



# Town Of Brookhaven Long Island



*Davis House, Coram*

## Final 2006 Middle Country Road Land Use Plan for Coram, Middle Island and Ridge



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# Town of Brookhaven Long Island

**Constance M. Kepert**  
Councilwoman, 4th District

March 27<sup>th</sup>, 2006

The Middle Country Road Land Use Plan represents an effort to transform communities characterized by strip commercial areas, and big box stores separated from the street by seas of asphalt. It is a reaction to an overburdened and dangerous arterial, a lack of public spaces, and the separation of those elements, which together create communities.

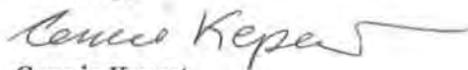
It is the overarching goal of this plan to encourage sustainable growth, and reduce the negative effects of suburban sprawl. The objectives of this plan include the creation of interactive, inclusive community centers, the preservation of sensitive areas of open space, and creation of streetscapes, which are both safe, and effective.

This process began in 1996, when the Longwood Alliance & ABCO sponsored a presentation by James Howard Kunstler, the author of "The Geography of Nowhere." It continued with the formation of Sustainable Longwood, and its effort to provide the people of Brookhaven with the tools and knowledge they needed, to demand the building of healthy and vibrant communities, and continued again, with the creation of the Middle Country Road Renaissance Project, and the hosting of a Visioning Process in May of 2002 in which the community laid out in broad strokes their vision for the future.

The Land Use plan we now have before us is simply another step in this continuing process. No land use plan is perfect, and all simply represent snapshots in time. This plan, however, represents another step forward in our effort to halt the destructive march of sprawl, build inclusive, identifiable communities, and create streetscapes which are both efficient, and safe for all users.

I want to thank the Town's Planning Staff, Vision Long Island, and all our consultants for their efforts. Most importantly, I want to thank the community residents who took the time to participate in the visioning process, and the Middle Country Road Renaissance Project. With your continued participation we will transform both the planning process, and the communities in which we live.

Sincerely,



Connie Kepert

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# I. INTRODUCTION

Middle Country Road or New York State Route 25 extends from the west end of the Town of Brookhaven in the Village of Lake Grove east to the Town of Riverhead. This 17 mile corridor is a major east-west State Route running through the center of the Town of Brookhaven. The corridor is characterized by a chaotic pattern of strip commercial zoning and land uses, a fundamental planning flaw found in many communities throughout Long Island. Existing zoning and development has promulgated suburban sprawl and results in a lack of identity for individual hamlets. This corridor has historically been the focus of traffic congestion and traffic safety concerns for all users including pedestrians and bicyclists.

In response to a planned NYSDOT Transportation Improvement Project proposed for Middle Country Road, State Route 25, between C.R. 83 and Mount Sinai-Coram Road, civic leaders held a community planning charette to formulate a vision to guide land use in the hamlets of Coram and



Middle Island. In July of 2003 the Town Board enacted a development moratorium, to allow time for planners to formalize land use recommendations responsive to the NYSDOT Transportation Project and the community's vision.

The purpose of this Middle Country Road Land Use Plan is to examine the current land use and zoning trends, together with transportation and environmental needs in order to further the Town's and the community's development goals. The focus of this study and land use plan is the 6 mile section of Middle Country Road between C.R.83, Patchogue-Mt. Sinai Road and C.R. 46, William Floyd Parkway and beyond to the Town Line in the hamlets of Coram, Middle Island and Ridge.

The general goals of this plan are to promote development of traditional neighborhoods and hamlet centers that are better defined and compact. A traditional neighborhood is a comprehensive planning system that includes a variety of housing types and land uses in a defined area. The variety of uses permits civic buildings, commercial establishments and multi-family residential to be located within walking

distance of private homes. An important goal of this plan is for the improvement of the overall aesthetics of the corridor, including streetscape and building architecture, which will create a sense of identity for the communities. Open Space, parklands and less intensive commercial uses will serve as a transition between the hamlet centers eliminating the suburban sprawl, providing public meeting places, recreational activities and preservation of environmentally sensitive lands. The improvements to the roadway network will service the adjacent land uses and offer alternate access while promoting vehicular and pedestrian safety.

To achieve these goals this Middle Country Road Land Use Plan will develop a land use and zoning pattern that will attempt to create more traditional neighborhoods while fostering a greater sense of community. This will allow limited and planned growth in order to maximize environmental protection and enhance community quality of life while providing for balanced economic growth and opportunity. A transportation network is proposed that will better balance the needs for both pedestrians and vehicles, and designed to accommodate all modes of transportation to the greatest extent possible. Through land development techniques, appropriate siting of structures and parking, providing appropriate infrastructure and roadway improvements, a traditional neighborhood can be created and maintained, thereby establishing a true sense of place for these communities. This plan provides solid solutions and goals necessary for the future development of the communities within the study area.



## II. GOALS

These goals are developed as a guide to help shape the direction that the future land use and planning analysis will take and will serve to assist the Town of Brookhaven at all stages of the planning process within the corridor area and adjacent areas in the future.

- Establish future land use and zoning trends that provide for appropriate commercial and residential development in a traditional neighborhood fashion in order to reduce commercial sprawl.
  - Development of hamlet centers that are controlled and compact that would create traditional neighborhoods and increase utilization of the district while fostering a greater sense of community.
  - Develop defined transitional business and residential districts between the general commercial, hamlet centers and main streets.
  - Offer a mix of housing types and styles including affordable and workforce housing opportunities within walking distance of the hamlet centers.
  - Create strong economic activity to provide jobs and an adequate tax base.
  - Develop incentive techniques to accomplish these goals.
  
- Support and encourage appropriate roadway improvements to adequately serve the adjacent land uses while providing alternate means of access and travel ways and enhancing all transportation modes including motorized and non-motorized.
  - Introduce traffic calming measures to enhance routing of both local and through vehicular traffic.
  - Ensure that improved roadways are functional for all users and aesthetically pleasing.
  - Promote pedestrian activity within the hamlet centers.
  - Promote vehicular, pedestrian and non-motorized vehicle safety.
  - Provide commercial developments with convenient parking that will reduce vehicle usage, as residents will no longer need to drive from one store to the next.
  - Reduce conflict points by combining site access points, sharing parking lots and eliminating curb cuts wherever possible.

- Provide for larger, well-placed and centrally located public spaces and parklands in addition to the preservation of environmentally sensitive lands.
  - Establish a Transfer Development Rights or Credit Program in order to offer increased yield within the designated hamlet centers while preserving environmentally sensitive lands and lands within transition areas.
  - Protection, preservation and remediation of freshwater wetlands.
  - Create pedestrian-friendly public parks and plazas with attractive landscaping and furniture within the hamlet centers and designated commercial districts.
  - Develop staging areas for community events and festivals that increase civic identity and encourage participation/activity.
  
- Enhance the aesthetic appeal of the area with particular attention to the building architecture and streetscape.
  - Establish architectural cohesion within each community to promote a sense of place and identity.
  - Improve overall streetscape by providing additional landscaping treatments along the roadway, moving utilities underground, installing street furniture for pedestrians and increasing peripheral landscaping to screen gray areas such as parking lots.



### III. VISION

In May of 2002, the Coram/Middle Island residents took part in a series of walking audits, workshops, training sessions, design studios and public presentations. The work focused on developing hamlet streetscape plans for a portion of Middle Country Road, including both the street itself and the land bordering it on either side. The visioning report summarizes the work of the community residents who participated in the visioning process.

The vision report, dated October 2002, identifies the problems the community faces with the existing conditions of the Middle Country Road Corridor, the principles by which the community can achieve its goals, and the solutions recommended for the overall corridor.

The vision report shall be incorporated by reference into this study.



**Figure 1**

**Coram Vision Middle Country Road & Route 112**



**Figure 2**  
**Middle Island Vision Middle Country Road & CR 21**



**Figure 3**  
**Middle Island Vision Middle Country Road at Artist Lake**

## IV. EXISTING LAND USE AND ZONING

### 1. Coram.

#### A. Commercial/Industrial.

The commercialization of the Middle Country Road in Coram began in 1937 with the adoption of the Code of the Town Of Brookhaven and the “Strip Zoning” of Middle Country Road with 100 feet of commercial zoning on either side of the corridor. Over the course of years many lands have been granted extensions of the commercial J-2 and the former J-3 (commercial center) Business zoning. Within this area, along both the north and south sides of the Middle Country Road, an uneven mix of commercial land use and zoning patterns has emerged. In many cases the existing residential dwellings fronting on this road were converted to commercial uses. Some single-family residential land uses continue to exist today.



The visual images and scenic vistas along the Middle Country Road Corridor are poor. Properties developed along this roadway have very few or no street trees, little or no on-site vegetation or landscaping, excessive and poorly located signage and poor or perhaps no off-street parking areas. These combine to make this corridor unfriendly and a challenge for comfortable pedestrian activity. A common architectural theme cannot be identified, which contributes to the poor visual experience of the corridor.

Field analysis found three community shopping centers. One is located at the northwest corner of Middle Country Road and CR 83. This site is presently zoned J-2 Business and occupied with approximately 192,000 square feet of retail space within 41 storefronts, with associated parking and landscaping. This center also has approximately 9 second story office uses and

4 pad sites with retail and restaurant uses. The second is located at the northeast corner of Middle Country Road and CR 83. This site is presently zoned J-2 Business and occupied with almost 81,000 square feet of retail space within 10 storefronts, with associated parking and landscaping. The third center is located in proximity to the Middle Country Road/Route 112 intersection and is known as Coram Plaza. This site is presently zoned J-2 Business and occupied with approximately 227,000 square feet of retail space within 16 storefronts, with associated parking and landscaping. One major retailer (Home Depot) occupies this site along with a supermarket chain and other support retail stores. Other general commercial uses include approximately 290,000 square feet of additional retail space (see table 1).

Industrial uses within this segment of the study area include a school bus company, fence and shed sales, mini-storage warehouses, and general warehouse uses.

**i. Land Use Inventory.**

A complete inventory of all lands along Middle Country Road was examined. Analysis consisted of present land use, accessory uses, number of tenants and condition of the site. The complete inventory has been attached as an addendum.

An analysis of building square footage was also performed. Based on information obtained from the Town of Brookhaven assessment records building square footage information has been tabulated by land use and provided herein.

Existing building square footages were calculated by using the Town Assessment information. It was found that approximately 290,000 square feet of general retail space presently exists, approximately 500,000 square feet of commercial center space, 70,500 square feet of office space, 10,500 square feet of fast food restaurants, 6,400 square feet of gasoline filling stations, 19,000 square feet of industrial uses and 97,000 square feet of commercial recreation space. A table of this square footage land use breakdown is provided herein (See Table 01).

**ii. Commercial Vacancy Analysis.**

Review of all retail related land uses along Middle Country Road in Coram found approximately 143 retail stores of which approximately 23 were vacant. This represents a 16% vacancy rate along this corridor. Three Commercial Centers were also identified with approximately 67 stores, of which 10 were found to be vacant. Representing a 15% vacancy rate. This is significantly lower than the 21.5% commercial vacancy rate Town Wide, identified in the Town Of Brookhaven, 1996 Comprehensive Land Use Plan. However, one site identified as a commercial recreation use, regional theatre, was found to be vacant.

Upon review of the existing office related uses, 58 office uses were identified. Of these 4 were found to be vacant, representing a 7% vacancy rate for office uses along Middle Country Road in Coram.

Upon review of the existing industrial related uses 5 sites were identified as industrial type use. Those include a school bus company, fence and shed sales, mini-storage warehouses, and general warehouse uses. There were no vacancies found.



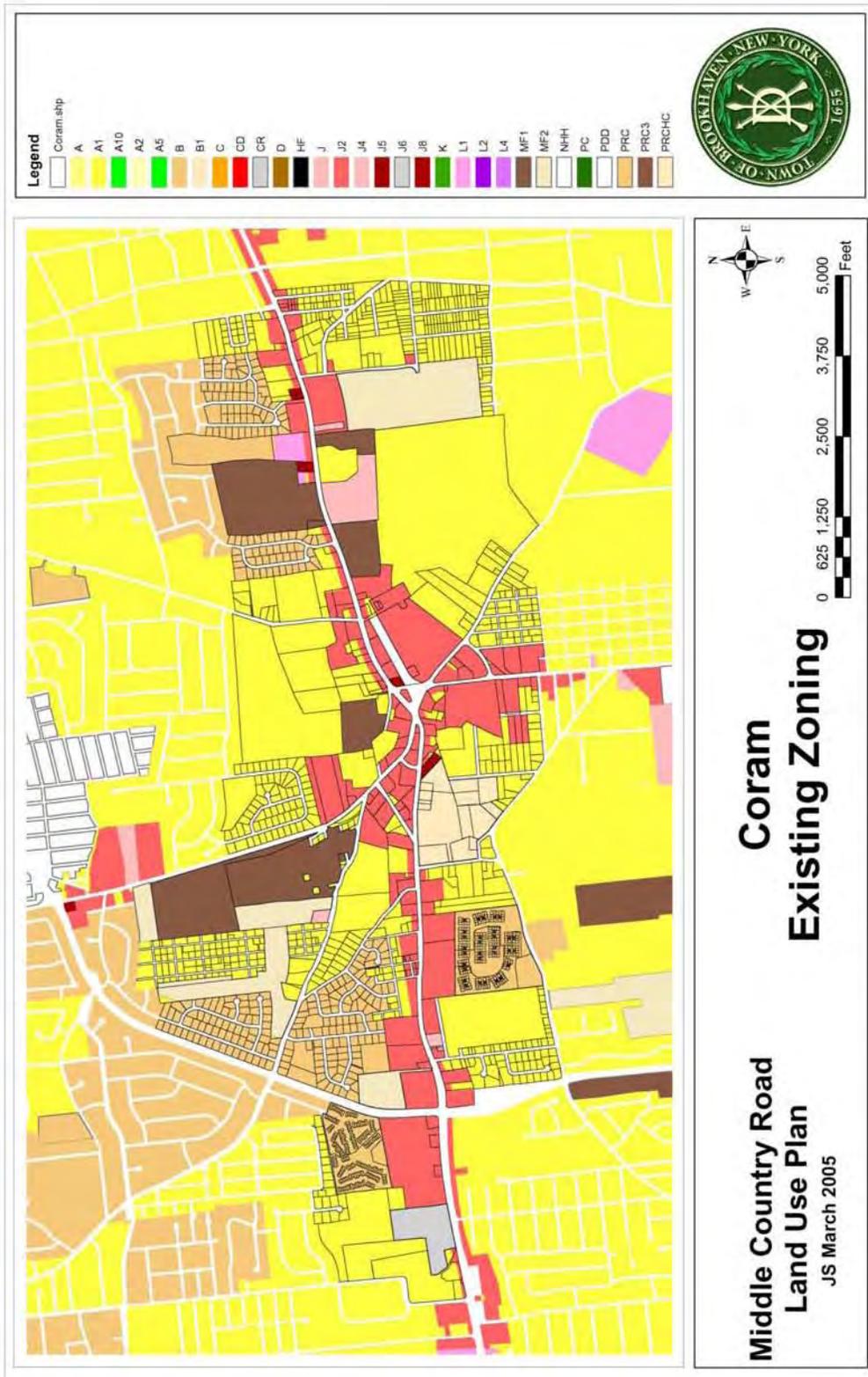


Figure 4

**Middle Country Road  
Inventory of Parcels in  
Coram**

USE	# of Sites	# of Tenants	# of Vacancies	%	Building Area
Agricultural	1				
Auto Repair	11				18,000
Auto Sales	1				29,500
Auto Wash	1				1,500
Cemetery	1				
Comm Recreation	3				97,000
Funeral Home	2	1	1	50%	6,000
Gas Station	7	3	1		7,000
Industrial	5				19,000
Institutional	0				
Mixed Office/Residential	0				
Mixed Retail/Industrial	3				52,000
Mixed Retail/Office	0				
Mixed Retail/Residential	0				
Municipal	11				
Office	58	5	4	7%	70,500
Park	8				
Regional Theatre	1	0	1	100%	45,000
Residential MF	4				
Residential PRC	0				
Residential SF	7				
Restaurant	5	5	0		19,500
Restaurant w/ Drive Thru	3	3	0		10,500
Retail Center	3	67	10	15%	500,000
Retail General	31	143	23	16%	290,000
Utility	0				
Vacant	47				

**Table 1**

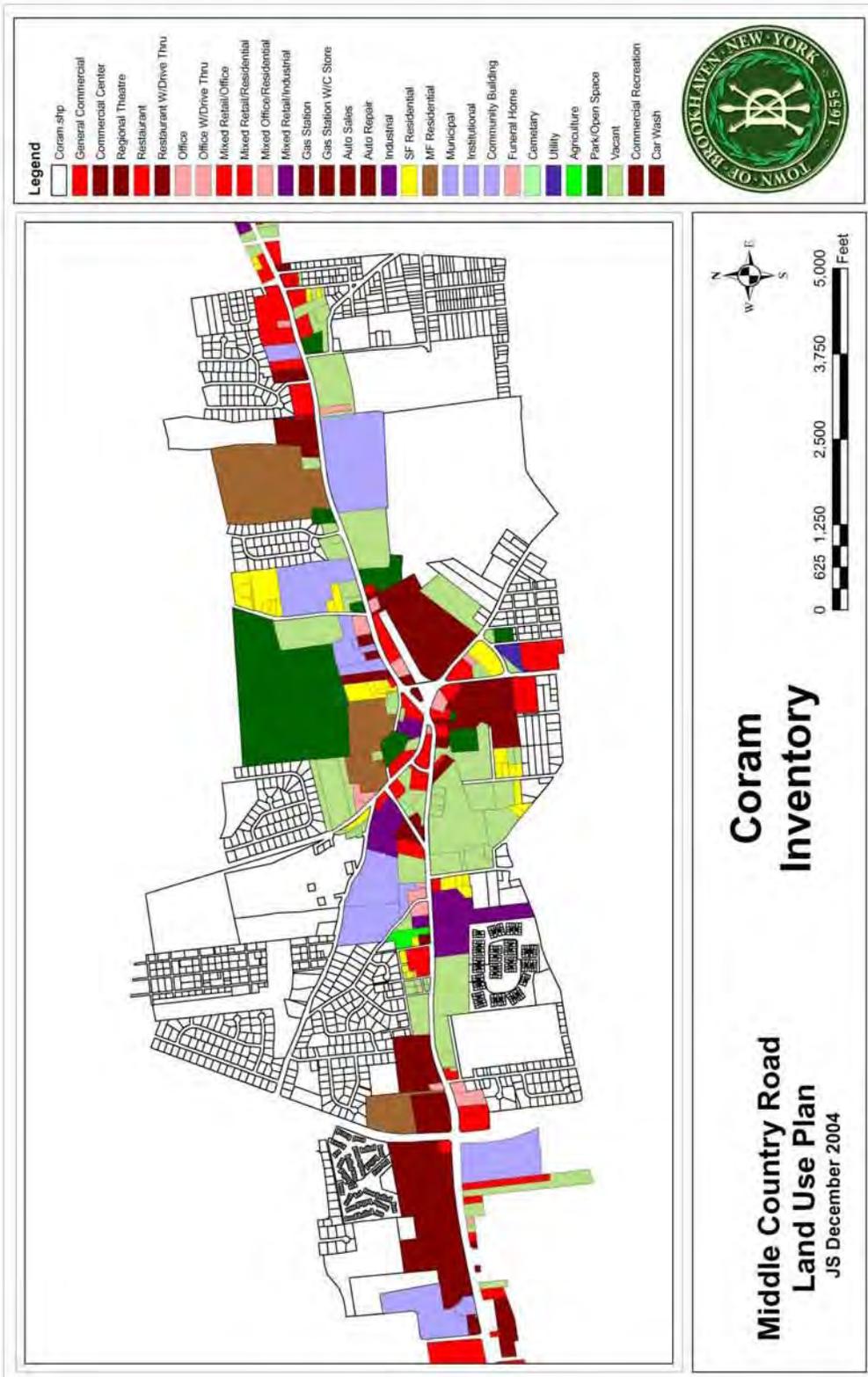


Figure 5

## **B. Residential.**

### **i. Single Family Residential.**

Just outside of the Middle Country Road corridor frontage are residential land uses within an A-1 Residential zoning district (40,000 square feet minimum lot area). The residential development within this area is predominantly single family dwelling units on smaller lots, an average lot size of 10,000 square feet or smaller. There were no single-family residential land uses fronting on Middle Country Road in Coram.

### **ii. Multi-Family Residential.**

According to the *Multi-Family Housing* Study prepared by Dr. Koppelman in September 2002, the total number of multi-family housing units within the hamlet of Coram was 4,680. This represents 23% of the total number of multi-family housing units within the Town of Brookhaven. A quarter of all the multi-family housing units in the Town of Brookhaven were found in this hamlet. Yet only 7.8% of the population of Brookhaven Town resides in the hamlet of Coram. In comparison with other similarly sized hamlets within the Town, the Coram hamlet has double or in most cases, triple the number of multi-family housing units. In comparison with other neighboring townships, the hamlet of Coram has more multi-family housing units than the Town of Huntington and Smithtown and half the housing units of the Town of Babylon. Based on US Census data, the Town of Brookhaven has approximately 0.06 multi-family housing units per person in comparison to other townships, which average approximately 0.04 multi-family housing units per person. Within the hamlet of Coram there are approximately 0.13 multi-family housing units per person.

Within the study area alone several multifamily developments were identified. Four parcels were found along Middle Country Road with a multi-family land use. Several more sites presently exist to the north of Middle Country Road along Route 112. Only two of the sites found are presently used for senior housing. One site is presently zoned for PRC-3 Residence, permitting occupants of 55 years or older only and is under construction. Of the eleven sites identified within the study area it is estimated that approximately 1,671 multi-family housing units presently

exist. An additional 438 planned retirement units were also found in the study area. A total of 2,109 multi-family units were found within the study area.



## 2. Middle Island.

### A. Commercial/Industrial.

As with the Coram area and the majority of the Town of Brookhaven, the commercialization of Middle Country Road in Middle Island began in 1937 with the adoption of the Code of the Town Of Brookhaven and the “Strip Zoning” of Middle Country Road with 100 feet of commercial zoning on either side of the corridor. Over the course of many years many lands have been granted extensions of the commercial J-2 Business zoning. Within this area along both the north and south sides of Middle Country Road an uneven mix of commercial land use and zoning patterns has emerged. In many cases the existing residential dwellings fronting on this road were converted to a commercial uses. Some single-family residential land uses continue to exist today.



The visual images along Middle Country Road are poor. Site development along this roadway have very few or no street trees, little or no on-site vegetation or landscaping, excessive and poorly located signage and poor off-street parking areas. These combine to make this corridor unfriendly and a challenge for comfortable pedestrian activity. A common architectural theme cannot be found which contributes to the poor visual quality of the corridor.

Field analysis found four community shopping centers. One is located on the south side of Middle Country Road west of Yaphank-Middle Island Road (CR 21). This site is presently zoned J-2 Business and occupied with an approximate 125,000 square foot big box user, namely Wal-Mart, with associated parking and landscaping. The second is located at the southeast corner of Middle Country Road and Yaphank-Middle Island Road (CR 21). This site is presently zoned J-2 Business and occupied with almost 73,000 square feet of retail space within 15 storefronts, with associated parking and landscaping. The third site is located along the north side of Middle Country Road east of Currans Road. This site is presently zoned J-2 Business and

occupied with 174,000 square feet of retail space including one big box user, namely KMart, and two other retail stores, with associated parking and landscaping. Lastly, there exists a community shopping center at the northeast corner of Middle Country Road and Woodville Road. This site is presently zoned J-2 Business and occupied with 151,000 square feet of retail space including 33 retail stores, including one supermarket, with associated parking and landscaping. Other general commercial uses include approximately 107,000 square feet of additional retail space.

Industrial uses within this segment of the study area include a landscaping/contractors storage yard, a hardwood flooring warehouse, electrical supply warehouse and an abandoned lumber yard.

**i. Land Use Inventory.**

A complete inventory of all lands along Middle Country Road was examined. Analysis consisted of present land use, accessory uses, number of tenants and condition of the site. The complete inventory has been attached as an addendum.

An analysis of building square footage was also performed. Based on information obtained from the Town of Brookhaven assessment records building square footage information has been tabulated by land use and provided herein.

Existing building square footages were calculated by using the Town Assessment information. It was found that approximately 107,000 square feet of general retail space presently exists, 523,000 square feet of commercial center space, 30,200 square feet of office space, 7,500 square feet of restaurant use, 4,000 square feet of gasoline filling stations and 19,000 square feet of industrial uses. A table of this square footage land use breakdown is provided herein (see Table 02).

