

**I. MATTITUCK HAMLET CENTER OVERVIEW:**

Mattituck is one of Southold’s primary commercial hubs, and its second largest hamlet. The Mattituck Hamlet Center covers 56 acres and includes almost 100 parcels of land. As the western gateway into the Town, Mattituck plays an important role in establishing the overall character of Southold Town (Figure M-1).

Originally settled in the middle of the 17<sup>th</sup> century by English colonists, Native Americans, the first residents of the area, sold land, including what is now Mattituck, to Theophilus Eaton, governor of New Haven in Connecticut. The meadowlands at Mattituck - believed to mean “the great creek” in the Native American language - was held in common by the residents of Southold from its founding in 1640 and was used to grow salt hay. The woodlands were also held in common until 1661 when that land was divided among individual proprietors. A year later, settlement began.

Mattituck remained virtually unchanged until 1844, when the Long Island Rail Road laid tracks through the hamlet to Greenport. The placement of the railroad station resulted in a shift in development toward the western part of the community. The availability of quick and reliable transportation also resulted in farmers changing what they planted to focus more on vegetables that now could be sold to residents as far away as New York and Brooklyn. Oysters from Mattituck Creek were renowned for their quality and flavor through the turn of the century and were in great demand at New York City restaurants.

Mattituck remains today one of the Town’s most important and diverse areas of economic activity. Small shops along Love Lane and the larger businesses on Route 25 combine to serve the western portion of the Town.

**II. MATTITUCK HAMLET VISION:**

Looking toward the future, Mattituck’s hamlet vision includes several fundamental components:

- The compact “small town” nature of the Hamlet Center provides the identity and character of Mattituck.
- The Hamlet Center’s role as a primary hub of commerce within the Town needs to be preserved and reinforced.
- There are two distinct commercial districts in Mattituck that need to be recognized, one surrounds Love Lane, defined as the Hamlet Center, and one to the west along Route 25, defined as the “Route 25 Commercial Corridor.”
- Assure that the Hamlet Center’s commercial activity takes place within a context that is in keeping with the Hamlet’s traditional setting.
- Limit major commercial expansion outside the Route 25 Commercial Corridor and improve the areas physical appearance and aesthetics.
- Embrace a diversity of housing types, within the overall context of the existing character of the Hamlet.
- The creation of affordable, entry-level housing is a priority.
- Opportunities for new residential development exist in Mattituck. A new HALO zone is recommended to facilitate this goal. The parameters of this new zoning should be designed to accommodate a variety of housing types, at greater densities than presently permitted.

Figure M-2 presents the effective boundary of the new HALO zone. Figure M-3 displays lands within the HALO boundary where development cannot take place due to the presence of environmental constraints, or as a result of previous land protection efforts.

**III. HAMLET STRENGTHS & WEAKNESSES:**

Early in the process, the Stakeholders conducted a “strengths and weaknesses” exercise. Stakeholders identified major issues, some of which were viewed as strengths while others were viewed as hamlet weaknesses. These were compiled in the matrix below, and each issue was then carefully evaluated and an action assigned to each: *preserve, add, remove* or *prohibit*.

Mattituck’s strengths were generally identified as its open spaces and agricultural areas, cultural facilities, beaches and recreational areas. The opportunity to reconnect the Hamlet Center to the waterfront was also identified as a strength. Another major strength is the Hamlet Center itself and the Love Lane business district, the sense of place created there, its walkability and shops. The hamlet’s historic character and great schools also rank highly as does the hamlet’s public transportation opportunities.

The primary weaknesses identified in Mattituck are the hodgepodge, unattractive, strip development along Route 25 west of the Hamlet Center, the separation of the Hamlet Center from the waterfront by Route 48, heavy, fast moving traffic and a lack of parking.

Table M-1 summarizes the “strengths and weakness” exercise results.

<b>TABLE M-1 MATTITUCK STRENGTHS &amp; WEAKNESSES</b>				
<b>Issues</b>	<b>Preserve/ Enhance</b>	<b>Add/ Improve</b>	<b>Reduce/ Remove</b>	<b>Prohibit</b>
<b>Quality of Life</b>				
“Small town” Lifestyle	✓			
Vast open spaces	✓			
Strong Ag Support	✓			
Cultural Facilities		✓		
Clean Beaches	✓			
Recreational Areas	✓			
Strawberry Fields	✓			
<b>Location</b>				
Access to Mattituck Inlet		✓		
Access to Water (N&S)		✓		
<b>Housing</b>				
High Density Affordable Housing		✓		
Preserve Agricultural Areas		✓		
Residences above Love Lane stores		✓		
<b>Central Business District</b>				
Strong village center	✓			
Sense of Place	✓			
Great shops	✓			
Basic needs support	✓			
Proximity of businesses	✓			
“Walkability” of village	✓			
Pedestrian-friendly Hamlet Center	✓			
Compact business district	✓			
Historic Buildings	✓			

