

**INTENSIVE-LEVEL HISTORIC RESOURCE SURVEY:
INC. VILLAGE OF SAG HARBOR, NY**



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1.0 Introduction

The objectives of the “Intensive-level Historic Resource Survey of the Inc. Village of Sag Harbor, New York” are twofold: to research historic contexts and architectural trends in Sag Harbor village dating from the decades that followed World War II (1945-1970) that may identify additional resources that justify a boundary expansion of the existing National Register listed *Sag Harbor Village Historic District* (1994); and to survey properties throughout the village from prior time periods not presently designated as contributing resources. The survey was jointly funded by the Certified Local Government program of the New York State Historic Preservation Office and the Inc. Village of Sag Harbor.

The Inc. Village of Sag Harbor adopted its first National Register and locally designated historic district in 1973 and increased the size of that district and the number of contributing resources within it in 1994. Sag Harbor, like many eastern Long Island, NY, villages experiences the pressures of intense building and property development which continue to put its historic resources at risk. The village was granted Certified Local Government status in 1989.

With the passing of time, additional buildings and neighborhoods have gained historical significance, as demonstrated between 1973 and 1994, when the number of contributing resources in the original historic district increased from 576 to 882, or by a factor of 53%. Since that time, resources dating from more recent decades have likely gained significance while losses have also occurred, like the fire that destroyed the Sag Harbor Cinema and adjoining Main Street historic buildings in 2016. The data collected in the following *Intensive-level Historic Resources Survey* provides the village with research and documentation that justifies the addition of historic resources and expansion of historic district boundaries to encompass properties dating from the post-World War II decades as well as resources characterizing earlier periods of village history.

1.1 Historic Resources Study Area

The geographical scope of the study area encompasses the boundaries of the incorporated Village of Sag Harbor, with the exception of the SANS Historic District, an area of approximately 162 acres located within the northeasterly section of the village, which was recently surveyed and entered into the State and National Registers of Historic Places (2019). The village, which was incorporated on March 26, 1846, has a total area of 2.3 square miles, of which 1.8 miles are land and 0.5 are water. It is located on eastern Long Island, NY, and straddles two Towns – Southampton and East Hampton – which are separated within the village by Division Street.

The scope of the study area is the same as that defined in a previous survey (1991) and National Register listed Sag Harbor Village Historic District (1994), except as noted above. The village is primarily residential, with houses dating from the mid-1700s through the present and which are situated typically on relatively small parcels of less than a half-acre. The commercial area is concentrated within several blocks along Main Street, bounded north by Gardiner's Bay and to the south, east and west by residential neighborhoods. The commercial area is included in its entirety within the previous and present survey. The residential areas to the south, east and west of the historic district are the focus of this survey. They include neighborhoods that were not surveyed and are not presently incorporated into the existing historic district, and are areas of the village most likely to yield patterns of development or individual buildings and structures of significance dating from the 1945-1970 study period.

1.2 Project Team

Studenroth Consulting, Inc., was chosen to undertake the survey. Its principal, Zachary N. Studenroth, began survey work on Long Island in 1976, after earning his MS in Historic Preservation, School of Architecture & Planning, Columbia University, in 1975. Having served as Preservation Coordinator for the Society for the Preservation of Long Island Antiquities (1976-1990), he completed historic resource surveys (e.g., Inc. Villages of Lloyd Harbor and Quogue), National Register Nomination Forms for historic districts (e.g., Southampton Town Cemeteries, North Fork Mile Markers, Quogue Village), and individual sites (e.g., Noah Hallock Hse., Rocky Point; Bridgehampton Presbyterian Church, Bridgehampton; Taylor's Island Cabin, Shelter Island).

Kurt E. Kahofer, research assistant, is also a graduate of Columbia University's Division for Historic Preservation, School of Architecture & Planning (1980). His experience in surveying cultural resources on Long Island includes the Towns of North Hempstead, Islip and Southold. He has also been an elementary school teacher at the Sag Harbor Elementary School (1993-2016).

Both Project Team members are co-founders of the Burying Ground Preservation Group, Inc., a non-profit organization dedicated to preserving and restoring historic burying grounds and cemeteries.

1.3 Methodology

The research, fieldwork, and analysis undertaken by the survey will inform section **3.0 Recommendations** of this report, which proposes the inclusion of additional historical resources that date within the period of study (1945-1970) and the expansion of existing historic district boundary lines. The Village's Board of Architectural Review and Historic Preservation has determined that, with the passing of time since the historic district was expanded in 1994, both the existing district and areas beyond its boundaries merit further study. During the study period, important local events and regional, state and national trends took place that shaped the history and built environment of Sag Harbor. To accomplish the project objectives, building lists from prior surveys were reviewed, district boundaries re-evaluated, and recommendations prepared for adding buildings, structures and sites to justify the expansion of the present historic district boundaries and inclusion of additional cultural and historical resources.

The Sag Harbor Village Historic District (1994) encompasses the central business district and adjoining residential neighborhoods associated with the 18th, 19th and pre-World War II era Village of Sag Harbor. There are currently 882 contributing resources in the historic district. Wood framed residential buildings predominate in styles ranging from Federal and Greek Revival to Victorian and Queen Ann, although a variety of other resources – brick commercial stores and factory buildings, historic cemeteries and churches, civic buildings and monuments – characterize the history and growth of this former whaling port since the mid-1700s. While periodic economic factors and a series of devastating fires impacted the village and instigated the renewal of its commercial district, the integrity of its surviving historic architecture is high and its contributing resources are densely concentrated.

Sag Harbor is a dynamic village. Its architecture represents local, state and national trends, and its post-WW II period reflects the continued growth of the community and its response to these trends. The methodology for researching this recent evolution in village history included archival searches (e.g., newspapers, municipal records, demographic studies, maps, photographs) and interviews of residents who experienced and witnessed this time period. The *Sag Harbor Express*, published weekly since 1859, was a vital source of information for local events. The records of the building, planning and other municipal departments of the Inc. Village of Sag Harbor were also invaluable sources for the subject period. The Sag Harbor Historical Society, which preserves photographs, archival records and maps pertaining to the period and other historical collections, such as the John Jermain Memorial Library and American Legion Post 388, were consulted during the research phase of the project.

For a perspective on how Sag Harbor Village evolved during a period in which eastern Long Island communities witnessed and reacted to the impact of suburbanization, various planning studies such as those of Suffolk County planner Lee E. Koppelman were consulted. On the regional level, efforts to alleviate traffic problems at bridge crossings by building tunnels or bridges between Long Island and Connecticut were analyzed in light of the impact these proposals may have had on the built environment. And the construction and expansion of major highways – e.g., the Long Island Expressway and Sunrise Highway – were studied in the context of improving access to Sag Harbor village and the suburbanization of Long Island. The planning study entitled *Sag Harbor: Past, Present and Future* prepared by Robert H. Pine, A.I.P., in 1973 and commissioned by the Sag Harbor Historic Preservation Commission was especially useful.

For additional data and a deeper insight into the post-WWII period, oral histories were vital to the research methodology. Interviews in published sources such as *Voices of Sag Harbor:*

A Village Remembered (2007) and *Keeping Time in Sag Harbor* (2007) documented social and economic issues that motivated changes in the cultural and architectural evolution of the village. This method of research was especially appropriate to the proposed period of study which could be seen through firsthand accounts in addition to the architectural evidence.

Following the research phase and formulation of the historic context(s) and associated property types for the period of study, field work was commenced to identify contributing resources throughout the subject area (Inc. Village of Sag Harbor). Utilizing current Suffolk County tax maps as a basis for recording potential properties for inclusion, every property in the village was viewed and analyzed. Contemporary photographs of potentially eligible resources were taken for further review; field notes were collected and data recorded pertaining to context, integrity and other relevant factors.

After the field work and analysis were completed, a list of eligible resources was compiled and the tax maps were annotated with property locations. Working with existing historic district boundary lines, new boundary lines were drawn showing proposed areas in which the Sag Harbor Village Historic District could be enlarged to include these eligible resources. The list of eligible contributing resources and proposed historic district boundary increases are attached as **Appendices A and B**.

