36-10-AP-5045
Finding Your Way in Oyster Bay Sign Project

Project Description

Work as proposed will follow the *Secretary of the Interior's Standards for Rehabilitation* and conform with the *Design Guidelines* of the Oyster Bay Main Street Association (available at www.oysterbaymainstreet.org).

- 100 street signs will line the main thoroughfares of the downtown and the three major gateways into the downtown (see Map 1). The street signs and brackets were specifically designed to reflect the nautical nature of the downtown and coordinate with the directional and interpretive signs for the downtown (see Fig. 1). They will also meet the new Federal Highway Guidelines.
- 7 Directional signs will be strategically placed around the downtown directing visitors to our main attractions including the water front, museums, parks, and parking near these attractions (see Map 2). These directional signs will help combat sign pollution in the downtown by combining all of the individual signs directing visitors into 7 condensed locations. These directional signs will remove about 14 individual signs from the downtown. (see Fig. 2).
- 10 Interpretive signs will be placed around the downtown forming a walking trail from the west side of the downtown to the east (see Map 3). The interpretive signs are organized to tell the story of how the town has developed and changed over time from it's founding in 1653 to the modern day, highlighting important eras, events, and locations that helped the town to evolve. These signs will replace the original 50+ signs that were to be placed throughout the buildings in the downtown that were originally written through Project L.E.A.R.N.S. These 10 signs were written by the project manager of the grant, compiling the history of the town from the previous signs and various primary and secondary sources. OBMSA is also working with the Oyster Bay Historical Society to update OBHS's pamphlet that highlights important historical buildings in the downtown by incorporating the text written by the students.
- Working with a high school intern, Michaela Mahon, this summer to create a website page devoted to the Preserve America Project. Outlining the walking trail and guiding people to the locations.
- Coordinating this sign project with a similar sign project occurring at National Historic Site Sagamore Hill. They will be placing 6 interpretive signs in the downtown, highlighting the story of Theodore Roosevelt. None of our signs touch on the same material nor are they in the same locations, although they will be referenced on some signs and on the website. Sagamore Hill will also be installing orientation maps in the downtown on OBMSA owned information kiosks. Through these sign grants we are hoping to strengthen our ties to Sagamore Hill and boost our number of visitors.