**ii. Commercial Vacancy Analysis.**

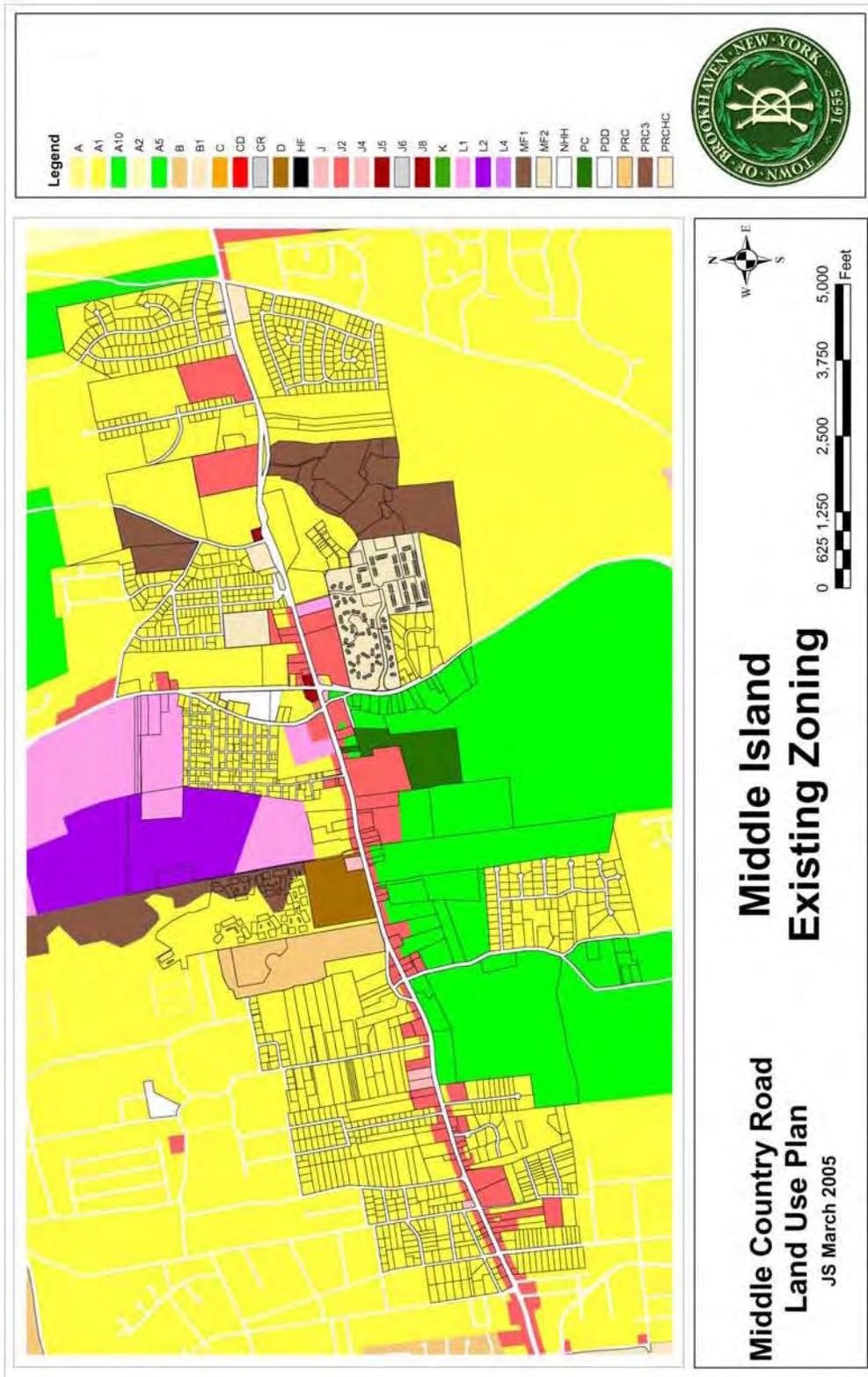
Review of all retail related land uses along Middle Country Road in Middle Island found approximately 24 sites with 79 stores of which approximately 11 were vacant. Four Commercial Centers were also identified with approximately 52 stores, of which 7 were found to be vacant. This represents a 14% vacancy rate along this corridor. This is

significantly lower than the 21.5% commercial vacancy rate Town Wide, identified in the Town Of Brookhaven, 1996 Comprehensive Land Use Plan.

Alternatively, review of the existing office related uses, 23 office uses were identified. Of these, 4 were found to be vacant, representing a 18% vacancy rate for office uses along Middle Country Road in Middle Island.

Review of all industrial related uses found 5 sites identified as an industrial use, a landscaping/contractors storage yard, a hardwood flooring warehouse, an electrical supply warehouse and an abandoned lumberyard.





**Figure 6**

**Middle Country Road  
Inventory of Parcels in  
Middle Island**

USE	# of Sites	# of Tenants	# of Vacancies	%	Building Area
Agricultural	1				
Auto Repair	12				29,500
Auto Sales	4				21,000
Auto Wash	1				1,700
Cemetery	3				
Comm Recreation	0				
Funeral Home	3				11,000
Gas Station	3				4,000
Industrial	5				19,000
Institutional	5				
Mixed Office/Residential	0				
Mixed Retail/Industrial	1				20,000
Mixed Retail/Office	2				3,100
Mixed Retail/Residential	0				
Municipal	10				
Office	10	24	4	18%	30,200
Park	6				
Regional Theatre	0	0	0		
Residential MF	3				
Residential PRC	1				
Residential SF	15				
Restaurant	4	2	2	50%	7,500
Retail Center	4	52	7	13%	523,000
Retail General	24	79	11	14%	107,000
Utility	0				
Vacant	38				

**Table 2**

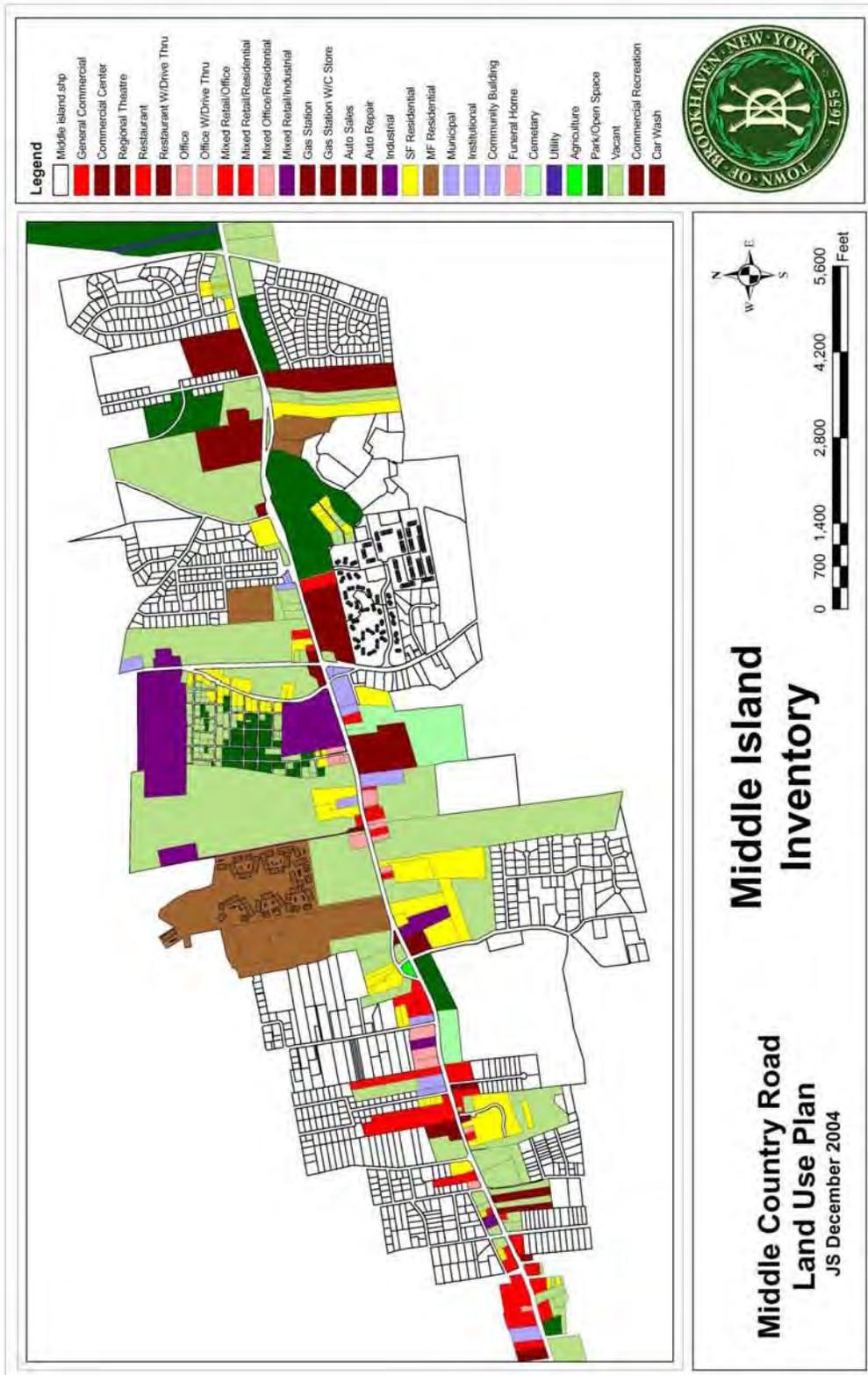


Figure 7

**B. Residential.**

**i. Single Family Residential.**

Just outside of the Middle Country Road corridor frontage are residential land uses within an A-1 Residential zoning district. The residential development within this area is predominantly single family dwelling units on a variety of lot sizes. There were a few sporadic single-family residential houses found fronting along Middle Country Road.

**ii. Multi-Family Residential.**

According to the *Multi-Family Housing* Study prepared by Dr. Koppelman in September 2002, the total number of multi-family housing units in the hamlet of Middle Island was 2164. This represents 11% of the total number of multi-family housing units within the Town of Brookhaven. Middle Island was found to have double the number of multi-family housing units than most other hamlets within the Town of Brookhaven. Yet only 2.2% of the population of Brookhaven Town resides in the hamlet of Middle Island. In comparison to other neighboring townships, Middle Island has approximately half the number of total multi-family housing units found in Smithtown and Huntington Towns. Based on US Census data the Town of Brookhaven has approximately 0.06 multi-family housing units per person in comparison to other townships, which average approximately 0.04 multi-family housing units per person. Within the hamlet of Middle Island there are approximately 0.22 multi-family housing units per person.

Numerous multifamily developments exist along Middle Country Road and within the surrounding study area of Middle Island. Four parcels were identified along Middle Country Road with a multi-family land use. Several more sites presently exist to the north and south of Middle County Road. Only one of the sites found is presently used for senior housing. This site is presently zoned for PRC Residence, requiring occupants to be 55 years or older only. Three sites outside the corridor were found developed pursuant to the MF-1 Zoning District. Two other sites were found to be developed pursuant to the MF-2 Zoning District. A variety of housing types and styles presently exist including townhouse, condominium and apartment buildings. Rental and ownership units and

senior housing opportunities are also available. Of the four sites identified within the study area it is estimated that approximately 2,000 multi-family housing units presently exist. An additional 150 planned retirement units were also found in the study area. A total of 2,150 multi-family units were found.



### 3. Ridge.

#### A. Commercial/Industrial.

Unlike the Coram and Middle Island areas the Ridge hamlet remained more rural than its western neighbors. Although much like the majority of the Town of Brookhaven, the commercialization of Middle Country Road in Ridge also began in 1937 with the adoption of the Code of the Town Of Brookhaven and the “Strip Zoning” of Middle Country Road with 100 feet of commercial zoning on either side of the corridor. However there have not been many extensions of the commercial J-2 Business zoning. Within the last ten years the Town Board



has eliminated the proliferation of strip commercial zoning in this area. Through the past actions of the Town Board no commercial centers or big box users have been developed in this segment of Middle Country Road. Many of the existing residential dwellings fronting on this road were converted to commercial uses and many single-family residential land uses continue to exist and continue to be developed along this corridor. The commercial portion of this hamlet is relatively small and compact. This end of the corridor has retained its rural character with a mix of residential and some commercial uses.

The visual experience along this section of Middle Country Road is improved compared to its neighboring communities to the west. Wide expanses of vacant/undeveloped land (open space) separate this hamlet from the Middle Island hamlet. Many more housing developments and single-family dwellings front along Middle Country Road in Ridge. The commercial development within this community however provides very few or no street trees, little or no on-site vegetation or landscaping, excessive and poorly located signage and poor off-street parking areas. These combine to make this small section of the corridor unfriendly and a challenge for comfortable pedestrian activity. A common architectural theme cannot be found which contributes to the poor visual quality of the corridor.

Field analysis found no large community shopping centers. Several small neighborhood shopping centers were found. The majority of the retail uses in this locale were found to be stand-alone uses. Of the retail uses 22 sites were identified having a total of approximately 36,000 square feet of retail space.

**i. Land Use Inventory.**

A complete inventory of all lands along Middle Country Road was examined. Analysis consisted of present land use, accessory uses, number of tenants and condition of the site. The complete inventory has been attached as an addendum.

An analysis of building square footage was also performed. Based on information obtained from the Town of Brookhaven assessment records building square footage information has been tabulated by land use and provided herein.

Existing building square footages were calculated by using the Town Assessment information. It was found that approximately 36,000 square feet of general retail space presently exists, 34,000 square feet of office space, 3,500 square feet of fast food restaurants, 8,100 square feet of gasoline filling stations, and 77,000 square feet of industrial uses. A table of this square footage land use breakdown is provided herein (see Table 03).

**ii. Commercial Vacancy Analysis.**

Review of all retail related land uses along Middle Country Road in Ridge found 22 sites with 36 stores of which approximately 8 were vacant. This represents a 22% vacancy rate along this section of the corridor. This is consistent with the average of 21.5% commercial vacancy rate Town Wide, identified in the Town Of Brookhaven, 1996 Comprehensive Land Use Plan.

Only one existing office use was identified and it was fully occupied.

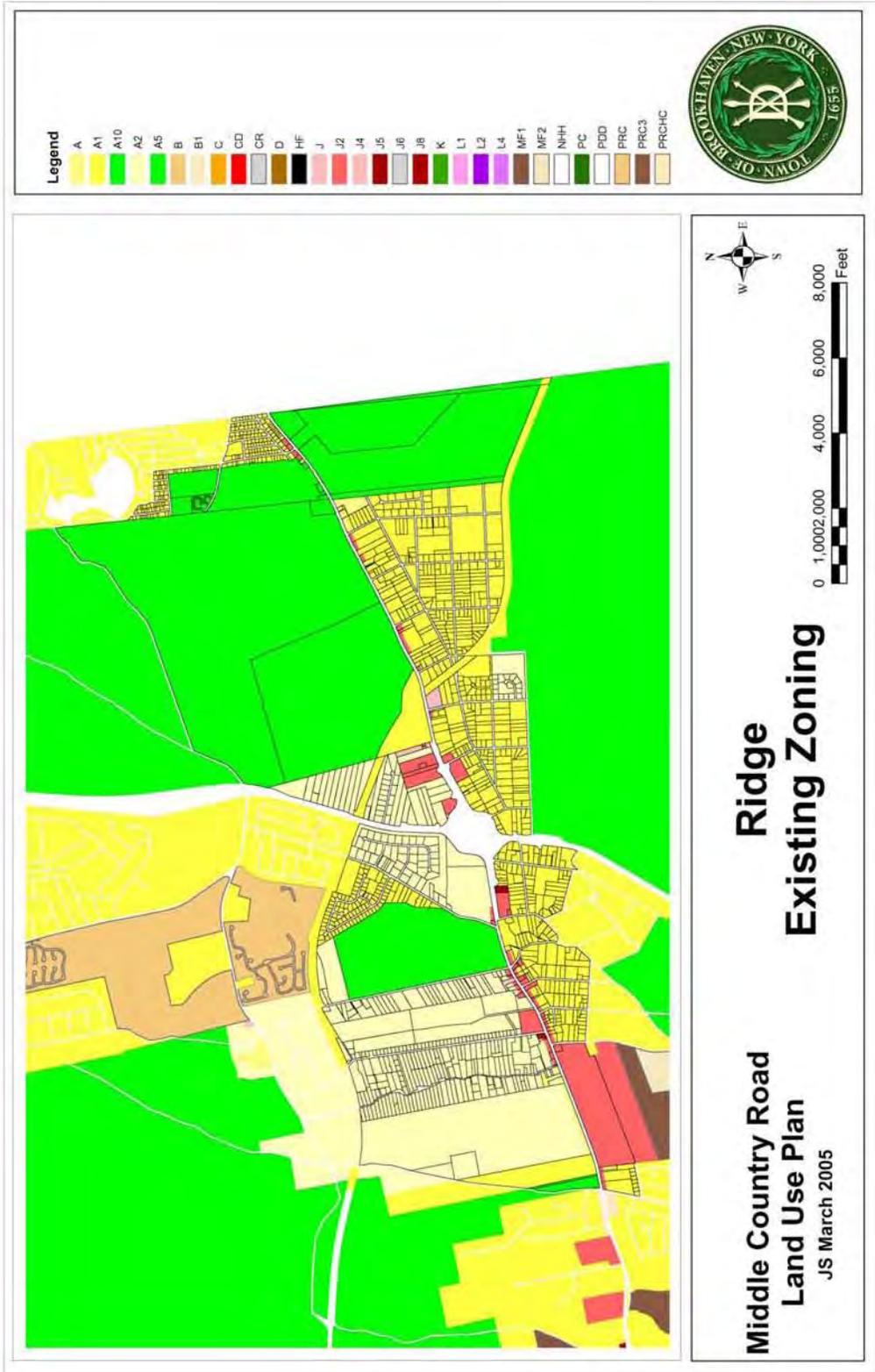


Figure 8

**Middle Country Road  
Inventory of Parcels in  
Ridge**

USE	# of Sites	# of Tenants	# of Vacancies	%	Building Area
Agricultural	1				
Auto Repair	2	4	0		6,000
Auto Sales	0				
Auto Wash	0				
Cemetery	0				
Comm Recreation	0				
Funeral Home	0				
Gas Station	5	5	0		8,100
Industrial	3	3	0		77,000
Institutional	1				
Mixed Office/Residential	0				
Mixed Retail/Industrial	0				
Mixed Retail/Office	0				
Mixed Retail/Residential	0				
Municipal	3				
Office	1	1	0	0	34,000
Park	17				
Regional Theatre	0				
Residential MF	0				
Residential PRC	0				
Residential SF	29				
Restaurant	0				
Restaurant w/ Drive Thru	2	2	0		3,500
Retail Center	0				
Retail General	22	36	8	22%	36,000
Utility	2				
Vacant	58				

**Table 3**

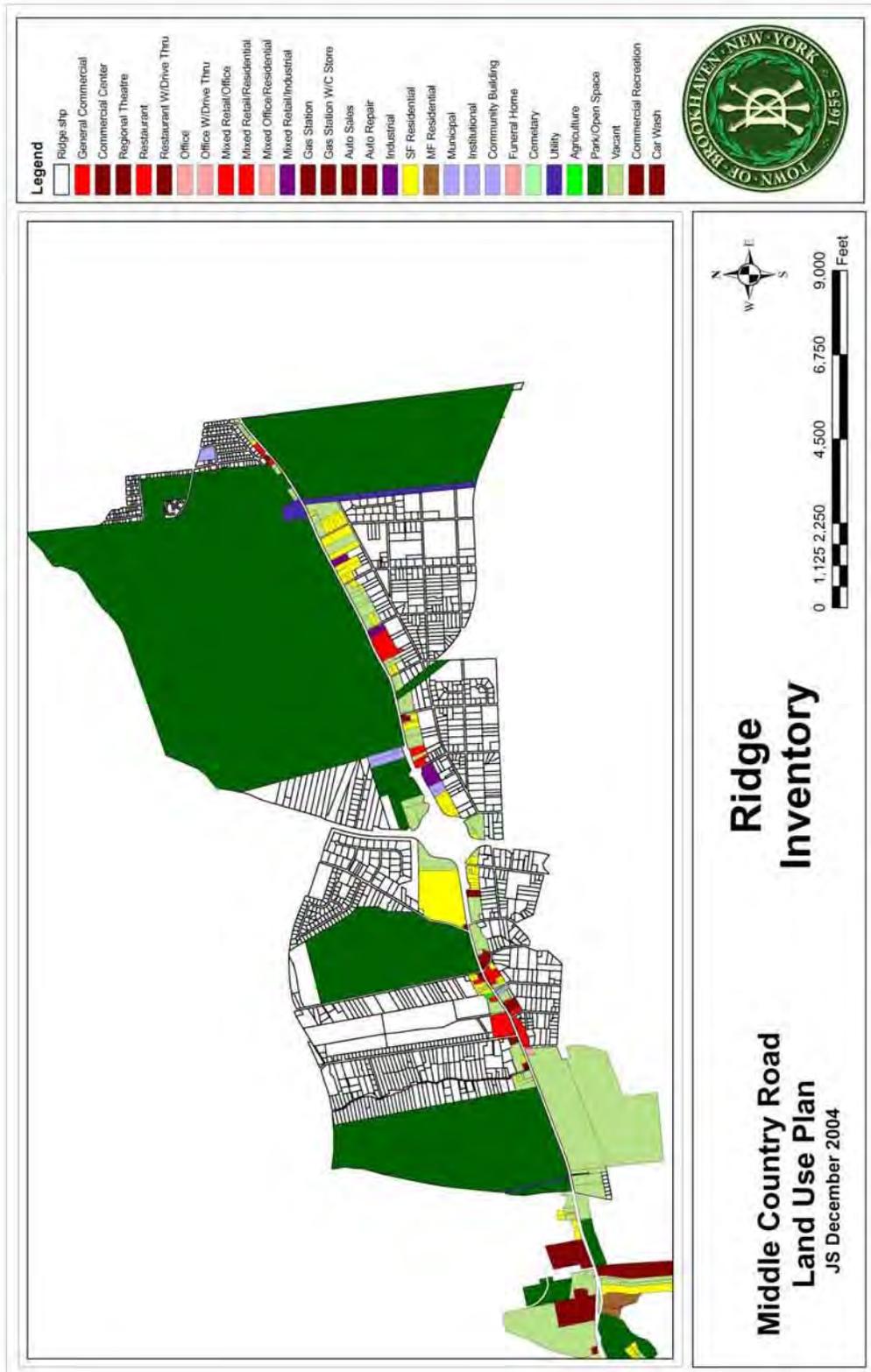


Figure 9

## **B. Residential.**

### **i. Single Family Residential.**

Along the Middle Country Road frontage in Ridge and the surrounding area are residential land uses within an A-1 Residential zoning district. The residential development within this area is predominantly single-family dwelling units on a variety of lot sizes. There were many single-family residential housing units found fronting along Middle Country Road through this portion of the study area.

### **ii. Multi-Family Residential.**

According to the *Multi-Family Housing* Study prepared by Dr. Koppelman in September 2002, the total number of multi-family housing units in the hamlet of Ridge was 3,046. This represents 15% of the total number of multi-family housing units within the Town of Brookhaven. Only 3% of the population of Brookhaven Town resides in the hamlet of Ridge. In comparison of other hamlets in the Town of Brookhaven the Ridge hamlet has double or even triple the number of multi-family housing units. The Ridge hamlet also has almost as many multi-family housing units as the Towns of Huntington and Smithtown. Based on US Census data, the Town of Brookhaven has approximately 0.06 multi-family housing units per person in comparison to other townships which average approximately 0.04 multi-family housing units per person. Within the hamlet of Ridge there are approximately 0.23 multi-family housing units per person.

Two multifamily developments exist within this segment of the Middle Country Road study area. It is estimated that approximately 456 multi-family housing units occupy these two sites.

## V. EXISTING INFRASTRUCTURE

### 1. Corridor Background.

#### A. Introduction

Middle Country Road (NY 25), within the corridor examined in the report, is a major east-west highway serving the communities of Coram, Gordon Heights, Middle Island, and Ridge, all within the Town of Brookhaven. The purpose of this section of the report is to identify the existing conditions of the highway and provide the reader with a detailed understanding of the important elements of each of its roadway sections. These details of each roadway section are presented geographically, from west to east, for each of the identified Hamlet Centers on which the overall plan focuses.

#### B. Roadways, functional class, ownership

Middle Country Road (NY25) is a State Highway that runs from the Nassau-Queens border to the eastern end of the north fork of Long Island in Suffolk County. The section between North Ocean Avenue (CR83) and William Floyd Parkway (CR46) is approximately 7.5 miles long. Throughout this area, Middle Country Road (NY25) is classified as a principal arterial – street (NYSDOT Functional Class 14) and acts as a collector-distributor roadway serving local traffic. The roadway is under the jurisdiction of New York State Department of Transportation for its entire length. It is generally configured as an undivided highway featuring one lane in each direction with unrestricted access. Turning movements are accommodated with dedicated turning lanes at most intersections with some areas having two way left turn lanes. As a State Highway, the roadway is marked by reference markers every 1/5<sup>th</sup> of a mile.

