one thing in common: they are all enjoyable on foot . The new streets in Hampton Bays should not be designed only for cars: people should want to spend time on them, go on walks on them, meet your neighbors on them, and shop and dine on them . They will provide the vital framework for the Hampton Bays vision .

In Hampton Bays, the existing block along Montauk Highway extends all the way from Ponquogue to Springville for over 1,870 feet . This dimension is fine for cars traveling at higher speeds, but in order for Montauk Highway and the rest of the Downtown District to support the vision of a vibrant downtown it must be broken up into smaller blocks that are more conducive to pedestrians . The ideal block sizes are determined through a survey of existing streets and downtowns throughout Long Island as documented in the Data Gathering Phase Findings and Appendix B .

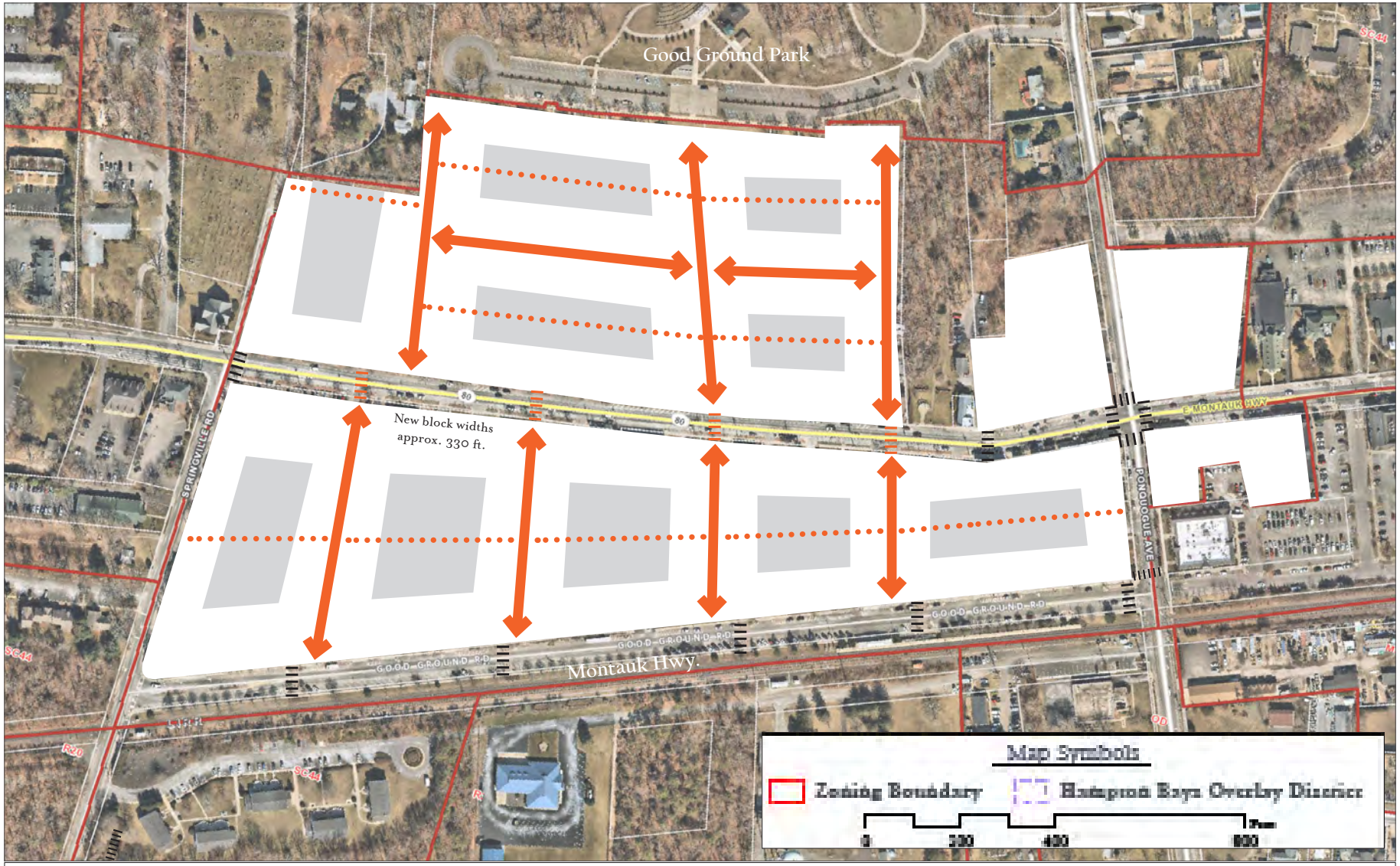
Taking these dimensions and the goals of the Hamlet into account, several new streets and connections within the Downtown District will be introduced in order to obtain ideal block dimensions .

The Future Street Layout displays the suggested number of streets with their conceptual locations and connections . These are shown only to communicate the intention; the Town of Southampton is not specifying their exact locations or number . Instead, the Town is seeking to work with individual property owners to determine the locations on a parcel-by-parcel basis while still meeting the requirements outlined in this Pattern Book . At minimum, it is recommended that a North-South connection is made from the Long Island Railroad station Montauk Highway and from Montauk Highway to Good Ground Park .

Based on our study of downtown precedent as outlined in the **Data Gathering Phase Findings,** we recommend that blocks fit within the following dimensions:

Ideal Minimum Block Side Dimension:	200 feet[1]
Ideal Maximum Block Side Dimension:	600 feet[1, 2]
Ideal Maximum Perimeter:	1,800 feet

1. Block dimension is measured from right-of-way to right-of-way; not the centerlines of streets .
2. In general, a 600-foot block is a good maximum . The average walking-rate of a pedestrian is 4 9 ft/s; it would take the average pedestrian two minutes to walk the length of a 600-foot block .



*The locations of the features shown here are conceptual in nature; actual conditions may vary.

COMPLETE STREETS

Streets are used by everyone for a variety of reasons. There are drivers, bicyclists, pedestrians, shoppers, diners, and joggers, among others. The best streets address as many of these user types as possible; the ones that do this well are referred to as "complete streets." Complete streets ensure traffic flow for drivers, protected lanes for bicyclists, and adequate sidewalks for pedestrians . Because a vibrant downtown requires many of these user types interacting with one another, it is critical that the street network welcome each of them.

Complete streets can be created by utilizing the street section components to the right as a kit of parts . Not all components need to be included in each street, but at a minimum each street should be pleasant and safe for all users.

ALLEY

Alleys are a great place to hide some of the elements that detract from a pleasant walkable street: dumpsters, garbage cans, utilities, and garages. Alley access garages and parking reduces the amount of hard surfaces needed for cars by limiting the length of driveways. This ultimately reduces stormwater runoff. Additionally, alleys allow for an uninterrupted street frontage by eliminating the need for front loaded drives. This increases the plantable space along the curb.

ON-STREET PARKING

In the design of the public realm, on-street parking is a critical element toward creating a walkable vibrant downtown . On-street parking creates a safer environment by providing a sense of protection and enclosure for pedestrians from moving traffic. Additionally, drivers tend to drive at significantly slower speeds.

On-street parking provides front door adjacent parking for visiting guests and shop patrons . Each on-street parking space has shown to increase sales at the adjacent shop.

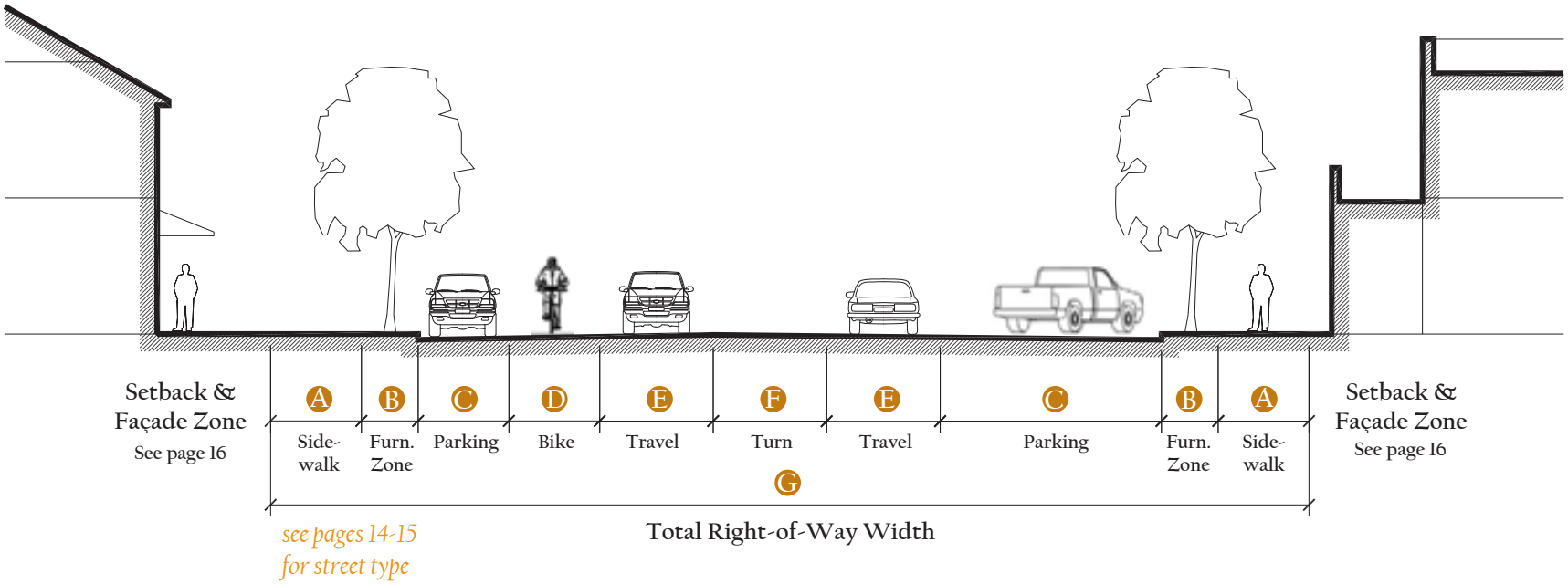
Curb extensions (aka Bulb-outs) are a great tool to increase the pedestrian realm at intersections . In addition to reducing the street-crossing time, they also provide better visibility for pedestrians and drivers around parked cars.

Note: For purposes of this Pattern Book, streets define a block, may be public or private, and include:

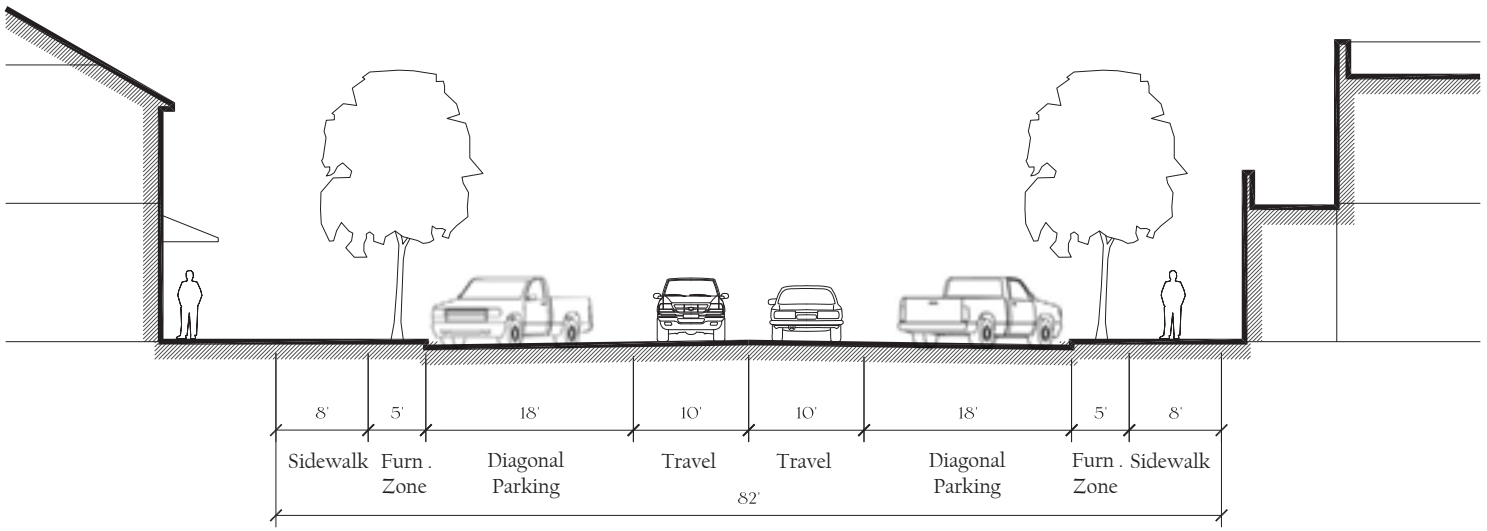
- driveways
- drive aisles
- parking access
- alleys

STREET SECTION COMPONENTS

Sidewalk		A
Width (Clear)	5'-0" min.	
Furnishing Zone		B
Allowed	Yes	
Required	Yes	
Use	Trees and Bioswales Furnishings Lighting	
Width	5'-0" min.	
On-Street Parking		C
Allowed	Yes	
Required	Yes (at least one side)	
Type	Parallel or Angled	
Parallel	8'-0" x 21'-0"	
Angled (45 deg.)	8'-6" (width of spot) x 18'-0" (from curb face)	
Bicycle Lanes		D
Allowed	Yes (parallel parking) No (angled parking)	
Required	No	
Width	6'-0" to 8'-0"	
Vehicle Travel Lanes		E
Number	2 max.	
Direction	Two-way	
Width	10'-0" max.	
Vehicle Turn Lanes		F
Allowed	Yes (left turn only)	
Required	No	
Width	10'-0" max.	
Right-of-Way		G
Width	100'-0" max.	
Curb Radius		
Required	5'-0" max. without curb extension	



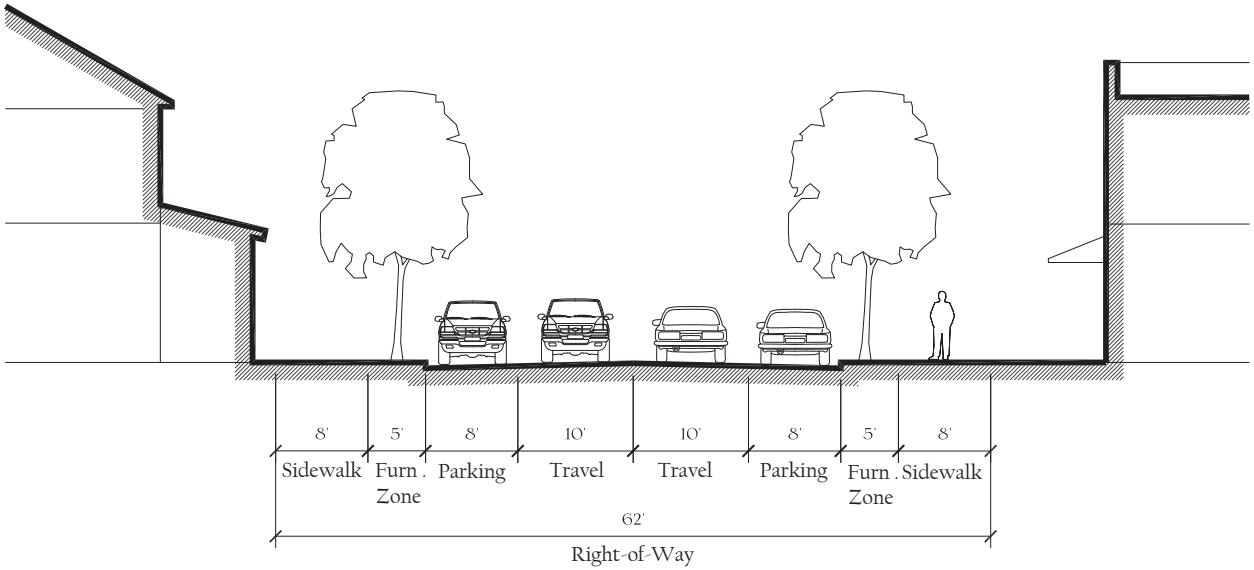
see pages 14-15 for street type



Street Type A

STREET TYPE A

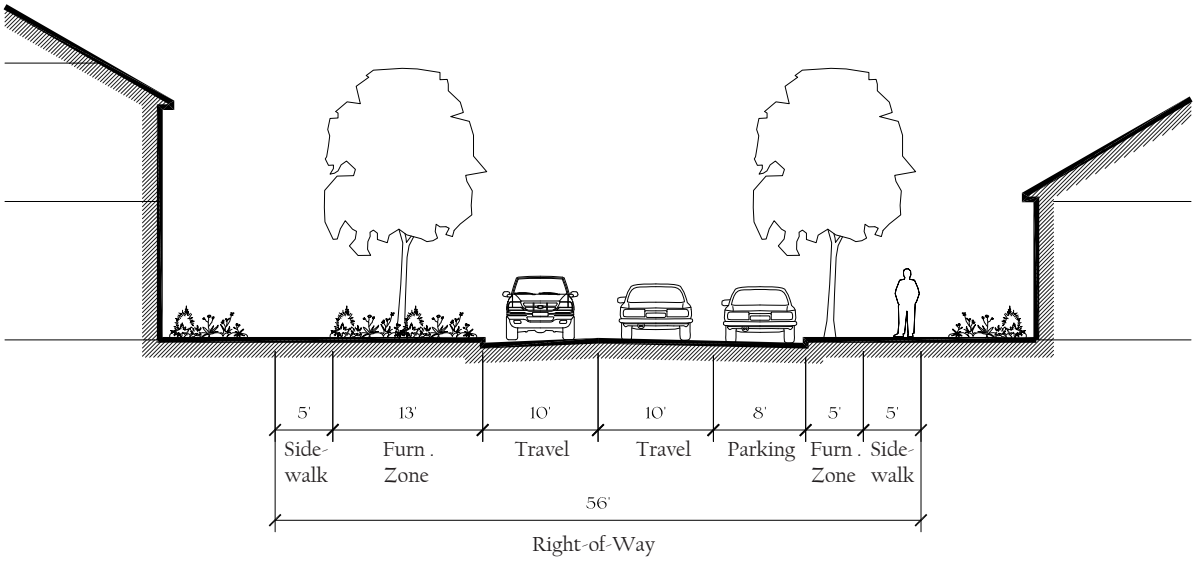
Frontage
Majority storefront
Sidewalk
8-0" wide (clear)
Furnishing Zone
Tree wells @ 30' o c .