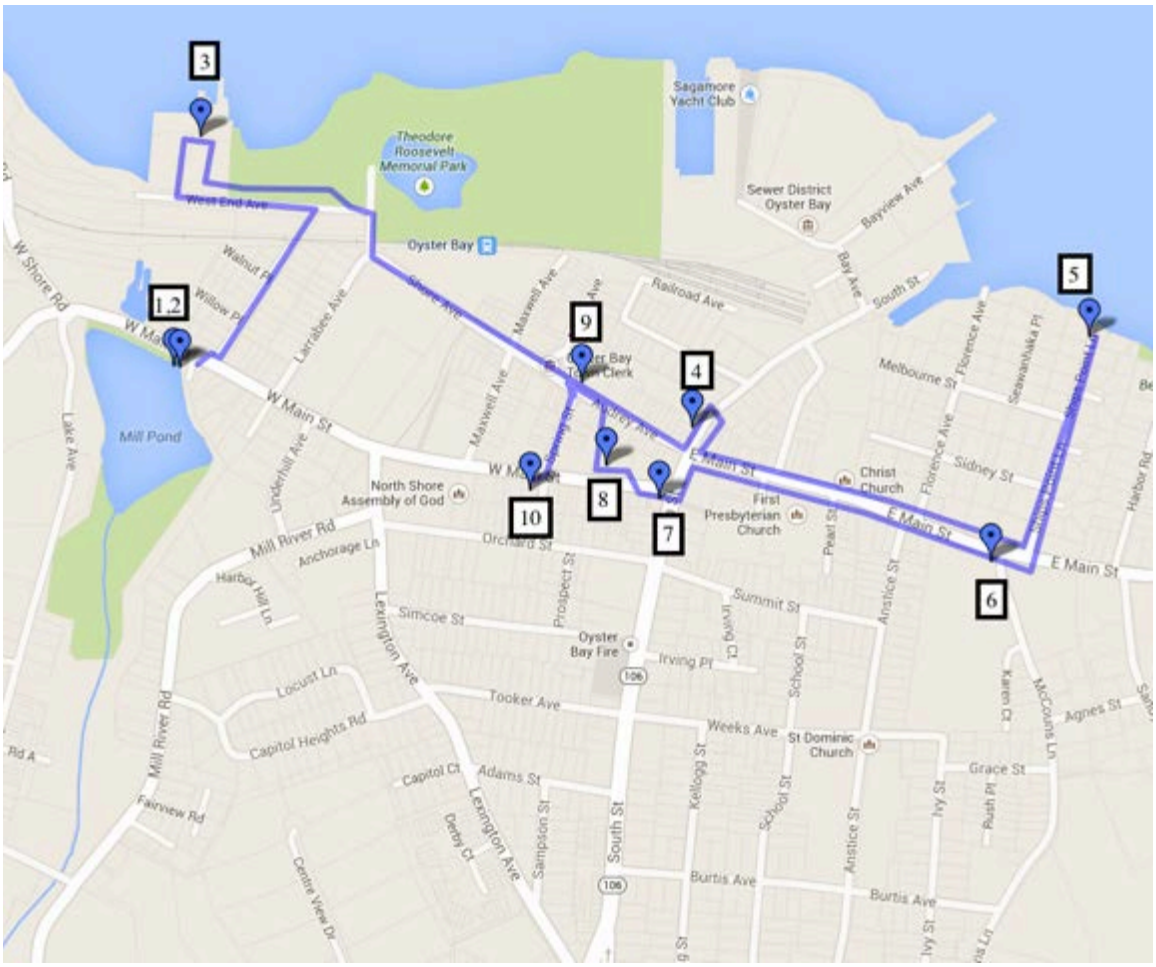
Maps



Map 1. Street Sign Locations in the downtown



Map 2. Directional Signs Locations in the Downtown



Map 3. Interpretive Sign Locations

Wayfinding Signage Locations – Downtown Oyster Bay





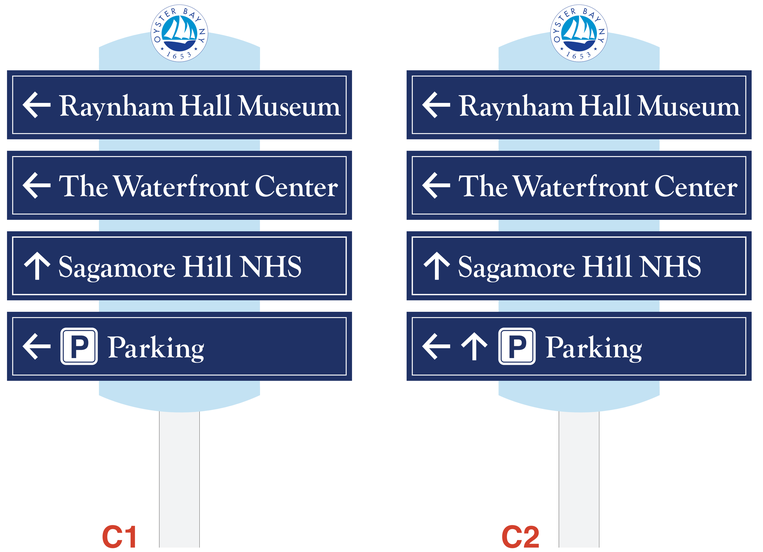
A

LEXINGTON & SOUTH



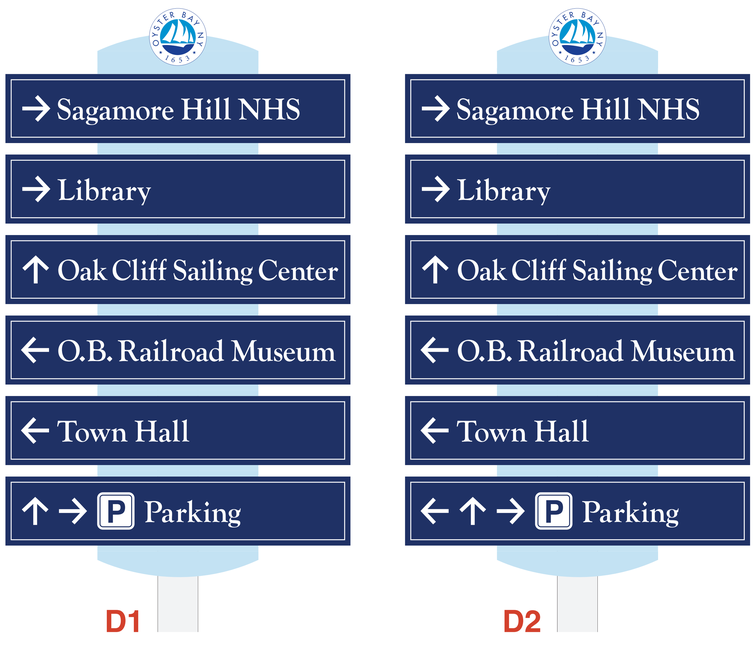
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SOUTH & SUMMIT



C

SOUTH & WEST MAIN



D

SOUTH & AUDREY



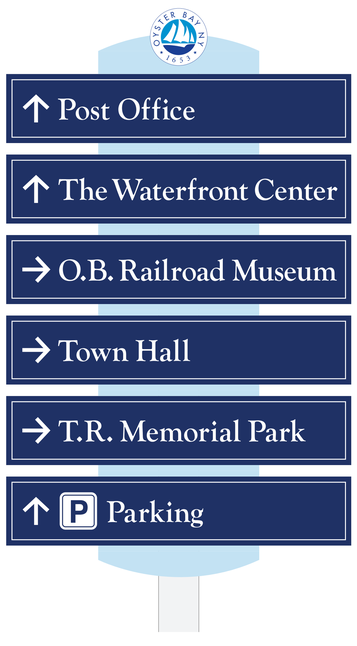
E

WEST MAIN & LEXINGTON



F

WEST MAIN & LARRABEE

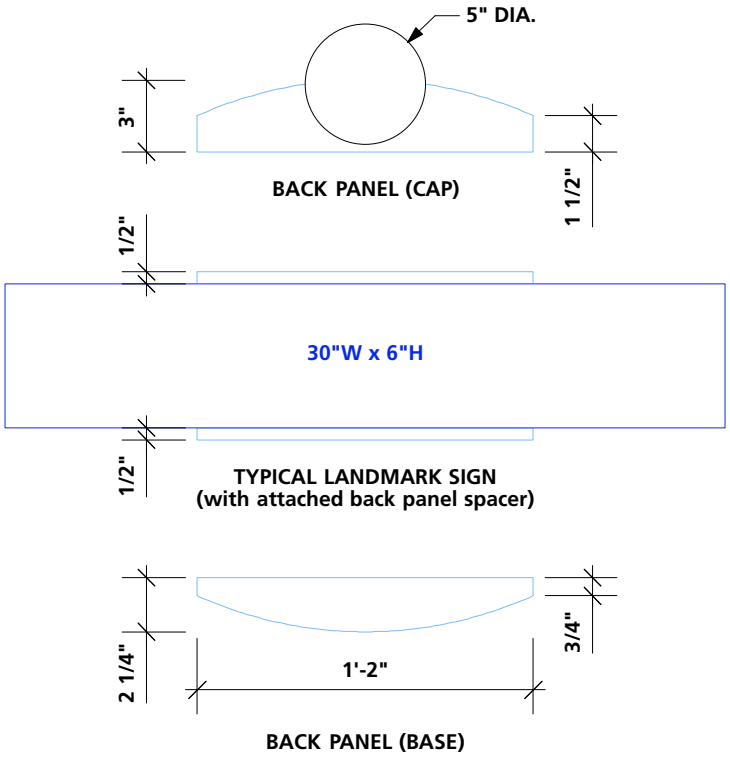


G

AUDREY & SPRING

Project Name	FINDING YOUR WAY IN OYSTER BAY		
Title	WAYFINDING SIGNAGE		
Original Design Date	03.19.12	*Project #*	0742
Revision Date	05.10.12	*Page #*	1 of 1

