

2.0 RECOMMENDATIONS

Based upon the Consultant team's research and the input provided by the public, the following measures are recommended, broken down into the broad categories - Transportation, Land Use and Design.

2.1 Transportation

It would be difficult to eliminate "through" traffic volumes from Noyac Road because its geographical location lends itself to use by motorists when Montauk Highway is congested, particularly on summer weekends. Although much of this traffic, including trucks, would be better served on a new parallel roadway (designed to safely accommodate this traffic at reasonable speeds and featuring minimal residential uses), no such roadway exists nor is being proposed. There are two-ongoing planning studies that are wrestling with solutions to traffic congestion on the South Fork. These are the *Sustainable East End Development Study (SEEDS)* and the Town's *Southampton Intermodal Transportation Study (SITS)*. It is this type of effort-- a regional study-- that is necessary to address the issue of bypass traffic on Noyac Road. The SEEDS study is assessing various alternative scenarios to relieve Montauk Highway congestion, including greater reliance on alternative means of transportation (e.g. increased bus service, institution of frequent LIRR shuttle service) or other highway improvements (e.g. a limited-access bypass roadway adjacent to the LIRR track). Should these alternatives be implemented and congestion relieved to some extent on Montauk Highway, this could help to reduce bypass traffic on Noyac Road.

However, absent an easily achievable plan to reduce traffic volumes on Noyac Road, the focus of this study is the need to reduce the speeds of vehicles traveling on the roadway, and thus minimize the potential for traffic accidents.

If police enforcement of the posted 30 MPH speed limit could be provided on a regular basis, vehicular speeds could be reduced and the need for traffic-calming measures could therefore be reduced, or possibly eliminated. Unfortunately, this enforcement effort is not currently available because of the limited Town police budget, which results in limited availability of police officers who can provide enforcement of traffic regulations throughout the Town.

Traffic Calming

The following traffic-calming measures can be employed on Noyac Road which can help to reduce vehicular speeds. Most likely it will be necessary to institute several measures in concert to achieve a significant reduction in speeds. Their effectiveness can (and should) be judged by conducting radar speed studies after implementation, and comparing the results with speed data prior to installation. In addition to comparing "before" and "after" 85th percentile speeds, the percentages of "excessive" speeders (e.g. vehicles exceeding the speed limit by 20 mph or more), should be compared to determine the effectiveness of these measures. If groups of measures are implemented, speed data comparisons can be made after each group is completed. "Before" and "after" traffic accident data can be compared to determine if safety benefits are being achieved. A benefit of this approach is that the results can be applied to other roadways in the Town which experience similar traffic conditions.

- *Install "Speed Awareness" signs.* These are signs that provide a large digital read-out of the speed of an approaching vehicle. They can be portable or permanent. Typically, a speed limit sign is placed adjacent to the digital display so the motorist is informed of his speed relative to the legal limit. These signs may be most effective for short periods of time, or for motorists not normally traveling on the roadway. Police enforcement is desirable to reinforce the consequences of traveling at excessive speeds; as noted above, arranging police enforcement on a regular basis is problematic.

- *Limit the width of travel lanes to 11 feet (12 feet on curves) and install “wide” edge lines.* This technique involves the installation of pavement markings to make the roadway appear narrower, and more constraining, to the motorist, thus suggesting that he reduce his speed. The edge lines can be made up to eight inches wide (compared with the typical four inch width). Reducing the travel lane width will result in a wider shoulder along the roadway. It would be desirable to create a bicycle lane along Noyac Road; however, these lanes require a consistent, marked 4’ wide area in both directions. Even with the reduced travel lane width, the existing pavement width is insufficient to provide these lanes continuously throughout the corridor. There is no support for the widening of the existing Noyac Road pavement.

There are two options to establish a bike lane:

- Roadway widening to a minimum width of 28 feet (10 foot lane and 4 foot shoulder in each direction); 11 foot wide lanes and 30 feet overall may be preferable, because of the truck traffic and roadway curvature. Bike lanes could then be marked.
- Keep roadway width as is and post Bike Route signs.

In both cases, the route should be continuous, i.e., if Long Beach Road becomes a bike route, then this route would become an extended spur of NYS DOT’s Route 114 bike route from the east/north. It should terminate to the west at some identified place, for example, Trout Pond Park. Both Bike Route and Bike Warning (yellow diamond with “Share the Road” sign beneath) should be also installed in both cases. The warning signs are appropriate in advance of curves and on major side street approaches to Noyac Road.

While Noyac Road may lack the width to allow for a full bike lane, further studies should be conducted to determine the feasibility of installing bike lanes along certain sections.