2.0 Intensive-level Historic Resource Survey

2.1 Overview

The significance of Sag Harbor, NY, and its historical themes and property types dating from the pre-Revolutionary Era until World War II is well documented in prior National Register nomination forms and by a comprehensive, village-wide survey completed in 1991. This updated *Intensive-level Historic Resource Survey* of the Village of Sag Harbor therefore concentrates on a period of study encompassing the decades following World War II – 1945 through 1970 – a period in local history which corresponded to ongoing conflicts abroad and large scale building projects in the United States. The broad historical themes and significant events of this period, such as the expansion of road travel with President Dwight D. Eisenhower’s national highway system, and innovative housing developments like nearby Nassau County’s Levittown, provide a larger context for updating this *Intensive-level Historic Resource Survey* of the Village of Sag Harbor because of their specific relevance to the Long Island region and the study area.

The historic contexts that defined Sag Harbor during the study period (1945-1970) are reflected in and influenced by broad regional, state and national themes as they developed on the local level. These historic contexts are:

- aftermath of the Great Depression (1929-1939) and economic recovery following WW II
- impact of suburbanization across the Long Island region
- decline of traditional tourism – e.g., steamboat and rail transportation – as car ownership and highways expanded
- promotion of local history and the emerging Historic Preservation movement.

While each of these broad historic contexts helped shape Sag Harbor during the period of

study, the most compelling was the renewed interest in and promotion of local history – an impulse that grew nationwide into the Historic Preservation movement – and which had a profound impact on Sag Harbor’s built environment. Having experienced the negative economic effects and aftermath of the Great Depression, expressed in part by the loss of its tourism industry, and under the advance of suburbanization that threatened to change the character of their village, many residents saw an urgent purpose in preserving what was unique about Sag Harbor: its unusual concentration of historical sites, buildings and structures set against a natural backdrop of bays and inlets. By identifying, preserving and promoting these resources, could the village renew itself and prosper, without sacrificing its unique history to suburban sprawl? A professional planning study, commissioned by the village to address this concern, recommended the formation of a historic district; created in 1973, the district proved to be a turning point in the history of the village and the culmination of this post-World War II study period.

Architecturally, the study period (1945-1970) corresponds to the modern, post-WWII era in American design innovation and construction technology. Some of the buildings that are representative of this period are characterized by the use of new materials and engineering, as well as by modern designs enabled by these innovations. Steel, glass and reinforced concrete were the hallmarks of the “new” architecture, in contrast to wood frame and masonry load bearing construction. When traditional materials or methods of building were employed in the post-WWII era, such as in large-scale housing developments that did not employ innovative designs or construction technologies, construction was nevertheless “modern” or indicative of a new era insofar as it took advantage of a new infrastructure of roads and bridges, methods of materials distribution, mass production, communication and marketing techniques that enabled construction on a large and unprecedented scale.

To be included on the basis of architectural significance as a “contributing resource” in this updated *Intensive-level Historic Resource Survey* of Sag Harbor Village, buildings dating from the period of study (1945-1970) either exhibit the design, construction technology, or marketing techniques, mass production and distribution associated with the modern building era, or retain significance and integrity that express other historical themes associated with the growth of the village. While research and field work did not identify significant groups or clusters of houses that characterized one of the most significant building trends of the era – e.g., new neighborhoods that derived their significance as large scale, suburban development – it identified numerous buildings that reflect themes of local significance, notably the rediscovery of Sag Harbor’s past, which set the stage for major preservation efforts that took root in the period of study and continue to impact the village today.

2.2 Historic Contexts

2.2.1 Economic Recovery

Beginning with its gradual recovery after the Great Depression (1929-1939), which had impacted Sag Harbor's economy through the closure of small businesses and large employers such as the Fahys Watch Case Factory (opened 1882, closed 1931) and B. Aptheken & Son's rayon factory (opened 1933, closed 1937), the village experienced negative population growth in the post-war years. Its year round census, which had peaked at 3,408 in 1910, decreased significantly to 2,517 by 1940 and remained below 2,400 throughout the period of study. The lingering economic impact of the Great Depression and the lack of population growth during the post-war decades, coupled with the fact that much of downtown Sag Harbor had already been built out in the 19th and early 20th century, contributed to the lack of any significant residential or commercial construction during the early years of the study period.

With regard to the core commercial district, however, the post-war decades saw modest investment and scattered new construction by the early 1960s. The present-day People's Bank at #17 Main Street is a good example. Its prime commercial and retail location on lower Main Street, near the foot of Long Wharf, had been occupied by the Hotel Bayview from the 1870s until the hotel's demolition in the 1940s. The empty lot was then occupied by a brick yard, which operated on the site for several years. While the closure and loss of the old hotel was a reminder of Sag Harbor's declining tourism industry, the construction of a monumental new bank in the Neo-Georgian style in 1969 signaled a renewed confidence in the local economy.

Of greater impact on local employment, however, was the reopening of the former Fahys Watch Case Factory, which had closed in 1931. With considerable encouragement from local elected officials and aided by private investment, the Bulova Watch Company leased and

reopened the late Victorian-era plant in 1937. It remained Sag Harbor's largest single employer until ceasing operations in 1975. Although the reopening of the late 19th century Fahys Watch Case Factory did not contribute a new structure to the village during the period of study, it preserved an important architectural landmark from demolition by giving it a viable use that not only contributed significantly to the local economy but also resulted in a longer term impact on local historic preservation.

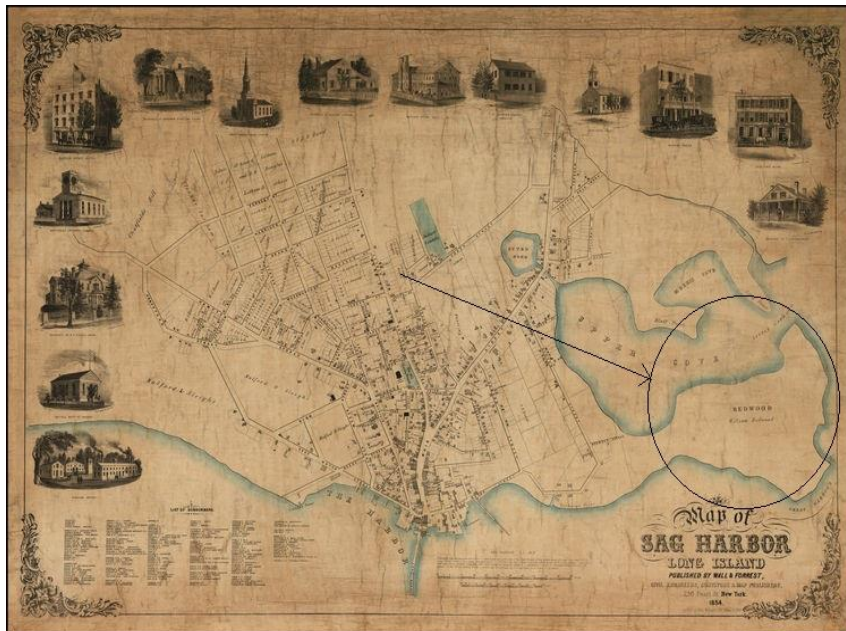
The economic recovery of Sag Harbor after the Great Depression and during the decades following World War II saw limited new construction in a village whose downtown area had already been developed. It also found new uses for old buildings, employing the local work force while preserving existing buildings that would later be valued for their historical significance.

2.2.2 Suburbanization

Two related factors – geography and transportation – prompted the founding of Sag Harbor in the early 18th century and sustained its economy throughout the 19th and early 20th century. But they were unfavorable for growth and prosperity in the post-WWII “Age of the Automobile” when Sag Harbor's distance from metropolitan New York made access difficult over antiquated roads. The suburbanization of Long Island promised to change that. With a network of parkways, bridges and tunnels planned to facilitate travel between island communities and urban centers, Sag Harbor had the potential to become less remote. The study period (1945-1970) for this updated *Intensive-level Historic Resource Survey* is therefore a transformative era in village history, when the impact of suburbanization that impacted many communities across Long Island – e.g., highway construction, track housing, and strip malls – was intentionally averted.