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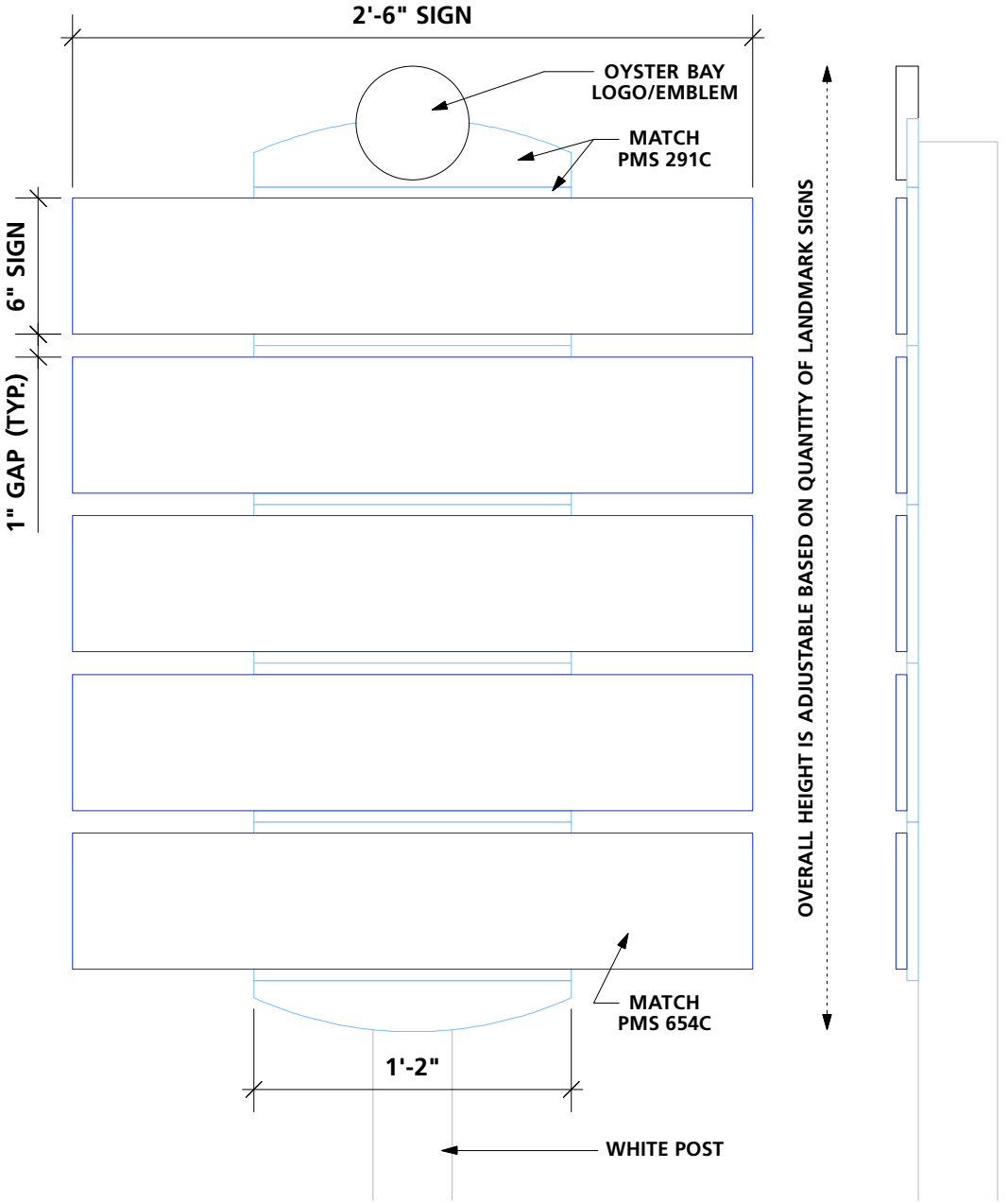
WAYFINDING SIGN COMPONENTS

NOTE:

CONTRACTOR TO VERIFY ALL DIMENSIONS, MATERIALS, AND DETAILS AS SHOWN IN THIS DESIGN CONTROL DRAWING.

CONTRACTOR TO PROVIDE ENGINEERING DRAWINGS OF SIGN THAT WILL BE MADE TO WITHSTAND ELEMENTS AND INSURE LASTING DESIGN AND STABILITY UPON INSTALLATION.

CONTRACTOR TO PROVIDE FABRICATION SAMPLE FOR APPROVAL.



Project Name	FINDING YOUR WAY IN OYSTER BAY				
Title	DETAILS - TYPICAL WAYFINDING SIGN				
Original Design Date	03.19.12	*Project #*	0742	*Scale*	1 1/2" = 1' - 0"
Revision Date	00.00.00	*Page #*	1	*Booth #*	N/A

PRELIMINARY

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Plan Ref. #

WAY-FINDING SIGN













Project Name	FINDING YOUR WAY IN OYSTER BAY
Title	WAYFINDING SIGNAGE - PARKING SIGN OPTIONS
Original Design Date	05.10.12
Project #	0742
Revision Date	00.00.00
Page #	1 of 1

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Summer Colony

Shifting Demographics

Recovery from the Revolutionary War was slow in some cases, but renovations and revitalization began to pick up in the early 19th century. Due to the limitations of travel, Oyster Bay had not had the opportunity to flourish.

In the 19th century Oyster Bay began to attract a more affluent crowd thanks to increased accessibility to and from New York City by steamboat ferries. The hamlet began to be seen as a summer retreat, a place where the wealthy city dwellers could enjoy the town's scenic qualities and distinct charm. During this time large summer estates were built and Oyster Bay played host to a wide range of individuals including a young Theodore Roosevelt, Washington Irving, and Louis C. Tiffany.

Many of these homes have since been demolished and the land lots subdivided, but a few examples of the grandeur of the time still exist, including the home known as Hillside you see here.



Tranquility: Gabriel Irving, nephew of author Washington Irving, built this house, known as Tranquility, in 1837. Starting in 1874 Theodore Roosevelt's father began renting the house. Originally located on the south side of Cove Road, this house has since been razed.
Photo Courtesy of the Oyster Bay Historical Society



Trousdell: Hillside in 1964 when it was last used as a home and doctor's office by Dr. James Trousdell.
Photo Courtesy of the Oyster Bay Historical Society

PRESERVE AMERICA
Explore and Enjoy Our Heritage

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OYSTER BAY
Main Street Association

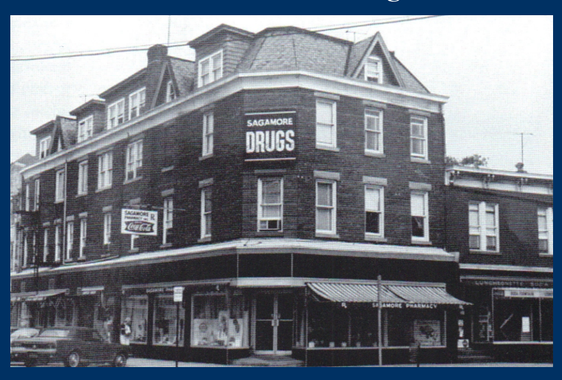
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19th Century Development

Continuing Shifts

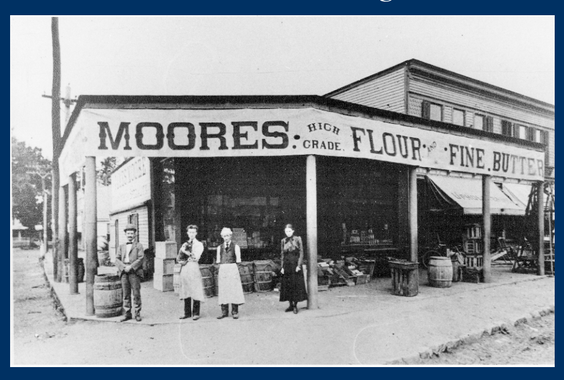
The influx of people visiting and living in Oyster Bay during the 19th century required new stores and businesses in the downtown to serve them. The downtown began to change during this time and most of the major commercial buildings in the heart of the town were initially constructed during the second half of the 19th century. These substantial commercial buildings, many still in existence today, spoke to the major growth in the downtown and the confidence that the colonial settlement had transitioned into a downtown with a degree of permanence.