- *Install “in-pavement” reflectors.* These devices can also be installed in conjunction with the upcoming resurfacing of Noyac Road. They consist of reflectors in the pavement, between the double yellow centerlines, as well as adjacent to the right edge line. They can improve safety by providing positive guidance to the motorist, particularly on nights when the pavement is wet. In addition, a motorist can “feel” them if his tires stray from the travel lane.
- *Upgrade curve warning and speed limit signs.* The location and size of existing warning and speed limit signs should be reviewed. Signs of larger size than those typically used are permitted by the *New York State Manual of Uniform Traffic Control Devices* when greater emphasis or visibility is desired. The posted advisory speeds for existing curves should be re-checked. The speed limit can also be emphasized by the use of “pavement text,” i.e. white “30 MPH” letters and numbers placed on the pavement within the travel lane.
- *Install rumble strips.* These devices are either a series of grooves in the pavement, or pavement markings installed on the pavement, placed transversely in the travel lane. The motorist feels a series of vibrations as he travels over them. They are supplemented with a sign (e.g. curve warning sign, speed limit sign) informing the motorist of the reason why he has been alerted. These devices are not normally placed in proximity to residences, because they do generate some noise.
- *Consider flashing beacons in conjunction with warning signs.* In advance of a significant hazard, a warning sign can be supplemented with beacons, placed above and below the sign, which flash in an alternating sequence.
- *Create “gateways.”* On approaches to commercial areas, gateways can be created. These can consist simply of a sign on the right

side of the road and some landscaping, which could extend into the shoulder area. They can be supplemented with rumble strips.

- *Intersection sight distance survey.* The available sight distance along Noyac Road for motorists stopped on intersection approaches should be measured. This distance should first be optimized by clearing vegetation within the roadway right-of-way where required. If limited sight distance still exists, intersection-warning signs should be installed in advance of these locations for motorists approaching on Noyac Road.
- *Install crosswalks.* Wherever there are a significant number of pedestrians crossing the roadway, crosswalk installation should be considered. Sidewalks should either exist or be constructed at these locations. It would be desirable to construct sidewalk “bulb-outs” into the roadway shoulder area. An example is shown in **Figure 6**. This would enhance the visibility of the pedestrian to the motorist and shorten the crossing distance where the pedestrian is “exposed” to approaching motorists. Pedestrian crossing warning signs should be installed at these locations as well.

- *Provide shoulder pavement markings and delineators.* Shoulder pavement markings can be used to further delineate the shoulder area, and to assist in lowering speeds on curves. These markings consist of wide, diagonal white (“zebra”) stripes installed across the shoulder. On straight sections and on approaches to curves, these could be installed at intervals of 100 feet. Closer to the beginning of the curve, the spacing interval is gradually reduced. The motorist becomes accustomed to passing each stripe in a particular time interval, say every 2 seconds, on the straight section. When the interval is shortened, a subtle suggestion is given to the motorist that he is traveling too fast, because the stripes are being passed more quickly (the markings can also consist of a “chevron” shape, and be placed in the travel lane itself on approaches to curves (this technique is currently being used on the Cross Island Parkway exit from the Throgs Neck Bridge in Queens). The markings can be supplemented with delineators, consisting of a reflector on a plastic post around curves (see **Figure 7**).



Figure 6: Example of sidewalk “bulb-outs.”

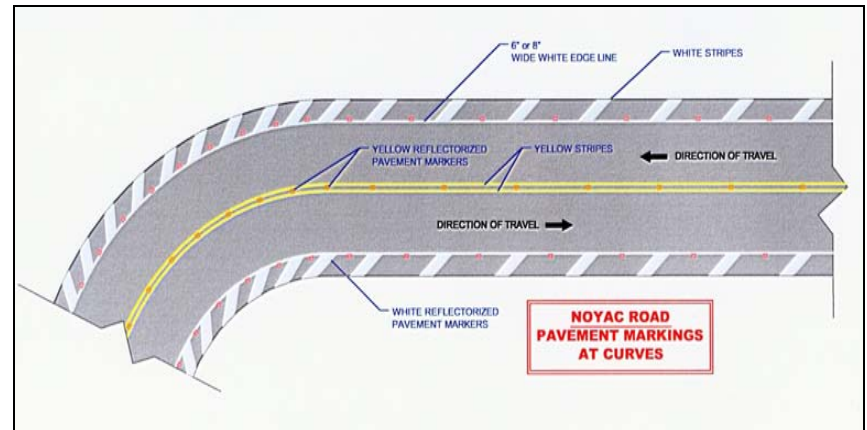


Figure 7: Pavement markings at curves.

- Evaluate the use of innovative signs. As noted previously, this portion of Noyac Road traverses an area that is largely residential. As a result, although the roadway functions as a “through” route, there are numerous residential driveways. This presents a potential safety problem for residents, particularly where driveways are located on curves in the roadway. To enhance a motorist’s perception of a situation which could occur when he enters a curve and is suddenly confronted with a vehicle backing into his lane, we have developed the sign shown in **Figure 8**. It is anticipated that this sign will be installed by the Town Highway Department, on a trial basis, at one or two locations on Noyac Road. Rather than create a proliferation of these signs, which might lead to motorists’ disregarding them, they should probably be placed in advance of areas with clusters of these driveways. Although there are several “Hidden Driveway” signs located along the entire length of Noyac Road, these are small and do not have the impact of the symbol sign.