While regional planners like Suffolk County's Lee E. Koppelman and Robert Moses, Chairman of the Long Island State Park Commission, were planning grand schemes to build modern road networks, parks and other amenities that accelerated the suburbanization of Long Island, Sag Harbor was largely bypassed. Like other East End communities, its distance from larger population centers to the west discouraged large investment in new roadways and bridges. At the same time, many local residents resisted the trend by identifying and working to preserve what made their community distinct from others in the region and worth saving for future generations to use and enjoy.

Nevertheless, there were three, relatively large geographical areas within the village boundaries that remained uninhabited before World War II and presented opportunities for suburban development. Despite the fact that the central business district and residential



neighborhoods immediately surrounding it were substantially built up by the early 20th century, three peripheral areas remained undeveloped: 1/ a wooded area east of Eastville, the historically African American section of town;

Map of Sag Harbor, 1854. Detail showing undeveloped Redwood area.

2/ Mount Misery, a hilly area south of Eastville; and 3/ Redwood, a peninsula southwest of the village center, which had served as a hunting club in the 19th century.

Only one of these areas, the wooded area adjoining Eastville, was laid out with streets and house lots during the study period and the sale and improvement of these properties was promoted in a way that fits the description of post-war, suburban housing developments. This pattern of development distinguishes the “SANS” neighborhoods where a cohesive, culturally-based African American community developed during the study period following the acquisition, subdivision and improvement of the land on behalf of this target population. The area was surveyed in 2018 and is now entered in the National Register of Historic Places as the *SANS Historic District* (2019). While the “SANS” neighborhoods are therefore not within the study area, having been recently designated on the National Register of Historic Places, they serve as a contrast with the settlement patterns of the adjacent Mount Misery and Redwood areas, which developed in a piecemeal fashion and are undistinguished today in terms of architectural character, cohesiveness and integrity.

Neither of these two areas – Mount Misery and Redwood – experienced the same development as the SANS Historic District, due in part to their geography. Mount Misery, as its name suggests, is rugged terrain compared to the adjoining residential areas of the village. It resisted development until the mid-20th century, and maps of the 19th and early 20th century periods show it as isolated and uninhabited. During the study period, streets were laid out over time without a unifying plan, resulting in individual house lots that were improved over the course of decades and neighborhoods that now lack visual or architectural coherence.

The Redwood area, by contrast, seemed better suited for planned residential development at the beginning of the study period. Essentially a flat peninsula connected by a narrow stretch of land within close proximity to downtown Sag Harbor, Redwood is surrounded by protected bays which made it ideal for residential development with year-round views and easy access to the

waterfront. But Redwood's subdivision was envisioned too soon – in the early 1930s – before an infrastructure of access roads could support it, and as a result the land remained undivided and undeveloped, evolving in later decades on a lot-by-lot basis, unsupported by a unified marketing plan.

Although it didn't produce any individual buildings or clusters of buildings that characterize the period in which it was developed, Redwood nevertheless provides a case study for examining why the suburban development typical of Long Island in the '40s, '50s and '60s didn't reach Sag Harbor (with the exception of the unique and noteworthy SANS neighborhoods, as noted above). The Redwood area was subdivided into roads and house lots in 1949, but unlike SANS, it lacked a marketing plan and a target population for promoting or financing its development. House construction proceeded on a lot-by-lot basis for the next two decades. Like the Mount Misery area, lots were acquired over a period of decades and houses were constructed reflecting the styles, resources, and needs of individual owners.

As reported in the *East Hampton Star* on June 5, 1931:

A real estate transaction of unusual significance in the light of present conditions in Eastern Long Island has been disclosed.

It was announced that Charles H. Stoll, New York attorney and real estate investor, but even better known because of his international reputation as a big game hunter, had purchased the 210 acres of unimproved land in Suffolk County, with extensive frontage on Shelter Island Sound, known as the Sleight tract.

The property is within a half mile of the new bridge, which is about to be constructed across an arm of Peconic Bay at the south end of Shelter Island, as a part of the

\$5,000,000 program of public improvements which has just been undertaken by the county of Suffolk.

It was reported at the time that the County was planning to improve infrastructure to attract real estate investment “with the result that important population and general business increases would result.” But the bridge the County planned was never built and nearby roadways went unimproved. It was not until 1949, nearly two decades later and at the start of the study period, that Stoll announced he would clear approximately 70 acres for development, and in 1950 ownership of the roads he laid out was assumed by the village for maintenance purposes. Advertisements for selling Redwood lots appeared in the local newspaper, promoting “choice building lots available including waterfront sold on easy terms.” A land sales office was constructed on the causeway, at the entrance to the peninsula. But unlike the large scale, planned residential developments of the ‘50s and ‘60s like those undertaken by the Levitt brothers in Nassau County, the Redwood scheme did not feature the model homes or financing for buying them, two important factors which created neighborhoods with visual unity. Lots were bought and improved in Redwood on an individual and piecemeal basis, and a majority of the houses built over the years since its subdivision have been remodeled, enlarged or replaced.

Suburbanization, which altered many communities in Nassau and western Suffolk Counties and eradicated historic fabric in the process, didn’t reach Sag Harbor. A regional phenomenon nevertheless and a major characteristic of the post-WWII decades, the trend failed to reach Long Island’s East End primarily for geographical reasons; as a consequence, much of the building stock was left unaltered. Other, more important factors – tourism and historic preservation – would make the greatest impact on Sag Harbor during the study period and help shape its evolution after World War II.

2.2.3 Tourism

Geography, which caused the founding of Sag Harbor village as a port town and whaling center in the early 18th century because of its large, protected harbor, was also the driving factor behind the advent of its tourism industry in the mid-19th century. As profits and employment from whaling and related industries waned, a surge in recreational travel “discovered” Sag Harbor and sustained its economy. Hotels, boardinghouses and a myriad of businesses and services later developed around day-trippers, vacationers and resort home owners. Sailing vessels followed by steamships plied Long Island Sound on regular schedules, and a branch of the Long Island Railroad connected the village to the main line in Bridgehampton in 1870. But just as this new industry had taken advantage of contemporary modes of travel familiar to vacationers in the late 19th century, it was thwarted by a modern 20th century era of transportation – the advent of the automobile – which reshaped the region’s economic landscape after World War II.

Located as it is on eastern Long Island, far from larger population centers to the west, access to Sag Harbor by automobile became increasingly difficult as an antiquated and inadequate road network effectively isolated the Village as the relic of a bygone era. While this quaint “quality” may have appealed to some travelers (notably the author John Steinbeck), it no longer attracted mainstream vacationers in the 1945-1970 study period. Unlike neighboring resort villages like Southampton and East Hampton, which boasted unsurpassed ocean beaches and other amenities, Sag Harbor was historically a port town with small bay beaches and a year-round population of wage earners who made their living in the factories and industries that prospered in the 19th and early 20th century.

While tourism played an important role in the history of Sag Harbor after the mid-19th century and into the early decades of the 20th, the significance of this national pastime was greatly diminished in the post-WWII decades due to factors beyond the village's control. Historical modes of transportation, first the sailing vessels and then steam-powered pleasure boats that plied Long Island Sound, had brought large numbers of vacationers to Sag Harbor, Greenport and other eastern Long Island destinations in the mid- to late 19th century. The Long Island Rail Road reached the village in 1870, facilitating tourism; as a result, hotels and boardinghouses – often converted from larger, one-family dwellings – became popular. The local economy boomed as a result. But with the increasing affordability of the automobile by the late 1930s, vacationing “took to the road” and rendered the steamboats and railroad lines that catered to summer travelers obsolete. Construction of intersecting parkways across Long Island enabled access to resort destinations in Nassau and western Suffolk counties, but not to its most eastern villages. Significantly, Sag Harbor's railroad spur was abandoned in 1939, ending direct rail connection to the village and making access even more difficult to prospective vacationers.

The decline in traditional tourism signaled a new era in post-World War II Sag Harbor. In a village that had relied historically on the “whale fishery” as its primary industry during the late 18th and 19th centuries, it discovered the national pastime of tourism (vacationers as well as resort home owners) as a new economic mainstay in the late 19th and early 20th centuries. With the advent of the automobile, however, Sag Harbor found itself increasingly marginalized. Recognizing and responding to the role that tourism had played in its economy in the early 20th century, village residents responded by initiating a Whalers' Festival in 1963 and began a tradition of celebrating their local history that attracted new visitors. This shift from traditional tourism to “heritage” tourism – the conscious exploitation and promotion of Sag Harbor's

historical resources to attract vacationers – was a significant development in the study period. Shortly after the first festival, under the leadership of a newly formed Chamber of Commerce, the village constructed a replica windmill on the wharf in 1966 as the Chamber’s information center, symbolizing the history that distinguished Sag Harbor from other eastern Long Island communities.

