

Road, which “made it easy for farmers to buy and sell their goods”.<sup>10</sup> In the 20<sup>th</sup> Century, “U.S. government sanitation regulations caused the closing of all small operations and water pollution, taxes and other costs was the final blow to all but the one existing duck farm in Eastport today.”<sup>11</sup>



*Last remaining duck farm, Eastport*

Land uses in Westhampton had a different evolution. The report notes “warm summers and close proximity to ocean beaches caused Westhampton to evolve from farming to tourism, summer homes and resorts for the wealthy.”<sup>12</sup>

Similar land use patterns emerged within Remsenburg, at that time the southern portion of Speonk. Speonk has been impacted by development pressures; however, it has primarily remained residential in nature. Sites with historic significance are scattered throughout Westhampton, Speonk, Remsenburg, and Eastport.

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<sup>10</sup>*Historical Profiles of Eastport, Speonk/Remsenburg, Westhampton*; Prepared by Ronald A. Michne and Ronald A. Michne, Jr., January 2004; p. 3.

<sup>11</sup>*Ibid.*

<sup>12</sup>*Ibid*; p. 1.

The Historical Profiles report discusses specific buildings and sites that have some degree of historical significance within the Study Area as well as a potential “Eastport Hamlet Heritage Area”, located along Montauk Highway; and “Remsenburg Hamlet Heritage Area”, located along South Country Road. There is also a concentration of historically significant sites in Westhampton located along Montauk Highway. Buildings within these potential Hamlet Heritage Areas can be seen in Appendix B.

From these historical depictions, there is the opportunity for the Town to use the buildings on these parcels as potential examples for design guidelines in each respective hamlet area or streetscape.

#### **FRANCIS S. GABRESKI AIRPORT BUSINESS PLAN**

Suffolk County owns the 1,500-acre Gabreski Airport, located just east of the Study Area boundary, and is currently working on an Airport Master Plan Update. The airport was originally constructed in 1939 by the Federal Government. Suffolk County took over control of the airport in 1970. The airport has three runways, one of which (RW6/24) is 9,000 feet long. In addition to its primary aviation services, the site is utilized by the New York Air National Guard 106th Rescue Group. While the airport is not located within the Study Area, this site could provide land use and development opportunities not readily available within the Study Area.

The Airport’s Business Plan sets forth six strategic initiatives, most of which are aviation based; however, one initiative addresses the Airport Planned Development District (Airport PDD), full development of which “has the potential to exceed earnings from all aeronautical activities at the Airport.” The Airport PDD comprises approximately 58.6 acres along the east side Old Riverhead Road and is recommended for development as commercial/industrial.

The Airport is located within the Central Pine Barrens Compatible Growth Area, and therefore, may receive transfers of development rights.

Currently, the Town of Southampton has undertaken a separate planning effort with regard to streamlining permitting procedures for the Airport PDD in cooperation with the Suffolk County Department of Economic Development. This study, under consulting contract with Nelson, Pope, and Voorhis, through the Town Department of Land Management, has not yet been released for review and comment.