Street Type B

STREET TYPE B

Frontage
Majority storefront
Side streets off Type A
Sidewalk
8-0" wide (clear)
Furnishing Zone
Tree wells @ 30' o c .



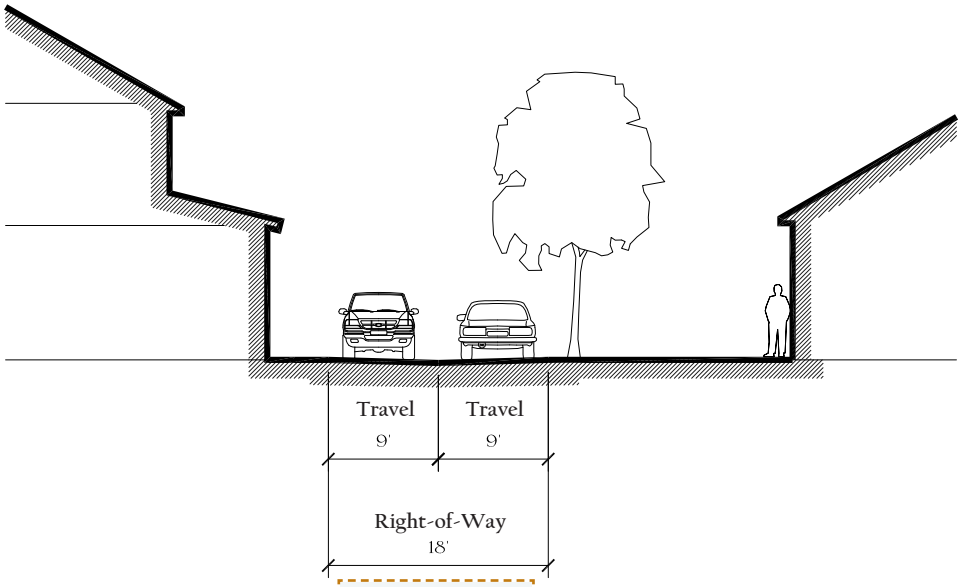
Street Type C

STREET TYPE C

Frontage
- Multi-family
- Side streets

Sidewalk
- 5-0" wide (clear)

Furnishing Zone
- Continuous planting strip
- Bioswales



Alley Type A

ALLEY TYPE A

Frontage
- Rear yard
- Midblock parking access

Sidewalk
- N/A

Furnishing Zone
- N/A

NOTES

These street types are not exhaustive. Streets could be a combination of angled and parallel parking, in addition to one-way travel .

Cross access and shared parking agreements are typically required in site plans and subdivisions. Designs should be compatible between components of street types depending on site conditions and Connectivity objectives.

SETBACK & FACADE ZONE

Buildings are not just about how they are used inside. They also contribute substantially to the neighborhood's character and shape the "outdoor room" of a street. This outdoor room depends heavily on where the building sits, how tall it is, and its architectural features and details, among other aspects. For example, a one-story building set back 100 feet from the street is too far removed to contribute to the street's architecture or spatial quality. But a 30-story building right on the sidewalk can create too much of a canyon effect. There is a balance between these two extremes, and this balance has been fine-tuned in this Pattern Book specifically for Hampton Bays.

Setbacks are a common regulatory tool used around the country. They define the minimum distance a building must be from a street, but they do not dictate anything further. Porches, bay windows, galleries, one-story storefront massings, and outdoor dining can encroach into these setbacks. Additionally, one story buildings can encroach into the setbacks. To achieve the vision for Hampton Bays as a place with vibrant, walkable streets, buildings must fall within a tight range relative to the street. This is where a "Façade Zone" can help.

A Façade Zone, located immediately behind the Setback, is the portion of property within which the building's primary façade must be located. This zone gives tighter control of the building's placement relative to the street. Combined with the other metrics found in this document (including Frontage Buildout and Building Heights), a façade zone helps to define the overall feeling and character of the street. By giving a range for the Façade Zone, a certain amount of play and variations can naturally occur overtime, giving a softer and more organic feeling to the street architecture, while insuring a certain level of active frontage.

The photographs on the following pages show different examples of building setbacks throughout eastern Long Island, with brief captions highlighting their impacts.

Façade Zone: The primary façade of the building must be located within this zone.

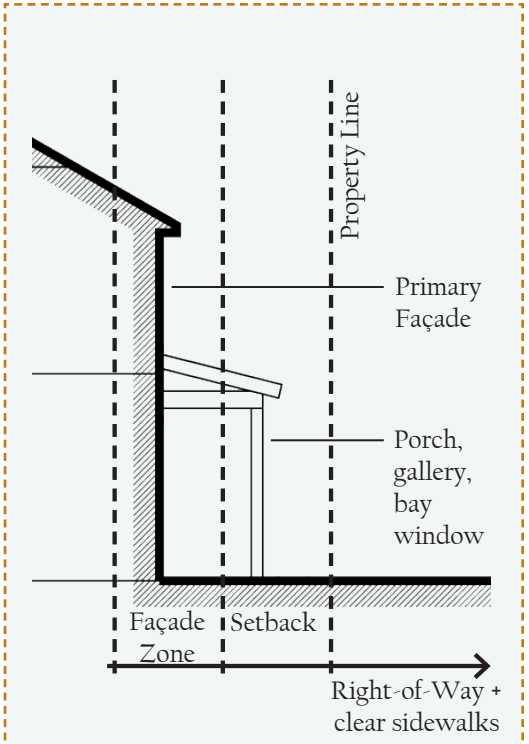
Setback: Determines the closest point a building's primary façade may be from the street. However, one story buildings, one story secondary elements such as porches (either open or enclosed), bay windows, storefronts, balconies, and signage, may encroach into the setback up to 5'-0".

On each street edge of each block, no more than 60% of the street frontage may include the encroachment of one story buildings or elements into the setback zone.

On lots greater than 60 ft. wide along the primary frontage, no more than 60 ft. of continuous street frontage may include the encroachment of one story elements into the setback zone.

After 60 ft. of continuous encroachment, there must be a minimum of 40 ft. of separation before another encroachment of a one story building or element into the setback zone.

Encroachment of one story buildings or elements may only occur for a maximum of 90% of the frontage on any given lot.



Setback & Façade Zone Diagram

✓ = Best Practices

✗ = Avoid

2 W. Montauk Highway: "Squires Hotel"

6 W. Montauk Highway: Ashton Building

39 W. Montauk Highway:
Allen P. Squires Stores & Post Office

HISTORIC ARCHITECTURAL STYLES OF HAMPTON BAYS

20 W. Montauk Highway: Dr. Chattle's House

246 E. Montauk Highway: Martin Sohler Rooming House

Source: https://www.southamptontownny.gov/DocumentCenter/View/745/Historical-Profile-of-Hampton-Bays-Phase-I-2005?bidId=

Sag Harbor A moderate setback can allow for nice planting while still having the building address the street .

East Hampton This building presents a single-story filled-in porch in front with the primary two-story massing behind . The different buildings' primary masses sit in various planes within the frontage zone which leads to a casual streetscape .

Southern Pines A recess within a lot is a welcome respite for the patrons at the surrounding shops .

Bridgehampton This building uses its setback for sidewalk dining which keeps the passersby moving in the clear portion of the sidewalk.

Hampton Bays This shopping center is setback over 120 feet from the sidewalk, disengaging the building from the street and putting a parking lot in front .Parking lots are only good for parking vehicles and do not contribute to the liveliness of a sidewalk .

Hampton Bays This antiques store is setback approximately 12 feet from the sidewalk: deep enough to bring the store outside, but shallow enough to still engage passers by .

East Hampton This pair of buildings undulate relative to one another, creating a more organic pattern .

Sag Harbor These buildings stand right up to the sidewalk, making it easy to walk from one store to another and window shop .

FRONTAGE BUILDOUT

Sometimes lots have widths as small as 10 feet; other times they can be 1,000 feet or more .Regardless of ownership, a successful street needs to have a certain amount of building frontage to activate the street's pedestrian zone .Frontage Buildout describes the lateral percentage of a particular lot's street frontage that is comprised of building façade. Controlling this helps to limit the amount of "missing teeth" a street will have .

In general, a higher percentage of buildout (min . 80%) should be encouraged along Good Ground Park, the intersection at Montauk and Ponquogue, and within proximity to the LIRR station .Otherwise, a smaller percentage (min . 50%) should be encouraged on all other streets .Given the existing features in these areas, there is projected to be a greater level of pedestrian activity which future building construction should address .

Hampton Bays This section of Montauk Highway has a frontage buildout of approximately 30% .The empty lot, large setbacks, and wide driveways make the street feel incomplete and inactive for a downtown condition .

Greenport This section of Main Road has a frontage buildout of approximately 55% .Buildings are present on each lot, but with breathing room in between .

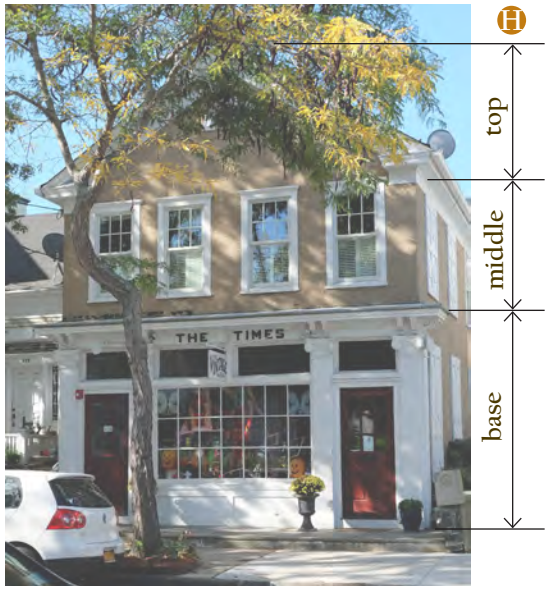
Sag Harbor This section of Madison Street has a frontage buildout of approximately 85% .Pedestrians are greeted with a lot of activity and choices .

A good street feels like an "outdoor room". To achieve this quality, the street needs "walls" (i.e., buildings). In this example rendering, the majority of the buildings align together forming a street wall. However, one lot is kept open (shown on the right) which allows for visual variety and a pocket park.

BUILDING HEIGHT

Hampton Bays already has an established character of building heights. **Most of the existing buildings in the Downtown District are one to two-and-a-half stories tall. This Pattern Book seeks to maintain this character, while also allowing for some variations that reflect both Long Island precedent as well as the hallmarks of a thriving town.** The goal of these guidelines is to encourage variation of building height along the street to maintain the character of a place which has been built over time.

In general, given the community feedback outlined in the Data Gathering Phase Findings, heights along Montauk are to be kept low to reflect and strengthen the existing character. However, heights may increase along Good Ground Park, Good Ground Road, and future connecting streets.



Typical Patterns

Lower floors A are typically taller than upper floors B .

A 45-degree setback E from the eave C allows for half-stories G .

For eave heights C and overall building heights D , refer to Zoning.

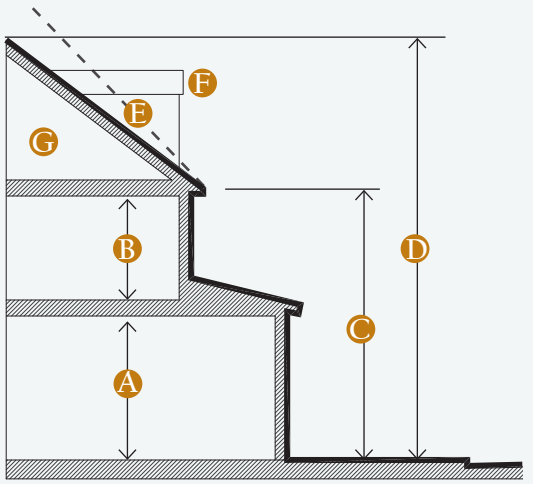
Dormers, cupolas, and chimneys F may encroach into the 45 degree setback line E. The total linear feet of dormers should be no more than half the total linear feet of facade.

On each street edge of each block, no more than 60% of the street frontage may be 2.5 stories.

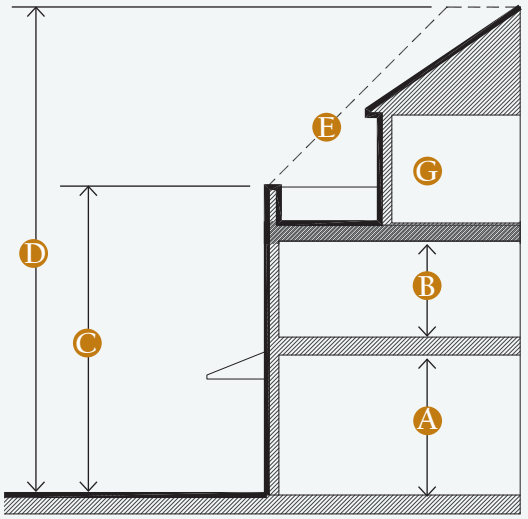
On lots greater than 60 ft wide along the primary frontage, no more than 72 ft. of continuous street frontage may be 2.5 stories. After which, there must be 40 ft. minimum between another 2.5-story building.

Buildings and their facades should be designed using a "base, middle, top" H framework (i.e., no monolithic, undifferentiated, "box" buildings).

House



Main Street Building



Buildings varying in height (here shown from one to 2.5 stories) create visual variety and tell the story of being built over time.

OFF-STREET PARKING

Downtown Hampton Bays will continue to draw visitors from the region .It is imperative to insure adequate parking is provided for those who drive here . On-street parking spaces will be required for all new streets in Hampton Bays as described in the previous pages .For any additional parking needed off-street, there are smart design strategies that can help to minimize the aesthetic impact . Some of those include:

1. *Put buildings in the front and parking in the back.* This simple move preserves the integrity of the public street, allowing the front of the building to continue to activate the sidewalk .

2. *Consolidate parking into municipal lots.* This is a very efficient way to maximize parking spaces and minimize impact on the public realm . Parking lots can be located in the center of blocks with access from alleys connecting secondary streets . This side access foregoes the need for driveway access at the front of lots .All of these moves are meant to preserve and reinforce the front of the lots (where all the shopping and cafes and living occurs) .

3. *Screen parking lots from the right-of-way.* This enhances the public realm by putting the focus on creating a safe, convenient, and enjoyable pedestrian experience along the street . Use plants to soften the screening . A hedge may be combine with fencing or a wall to screen parking lots and service areas .

4. *Shared parking.* Shared off-street parking is encouraged wherever patrons/adjacent uses experience differing peak parking times . This optimizes the size of the parking lot by balancing peak usage throughout the day .

Placement

- New parking lots should be located at the rear of buildings and not placed on the street frontage between the sidewalk and the building
- On corner lots, the parking lot should be screened by the main building, accessory building, garden wall/fence, or landscaping
- Parking lots should not encroach into the setbacks along the right-of-way
- All loading, service, and other parking related facilities should be placed to minimize interference with pedestrian activities to fullest extent possible

Access for Cars

- Parking lots should be accessed from the secondary frontage
- Parking lot entrances and exits should have a maximum 12 ft .width per drive lane (with the exception of the driveway apron)
- The max width of the total alley access within any property will be limited to 24'
- Sidewalks must continue uninterrupted across all driveway, alley, and parking lot access points .

Access for Bicycles and Pedestrians

- Streets, alleys, bicycle, and pedestrian pathways should interconnect to form a network with parking lots in the Hampton Bays Downtown District
- The street grid can be continued via off-street pathways, sidewalks, and trails to and through parking lots .
- All non-vehicular travel ways should be well lit and have clear signage
- Dead ends, at-grade driveway crossings, and gated entries or travel ways should be limited whenever possible

Connections/Facilities

- Interior drive lanes should be designed for a target speed of 5 mph hour or slower to ensure pedestrian safety
- Internal to the block, on-site walkway systems that provide access to a mid-block break at the primary street should be provided

Service Functions and Utilities

- The use of rear alleys for service functions like loading, trash collection, and utilities should be kept to the rear of the building located in the rear parking lots or alleys
- All service entries, functions, and utilities must be screened from the view of public streets, pedestrian corridors, and open spaces . (See Walls and Fencing in the Landscape Patterns chapter for guidelines)

Permeable pavers with natural landscape edges

Large trees to screen lots

Large trees and pavers can transform parking lot into flexible plaza space for events

Continuous sidewalk across driveway or alley

Permeable parking pads

Rain gardens within lots to collect stormwater

CHAPTER 3: ARCHITECTURAL PATTERNS

This chapter contains information on architectural principles which, when followed, provide a coherent and consistent language for you . Hampton Bays contains many local design motifs that are described in the following pages as Architectural Rules of Thumb in addition to general building-wide Architectural Styles (beginning on page 52) . These motifs range from the exterior form of the building (or massing) to individual elements such as windows, doors, and roof articulations . Various stylistic preferences are accounted for while considering appropriate design elements for Hampton Bays .

The identifying architectural features elaborated upon in the following pages are noted in the image above as:

1. *Parapet*
2. *Cornice/Entablature*
3. *Storefront*
4. *Window trim/surround*
5. *Side-Gable Roof*
6. *Front-Gable Roof*
7. *Wall material*
8. *Roof Material*
9. *One-Story Bay*

MAIN STREET BUILDING FORM INSPIRATION

Key to the continued viability of the Hamlet are the pedestrian scale and unique character of the existing buildings . The architectural styles in this section are presented to maintain this scale and character while allowing for a vibrant and exciting shopping experience unique to Hampton Bays .

The following standards allow for differences in height, massing, scale and materials that are critical in reinforcing the sense that the Downtown District is an extension of the existing Hamlet and has evolved over time . As material and massing decisions are made, each building's relationship to public streets, open spaces and surrounding architecture should be taken into consideration to ensure a sympathetic design to neighboring structures and spaces .

= Best Practices

= Avoid


THE TIMES

Simple volumes or the assembly of simple volumes are the building blocks for great traditional main street buildings . These simple forms also lead to simpler construction, future renovation, and maintenance .

HIERARCHY

- All façades should be designed with a distinct base, middle and top using an arrangement of openings, material changes, and ornament or special features to delineate each .

Primary Massing, Narrow Front:

- Building massing less than 60 feet typically has one to three front façade bay compositions .
- For secondary facade on corner lots, the front façade bay composition should turn the corner and continue down the side façade a minimum of one bay width as determined by the ground floor.