Throughout the corridor, several major roadways intersect Middle Country Road (NY25) and provide access to the Long Island Expressway (I-495) to the south or NY25A to the north. From west to east they are:

- North Ocean Avenue (CR83)
- Patchogue – Port Jefferson Road (NY112)
- Rocky Point/ Yaphank – Middle Island Road (CR21)
- William Floyd Parkway (CR46)

North Ocean Avenue (CR83) is a limited access arterial that serves north-south traffic and forms the western limit of the Land Use Plan. This roadway is under the jurisdiction of Suffolk County Department of Public Works (SCDPW). CR83 intersects the Long Island Expressway (I-495) at exit 63 to the south and NY25A to the north.

Intersecting Middle Country Road (NY25, approximately 1.5 miles east of CR83) is Patchogue – Port Jefferson Road (NY112), a full access two-lane highway under the jurisdiction of New York State Department of Transportation (NYSDOT). NY112 intersects the Long Island Expressway at exit 64 to the south and provides access to NY25A in Port Jefferson to the north.

Rocky Point/ Yaphank – Middle Island Road (CR21) is a full access two-lane roadway under the jurisdiction of SCDPW. It intersects with Middle Country Road (NY25) approximately 4 miles east of NY112 in Middle Island. CR21 provides access to the Long Island Expressway (I-495) to the south at exit 66 and provides access to NY25A in Rocky Point to the north.

William Floyd Parkway (CR46) is a limited access divided four-lane highway that is adjacent to the eastern limit of the Land Use Plan. It provides access to NY25A in Shoreham to the north and the Long Island Expressway at exit 68 to the south. This roadway is under the jurisdiction of SCDPW.

## **2. Coram**

Coram constitutes the western portion of the Land Use Plan and extends from North Ocean Avenue (CR83) approximately 2.5 miles eastward to Westfield Road. Middle Country Road (NY25) through this area generally consists of one travel lane in each direction with turning lanes at intersections and short four lane sections east of North Ocean Avenue (CR83) and west of NY112 to Mt. Sinai-Coram Road. A two-way center left turn lane is present along various sections of Middle Country Road (NY25). The highway is undivided and side street and driveway access is unrestricted. The posted speed limit for this segment of Middle Country Road (NY25) is 40 mph for both directions.

Pavement width varies from 40' to 90' depending on the segment examined and the number of lanes incorporated. Shoulder width also varies along Middle Country Road (NY25) from 4' to 12' or more. Available right of way varies through the area from 98' to 108'. The widest portion of Middle Country Road (NY25) in this section is located at the westbound approach to North Ocean Avenue (CR83) and consists of an eight lane cross section comprised of one westbound right turn lane, two westbound through lanes, two westbound left turn lanes and two eastbound through lanes (see Figure 10).



There are eighteen side street intersections on Middle Country Road (NY25) in Coram, of which eight are signalized.

Signalized intersections include:

- Middle Country Road (NY25) @ North Ocean Avenue (CR83)
- Middle Country Road (NY25) @ Shopping Center Driveway
- Middle Country Road (NY25) @ Jug Handle
- Middle Country Road (NY25) @ NY112
- Middle Country Road (NY25) @ Grant Smith Road
- Middle Country Road (NY25) @ Home Depot Shopping Center (West Driveway)
- Middle Country Road (NY25) @ Mt. Sinai – Coram Road/Home Depot Shopping Center (East Driveway)
- Middle Country Road (NY25) @ Homestead Drive



Unsignalized Intersections

- Middle Country Road (NY25) @ New Lane
- Middle Country Road (NY25) @ Cleveland Avenue<sup>1</sup>
- Middle Country Road (NY25) @ Arthur Avenue<sup>2</sup>
- Middle Country Road (NY25) @ Garfield Avenue
- Middle Country Road (NY25) @ Grant Avenue
- Middle Country Road (NY25) @ Paul's Path

<sup>1</sup> SCTM Section 449, Block 3, Lot 50.1 indicates that direct access to NY25 may be discontinued in the future.

<sup>2</sup> Arthur Avenue is presently an unimproved paper street without direct access to NY25 but may be opened in the future.

- Middle Country Road (NY25) @ Mooney Pond Road
- Middle Country Road (NY25) @ Old Middle Country Road
- Middle Country Road (NY25) @ Winfield Davis Drive
- Middle Country Road (NY25) @ Country Club Drive (private driveway)
- Middle Country Road (NY25) @ Martin Street
- Middle Country Road (NY25) @ Fife Drive
- Middle Country Road (NY25) @ Westfield Road



Regulatory Information

The following table 4 contains a summary of length and speed regulation for each road segment along the Coram portion of Middle Country Road (NY25):

START	END	LENGTH (Ft)	POSTED SPEED (MPH)
North Ocean Avenue (CR83)	New Lane	830	40
New Lane	Cleveland Avenue	860	40
Cleveland Avenue	Garfield Avenue	730	40
Garfield Avenue	Grant Avenue	470	40
Grant Avenue	Paul's Path	670	40
Paul's Path	Old Middle Country Road	790	40
Old Middle Country Road	Jug Handle	1,050	40
Jug Handle	NY 112	860	40
NY 112	Grant Smith Road	580	40
Grant Smith Road	Mt. Sinai – Coram Road	1,220	40
Mt. Sinai – Coram Road	Winfield Davis Drive	1,290	45
Winfield Davis Drive	Country Club Drive	770	45
Country Club Drive	Martin Street	1,490	45
Martin Street	Homestead Drive	400	45
Homestead Drive	Fife Drive / Westfield Road	1,100	45
Fife Drive / Westfield Road	Erna Drive	170	45

**Table 4**

### 3. Middle Island.

Middle Island is the central portion of the Land Use Plan and extends from Westfield Road approximately 3.3 miles eastward to Wading River Hollow Rd. Middle Country Road (NY25) through this area generally consists of one travel lane in each direction with turning lanes at intersections, however a portion from slightly west of St. Margaret's Boulevard (Wal-Mart Shopping Center) to CR21 contains two westbound through lanes due to the significant uphill grade encountered by westbound vehicles. The highway is undivided and side street and driveway access is unrestricted. The posted speed limit for this segment of Middle Country Road (NY25) is 40 mph for both directions.

Pavement width varies from 40' to 60' depending on the segment examined and the number of lanes incorporated. Shoulder width also varies along Middle Country Road (NY25) from 4' to 12' or more. Available right of way varies through the area from 98' to 108'. The widest portion of Middle Country Road (NY25) in this section is located at the CR21 intersection where it consists of a five lane cross section comprised of two westbound lanes, one eastbound through lane, opposing eastbound and westbound left turn lanes and one eastbound right turn lane (see Figure 14 below).



There are twenty-five side street intersections on Middle Country Road (NY25) in Middle Island, including ten traffic signals. Of the signalized intersections, one serves a shopping center driveway east of Woodville Road and two are flashing signals for Firehouses. The remaining unsignalized intersections are controlled by stop signs.

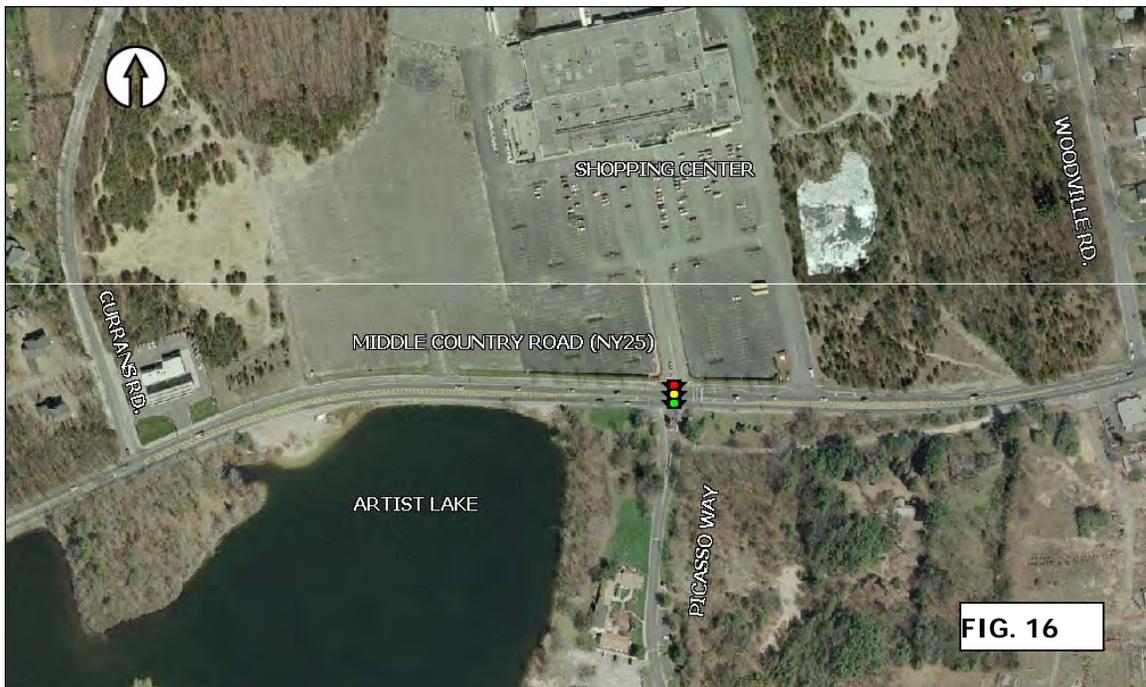


Signalized intersections include:

- Middle Country Road (NY25) @ Swezey Lane
- Middle Country Road (NY25) @ Arnold Drive (Flasher)
- Middle Country Road (NY25) @ Bartlett Road
- Middle Country Road (NY25) @ Birchwood Park Drive (private drive)
- Middle Country Road (NY25) @ St. Margaret's Blvd./ Wal-Mart Dwy.
- Middle Country Road (NY25) @ Middle Island Road/ Longwood Library
- Middle Country Road (NY25) @ Rocky Point Road (CR21)
- Middle Country Road (NY25) @ Lakeview Terrace (flashing signal)
- Middle Country Road (NY25) @ Picasso Way/ K-Mart Dwy. (private driveways)
- Middle Country Road (NY25) @ King Kullen S.C. Driveway (private driveway)
- Middle Country Road (NY25) @ Wading River Hollow Road

Unsignalized intersections include:

- Middle Country Road (NY25) @ Erna Drive
- Middle Country Road (NY25) @ Wilson Avenue/ Wellington Road
- Middle Country Road (NY25) @ Swezeytown Road/ Swezey Drive (private)<sup>3</sup>
- Middle Country Road (NY25) @ Brian Court
- Middle Country Road (NY25) @ Park Lane
- Middle Country Road (NY25) @ Church Road
- Middle Country Road (NY25) @ Old Middle Country Road (west)
- Middle Country Road (NY25) @ Old Middle Country Road (east)
- Middle Country Road (NY25) @ Robin Drive (private drive)
- Middle Country Road (NY25) @ Tudor Lane (private drive)
- Middle Country Road (NY25) @ Currans Road
- Middle Country Road (NY25) @ Woodville Road
- Middle Country Road (NY25) @ Summersweet Drive



<sup>3</sup> Presently unimproved

Regulatory Information

The following table 5 contains a summary of length and speed regulation for each road segment along the Middle Island portion of Middle Country Road (NY25):

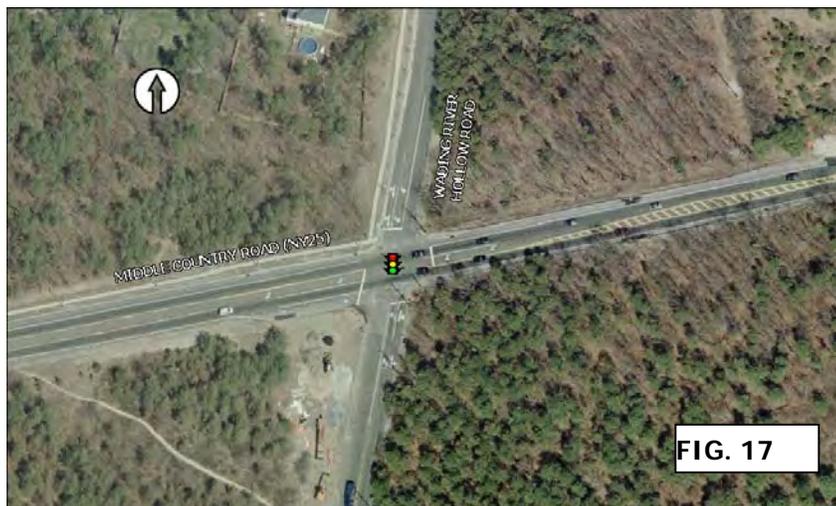
START	END	LENGTH (Ft)	POSTED SPEED (MPH)
Erna Drive	Wilson Avenue/ Wellington Road	530	45
Wilson Street	Swezey Lane	820	45
Swezey Lane	Swezeytown Road/ Swezey Drive	600	45
Swezeytown Road/Swezey Drive	Brian Court	640	45
Brian Court	Arnold Drive	410	45
Arnold Drive	Park Lane	140	45
Park Lane	Church Road	1,040	45
Church Road	Old Middle Country Road West	850	45
Old Middle Country Road West	Bartlett Road	300	45
Bartlett Road	Old Middle Country Road East	300	45
Old Middle Country Road East	Robin Drive	480	45
Robin Drive	Birchwood Park Drive	320	45
Birchwood Park Drive	Spring Lake Drive	1200	45
Spring Lake Drive	St. Margaret's Blvd	1230	45
St. Margaret's Blvd	Middle Island Road	1320	45
Middle Island Road	Rocky Point Road (CR21)	200	45
Rocky Point Road (CR21)	Tudor Lane	830	45
Tudor Lane	Lakeview Terrace	570	45
Lakeview Terrace	Currans Road	940	45
Currans Road	Picasso Way	1,250	45
Picasso Way	Woodville Road	1,060	45
Woodville Road	King Kullen S.C. Driveway	510	45
King Kullen S.C. Driveway	Summersweet Drive	620	45
Summersweet Drive	Wading River Hollow Road	930	45

**Table 5**

#### 4. Ridge.

Ridge comprises the easternmost portion of the Land Use Plan. The portion of Ridge within the plan extends from Wading River Hollow Road approximately 3.3 miles eastward to William Floyd Parkway (CR46) and an additional 0.3 miles eastward to the Riverhead Town Line. Middle Country Road (NY25) through this area consists of one travel lane in each direction with a painted median from Wading River Hollow Road. From Woodlot Road eastward, the roadway is comprised of a single travel lane for each direction and a center two-way left-turn lane. The intersections in this segment also contain left turn bays along NY25. The highway is undivided and side street and driveway access is unrestricted. The posted speed limit for this segment of Middle Country Road (NY25) is 40 mph for both directions.

Pavement width varies from 40' to 50' depending on the segment examined and the number of lanes incorporated. Shoulder width varies along Middle Country Road (NY25) from 4' to 12' or more. The most significant intersection in this section of Middle Country Road (NY25) is located at Ridge Road where it consists of a three lane cross section comprised of one westbound lane, one eastbound through lane, and opposing eastbound and westbound left turn lanes (see Figure 17 below).



There are ten side street intersections on Middle Country Road (NY25) in Ridge, two of which are signalized. The remaining unsignalized intersections are controlled by stop signs.



Signalized Intersections:

- Middle Country Road (NY25) @ Wading River Hollow Road
- Middle Country Road (NY25) @ Ridge Road

Unsignalized Intersections

- Middle Country Road (NY25) @ Woodlot Road
- Middle Country Road (NY25) @ Smith Road
- Middle Country Road (NY25) @ Raynor Road
- Middle Country Road (NY25) @ Giant Oak Road
- Middle Country Road (NY25) @ Village Drive (private driveway)
- Middle Country Road (NY25) @ Red Maple Road
- Middle Country Road (NY25) @ Randall Road
- Middle Country Road (NY25) @ Ruth Lane
- Middle Country Road (NY25) @ Sally Lane

East of Sally Lane, NY25 widens to a 4-lane section with wide planted medians and form a fully grade separated cloverleaf interchange at its crossing

of William Floyd Parkway (CR46). The 4-lane section also includes acceleration and deceleration lanes at the interchange and continues to just west of Pine Bark Road.



The portion of Middle Country Road (NY25) east of Pine Bark Road is a two lane, variable width section with a full barrier centerline and includes the following unsignalized intersections:

- Middle Country Road (NY25) @ Half Moon Pond Road
- Middle Country Road (NY25) @ Pine Bark Road
- Middle Country Road (NY25) @ Pleasant View Road
- Middle Country Road (NY25) @ Crescent Bow Road
- Middle Country Road (NY25) @ Old Saddle Road
- Middle Country Road (NY25) @ East Margin Road
- Middle Country Road (NY25) @ Panamoka Trail
- Middle Country Road (NY25) @ Tarkill Trail

## 5. Regulatory Information.

The following table 6 contains a summary of length and speed regulation for each road segment along the Ridge portion of Middle Country Road (NY25):

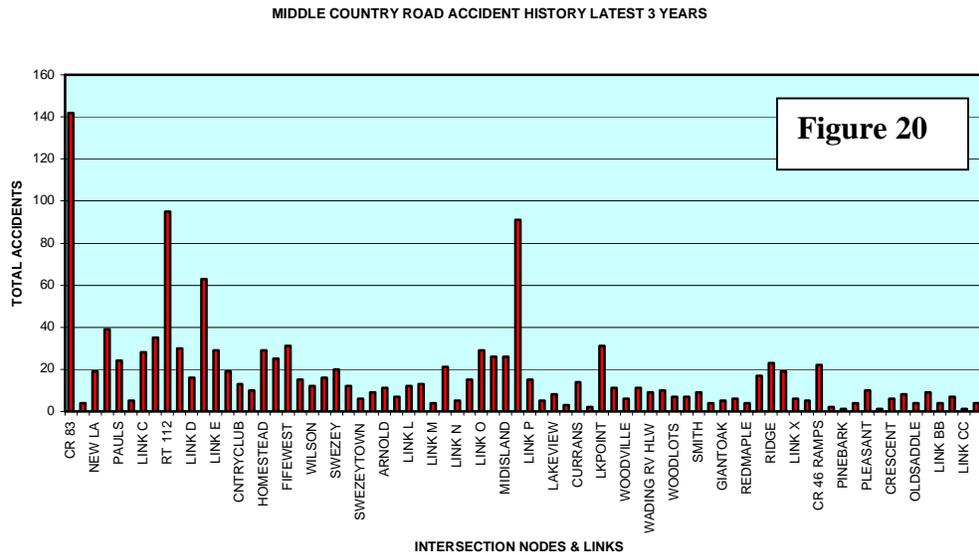
START	END	LENGTH (Ft)	POSTED SPEED (MPH)
START	END	LENGTH (Ft)	POSTED SPEED (MPH)
Vading River Hollow Rd	Woodlot Road	3,540	45
Woodlot Road	Smith Road	560	45
Smith Road	Raynor Road	410	40
Raynor Road	Giant Oak Road	530	40
Giant Oak Road	Village Drive	230	40
Village Drive	Red Maple Road	660	40
Red Maple Road	Ridge Road	610	40
Ridge Road	Randall Road	1,090	40
Randall Road	Ruth Lane	240	50
Ruth Lane	Sally Lane	940	45
Sally Lane	Wm Floyd Pkwy	1410	45
Wm Floyd Pkwy	Half Moon Pond Road	2060	45
Half Moon Pond Road	Pine Bark Road	1570	45
Pine Bark Road	Pleasant View Road	1030	45
START	END	LENGTH (Ft)	POSTED SPEED (MPH)
Pleasant View Road	Crescent Bow Road	1360	45
Crescent Bow Road	Old Saddle Road	1400	45
Old Saddle Road	East Margin Road	1350	45
East Margin Road	Panamoka Trail	2670	45
Panamoka Trail	Tarkill Trail	1090	45

**Table 6**

## 6. Middle Country Road (NY25) Accident History

The data related to the existence of High Accident Locations (HAL) along Middle Country Road (NY25) in Coram, Middle Island, and Ridge was provided by the NYSDOT based on data contained within its SIMS database. The chart below shows the total number of accidents occurring at and between the intersections along the corridor during the 3 most recent years for which complete data is available.

As would be expected, the intersections at CR83, NY112, Mt. Sinai-Coram Road, and Rocky Point Road (CR21) experience the highest occurrence of accidents. While it is beyond the scope of this document, a thorough examination of accident trends and causes should be undertaken as each area is developed.



## 7. Annual Average Daily Traffic and Intersection Volumes

NYSDOT periodically collects Annual Average Daily Traffic (AADT) traffic data on all State Highways. These data are provided for specific sections of each highway. There were four segments of Middle Country Road (NY25) within the land use plan. The AADT data was extracted from the most recently available NYSDOT information and an appropriate growth factor applied to provide a base year 2005 data set. The following table presents these results:

<b>Middle Country Road (NY25) Section</b>		<b>Estimated 2005</b>
<b>From</b>	<b>To</b>	<b>AADT</b>
North Ocean Avenue (CR83)	NY112	20,399
NY112	Mt. Sinai-Coram Road	32,549
Mt. Sinai-Coram Road	Rocky Point Road (CR21)	29,200
Rocky Point Road (CR21)	William Floyd Parkway (CR46)	16,642
William Floyd Parkway (CR46)	Riverhead Town Line	13,603

**Table 7**

Existing intersection traffic volumes were estimated based on data provided by both NYSDOT and the Town of Brookhaven Traffic Safety Division and the official Suffolk County Web Site traffic count pages for CR83, CR21, and CR46. These data were input into Synchro to create a planning model of the critical intersections for later comparison to likely future conditions. The critical intersections examined in Coram were Middle Country Road (NY25) and NY112, and Middle Country Road (NY25) and Mt. Sinai-Coram Road. In Middle Island, the intersection of Middle Country Road (NY25) and Rocky Point Road (CR21) constituted the most critical intersection to be examined. Ridge did not contain any critical intersections.

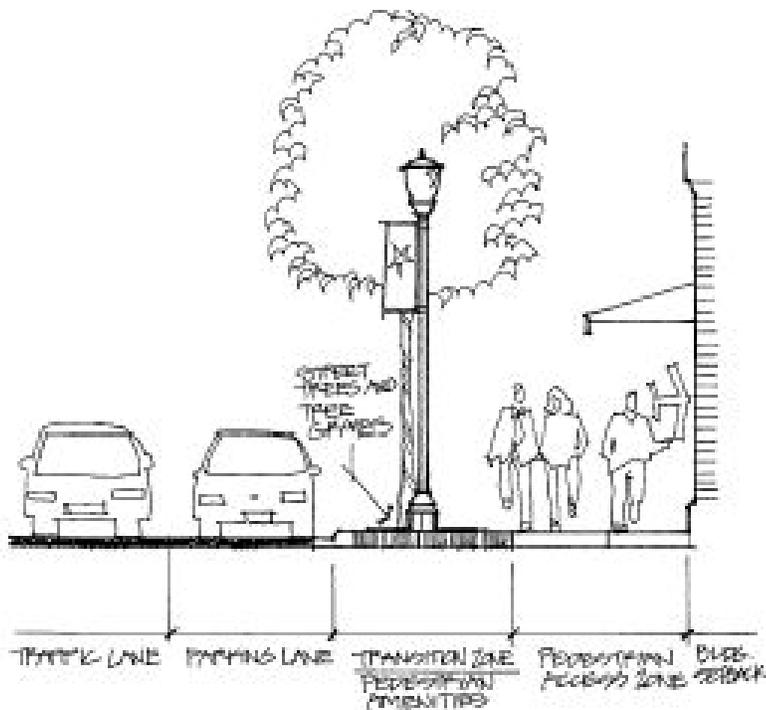
A review of the operational analysis results for the 2005 estimated traffic volumes revealed that although these intersections generally operated at acceptable levels of service, some individual intersection movements do experience operational problems that are the result of high movement volumes (see Table below).

2005 Levels of Service			Movement LOS	Approach LOS	Intersection LOS
Middle Country Road @ NY112	NB	T	B	B	B
		R			
	SB	T	B	B	
		R			
	EB	T	C	C	
		R			
	WB	T	C	B	
		R	A		
Middle Country Road @ Mt. Sinai-Coram Road	NB	L	D	C	D
		T			
		R			
	SB	L	C	E	
		T	E		
		R			
	EB	L	C	D	
		T	C		
		R	A		
	WB	L	A	C	
		T	E		
		R	A		
Middle Country Road @ Rocky Point Road (CR21)	NB	L	E	C	D
		T	B		
		R	A		
	SB	L	B	D	
		T	E		
		R			
	EB	L	C	D	
		T	E		
		R	B		
	WB	L	D	C	
		T	C		
		R			

**Table 8**

## 8. Existing Other Infrastructure.

There has historically been no significant commitment to public infrastructure within the Study Area. The area is not sewered, all buildings utilize individual septic systems. Utility lines are above ground, and existing utility poles are prolific, random and placed within the right of way on both sides of the corridor. There has been no investment toward municipal parking areas. Presently there are no other improved infrastructures. Streetlights are not uniformly designed.