The following recommendations have been developed for specific “problem areas” identified in Section 1.4 of this study. These recommendations are longer-term solutions because they require:

- field survey/property easements/development of plans
- additional permitting

The Town is already investigating funding sources to pursue the first four of these recommendations.

- *Cromer’s Market Area (see Section 2.2)* - Traffic movements at these intersections can be channelized, in conjunction with access to the parking area to improve both traffic flow and safety. Bay Avenue and Elm Street could be combined into one roadway approach to Noyac Road by realigning Elm Street to intersect Bay Avenue prior to its intersection with Noyac Road. Cedar Lane can be utilized for parking to replace spaces lost due to angling the spaces at the businesses and to accommodate spaces lost by prohibiting parking on the north side of Noyac Road east of Cedar Lane. Noyac Road would be realigned to smooth the horizontal curve and provide proper roadway banking, or super-elevation, around the curve. The Town owns much of the property along the south side of Noyac Road. Easements would be required from business owners, the property owner east of Cedar Lane on the north side and the property owner west of Town-owned property on the south side. Sketch plans of these improvements appear in Section 2.2.

- “Deli Area” - In conjunction with sidewalk construction to connect businesses in this area, crosswalk(s) should be established using the sidewalk “bulb-outs” and pedestrian warning signs discussed above. During the day, much of the parking and pedestrian activity is related to the delicatessen on the south side of the roadway. The roadway could possibly be widened to a minimum width of 37 feet to allow parking on both sides of the roadway at “high customer turnover”

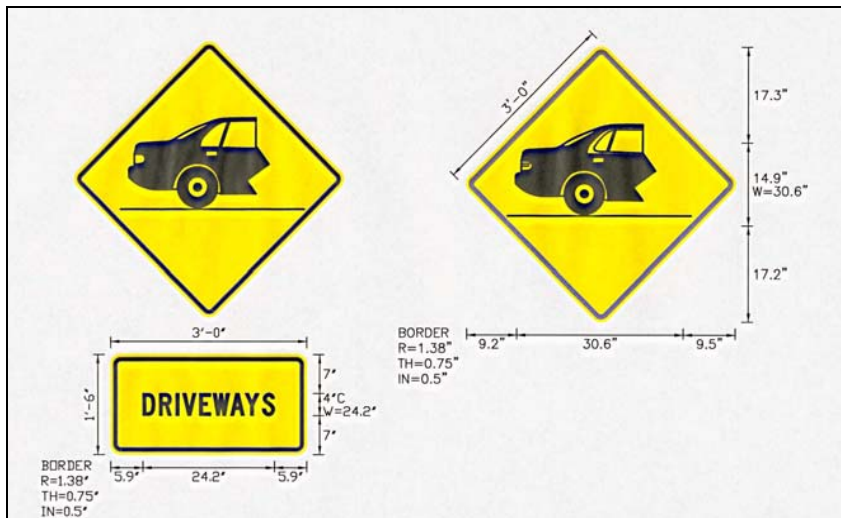


Figure 8: Longer-term solutions: signage to be installed along Noyac Road.

businesses such as the deli and liquor store, coupled with pedestrian crosswalk improvements.

- *Trout Pond* – The horizontal “S” turn on Noyac Road, combined with a change in vertical grades, could be smoothed by a realignment project. Since there is strong support for retaining the existing roadway alignment, both as a speed-reducing device and to minimize environmental impacts, traffic calming measures should be installed on either side of the area in question to increase awareness of the hazard. This is a priority for further study.
- *Long Beach Road Intersection* - The Town is actively pursuing funding for a traffic-calming project on Long Beach Road which would include construction of a redesigned roundabout at the Noyac Road/Long Beach Road intersection. The new roundabout would make the intersection more “driver-friendly,” reduce delays for southbound Long Beach Road traffic and calm through-traffic on Noyac Road. If approved by the State, the Town of Southampton would receive ninety (90) percent of the project’s cost, or approximately \$172,000, from from the New York State Department of Transportation Local Safe Streets and Traffic Calming Program.
- *Reconstruction of Noyac Road* - The Town Highway Department is attempting to keep pace with pavement and drainage maintenance work through its repaving and storm water mitigation projects on Noyac Road. However, due to both the volume of traffic and its nature (i.e. high percentage of trucks), pavement and drainage maintenance is an on-going battle. The roadway pavement was not initially designed for this traffic composition. Periodic asphalt resurfacing provides a smooth wearing surface but does not address deficiencies in the pavement base asphalt or in the subgrade material beneath the pavement. The optimal solution would be to reconstruct the pavement and drainage system, while retaining one lane of

travel in each direction and incorporating traffic calming measures in the design of this reconstruction. Since the estimated cost for this work is several million dollars, the Town is pursuing Federal and State funding for this work.