Primary Massing, Broad Front:

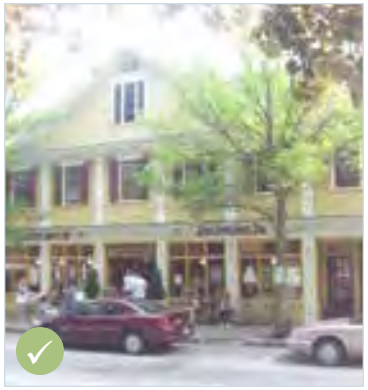
- Building massing over 60 feet in length must introduce a local symmetry, façade rhythm, or wall plane change in order to break down the appearance of the overall mass of the building .
- Primary front façade typically has four- or more bay compositions depending on the length of the building .Bays should be divided symmetrically about the center of their respective façade.
- Further articulation is encourage by grouping openings or bays to create local symmetry [or symmetries] within an overall façade.
- For secondary side façade on corner lots, the front facade bay composition should turn the corner and continue down the side façade a minimum of one half-bay width as determined by the ground floor.

L-Shaped Massing:

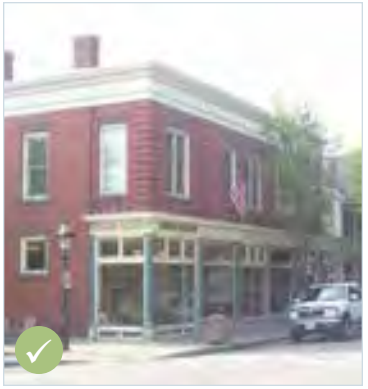
- Forward portion of façade [short end of "L"] should be one-quarter to two-third the width of the façade.
- Recessed portion of façade [long leg of "L"] can be recessed a maximum depth equal to the width of the end of the "L" .

Secondary Massing:

- Larger footprints can be created by adding wings to the primary massing .Utilize simple forms that are easy to cover with a simple roof form .
- Secondary masses should be smaller than the primary mass and fully resolve into the primary mass; the exception being wrap-around porches or galleries .
- The total number of secondary masses should not engulf and/or dwarf the primary mass .
- Use a small number of well-built, well-designed wings and add-on elements instead of one large wing .
- A front or side-loaded garage mass should not be directly attached to the main mass .An intermediary mass, breezeway, or enclosed connector may make the connection to the main mass .Garages may be "park under" with alley access if habitable space is above .




COW HARBOR REALTY



Authentic, or the appearance of authentic, traditional assembly of materials defines the character and sets the tone for the details.

COMPOSITION

- Should be no more than two exterior cladding materials not including foundation .
- Foundation wall should have one consistent wall finish.
- Horizontal joints between different materials should have visually heavier materials below Typically, this joint is articulated with trim .
- Vertical joints between different materials should be on inside corners only .Material change may occur in the same plane between two individual building designs .
- Brick laid in authentic bonds; stacked bonds with vertical seams aligned are prohibited .
- Exposed foundations with a height of 5 ft or more should be articulated with punched openings and/or piers .
- Piers shall be no less than a 16"x16" footprint .

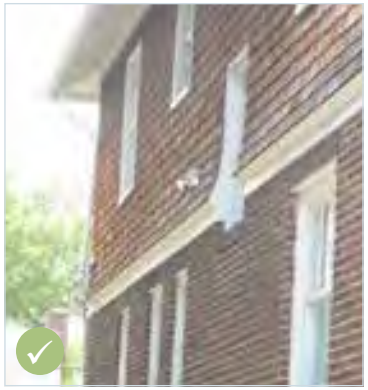
MATERIALS

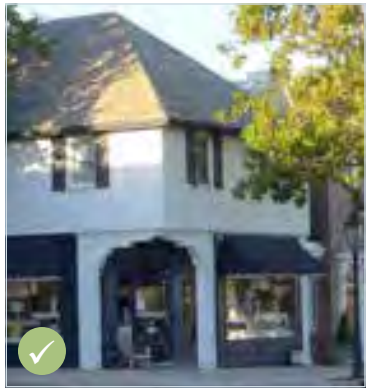
- Siding: wood, synthetic wood, cementitious siding .Smooth surfaces only, no textured surfaces .Vinyl and aluminum prohibited .
- Shingle/Shake: wood, synthetic wood; staggered edge shingles/shakes prohibited .
- Brick: extruded or molded; wirecut and thin-brick are prohibited; limit color variation within brick; with white or light colored mortar is preferred, however, colored mortar matching similar to the brick color may be used .
- Stone: native/regional stone; 4 in .nominal minimum thickness, horizontally oriented stacked stones with mortar joint; thin-stone applied like pavers is prohibited .
- Stucco: 3-coat smooth sand finished, EIFS is prohibited .
- Trim: wood, synthetic wood .Smooth surfaces only, no textured faux wood surfaces .
- Trim, Lattice, & infill boards: wood, synthetic wood .Smooth surfaces only, no textured surfaces; 1x material minimum; accordion lattice is prohibited .
- Foundation vents: iron, wood, or synthetic wood; aluminum or stainless steel may be used if painted black .

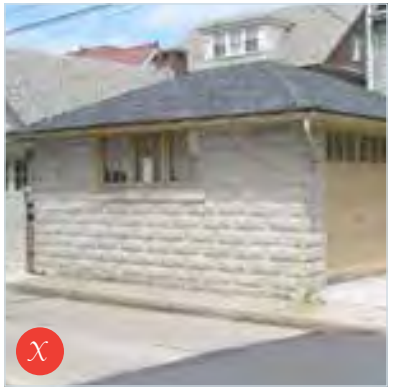
DETAILS

- Wood Clad Building: wall finish should sit proud of foundation veneer below a minimum 1" .
- Masonry ledge water table on siding clad building prohibited .
- Skirt board [if present] to align with or be proud of cornerboard .
- Cornerboards are minimum 5/4x6 on front and 5/4x4 on side with butt joint .
- Doors, windows, and garage doors should have a consistent primary wall material around its casing; the opening should not occur where two materials meet .

Garage door interrupting joint between materials and masonry is proud of siding above





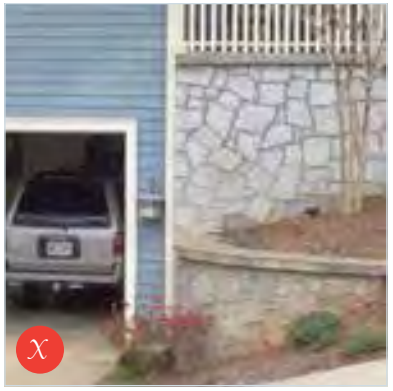


Split-faced concrete block

Material transition at outside corner

More than two materials on façade; masonry proud of siding above

EIFS & offset material alignment; opening interrupting material joint



Material transition in same plane; foundation material inconsistent

The roof is the second most dominant material on the building, serving as a cap to the design .

COMPOSITION

Gable:

- Roof pitch for primary mass between 6:12 to 10:12 .
- On a single story mass, the max gable end wall width is 25 ft as measured from outside edge of structure .
- On a 2 to 3 story mass, the max gable end wall width is 35 ft as measured from outside edge of structure .
- Nested gables are prohibited .
- Pedimented roofs should be pitched 4:12 to 5:12 .
- Roof pitches under 6:12 may be pedimented or terminated with a parapet wall .

Hipped:

- Roof pitch for primary mass between 5:12 to 10:12 .
- Roof pitch for single story secondary mass between 2:12 to 8:12, and match or be lower than the primary mass .
- Ridge should be a minimum length of 1/3 the length of the building .
- Pyramid roofs are prohibited, unless part of a detached accessory structure with a maximum 100 sf footprint or a secondary architectural element [i e .cupola] .

Shed:

- Use is limited to secondary massing .
- Roof pitch for secondary mass between 2:12 to 8:12, and lower than the primary mass roof form .

Flat:

- Roof pitch between 1/4:12 to 2:12
- All sides of flat roof should have a parapet wall .

Gambrel:

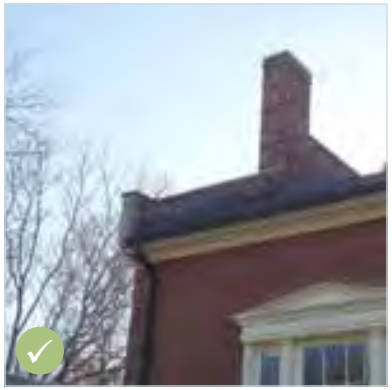
- The massing of the roof should relate to a circle drawn at the eave .The intersection of the two slopes should touch the edge of the circle .
- The lower steeper roof should be longer than the upper flatter roof. A ratio of 4:1 or 3:1 works well to determine the height of the roof intersection .
- The roof should appear to start from the edge of the wall, not the outer edge of the eave projection .The eave projection, if desired, should be kicked or radiused from the lower portion of the roof .

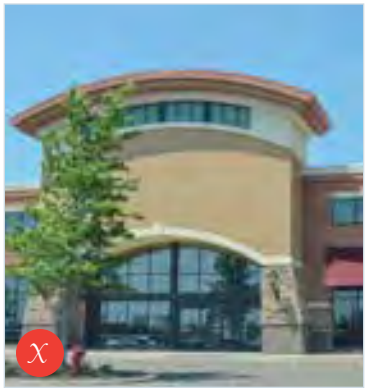
MATERIALS

- Changes in roof materials should only occur between primary massing and secondary massing when roofs are completely separated .
- Metal: 5-v crimp, 1" standing seam, flat-seam soldered; must be flat between primary ribs, no striations or pencil ribs; ridge and hip caps should have a minimal appearance .
- Asphalt shingle: keep simple avoiding fake detailing like printed shadows .
- Slate: slightly ragged bottom edge; synthetic slate should avoid repetitive textures .
- Wood shake/shingle: cedar .
- Clay tile: barrel tile or pantiles; permitted only in Good Ground Revival style .

DETAILS

- Roof penetrations for mechanical, plumbing, or electrical elements shall be hidden from the building's street frontage(s) .Penetrations should match roof color .





Should be no more than two materials

Oversized hip flashing and flat gutter

No mansard roofs

Eaves keep water away from the building and serve as a decorative transition to the roof .

COMPOSITION

- Eave details must be consistent around all sides of a particular mass except for when a parapet is used .
- Cornices should be between 1/15 and 1/18 the height of the building from grade to top of eave .

Boxed eaves:

- Should return at corner minimum 1 5x the height of the cornice .
- If the eave's projection is no more than 10", a shaped profiled bargeboard set flat against gable wall may resolve the end of a boxed eave. The bargeboard is flush with the cornerboard .

Open eaves:

- Exposed rafter tails should be minimum 2x6 .
- Project minimum of 12" .
- Projected bargeboards supported by brackets notched into bargeboard .
- Underside of exposed sheathing should be covered by wood boards or bead board .

Parapets:

- Should be no more than 1/2 the height of the floor below.
- Brackets and modillions should be laid out starting at the corners and spaced evenly .

MATERIALS

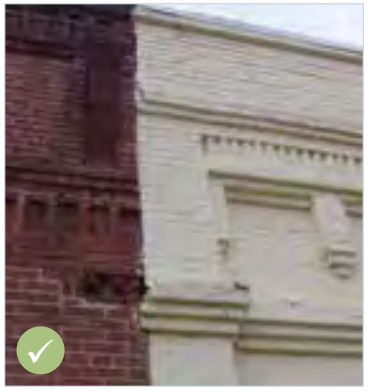
- Trim: wood or synthetic wood; decorative brackets may be pre-manufactured foam or PVC .
- Prohibited:
  - Vinyl or aluminum .

DETAILS

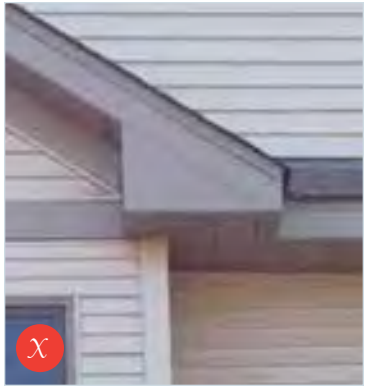
- Frieze boards should be no less than 8" exposed .
- Frieze boards should be flush with the cornerboard .
- Bedmoulds must use bedmould profiles not crowns .
- Boxed eaves should be terminated with an eave mould [i e .1" cove, 4" crown, etc] .
- Exposed fascia should be no more than 4 5" .
- High-style pediments must use a raking crown properly sized and resolved at the corner .
- Gables may use either a raking crown as used in pediments or a "poor man's" cornice where the eave profiles are repeated on the sloped portion of the roof .The sloping frieze should be slightly smaller than the horizontal frieze .
- Boxed eave returns should be a hipped roof with slope no more than 4:12 .
- Brackets and modillions should be sized to extend to the face of the eave .
- Gutters facing a street or park, located on corner lot, or otherwise visible from the public right-of-way shall be "half round" in profile with round downspouts.
- Downspouts shall be placed at the corner of the building least visible from nearby streets or integrated into the façade to hide them. Placement on columns or post should be avoided .
- Parapets should be detailed with corbels, panels, or wood applied cornices .
- Prohibited:
- "Pork-chop" boxed eave return
- Corrugated downspouts

Poor man's raking cornice

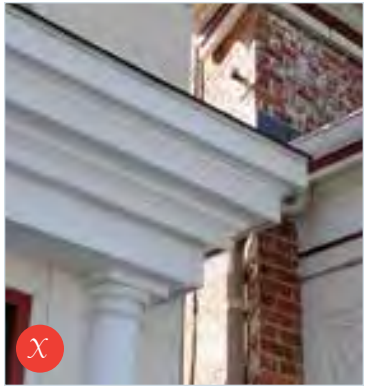
Typical boxed eave return



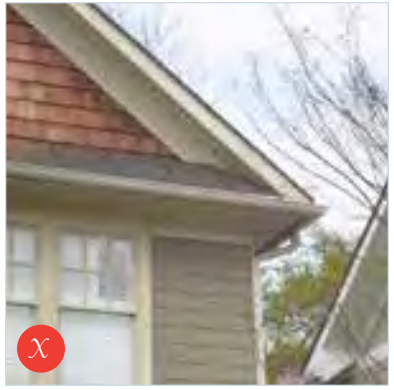
Oversized fascia without terminating eave moulding; eave return roof is not hipped



Pork chop eave return



Too many & bulky layers



Gutter on eave return; eave return roof pitch is too high

A balanced arrangement of openings along vertical and horizontal regulating lines ensures a coherent elevation .

GENERAL:

- All buildings should have the functional front door or storefront facing the primary frontage street .Secondary entrances may be included on the side or rear façade, but may not be used to replace the function of the front door .
- Doors are typically located near the corner of narrow front buildings and near the center of broad front buildings .
- Balance [not necessarily equalize] the wall space between openings and between opening and corner avoiding openings too close to the corner .
- In more refined styles and detailing, openings align vertically between floors.
- Openings in upper floors should relate to openings on the first floor through proportion and hierarchy .
- Blank walls shall not exceed 20 linear feet on any floor before introducing an opening or other articulation .
- Glass corners are prohibited on the primary mass; all corners must be solid and appear to carry the weight of the structure above to the ground .
- Porch and gallery openings and structure usually reflect the alignment of the openings at the wall .

First Floor:

- Front façade should have a transparency 60% to 90% of the frontage .
- Façades on side street of corner lots or otherwise visible from the public right-of-way should have a minimum transparency of 40% .

  Elements:
  - Storefront
  - Punched or ganged windows
  - Bay window
  - Front Door
  - Gallery
  - Porch/Portico

Upper Floors:

- Front façade should have a transparency 40% to 70% of the frontage .
- Façades on side street of corner lots or otherwise visible from the public right-of-way should have a minimum transparency of 40% .

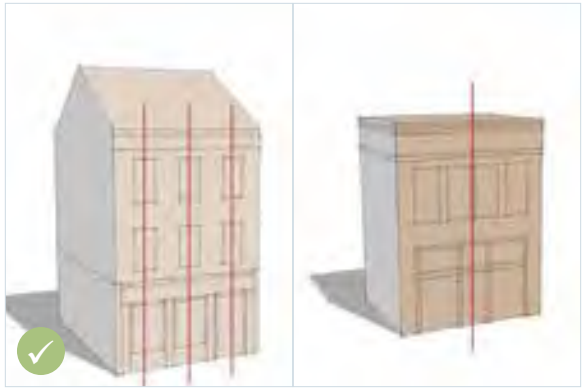
  Elements
  - Punched or ganged openings
  - Exterior door
  - Bay Window

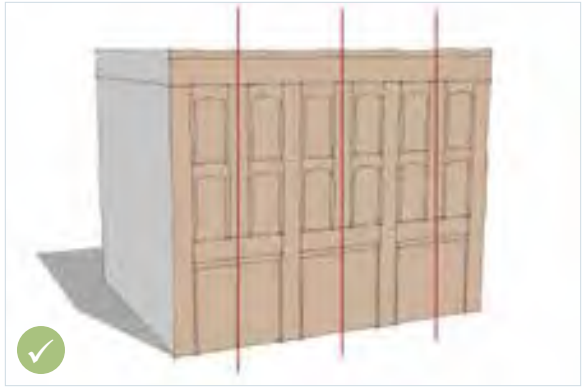
1/2 Story:

- Dormers should visually align with the openings below either directly on axis with another opening or the space between openings .
- Dormers should be symmetrically spaced .

  Elements
  - Dormers
  - Gable end windows or vents

Use of major axis and minor axis





Broad front façade with several bays showing local axis creating a nice rhythm; see above photo for execution

Upper windows centered on mass, not elements below

Overall sizing is comparable creating a nice rhythm

Asymmetrical, while balanced on the façade

Upper story windows align with centers of bays below

Windows align with doors below

Asymmetrical, but windows align

Dormers aligned between windows

ARCHITECTURAL RULES OF THUMB: STOREFRONTS

Storefronts provide transparency between stores and sidewalks, enhancing the dialog between public and private space resulting in a vibrant main street .Storefronts shall be designed using traditional elements of retail design .

COMPOSITION:

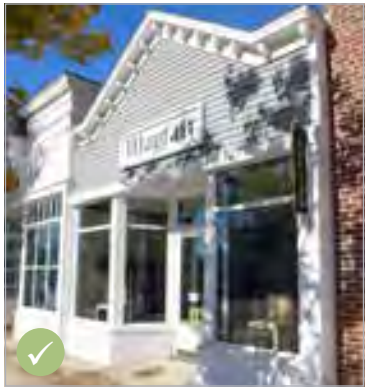
- Storefront windows should run a minimum height of 8 ft .above the sidewalk .
- Storefront glazing may run the entire height of the opening, or may be capped with transoms .
- Sills should be 12"-30" above the sidewalk .
- Glazed openings: 60-90% of frontage along front of building .Must turn corner on corner lots with minimum 25% of frontage along side .
- Glazing must have view to interior space, not just the window display .
- Storefront doors are encouraged to be recessed back 3'-6' deep .The doorway sides can be either square or splayed display windows .
- Storefront beam/signage band should be sized to appear to support the wall above and be supported by end piers .
- Storefront entrances shall be clearly distinguished from those serving floors above .
- Multiple storefronts within the same building shall be visually compatible in terms of scale, alignment, and their relationship to the building as a whole . The design of the building should be able to accommodate diverse character among the multiple storefronts .