## VI. EXISTING ENVIRONMENTAL RESOURCES

The Study Area contains many significant environmental resources, which are an integral part of its quality of life. This section considers the Town's environmental resources in four major areas: environmentally sensitive lands, special environmental areas, open spaces and historic preservation.

### 1. Environmentally Sensitive Lands.

This Study Area contains a large quantity of environmentally-sensitive lands, including wetlands; geological features such as kettle holes, moraines, steep slopes and glacial erratics; rare and endangered or otherwise important wildlife and vegetation species; significant ecosystems and habitats; and the groundwater divide. These lands are a positive aspect of the Town's quality of life and are discussed below.

#### A. Freshwater Wetlands.

Wetlands vegetation provide nursery grounds for many finfish and shellfish species, filters pollutants from surface waters and groundwater and mitigate flood impacts. Wetlands also serve as breeding habitat for a number of rare and endangered wildlife species and important foraging grounds for waterfowl and wading birds such as ducks, geese, egrets and herons.



There are several sites identified as wetlands within the study area. Lakes include Spring Lake, Artist Lake and Lake Panamoka. Ponds were found throughout the study area. More notably located ponds were identified.

Coram:

- Wolf Pond at Pauls Path.
- The Suffolk County recharge at Route 25 and 112.
- The New York State Recharge at Route 112 and 25.

- The Coram Airport wetlands.
- The wetlands at St. Francis Cabrini Church.
- The New York State Recharge on Route 25.

Middle Island:

- The Park Avenue Pond.
- The Pond along Old Middle Road.

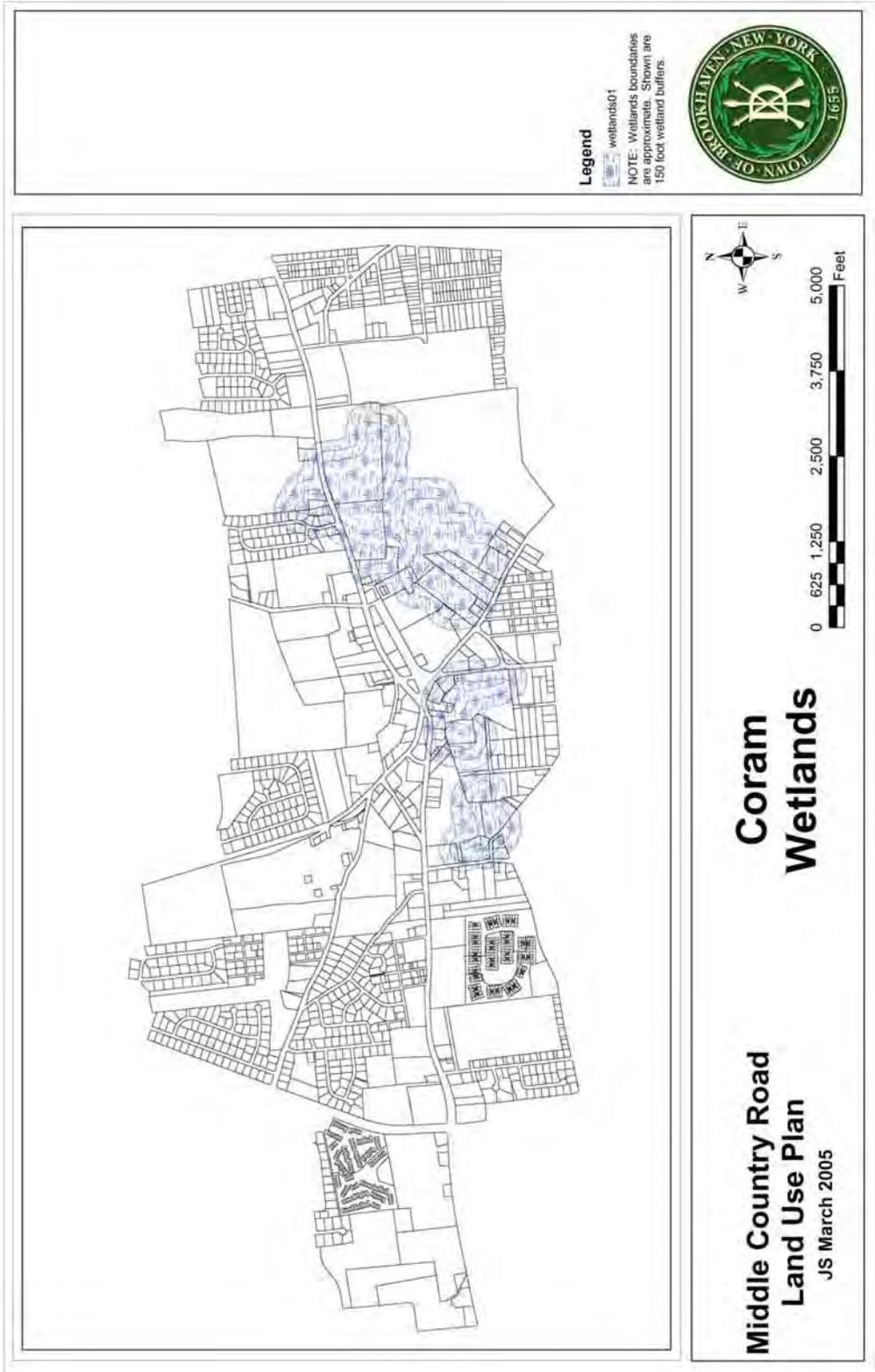
Ridge:

- The New York State DEC Pond at Ridge Road.
- The Pond at Old Maple Road.
- The Suffolk County Ponds at the Town Line.

The Town has striven to protect wetlands through the application of its own wetlands law with the power to regulate activities adjacent to and within these lands. In addition, the Town has protected many wetlands through either acquisition or the use of clustering to position development away from these lands. The recently adopted Wetlands Overlay District provides additional mechanisms to protect wetlands.

The surface waters on the Middle Country Road corridor support a diversity of species including invertebrates, fish, amphibians, birds and waterfowl. Representative species include herons, swans, geese, bullfrogs, painted turtles, spring peepers and a number of fish species. According to the New York State Department of Environmental Conservation, the following fish species occur in Artist Lake in Middle Island: chain pickerel, largemouth bass, blue gill, black crappie, yellow perch, brown bullhead, common carp, white perch and pumpkinseed.





**Legend**

wetlands01

NOTE: Wetlands boundaries are approximate. Shown are 150 foot wetland buffers.



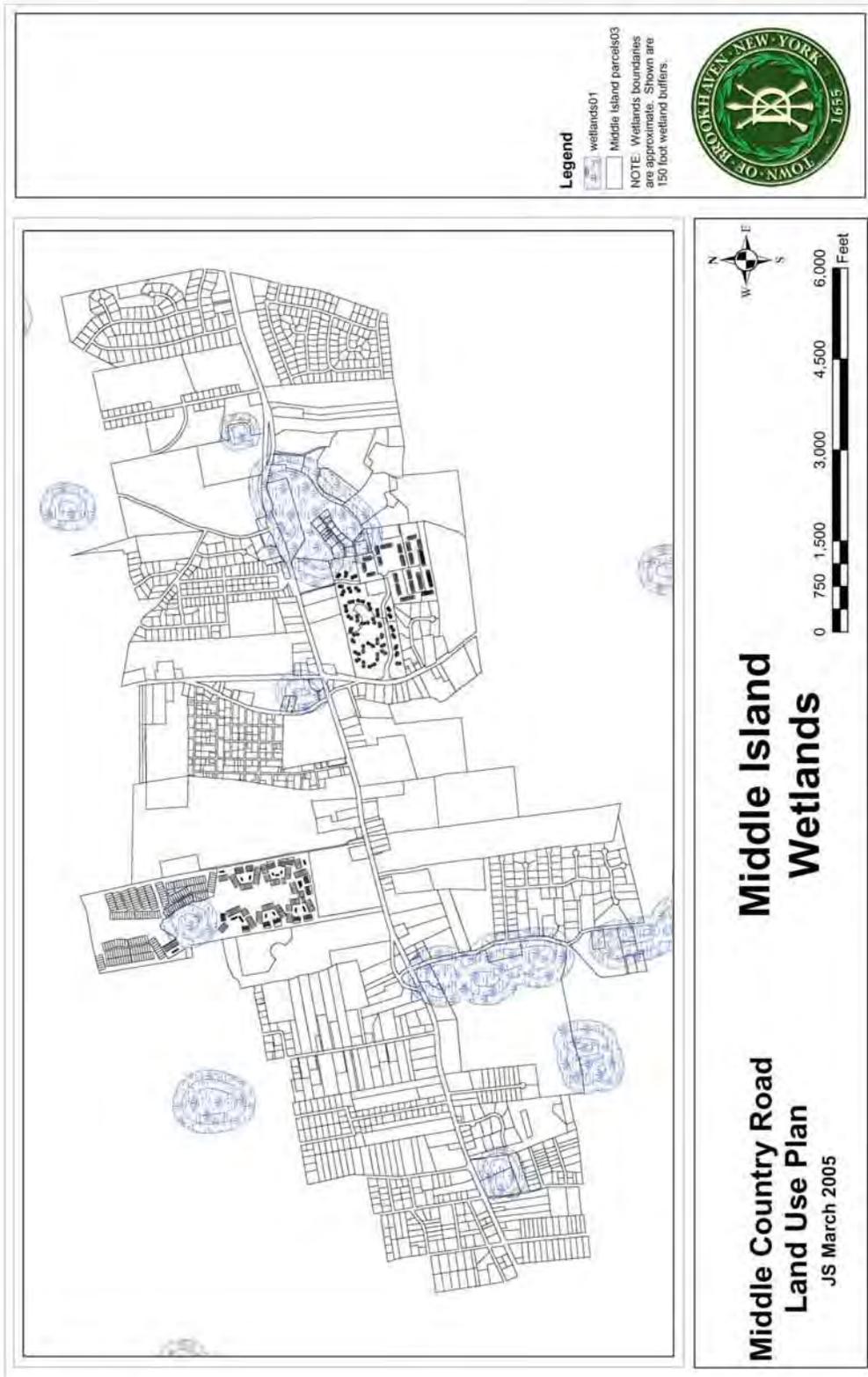


0 625 1,250 2,500 3,750 5,000 Feet

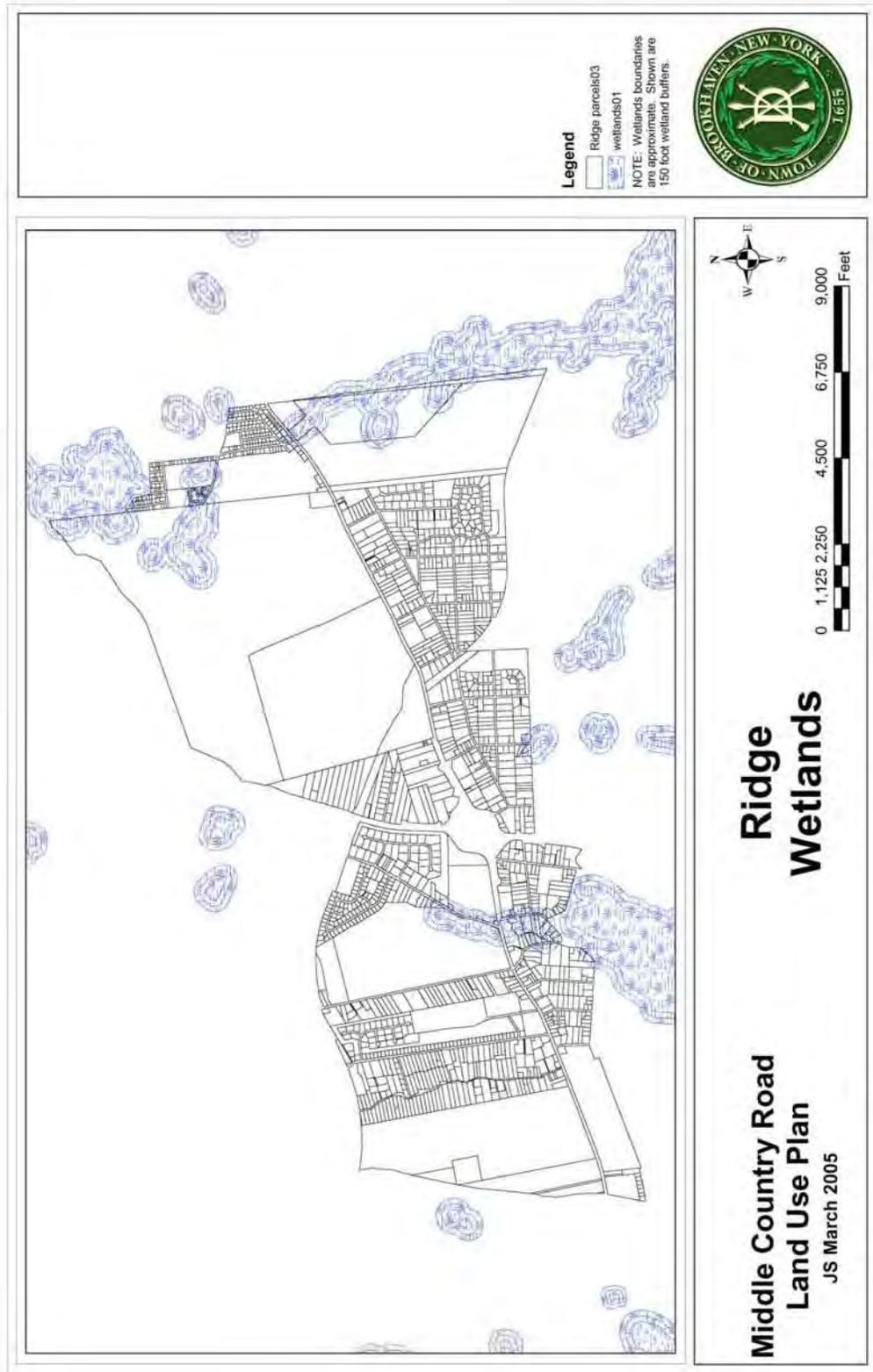
# Coram Wetlands

**Middle Country Road  
Land Use Plan**  
JS March 2005

**Figure 21**



**Figure 22**



**Figure 23**

## **B. Geological Features.**

Geological Features are another important aspect of the Town's inventory of sensitive lands. Although a large portion of the study area is relatively flat, there are areas that have rolling terrain. These are found primarily in the moraines-- hilly areas of rolling topography which serve as Brookhaven's own miniature mountain range. The major moraines include the Harbor Hill Moraine, which extends along the north shore, and the Ronkonkoma Moraine, which runs through the center of the Town. These moraines are the end product of the glacial ice sheets, which once covered Long Island. Associated with the moraines are some of the more unusual or prominent geological features and formations, including round kettle hole depressions, long deep valley-like swales and glacial erratics - large boulders, often as large as automobiles. Also found with the moraines are steep slopes which often have grades of greater than 30%. These slopes are generally the result of drainage systems created by rivers and streams, both past and present.

The Town has striven to protect these important geological areas by applying the Town's grading ordinance, reducing overall site development impacts, and by clustering development away from steep slopes, or by utilizing buffers to protect areas of most significant topography.

## **C. Groundwater Divide.**

The Groundwater Divide is an invisible boundary that runs from east to west through the approximate center of the Town until it reaches the vicinity of Brookhaven National Lab. In the portion of the Groundwater Divide west of the Lab, groundwater flows in a generally northerly direction north of the Groundwater Divide and a southerly direction south of the Groundwater Divide. The exact location of the Divide may change somewhat from year to year depending on changes in precipitation. The location of the Divide is also considered to be an area of maximum vertical recharge to groundwater.

Within the Study area the location of the Groundwater Divide can be found just north of Middle Country Road running through all three hamlets.

Brookhaven has recognized the importance of the Groundwater Divide by including many areas within the vicinity of the Divide in low-density residential zones, and by supporting County and Suffolk County Water Authority acquisitions in the vicinity of the Groundwater Divide.

## **D. Ecological Resources.**

Ecological Resources are diverse and significant in Brookhaven. The Town's location on an island surrounded by water subject to the dual influences of colder northerly, New England conditions and southerly, Gulf Stream-influenced conditions coupled with its varied topography and multiple coastlines has provided a multitude of ecological resources. The Town is home to a wide variety of vegetative communities and significant habitats which include the north shore climax forest dominated by American beech and red maple, upland hardwoods dominated by oaks and hickories, pine barrens, meadows, red maple swamps, freshwater marshes, vernal groundwater-fed ponds, brackish creeks, windswept dunes and tidal marshes and mudflats. These areas in turn provide a haven for a wide variety of wildlife, which range from the most common to the extremely rare. Brookhaven has a high concentration of rare, endangered, threatened and special concern species of wildlife and plants including the well-known Osprey, Eastern tiger salamander, spotted turtle, red-shouldered hawk, piping plover, least tern, pirate perch, coastal barrens buck moth, featherfoil, rose coreopsis, sand plain gerardia and two-flowered bladderwort. Other species of significance found in the Town include the red-tailed hawk, black-crowned night heron, white-tailed deer, Eastern box turtle, neotropical migratory warblers, American chestnut, ironwood, mountain laurel, American beachgrass, eelgrass and marsh marigold.

Brookhaven has recognized the importance of these Ecological Resources, and the Town has striven to protect these important Ecological Resources through the regulation of activities adjacent to and within these lands. In addition, the Town has protected many sites through either acquisition or the use of clustering to position development away from these lands. The Town utilizes the Wetlands Ordinance, Tree Clearing Ordinance and consultation with NYS DEC natural heritage program to identify and protect these ecological resources.

## **2. Special Environmental Areas.**

### **A. Groundwater Management.**

Hydrogeologic Zones I, III, VI and VIII are the names of four subregions of the sole-source aquifer in Brookhaven derived from a study conducted in 1978. These zones correspond to areas of groundwater classified by the type of recharge occurring and the general overall quality of water. Zones I and III are deep

recharge zones in which precipitation recharges to the underlying water table in an essentially vertical direction and penetrates into the lowest geological strata of the underlying aquifer. These zones are considered most critical for prevention of contamination because groundwater ultimately flows outward from these deep recharge areas into the other two shallow recharge areas known as Zones VI and VIII. Zone III is considered to have the most pristine groundwater quality of the two deep recharge zones. The Suffolk County Department of Health Services has recognized this difference in water quality in requiring more stringent regulations for wastewater discharges in Hydrogeologic Zone III. It should be noted that much of Hydrogeologic Zone III is located within the Central Pine Barrens.

The entire study area falls within Hydrogeologic Zone III.

The Town has helped to foster the protection of these hydrogeologic zones by upzoning Hydrogeologic Zones III and VI to a minimum of 1-acre residential zoning and in some cases 2, 5 and 10-acre zoning. The Town has also required clustering of development and imposed limits on clearing and fertilizer-dependent vegetation to preserve natural recharge areas and reduce leaching of contaminants to groundwater in these zones. Finally, the Town established stricter standards for light industrial development in Hydrogeologic Zone III.

## **B. Wild, Scenic and Recreational Rivers.**

Wild, Scenic and Recreational Rivers are also found within the Study Area. Two rivers have been designated as New York State Wild, Scenic and Recreational (WSR) Rivers by the NYS DEC. These are the Carmans River, which begins in Middle Island and flows generally southward where it traverses Yaphank, Southaven and Brookhaven hamlets, and the Peconic River which has its headwaters in Ridge and which flows generally eastward through the hamlets of Upton, Manorville and Calverton. Designation as a WSR river recognizes the ecological and cultural significance of a particular watercourse and confers specific protective status on a river corridor which are demonstrated in development regulations including restrictions on densities, specifications for setbacks from wetlands and surface water and so forth.

The Carmans River WSRR boundary falls to the south of the study area with the Cathedral Pines Park. This section of the Carmans River is within the scenic river regulations. The Peconic River WSRR begins at Smith Road, just south of Middle Country Road and proceeds easterly across William Floyd Parkways the

through the Brookhaven National Lab to the Town Line. This section of the Peconic WSRR falls within the scenic river regulation.

Scenic River Regulations include but are not limited to the following provisions:

1. In scenic river areas, new single family and two-family homes may be built only on lots four acres or larger. However,
2. If a new lot fronts on the river or its designated tributary, it must have a shoreline frontage of 300 feet.
3. New structures other than fences, docks, bridges, water-access parking areas, boat launching sites and agricultural use structures shall be constructed at least 250 feet from the river bank or beyond the limit of the 100-year floodplain, whichever is greater.
4. New multiple family dwellings, commercial and industrial uses are not permitted.

The Town has striven to protect these Wild Scenic Recreation Rivers by applying the New York State Department of Environmental Conservation standards.

### 3. Parks, Open Space, Land Preservation & Civic Uses.

Lands such as woods, wetlands, parks, golf courses, farms and the like constitute open space - undeveloped areas which are not primary areas of work or habitation and which

contribute to a community's quality of life and sense of place.

Open space is an important component of the quality of life enjoyed by all the residents of Brookhaven Town and provides a multitude of

social and environmental benefits. Besides at times serving as places for recreation, be it active or passive, open space also has other social attributes including aesthetically-pleasing vistas, accessing waterfront areas, defining the boundaries between neighborhoods and hamlets, buffering of residential communities from highways and commercial activities, and serving as a refuge from the developed



world in which an individual can re-discover nature and remaining wilderness. Environmental benefits of open space include preserving significant wildlife habitats; protecting important natural resources such as groundwater, wetlands and steep slopes; serving as filtering mechanisms for pollutants; protecting the surface water quality of rivers and streams; reducing noise and providing flood protection.

Economic benefits generated by open space include its ability to add to the attractiveness of an area for businesses in which to locate and creating industries and employment in the areas of tourism, travel, outdoor recreation, commercial fishing and agriculture.

The Town of Brookhaven is fortunate to contain within its borders a large quantity of open space. Unlike the more urbanized areas to the west, much of Brookhaven, especially its eastern half, still contains large expanses of rural, undeveloped land, parts of which are seen by some as the Town's last wilderness.

In recognition of the importance of open space, the Town undertook a number of important planning initiatives which analyzed ways in which to preserve



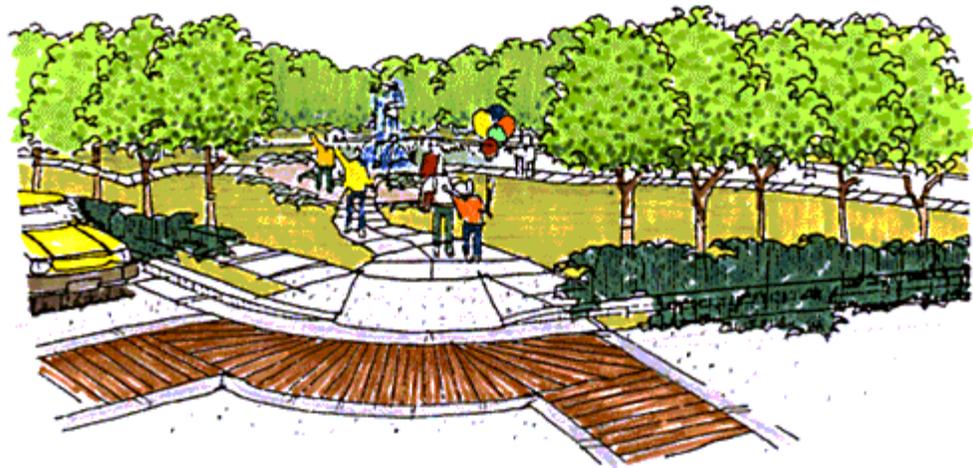
significant open space and which identified some of its most important properties. Through aggressive use of clustering, public acquisition and other techniques, the Town has been able to permanently preserve large quantities

of open space. The Town has purchased or jointly purchased with the County significant properties in the study area and throughout the Town. In addition to these efforts, the County of Suffolk and to a lesser extent, New York State, have also actively achieved acquisition and preservation of significant properties throughout Brookhaven. Since the 1987 Draft Land Use Plan, the Town of Brookhaven has participated in a number of significant open space preservation projects. The most notable of these is the permanent preservation of the Central Pine Barrens area in the eastern region of the Town. With the adoption of the Central Pine Barrens Comprehensive Land use Plan in 1995, the Core Preservation Area within the Central Pine Barrens was designated for preservation through a combination of acquisition and transfer of development rights.