- *Reduction of “Through” Traffic* - As noted in the Introduction to this section, it would be difficult to eliminate “through” traffic volumes from Noyac Road because its geographical location lends itself to use by motorists when Montauk Highway is congested, particularly on summer weekends. However, a new bypass roadway parallel to Montauk Highway would accomplish this. To address the feasibility of constructing such a route, a detailed study addressing traffic and other environmental impacts is required. The Town should ensure that the preliminary analyses in the current SEEDS and SITS studies serve as a realistic “first step” in addressing this issue.
- *Reduction of Truck Traffic* - The Town should seriously consider recommending that trucks over 10,000 pounds (except those making local deliveries in the Noyac Road corridor) be excluded from Noyac Road. However, as with a potential bypass route, this should be the subject of a detailed study, to ensure that negative impacts do not occur when these trucks pursue alternative routes. In addition, the Town would be required to establish a Town truck route system.

Summary of Transportation Recommendations

Short-term recommendations were developed to reduce the speeds of vehicles traveling on the roadway, and thus minimize the potential for traffic accidents. Most likely it will be necessary to employ several measures to achieve a significant reduction in speeds. Longer-term recommendations were developed for specific “problem areas.”

Short-Term Recommendations-Traffic Calming Measures

- Install “Speed Awareness” signs.
- Install pavement markings to limit the width of travel lanes to 11 feet (12 feet on curves). Install “wide” edge lines.
- Install “in-pavement” reflectors.
- Upgrade curve warning and speed limit signs. Consider flashing beacons in conjunction with warning signs.
- Install rumble strips.
- Create “gateways.”
- Improve intersection “stop line” sight distance, or install additional warning signs, as needed.
- Wherever there are a significant number of pedestrians crossing the roadway, install pedestrian crosswalks, warning signs and sidewalk “bulb-outs” into the roadway shoulder area.
- Provide pavement markings and delineators on shoulders.
- Evaluate the use of innovative signs (e.g. driveway warning signs).

Longer-Term Solutions for “Problem Areas”

- *Cromer’s Market Area*—Provide angle parking, separate from Noyac Road traffic flow, at businesses. Consider realigning Elm Street or Bay Avenue to create a single intersection with Noyac Road. Utilize Cedar Lane to replace parking spaces lost due to angle parking, and to accommodate spaces lost by prohibiting parking on the north side of Noyac Road east of Cedar Lane. Realign Noyac Road to smooth the horizontal curve, and provide proper roadway banking, or super elevation, around the curve.
- *“Deli Area”*—In conjunction with sidewalk construction to connect businesses in this area, establish crosswalk(s), incorporating sidewalk “bulb-outs” and pedestrian warning signs.
- *Trout Pond*—Implement traffic calming measures along Noyac Road, such as upgraded warning signs, to improve safety at the horizontal “S” turn and change in vertical grades.

- *Long Beach Road intersection*—Implement a traffic-calming project on Long Beach Road, which would include construction of a roundabout at the Noyac Road/Long Beach Road intersection.
- *Reconstruction of Noyac Road*—Pursue Federal and State funding to reconstruct the pavement and drainage system, while incorporating traffic calming measures.

Implementation of Recommendations

Table 2 summarizes the Transportation recommendations, and includes a suggested “grouping” of the short-term traffic calming measures. As noted previously, the effectiveness of a group of measures can be evaluated by conducting “after” studies of speeds and accidents following implementation. After Group 1 measures are employed, this will help to determine if measures in Group 2 should be employed.

2.2 Land Use and Design

The land use and design recommendations are integrally related to the transportation recommendations. Future development should maintain the existing character of Noyac Road, reinforcing desired uses but keeping in mind the impact on adjacent neighborhoods, on circulation throughout the corridor, and on the natural environment.

Given the nature of the Study Area, issues discussed at the various community meetings and the scope of work, land use and design recommendations focused on three different existing commercial ‘nodes’ along Noyac Road: 1) the area between the “Deli” and Trout Pond; 2) the area surrounding Cromer’s Market; and 3) the area surrounding The Waterside. These areas and the coinciding design recommendations are summarized below.

□ **From the “Deli” to Trout Pond**

This site, as described in the existing conditions section, is located on both the north and south sides of Noyac Road. From west to east, this key portion of Noyac Road contains a variety of uses: Trout Pond itself and its surrounding open space, the commercial area at the foot of the marina, the vacant ‘motel site’ opposite, various residential properties in what is now a Village Business zone, the Noyac Professional Center (an approved but not constructed new low-rise office development), and the various commercial buildings surrounding the Pantry Deli (see **Figure 9**).

Along with limited access to parking, this commercial node also lacks cohesiveness and connectedness between the uses. Further, given the proposed office center on the Burke property, questions remain as to how to link this development to existing commercial and retail uses.



Figure 9: View of “Deli” area looking west on Noyac Road.

More specifically, around this area a number of issues were raised:

- Lack of sufficient on-site parking leading to problems between adjacent stores;
- Poor parking configurations in front of stores, requiring backing into the busy road;
- Difficulty in crossing the roadway with speeding cars and heavy traffic;
- Lack of a central focus for the area and pedestrian connections between adjacent stores; and
- Fragmented existing development and the potential for inappropriate infill development.