Main Rd & Rt 48 Split Hamlet			✓	
Mattituck Plaza conform to village character		✓		
Strip mall development				✓
Appearance of bus. along Main Rd		✓		
Employment for locals		✓		
Hodgepodge of use in strip area				✓
<b>Traffic/Transportation</b>				
Roadway Layout		✓		
Railroad Station	✓			
Parking	✓			
Fast Traffic on Main Rd				✓
Too much traffic			✓	
Hard to make turn off of Rts 25 & 48			✓	
Local public transit	✓			
Traffic calming at Love Lane & Rt 25		✓		
<b>Schools</b>				
Great Schools	✓			
Close relationship of hamlet & school	✓			
Crowded schools			✓	
<b>Infrastructure</b>				
Sidewalk Condition		✓		
Village lighting	✓			
No public sewers		✓		
Welcome to Mattituck Signs		✓		

**IV. SPECIFIC HAMLET IMPROVEMENT PROJECT RECOMENDATIONS:**

Throughout the course of the Hamlet Study, the Stakeholders were asked to compile lists of specific improvements or projects they may wish to see implemented. One of the final exercises involved refining these lists to reflect the consensus of the Stakeholders.

The following recommendations are organized according to the *Hamlet Sustainability Principles* described in Section III of the Town-wide analysis.

**1. Human Scale:**

- ✓ Mattituck's Hamlet Center covers a large spatial area (~56 acres). Commercial sprawl must be prohibited and an emphasis must be placed on fostering a human scale that encourages pedestrian activity and discourages unnecessary vehicle trips.
- ✓ A second commercial area, located outside of the Mattituck Hamlet Center – referred to the "Route 25 Business Corridor" should be recognized. This area extends from the railroad overpass to Factory Avenue. This area stretches a long distance along Route 25 and consists of automobile oriented strip commercial development. Goals should be set to promote an appropriate human scale in this area. It should be possible to do so with individual parcels or clusters of sites over a long term.
- ✓ Future business growth and development should be restricted and concentrated within the Hamlet Center and secondarily, within the Route 25 Business Corridor.

**2. Gateways:**

- ✓ Due to the fact that the Mattituck Hamlet Center is so large, and its western boundary is diluted by the Route 25 Commercial Corridor, the development of a gateway is recommended. Gateways on the eastern side of the Hamlet Center on Route 25, as well as on Route 48 should also be considered.
- ✓ Gateways should incorporate signage (with quality graphics like the "Wine Country" signs), landscaping and other features.
- ✓ The Chamber of Commerce should be involved in developing gateways.

**3. Streetscape:**

- ✓ The development of streetscape design standards is strongly recommended. These standards would specify sidewalk and curb details, street tree varieties, light fixture details, street furniture options, etc. Theses standards would assure that overall streetscape theme is compatible and consistent with the character of the district.
- ✓ Two different sets of design standards are necessary; one for the Hamlet Center, the other for the Route 25 Commercial Corridor. The standards for the Hamlet Center should build upon and reinforce the appealing character of the area. On the other hand, the standards for the Route 25 Commercial Corridor should be designed to improve the visual clutter that currently degrades the appearance and character of the

corridor, while simultaneously elevating the quality of future development and improvement.

- ✓ The Route 25 Commercial Corridor, with certain exceptions, possesses many of the bad features of western Long Island sprawl. Many “Tuckers” are sensitive to the appearance of this district, as it forms the first (and misleading) impression of the hamlet. Access to each business is available by car only, and taken as a whole, building architecture is generally a modern hodge-podge, with some notable recent exceptions.
- ✓ The zoning setback requirements, landscaping requirements and other specific provisions of the zoning ordinance pertaining the lands within the Route 25 Commercial Corridor should be carefully reviewed. The objective is to improve the physical appearance of this area, and avoid the appearance of a sprawling strip commercial corridor. Areas that require special attention are the location, layout and configuration of off-street parking areas, and the regulations governing signage. Off-street parking areas should be screened and buffered, and preferably located behind commercial buildings so that a more attractive streetscape corridor can be created. Interior landscaped islands to break up large expanses of pavement should also be emphasized. Well designed parking areas, that perhaps shared ingress and egress points and circulation patterns, will also allow for fewer curb cuts on Route 25, thereby improving traffic conditions. Zoning provisions can be crafted to achieve these objectives. Similarly, carefully created zoning controls governing signage, including the permitted number and location of signs, size, materials, illumination, etc., will significantly improve the aesthetic character of the streetscape. Consideration should be given to a realistic amortization program that will result in the permanent removal of non-conformities.
- ✓ One of the most visually disruptive elements of the existing streetscape are the presence of overhead utility lines. Existing overhead utility lines in the Hamlet Center should be placed underground. All new development must install all new utilities underground.