The windmill is a unique structure; like the Big Duck in nearby Flanders, which was the inspiration for Robert Venturi’s and Denise Scott Brown’s coining of the contrasting architectural terms “duck” and “decorated shed,” Sag Harbor’s windmill is a “duck” and an early example of roadside architecture in its purest form. Built to attract the attention of passersby with its frank, outward expression of a historical and recognizable enterprise once commonplace on eastern Long Island, the windmill’s function as headquarters and distribution center for the Chamber of Commerce was equally apt. Although frankly a replica, the “windmill” derives its significance as an example of roadside architecture and from its use as a stimulus to tourism, which the community rediscovered as a means of rebuilding its economy in the study period.

Ironically, the relative isolation and economic stagnation that the village experienced in the aftermath of World War II led not only to the construction of a *faux* windmill – a tourist attraction built to look like a historic structure – but also to a new and positive trend that suited Sag Harbor’s long-term economic viability by preserving and promoting its authentic historic sites and architecture. This trend, later known as “heritage tourism,” evolved over time in the village and was the natural outcome of two related factors: the longstanding tradition of tourism and a local impulse to preserve and protect the village’s historic, character-defining architecture.

2.2.4 Historic Preservation

Despite the declining economy in the 1930s and decreasing population figures throughout the period of study – and due in part to the threat of suburbanization – a significant movement took hold among local residents in the post-war years that can be described as “civic pride,” the re-discovery of the community’s history and a collective desire to identify and preserve its unique heritage and sense of place. This phenomenon had far-reaching effects in the decades after WWII and became manifest in numerous ways: first in the creation of the Suffolk County Whaling Museum and the publication of Nancy Boyd Willey’s *Built by the Whalers: A Tour of Historic Sag Harbor* (1945); in the preservation of the Customs House, one of Sag Harbor’s most significant historical landmarks, which was saved and relocated by a newly formed Old Sagg-Harbour Committee (1948); and later in the construction of a replica windmill on the Village wharf by the Chamber of Commerce, which served as a visitor’s center for summer tourists (1966).

As one of the underlying themes of the study period, early historic preservation efforts targeted historic village architecture and, coincidentally, prevented new construction that might have replaced it. By saving the Customs House and realizing its potential as a tourist attraction, for example, and by providing a long-term public use for the Benjamin Huntting House (the Whaling Museum), local preservationists maintained the *status quo* in the post-WWII decades while paving the way for an economic boom in the late 20th century that would result in a surge in tourism and second home ownership. New construction was not the goal of preservationists; saving what was uniquely significant to local history was their objective, and while it did not change the built environment, except insofar as buildings were relocated when necessary, the accomplishments of preservationists had a profound effect on the village.

Historic preservation in Sag Harbor – a local trend that began decades before the national movement by that name – traces its roots to the turn of the 19th century and the eventual incorporation of the original Whaling Museum in 1945. As related by Dorothy Zaykowski in *Sag Harbor: The Story of An American Beauty*:

A group of local citizens interested in preserving the historical integrity of the village, honoring their founding fathers, and endeavoring to keep alive interest in Sag Harbor's past, met in 1895 to establish a historical society...

By 1903 the Historical Society seemed to lose momentum...

Renewed interest in the Historical Society in 1936 brought about its revival... its aim 'to engender and develop an appreciation and regard for the historical background of Sag Harbor and surrounding areas...

One of the main objectives of the group was to open an historic and whaling museum.

[Pages 295-297]

After considering the basement of the John Jermain Memorial Library, the ground floor of the Masonic Temple – formerly the Benjamin Hunting House and later the residence of Olivia Slocum Sage – was selected. The society's "museum" opened in 1936; objects were solicited from local residents, and the acquisition of the building from the Masonic Lodge and incorporation as the Suffolk County Whaling Museum was later accomplished in 1945, with lodge members remaining as life tenants. This signature event signaled the beginning of heritage tourism in Sag Harbor.

Another significant event of that year (1945), the publication of Nancy Boyd Willey's *Built by the Whalers: A Tour of Historic Sag Harbor*, responded to the growing need for a publication to accommodate the increasing number of summer visitors to the village. The booklet

was sponsored by the Old Sagg-Harbour Committee, which was formed in 1944 by Henry Trigrar Weeks, a retired architect who devoted his time and expertise to identifying and saving Sag Harbor's endangered historic buildings. Although Weeks' personal campaign to convince the Old Whalers' Church elders to rebuild their steeple, a casualty of the 1938 Hurricane, were ultimately unsuccessful, his work to preserve the Custom House in 1948 was fulfilled. New Jersey Governor Charles Edison, whose summer home stood at the corner of Main and Garden Streets, was convinced to provide a site and contribute funds to relocate the endangered Custom House across town and preserve it from demolition. The historic house, which was then derelict, was moved under the direction of the Old Sagg-Harbour Committee in 1948 and partially restored and furnished for exhibition, and later donated for long term preservation to the Society for the Preservation of Long Island Antiquities.

The creation of the Whaling Museum, publication of Nancy Boyd Willey's *Guidebook*, and relocation of the Custom House all occurred at the beginning of the study period, signaling the advent of local historic preservation in Sag Harbor. In 1954, the Old Sagg-Harbour Committee reincorporated as an educational organization with the purpose of managing the Custom House as a museum, but was unable to raise sufficient funds. Its gift of the property to the Society for the Preservation of Long Island Antiquities in 1966 realized its objectives. Under new ownership, the Custom House became the subject of major research, restoration and museum installation between 1969 and 1972, reopening that year as one of this regional preservation organization's primary historic sites.

The most significant incentive to local historic preservation, however, was Robert H. Pine's transformative planning study, *Sag Harbor: Past, Present and Future*, which was commissioned by the village and later published in June 1973. Pine was a professional

planner; assisted in his study by other preservationists (Joan Baren, illustrator; Otto Fenn, photographer; Nancy Willey, historian; Ellen Rosebrock, architectural historian), the author produced a persuasive study document that explored Sag Harbor's architectural history, current economic and social conditions, and future prospects. Pine observed:

Sag Harbor occupies a unique position on the American scene... Up to now, the very isolation of the Village, outside the development perimeter of the New York Metropolitan Area, has given posterity two gifts – the preservation of a 19th Century village as it existed through all of its phases, and time to consider what, if anything, we care to do about it. Sag Harbor is unique in that it has remained intact while other port communities have undergone one or more waves of redevelopment as their economic functions changed... or as they have been absorbed by urban expansion.

[P. 63]

Referencing the recent Suffolk County Planning Commission's *Sag Harbor Study and Plan* (1971), Pine quoted:

...it is quite obvious that Sag Harbor has the character of a national historic district, a living part of American history. Though it is a small town, Sag Harbor is as much a part of the national scene as the French Quarter of New Orleans, or Greenwich Village in New York.

[P. 63]

The author concluded his assessment with a warning and a call to action:

In recent years there has been a new influx of permanent and seasonal residents into Sag Harbor who have either built new homes or remodeled older structures. This, combined with mounting development pressures from eastward urban expansion, has

placed the natural and man-made environment of Sag Harbor under increasing pressure and has brought the Village to a time of decision as to what course it will take in the future.

[P. 64]

Occurring soon after enactment of the National Historic Preservation Act (1966) and the New York State legislature's authorization of municipalities to exercise regulatory powers over historic areas (1968), Pine's recommendation that Sag Harbor create a preservation program was endorsed quickly and a Historic Preservation Commission appointed. The *Sag Harbor Village District* was entered into the National Register of Historic Places on July 20, 1973. After three decades of advocacy, the Village of Sag Harbor acknowledged its commitment to historic preservation as a path forward. The historic district, later expanded in 1994, remains a central feature that guides and controls the growth of the village. In retrospect, the publication of Robert H. Pine's planning study, *Sag Harbor: Past, Present and Future*, in 1973 and the formation of its first historic district must be seen as a turning point in village history and a culmination of the post-World War II study period.