Randall Building



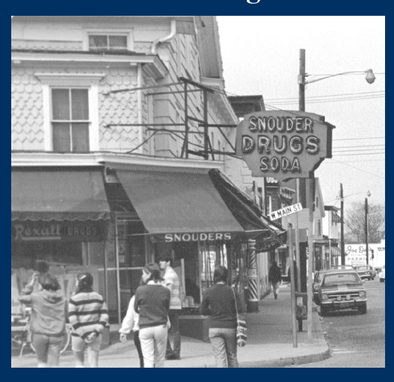
This massive building was built in 1900 on a lot originally occupied by the Society of Friends meetinghouse.

Moore Building



This building was first constructed in 1891, a second story was added in 1902. Photo courtesy of the Oyster Bay Historical Society

Snouder Drug Store



This building was constructed in 1884. It housed a pharmacy that is best known as Snouder's Corner Drug Store until they closed in 2010. Photo courtesy of Oyster Bay Historical Society



Fleet's Hall



This building was first constructed in the 1890s. It was later replaced with Nobman's Hardware which was built in 1926.

James H. Ludlam



James H. Ludlam building was constructed in 1849 after his original building on the corner of West Main and Spring Street was destroyed by fire.
Photo courtesy of the Oyster Bay Historical Society

E.A. Hegeman



The E.A. Hegeman building was originally constructed in 1846, located across from the intersection of South Street and East Main Street.
Photo courtesy of the Oyster Bay Historical Society

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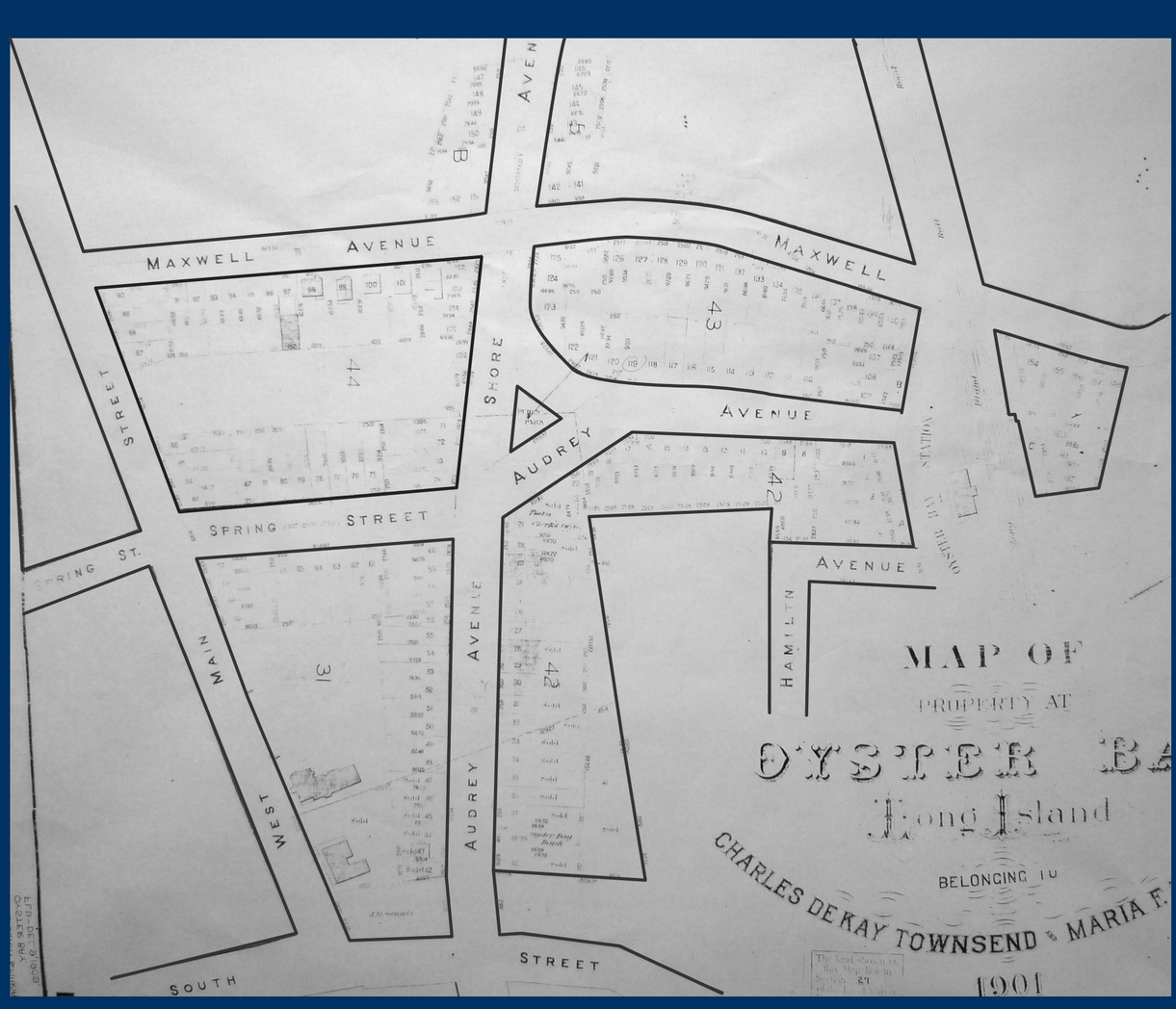
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OYSTER BAY
Main Street Association

Golden Age

The start of the 20th century was an auspicious time for Oyster Bay. Innovations such as electricity, water and telephone service brought a level of convenience to everyday life. And while the arrival of the railroad, in 1889, connected Oyster Bay to the world, increasing reliance on automobiles and the developments of transportation networks changed the face of Oyster Bay and much of Long Island. Add to this the fact that the President of the United States had his summer house here, and this attracted thousands of people from throughout the world to Oyster Bay.

The increased attention paid on Oyster Bay by the outside world was not lot on local landowners who realized the property development potential this presented.



This map showed the subdivision plan of the substantial Townsend property. The subdivision brought into being several new streets, including Audrey Avenue, Spring Street, and Maxwell Avenue. Overall it helped to better connect the core of the village with the railroad station.

To learn more about President Theodore Roosevelt and his role in Oyster Bay visit NHS Sagamore Hill and the informative signs they have disbursed through Town.