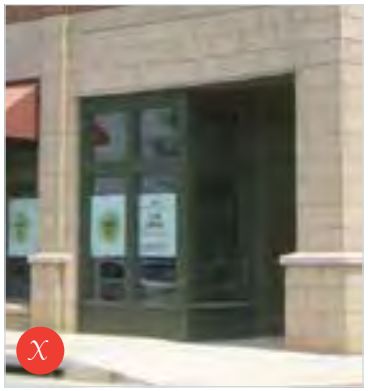
MATERIALS:

- Trim: wood, smooth faced synthetic wood, custom metalwork, steel frame, iron .
- Glazing: clear glass set in wood, clad wood, or metal frames .
- Prohibited:
  - butt-glazing curtain wall
  - standard aluminum storefronts

DETAILS:

- Storefront frontages may include awnings that may extend from 3'-8' into the setback and shall be a minimum 8 ft . clear above the sidewalk .
- Awnings shall be fabric and may be fixed or movable .
- Canopies shall be fixed and constructed of metal or wood .
- Should use simulated divided light or true divided light muntins when appropriate with a maximum width of 1" .
- Storefronts shall be distinguished by interesting design features at the ground level such as colors, lighting, medallions, belt courses, plinths for columns, piers or pilasters, projecting sills, tile work, stone or concrete masonry, signage, planter boxes, and specialty bay windows .





No beam/signage above opening

Aluminium storefront w/ siding

Window and door not cohesive

Porches and galleries serve as outdoor rooms that transition users between public space of the street and private space of the interior .

COMPOSITION:

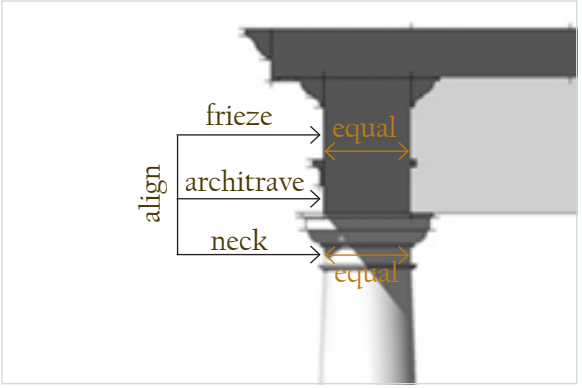
- Porches, porticos, and galleries are additive secondary structures and not inset to the wall plane .They may only run a partial length of the façade or wrap around corners .
- Porches and Galleries: minimum depth of 8 ft .as measured from the back wall to the outside face of the porch column .
- Portico: minimum depth of 4 ft , maximum width of 8 ft .
- Galleries: minimum height of 9 ft .to underside of beam .
- Side and rear porches may be screened .
- Front porches and galleries may be filled-in with glass to create the appearance of a storefront .

MATERIALS:

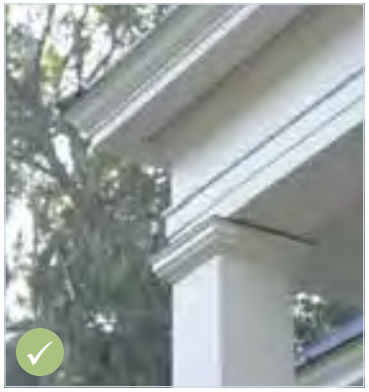
- Trim: Wood or synthetic wood painted to match the trim on the house .
- Decking: Wood or synthetic wood painted or stained. First floor deck can be brick or stone .
- Columns or posts: Wood or synthetic wood painted to match the trim on the house .Prefabricated classical columns with proper entasis .
- Prohibited: Extruded aluminum columns, cast iron posts, siding used for beams or columns .

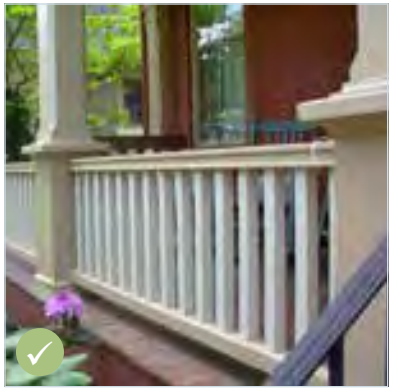
DETAILS:

- Face of the beam must align with the face of the column and be expressed on the inside of the porch .Beam width equals column width near top of column .
- Beam height equal to or greater than width of column .
- Base of column must be fully supported on deck and foundation .
- Decking should run perpendicular to and sloping away from building .
- Pilasters or engaged columns where the porch connects to the house are highly recommended .
- Railings:
  - If porch floor is elevated 4 ft. or more above grade, the foundation must have the appearance of piers with the option of wood boards or lattice between .
  - Column or post caps should be simple .Crown moulding is prohibited for this use .

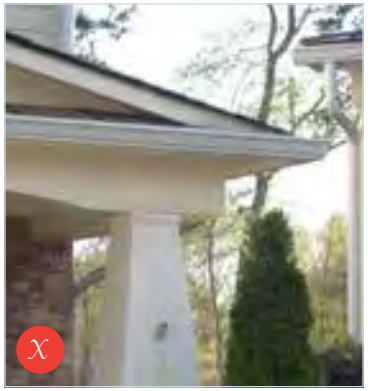


Porch column & beam alignment diagram

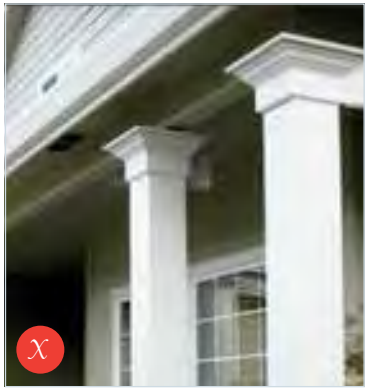




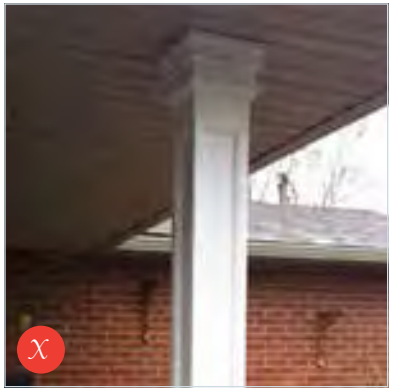
No pilaster at supporting porch wall & columns are too thin and/or too tall



Beam not aligned with column



Oversized moulding as capital; narrow architrave



Column without articulated beam

The everyday experience of a traditional door and its details should be treated with the importance it imparts on the overall design .

COMPOSITION:

- Should use simulated divided light or true divided light muntins with a maximum width of 1" .
- Lite panes should be vertical in proportion, and be consistent among other openings .
- Stiles should be minimal [4" to 5"] as compared to panel width .
- Shall have a minimum 2 1/2" wide mullion trim between sidelites and transoms .
- Transoms and sidelites should be sash-set to match windows, not door stiles .
- Transoms shall be horizontally proportioned composed of panes that are vertically proportioned .
- Sidelites must be a minimum 12" in width composed of panes consistent with the rest of the house .Panels below glazing shall match adjacent door .
- Sidelites, if used, must be in pairs flanking door .
- Garage doors facing a street, located on a corner lot, or otherwise visible from the public right-of-way should be designed with single car garage doors at a 9 ft . maximum width using carriage style doors .
- Prohibited:
  - Fiberglass doors
  - Stamped metal garage doors
  - Flush no-panel doors; plank doors with joints less than 8" apart allowed

MATERIALS:

- Door: wood, wood-clad, steel; clear glass .
- Transom & Sidelites: wood, wood-clad; clear glass .

DETAILS:

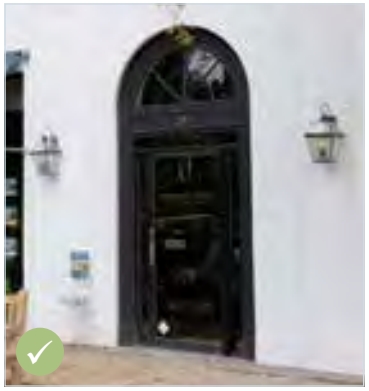
- Only the slab of the door may be stained or painted an accent color .The surrounding frames, sidelites, & transoms should be painted the trim color .

Wood Clad Building

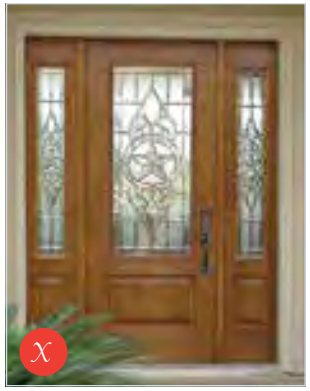
- Casing should be thick enough to protect the endgrain of siding .
- Casing should be minimum 3 5" wide .

Masonry Clad Building

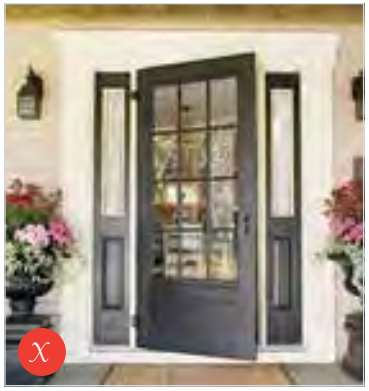
- Masonry lintels must appear structural with a minimum height of 8" or 3 courses and extend beyond the opening a minimum 4" on each side .Spans over 8 ft . should have a minimum height of 10" or 4 courses .
- Masonry soldier course lintels may be used as long as the soldier course follows the same rules as the masonry lintel .
- Masonry jack arches must be structural using tapered bricks with each joint angling toward a common center point .
- Masonry segmental arches on a maximum 4 ft .span may use regular bricks with feathered joints .
- Segmental arches have a maximum rise of 1" per 1 ft .of span .



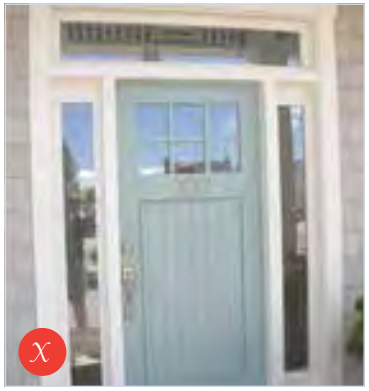
Side Lite at one side only



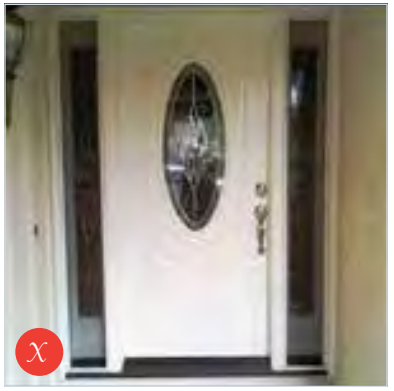
Stained sidelites and mull trim; Ornate Leaded Glass



Side Lites Do Not Match Door Lites



Non-Divided Side Lites/Transom



Oval Glass Door & non-divided Side Lite

Window proportion and detailing is essential to unifying an authentic traditional design .

COMPOSITION:

- Should be operable; vertical proportion .
- Should use simulated divided lite or true divided lite muntins (max .width 1") .Muntins should be on both sides; prohibited if only between glass .
- Lite panes should be vertical in proportion, and be consistent among different sized windows .Muntin-less windows prohibited unless storefront .
- Transoms may be horizontally proportioned composed of lites that are vertically proportioned .
- Transoms should not be installed only once unless sunroom or similar .
- Windows may be grouped in horizontally proportioned openings and shall have a minimum 2 5" wide mullion between individual units .
- Avoid Palladian window motifs .

MATERIALS:

- Window: wood, wood-clad, or steel; clear glass .
- Trim: wood or synthetic wood .

DETAILS:

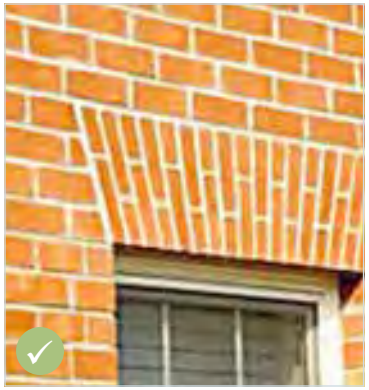
- Shutters must be sized to match the openings and be operable with appropriate functional shutter hardware .
- Avoid shutters on grouped windows .
- Prohibited: exterior insect screens on facades facing the street .Double hung windows may use half screens covering the lower sash .

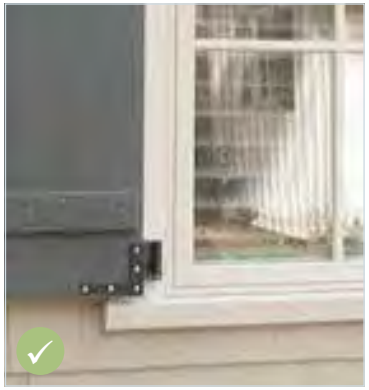
Details: Wood Clad Building

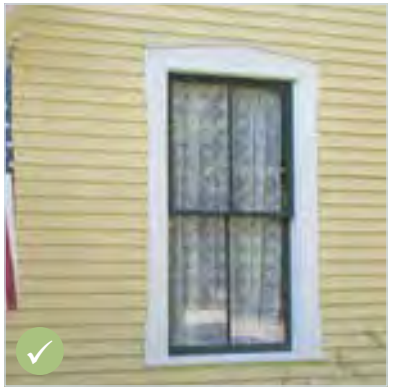
- Sills should have a minimum 2" thick exterior sill horn .No aprons underneath sill unless needed for dormers or integrated into panels as used on bay windows .
- Casing should be thick enough to protect endgrain of siding; min .5/4x .
- Casing should be minimum 3 5" wide; avoid brickmould around windows in a wood clad building .

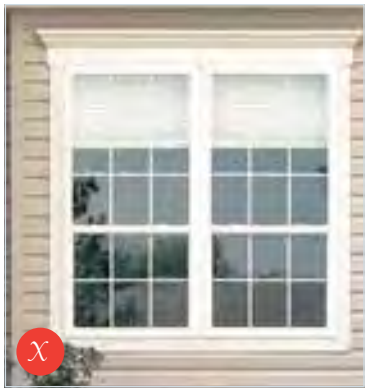
Details: Masonry Clad Building

- Masonry lintels must appear structural with a minimum height of 8" or 3 courses and extend beyond the opening a minimum 4" on each side .Spans over 8 ft . should have a minimum height of 10" or 4 courses .
- Masonry soldier course lintels may be used as long as the soldier course follows the same rules as the masonry lintel .
- Masonry jack arches must be structural using tapered bricks with each joint angling toward a common center point .
- Masonry segmental arches on a maximum 4 ft .span may use regular bricks with feathered joints .
- Segmental arches have a maximum rise of 1" per 1 ft .of span .
- Wood window sills should have a minimum 1"thick exterior sill horn atop the masonry sill .Masonry sills must extend beyond openings 2" minimum .

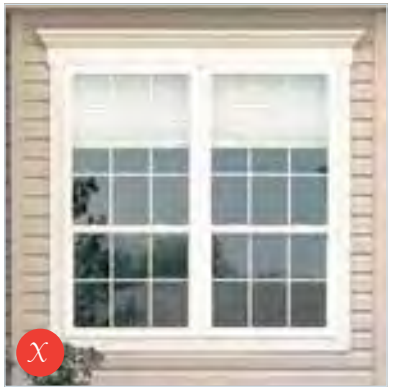






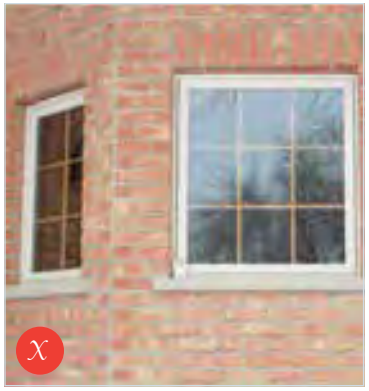


Picture-framed casing

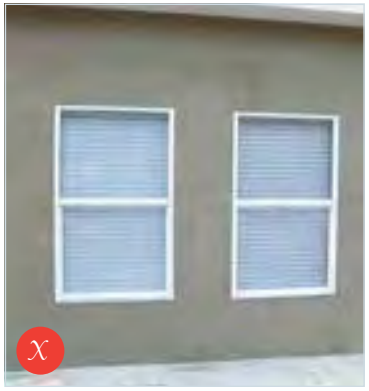


Tight-mulled & not SDL muntins

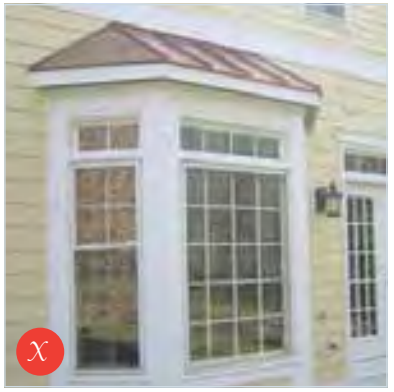
Shutters too small for openings



Lintel not extending past opening; grilles only between glass



No casing or sill



Transom over window

Bay windows bring more light and space into a room . The bay can be curved, canted, or straight-sided .

COMPOSITION:

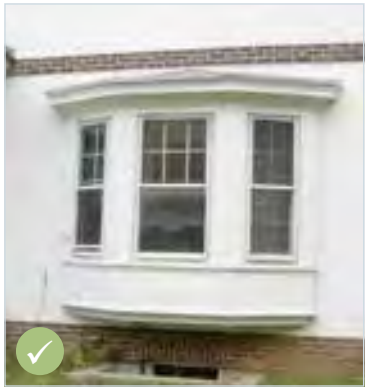
- Window should have a similar size and proportion as adjacent windows .
- Should project from the wall a minimum of 1 ft .and maximum of 5 ft .
- Roof slope equal to or less than 5:12 .
- Should be visually supported by brackets or by extending the bay to the ground with a base .