2.3 Associated Property Types

The property types that characterize Sag Harbor’s development during the post-World War II study period mirror national trends. It was an era in which the village continued to recover from the impact of the Great Depression but re-established its economy by attracting small businesses and by renewing its reputation as a tourist destination. The significant building types and functions previously identified in the 1991 survey – most notably residential, commercial, educational, and recreational – continue throughout the 1945-1970 study period.

To be considered for inclusion as a “contributing resource” in the updated *Intensive-level Historic Resource Survey*, a building constructed in Sag Harbor during the study period either exhibits an architectural style or form that is identifiably characteristic of the mid-20th century or is representative of a historical theme identified and described in the 1991 survey. Among the mid-20th century residential examples, contributing resources are well-preserved examples of Ranches and Split-levels that express innovative floorplans, design elements and materials. So-called “builder’s economic houses” – e.g., modest, single story dwellings lacking specific architectural style or distinction – are also considered for inclusion if they retain a high degree of integrity. This building type gained historical significance in the post-World War II period in the context of mass production, financing and marketing which had become hallmarks of the housing industry after the war.

The residences built in Sag Harbor during the study period are widely scattered due to the fact that the majority of downtown village parcels were already improved before World War II. These “infill” residences also tended to be relatively small; pre-existing village lots were often narrow, reflecting the needs and resources of 19th century home builders. As Mary Mix Foley comments on residential architecture that typified the early years of the study period:

Each period in American architecture has produced a favorite small house... For at least three decades, through a depression, a world war, and the immediate postwar years, America's dream house remained the Cape Cod cottage, a neat one-and-a-half story dwelling with white clapboards and green shutters, a nostalgic and comforting symbol of home.

[Foley, *The American House*, p. 220]

Examples of the Cape Cod style include the house at 73 Rysam Street (right), which retains a high degree of integrity and features both a façade gable and an attic dormer on the front



façade. The large chimney, symmetrical fenestration and center door are characteristics of the form.

In addition to the Cape Cod cottage, of which several examples were built in Sag Harbor, Foley identifies another house form that typified mid-century American residential construction – the “builder’s economic house” – a term “indicating the house of size and price most in demand at any given period” [Foley, page 220]. Lacking picturesque “Colonial” features like multi-paned windows and shutters, bracketed eaves or an over-sized brick chimney, and a steep gable roof, the most affordable houses of the post-war years were compact and rectangular in form, with a low pitched gable roof, front door placed to the right or left on the façade to maximize interior space, and fenestration that reflected room layout (e.g., large picture window

centered on the living room, smaller windows for bedrooms, and a narrow window signifying the bathroom).

Few examples of the “builder’s economic houses” built in Sag Harbor in the 1940s and ‘50s retain sufficient architectural integrity to be included as contributing resources in the survey



because they were easily altered, enlarged or replaced in the decades that followed their construction. Exceptions include the house at 10 Jefferson Street (left), a classic example of the form which appears to be unaltered from its original construction. While its recessed and centered front doorway, flanked by

six-over-six light windows, are exceptional for the form, the basic rectangular massing, low pitched gable roof and overall lack of architectural style are representative of the “builder’s economic house” form.

Another example located at 76 Bay Street is typical (right). Its overall rectangular massing, simple fenestration and low-pitched gable roof are characteristic of the house type.



By the 1960s, however, there was a noticeable shift in home construction, both locally and nationwide. As noted by Foley:

... as the pent-up demand of young families was satisfied and the country moved into the prosperous Eisenhower years, the builder's economic house became a larger dwelling. The split-level was born.

A creation of modern architecture, the split-level idea was taken over by the speculative builder, dressed in semicolonial or ranch trappings and presented to the customer as an expanded version of the minimum house. Rooms were small and there was no waste space; no attic, no cellar, no porch... Though hardly a mansion, America's dream house had become something other than a one-and-a-half story cottage.

[The American House, p. 220]

A good example of the Split-level house type in the survey area is located at 265 Division



Street (left). Constructed c. 1965, this residence exhibits not only the bi-level organization of massing which is the hallmark of the house type, but also employs an extended, low-pitched gable roof that elongates the front façade. The paired and grouped vertical window sash are typical of the period as well.

A contemporary of the Split-level residential type, the Ranch house, was an expanded and more elaborate version of the one-story economic builder's house illustrated above. The so-

called “trappings” distinguishing the type and referenced by Foley included architectural features such as hipped roofs, integral garages or car ports, and a combination of façade materials such as



brick or stone veneer in addition to traditional wood shingle or clapboard siding. The massing of a typical Ranch type house became more complex as the house size increased, as illustrated in this example at 187 Hampton Street (left), which retains low-pitched pyramidal roofs arranged symmetrically to emphasize the center

entry. The exterior fenestration echoes the interior room layout.

In addition to residences, several significant commercial, educational and recreational buildings were constructed in Sag Harbor’s downtown area during the study period. These include the American Legion’s Chelberg & Battle Auxiliary Post 338 (1954) on Bay Street, St. Andrew’s School and Auditorium (1964) on Rte. 114, and the Security National Bank (1969) at the



foot of Main Street. Each of these significant buildings exhibited the renewed confidence that local residents expressed in their community during the study period. Each also retains a high level of architectural integrity.

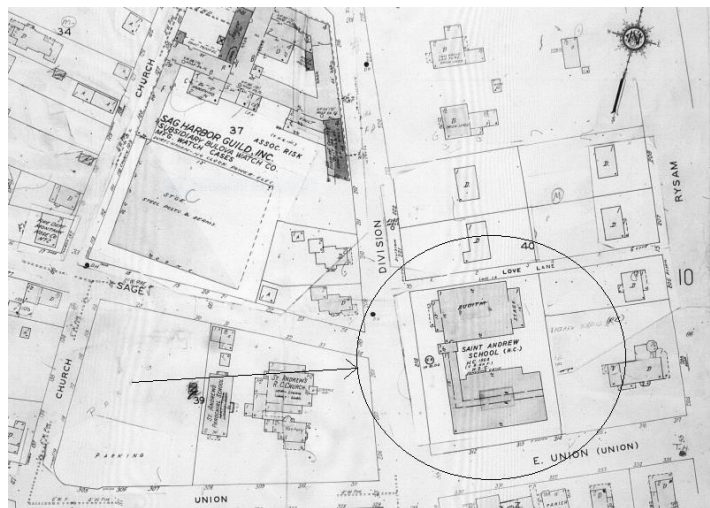
The brick Neo Georgian bank building on Main Street (above), which is monumental in scale and appearance when compared

with other downtown Sag Harbor commercial structures, occupies the site of the 19th century Bay View Hotel that was demolished in the 1940s. The contrast between the imposing masonry bank and the earlier brick hotel that it replaced is indicative of the changing economy of the period and the local interest in reviving historical styles compatible with the movement to preserve historic architecture throughout the village. The Neo Georgian bank building, which incorporates two massive end chimneys, is actually residential in appearance despite its size and location, and is reminiscent of contemporary large-scale estate houses of the period.



The Catholic school and auditorium constructed to replace the school that the Religious Sisters of the Sacred Heart had opened in 1877 demonstrated the commitment of the local population to its faith and education (left). Because of the concentration of Italians, Irish and other

ethnic European nationals – many of them Roman Catholics, drawn to Sag Harbor at the turn-of-the-century for employment – it is not surprising that a larger school was needed by the mid-20th century to serve the children of this population. The school is built of brick and is one story in height, its flat-roofed main section connected to a gable-roofed gymnasium.