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OYSTER BAY
Main Street Association

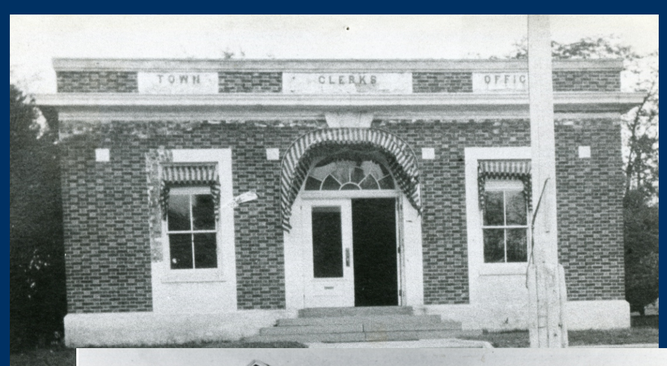
End of An Era

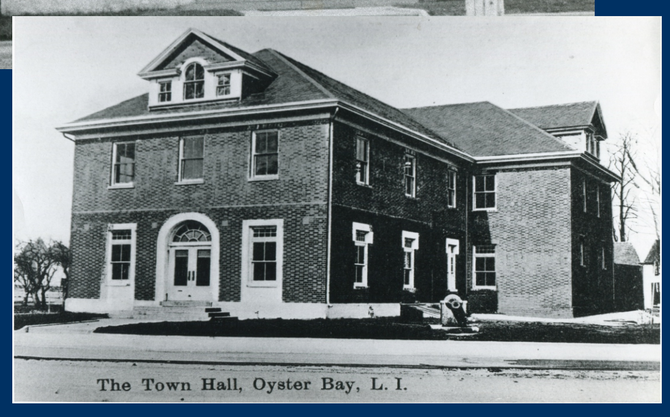
The Hamlet changed drastically and quickly in the early 20th century, but things began to slow after Theodore Roosevelt's presidency came to an end in 1909. They began to slow, but did not stop.

The period following Theodore Roosevelt's death in 1919 was marked by a wave of improvements throughout the Hamlet, some with the intention to memorialize him, others with the desire to improve the quality or character of the downtown, and in many cases both. There were building improvements throughout the downtown, the renovation of Christ Church in 1925, and the dedication of Theodore Roosevelt Memorial Park in 1928 to name a few.



Oyster Bay was also chosen as the seat of government for all of the Town of Oyster Bay, spanning from the north shore to the south and encompassing 36 villages and hamlets, in 1930. The Town Clerks office, built in 1902, was greatly expanded on, adding a second story and a mirrored wing to the north. Town Hall has since expanded with the acquisition of the old Lyric Theater in 1973, which was renovated to serve as additional governmental offices.




The Town Hall, Oyster Bay, L. I.

Other cosmetic changes came through the Works Progress Administration during the Great Depression. A new U.S. Post Office was constructed in 1936. The structure was designed to look like the newly expanded Town Hall on the opposite side of the public park. The post office was decorated with four sculptures by the Italian-born sculptor Leo Lentelli, and features six murals depicting Oyster Bay history from 1653 to 1936.



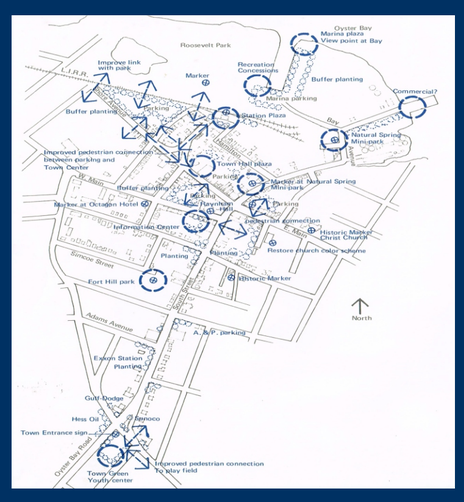
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OYSTER BAY
Main Street Association

A Haven to History

In the decades following the death of Theodore Roosevelt little happened in the hamlet in the way of improvements until the United States Bicentennial. All across America there was a renewal of interest in our past historical events and places and Oyster Bay was no different. The mid-1970s brought about the first Townscape Revitalization Guide for the hamlet, outlining renovations to sidewalks, parking lots and open green spaces in the downtown. This map outlines a majority of the improvements highlighted in the Townscape Revitalization Guide of 1975



Additionally, the Town of Oyster Bay formed the Landmarks Preservation Commission in 1974 highlighting building sites and districts for reasons of historical, architectural and antiquarian significance. Of the 40 locations designated landmarks throughout the Town of Oyster Bay from 1976 to 2001, 21 of them were located in the hamlet of Oyster Bay.

Moore Building



1976



2013

The Moore building was renovated by the building's owners in the 1990s kicking off a wave of other improvements in the downtown

This interest and appreciation for our historic past has continued through the turn of the century. The Hamlet has seen a range of improvements in the downtown with the support of concerned citizens and advocacy groups.

Octagon Hotel



Built in 1851 the building operated as a hotel into the 20th century. After the customer base began to dwindle the owner sold it and it was being used as an auto shop and a gas station. After a few more transfers in ownership the once prestigious hotel was left vacant.In March 2008, the Oyster Bay Main Street Association led efforts to advocate for preservation of the Octagon Hotel. Community groups formed the Oyster Bay Historic Preservation Roundtable and came together to support this proposal. Work finally began around September 2009 to stabilize the existing structure, and to reconstruct the wing that had been lost on West Main Street.

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OYSTER BAY
Main Street Association

The Town Spot:

Purchased in 1653, but far from settled.

Several attempts were made to settle Oyster Bay, before a permanent settlement was started here in 1653. Previous settlements failed because Oyster Bay lay near the undefined boundary between the two great colonizing powers on the island: the English and the Dutch, which was likely just to the west of Mill Pond.



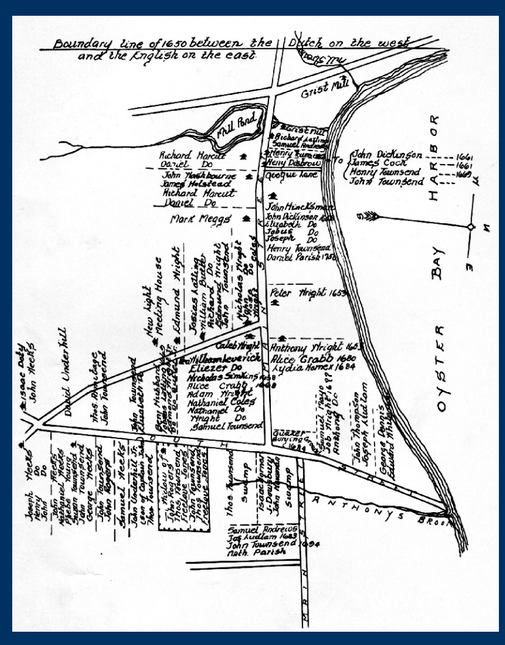
This house was built in 1667, by Job Wright, on South Street - further north than any previous house - where it could not be as well defended. This spoke to the growing confidence among the settlers that the settlement was taking on a degree of permanence.
Photo courtesy of the Oyster Bay Historical Society.