The Town has acquired dedications of open space through clustering and other means. Significant areas of Town-owned open space are found throughout Brookhaven and the study area. These include all types of facilities from small playgrounds, large multi-use recreational sites, historic sites, parks such as the Smith Estate at Longwood in Ridge and Town Nature Preserves of which there are presently four; Rocky Point, Middle Island, Brookhaven and Old Mastic.

Numerous privately-owned open spaces are also a significant part of the Town of Brookhaven landscape. Golf courses, hunting and fishing preserves, Girl Scout camps, Boy Scout camps, and even some cemeteries are among these privately-owned areas. Private, non-profit conservation organizations such as the Post-Morrow Foundation and the Nature Conservancy have also acquired significant open space areas especially in Brookhaven hamlet, Coram and Stony Brook

Within the Coram segment of the study area exist large tracts of public open spaces. Though none of the lands in this portion of the study area are within the Core Preservation Area of the Central Pine Barrens, a majority of the lands fall within the Compatible Growth Area. The Nature Conservancy currently is in ownership of one site and Suffolk County owns other large tracts of land. The Town, County and State preserve other smaller parcels as open space or wetlands. There are no public parks or playgrounds found within this segment of the study area.



Existing Civic uses include the Coram Post Office, the Coram Fire Department, Selden Public School properties and the Town of Brookhaven Highway and Parks Departments.

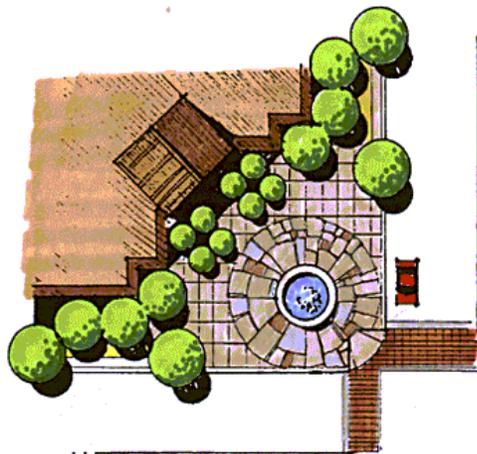
Within the Middle Island segment of the study area, large tracts of public open spaces were found. The majority of the lands fall within the Compatible Growth Area of the Central Pine Barrens, the Core Preservation Area only touches the south side of Middle Country Road at one point east of Bartlett Road and wraps

around the lands fronting on Middle Country Road. Suffolk County and New York State own some of the larger tracts of land in both the Core Preservation and Compatible Growth Areas. The Town, County and State preserve other smaller parcels as open space or wetlands. There is one public park or playgrounds found within this segment of the study area. Bartlett Pond Park includes a playground and the old East Middle Island School house. New York State DOT is currently developing a small park along the south side of Middle Country Road at Artist Lake.

Existing Civic uses include the Middle Island Post Office, the Middle Island Fire Department and the Longwood Public Library.

Within the Ridge segment of the study area, large tracts of public open spaces were found. The majority of the lands fall within the Core Preservation Area of the Central Pine Barrens, the Compatible Growth Area touches Middle Country Road at several places along this segment of the roadway. Most of the lands within the Core Preservation area are under the ownership of the State, County or Town. There is one public park or playground found within this segment of the study area. Fireman's Park is a Town Park located on the north side of Middle Country Road east of William Floyd Parkway. There is presently another park under construction in the western section of the corridor across from Red Maple Road at the corner of Village Drive, which is access to Ridgehaven Estates. This park will be known as Ridge Community Park and include playground and walking trails.

Existing Civic uses include the Ridge Post Office and the Ridge Fire Department.



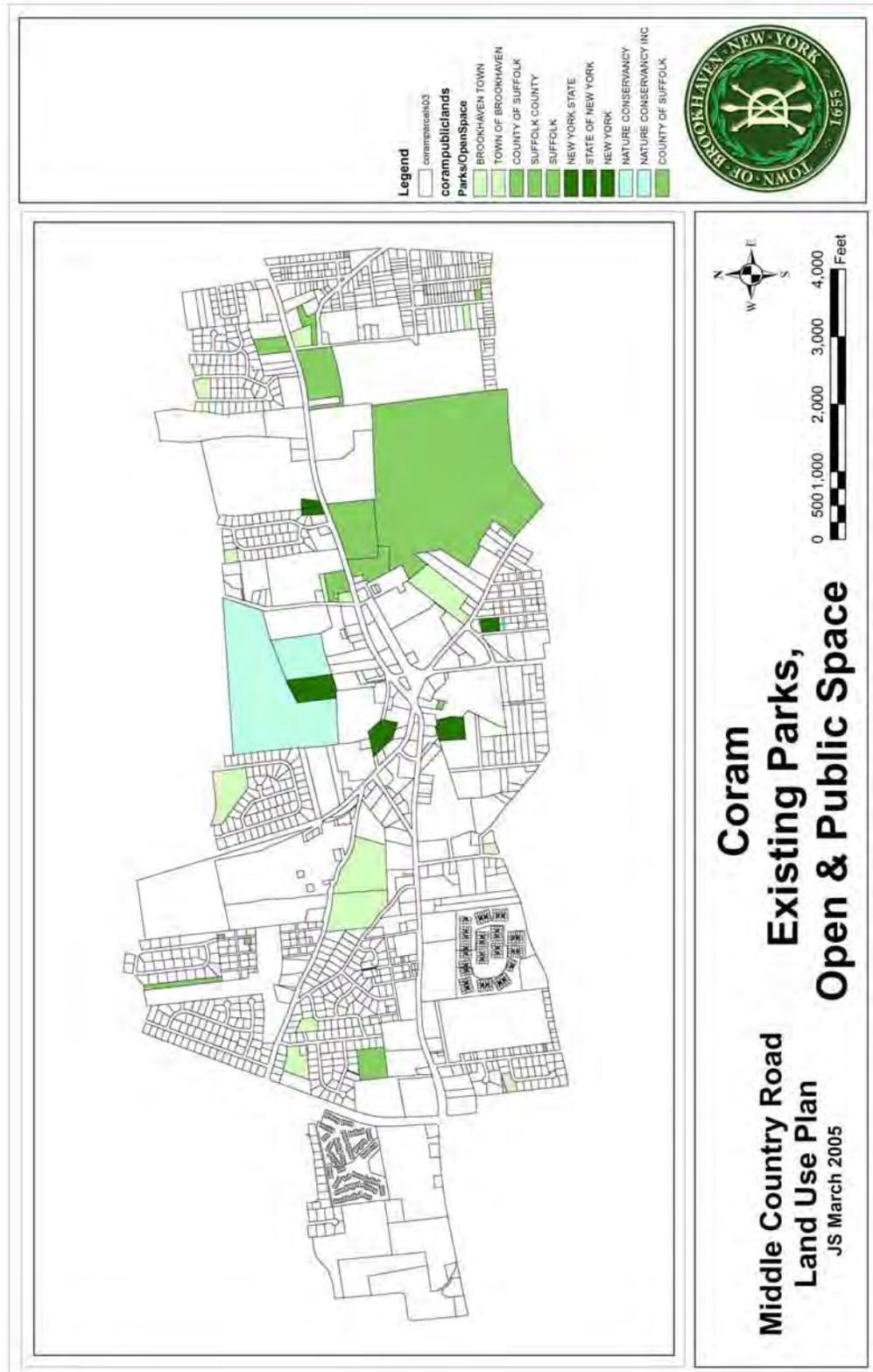
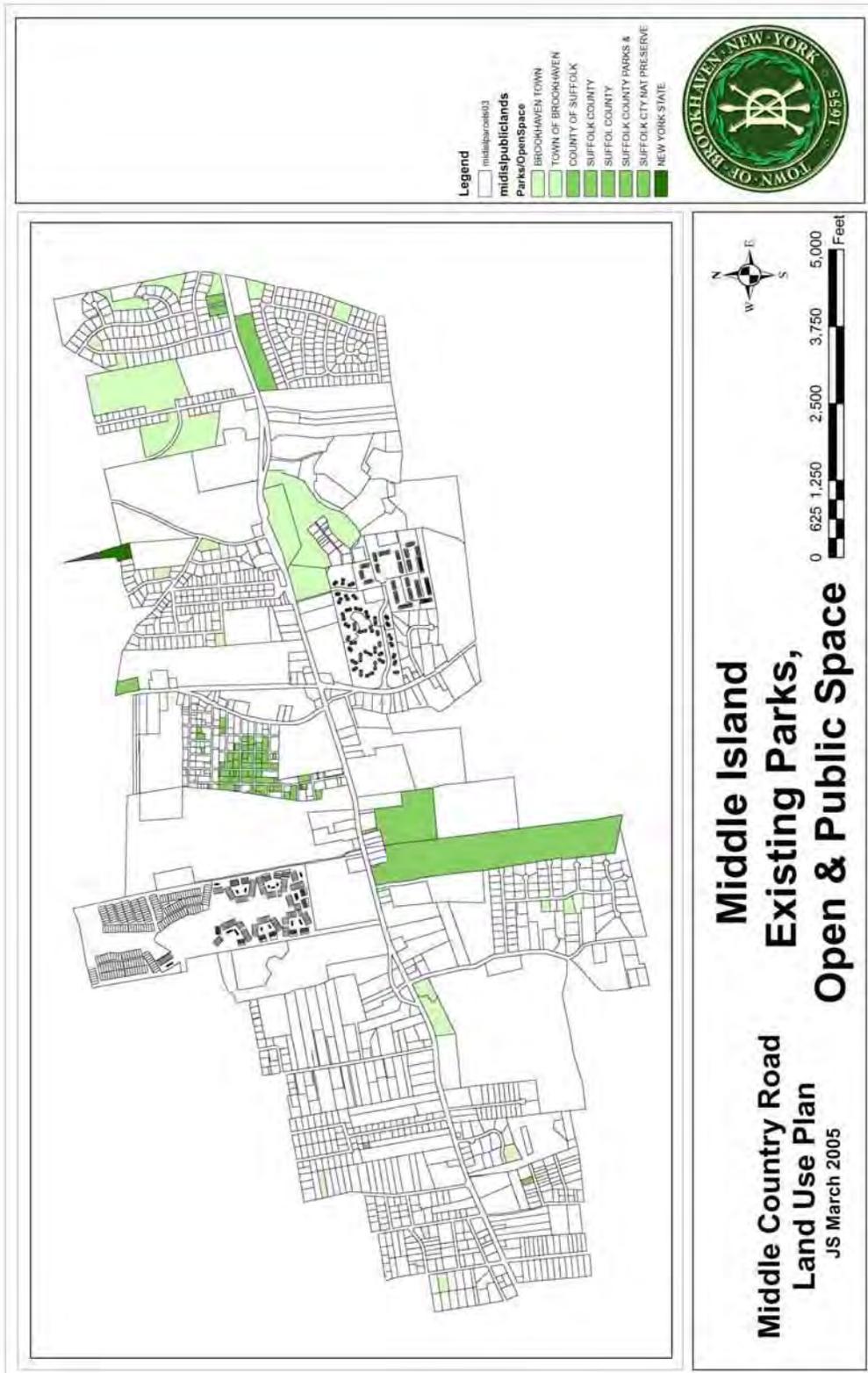


Figure 24



**Figure 25**

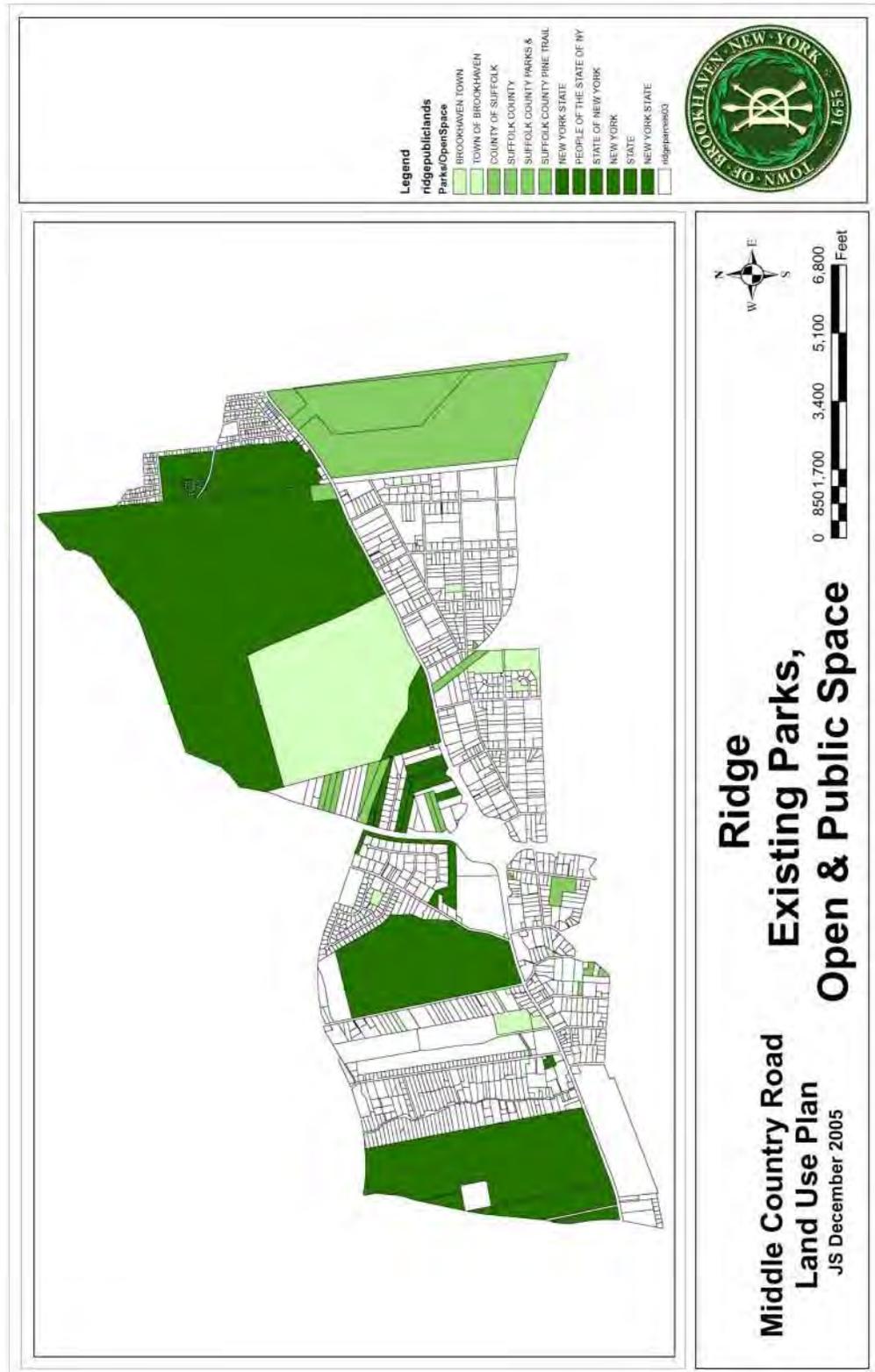


Figure 26

**A. Central Pine Barrens.**

The Central Pine Barrens Comprehensive Land Use Plan was adopted by Brookhaven Town, along with the Towns of Southampton and Riverhead, Suffolk County and New York State, in 1995. The plan controls land use in the area of Brookhaven Town known as the Central Pine Barrens and provides for the preservation and protection of groundwater, endangered and threatened plants and animals and unique natural resources. In addition, the Central Pine Barrens Comprehensive Land Use Plan recognizes the need for balanced growth and development. The plan was designed to redirect development from an area known as the Core Preservation Area, thereby allowing for the Core's preservation. All undeveloped lands within the Core Preservation Area contribute to the protection and preservation of the ecological and hydrological functions of the Central Pine Barrens and the preservation of the Core Area is therefore an essential component of the Plan. The Compatible Growth Area was designated to permit uses, which are compatible with protecting the essential character and natural resources of the Pine Barrens. Development Standards and Guidelines were established consistent with the protection of water resources and the habitat preservation goals provided for in the Pine Barrens Protection Act.

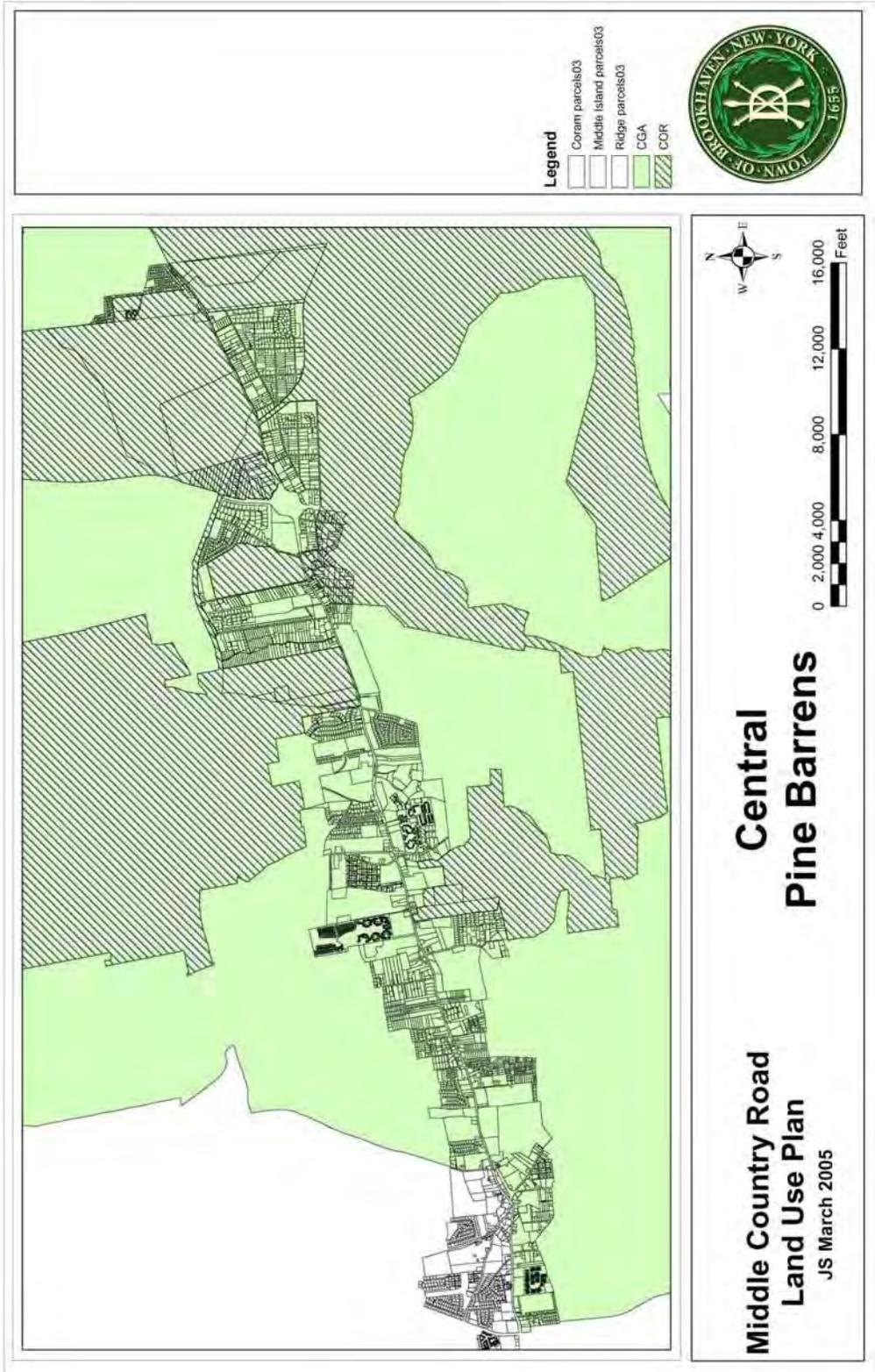


Figure 27

## **B. Restoration/Remediation.**

The Town of Brookhaven contains many unspoiled, natural areas. However, like other developed and developing areas certain activities occurred in the past, prior to environmental awareness, which resulted in environmental degradation in certain existing areas. Past development practices may have destroyed or severely impaired freshwater wetlands. Certain areas were completely clearcut of existing woods and stripped of topsoil. Some development patterns have resulted in fragmentation of wildlife habitat or complete removal of habitat. High-density development in some areas has resulted in degradation of groundwater and surface water or exacerbation of flooding and erosion problems. Finally, in other areas some industrial, commercial, institutional and even residential activities have resulted in contamination of groundwater, surface water and soils with toxic and hazardous materials. Several sites found within the study area have been identified as sites desirable for restoration and remediation.

## **4. Historic Preservation.**

The Study Area contains many significant historic resources, which are an integral part of its quality of life. Many historic sites exist within this study area, including the Davis House, the Trinity United Methodist Church & cemetery, Saint Francis Church, the Isaac Smith/Albert Mott House and the Old Baptist Cemetery along Old Middle Country Road.

Middle Country Road reflects the history of the Town of Brookhaven in many aspects. The intersection of Middle Country and Route 112 marks an important early cross road. Middle Country Road was broken through in the mid



1600's and was known as King's Highway. This central location also led to it being a meeting place for the transactions of the Town of Brookhaven affairs for close to 100 years. During the Revolutionary War the Coram area was also the site of the historic hay burning.

The Lester Davis House circa 1750 is located at the northeast corner of Middle Country Road and Coram-Mount Sinai Road. The Davis House is both a Town of Brookhaven Landmark and listed on the National Register of Historic Places and the NYS Register. Its property also includes the Elijah Davis cemetery. Across Mt. Sinai Coram Road from the north end of the Davis property is the 58-acre Nature Conservancy. The significance of this structure is vital as it was the site, which held the first Town Board meeting of the Town of Brookhaven. This site was recently dedicated to the Town and is currently being restored to its original glory.



The Old Coram School circa 1900 has been moved to the rear of the Coram Fire Dept., at the corner of Middle Country Road and Mt Sinai Coram Road, also across the road from the Lester Davis home.

The Trinity United Methodist Church & cemetery circa 1841 is located along the north side of Old Middle Country Road. The cemetery contains graves from the 18<sup>th</sup> and 19<sup>th</sup> centuries.

The Isaac Smith/Albert Mott House circa 1824 is located at the southeast corner of Middle Country Road and Homestead Drive and was recently acquired by the Town of Brookhaven. The Mott house is one of the few remaining homes on this part of Middle Country Road still in its original location. Most of the other homes surveyed within the last thirty years have been moved, demolished or destroyed by fire.

The Old Baptist Cemetery circa 1740 is located along the south side of Old Middle Country Road.

A Historic District was recommended for adoption in 1975 for the Coram Hamlet but was never realized. The proposed district included approximately one “mile” of mixed usage, including some examples of structures from mid-century through nineteenth century. The “mile” runs along Middle Country Road, including a short section of the Old Middle Country Road, from the intersection of NYS Route 112 and Middle Country Road to just east of Homestead Drive. Several of the historic structures identified at that time no longer exist today.

The Middle Island Presbyterian Church circa 1837 is a Town Landmark located at the northeast corner of Middle Country Road and Church Road. Union Cemetery also a Town Landmark, was found on the south side of Middle Country Road, the oldest stone found is dated 1748. The East Middle Island School house circa 1835 was relocated to its current home at the Town's Bartlett Pond Park. The Hudson House circa 1858 is a Town Landmark located along the north side of Old Middle Country Road in Middle Island.

In Ridge, Camp Upton Trenches and Bunkers was identified on the Town Park known as Fireman's Park. Robert Randall House circa mid 1800's was found along the north side of Middle Country Road and is presently known as Lustgarten Farms and nursery. The Baier Lustgarten Farms & Nursery sign circa 1930 was also listed on the Town's Historic sites inventory. This sign is one of the oldest samples of a neon sign in the area.



## VII. LAND USE & ZONING RECOMMENDATIONS

In order to make the hamlets along Middle Country Road viable and active communities with a unique personality and to create a sense of place for each hamlet, the development and redevelopment within the corridor must be done in a cohesive and coordinated manner. Any new development or redevelopment of properties must be compact and convenient for residents seeking goods and services. These recommendations will provide the foundation and tools with which this area can grow and prosper while providing visually appealing and pedestrian-friendly communities.

The creation of hamlet centers and transition areas, where a greater density can be provided within the center and a lesser density at its perimeter, will accomplish the goals of this plan. It is also important to eliminate sprawl concentrating infrastructure and drawing a distinction and separation between the hamlets thereby establishing a transition between the hamlet centers. Multi-family residential uses will help to support the hamlet centers, while single family residential can be found on the outskirts of the hamlet centers and within the transitional areas. Heavy commercial and light industrial uses are included to provide economic viability and tax base.

The architecture of these hamlet centers is an integral part of the overall design, which will help in the successful use and draw to these centers. Though each center should have its own architectural identity to establish a sense of place, the building architecture of each of the entire Hamlet Centers should be consistent throughout. All of the existing, and any new structures in these centers, should be reviewed for architectural consistency, upon application to the Town of Brookhaven.