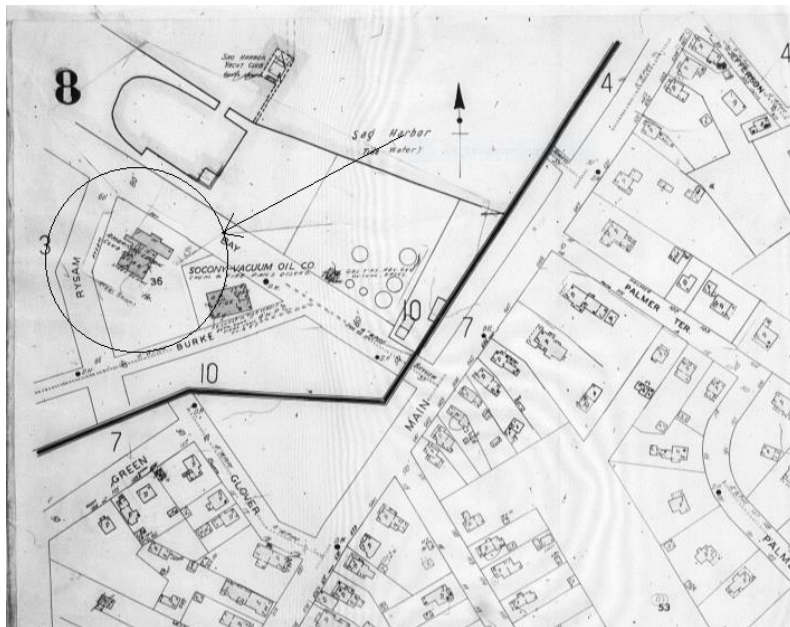


Map of Sag Harbor, Sanborn Map Co., 1964. Sheet 5 (detail)

And it was these same residents, some of whom served in either or both World Wars I or II, who retained the locally prominent architect Arthur Newman to design the American Legion Hall, which was built on Bay Street in 1954 (right). The architect employed a streamlined, Art Moderne style



for this building, unlike any of his known work. Newman was a well-known and prolific Bridgehampton architect who had provided his architectural services *pro bono* to the Old Sag Harbour Committee to save and relocate the Customs House in 1948. He was also instrumental



Map of Sag Harbor, Sanborn Map Co., 1964. Plate 8 (detail).

in preserving and designing compatible additions to both the Bridgehampton and East Hampton Presbyterian Churches in the same time period. His interest and involvement in historic preservation causes had brought him to the attention of the Sag Harbor community,

although his design for the American Legion Hall – an exception to his normal output – was decidedly modern in style.

The most remarkable and unusual structure built in Sag Harbor in the post-World War II survey period was the replica “windmill” on Long Wharf (right). As stated earlier in this narrative, the windmill is an example of roadside architecture, and therefore a distinctive and characteristic building type for its time. The windmill was conceived and constructed by the newly formed Chamber of Commerce to promote the history of the village, attract tourists, and serve as quasi-headquarters for the organization. In the decades since its



construction, the windmill became the focal point of the wharf, reinforcing its intended function as a tourist center for the village. The structure combined two underlying themes that characterized the village in the decades following World War II: heritage tourism and historic preservation. Its prominent location and emblematic presence continue to dominate downtown Sag Harbor today.

3.0 Recommendations

The post-World War II study period for the Village of Sag Harbor (1945-1970) was characterized by its recognition of local history as expressed by the preservation of local landmarks and rejuvenation of the village's tourism industry. The impact of the Great Depression at the outset of the period was especially severe in Sag Harbor, whose residents depended on local industries – first whaling, followed by light manufacturing and tourism in the late 19th and early 20th century – for employment. The closure of small businesses and the Fahys Watch Case Factory in 1931, Sag Harbor's largest employer, dealt the village a major blow. Despite its deep-water harbor, picturesque landscape and historic resources, Sag Harbor's long and profitable tourism industry suffered a similar fate. With the proliferation of the automobile as a mode of transportation available to many middle-income Americans by the 1930s, the old whaling town became a remote and inaccessible destination for most travelers.

In response to the decline of its economic base after the Great Depression, Sag Harbor residents began a long and sustained path to financial recovery in the decades following World War II. The village, which was substantially built up by this time period, already preserved many of the historic 19th and early 20th century structures that defined its distinct architectural and historical character. Little new construction of significance took place during the decades following World War II, with several notable exceptions deserving of recognition and preservation today. Instead, what defines the 1945-70 study period was the identification, preservation and promotion of existing historical buildings, a significant and spontaneous movement that laid the groundwork for economic recovery and the development of heritage tourism in the decades that followed.

Research into the post-war period documented that a major turning point in the history of Sag Harbor took place a few years after the study period – in 1973 – when the recommendations of a comprehensive planning study were endorsed by village leaders, resulting in Sag Harbor’s first historic district. Coinciding with the nationwide historic preservation movement, this was a transformative moment for the village that culminated the efforts and aspirations of history-minded residents who had sought to preserve and promote its history throughout the study period. The two major themes of the post-war period – historic preservation and heritage tourism – were realized in the creation of the historic district. It is therefore recommended that future expansion of the historic district be justified by a 1945-1973 “Period of Significance” in recognition of this watershed event.

Field work has yielded 64 historic and cultural resources that appear to be eligible for nomination to the National Register of Historic Places; 63 of the resources would require updating and expanding the existing historic district (see: **Appendix A Eligible Contributing Resources**), while one additional property – the c. 1949 John Steinbeck Cottage – is situated outside of the recommended historic district boundary lines, but due to its association with a literary figure of such national prominence, merits consideration for individual listing in the National Register of Historic Places. Of the 64 identified resources, 18 date from the study period (1945-1970) and 46 from the pre-World War II period previously described and justified in the 1991 survey.

It is recommended that the boundary lines of the existing Sag Harbor Village Historic District be redrawn and the district enlarged to incorporate the additional resources identified in the survey. These resources justify an increase in boundary lines of the historic district either

because they date from and characterize the building types of the study period (1945-70) or because they characterize buildings types of an earlier historical period previously identified in the survey of 1991.

There are nine boundary changes recommended for the existing historic district, of which eight are minor in scope. Only one recommended increase to the historic district, which stretches from Bayview Avenue on the south to the intersection of upper Glover Street and Redwood Road on the north, is relatively large in area. This section of the village was not included in the earlier 1991 survey; its boundary increase is justified by the fact that it encompasses a neighborhood which preserves several turn-of-the-19th century residences as well as the former Cilli Farm (two tax parcels), a former dairy farm on Glover Street which was active in the early 20th century, and is now preserved as a Southampton Town Park.

Beginning at the southwesterly corner of the present historic district and proceeding counterclockwise, the eight recommended minor boundary increases are as follows:

- Lower Main Street (#406, #410, #414, #418, #422 and #441 Main Street)
- Lower Suffolk Street (#144 Suffolk Street)
- Harrison Street (#19 Harrison Street)
- Harrison and Grand Street cluster (#56, #57 and #60 Harrison Street; #48 Grand Street)
- Montauk Avenue (#31 Montauk Avenue)
- Hampton Street (#187 Hampton Street)
- Franklin Avenue (#83 Franklin Avenue)
- Bridge Street (#7 Bridge Street)

These recommendations for eight minor boundary increases will add a total of 16 contributing resources to the current historic district. In addition, a larger increase to the existing historic district is recommended for the area of Bayview Avenue, upper Glover Street and its intersection with Redwood Road:

- Bayview Avenue, upper Glover Street and Redwood Road (#10, #18, #19, #22, #23, #27, #30, #31, #35, #39, #42, #49 and #50 Bayview Avenue; #100 – two parcels – , #124, #128, #132 and #133 Glover Street; and #4, #16 and #23 Redwood Road).

These proposed 22 additional historic resources, when combined with the 16 resources located within smaller boundary increases, will have the net effect of increasing the number of contributing resources to 38 that are located within the areas of an expanded Sag Harbor Village Historic District.

Furthermore, it is recommended that the following 25 historic resources which are currently located within the existing boundaries of the historic district be designated as contributing resources:

- #26 and #76 Bay Street
- #11 and #15 Bayview Avenue
- #121, #135 and #286 Division Street
- #39 Hampton Street
- #82 Hempstead Street
- High Street (SCTM 302-1-1-2)
- High Street (SCTM 302-2-7-4.2 & 4.3)
- #10 Jefferson Street
- #16 and #20 Liberty Street

- #5 Love Lane
- #17 and #89 Main Street
- #12 Montauk Avenue
- #17 Mulford Lane
- #37 Oakland Avenue
- #73 Rysam Street
- #49 Suffolk Street
- #11 Washington Street
- #8 Wharf Street

The combined number of resources recommended for inclusion in an expanded historic district – 63 – is the total of 25 located within the existing district and 38 within the areas of district boundary increase. In addition to these 63 historical resources, one of potential local, state and national significance – the c. 1949 John Steinbeck Cottage located at #2 Bluff Point Lane – is situated at too great a distance to justify a boundary increase to the historic district, but possesses exceptional cultural value and is worthy of consideration as an individual listing in the National Register of Historic Places. It is therefore recommended that the nomination of this cultural resource be sponsored by the owner or an authorized representative.