Accordingly, this study generally recommends:

- ✓ Controlling access in front of the buildings with angled parking.
- ✓ Improving the use of the rear-yard to increase availability of on-site parking space.
- ✓ Amending zoning to achieve desired uses and site configurations.

Proposed Development Approaches

Commercial Development West of the “Deli”

The commercial area as a whole is zoned (VB), Village Business (see **Map 5**) and contains a number of vacant or underutilized sites that, according to the build-out analysis, might in the future be developed ‘as of right’ under existing zoning for commercial establishments of a larger size and configuration than desired by the community. The commercial area is interspersed with residentially zoned land, some subdivided into small lots but with substantial large tracts of undeveloped land, including the former ‘motel site,’ now undeveloped (see **Figure 10**).



Figure 10: Aerial photo of ‘Motel Site’ - existing residential zoning and potential venue for housing.

The proposed development approach is to rezone major parts of the undeveloped area from Village Business (VB) to Hamlet Office (HO) and Hamlet Commercial (HC), while at the same time proposing design patterns that can be encouraged for new development.

Applying the new HO and HC zones recently adopted by the Town will affect the western portion of the existing VB zone on both the north and south sides of Noyac Road (see Figures 11 and 12). It will maintain the existing concentrated retail node around the Deli, but will also ensure that new development to the west provides more office and small-scale commercial type uses and follows a more residentially scaled model.

A more detailed description of the results, including the use and design implications of these zoning recommendations, is found in Section 3.1 of this report.

The conceptual sketches (1-8) shown on the following pages illustrate potential scenarios for the development of several key locations within the Study Area. These include the commercial node surrounding ‘the Deli,’ the ‘Motel Site’ and Cromer’s Market area. These sketch plans were developed by the Consultant with community input at the design charrette to depict proposed features and investigate alternative design elements to be implemented.

Sketch 1 describes the potential of this area, given the proposed zoning changes. Currently allowable development under the Village Business (VB) category could result in “as-of-right” large buildings and parking fields. This alternative approach, the new HC and HO districts, reduce that development to a less dense, more residentially scaled plan, more in keeping with the existing ‘look and feel’ of the area as it is today.

In addition, recommended site planning/hamlet design approaches emphasize creation of a pedestrian-oriented area, with sidewalks linking the buildings in this district so that one can park one’s car and walk to a variety of destinations without having to drive from one site to another. Parking would be behind buildings, not visible from the road and interconnected between parcels to allow parallel circulation and minimize curb cuts and access ways onto Noyac Road.

An important possible feature, with the participation of landowners who may develop the land for any purpose in accordance with applicable zoning regulations, is the provision of public amenities such as a new ‘hamlet green’ or roadside landscaping-- features that will add value to the properties on which they occur, to adjacent properties fronting the amenities, as well as the area as a whole.

Zoning Districts

-  HO
-  HC
-  OSC
-  R10
-  R15
-  R20
-  R40
-  R60
-  R80
-  RWB
-  VB

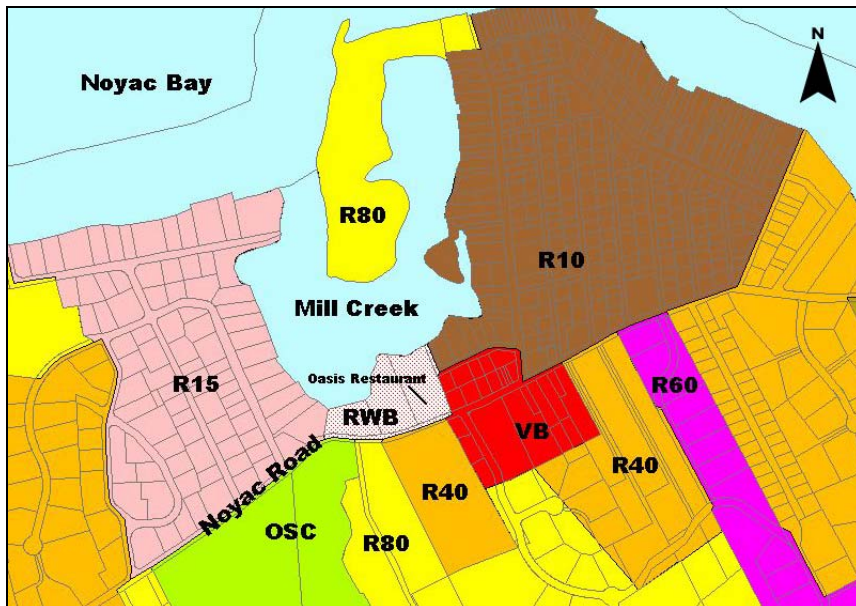


Figure 11: Existing zoning for area.