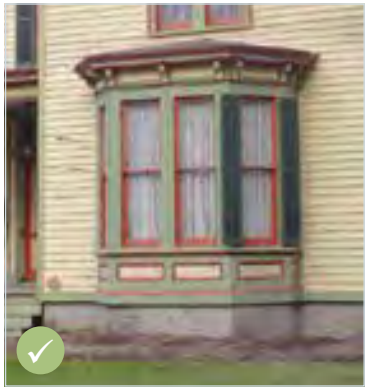
MATERIALS:

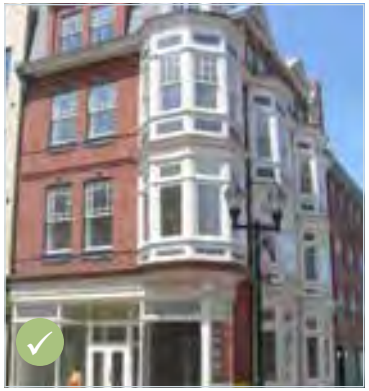
- Trim: wood or synthetic wood .
- Roof: metal or match main roof .
- Base: wood, brick, or stone; matching foundation at main mass .

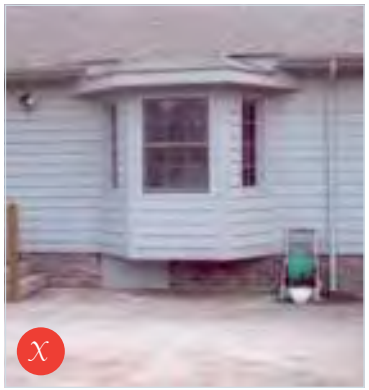
DETAILS:

- Detail eave with crown .
- No gutters .
- Box bays with no windows on the side should have a panel on the side .
- Bay window should have a base or apron below the window sills .
- Window sill horn should wrap corner .
- Window casing should extend to the corners of the bay .A narrow pilaster at the corners can also be used in addition to the casing .









Siding between casing and corner; no articulation of base

Unsupported base & tall roof pitch

Dormers are used to let light into habitable space within the roof while adding visual interest .

COMPOSITION:

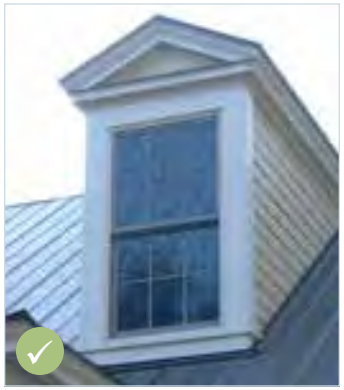
- Scale should be modest and not overwhelm the roof .
- Width of single dormer with trim is nearly equal to window size below (not including trim) .
- Distance between dormers should be greater than the width of the dormer .
- Shall sit no closer than 3 feet to the gable end of the building and shall sit back 1 foot from the face of the wall below .
- Should have single or multiple ganged windows with minimum 2 5" wide mullion between individual units .
- Wide shed roof dormers with multiple windows and siding may be allowed as long as transparency is minimum 60% .Additional details like operable shutters may break up the mass .

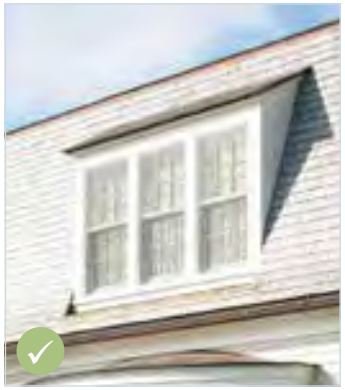
MATERIALS:

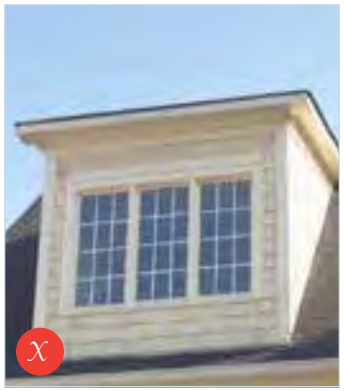
- Should have lap siding, shiplap, or shingle siding .
- Trim: wood, synthetic wood
- Prohibited:
  - masonry
  - use of siding on a dormer front face other than in the gable or on a shed roof

DETAILS:

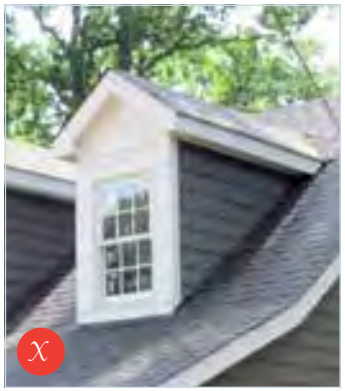
- Minimize size of the corner on either side of the window . Trim should extend to the corner . Cornerboards may be used with casing if it is thicker than casing .
- Limit wall space below window sill .
- Window sill horn should wrap corner similar to typical window details .







Siding between casing and edges



Space between roof and window

Undersized windows

Balconies add outdoor space for upper floors that typically only allow standing room for people .

COMPOSITION:

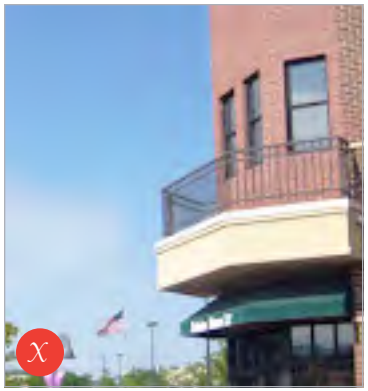
- Should be additive to the building and not inset into the wall plane .
- Located with door access .
- 18" to 42" depth .
- Floor thickness maximum of 10" .
- Width should be wider than door opening plus trim .

MATERIALS:

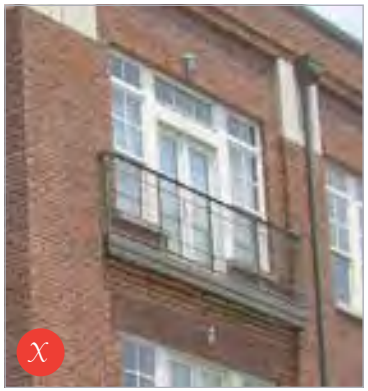
- Wood clad building: Wood trim and railing with slender newels [4x4 max] and timber brackets .
- Brick building: iron railing with metal or concrete deck and iron brackets .
- Prohibited: glass panel railing; horizontal pipe railing .

DETAILS:

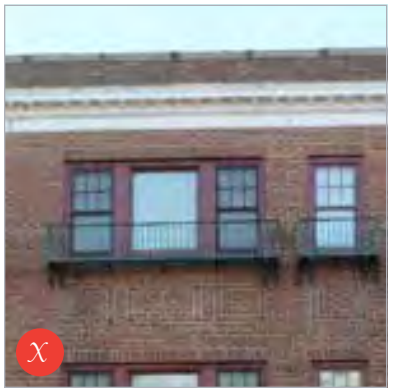
- Iron railing pickets should have one horizontal division below the top rail and one bottom rail .
- Balcony railings should be light and slender .
- Brackets should accompany the balcony design .They should be sized and designed to appear structural, if not actually structural .
- If no brackets are shown, exposed structure is recommended .



Floor is too thick & uses EIFS



No floor; too shallow



No door access

Chimneys indicate the heart of the building and provide authenticity to a traditional design and a town's skyline .

COMPOSITION:

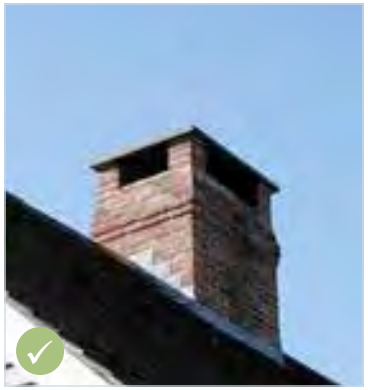
- Exterior fireboxes should extend to the ground and have a full height masonry chimney .
- Exterior firebox height should be approximately 1/3 of the total height of chimney with the flue height the remaining 2/3 .

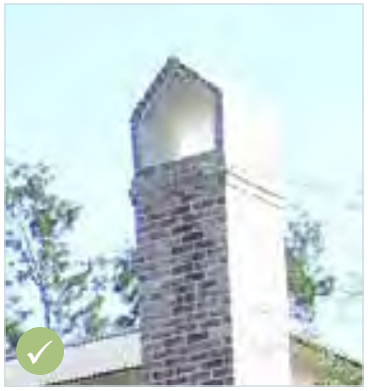
MATERIALS:

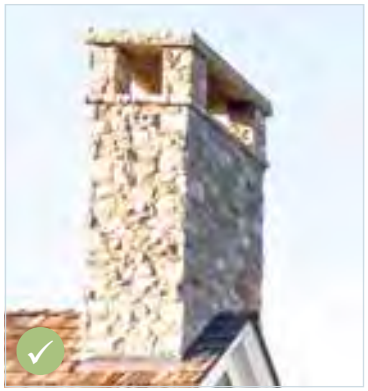
- Masonry or stucco matching the foundation .
- Prohibited: siding and trim; metal chimney shrouds

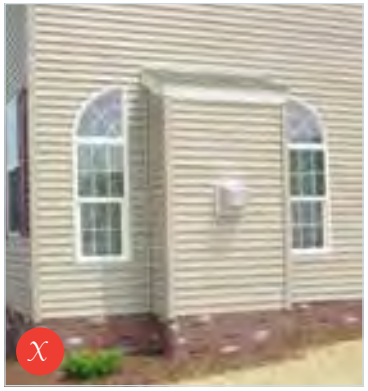
DETAILS:

- Chimneys should be terminated with caps that are simple by corbelling brick or adding a stone or concrete cap .
- Draft inducers and spark arrestors, if needed, should be concealed with a raised masonry cap .

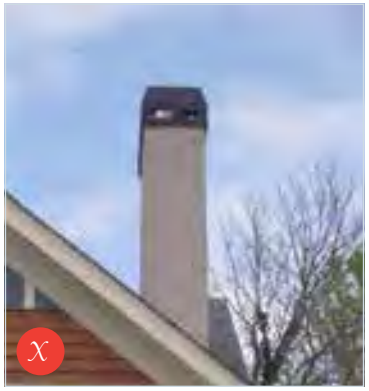




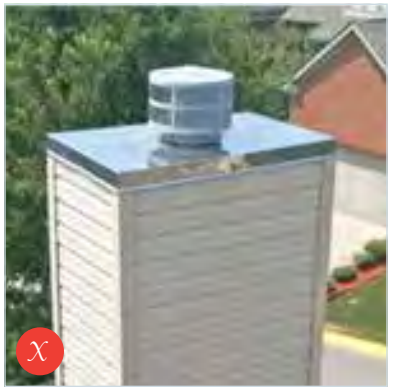




Direct vent bumpout with roof



Metal chimney shroud



Siding and metal chimney cap

ARCHITECTURAL STYLES

An architectural style is a set of features that makes a building identifiably unique from other buildings. Each architectural style has a distinct appearance which makes it historically or regionally identifiable. Elements such as building materials, ornamental details, overall form, and construction methods all contribute to an architectural style .

Four styles have been identified which are in keeping with the historic character and regional context of Hampton Bays:

- South Shore Shingle
- East End Colonial
- Good Ground Revival
- Maritime Mercantile

Each of these four styles is already present in Hampton Bays, and would be appropriate for future development .There are additional architectural styles currently existing in Hampton Bays, but these four styles have been selected for new development for a combination of practical and economic reasons .

Each building or façade within the Hampton Bays Downtown District shall be designed in accordance with one of these styles. Style should govern proportions, massing and major elements giving the overall "look" of a building, while the Rules of Thumb section should be referenced for specific elements.

IDENTIFYING FEATURES

1. Parapet
2. Cornice/Entablature
3. Storefront
4. Window trim/surround
5. Side-Gable Roof
6. Front-Gable Roof
7. Wall material
8. Roof material

SOUTH SHORE SHINGLE

EAST END COLONIAL

GOOD GROUND REVIVAL

MARITIME MERCANTILE

HISTORY

The Shingle Style is the signature look of the Hamptons, and style most frequently associated with the region. A quintessential, traditional American style, the Shingle Style combines aspects of the British Arts & Crafts movement with elements of Victorian and Romanesque architecture. However, in breaking with those earlier styles, the emphasis of Shingle Style was on sculptural form and massing over applied decoration.

The style first gained prominence in the 1880s and was promoted by such well known architectural firms such as McKim, Mead, and White. The Shingle Style was a preferred style for high-end residences and summer retreats in the late 19th and early 20th century. As vibrant villages developed in the communities in these areas, the commercial and civic buildings took their cues from the larger, more elaborate residences.

OVERVIEW

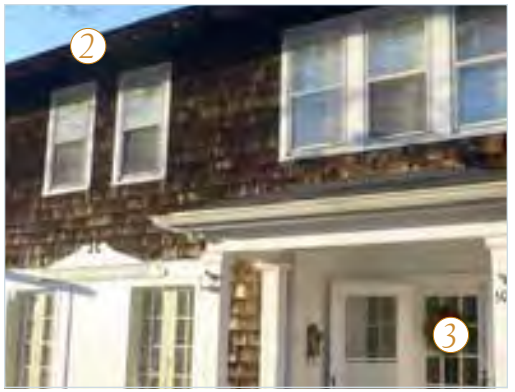
South Shore Shingle buildings are typically constructed of wood, and clad in wood finish materials for exterior siding, trim, and roofing.

This style is appropriate for all uses, including, but not limited to residential, commercial, and hospitality .

South Shore Shingle buildings are characterized by expressive massing that includes swooping eaves lines, bay windows, turrets, and towers . These elements are not typically applied symmetrically across the building, but are used for emphasis . Balance of composition is more important than true symmetry .

IDENTIFYING FEATURES

1. Shingles as primary exterior wall finish, though wood siding or stucco may also be utilized .
   - Shingles may be painted or left natural .
2. Roof may be gable, hip, or gambrel .
   - Roofing should be cedar or composite shingles.
3. Simple Colonial, or more elaborate Victorian detailing .
   - Trim should be wood .
4. Windows could be rectilinear lites, or diamond shaped lites .
   - Windows should be vertical in proportion but may be ganged to create horizontal openings .
   - Upper windows frequently have shutters
5. Bay windows, towers, turrets, and swooping eaves are used to create visual interest .
6. Asymmetrical composition .



DESIGN ELEMENTS: CORNICES

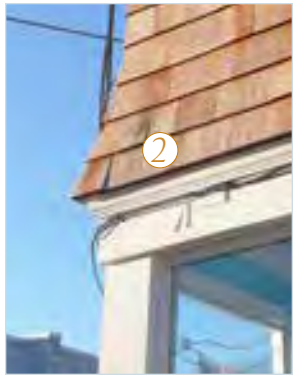
1. Trim bands at upper eaves articulated with simple trim, often adorned with brackets .
   - Victorian, Italianate, or Colonial detailing Rounded or angular bay windows
2. A horizontal trim band is often included between first and second story of storefront buildings
   - Shingles to hang over the edge of horizontal trim band
   - Shingles to flare out above trim band, and should extend proud of trim

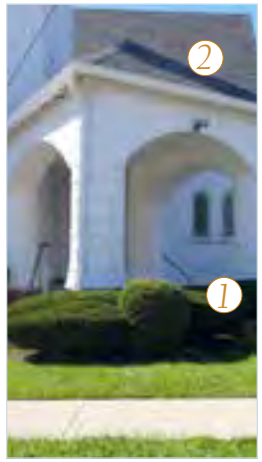
DESIGN ELEMENTS: PORCHES

1. Porches are typically one-story, though may have a second story walk-out
2. Articulated roofs on porches should be low-pitched, and not visually impactful .
3. Porch detailing should be Colonial or Victorian, if articulation is desired .

DESIGN ELEMENTS: BAY WINDOWS

1. Bay windows could be articulated at ground floor and upper level stories
2. Bay windows can be faceted or rounded





HISTORY

The Colonial period covers several centuries, from the 1600s until 1820 . Drawing on familiarities from their homelands, early colonists settling in the New World emulated architectural styles they were familiar with .

The earliest examples of colonial architecture were simple, modest structures with side-gabled roofs . Typically cladded with lap siding, some structures had an asymmetrical “salt-box” roof or a front overhang at the second story .

By the 1700s, the English colonies in Long Island and elsewhere were established and building wealth .With prosperity, the colonists began implementing more sophisticated architectural styles, including Georgian and Federal styles .Those with modest means continued to use clapboard and concentrated decorative elements to key elements such as door surrounds . In addition to an elaborate door surround, wealthier residents could afford dentil moulding at cornices, a stately front pediment, and masonry construction .

Colonial style architecture has an enduring presence, making it a timeless, standard style .

OVERVIEW

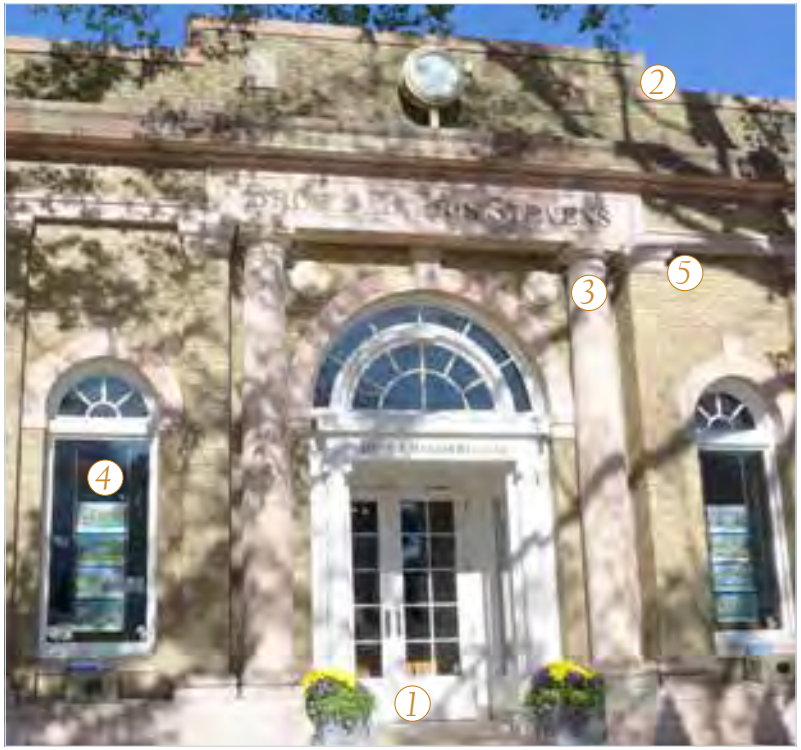
Common East End Colonial buildings are generally constructed of wood and clad in clapboard or shingles with wood trim . Brick cladding or stucco may also be appropriate . Civic buildings, or commercial buildings such as banks, may be constructed of masonry with some of the "higher" details appropriate for the style, such as pedimented porticos .
This style is appropriate for all uses, including, but not limited to residential, commercial, and hospitality .