Any development or redevelopment of properties within the corridor must also be cognizant of the existing environmental constraints. Wetlands are prevalent throughout the study area and appropriate setbacks should be provided. The Central Pine Barrens standards limit the clearing of lands in certain parts of this study area. The proposed State roadway improvements to Middle Country Road also play a critical role in developing a new land use trend in this community.

This section of the Middle Country Road Land Use Plan offers conceptual site layouts. The intent is to offer a visual representation of the desire of the Town of Brookhaven to create pedestrian-oriented commercial and residential land uses and the creation of hamlet centers within the communities along this corridor. These conceptual layouts depict how sites could be developed within the hamlet centers. Each site will be required to file the necessary applications to the Town of Brookhaven.

## **1. CORAM.**

### **A. Land Use Recommendations.**

Through cooperative efforts between the Town of Brookhaven and the community, and to further the goals of this Plan and the community's vision for the Coram area, two separate and distinct hamlet centers are proposed.

Although the two centers will be within walking distance of one another, each Center will be distinct and individual as two major intersecting State Highways, Route 25 and Route 112 separate them. Each Center however will also establish its own identity through the use of an individual architectural style, creating a sense of place and community character. Multi-family residential land uses are proposed within the centers to help support the centers and establish a walkable community.

The Gordon Heights Neighborhood Center in the eastern end of the Coram Hamlet will be controlled and compact and provide neighborhood service oriented retail uses. This Center located between Homestead Drive and Wilson Avenue, would create a traditional neighborhood that increases utilization of the commercial district while fostering a greater sense of community.

Transition areas will be established between C.R. 83 and the Coram Centers as well as between the Coram Hamlet Centers and the Gordon Heights Neighborhood Center. Transitional Corridor Overlay districts will provide the design criteria for development and redevelopment of lands within the transitional areas. Parks and open space are proposed for those parcels within the transition areas that have been identified as environmentally sensitive.

General commercial and heavy commercial uses will also be provided in certain areas. However those uses found to be inconsistent with surrounding land uses or inappropriately zoned or in close proximity to environmentally sensitive areas should be discontinued or relocated to more appropriate locations.

See Coram Land Use Plan, Figure 27.

#### **i. Coram Hamlet Center West.**

The UA Movie Theater site is presently vacant and abandoned. This concept allows for the UA site along with the vacant lands to the west, known as the Speigal Property, to be developed and redeveloped jointly into an internal main street setting. The Speigal property can be developed generally as proposed by the applicant/owner, however the eastern most

portion of the Speigal parcel along with the UA Movie Theater site could be developed and redeveloped jointly. Utilizing the existing signalized access drive from the UA Movie Theater site on Route 112, a new roadway can be created from Route 112 connecting to Middle Country Road opposite the westerly “Jug Handle” of the Route 25/Route 112 intersection. A distinct access road can then be provided for the Speigal proposal. Additional traffic control along Middle Country Road at Paul’s Path (Mooney Pond Road) should be considered by NYS DOT.

This new road south of Route 25 and west of Route 112 will then serve as the walkable main street, with the buildings fronting on the new main street



and parking in the rear. First floor retail uses along with second and possibly third story residential or office uses can also be realized. A big box user is also possible on the eastern end of the site in the old movie theatre building. National chain retailers, restaurant, bar or tavern, banks, pharmacy, theater and movie theater, commercial recreational, entertainment and cultural centers with second or third story office and residential uses should be established in this Hamlet Center. Drive thru facilities such as banks, pharmacy and fast food restaurants can be provided as long as the drive thru remains internal and does not access the street frontage. The focal points of this Center at the Route 25/Route 112 westerly “Jug Handle” intersection should include such uses as national chain restaurants or major retailers. Existing heavy commercial uses such as auto repair and gasoline filling stations should be relocated to more appropriate locations outside of this Hamlet Center.

Alleyways should be provided for pedestrian access from the parking facilities to the street frontage. Alleyways should be wide, well lit and attractive with pedestrian amenities such as landscaping and street furniture. Large decoratively paved sidewalks, decorative streetlights and street

furniture, street trees and on street parking should be provided along this Main Street.

On the north side of Middle Country Road the existing development can be redeveloped and even expanded. However new parking should be eliminated in the front yard and created in the rear of the existing or new buildings, with limited or no direct vehicular access to Middle Country Road or Route 112. The remaining existing development along the south side of Middle Country Road should also be redeveloped. However, as part of any new development plans for these sites, any existing parking fields must be reconstructed with landscaped islands and decorative street lights to soften the visual impacts and make these areas pedestrian-friendly. Architectural style consistent with this Hamlet Center must also be established for the proposed structures as well as the existing structures at the time of any new development plans. Building architectural guidelines are provided herein on Page 88.

Landscaped medians should be considered on Middle Country Road within this Hamlet Center. The medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. The existing sidewalks along Middle Country Road should be widened and a planter, with street trees, should be provided separating oncoming traffic from the sidewalk. Street Trees with compound leaves (fine textures) examples Green Ash, Kentucky Coffeetree, Serviceberry, and Honeylocust (in areas away from pavement). The largest possible trees should be selected to reduce the perceived intensiveness of development. Street furniture and decorative streetlights should be installed. Medians should be mountable for easy use by emergency response vehicles. All improvements within the State right-of-way are subject to permit by NYS DOT.

Public spaces, including civic spaces, squares, private plazas, greens, and public parks, should be intermixed throughout this Hamlet Center for social activity, recreation, and visual enjoyment. There are ample lands available on this site to provide public parks and passive recreational activities. The area along the west side of Route 112, south of Middle Country Road should remain in a natural or revegetated state after State

improvements to NYS Route 112. Additionally the lands between Middle Country Road, Grant Smith Road and Route 112 should also remain undeveloped with consideration for enhanced “green space” within the roadway corridors.

Multi-family uses can also be provided in this area. On the Speigal site to the west of the Hamlet Center, multi-family residential land uses can be realized as currently proposed. As this would be considered a primary location, the residential density of these projects should be four six (6) to twelve (12) units per acre based on Town Code. A multi-family development on the east side of Route 112, should remain as previously approved by the Town Board.

Environmental constraints must be taken into consideration. Wetlands are found along Route 112 and a pond is present just south of Middle Country Road and along Paul’s Path (Mooney Pond Road). These wetlands and ponds will be preserved and perhaps enhanced as parklands. Wolfe or Mooney Pond will be dedicated to the Town of Brookhaven. Buffering and building setbacks can be provided around the wetlands and along Route 25, Middle Country Road. Subsurface clay may create some design constraints relative to storm water runoff. The existing recharge basin on the movie theatre site should be relocated to the northern portion of the site.

A regional Sewage Treatment Plant for both the Coram west as well as the Coram East Centers should be considered and could be located on the northerly portion of lands of Speigal just south of Skips Road, adjacent to the existing LIPA properties, subject to appropriate engineering. Other locations for a regional STP could also be considered. Relief of Pine Barrens Standards should also be considered and may be offered through a transfer of development rights program.

Commercial development or redevelopment in this Hamlet Center should conform to the requirements set forth in the J6 Business, Main Street, section of the Code of the Town of Brookhaven. Multi-family development should conform to the provisions set forth in the MF1 Residential section of the Code of the Town of Brookhaven and §85-50 of the Town Code. Planned Development District or PDD could be used to combine uses and zoning districts. The commercial development standards and guidelines for

this Hamlet Center shall include those criteria that are set forth in the *Main Street Business District Design Manual* as referenced herein.

Development or redevelopment within this center should be in general conformance with the Coram West Hamlet Center Concept, Figure 21 & 22.

Figure 28

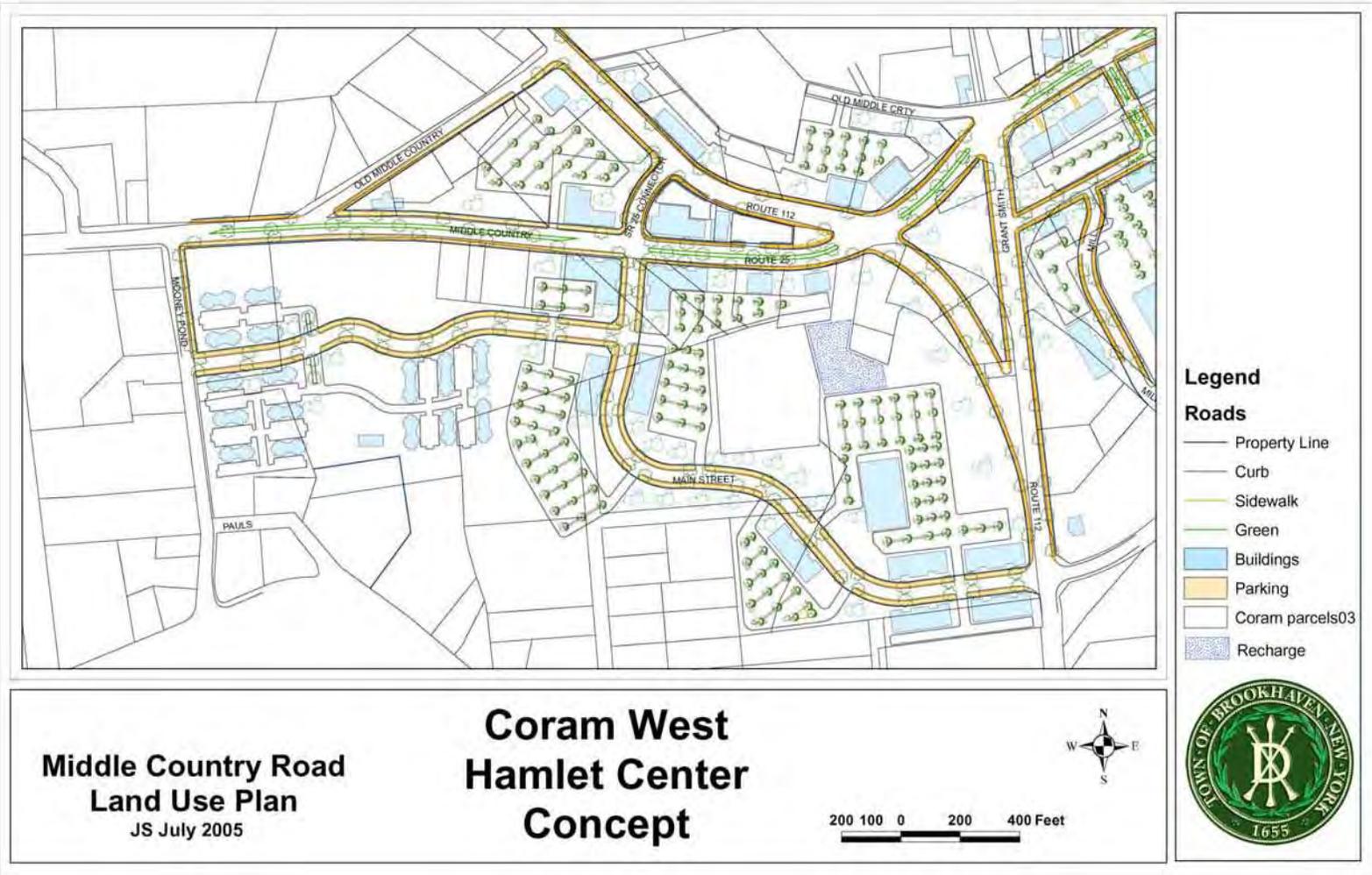




Figure 29

**ii. Coram Hamlet Center East.**

The Home Depot site, formerly known as Coram Plaza, has recently gone through several changes and modifications. Home Depot was the first change, followed by the Stop and Shop and the renovation of the rest of the commercial center. The buildings and uses fronting on Middle Country Road however have not been renovated or improved. In this area a second Hamlet Center can be created.

A unique opportunity exists in this area to create a setting unlike any other in the Town of Brookhaven. Presently New York State owns a one hundred and fifty foot wide parcel running through the north end of this site. This land was taken as part of a future redevelopment plan for Middle Country Road. It is recommended that this parcel of land be transferred to the Town of Brookhaven. This land can be used to create a greenway or common area, a place making component of the Coram Hamlet Center East. The greenway will serve a pedestrian common area and can be developed with amenities such as gazebos, a band shell, community center and other similar public amenities that the community and the Town of Brookhaven desire.

Along the southern end of the greenway an internal roadway can be created. This new road will serve as the Main Street of this hamlet center. The two existing access drives along Middle Country Road will continue to service the site. The main access drive in the center of the site should be landscaped with a center median. The new Main Street will replace the existing internal road and will connect from Grant Smith Road to the eastern access drive to Middle Country Road opposite Coram-Mount Sinai Road. Sidewalks should be provided throughout. Traffic control treatments including small roundabouts or traffic islands should be considered along the Main Street. See Coram Hamlet Center East Concept, Figure 23 & 24.

New structures can be developed along the Main Street facing the existing buildings along Middle Country Road. The existing buildings on Middle Country Road would then be reoriented with dual frontage to face both the greenway and Middle Country Road. The front yard parking would be eliminated and relocated to the interior along the greenway. The former front yard parking along Middle Country Road should be used as a plaza, squares or courtyards with decorative pavers, landscaping, furnishings, fountain or public art.

National chain retailers, restaurants, office buildings, bar or tavern, pharmacy, theater and movie theater, commercial recreational, entertainment and cultural centers with second or third story office and residential uses should be established in this Hamlet Center. Drive thru facilities such as banks, pharmacy and fast food restaurants can be provided as long as the drive thru remains internal and does not access the street frontage. Existing heavy commercial uses such as auto repair and gasoline filling stations should be relocated to more appropriate locations outside of the Hamlet Center.



Parking can be provided using the existing parking field. Alleyways should be provided for pedestrian access from the parking facilities to the greenway. The Middle Country street

frontage should be landscaped and all individual access points eliminated. The existing sidewalks along Middle Country Road should be widened and decoratively paved and a wide planter, with street trees, should be provided separating oncoming traffic from the sidewalk.

Mill Road realignment to connect to the new Main Street, having all traffic from Mill Road use the Main Street to access Grant Smith Road, should be considered. The lands just to the east of this center, along Middle Country Road, should access the eastern access drive and have no direct access to Middle Country Road. See Coram Hamlet Center East Concept, Figure 23 & 24. The existing bus shelter along Mill Road should be relocated to the Main Street/Mill Road intersection. The bus shelter should be decorative, well lit and matching the building architecture of the Hamlet Center.

The lands on the south side of Middle Country Road east of the Coram-Mount Sinai Road intersection should be acquired for park and recreational purposes, which could include a community building. The lands along the north side of Middle Country Road west of Mt. Sinai-Coram Road

can continue to be used for general retail and office purposes. If possible access should be shared between sites thereby limiting curb cut access to Middle Country Road. It may be possible to provide a common access drive to Coram Mount Sinai Road through the lands of the fire department. Any future redevelopment of these parcels should be consistent with the Main Street concept envisioned by this Plan. The existing sidewalks along Middle Country Road should be widened and decoratively paved and a wide planter, with street trees, should be provided separating adjacent traffic from the sidewalk.

As part of any new development plans for any of these sites, any existing parking fields must be reconstructed with landscaped islands and decorative street lights to soften the visual impacts and make these areas pedestrian-friendly. Architectural style must also be established for the proposed structures as well as the existing structures at the time of any new development plans.

Building architectural guidelines are provided herein on Page 88.

This part of Middle Country Road should also be ceremoniously remaned King's Highway in keeping with the historic significance of the area. Some



type of historical reference to the Burning of the Hay should also be considered.

Landscaped medians should be provided on Middle Country Road within this Hamlet Center. The medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bullnose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. The existing sidewalks along Middle Country Road should be widened, decoratively paved and a wide planter, with street trees, should be provided

separating oncoming traffic from the sidewalk. Street Trees with compound leaves (fine textures) examples Green Ash, Kentucky Coffeetree, Serviceberry, and Honeylocust (in areas away from pavement). The largest possible trees should be selected to reduce the perceived intensiveness of development. Street furniture and decorative streetlights should be installed.

Public spaces, including civic space, squares, private plazas, greens, and public parks, should be intermixed throughout this Hamlet Center for social activity, recreation, and visual enjoyment. There are ample lands available on this site to provide public parks and passive recreational activities.

A regional on-site Sewage Treatment Plant for both the Coram west as well as the Coram East Centers should be located on the northerly portion of lands of Speigal just south of Skips Road adjacent to the LIPA properties. Other locations for a regional STP could be considered. Relief of Pine Barrens Standards may be offered through a transfer of development rights program.

Commercial development or redevelopment in this Hamlet Center should conform to the requirements set forth in the J6 Business, Main Street, section of the Code of the Town of Brookhaven. The development standards and guidelines for this Hamlet Center shall include those criteria that are set forth in the *Main Street Business District Design Manual* as referenced herein.

Development or redevelopment within this center should be in general conformance with the Coram East Hamlet Center Concept, Figure 23 & 24.



Figure 30

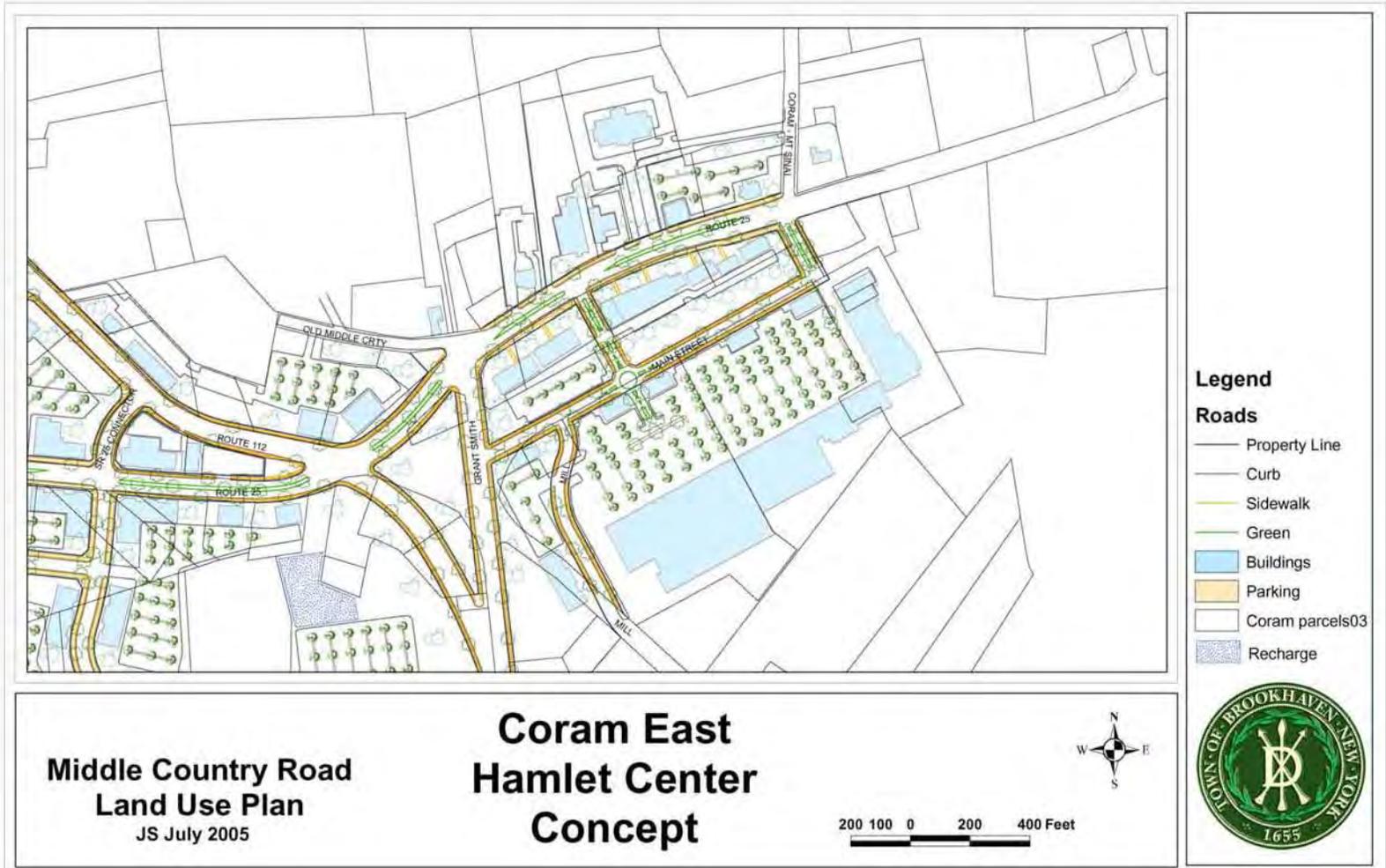


Figure 31



**Middle Country Road  
Land Use Plan**  
JS July 2005

**Coram East  
Hamlet Center  
Concept**



200 100 0 200 400 Feet

**Legend**

**Roads**

- Property Line
- Curb
- Sidewalk
- Green
- Buildings
- Parking
- Coram parcels03
- Recharge



### **iii. Westfield/Fife Neighborhood Center.**

This part of Middle Country Road, known as Gordon Heights, from Homestead Drive to Wellington Drive/Wilson Ave. could be developed and redeveloped into a small and compact neighborhood main street fronting on Middle Country Road. Although this center is only 4,000 feet from the Coram East Hamlet Center non-competing commercial uses can be established utilizing more service oriented commercial retail uses.

This new neighborhood main street district will only be approximately 1,700 feet long or .30 of a mile. The existing buildings as well as new buildings will be fronting on Middle Country Road with all of the parking in the rear of the sites. Neighborhood, service oriented commercial retail uses should be employed in this Main Street District. Uses such as restaurants, farmers markets, office, bar or tavern, artist studio, hardware, beauty parlor and cleaners could be considered in this center. Drive thru facilities such as banks, pharmacy and fast food restaurants can be provided as long as the drive thru remains internal and does not access the street frontage. Existing heavy commercial uses such as auto repair and gasoline filling stations should be relocated to more appropriate locations outside of the Center.

Most of the existing buildings in this area are presently oriented toward the roadway. The buildings that aren't and any future development should be oriented toward Middle Country Road. Parking should be eliminated in the front yard and created in the rear of the existing buildings with limited or no direct access to Middle Country Road. The existing local street grid would provide parking lot access to Middle Country Road. The remaining front yards could then be utilized as common or courtyard areas including plaza, squares or courtyards with decorative pavers, landscaping, furnishings, fountain or public art.

Building architectural guidelines are provided herein on Page 88.

There are presently several institutional uses within this portion of the study area. The former Suffolk County Police Sixth Precinct site and the new Suffolk County Health Center, which was recently constructed, are found in the area. Also found in this area is the historic Albert Mott house owned by the Town of Brookhaven, which should be restored, the remaining lands should be used for park purposes. The old Sixth Precinct building should be renovated

and used for public purposes such as for community meetings and youth programs. The community expressed interest in continued police presence using the vacant police department building. Other public spaces such as plazas, pedestrian malls and other civic spaces should be intermixed throughout this Main Street.

In instances where existing front yard parking facilities are relocated to the rear of the existing buildings, the former front yard parking should be used as a plaza, squares or courtyards with decorative pavers, landscaping, furnishings, fountain or public art. Wide alleyways should be provided for pedestrian access from the parking facilities to the street frontage. Alleyways should be well lit and attractive with pedestrian amenities such as landscaping and street furniture. Large decoratively paved sidewalks, decorative streetlights and street furniture, street trees and on street parking should be provided along this Main Street.

A focus of the Gordon Heights Neighborhood Center is the proposed realignment of Westfield Road and Fife Drive at Middle Country Road. Currently, these two streets create two “T” intersections from each other, creating adverse operating characteristics. The presence of active land uses at this location provides the basis for improved intersection design and property access considerations. Realignment as a typical four legged intersection should be considered with the potential for alternative intersection control such as the modern round-a-bout. Landscaped median should be provided on Middle Country Road within the Main Street District. The medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. Street trees with compound leaves (fine textures) examples Green Ash, Kentucky Coffeetree, Serviceberry, and Honeylocust.

All or most of the existing individual site access points along Middle Country Road should be eliminated. All site access should be via existing side streets. Parking facilities must be joined between individual sites and combined to create common parking areas. Connections across side streets should be considered. Rear yard parking facilities should be well lit and landscaped islands provided to reduce the visual impact. If possible on-street parking should be considered.