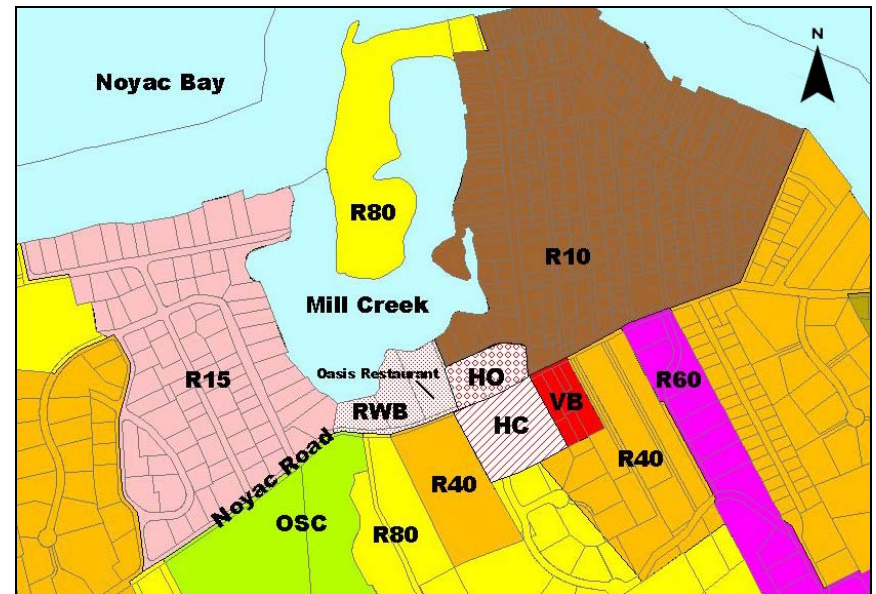


Figure 12: Proposed zoning: change western portion of VB zone to Hamlet Commercial (HC) on the south side of Noyac Road and Hamlet Office (HO) on the north side of Noyac Road.

Motel Site Development Options

Noyac residents expressed strong interest in ensuring that any future development of this property maintain the existing flavor of the community: ideally providing the maximum open space to complement the adjacent Trout Pond public open space, keeping density similar to the surrounding community and minimizing impacts on its neighbors. Some were vehemently opposed to any affordable housing in the community, although others felt, with the average housing price in Noyac approximating \$385,000, that some means of providing for the ability of young couples or seniors to buy homes should be considered. At the same time, this site offers the first of a series of locational opportunities for a new Noyac Community Center, as described in Option 3 below. Such a facility on a portion of the site could relate to Trout Pond open space and provide a visible and accessible venue centrally located in the community.

Four options considered in this Study for the 'Motel Site' based on the existing Town programs illustrate different ways to achieve these goals (see Sketches 2, 3, 4 and 5):

- Option 1 describes what could be built under existing zoning as a typical single-family one-acre site development, utilizing the entire site. While this would be similar to other Noyac neighborhoods, it does not resolve any of the other objectives.
- Option 2 shows the site undeveloped – an attractive result, but one that would require that the Town purchase the land, that is, on a willing selling/buyer basis. Due to its proximity to Trout Pond, this parcel of land has been listed on the Community Preservation Funds project plan since 2001 as an Eastern GEIS/Great Swamp priority. Such environmental constraints merit protection and would likely prioritize acquisition of this land.
- Option 3 demonstrates a way to achieve open space by clustering the units into smaller lots, with some additional development allowed as a density bonus incentive to achieve the open space set-aside. In addition, a similar program (at the discretion of the landowner), would allow the creation of approximately 2 additional units, were they pledged as affordable housing (possibly as accessory apartments or carriage house flats above a garage). These latter units, as one to two bedroom apartments, would appeal to young couples or seniors and not burden the school system. As shown in Sketch 4: Motel Site Option 3, this site development could include a recreation and community building complemented by the 'old schoolhouse' on an adjacent site, used for additional meeting space. Such an approach could be structured as an 'Aquifer Protection Cluster Development' – 25 percent of the site for the Community Center complex, 35 percent for preserved open space to the south, and 40 percent for the housing units in an attractive cluster closer to Noyac Road and associated services.
- Option 4 demonstrates another way to achieve open space by again clustering the units into smaller lots, with additional development allowed as a density bonus incentive to achieve the open space set-aside. A similar program (at the discretion of the landowner) would also allow the creation of approximately 2 additional units, were they pledged as affordable housing. This option, however, would not include a community facility. As such, 60 percent of the site could be preserved as open space.

Development of the site with nine single-family homes would not cause a significant amount of traffic generation along Noyac Road. In the peak traffic hour, there would be an average of about one trip per home (nine cars in an hour, or about one car every seven minutes) added to the current traffic flow on Noyac Road.