East End Colonial buildings are characterized by symmetry and windows have small, vertical panes of glass .This style may have simple Federal or Georgian detailing at openings, cornices and porches all the way up to more elaborate classical detailing and columns .

Detached structures, such as the house to the left, lend themselves to "generational" architecture .This refers to the idea that, as a family's needs change over time, future generations may build an addition to a home, or fill-in an existing porch in order to accommodate a growing family .This wrap-around porch is now a store-front for a retail store .

IDENTIFYING FEATURES

1. Symmetrical composition .
2. Roof may be gable, hip, or have a parapet .
   - Roofing should be slate or composite shingles.
3. Detailing could have a range of simple Federal/Georgian detailing at openings, cornices, porches all the way up to more elaborate classical detailing and columns .
   - Trim can be wood, cast stone, or brick .
4. Window lites should be rectilinear and may have half-round transoms above .
   - Windows should be vertical in proportion but may be ganged to create horizontal openings .
   - Windows may have shutters
5. Wall materials may be wood siding, brick, stone or stucco .



DESIGN ELEMENTS: CORNICES

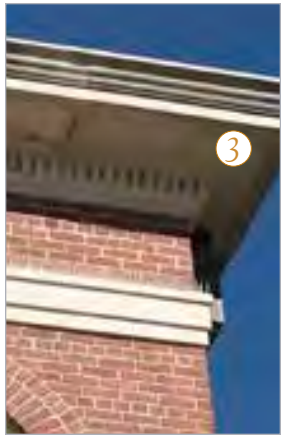
1. Typically, a boxed eave with slight overhang . More elaborate examples may include dentils, corbels, and brackets .
2. Appropriate pitches for gabled or hipped roofs range from 6:12 to 10:12 .
3. Cornices may be made of wood, cast stone or corbelled brick .

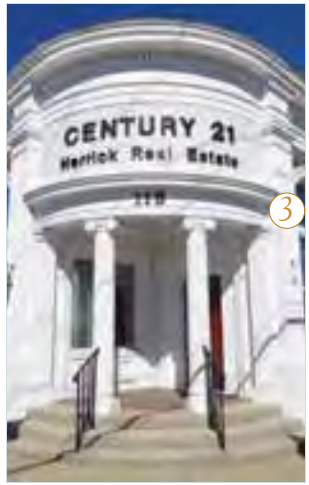
DESIGN ELEMENTS: WINDOWS & DOORS

1. Semi-circular window transoms .
2. Double-hung windows with vertical lites of 6-over-1, 6-over-6, or greater .
3. Wood or cast stone trim .
   - In masonry, express an arch .

DESIGN ELEMENTS: PORTICOS

1. Combination of pilasters and columns .
   - May be recessed, applied, or implied .
2. Roof structure may be supported by corbeled brackets .
3. Provide entablature with typical proportions .





HISTORY

The Good Ground Revival style is based upon quintessential American Main street buildings from the early twentieth century .It has economical and simple detailing but is made of durable materials .

There are many examples of this style existing in Hampton Bays and the surroiunding region . Most of these buidlings date from the early 1900s .

Good Ground Revival buildings are masonry storefront buildings, that tend to have straightforward geometry and detailing . Ornamentation should be focused at the parapet .

Locally, this style of building was adapted using stucco and Spanish-Mission style influenced details . These details should be focused at the parapet and corners of the building .

OVERVIEW

Good Ground Revival buildings are constructed of masonry. Wall finish should be brick, stone, or stucco . with stone or stucco trim . Offset or corbelled brick or stone may also be used to articulate details such as cornices .

Good Ground Revival style is appropriate for storefront buildings, whether they be retail, restaurant, or office.Geomotry of façade, roof, openings, and details should be simple and straightforward .

The building façades are generally flat and simple, with detailing focused at shaped parapets . Roofs behind the parapet may be flat or pitched.

IDENTIFYING FEATURES

1. Masonry buildings of stone, brick or stucco .
   - Simple embellishments or patterns are appropriate .
2. Shaped parapets with detailing focused at the parapet .
3. Could have flat roof or pitched roof behind parapet.
4. Implied pilasters at corners and/or intermediate (not articulated on mouldings) .
5. Simple window and door surrounds .
6. Horizontal proportion for storefront openings .

DESIGN ELEMENTS: CORNICES

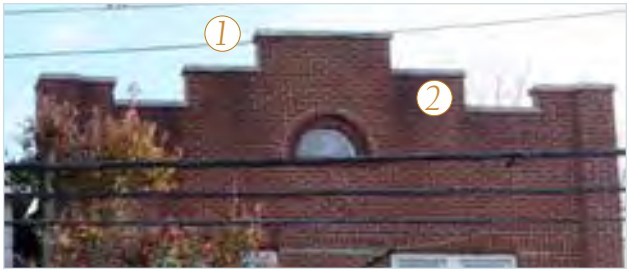
1. Shaped parapet
   - May be stepped and/or sloped/curved with cap .
   - "Spanish mission" influence.
2. Corbelled brick or stone/terra-cotta/plaster profiles or painted embellishments.

DESIGN ELEMENTS: WINDOWS & DOORS

1. Punched or ganged .
2. Simple surrounds .

DESIGN ELEMENTS: PORTICOS

1. Horizontal openings with vertical proportion to ganged windows and doors .
2. Structure/pilaster at corners .
3. Could recess and embellish .



HISTORY

Around 1790, the Industrial Revolution made its way to America . Products once made by hand in private homes, such as clothing, were now produced with the aid of machines . A new form of architecture was born to accommodate these machines and house goods on a large scale . Function drives the form of Mercantile buildings . Advances in technologies modernized materials and forms .Iron, for example, allowed large glazed openings at factory façades.

Maritime Mercantile buildings address all the practical needs for the building occupants and its visitors .They range in size from the one-store one-story small shops of individual merchants all the way to the 3 to 4 story mill buildings that housed the manufacture or storage of the goods waiting to be sold .

Large glazed openings of ganged windows and doors maximize the view of goods for sale to passers-by and provide generous light for the interior as many buildings only have light from one wall .

OVERVIEW

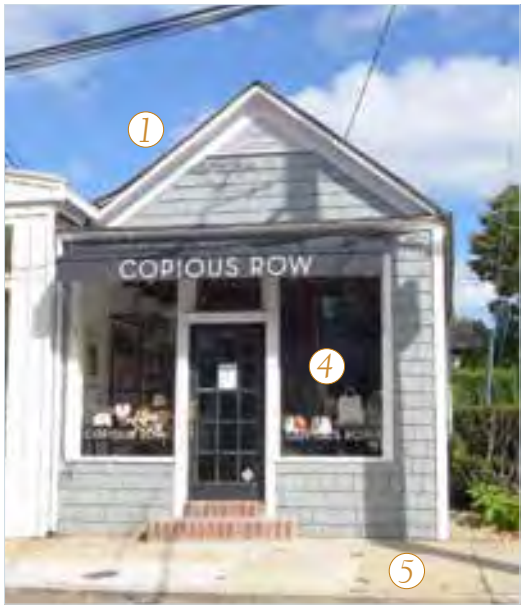
Maritime Mercantile buildings are appropriate for commercial and retail applications, largely as storefronts .Primarily one to two stories, the more horizontal massing of Mercantile buildings lend themselves to larger, horizontal openings . Roofs are generally low-pitched .

Mercantile buildings are typically masonry or wood siding, but simpler wood siding (such as board and batten) could also be appropriate . Maritime Mercantile buildings are more industrial and functional and therefore not highly detailed . This style offers flexibility to bring in more "modern" design elements such as steel and glass .

Maritime Mercantile designs may draw from old agrarian buildings, small scale industry, and auto service centers to name a few . These building forms may be repurposed into retail or restaurant establishments .

IDENTIFYING FEATURES

1. Primarily one to two stories .
2. Could have wood siding or masonry .
   - "Lower" style wood siding such as board and batten could be appropriate .
3. More horizontal in massing, low pitched roofs .
4. Larger openings .
5. More industrial/functional and not highly detailed .
   - This style offers more flexibility, if a more "modernist" design is desired .

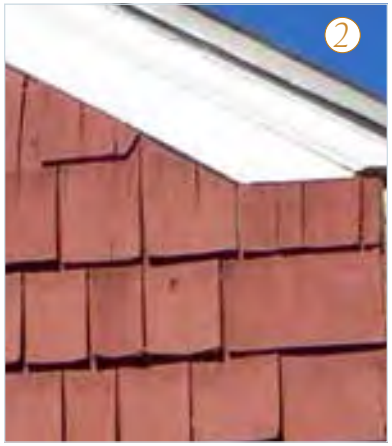


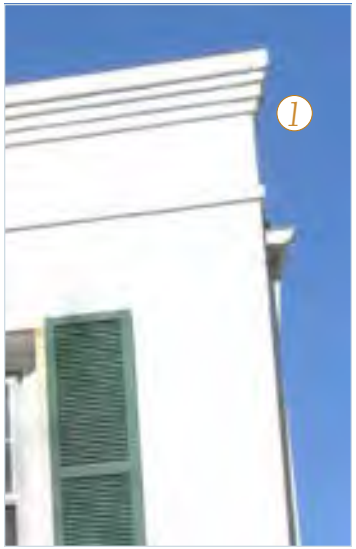
DESIGN ELEMENTS: CORNICES

1. Flat parapets with simple detailing .
2. Pitched roofs have simple, stepped wood trim .
    - Punched windows or vents in gables .

DESIGN ELEMENTS: STOREFRONTS

1. Larger areas of glass .
2. More horizontal openings .
3. Barn or roll-up doors .





CHAPTER 4: LANDSCAPE PATTERNS

Coordinated landscape treatments along the streetscape edges and internal parking lots promotes an identity for the Downtown District . Each individual landscape will complement the overall character of the environment, ultimately supporting the creation of a harmonious and orderly streetscape and pedestrian experience . The design of the landscape should be informed by the local climate and topography to ensure that all new plantings are of a sustainable high quality to the greatest extent possible .

Each streetscape can be thought of as a series of outdoor rooms formed by the structures that "front" the street. The treatment of these spaces, particularly their edges, will clearly define public and private functions along the street and are therefore critical elements in any community .

The guidelines in this chapter focus on the public streetscape edge (furnishing zone and sidewalks) and the private streetscape edge (the space between the property line and the building face) which seeks to strengthen Hampton Bays' vision for a walkable, vibrant community .

THIS CHAPTER INCLUDES:

The landscaping along the streets provides pedestrians with a pleasant walking environment by forming and framing a distinct transition space to motor vehicles while also focusing the visual aesthetics and experience toward the shopfronts .

PAVING

Composition

- Paving patterns and materials may vary to establish different activity areas, such as the distinction between a seating area, plaza, or a sidewalk
- Brick patterns such as running bond or herringbone are preferred

Materials

- The predominant sidewalk clear zone paving material should be concrete
- Paving between tree wells within the furnishing zone should be brick pavers with sanded joints
- Brick is to be full thickness, wire cut, or hand molded to provide texture and give a weathered appearance and character . Reddish brown colors are preferred and bright red or orange brick is to be avoided .

Details

- Concrete walkway control and expansion joints should be used minimally and be designed in a symmetrical pattern
- The appearance and elevation of sidewalks should be maintained across driveways and driveway aprons .
- All outdoor paving areas, steps, and ramps are to comply with current and applicable local, stated, or federal standards .
- Where appropriate, runnels or trench drains, may be employed .

STREET TREES AND PLANTINGS

- The use of native and adapted trees species is required in Hampton Bays to reduce the need for irrigation, chemical fertilizers, and chemical pesticides . Please refer to the Hampton Bays Preferred Street Tree List for approved trees .
- The lowest branch on any Street Tree should be no less than 12' above ground for visibility .
- Canopy trees, typically deciduous shade trees which allow buildings to benefit from solar heat gain during the winter and to provide sun relief in summer, should be used as Street Trees .
- Street Trees on Public Street Frontages should be placed in tree basins with care given to the location and proximity of street lights, overhead utilities, and other public street elements .
- Street Trees should be planted no closer than 30' and no further than 75' apart, or 1 tree for every 50' of public street frontage, except in special case-by-case situations, to be approved by Hampton Bays .
- Street Trees must be a minimum of 5" caliper at time of installation preferably in the fall or winter .
- The species of tree you select will determine if you have a planted Tree Lawn/Planting Strip or a street tree with Tree Grate .
- Tree Lawns/Planting Strip should be located a min . of 24" beyond the curb, should be a min .of 5 feet by 10 feet in size, with a min .3 foot depth of loose soil .
- Tree Grates may be no smaller than 4 feet by 4 feet or 4 feet by 8 feet, with a min .3 foot depth of loose soil .
- Tree Grates must be utilized if a Street Tree is located immediately adjacent to the roadway (at the back of the curb) and to allow for safe and convenient circulation along sidewalks .
- Understory flowering trees, small columnar, or tree form evergreen trees, may also be planted on the street frontages where large canopy/shade trees would not be appropriate .
- Large tree form shrubs may also be planted for accent, or to provide year-round interest, on the street frontages .
- A combination of ground covers, perennials, and low shrubs, plants that grow to no more than 12" to 16" at maturity and which can take the abuse of foot traffic, may be used around trees in the tree law/planting strip .
- Consider using plant materials in the tree lawn/planting strip which can tolerate drought, poorly drainage and or intermittently flooded soils in order to reduce the need for landscape irrigation .
- Care should be taken to assure that as plants in the tree lawn/planting strip grow they do not encroach upon streets or sidewalks, nor block sight .

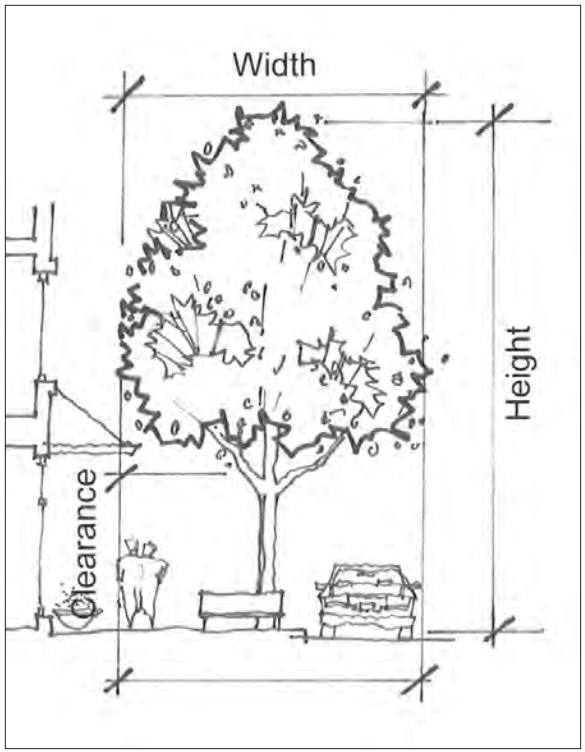
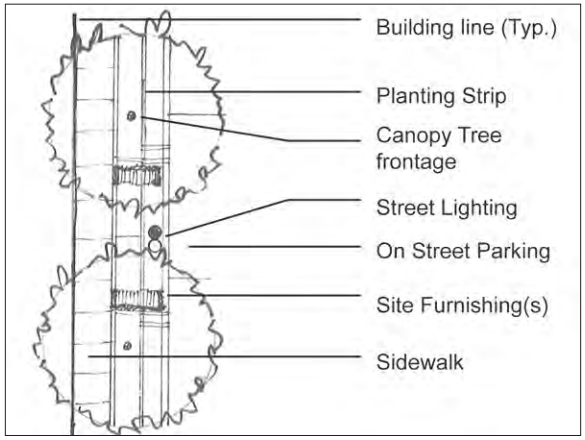


Diagram of Street Trees and Façade



Plan of Street Trees on Public Street Frontage

Canopy trees with bench orientation

Streetscape: East Hampton

Streetscape

Street Trees

Continuous planting strip

Planted Tree Lawn

Streetscape: West Hampton Beach

Brick and granite crossing

Street furnishings should be well positioned, attractive, comfortable, and functional to emphasize the pedestrian while encouraging better movement and more frequent activity on the street frontage .

STREET FURNISHINGS

Site Furnishings Should:

- Be centered at or around areas of pedestrian interest and situated so as to encourage gathering and lingering
- Placed sensitively in relation to street trees, bike racks, and other Pubic Street Frontage elements
- Should never interfere with the pedestrian flow of traffic at all times.
- Should strive to incorporate sustainable materials whenever possible .
- Individual elements should be cohesive in appearance .

Seating:

- When practicable, public seating should be located in the shade, preferably under the tree canopy, complement the design of the streetscape, be high quality, and extremely durable
- Seating placed close to the curb should always be arranged perpendicular to the curb
- Always be accompanied by trash receptacles
- Benches and other types seating (chairs, stools, etc) ought to encourage both rest and socialization .

Trash Cans and Recycling Receptacles:

- These facilities should accept both trash and recycling and located adjacent to areas of high activity .
- Should coordinate with other site furnishings and be compatible with the architecture .

Bikes

- Bike racks should be visible from any main entry, or high activity area, and well-lit .
- Bike rack placement should not reduce clear area of the pedestrian walkway .
- Bike racks must have a min . of 24" clear distance around the spaces, to allow for locking, and must protect bikes from damage .
- Bike racks shall be designed and installed to permit 2 points of contact with the bicycle frame and allow the frame and one or both wheels to be properly and securely locked .
- For accessibility and safety reasons it is recommended bike racks be placed at least 5' from fire hydrants, 4' from loading zones, 3' from driveways and manholes, and 2' from utility meters and the edge of Tree Lawns/ Planting Strips .

Kiosks/Stands/News Racks and the Like:

- Kiosks/Stands/News Racks and the like should generally be located to allow at least 4' of clearance on all sides, and so as not to hamper access to an entry or other site furnishings .
- If located on the outside edge of the 10' setback zone they should be placed at least 2' away from benches, bike racks, etc .
- These items are typically free-standing and tall, and it is important they have details and features that are similar to the architectural character of the building and coordinate with other street elements .
- Multiple news racks should be consolidated into a single decorative stand .
- They should not block views .
- Kiosks/Stands/News Racks should coordinate with other site furnishings and be compatible with the architecture .