In summary, it is recommended that the boundaries of the existing National Register and locally designated Sag Harbor Village Historic District be expanded to include 63 additional historic and cultural resources. In addition, it is recommended that the historic c. 1949 John Steinbeck Cottage be nominated as an individual listing in the National Register, bringing the total number of newly designated resources in the Incorporated Village of Sag Harbor to 64.

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5.0 Appendices

Appendix A Eligible Contributing Resources

Appendix B Annotated Suffolk County Tax Maps

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Appendix B Annotated Suffolk County Tax Maps

Appendix A
Eligible Contributing Resources

Bay Street



SCTM #302-2-3-1

26 Bay St., 1954. One story, multi-bay, flat roof masonry American Legion Hall building. Banded raised central section with scalloped band at roof line.



SCTM #302-2-3-23

76 Bay St., c.1955. One story, asymmetrical 3 bay, low profile gable roof shingled residence. Picture window, end facade entrance, and slit window.

Bayview Avenue



SCTM #903-3-1-110.2

10 Bayview Ave., c.1900. 2 story, 3 bay, gable roof clapboard residence. Deep eave

boards, wide eave bargeboards, and squared window pane frames in paired windows at gable peak.



SCTM #903-3-1-57.3

11 Bayview Ave., c.1860. 2 story, 3 bay, gable roof clapboard residence. Deep molded cornice, wide cornerboards, and later gabled entry porch.



SCTM #903-3-1-52

15 Bayview Ave., c.1890. 1 1/2 story, 3 bay, gable roof shingled residence. Wide eave boards, molded lintels, paired windows on upper story, and round arch louvre in gable peak.



SCTM #903-3-1-58

18 Bayview Ave., c.1890. 2 story, 3 bay, gable roof clapboard and shingled residence. Wide, deep cornice and eaves, scalloped shingles in gable peak overhang, and paired square gable windows.



SCTM #903-3-1-51

19 Bayview Ave., c. 1890. 1 1/2 story, 3 bay, gable roof, clapboard residence. High roof plate, hipped roof entry porch with turned posts, and decorative corner brackets.



SCTM #903-3-1-59

22 Bayview Ave., c. 1900. 2 story, 3 bay, gable roof shingled residence. Shed roof front porch with squared posts, shed roof squared bay window on side facade, squared window pane frames in entry door and in paired gable windows. Later rear addition.



SCTM #903-3-1-50

23 Bayview Ave., c. 1920. 1 story, multi-bay, hipped roof shingled residence. Paneled window band above lower shingle wall, exposed rafter ends, and shed roof dormer. Later enclosed porch.



SCTM #903-3-1-49

27 Bayview Ave., c. 1900. 1 story, 2 bay, cross axial gable roof shingled residence. Shed roof wrap around porch with squared posts, paired windows, and bay window on side facade.



SCTM #903-3-1-61

30 Bayview Ave., c. 1890. 2 story, gable roof, shingled residence. Diamond pattern shingled filled gable, shed roof entry, and overhanging side upper story gabled bay. Later enclosed front porch and rear additions.



SCTM #903-3-1-48.1

31 Bayview Ave., c. 1900. 2 story, 3 bay, gable roof shingled residence. Gabled entry porch with squared posts, paired windows in gable peak, and shed roof bay window. Later shed roof side addition.



SCTM #903-3-1-47.1

35 Bayview Ave., c. 1900. 2 story, 3 bay, gable roof, L- shaped clapboard residence. Hip roof porch with plinthed posts, paired windows in gable peak, and squared bay window.



SCTM #903-3-1-46.7

39 Bayview Ave., c. 1900. 2 story, 3 bay, gable roof shingled residence. Hip roof side entrance block.



SCTM #903-3-1-64

42 Bayview Ave., c. 1910. 2 story, 3 bay, L-shaped gambrel and sweep roof shingled residence. Hooded side entry at ell with capped enframement.



SCTM #903-3-1-43.1

49 Bayview Ave., c. 1910. 1 1/2 story, 3 bay, gable roof shingled residence. Assymetrical gabled ell, paired windows, and panelled entry with wrap-around window band.



SCTM #903-3-1-66

50 Bayview Ave., c. 1900. 1 1/2 story, 3 bay, L shaped gable and hipped roof shingled residence. Shed roof porch with turned posts and decorative brackets, and paired gable end windows.

Bluff Point Lane



SCTM #903-4-1-3.1

2 Bluff Point Ln., c.1949. 1 story, 4 bay, gable and shed roof shingled cottage residence, summer home of noted author John Steinbeck. Shed roof front extension c.1970.

Bridge Street



SCTM #903-2-2-12

7 Bridge St., c. 1850. 1 1/2 story, 3 bay, gable and shed roof shingled residence. Shed roof entry porch on squared posts with shingled knee wall, and later rear addition.

Division Street



SCTM #302-2-2-42

121 Division St., c. 1964. 1 story, 4 bay, low profile gable roof, vinyl sided residence. Recessed entry door area with three-sash picture window on facade, and 2 slit windows.



SCTM #302-2-6-1

135 Division St., 1964. 1 story, multi-bay, flat and gable roof beige brick school building with auditorium. Deep entry flat roof porch with large squared posts, wide transomed and sidelit double entry door, auditorium section with recessed brick panels and feature window.



SCTM #903-6-4-60

286 Division St., c. 1965. 1 story, asymmetrical, multi-bay, wide gable roof vertical wood board sided residence with lower level split plan. Extruded planar shed roof entry block, paired windows, and four part picture window.

Franklin Avenue



SCTM #302-2-5-24.1

83 Franklin Ave., c. 1965. 1 story, hipped roof, asymmetrical plan multi-bay shingled residence. Cultured stone chimney to ground level at one ell, matching cultured stone section at rear with picture window, additional painted chimney to ground level at entrance with integral knee wall.

Glover Street



SCTM #903-2-1-26.3 and #903-2-1-26.2

100 Glover St., c. 1900. 1 story, 3 bay, gable roof clapboard farm residence, part of the Cilli Farm parcel, which is now a Sag Harbor Village nature preserve. Gable roof entry porch with squared posts, a large 2 over 2 window in gable peak, and a gable roof dormer on side roof with paired windows.



SCTM #903-2-1-31

124 Glover St., c.1900. 2 story, 3 bay, steep gable roof shingled residence. Shed roof front porch with turned posts, wide eave boards at gable ends, and small shed roof side extension.



SCTM #903-2-1-33.4

128 Glover St., c. 1920 (?) 1 story, 3 bay, low profile gable roof clapboard residence. Possibly altered/modernized.



SCTM #903-2-1-34.1

132 Glover St., c.1900. 2 story, 3 bay, gable roof clapboard residence. Shed roof front porch on squared posts. Possibly altered/modernized.



SCTM #903-2-1-36.2

133 Glover St., c. 1900. 2 story, 3 bay, gable roof clapboard residence. Shed roof front porch with turned posts and decorative brackets, deep wide eave boards, molded lintels on first story windows, and squared side bay window.

Grand Street



SCTM #302-5-5-2

#48 Grand St., c. 1890. 1 1/2 story, 3 bay, gable roof shingled residence. Shed roof front porch with squared posts on shingled knee wall, scalloped shingle on overhanging front gable end, and side facade shed roof bay.

Hampton Street



SCTM #302-2-7-38

39 Hampton St., c. 1955. 1 story, 4 bay, gable roof shingled residence. Two gable roof dormers, and central entrance door.



SCTM #302-6-2-13

187 Hampton St., c.1960. 1 story, assymetrical plan, multi-bay, hipped and gable roof, shingled with pink/beige veneer brick residence. Integral garage ell, panelled shutters, and floating fretwork screen at entrance.