As used in this report, "affordable housing" is defined as being available at a price or rent that does not exceed 30 percent of the gross income

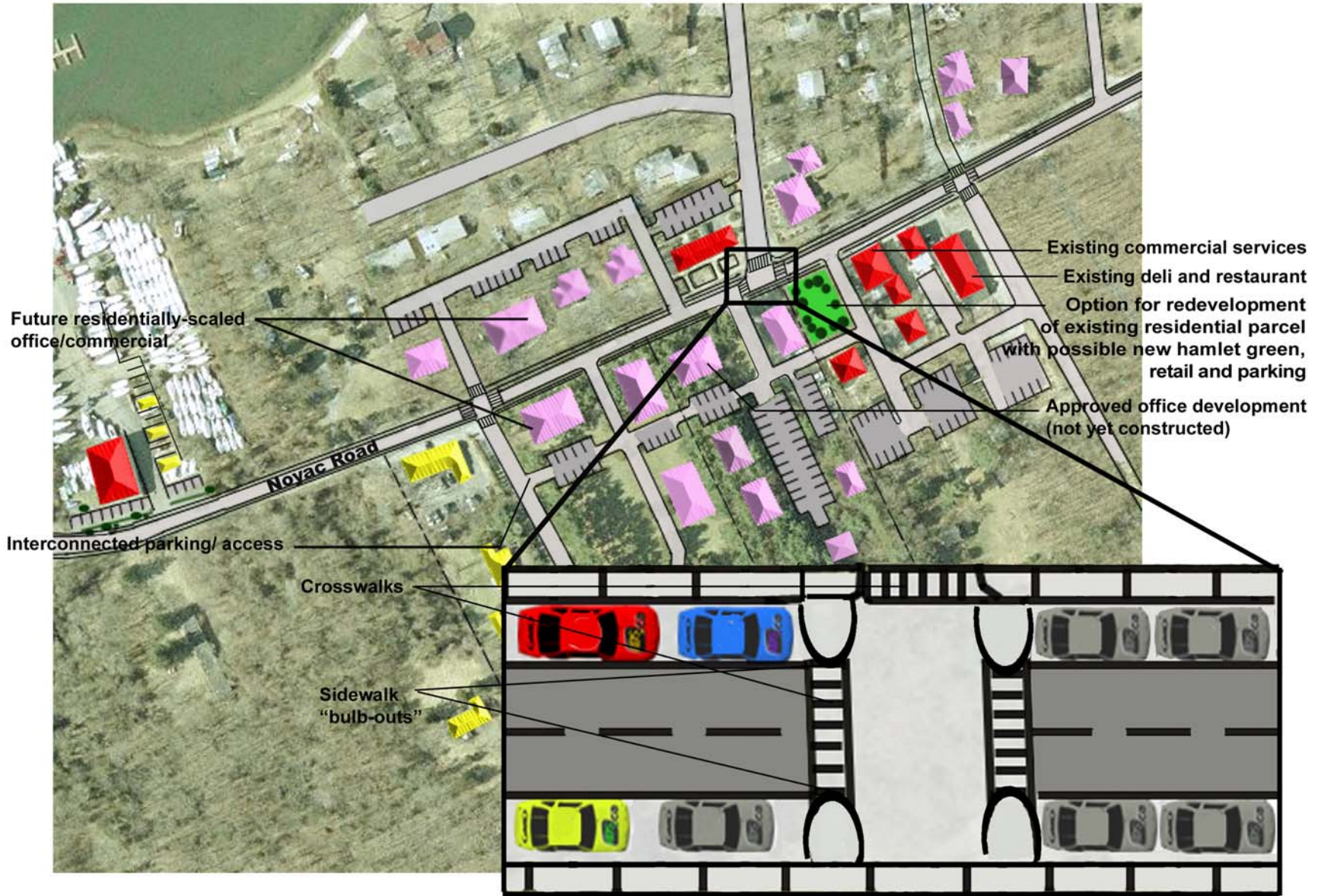
of income-eligible households. "Income-eligible" are those households whose gross income is below 80 percent of the County's median income. As set by the U.S. Department of Housing and Urban Development, the median income of households in Suffolk County was \$70,445 in 2002. This figure is revised annually. Affordable housing is designed for those whose incomes generally deny them the opportunity to purchase or rent housing on the open market. These individuals usually commute from towns further west on Long Island—to the detriment of rush hour traffic and circulation as well as diversity of life in the community. The Town Board views this as a Town-wide problem that needs to have an equitably shared solution among all communities in Southampton. Even though opposed by many residents, the two potential affordable units described above would be of only miniscule assistance to solving his problem, although other development sites within the Study Area can provide for similar dispersed units.

Town policy also states that in order to reduce sprawl, 'hamlet center' areas should be the focus for centralized housing such as apartments for young professionals, 'empty nesters' and others (including assisted living housing for seniors). This study therefore also suggests that should new commercial development occur (within the new HC and HO zones, for instance) that landowners and community members be

encouraged to consider housing as an ancillary use, possibly as second floor apartments above stores or offices, putting new units within walking distance of needed services and providing a '24/ 7' people presence in these hamlet center areas.

It should also be noted that other sites within the Noyac hamlet seemed to have more community acceptance with regard to affordable housing-- in particular the 'sand pit' site to the south which could accommodate multi-family residential development, and therefore more affordable units. It was recognized that this site, a former sand mine (now a composting site) located south of the Golf at the Bridge property, could provide a more appropriate location for a dense housing cluster than along the already-impacted Noyac Road.