Lighting:

- Refer to the Town of Southampton zoning code for lighting requirements .
- Streetlights to be specified by the Hamlet and are similar to image below .
- Lighting Dark Skies 2700k

Any new roads with street lighting are required to have underground utilities

Benches, Paving, Tree Grates, Understory trees, Crosswalk

Tree Lawn with Tree Guard

Pervious masonry Tree Grate

Bench Orientation

Linear Tree Grate

Sideyard Pathway

Grouped bike parking

Preferred seating arrangement

Awkward bench orientation

The Private Street Frontages (also known as the 10' setback zone) are the place where the personality of each individual property can shine .

PAVING

Composition

- Paving patterns and materials may vary to establish different activity areas, such as the distinction between a seating area or entry
- No more than 2 separate approved paving materials may be used in one location in order to create a unified streetscape overall.
- Brick patterns such as running bond, or herringbone are preferred

Materials

- Concrete and cast concrete unit pavers are allowed
- Brick is to be full thickness, wire cut, or hand molded to provide texture and give a weathered appearance and character . Reddish brown colors are preferred and bright red or orange brick is to be avoided
- Bricks may be laid with or without visible mortar joints . If visible, joints should be uniform and a max width of ½" wide .
- Simple stone accents such as granite cobbles, may be used in moderation for banding around other paving materials/ surfaces, or to provide vertical definition to planting areas
- Stamped concrete and asphalt are prohibited.
- Pea gravel or the like may be used in secondary pathways

Details

- Runnels or trench drains that connect downspout stormwater runoff to bioswales are encouraged .

TREES AND PLANTINGS

- Consideration for easy maintenance, such as plants that require little pruning, should be incorporated into all street frontage plantings
- Planting bed curbing can be brick, cast stone, or stone
- Consider using plant materials in the tree lawn/planting strip which can tolerate drought, poorly drainage and or intermittently flooded soils in order to reduce the need for landscape irrigation .
- Care should be taken to assure that as plants in the tree lawn/planting strip grow they do not encroach upon streets or sidewalks, nor block sight .

Decorative Pots, Planters, and Window Boxes

- Decorative pots, planters, and window boxes should coordinate with other site furnishings . They should also have a character similar or sympathetic to the architecture of the adjacent building .
- Acceptable materials include ceramic, metal, stone, or wood .
- Plant materials that flourish in contained environments, i e .hardy perennials that are low-maintenance and can withstand the elements, are recommended for use .
- They must utilize drip irrigation and have an interior drainage basin, or exterior saucer, to avoid leakage onto the pavement .

STREET FURNISHINGS

Seating:

- Seating should complement the design of the streetscape, be high quality, and extremely durable
- Benches and other types seating (chairs, stools, etc .) ought to encourage both rest and socialization .
- Private Street Frontage seating may be free standing, incorporated into the building, or informal, ex . a seat height planter wall or bench built into the building façade.
- All seating should coordinate with other site furnishings and be compatible with the architecture of the adjacent building .

Trash Cans and Recycling Receptacles:

- Prohibited in front setback and front yard
- Should be hidden or screened from public right-of-way when located in rear or side

Lighting:

- Refer to the Town of Southampton zoning code for lighting requirements regarding signage, entry, and landscape design .

Planters with small trees

Streetscape: Amagansett

Decorative Pots

Decorative pots with evergreens

In Ground Planting Bed

Brick pavers & Tile entry

Planters with small trees

Special stone pavers and planter

Outdoor Dining

Canopy tree with signage

Conversational seating

Vines/Wall Planting

A mix of fencing and walls are encouraged to give definition and variety to the Hampton Bays streetscape and outdoor spaces.

GARDEN WALLS AND FENCING:

Placement

- A variety of wall and fence types are permitted within building setback lines on individual lots .
- The type and height of fencing will be dictated by its location and building usage .
- At the back of buildings or in rear spaces opening to side streets and/or alleys, screen fencing may be used .
- All garden walls and fencing greater than 4 feet in height along the right-of-way must conform to building setbacks and be behind the front facade .

Height

- Walls and fences on adjacent lots may have different designs .However, when a masonry wall or a fence on one property meets a shorter or taller existing wall or fence on an adjacent property, it is the responsibility of the property owners and landscape designers to appropriately transition the new wall or fence to the height of the existing .
- Low masonry walls, fences, or a combination of masonry base wall and fencing with a max height of 36" are encouraged when desired .
- Side and rear property line walls and fences should not be taller than 5 feet, as measured from grade to top of wall .
- Screen fencing for enclosure of trash dumpsters and utilities should be no more than 7 feet in height and no more than 1 foot above the tallest HVAC unit .
- The top 18" of any solid fence or wall should be 50% open (i e .lattice panel, pierced brick, etc) .
- Posts on 3 to 5 feet height fencing should be 4 x 4 .On all 6 to 7 feet height screen fencing, posts should be at least 6 x 6 .
- Fence posts and trim caps may extend 10" above a fence, except where they are part of an entry arbor, gate, trellis, or some other entry feature .
- Masonry columns with finials may be used at corners and flanking gates, but the column should not exceed the height of the fence or wall by more than 18" .

Materials

- Fencing should be wood, ornamental aluminum, or cast iron .
- Acceptable wood fencing materials include rough cedar and smooth western red cedar grade #2 cedar .
- Wood fencing may be natural, painted, or stained, and compatible with the architecture .
- If painted, wood fencing must be painted on both sides and the color(s) should complement the neighboring building .
- Screen fencing for enclosure of trash dumpsters and the like should be solid wood or masonry walls with wood or metal gates .
- Brick, pierced brick, and stone walls and piers are acceptable .
- Brick (wood molded or recycled antique), brick veneer, stucco (not EIFS), painted brick veneer, or parged brick veneer should generally match in color, size, and finish, or be sympathetic to the architecture of the primary structure .
- A contrasting but complementary brick or stone may be used as columns or for accent .
- Masonry walls and piers should be a min . of 8" thick and have a horizontal cap that projects at least 1" beyond the wall below .
- Prohibited: Vinyl or chain link fencing, panelized wall materials (interlocking concrete unit walls), and artificial stucco (EIFS) .

Low brick garden wall

Fencing: Greenport

Fencing Detail: Sag Harbor

Fencing Detail: Northport

Low stone garden wall

Fencing Detail: Northport

Raised Planter Wall: Northport

Fencing: Bellport

Fencing: Amagansett

Brick Wall

Brick column and wood fencing

Brick wall with metal fencing

Parking lots need to welcome visitors to the downtown by creating aesthetically pleasing experiences while also mitigating stormwater and providing ease of use .

PAVING

Composition

- Parking lots should be screened from view along the right-of-way . Screening can be provided through accessory buildings, garden walls, fences, landscaping, or some combination thereof .
- Typical parking spaces should be 9 feet wide by 18 feet deep . Drive aisles should be no more than 22 feet wide .
- Paving materials may vary within parking lots to establish different zones of activity; i .e drive lanes, loading areas, parking spaces, etc .
- Parking lot striping, walkways, and parking stalls may have a distinct appearance, with approval from the Hamlet, in order to reflect the personality of Hampton Bays .
- Curb height should be 6 inches.

Materials

- Parking spaces comprised of highly reflective (light colored) and true permeable paving materials are encouraged for their sustainable features, particularly in combination with on-site stormwater strategies .
- Acceptable materials include open-grid paving systems (true pervious or semi-pervious materials), broom finish and exposed aggregate concrete, pervious pavers, flexible vehicular brick pavers, pre-cast pavers, and "© Grasscrete" pre-cast blocks or the like .
- Reclaimed or recycled materials such as rubber, asphalt, brick, block, and concrete to build curbing, parking surfaces, or associated roadway infrastructure are also encouraged .
- Brick is to be full thickness, wire cut, or hand molded to provide texture and give a weathered appearance and character . Reddish brown colors are preferred and bright red or orange brick is to be avoided
- Bricks may be laid with or without visible mortar joints . If visible, joints should be uniform and a max width of ½" wide .
- Prohibited: Sharp edge brick and thin pavers . No metal, concrete block, or wood edging will be permitted in parking lots .

INTERIOR PLANTINGS

Trees

- Shade trees should be planted in parking lots for their sustainable attributes which include, reducing the heat island effect, improving air quality, and increasing evapotranspiration .
- Approximately half of all off-street parking spaces should be covered by a shade tree .
- Ideally there should be no less than 1 deciduous tree for every 10 parking spaces .
- If possible, trees should also be planted between vehicles and walkway, at intervals of 20' to 40' apart, so that shade from trees covers most of the sidewalks within the project .
- Canopy Trees must be 5" in caliper at the time of installation (preferably fall or winter) and should provide shade within 10 years of landscape installation . The diameter of the crown (the width of the shade if the sun is directly above the tree) can be estimated to calculate shaded area at 10 years after installation .
- All parking lot medians/islands must be at least 10' wide with a min . of 300 SF of planting area per Canopy Tree .
- Understory Trees may be used in addition to Canopy Trees .
- Diamond shaped planting beds are prohibited

Beds and islands

- One parking lot interior island should occur for approximately every 16 parked cars and at the end of every interior parking aisle .
- Linear planting beds in or surrounding parking lots should have approximately 15 shrubs per every 100' of length .
- Understory flowering trees and small evergreens, particularly tree form evergreens, may be planted in the interior beds and islands .
- A variety of shrubs may be planted in interior beds and islands to provide year-round interest .
- Ground covers, perennials, and low shrubs, plants 12" to 16" in height and tolerate the abuse of foot traffic, may also be used in the interior beds and islands .

OTHER DETAILS:

- Dedicating a certain number of "shared-use vehicle", electric, hybrid, veteran, or expectant mother spaces is encouraged .

Parking lot with permeable paving through out

Tree planting in parking lot

Fence/Screen

Masonry striping of spaces

Parking lot with sidewalk for pedestrians

Unique parking lot striping (fish!)

Fence with masonry posts and wood rails screen

Different materials used for parking vs. drive lane

Brick pavers in parking lot

Parking Lot Tree Island

Parking Lot Island

Sustainability measures establish objectives for streetwater (rainwater and water runoff generated by people) management and highlight recommended strategies to assist in the reduction of runoff

Sustainability measures should be employed along the street edge, in bulb outs, in medians, and in parking lots . A variety of Best Management Practices (BMPs are proven sustainable stormwater treatment strategies), differing in appearance, will be integrated into new landscapes, streetscapes, and parking lots to capture and cleanse water runoff .

ROADSIDE STORMWATER FACILITIES:

If streetwater in the right-of-way is managed conventional storm drain systems become "overflow" rather than primary in handling streetwater .Ways to achieve this include employment of the following:

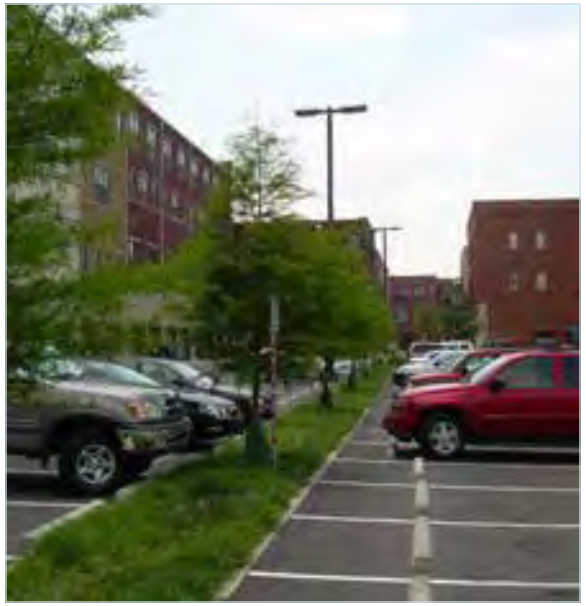
- Sustainable Streets have slopes of 5% or less, utilize stormwater management techniques, thus enabling the street to function ecologically as well as being a place maker . Diagrammatic section and photos of sustainable streets on opposite page .
- Softscape is the natural, penetrable landscape; plants, mulch, and other permeable surfaces through which rainfall can be channeled (ex .in ground planting beds) and slowly released .
- Runnels and Trench Drains are narrow shallow drainage channels designed to carry small amounts of rainwater .

BIOSWALES, SWALES, AND ROAD VERGES:

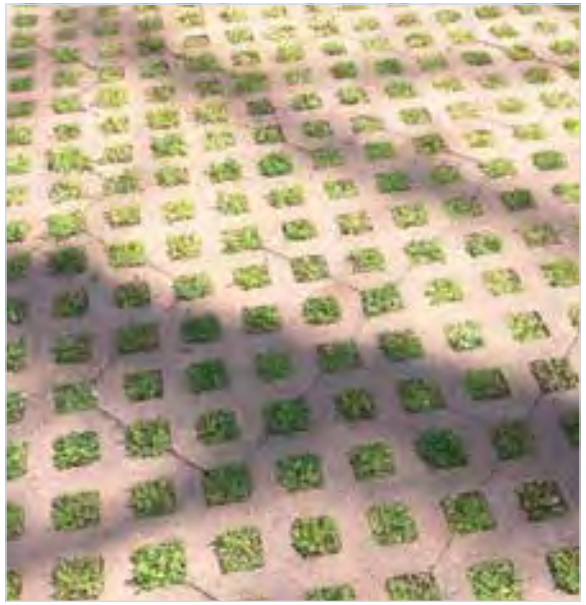
- Bioswales are an infiltration-based water management tool designed to capture, control, and biologically treat rainfall, primarily through absorption, slow infiltration, and percolation of runoff in sustainable streets .
- Swales typically occur next to roads, are designed, shaped, and graded to specific dimensions to promote quick passing and infiltration of certain amounts of stormwater, and are only wet during and immediately after a storm .Swales can incorporate plant materials to slow water down and "take up" or remove certain pollutants .
- Where possible, use existing natural drainage ways (naturally present swales) and vegetation to absorb and filter runoff.

RAIN GARDENS:

- Rain Gardens are small vegetated depressions which use plants to "collect" water; roots hold water and filter out certain impurities, then return rainwater to the soil, thereby reducing erosion and stormwater runoff .
- These occur in natural low areas, specially designed areas of planting beds, beneath downspouts where water accumulates, or located adjacent to roadways .
- They feature plants that do not mind wet feet (water-tolerant) but can also tolerate dry conditions (drought-tolerant) for the periods between rains .Rain Garden plant selections are also informed by how much sun a site gets and how much space is available .



Rain Garden in parking lot island

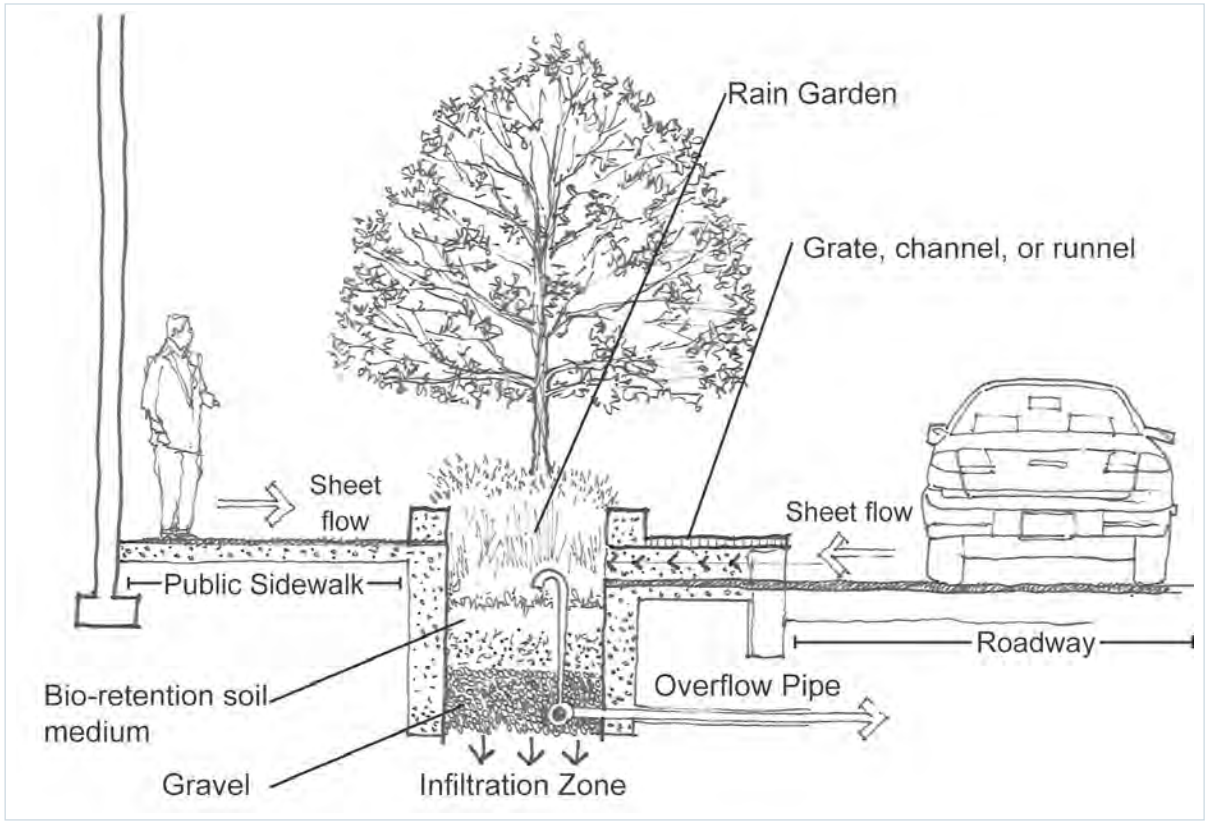


Close up of pre-cast permeable paver surface

Runnel placed adjacent to exterior stairs

Permeable Gutter

Permeable pavers in alley



Sustainable Street with Rain Garden

Permeable Paving

Trench drain and pavers

GRADING AND DRAINAGE:

Grading should be minimized, but there are instances where it is required and can be used to create inviting outdoor spaces .Grading should appear natural and blend with the surrounding topography whenever possible .Retaining walls may be used where necessary to create the spaces outside of buildings located along the street frontage .

All Hampton Bays codes are to be followed with regard to grading operations, including those pertaining to tree protection . As part of stormwater BMPs, when the grade is modified, it must occur in such a way as to avoid the following features:

(1) Retaining walls greater than 4 ft . height within required setbacks or retaining walls on rear or side property lines .