#### **4. Waterfront:**

- ✓ Reattach the Mattituck Hamlet Center to the Mattituck Creek waterfront. Mattituck’s commercial area played a traditional role in supporting the Town’s maritime and recreational boating industries. The Mattituck Creek waterfront relied on downtown Mattituck for maritime related goods and services. In recent years, that interdependence has diminished. Recreating this relationship will revitalize an economic niche that is currently underutilized, in a mutually beneficial fashion.
- ✓ Provide a pedestrian connection across Route 48 to Love Lane. This connection will re-establish Mattituck as a destination for transient boaters. It is recognized that the very real limitations imposed by Route 48 will be difficult to overcome. However, the importance of this goal warrants creativity and innovation. Solutions such as a pedestrian overpass or tunnel, roadway reconfigurations, such as narrowing or the installation of a rotary, etc., are all worthy of serious consideration

- ✓ Increase public access to the waterfront for local and visiting boaters. Secure parking areas for cars and boat trailers, the provision of seasonal and transient boat slips, the provision of support facilities, will all serve to help achieve this goal.
- ✓ Programs and incentives to attract transient boaters are encouraged. Transient boaters will enhance the spirit of the Hamlet Center, bringing visitors, vacationing shoppers and revenue, without adding automobile traffic and parking problems.
- ✓ Enforce consistency with and recommendations of the LWRP.
- ✓ The predominance of water-dependent and water-compatible uses on the north side of Route 48 should be assured. Allowing the waterfront to be dominated by uses that are non-water dependent is unacceptable.
- ✓ Provide easily accessible and identifiable boat pump-out facilities.
- ✓ Preserve waterfront habitats, including wetlands. Fostering water enhanced and water compatible uses require striking a fine balance with natural environments that requires constant vigilance. The long-term vitality of waterfront habitats must be the paramount goal.
- ✓ Enhance treatment of storm water runoff and water quality. Untreated storm water runoff represents one of the greatest problems facing Mattituck Creek today. Yard fertilizers, road salts, animal waste, faulty septic systems, petroleum runoff from roads and parking lots, and a host of others non-point source discharges, are all washed into the Creek via storm water runoff. These compounds have degraded the Creek's water quality to such an extent that inland water quality treatment is now necessary. Development activity of any kind in the Hamlet must comply with current storm water treatment and water quality requirements.

#### **5. Vehicular Circulation:**

- ✓ Evaluate all sight distance impediments at driveways and intersections and correct as required. Impediments include utility poles, signs, un-kempt landscaping and street trees, fences, etc. Often, these structures are privately owned and constructed illegally within the right-of-way.
- ✓ Better enforcement of traffic laws, particularly speeding, is recommended. Not only do Routes 25 and 48 physically segment the Hamlet Center, but the speed of traffic flow is an intimidating constraint that limits pedestrian circulation.
- ✓ Traffic calming measures are necessary to slow traffic through the Hamlet Center so pedestrians can safely reach all portions of the district. Proper cautionary signage, pavement striping, raised or textured crosswalks are examples of possible traffic calming measures.

**6. Parking:**

- ✓ Better enforcement of parking violations is recommended.
- ✓ Illegal long-term storage of vehicles in municipal parking lots needs to be prevented.

**7. Pedestrian Circulation:**

- ✓ Route 25 at “the curve” separates pedestrians on Love Lane from the businesses on the south side of the road. Many are not even aware of the businesses that exist there. As a result, a large element of Mattituck’s available business-zoned area is cut off from pedestrian traffic only a few yards away.
- ✓ Route 25 and Route 48 physically and perceptually split apart the Hamlet Center. Overcoming this separation by creating safe and efficient pedestrian connections is a primary goal. The importance of this issue warrants creativity and innovation. Solutions such as a pedestrian overpass over Route 48 or tunnel below it, additional traffic lights, roadway reconfigurations that narrow (or eliminate) lanes, extended curbs that reduce the walking distance across the roadway and walkways that are raised and apparent to motorists or the installation of a rotary or roadway chicane that requires motorists to slow down and maneuver carefully are all example of solutions that are worthy of serious consideration, subject to economic, engineering and operational considerations. (Narrowing Route 48 at the Wickham Ave light, rather than at Cox Neck Road would also improve the safety of the Cox Neck Road intersection and provide additional space for the Strawberry Fields grounds.)
- ✓ Crosswalks should be creatively designed. Intersection sidewalk extensions (lessening the street width), pavement variations in texture, materials and color, raised pavement, signage, crosswalk bollards are all examples of potential solutions.
- ✓ Existing sidewalks that are cracked, uneven, uplifted due to tree roots, and generally in poor condition must be repaired and if necessary replaced. Maintaining safe and usable sidewalks is a major factor in fostering a walkable hamlet. Sidewalk maintenance responsibilities should be clearly established, and individual property owners should be periodically apprised of their maintenance obligations.

**8. Public Transportation:**

- ✓ Improve coordination of Sunrise and S-92 bus schedules with LIRR timetable. The opportunity to create reliable linkages between various transit modes will dramatically enhance the public’s reliance on public transportation, and help reduce dependency on automobiles.
- ✓ Develop several logically situated and well-designed bus shelters.
- ✓ The Chamber of Commerce should be involved in the bus shelter project.