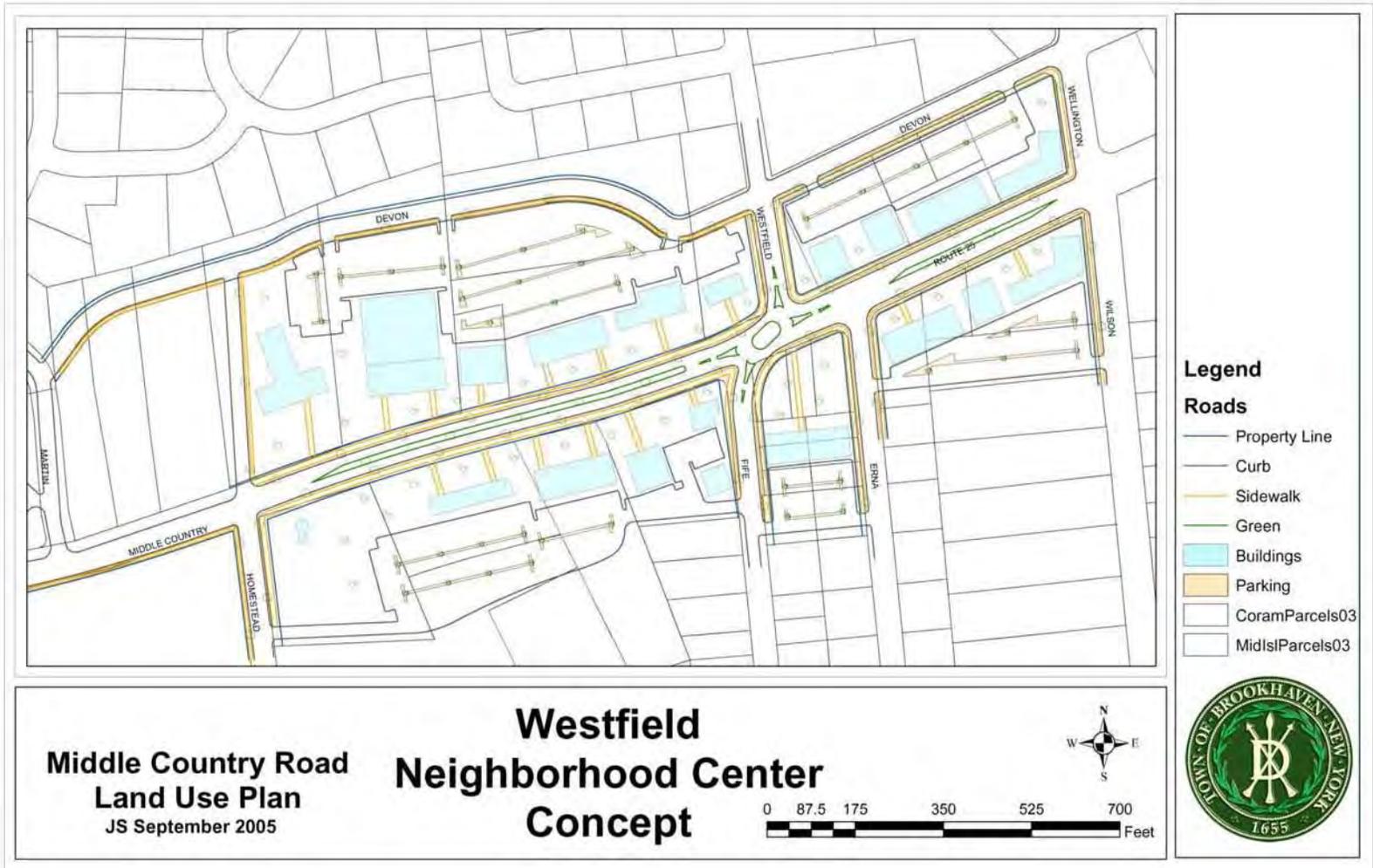
Sanitary requirements for the entire Center should be handled by on-site septic systems. In cases where the sanitary requirement is exceeded transfer of development rights can be used to satisfy these requirements. Relief of Pine Barrens Standards may also be offered through a transfer of development rights program.

Commercial development or redevelopment in this Center should conform to the requirements set forth in the J6 Business, Main Street, section of the Code of the Town of Brookhaven. The development standards and guidelines for this Hamlet Center shall include those criteria that are set forth in the *Main Street Business District Design Manual* as referenced herein.

Development plans should be in general conformance to the Gordon Heights Neighborhood Center Concept, Figure 25 & 26. Also see Proposed Gordon Heights Land Use Plan, Figure 28.



Figure 32



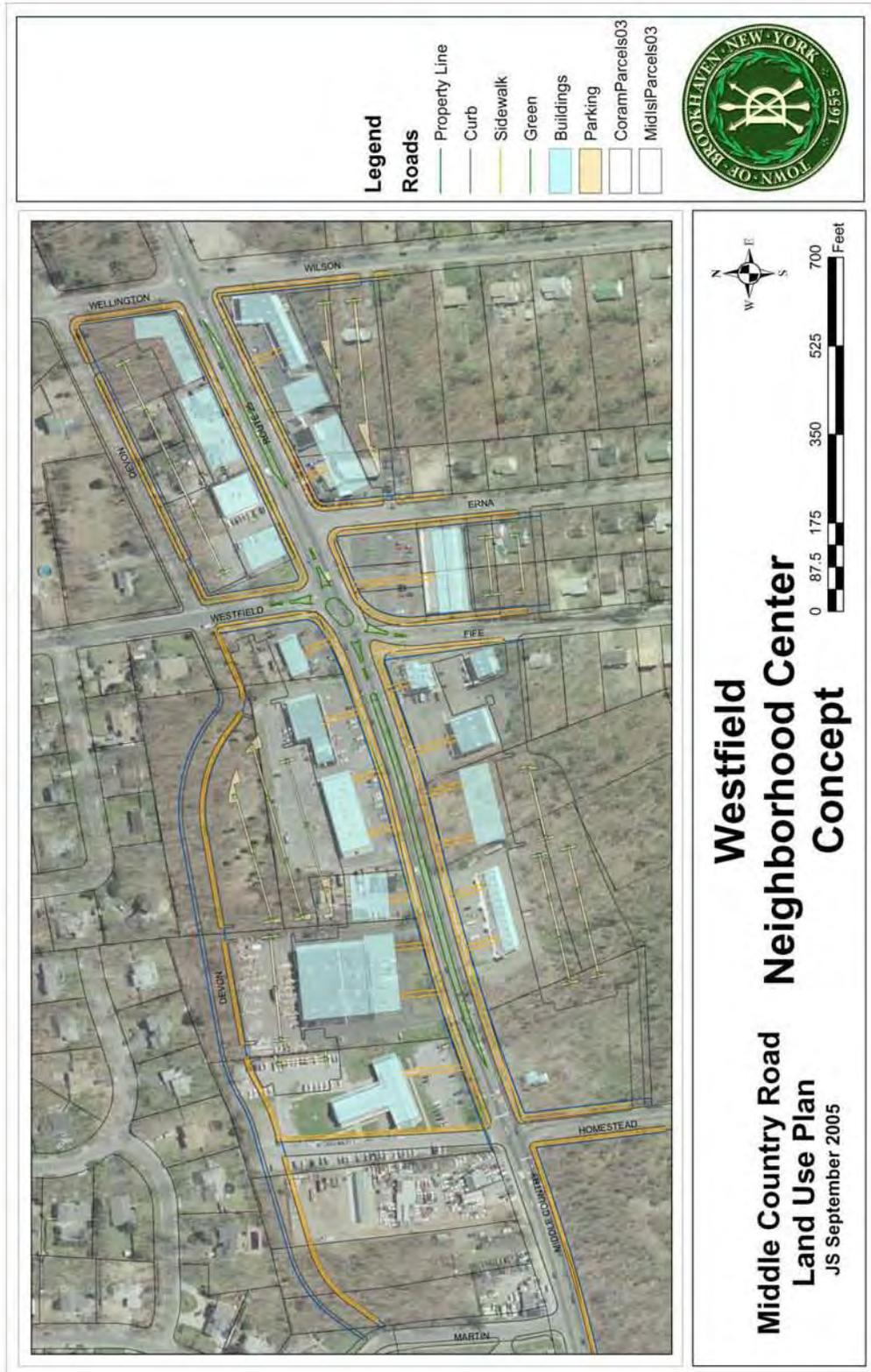


Figure 33

#### **iv. Commercial/Industrial.**

##### **(a) General Commercial.**

General Commercial land uses can also be provided in this part of the study area. Several commercial centers and neighborhood shopping centers presently exist along Middle Country Road and can continue to occupy these sites. General Commercial land uses can also be provided in this part of the study area. The existing commercial centers along Middle Country Road at or near CR 83 should continue to occupy these sites however, additional front yard and parking lot landscaping should be applied to soften the appearance of these commercial centers and make them more pedestrian-friendly.

A neighborhood shopping center, located at Middle Country Road and Martin Street, is within an area designated for transition between the Hamlet Centers. Two commercial recreation uses located along the north side of Middle Country Road east of CR 83 were also found to be within the transitional area.

It is important for these general commercial and commercial recreational uses to blend in with the look and feel of the hamlet and the transitional areas. Changing the architecture these sites will help eliminate the appearance of commercial sprawl, see Page 89. Additional site landscaping, particularly in the front yard, should also be provided to soften the appearance of the sites. As stated throughout this document, the existing sidewalks along Middle Country Road should be widened having a planter with street trees, which would separate adjacent oncoming traffic from the sidewalk.

These recommendations can be accomplished by applying an transitional corridor overlay district to these areas with specific architectural provisions and landscaping provisions. As any new applications are accepted and reviewed for any of these general commercial uses, changes to the sites would be implemented, based on the degree of the expansion or use proposed. New general retail uses outside of the Hamlet Centers should be discouraged.

See the proposed Land Use Plan, Figure 27.

**(b) Heavy Commercial/Industrial.**

Several existing heavy commercial land uses presently exist within this section of the study area including gasoline filling stations, auto repair, auto sales, auto wash, mini-storage, warehouse and lumberyard. Most of these heavy commercial land uses are located within areas designated for transition between the Hamlet Centers. This Plan intends to provide an area designated for these types of uses where they can operate and thrive. This heavy commercial area will be located along the north and south sides of Middle Country Road. Along the north side of Middle Country Road, from just west of Grant Court and continuing along the north side of Old Middle Country Road to Route 112. On the south side of Middle Country Road, from Mooney Pond Road west to and including the existing Public Storage. In this designated area such uses as gasoline filling station, auto repair, auto sales, auto wash, mini-storage, warehouse, contractor storage yard and other such heavy commercial uses can be provided. Architectural and landscaping standards should be applied through the use of an overlay district in order for these uses to be an attractive addition to the community (also see Page 90).

Landscaped medians should be considered on Middle Country Road within the Heavy Commercial areas. The medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. The existing sidewalks along Middle Country Road should be widened and a planter, with street trees, should be provided separating oncoming traffic from the sidewalk. Street Trees with compound leaves (fine textures) examples Green Ash, Kentucky Coffeetree, Serviceberry, and Honeylocust (in areas away from pavement). The largest possible trees should be selected to reduce the perceived intensiveness of development. Street furniture and decorative streetlights should be installed. Medians should be mountable for easy use by emergency response vehicles. All improvements within the State right-of-way are subject to permit by NYS DOT

Heavy commercial uses outside of the designated area found within the transitional area should be required to blend in with the look and feel of the hamlet and the transitional areas, see Page 88. Changing the architecture of these sites will help eliminate the appearance of commercial sprawl. Additional site landscaping, particularly in the front yards, should also be provided to soften the appearance of the sites.

Some of these heavy commercial uses should be discontinued, due to their inconsistency with surrounding land uses or inappropriately close proximity to environmentally sensitive areas. These uses should be amortized through zoning changes and/or assisted in relocation to a more appropriate location.

See the proposed Land Use Plan, Figure 27.

**(c) Transition Areas.**

In conjunction with the community visioning, the areas between CR 83 and the Coram Hamlet Center as well as between the Coram Hamlet Center and the Gordon Heights Neighborhood Center shall be designated as transitional areas or zones (except for those areas designated as Heavy Commercial) to separate the Hamlet Centers and establish a green space along the Middle Country Road frontage, see the proposed Land Use Plan, Figure 27.

Several parcels have been identified for park or open space. These parcels are primarily vacant and currently provide the transition between C.R. 83 and Coram and between Coram and Gordon Heights. Acquisition or TDR can be used to ensure preservation of these parcels. Some existing land uses within the transitional area should be discontinued due to their inconsistency with surrounding land uses or inappropriately close proximity to environmentally sensitive areas. These uses should be amortized through zoning changes and/or assisted in relocation to a more appropriate location.

A Transitional Corridor Overlay District can be applied to these areas. The overlay district should account for the architectural style of the buildings (also see Page 89), the joining of parking facilities relocated to the rear yard of the sites, eliminating individual curb cuts on Middle Country Road, increased landscaping and streetscape along the Middle Country Road frontage.

The land uses that could be established in this area can be either single-family residential or low intense commercial uses, such as office uses consistent with a “J” Business District Zoning District. Farmers’ market, general store uses and churches or similar places of worship should also be encouraged.

Customary home occupations (a maximum of 25% of the first floor area can be used for office and other home commercial uses) or limited use commercial and offices could also be a part of this transitional district. However all uses within this district must have a residential appearance, scale and architecture, see Page 87. Front yard parking will not be permitted with the exception of driveway access for the single-family homes.

Landscaped medians should be considered on Middle Country Road within the Transitional areas, where applicable and where center turning lanes exist. The medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. The existing sidewalks along Middle Country Road should be widened and a planter, with street trees, should be provided separating oncoming traffic from the sidewalk. Street Trees with compound leaves (fine textures) examples Green Ash, Kentucky Coffeetree, Serviceberry, and Honeylocust (in areas away from pavement). The largest possible trees should be selected to reduce the perceived intensiveness of development. Street furniture and decorative streetlights should be installed. Medians should be mountable for easy use by emergency response vehicles. All improvements within the State right-of-way are subject to permit by NYS DOT

As part of any new development plans for the sites located within the transition zone, the site must be redesigned to meet the criteria of the transitional overly district, including architecture, parking and landscaping.

Additional general retail uses within the transitional area should be discouraged.

See the proposed Land Use Plan, Figure 27.

**v. Residential.**

**(a) Multi Family Residential.**

Within the Coram Hamlet Centers multi-family and second story residential land uses are desired to meet the needs of diverse residents with varied ages and incomes. These uses in close proximity to the Hamlet Center land uses will allow for residents to live, work and recreate within walking distance to the Center.

Areas have been identified where additional multi-family land uses could be developed. They include: the Speigal site adjacent to and incorporated into the Coram West Hamlet Center and the parcel presently zoned for MF1 along the east side of Route 112 north of Middle Country Road and north of Old Town Road. The residential density for the Speigal project could be six (6) to twelve (12) units per acre based on Town Code. The Town Board has previously established the density of the other site.

Aside from those sites identified for future multi-family development and based on the existing amount of multifamily housing and the number of additional housing units that could be realized within the hamlet centers it is recommended that further multifamily housing proposals in the Coram hamlet be discouraged.

**(b) Single Family Residential.**

Outside of the Hamlet Centers and Main Street Districts are single family residential land uses. There are parcels available along Middle Country Road where single-family residential housing could yet be provided. It does not appear however that there are large lands left available for further single family residential housing projects.

**B. Architecture.**

**i. Hamlet Centers.**

Individual identity for these Hamlet Centers should draw from both local and Long Island history. Long Island's architecture has been described as "Mid-Atlantic Colonial," and this should be considered in the overall design. Architectural elements and scale will be very important in the

success of these hamlet centers. Examples of architectural elements that have, in the past, been very successful are the use of classical columns and pilasters, pediments, over entranceways, detailed fascias, dentil mountings, dormers, palladium windows, quoins and brick detailing, and multi-paneled windows and shutters. Natural materials should be encouraged. The placement and scale of windows, including display windows, must be consistent with the overall design of the center. This, again, can be accomplished by the use of size-appropriate windows (less than one story in height, and multi-paned), together with other design elements such as awnings, signage, porches, and overhangs. These items should be located at a height and constructed in a scale that relates to pedestrian foot traffic. The overall designs of these hamlet centers should encourage pedestrian foot traffic and create a “downtown environment.” The use of architectural elements and the scale of the structures must be consistent to create a unique yet cohesive sense of place.

The recommendations and guidelines found in the Town of Brookhaven “*Main Street Business District Design Manual*” should be taken into account for any new building or renovation of an existing building. To accomplish this goal the Town of Brookhaven should consider an Architectural Review Board to provide detailed recommendations to the Planning Board for each application made to the Town.

**ii. Transitional Areas.**

Consistent with the Transitional Corridor Overlay District proposed herein, the following architectural provisions are recommended. For new structures, including additions to existing structure(s) or those undergoing rehabilitation of greater than 50% of their assessed value, a roof pitch or gable design or an alternative acceptable to the Planning Board with a minimum slope of five inches over 12 inches, shall be required. Building materials of a residential character, such as brick, wood, cedar or vinyl siding, of less than six inches revealed, shall be used on all exteriors. Bright, vivid and/or reflective colors shall be prohibited. The Planning Board, as part of its site plan review, may require additional architectural elements, such as front porches and windows. The design and materials of all elements of the building shall be subject to Planning Board or the Commissioner of Planning, Environment and Development's approval. To accomplish this

goal the Town of Brookhaven should consider an Architectural Review Board to provide detailed recommendations to the Planning Board for each application made to the Town.

**iii. Heavy Commercial.**

Architecture within the designated Heavy Commercial areas should be consistent in design and scale as the Hamlet Centers as outlined herein.

The recommendations and guidelines found in the Town of Brookhaven “*Main Street Business District Design Manual*” should be taken into account for any new building or renovation of an existing building. To accomplish this goal the Town of Brookhaven should consider an Architectural Review Board to provide detailed recommendations to the Planning Board for each application made to the Town.



Figure 34

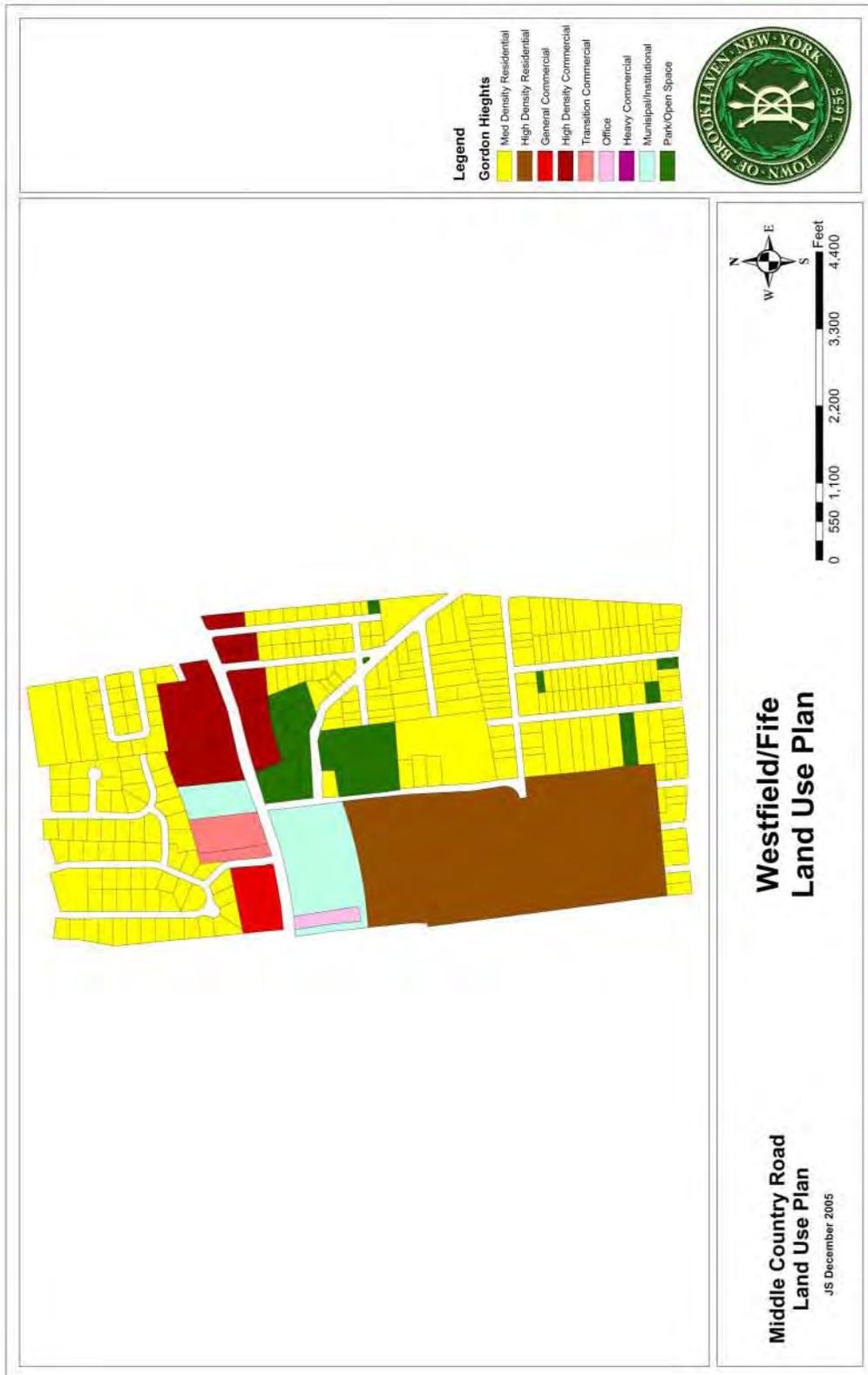


Figure 35

## 2. MIDDLE ISLAND.

### A. Land Use Recommendations.

In harmony with the community's vision for the Middle Island area two separate and distinct hamlet centers are proposed. The Middle Island Hamlet Center will be the focus and center of the Middle Island area. The proposed Artist Lake Recreation Center will provide indoor and outdoor recreational and community activities with its focus on Artist Lake and scenic vistas.

Although the two centers will be in close proximity to one another, the land uses will be much different thereby establishing non-competing commercial uses and



ensuring the success of each of the Centers. Each Center will also establish its own identity through the use of an individual architectural style, creating a sense of place and community character.

Single family and multi-family residential land uses are proposed within the centers to help support the centers and establish a walkable community. An array of housing types and styles will be considered including affordable and workforce housing.

Transition areas will be established between the Coram Centers and the Middle Island Centers as well as between the two Middle Island Centers. Transitional Corridor Overlay districts will provide the design criterion for development and redevelopment of lands within the transitional areas. Parks and open space are proposed for those parcels within the transition areas that have been identified as environmentally sensitive.

General commercial and heavy commercial uses will also be provided in certain areas. However those uses found to be inconsistent with surrounding land uses or inappropriately zoned or in close proximity to environmentally sensitive areas should be discontinued or relocated to more appropriate locations.

See Middle Island Land Use Plan, Figure 34.

**i. Middle Island Hamlet Center.**

The Middle Island Hamlet Center combines existing commercial uses with vacant lands to create a walkable community. Alternative access concepts should be utilized to connect the various parcels together. Different land use types such as general retail, restaurant, municipal and residential uses combine to make up this compact Hamlet Center.

This new Hamlet Center will extend approximately 2,000 feet along Middle Country Road or for approximately .40 of a mile. National chain retailers, restaurant, bar or tavern, banks, pharmacy, theater and movie theater and cultural centers with second or third story office and residential uses should be established in this Hamlet Center.

The focus of this Center begins with the existing Longwood Public Library and Middle Island Post Office. These municipal land uses are used to establish the



anchors or core of the Middle Island Hamlet Center on the south side of Middle Country Road. Utilizing the existing Post Office driveway, a new north-south road would be created connecting to the east-west paper street known as Lafayette Street. This new road would be considered the Main Street. This new street intersection with Middle Country Road would provide the means for recommended access for the proposed development of the vacant land along the north side of Middle Country Road. It is anticipated that signalization or other approved intersection control would be required. It is further recommended that the development of this vacant parcel effectuate the abandonment of a portion of Middle Island Road. Therefore, the existing traffic signal at Middle Island Road and Middle Country Road could be eliminated.

Opportunities exist to provide additional structures on the south side of Middle Country Road on the Wal-Mart site easterly to the Post Office site. Development of Lafayette Street may necessitate some additional takings in order to connect to Yaphank-Middle Island Road, C.R. 21 to the east, opposite

an existing commercial center access. Access and parking facilities to the Post office and Library would be relocated to access Lafayette Street. However all individual site access to Middle Country Road should be eliminated, except for the Wal-Mart site. All access points should be to Lafayette Road. New building should be oriented toward Middle Country Road and new parking provided in the rear of the existing and new buildings.

The New Main Street would be opposite and connect across Middle Country Road to the vacant site known as the Kogel property. Development of this vacant site would include a boulevard style roadway to serve as the Main Street with on street parking, large sidewalks, street trees and street furniture. First story retail and office uses and second and third story residential and office uses would be established along this roadway. The center boulevard or common area can include such amenities as gazebos, park, community meeting place as well as walking paths and park benches or other such public amenities as the community and the Town sees fit. Uses such as newsstands or kiosk retail uses could also be considered.