In 1653, three English settlers: Peter Wright, Samuel Mayo and William Leveritch from Sandwich, Massachusetts purchased the Town Spot from the Matinecock Indians in exchange for "six coates, six kettles, six fathoms of wampam, six hoes, six hatchets, three pairs of stockings, thirty awl-blades, twenty knives, three search, and as much peague as will amount to £4." The land was then split into 50 lots along the three main thoroughfares: Main Street or today's South Street; Main Road or today's East and West Main Streets; and Back Road or Lexington Avenue.



The building was purchased and demolished by the Town of Oyster Bay in 1948 to provide access to a new municipal parking field behind it. Portions of the house were salvaged and installed in the Oyster Bay Room at Winterthur Museum, pictured above.
Photo courtesy of the Winterthur Museum.

The new settlers largely stayed out of the conflict between the Dutch and the English over the settlement, but ultimately pledged their allegiance to the King of England in 1662. A wise choice because just two years later, in 1664, the Dutch ceded the colony of New Netherland to the English thus ending the Dutch claim in the newly named New York Colony.



Map of "The Town Spot" drawn in 1923 by the Wright Family showing the relative positions of the "Home Lots" of its early settlers and the boundary between the English and the Dutch. Map courtesy of the Oyster Bay Historical Society.

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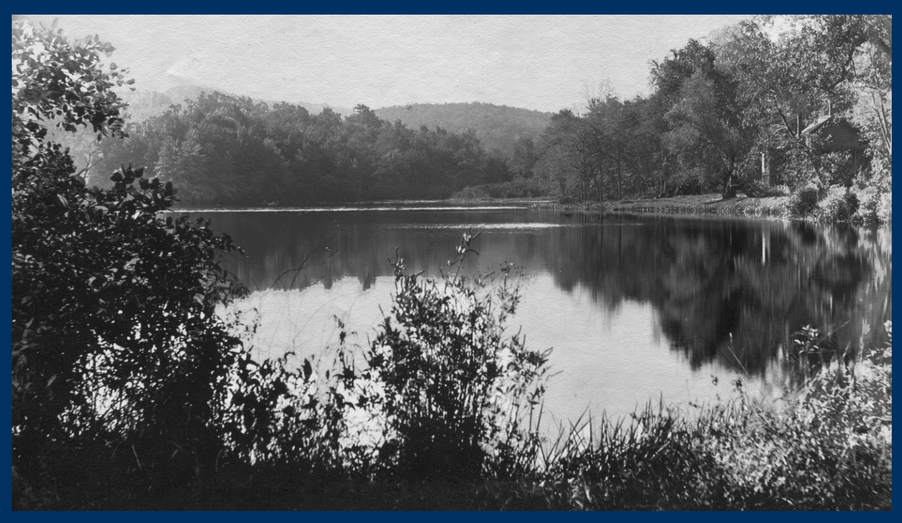
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Main Street Association

Mill Ponds:

From working pond to scenic location

According to Town Records, on September 16, 1661 the town fathers granted Henry Townsend the right to dam Mill River, creating Mill Pond, and erect a gristmill – the first in the downtown. This meant the settlers no longer had to transport their grain across the Sound to Connecticut to be ground. The pond was used for milling until the end of the nineteenth century.



Henry Townsend built the first mill on the pond close to the location of the house seen in this photo from c.1900. Courtesy of the Oyster Bay Historical Society.

Mill Pond continued to be a source of life for the town after the final mill was destroyed. The first hydro-powered electric generating station in Nassau County was built in Oyster Bay and powered by the new Mill Pond overflow created after the railroad destroyed the original. The Oyster Bay Power and Light Company started operation in 1892 and provided the first electricity to the residents of Oyster Bay. In November 1905 they ceased operation and sold their plants, lines and equipment to rival Nassau Light and Power Company.



Oyster Bay Power and Light Company electric generation station.
Courtesy of the Ron Youngs Collection and Oyster Bay Historical Society.

In February 1931 the dam on Mill Pond burst, flooding the residential area to the north of Mill Pond. By this time the pond had no use beyond its scenic appeal, which was minimal. Nonetheless, the Town of Oyster Bay voted to restore it, it was reopened and a provision was made to keep it clean and well maintained.



Postcard of the Mill Dam c.1905 prior to the flood
Courtesy of the Oyster Bay Historical Society

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Waterfront

The location of the Oyster Bay settlement was optimal because of its proximity to this protected harbor. Since the very beginning, the waterfront has played an integral part in the development of the hamlet providing business, industry and access to the downtown.

Shipping

Several early settlers made their living in the shipping business. By 1699 it was estimated that one-third of all the goods imported by New York were run into Southold, Setauket, Oyster Bay and present-day Glen Cove.

Shipyards

Oyster Bay has also had a long history of shipbuilding. Spanning from the earliest mentioned shipyard, located at the end of Ship Point Lane in the 17th century to Jakobson Shipyard, which operated from this location from 1938 to 1984.



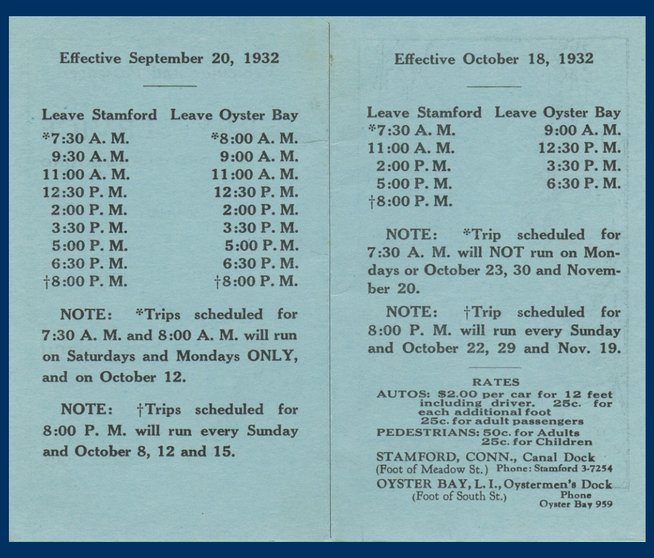
Over 300 vessels, including tugs, ferries, submarines, minesweepers, yachts, and fireboats, were built here and as many as 700 people worked at Jakobson during the height of production. Physical remnants of the shipyard are still visible, including the rail line you see here.

Transportation

Arguably the largest impact the waterfront has had on the development of the hamlet can be attributed to the development of ferrying services between Oyster Bay and different ports on the island, New York City and Connecticut. The ease with which individuals could access the downtown brought the hamlet from a colonial settlement to a booming commercial district.