Harrison Street



SCTM #903-6-4-73.2

19 Harrison St., c.1920. 1 story, 3 bay, hipped roof shingled residence. Assymetrical fenestration and paired sash windows.



SCTM #302-5-5-19

56 Harrison St., c.1875. 1 story, 3 bay, gable roof shingled residence with flared eaves. Shed roof front porch with decorative vertical detail and shingled knee wall. Later additions to facade.



SCTM #302-5-5-12

57 Harrison St., c. 1900. 1 1/2 story, multi-bay, L-shaped, gable roof shingled residence. 3 part bay window, and later 1 story extension.



SCTM #302-5-5-20

60 Harrison St., c.1900. 2 story, 3 bay, gable roof shingled residence. Shed roof front porch with squared posts and diamond cross-paned window in gable peak.

Hempstead Street



SCTM #302-6-2-28.5

82 Hempstead St., c. 1850. 1 1/2 story, 3 bay, gable roof clapboard residence. Pedimented entry door molding. Later additions. Possibly moved to site.

High Street



SCTM #302-1-1-2

High St., c. 1950. Rusticated granite monument with brass plaque commemorating Sag Harbor's involvement in The War of 1812. Associated American flag pole, grassy area defined by stone curbing.



SCTM #302-2-7-4.2

High St., 1913. 2 stone posts and a memorial plaque set on stone, marking the entrance to this right-of-way parcel to the Sleight-Rysam vault (separate parcel).



SCTM #302-2-7-4.3

High St., 1813. Large flecked brownstone vault tablet cover of the Rysam/Sleight vault.. Includes cementitious base for non-extant upright marker. Site preserves rough hewn granite fence posts on 10 foot centers, drilled for rails and pickets.

Jefferson Street



SCTM #903-3-3-31

10 Jefferson St., c. 1950. 1 story, assymetrical multi-bay, low profile gable roof shingled residence. Deep recessed entry with boarded door enframements.

Love Lane



SCTM #302-2-2-43

5 Love Ln., c. 1960. 1 story, 4 bay, low profile gable roof vinyl sided residence.

Liberty Street



SCTM #302-6-2-24

16 Liberty St., c. 1900. 1 1/2 story, 2 bay, gable roof shingled residence. Shed roof entrance hood with decorative brackets. Later rear additions.



SCTM #302-6-2-23

20 Liberty St., c. 1900. 1 1/2 story, 3 bay, gable roof shingled residence. Shed roof entrance hood with decorative brackets.

Main Street



SCTM #903-2-3-20

17 Main St., 1969. 2 story, 4 bay, gable roof brick bank building. Monumental brick end

chimneys, arched windows on 1st story facade, quoined brick corners, banded section between 1st & 2nd stories, and denticulated cornice. Original brick rear ell.



SCTM #903-3-4-1

89 Main St., 1971. 1 story. multi-bay, flat roof brick bank building. Denticulated cornice bands at roof line and repeated over the angled entrance. Flared cementitious lintels. Formerly the Sag Harbor Power Station, altered and remodeled.



SCTM #903-5-1-14

406 Main St., c.1900. 1 1/2 story, 2 bay, L-shaped gable roof clapboard residence. Paired windows and hip roof bay window on side facade.



SCTM #903-5-1-15

410 Main St., c.1890. 2 story, 3 bay, L-shaped gable roof shingled residence. Wrap

around shed roof porch with turned posts, deep eaves, oriel window on 1st story front facade, and round arch window in gable peak.



SCTM #903-5-1-17

414 Main St., c. 1900. 2 story, 3 bay, gable roof vinyl sided residence. Center entrance, paired windows on side facades, and shed roof rear ell. Fenestration likely altered.



SCTM #903-5-1-18

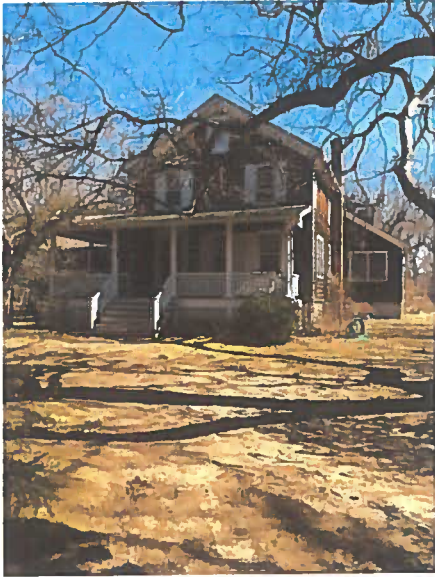
418 Main St., c.1965. 1 story, 3 bay, L-shaped, low profile gable roof shingled residence. Brick knee wall subsumed entrance (now enclosed), hip roof bay window, and paired windows on side facade.



SCTM #903-5-1-19

422 Main St., c.1870. 1 3/4 story, 2 bay, gable roof clapboard residence. Flared eaves,

gable roof entry porch on squared posts, and later hip roof side addition.



SCTM #903-5-2-7

441 Main St., c.1900. 2 story, 3 bay, gable roof shingled residence. Wrap-around shed roof porch with Doric column posts, wide eaves and rakes, and louvered attic window. Later side additions.

Montauk Avenue



SCTM #302-5-4-8

12 Montauk Ave., c.1965. 1 story, 3 bay, gable roof shingled residence. Paired windows and extruded transomed center entrance.



SCTM #302-5-3-21

31 Montauk Ave., c.1820. 1 story, 3 bay, gable roof shingled residence. Early gable roof dormer, early 20th century shed roof porch. Wide square footprint, possible earlier date of construction.

Mulford Lane



SCTM #302-2-3-18

17 Mulford Ln., c. 1960. 1 story, multi-bay, low profile gable roof shingled residence. Recessed secondary entrance on main facade and integral front facing 2 car garage.

Oakland Avenue



SCTM #903-6-1-33

37 Oakland Ave., c. 1955. 1 story, 3 bay, gable roof aluminum sided residence. Projecting center gable roof entrance bay. Picture window.

Redwood Road



SCTM #903-2-1-37

4 Redwood Rd., c. 1900. 2 story, multi-bay, cross axial gable roof shingled residence.

Shed roof front porch with squared posts, deep and wide eave boards, and large triangular square paned window in front gable peak.



SCTM #903-2-1-39

16 Redwood Rd., c. 1900. 1 1/2 story, 3 bay, gable roof shingled residence. Later 1 story low profile gable roof addition.



SCTM #903-2-1-40

23 Redwood Rd., 1954. 1 story, low profile gable roof, vertical board radio transmitting station, WLNG Sag Harbor. Later facade addition c. 1977.

Rysam Street



SCTM #302-2-3-16

73 Rysam St., c. 1950. 1 story, 3 bay, L-shaped gable roof shingled residence. Recessed asymmetrical entry, hip roof front facade bay window, and gable roof dormers.

Suffolk Street



SCTM #903-6-3-12

49 Suffolk St., c. 1900. 2 1/2 story, 2 bay, gable roof shingled residence. Wide overhanging eaves and barge boards. Side entrance.



903-7-2-4.1

144 Suffolk St., c.1900. 1 3/4 story, 3 bay, gable roof cladded residence. Shed roof entrance porch with knee wall.

Washington Street



SCTM #903-2-3-1

11 Washington St., 1931. 2 story, multi bay, flat roof stucco former Post Office building. Decorative roof parapet, 3 part central window bank on 2nd story, and decorative tile panels between 1st and 2nd stories. (This parcel is already listed as contributing resource in the Sag Harbor Historic District, although this building is not named separately on that designated parcel as a contributing resource).



SCTM #302-1-1-2

8 Wharf St., 1966. 2 story, conical roof, hexagonal shaped shingled windmill replica. Sag Harbor Chamber of Commerce Visitor's Center. Gable roof blade access dormer at conical roof peak and 4 squared fretwork wind blades.



Inc. Village of Sag Harbor
Suffolk County, New York



**INTENSIVE-LEVEL HISTORIC RESOURCE SURVEY
INC. VILLAGE OF SAG HARBOR, NY**

- EXISTING HISTORIC DISTRICT BOUNDARIES** ———
- PROPOSED HISTORIC DISTRICT BOUNDARIES** ———
- PROPOSED CONTRIBUTING RESOURCES** ▲