(2) Mass grading of the site which results in buildings that do not reflect the topography of the site .

(3) Grading that slopes towards a building .

(4) The direction of water onto adjacent sites or the sidewalk/streetscape area .

LANDSCAPE MAINTENANCE:

Landscape maintenance is another opportunity to participate in sound environmental practices .

- To preserve the health and appearance of all landscaped areas, proper and routine maintenance is needed; watering, mowing, weeding, edging, fertilizing, pruning, insect control, removal or replacement of dead or diseased plant materials, and the maintenance of drainage systems .
- It is preferable to use organic, controlled/ slow-release fertilizers to stimulate plant grow, decrease their watering requirements, and aggregate pest problems .
- A layer of mulch, placed directly around the roots of trees, shrubs, and in seasonal color beds, will help plants to conserve water by retaining the moisture in the soil .Please be aware that materials like gravel or color rocks will not hold moisture .
- Refer to "GreenScaping: The Easy Way to a Greener, Heathier Yard" and "Healthy Lawn Healthy Environment: Caring for Your Lawn in an Environmentally Friendly Way" from the US Environmental Protection Agency on the use of the Integrated Pest Management (IPM) approach instead of herbicides and pesticides .

ADDITIONAL NOTES:

Gutters and downspouts should be directed away from building foundations and connected to an underground system whenever circumstances permit . Downspouts cannot discharge onto the sidewalks. Where downspouts are not needed, metal "rain chains" can be employed in conjunction with a splash area of loose stone placed above a small underground catch basin, to collect and direct rainfall into rain garden areas .

Close up of decorative Trench Drain

Rain Garden

Stairs and wall addressing grade change

Stair and wall addressing grade change

Curb cut draining to bioswale

Permeable surface for car parking

Stone paving with permeable gravel joints

Using native and alternative plants in the landscape creates a more ecologically sensible and diverse selection of plants, which will best be able to thrive under local conditions .

PLANT TYPES

Alternative Plant:

- Alternative Plants are ornamental noninvasive non-native plants . A plant that is "alternative" is a plant species that is noninvasive; can be utilized in place of a known invasive species; and is a plant that has functional and or ornamental properties like those of a known invasive species and does not pose a risk to the biodiversity of the existing plant community . Many Alternative plants offer landscape benefits such as lower water consumption, fewer fertilizer requirements, and attracting wildlife .

Invasive Plant Species:

- Invasive Plant Species are those typically non-native species that invade the landscape, grow profusely and spread vigorously, and ultimately taking over exiting natural habitats because they have no known predators; thereby causing a variety of ecological problems such as the displacement of native plants and wildlife, economically harmful impacts to cultivated lands, increasing the possibility of flooding and/or wildfires, clogging waterways, and otherwise adversely impacting recreational lands .It is worth noting that more than half of what are now considered Invasive plants "got their start" in gardens and landscaping .

Native Friendly Gardening:

- A Native Friendly garden or landscape features native and alternative trees, shrubs, grasses and ground covers, and non-woody flowering (herbaceous perennial and biennial) plants that are well-adapted to Long Island's weather extremes; freeze/thaw cycles, winds that are serve and potentially salty, and soil that is predominantly dry and sandy, and whose ornamental characteristics and cultural requirements are like those of the invasive plants we seek to replace . These Native Friendly plants are also readily available in nurseries .

Naturalized Plant:

- Naturalized Plants, not be confused with Native Plants, are non-native species which now grow on their own in nature . While becoming a naturalized does not automatically make a plant invasive, the two characteristics often go hand in hand . Also, while a plant may become naturalized, that will not make an "Introduced" species a Native plant .

Non-Native Plant:

- A Non-Native Plant species is one that grows in Long Island, but whose natural range does not include Long Island .They can occur by accident (a garden or agricultural escape), or they may have been intentionally introduced to the landscape . A non-native plant may also be referred to as" Exotic" or "Introduced ."

Native Plant:

- A plant that is Native to Hampton Bays and surrounds is a species that, based on available historical documentation and scientific information, occurred in the area prior to its initial settlement; is understood to have originated in the area and be characteristic of it; and is understood to have occurred in association with natural habitats that existed prior to human occupation and/or before changes initiated to the Hampton Bays landscape by human habitation .

Alt.: Sugar Maple (replaces Norway Maple)

Native: Summersweet

Native: Witchhazel

Native: Sweetgum

Alt.: Fragrant Sumac (replaces Japanese Barberry)

Native: Silky/Swamp Dogwood

Native: Spicebush

Native: Scarlet Oak

Alt.: Meadowsweet (replaces Purple Loosestrife)

Native: Royal Fern

Native: Hackberry

Native: Black Gum/Tupelo

Native plants are particularly useful in Rain Gardens as they are more likely to tolerate both wet and dry conditions, are typically more resistant to pests than non-natives, and do not require fertilizers .

RAIN GARDENS

Established native plants tend to have deep roots systems which increase the holding water capacity of soil . The plants in the list above do well in both sun and shade, but that list is by no means exhaustive . Please refer to the Cornell University Cooperative Extension of Suffolk County publication entitled Native Plants for Long Island Rain Gardens for a more complete listing of native plants suitable for use in Rain Gardens .

Additionally, The Long Island Horticulture Resource Guide - 2017 Edition, created by the Cornell University Cooperative Extension of Suffolk County and available on the Internet (www ceesuffolk org), contains a Plant List entitled "Long Island Native Plants ." It is an excellent resource for property owners wishing to learn more about native plants appropriate for use in Hampton Bays Rain Gardens .

RAIN GARDEN NATIVE PLANT LIST

COMMON NAMES:

Small Trees/Large Shrubs

- Gray Dogwood
- Hazelnut
- Red-osier Dogwood
- Silky/Swamp Dogwood

Shrubs

- Black Chokeberry
- Buttonbush
- Dwarf Bush Honeysuckle
- Fragrant Sumac
- Meadowsweet
- Nannyberry
- Snowberry
- Steeplebush
- Summersweet
- Winterberry

Red-osier Dogwood

Dwarf Bush Honeysuckle

Buttonbush

Hazelnut

Steeplebush

Winterberry

Nannyberry

Gray Dogwood

Summersweet

Black Chokeberry

Snowberry

Fragrant Sumac

Silky Dogwood

Meadowsweet

PREFERRED STREET TREES

Hampton Bays Street Tree selections made using *The Long Island Horticulture Resource Guide - 2017 Edition*, plant list entitled "Recommended Street Trees for Long Island." The Cornell University Cooperative Extension of Suffolk County created the publication which is available at www.ceesuffolk.org. This should be consulted for additional small and large trees suitable for use in the Hampton Bays streetscape.

Small/Understory Street Trees:

Trees suitable for use in tree lawns/planting strips and within 15' to 35' of overhead lines. These trees range from 20' to 40' in height given perfect conditions, thrive under the canopy provided by much larger trees, and are excellent for use in spaces that are tight or where light may be limited.

- American Hornbeam
- American Smoke Tree
- 'Cumulus' Allegheny Serviceberry/ Shadbush
- Golden Rain Tree
- 'Imperial' Honey Locust
- Japanese Tree Lilac
- Persian Ironwood
- Shantung Maple
- Trident Maple
- 'Winter King' Green Hawthorn

Canopy/Large Street Trees:

Trees which should be set back from buildings and overhead utilities by at least 18' or cannot thrive in a tree well of less than 8' in width. These trees range in height from approximately 35' to 75' or more given perfect conditions.

- American Linden/Basswood
- Black Gum/Tupelo
- Chinese Elm
- Common Hornbeam
- Eastern/American Hop Hornbeam
- Hackberry
- Japanese Zelkova
- Little-leaf Linden
- London Plane Tree
- Pin Oak
- Red Horse Chestnut
- Sawtooth Oak
- Scarlet Oak
- 'Skyline' Honey Locust
- Sugar Maple
- Sugarberry/Southern Hackberry
- Tulip Tree/Yellow Poplar
- Willow Oak
- Yellowwood

We encourage people to plant the trees in between the store fronts so it does not block the signs.

Understory: 'Winter King' Green Hawthorn

Canopy: American Linden/Basswood

Understory: Persian Ironwood

Understory: Shantung Maple

Understory: American Hornbeam

Understory: Cumulus Serviceberry

Understory: Trident Maple

Understory: Trident Maple

Understory: Golden Rain Tree

Canopy: Little-leaf Linden

Canopy: Sweetgum

Canopy: Red Horse Chestnut

Canopy: Sugarberry/So. Hackberry

Canopy: Pin Oak


Hampton Bays
School of Dance
Sprint
SCOTTO'S ITALIAN PORK STORE
FINE FOODS
CATERING
PIZZA

APPENDICES

The appendices further elaborate on the aesthetic considerations noted earlier in this pattern book . Various architectural field guides, academic publications, and other resources were consulted to formulate the design guidelines. It is recommended that these additional resources be referenced for further design considerations.

THIS CHAPTER INCLUDES:

When studying built environments, reducing the study to the most basic elements provides the most clear analysis . We perform this analysis by creating Figure-Ground studies whereby we represent building footprints (the "figures") and street networks (the "ground"). Additionally, we include primary natural features such as parks and water bodies .In doing so, we channel our thinking to the mass-to-void relationship helping us to identify the "fabric" of the built environment .

A visual survey can quickly clue one into the relative densities of each built environment . More careful analysis can reveal hard data such as building density per acre, block size comparison, and "façade frequency" (building front per linear foot of street, a measure of activity) . This data is meaningful when trying to understand the DNA of a place and how to apply it to new and infill design.

Initial analysis of the hamlets of Long Island relative to Hampton Bays has revealed the following:

1. Hampton Bays has the lowest building density in the entire study (1 1 buildings per acre)
2. Hampton Bays has 4 times the population density as Southampton, but less than half the building density .
3. Hampton Bays's primary block on main street (between Springville Road and Ponquogue Avenue) is 1,875 linear feet; this size is almost twice the length of the second longest main street in the study (Patchogue, at 980 linear feet) .Additionally, compare this dimension to the average block size within this study, which is about 300 feet by 500 feet .

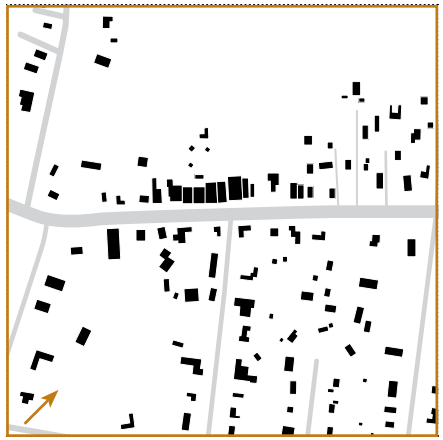
HAMPTON BAYS
BUILDING DENSITY: 1 1/ACRE
FACADE FREQUENCY: 1/50lf
MAIN STREET .BLOCK LENGTH: 1,187 FT

**These two pages contain an excerpt taken from the Data Gathering Phase Findings dated January 27, 2017. Maps are rotated similarly to the orientation of Hampton Bays. Average block lengths refer to main streets only. See source document for additional information.*

SOUTHAMPTON
BUILDING DENSITY: 2 8/ACRE
FACADE FREQUENCY: 1/25lf
AVG .BLOCK LENGTH: 352 FT

SAG HARBOR
BUILDING DENSITY: 3 0/ACRE
FACADE FREQUENCY: 1/23lf
AVG .BLOCK LENGTH: 425 FT

BRIDGEHAMPTON
BUILDING DENSITY: 1 7/ACRE
FACADE FREQUENCY: 1/38lf
AVG .BLOCK LENGTH: 500 FT



AMAGANSETT
BUILDING DENSITY: 1 6/ACRE
FACADE FREQUENCY: 1/38lf
AVG .BLOCK LENGTH: 300 FT

WESTHAMPTON BEACH
BUILDING DENSITY: 1 6/ACRE
FACADE FREQUENCY: 1/45lf
AVG .BLOCK LENGTH: 325 FT

GREENPORT
BUILDING DENSITY: 3 5/ACRE
FACADE FREQUENCY: 1/36lf
AVG .BLOCK LENGTH: 291 FT

PORT JEFFERSON
BUILDING DENSITY: 2 6/ACRE
FACADE FREQUENCY: 1/35lf
AVG .BLOCK LENGTH: 240 FT

SAYVILLE
BUILDING DENSITY: 2 6/ACRE
FACADE FREQUENCY: 1/55lf
AVG .BLOCK LENGTH: 540 FT

During the creation of these Design Guidelines various architectural field guides, academic publications, and other resources were consulted with regard to the appropriateness of the building and landscape projects to be developed in Hampton Bays .The lists below include those resources and are provided to assist applicants in understanding design expectations and construction criteria .

STREET DESIGN REFERENCES:

Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, CNU / ITE
Great Streets, Allan Jacobs
Street Design: The Secret to Great Cities and Towns, Victor Dover and John Massengale
Urban Street Design Guide, National Association of City Transportation Officials

LANDSCAPE PATTERNS REFERENCES:

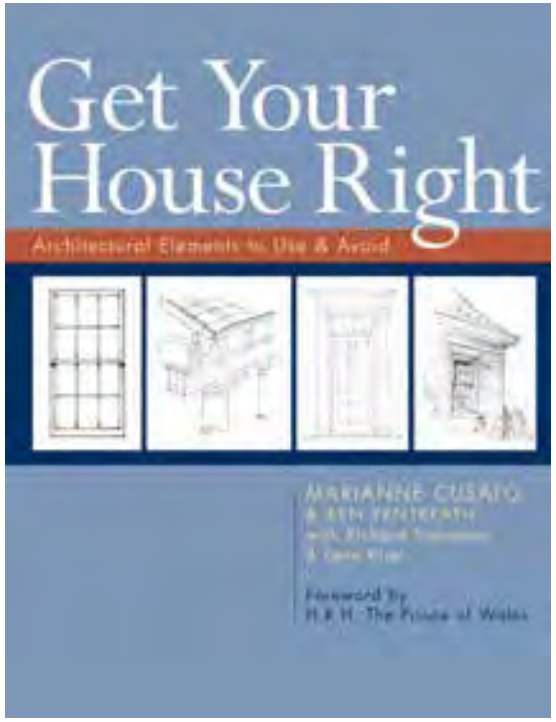
Dirr's Hardy Trees and Shrubs by Michael Dirr
Dirr's Trees and Shrubs for Warm Climates by Michael Dirr
Timeless Landscape Design by Mary Palmer Dargan & Hugh Dargan

ARCHITECTURAL PATTERNS REFERENCES:

Get Your House Right by Marianne Cusato and *Traditional Construction Patterns* by Stephen Mouzon are key design resources .These books go into much greater detail than will be found in this pattern book . It is recommended that these books are referenced by all involved in the design, review, and building process, and the tenets and methods outlined therein be applied .

The following books are also recommended as secondary resources:

A Field Guide to American Houses, Second Edition by Virginia Savage McAlester



The Abrams Guide to American House Styles by William Morgan
Architectural Treasures of Early America Series by Lisa Mullins
Smaller Houses of the 1920's by Ethel B .Power
1001 Traditional Construction Details by Stephen A .Mouzon and David L .Mouzon
New Urbanism: Best Practices Guide, Fourth Edition by Robert Steuteville, Philip Langdon, & Special Contributors

APPENDIX C: GLOSSARY

bargeboard - a board hanging from the projecting end of a gable roof covering the ends of the horizontal purlins or roof timbers

bedmould - a supporting shaped moulding of the cornice located between the soffit and frieze

boxed eave - an eave with a flat fascia abutting a horizontal soffit in lieu of a cornice

bracket - a piece of wood or other material protruding from a wall to support a weight (such as a cornice or bay window)

casing - trim around a window or doorway

cornice - a crowning projection where the wall and ceiling meet; the projecting uppermost portion of an entablature above the frieze composed of a bedmould, fascia, and crown

complete street - a street which welcomes all user types, including pedestrians, bicyclists, joggers, and drivers

eave - the overhanging portion of a roof

façade bay composition - a grouping of elements composing the primary external order of a building; typically balanced or symmetrical

façade rhythm - a regular pattern of fenestration (or openings) along the external face of a building

façade zone - the portion of property within which the building's primary façade must be located relative to the setback

fascia - any broad, flat, vertical surface, such as the outer edge of a cornice or roof

frieze board - the middle portion of a full entablature, often the tallest portion of moulding; the trim immediately below the soffit and bedmould

furnishing zone - the area between the sidewalk and street edge where plantings, tree wells, benches, and lights may be located

gable - the triangular area of a wall immediately under a double-sloping pitched roof

glazed opening - an opening with glass

glazing - glasswork or lite patterns for a door or window

half-story - usable living space within a sloping roof, usually having dormers for daylight

lintel - horizontal piece of wood or stone that spans an opening in a wall, such as a door or window, that supports the weight of the wall over the opening

lite pane - the glass between muntin bars in a window; an opening through which daylight may cross

massing - the relationships between different volumes of a building or structure

modillion - a horizontally proportioned ornamental bracket, often in the form of a scroll, used in a series to support a cornice

mullion (or mull)- vertical or horizontal trim hiding the joint between ganged windows, door, sidelites, and transoms

parapet - a low wall continuing above the edge of a terrace, roof, or exterior wall of a building

primary frontage - the principal building facade or property bounded by the major street; facade facing the street of the mailing address

secondary frontage - a building side bounded by a street other than or in addition to the primary frontage

segmental arch - a low bowing arch struck from one or more centers below the springing line

setback - the closest distance a building's footprint may be located from a street

SDL, Simulated Divided Lite - the effect of making a larger piece of glass appear as if it is divided into smaller panes . Muntin bars of wood are attached to both the interior and exterior faces of a window or door to create the appearance of glass that is separated into small panes .

soldier course - a row of bricks laid vertically with the narrower, longer face edge exposed; often used as a lintel over an opening in lieu of a jack arch

stile - the main vertical element of a frame of a door, a sash, or cabinety

story - a complete horizontal spacial division of a building, having a continuous or nearly continuous floor, and comprising the space between two adjacent levels

street - for the purposes of this book, a street may be public or private, may include alleys, driveways, drive aisles, and parking access

street edge - the discernable curb or other boundary of the paved roadway for vehicular traffic, including bicycles, often set below adjacent portions for drainage


FIRST ENGLISH SETTLEMENT IN THE STATE OF N.Y.
1640
TOWN OF SOUTHAMPTON
SEAL