- By the mid-19th century, New York City residents could easily access Oyster Bay through one of their steamboat ferrying companies. These ferry services were very successful until the extension of the railroad to Oyster Bay in 1889 made them obsolete.
- The Long Island Railroad saw the benefit of the ferry service and in 1891 they began a project to ferry railcars across the Sound so they might continue their trip to Boston. It was a lofty venture that lasted for only a year or so before being abandoned.
- By the early 20th century, cars were the main mode of transportation, but leaving the island was near impossible without the use of a ferry. In 1926, ferry service for passengers and their cars was set up between Stamford, CT and Oyster Bay. The service was very successful, providing jobs to many throughout the Great Depression. However, in 1939, the Bronx-Whitestone Bridge was opened and with that the final ferry service in Oyster Bay ceased.





Effective September 20, 1932

Leave Stamford	Leave Oyster Bay
*7:30 A. M.	*8:00 A. M.
9:30 A. M.	9:00 A. M.
11:00 A. M.	11:00 A. M.
12:30 P. M.	12:30 P. M.
2:00 P. M.	2:00 P. M.
3:30 P. M.	3:30 P. M.
5:00 P. M.	5:00 P. M.
6:30 P. M.	6:30 P. M.
†8:00 P. M.	†8:00 P. M.

NOTE: *Trips scheduled for 7:30 A. M. and 8:00 A. M. will run on Saturdays and Mondays ONLY, and on October 12.

NOTE: †Trips scheduled for 8:00 P. M. will run every Sunday and October 8, 12 and 15.

Effective October 18, 1932

Leave Stamford	Leave Oyster Bay
*7:30 A. M.	9:00 A. M.
11:00 A. M.	12:30 P. M.
2:00 P. M.	3:30 P. M.
5:00 P. M.	6:30 P. M.
†8:00 P. M.	

NOTE: *Trip scheduled for 7:30 A. M. will NOT run on Mondays or October 23, 30 and November 20.

NOTE: †Trip scheduled for 8:00 P. M. will run every Sunday and October 22, 29 and Nov. 19.

RATES

AUTOS: $2.00 per car for 12 feet including driver. 25c. for each additional foot
25c. for adult passengers
PEDESTRIANS: 50c. for Adults
25c. for Children

STAMFORD, CONN., Canal Dock
(Foot of Meadow St.) Phone: Stamford 3-7254
OYSTER BAY, L. I., Oystermen's Dock
(Foot of South St.) Phone Oyster Bay 959

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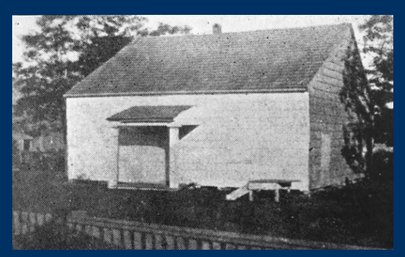
OYSTER BAY
Main Street Association

Historic Churches:
Telling History

Religious organizations were slow to develop in many areas throughout Long Island due to the religious intolerance practiced by the Dutch. However, after the departure of the Dutch in 1664, Oyster Bay proved itself to be a gathering place for people of different persuasions persecuted elsewhere.

This legacy is preserved in the large number of historic churches remaining in the downtown. These churches do not merely represent the history of their respective congregations; the change in these religious structures over time also reflects the evolution of the downtown. Nearly every congregation went through several religious structures since their formation. Some built larger and sturdier churches to accommodate the growing population, while others had to relocate their churches entirely to make way for the burgeoning commercial district in the mid-19th century. Still later, when the downtown was booming in the 20th century, several churches renovated their buildings.

Society of Friends



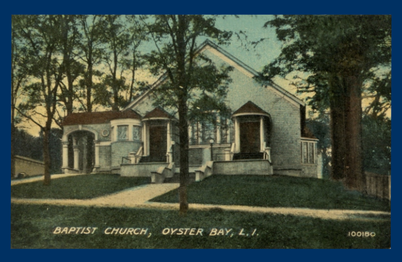
1672	First Meetinghouse Constructed
1693	Second Meetinghouse Constructed
1750	Third Meetinghouse Constructed
1900	Meetinghouse relocated one lot to the north
1934	Third Meetinghouse demolished

Christ Church

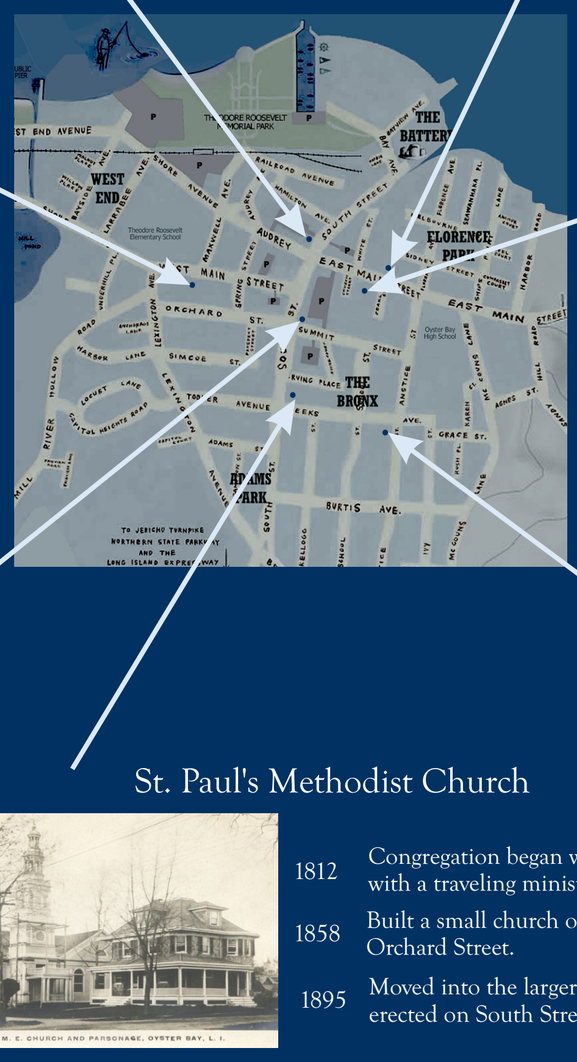


1703	Anglican congregation began meeting
1750	Second Church built
c.1800	Demolition of Church after Revolutionary War
1844	Third Church Built
1878	Fourth Church Built
1925	Renovation of the fourth church encasing wooden structure in stone

Oyster Bay Baptist Church



1700	Congregation began meeting with a traveling minister
1724	Received its first ordained minister and built first church
1807	Second church built on the lot
1908	Third and final church built on the lot



First Presbyterian Church



1842	Congregation began worshiping with a traveling pastor.
c.1842	First Church built on E. Main St. near the intersection of South Street
1860's	Church reorganized.
1873	Present day church built on the hill.

Hood A.M.E. Zion Church



1848	Congregation began worshipping
1856	First wood framed church built on the site
1937	Original wooden structure encased in brick exterior

St. Paul's Methodist Church

1812	Congregation began worshiping with a traveling minister
1858	Built a small church on Orchard Street.
1895	Moved into the larger church erected on South Street.