The Noyac community expressed mixed feelings about the future use of the former 'Motel Site.' The community did not fervently support the purchase and preservation of the site entirely as open space; however, nor was there discernable fervent opposition to cluster development and the opportunity to provide affordable housing. In this way, mutual goals and objectives could be achieved through cluster housing coupled with open space preservation.



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



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



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

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

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

Proposed Development Approach

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

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



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



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

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

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

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

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

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



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

❑ **The Waterside Restaurant Site**

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

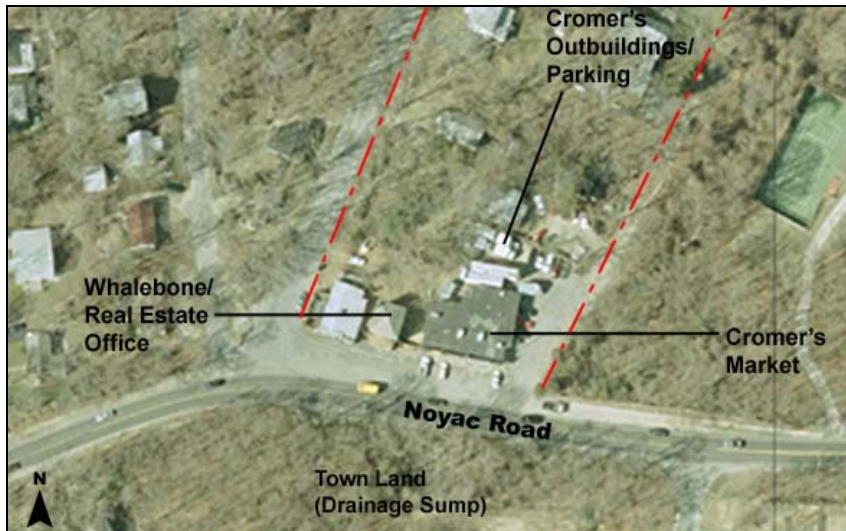


Figure 13: Existing conditions at Cromer’s Market area.

The concerns for this site differ from the previous two in that it is not as intensive in its commercial character as the previous two nodes. Further, the concerns expressed with regard to this site are related less to its current use and more toward its future re-use.

The building currently operates under a pre-existing, non-conforming exemption because it predates the neighborhood's residential zoning designation. Non-conforming uses can be changed only if the new use is found to have less impact on the neighborhood than the existing one. On December 18, 2003 the Southampton Town Zoning Board of Appeals (ZBA) made a determination that the proposed bay front residential condominiums would better conform to current zoning compared with the current use. The existing structure is proposed to be demolished and replaced with a two story building containing eight 1,200-square-foot units, including four one-bedroom and four two-bedroom apartments intended to attract younger couples or older 'empty nesters' rather than families with children.

Concerns raised by the neighbors have been largely based on a desire to keep the existing private function on the site--the restaurant/ bar is popular and the community space exists nowhere else in the hamlet--or to achieve purchase by the Town for use as a Community Center.

Although the Waterside site has received approval from the ZBA for redevelopment as condominiums, it still hinges on other Town and State approvals. Nevertheless, three potential options were considered during the planning process for this study and remain alternative uses in the event that the as presently conceived project cannot proceed.

- *Potential Option 1* - As proposed by owner, construction of approximately eight condominiums (see **Sketch 7**);
- *Potential Option 2* - As suggested by some community members, purchase by the Town and redevelopment as a community meeting space (see **Sketch 8**);

- *Potential Option 3* - A development similar to the proposed condominium development, but with a greater degree of community amenities (see **Sketch 9**).

The sketches on the following pages illustrate these three options.



Figure 14: View of The Waterside looking north on Noyac Road.

Proposed Development Approaches:

Common to each scheme is the reconstruction of the intersection of Noyac Road and Long Beach Road—utilizing the approach of an up-to-date roundabout designed to calm speeding traffic and provide an attractive westbound gateway (supplemented with attractive way-finding graphics) into the Noyac Hamlet Center. This design is part of the Town's pending streetscape application to New York State.

Similarly, each scheme also includes approaches to slow traffic; minimize curb cuts for new development adjacent to the Noyac Road hill, west and south of the traffic signal; improve pedestrian safety through the provision of pedestrian cross-walks; and build bicycle lanes through the proposed traffic circle extending a bike lane project on Route 114 in North Haven.

Redevelopment of site by owner as condominiums (Option 1)

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

Town Purchase / Reuse as Community Center (Option 2)

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

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

New Residential and Community Facility (Option 3)

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

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



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

A New Community Center for Noyac: Summary of Alternatives

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



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

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

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

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



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

The Town explored four potential alternatives and evaluated the merits and shortcomings of each location. During the assessment process, the community raised a number of issues and concerns about each of the possible locations that were examined. Based on the relative issues, challenges, and opportunities associated with each alternative, the most likely location for a new community center facility would be behind the 'old schoolhouse' building. It is recommended that the Town fund and undertake an additional study to determine the appropriate location, uses and design features of such a facility.