St. Dominic's Chapel



1870	First wooden framed church built.
1897	Second Gothic Style granite chapel built.

PRESERVE AMERICA
Explore and Enjoy Our Heritage

The text for these signs was provided by the high school students of the Oyster Bay-East Norwich School District in conjunction with adult community experts through Project L.E.A.R.N.S. (Leadership, Education, Appreciation, Respect, Nurture, Service). Project L.E.A.R.N.S. established a dynamic partnership between the school district and other community organizations to create learning experiences for students beyond the classroom walls utilizing the assets of the Oyster Bay Community.

OYSTER BAY
Main Street Association

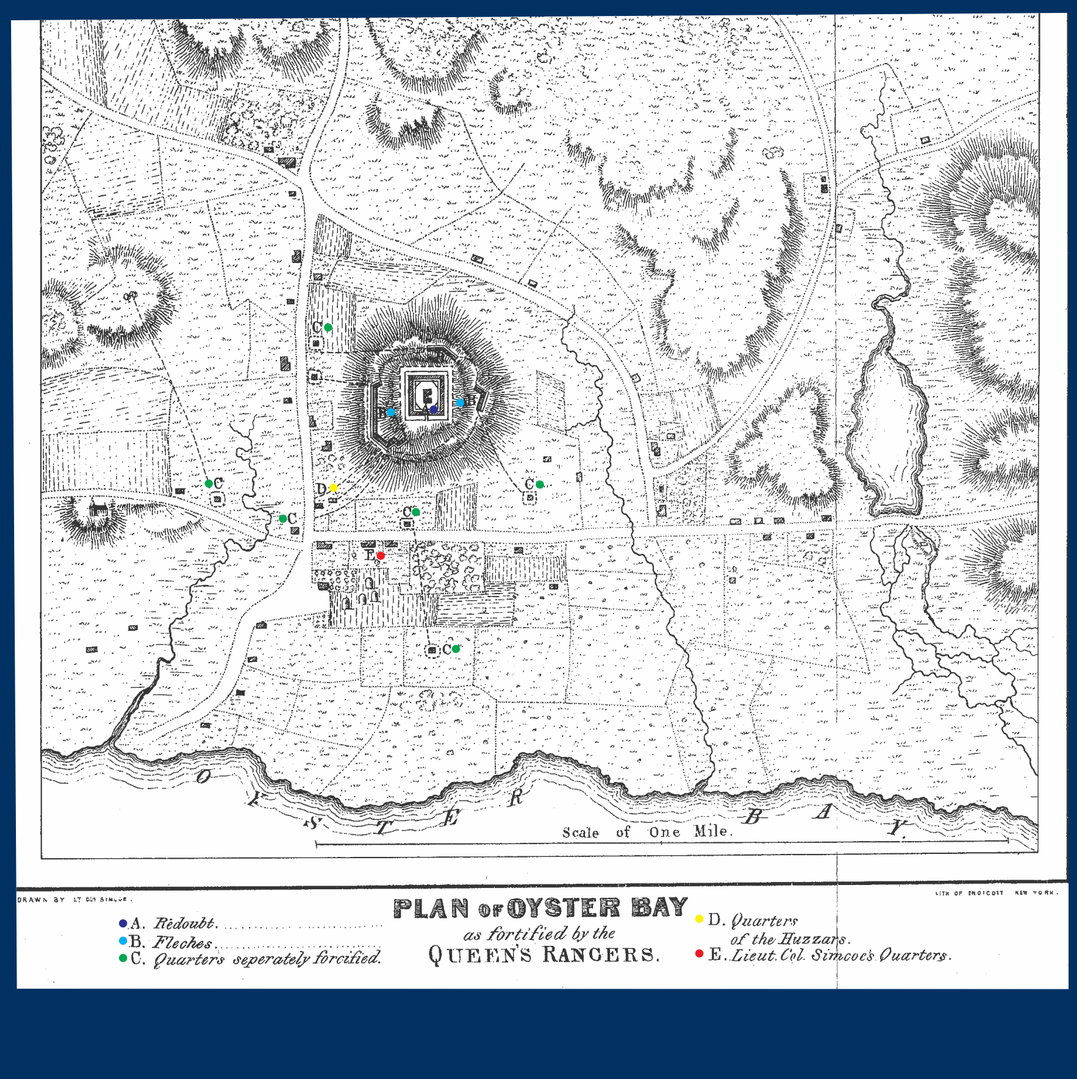
note - txt change to FPC line c.1842
note: 6/18 needs arrow

American Revolution in Oyster Bay

After the Americans lost the Battle of Long Island at Brooklyn in the summer of 1776, the British controlled the island for the remainder of the war.

Lieutenant Colonel John Graves Simcoe was in command of the Queen's Rangers when he was ordered to bring his troops to Oyster Bay. They used Oyster Bay as their base of operations during the winter of 1778-1779. After Simcoe arrived he immediately began to fortify his encampment. Simcoe and his men rebuilt a fort, originally constructed to protect the harbor from privateers and whale-boaters, just south of the village on what is now called Fortified Hill near the present day intersection of Simcoe and Prospect Streets.

The downtown experienced destruction during this time at the hands of the British soldiers and the residents. The British seized various buildings in the downtown for use as barracks including the Townsend Homestead, Christ Church and the Baptist Church. The rough treatment from the soldiers caused more than just the normal wear and tear on buildings and, in the case of Christ Church, led to demolition. While local residents torched a ship building facility from the seventeenth century located at the end of present day Ship Point Lane to avoid it falling into the hands of the British.



Simcoe Map: Map drawn by Lt. Col. Simcoe highlighting the fortifications made during the winter of 1778-1779. Map highlights the fort, Simcoe's quarters (E) at the Townsend Homestead, and fortified quarters for the Queen's Rangers and Huzzars C, D). Courtesy of the Oyster Bay Historical Society

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PRESERVE AMERICA
Explore and Enjoy Our Heritage

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OYSTER BAY
Main Street Association



The Town Spot & Mill Pond

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Waterfront

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Churches

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Revolutionary War

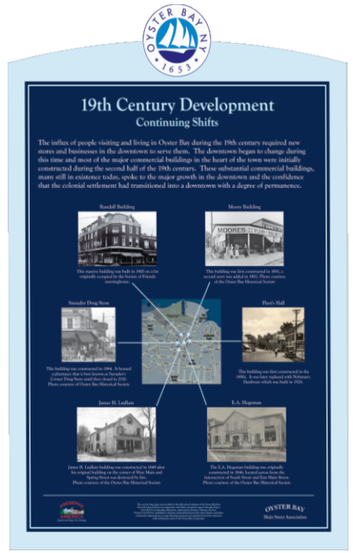
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Summer Colony

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Growing Merchant Class

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Golden Era

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End of an Era

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Haven for History

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Adams St
HISTORIC OYSTER BAY