The focal points on the north side of the Middle Country Road intersection should include such uses as national chain restaurants or major retailers. The internal



commercial uses would terminate at the end of the boulevard intersecting with the extension of Grant Avenue from the west creating another focal point with consideration for a movie theatre or national chain major retailer. Grant Avenue will indirectly connect Saint Margarets Boulevard to Middle Island Road establishing a street grid parallel to Middle Country Road. Parking garages can be provided on the Kogel site to meet the parking requirements. If a parking garage is considered the garage must be designed to resemble the architecture of the entire site and Hamlet Center.

The existing shopping center known as Middle Island Plaza presently has service oriented uses as well as a pharmacy and small market. Opportunities exist for future pad sites with structures fronting on Middle Country Road. Uses could include bank, coffee shop, specialty retail, restaurant or shops and stores. First story retail and office uses and second story residential and office uses could be established along this roadway. However, as part of any new development plans for this site, the existing parking fields must be reconstructed with landscaped islands and decorative street lights to soften the visual impacts and make these areas pedestrian-friendly. Architectural style must also be established for the proposed structures as well as the existing structures at the time of any new development plans. The existing Middle Island Plaza maintains two access drives to Middle Country Road and a single access to Middle Island-Yaphank Road, C.R. 21. As previously discussed, the access to C.R. 21 should be modified as needed to align with the extension of Lafayette Street. This concept establishes an alternative street grid south of Middle Country Road. The sites main access to Middle Country Road is currently offset from another commercial driveway on the north side and is in close proximity to the intersection of Route 25 and C.R. 21. As a result this plan recommends the relocation of the existing Middle Island Plaza access further to the east opposite a proposed roadway to access future development of vacant lands along the north side of Middle Country Road.

Along the north side of Middle Country Road is vacant land, opposite Middle Island Plaza, known as The Meadows @ Sandy Hill. Access to the Sandy Hill Development, opposite the relocated driveway to Middle Island Plaza would extend north and west to connect Route 25 to C.R. 21, Rocky Point Road. This new road will also provide access to the parking facilities for the commercial uses fronting along Middle Country Road as well as the existing Tudor Oaks apartments. The existing access drive for the Tudor Oaks apartments would than be eliminated. The new commercial uses would front along Middle Country Road replacing the uses presently occupying the sites today. Uses could include pharmacy, bank, specialty retail, personal service shops, restaurant or shops and stores. First story retail and office uses and second story residential and office uses could be established along this roadway. The new road would cross Rocky Point Road and tie into Middle Island Road thereby creating the much desired alternative access means for the entire Hamlet Center. New intersections created along Route 25 and C.R. 21

may require traffic control signalization or other appropriate intersection control in accordance with State and County requirements. The anticipated removal of existing signals and curb cuts and the addition of new signals has the potential to realize traffic calming and efficient signal or alternate traffic control system throughout the Hamlet Center.

Landscaped medians should be provided on Middle Country Road within this Hamlet Center. The medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. The existing sidewalks along Middle Country Road should be widened having a planter with street trees, which would separate adjacent traffic from the sidewalk. Street furniture and decorative streetlights should be installed. The use of Street Trees with formal pyramidal shape including Callery Pear (Cleveland Select, Aristocrat, Redspire), Little Leaf Linden, European Hornbeam, and Ginko are recommended. Trees should be selected that are similar to the area of the cemetery and Church and existing commercial centers.

Public spaces, including civic space, squares, private plazas, greens, and public parks, should be intermixed throughout this Hamlet Center for social activity, recreation, and visual enjoyment. There are ample lands available on this site to provide public parks and passive recreational activities.

Multi-family and small lot residential uses can also be provided in this area. On the Kogel site to the west of the Hamlet Center, on the remainder of the Kogel parcel, multi-family residential land uses can be realized.

Multi-family housing can also be provided on the lands presently zoned NH. Lastly, multi-family housing can be provided on the southern end of the Sandy Hill site. See the Middle Island Hamlet Center Concept, Figure 29 & 30. As this would be considered a primary location, the residential density of these projects should be four six (6) to twelve (12) units per acre based on Town Code.

Environmental constraints must be taken into consideration. A pond is found along Middle Island Road and should be preserved and perhaps enhanced as parkland. This pond has also been identified as a tiger salamander habitat. As a result a 500-foot natural buffer must be maintained. Existing disturbed areas within the 500-foot buffer can be developed. However, any

new roadways, including any reconstruction of Rocky Point Road C.R. 21 must provide culverts for the tiger salamander.

An on-site Sewage Treatment Plant could be located on the northerly portion of the Sandy Hill parcel or other locations within the hamlet center which could handle sanitary requirements for the entire center. Relief of Pine Barrens Standards may be offered through a transfer of development rights program.

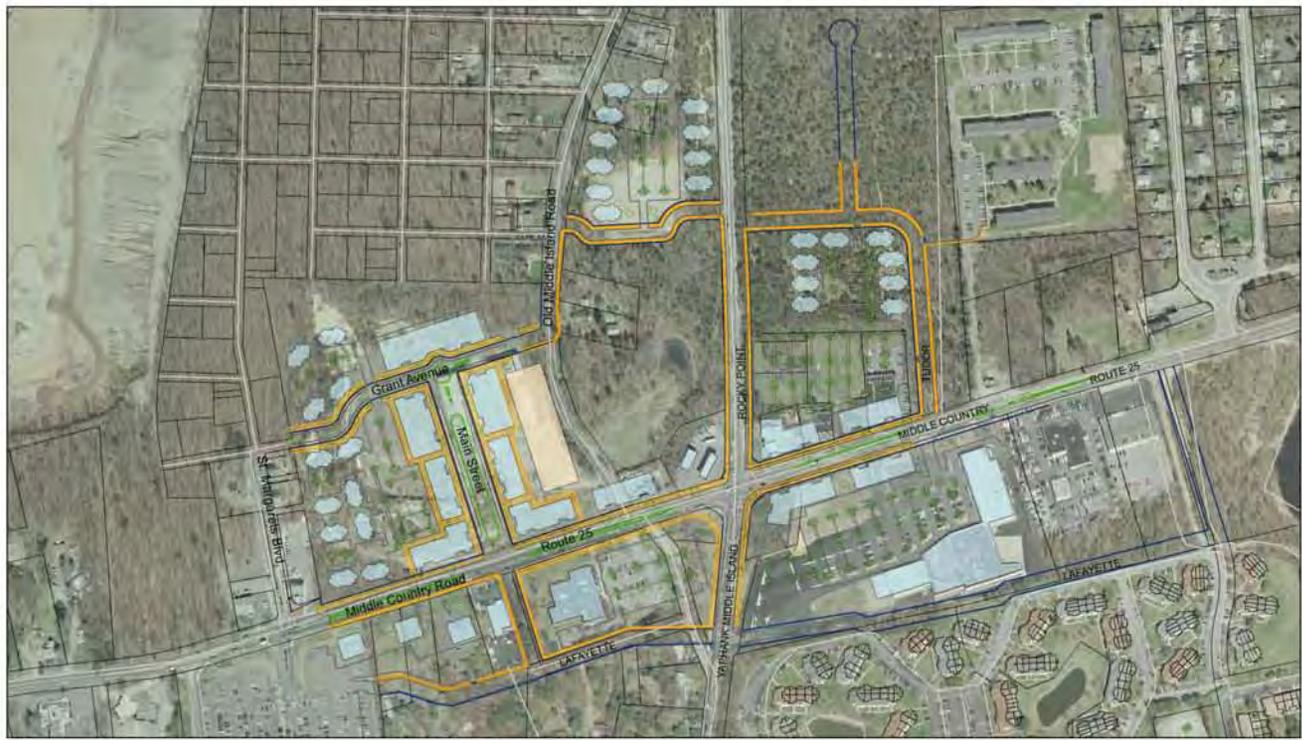
Building architectural guidelines are provided herein on Page 116. Development or redevelopment within this hamlet center should be in general conformance with the Middle Island Hamlet Center Concept, Figure 29 & 30.





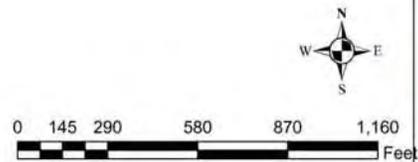
Figure 36

Figure 37



**Middle Country Road  
Land Use Plan**  
JS September 2005

**Middle Island  
Hamlet Center  
Concept**



**Legend**

**Roads**

- Property Line
- Curb
- Sidewalk
- Green
- Buildings
- Parking
- MidIsParcels03



**ii. Artist Lake Hamlet Center.**

In order to provide much needed recreational opportunities while establishing non-competing commercial uses in close proximity to the Middle Island Hamlet Center this area is proposed for a Commercial Recreation Center. Utilizing the existing Kmart site along with the vacant lands to the east and west and the existing King Kullen Shopping Center a Recreation Center can be realized drawing on the scenic vistas of Artist Lake. See Artist Lake Recreation Center Concept, Figure 31 & 32.

The vacant lands adjoining the Kmart site to the east (known as the Breslin parcel) can be developed as an indoor/outdoor recreation facility. Indoor recreational uses such as



bowling alley, health club, indoor amusement, convention center, tennis and racquetball can be realized. Chain amusement uses such as Dave & Busters and Sports Plus would also be considered. Indoor/outdoor recreation uses such as ice skating rinks, skate park, bating cages, deck hockey can also be realized on this site. Outdoor recreational activities such as skate park, deck hockey and miniature golf are desirable. Other uses such as pad restaurants can be provided along the frontage of the site overlooking Artist Lake. A place for outdoor community activities such as fairs, carnivals or circus should be provided in a decoratively paved well-lit area. Aside from the existing general retail uses, additional general retail uses should be discouraged.

On the existing Kmart parcel as well as the existing King Kullen site opportunities exist for future pad restaurants fronting on Middle Country Road. However, as part of any new development plans for these sites, the existing parking fields must be reconstructed with landscaped islands and decorative street lights to soften the visual impacts and make these areas pedestrian-friendly. Architectural style must also be established for the proposed uses as well as the existing structures at the time of any new development plans.

Architectural consistency throughout the entire center should be considered which should include the existing K Mart and King Kullen Shopping Center.

The vacant lands to the west of the existing Kmart site along with the wetlands parcel should be dedicated to the Town of Brookhaven for passive recreational uses such as ball fields, playground and walking trails.

The four parcels should be connected together via a driveway running from Currans Road to the existing driveway access to the King Kullen site on Woodville Road. The existing driveway running behind the Kmart site to Bailey Road should be improved as an alternate access means. All driveways should be pedestrian-friendly with sidewalks, landscaping and attractively streetlights.

The existing signalized access drives along Middle Country Road will continue to service the sites. Both access drives in front of the Kmart site should be landscaped with a center median. Other access points to Woodville Road and Currans Road may require additional traffic control along Route 25 subject to NYS DOT approval. Access to a proposed multifamily land uses to the south and opposite Woodville Road may justify additional traffic control. The existing driveway to the north of the site at Currans Road and the Bailey Road intersection will provide access to the proposed residential housing units proposed to the north as well as provide alternate access to Rocky Point Road.

Landscaped medians should be provided on Middle Country Road within this Hamlet Center. The medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. The Middle Country street frontage should be well landscaped. The existing sidewalks along Middle Country Road should be widened having a planter with street trees, which would separate adjacent traffic from the sidewalk. The use of Street Trees with lobed leaves including Red Maples to blend with native wetland species London planes and Oaks or other large and stately trees to revegetate large open areas such as the Kmart parking lot and the area to the West along the northerly side of Route 25 is recommended. Street furniture and decorative streetlights should be installed.

Multi-family and small lot residential uses can also be provided in this area. To the north of the Hamlet Center, on the remainder of the Breslin parcel, small lot single family residential development can be realized. Access

to this development should be by way of the northerly access drive opposite Bailey Road. On the south side of Middle Country Road multi-family opportunities exist on the vacant lands east of the existing Fairfield multi-family development. Access to these sites should be by way of an internal roadway connecting the existing Fairfield development through the sites and opposite Woodville Road. See Artist Lake Recreation Center Concept, Figure 31 & 32. As this would be considered a secondary location, the residential density of these projects should be four (4) to six (6) units per acre based on Town Code.

An on-site Sewage Treatment Plant located on the northerly portion of the Breslin parcel should handle sanitary requirements for the entire Center. Relief of Pine Barrens Standards may be offered through a transfer of development rights program.

The building architecture of all the existing (Kmart, King Kullen) and any new structures in this center should be consistent with the architectural guidelines are provided herein on Page 116. Commercial development or redevelopment in this Center should conform to the requirements set forth in the J6 Business, Main Street, section of the Code of the Town of Brookhaven. The development standards and guidelines for this Hamlet Center shall include those criteria that are set forth in the *Main Street Business District Design Manual* as referenced herein. Development or redevelopment within this center should be in general conformance with the Artist Lake Recreation Center Concept, Figure 31 & 32.

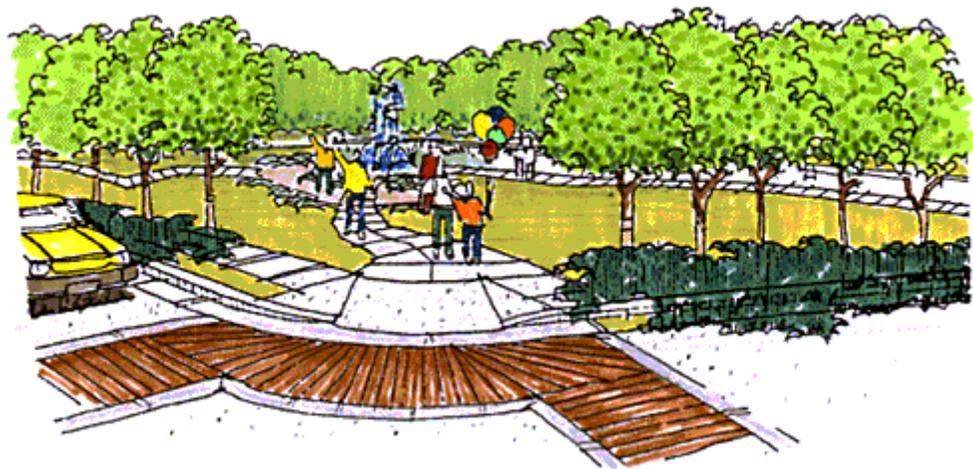
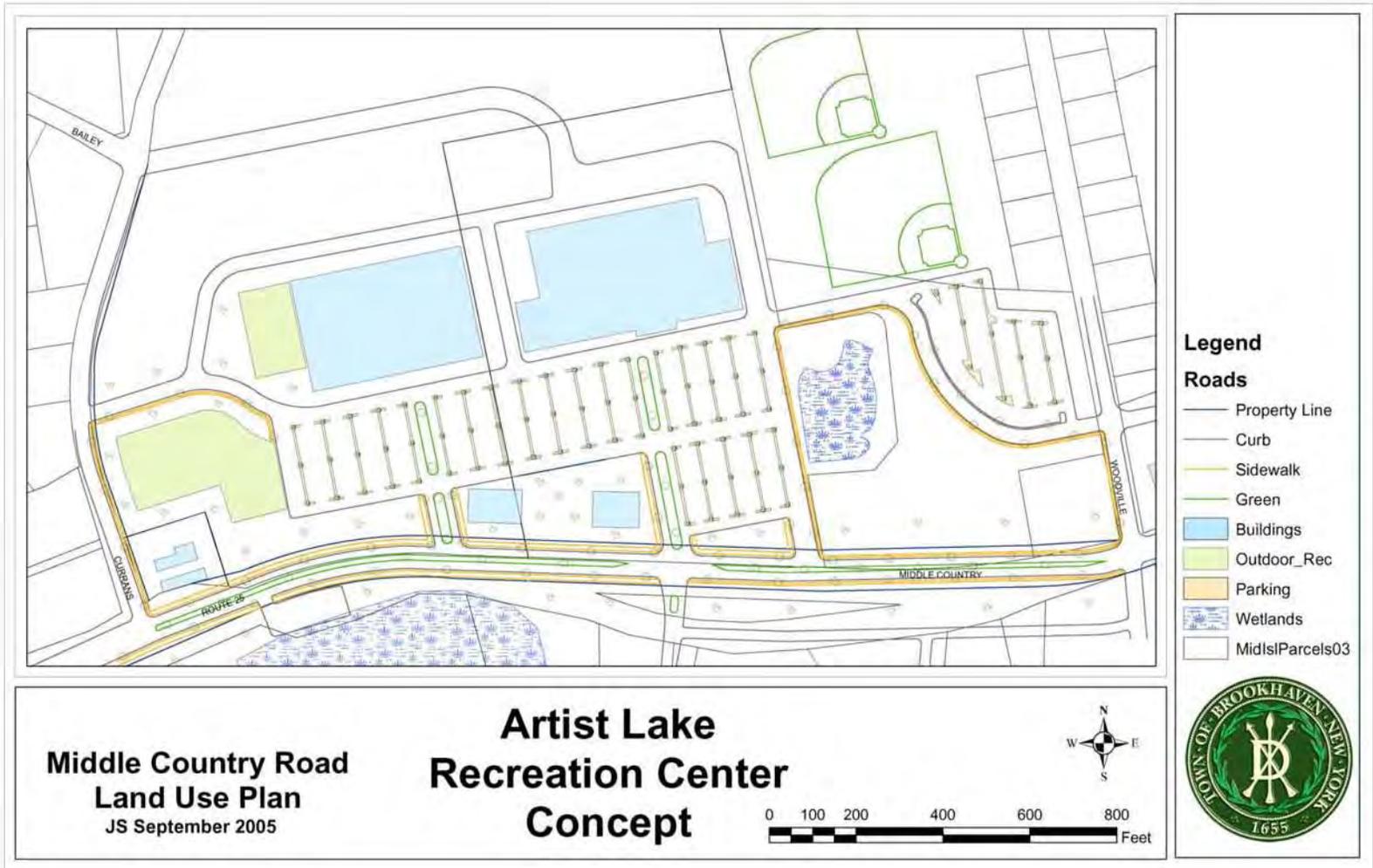
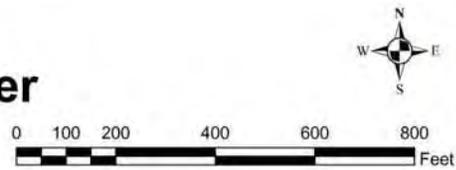


Figure 38



**Middle Country Road  
Land Use Plan**  
JS September 2005

**Artist Lake  
Recreation Center  
Concept**



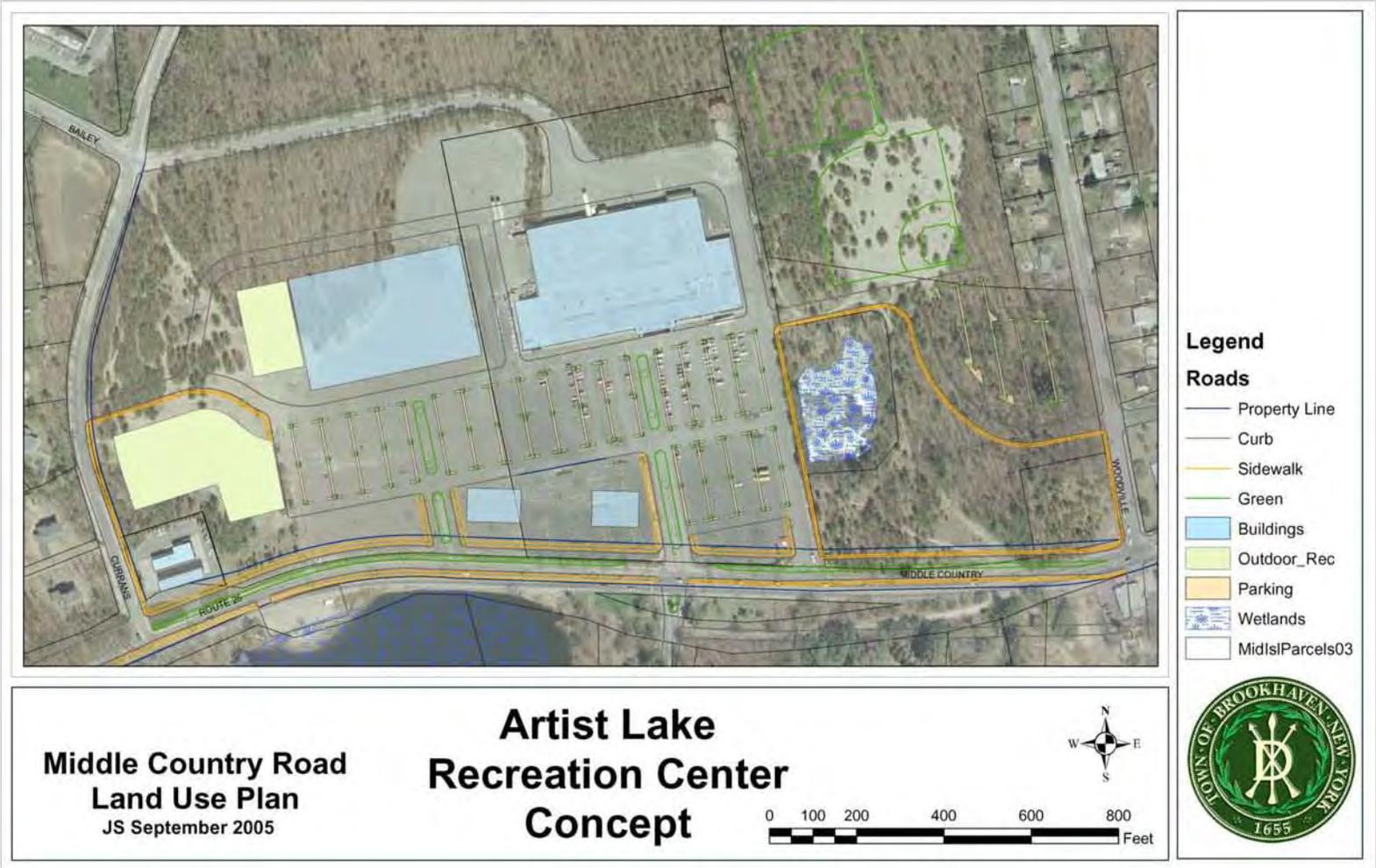
**Legend**

**Roads**

- Property Line
- Curb
- Sidewalk
- Green
- Buildings
- Outdoor\_Rec
- Parking
- Wetlands
- MidIsIParcel03



Figure 39



### **iii. Industrially Zoned Properties in Middle Island.**

The properties surrounding the industrially zoned parcels are primarily residentially developed with single-family dwellings. With the exception of a commercial/industrial strip center on the east side of Rocky Point Road, the uses along the northeast side of Miller Place –Yaphank Road are residential. The northern boundary of the industrially zoned properties is contiguous to the Town of Brookhaven Nature Preserve known as Twin Ponds. The Town's Twin Ponds Nature Preserve consists of 183 acres of forested uplands, freshwater wetlands and old-field habitat. The Preserve is significant to endangered species and NYS Species of Special Concern, such as Tiger salamanders, Box turtles, Hawks and additional avian species, listed on the New York State and Federal Endangered Species lists.

This assemblage of properties is located within the Suffolk County Special Groundwater Protection Area (SGPA) and the Compatible Growth Area (CGA) of the Central Pine Barrens Preserve. The SGPA Plan calls for a mix use of the site including industrial, commercial and open space. The CGA designation implies a heightened level of concern for habitat and groundwater impacts of proposed land uses. As previously discussed throughout this document, the property is located in proximity to the groundwater divide, the headwaters of the Carman's River, and several Suffolk County Water Authority public water supply wells. Adjacent to the eastern boundary of the industrially zoned properties are a significant number of non-contiguous Suffolk County Nature Preserve parcels.

Substantial portions of the industrially zoned parcels have undergone extensive sand mining over the course of several decades, that continues today. When adopted in 1987, Chapter 53 of the Town Code which specifically prohibits sand mining except when incidental to the development of the site for residential, commercial or industrial purposes and in conformance with an approved development plan rendered sand mines pre-existing, non-conforming uses.

In 1990, 65 acres of the overall site was the subject of a change of zone application to the Town Board for L-Industrial-1 and L-Industrial-2 zoning districts. At that time, several of the adjacent parcels had industrial uses sited on them and there was a chaotic assemblage of industrially zoned properties. The Town Board granted the change of zone applications on February 7, 1995,

in order to support the orderly development of a 35-lot industrial subdivision. The conceptual subdivision was submitted in support of the change of zone application and represented that computer software developers, warehouses, import/export companies, publishing companies and other dry industries would occupy the industrial space. As stated in the LEAF Part III, submitted to support the change of zone request, the rezoning was necessary to fulfill a regional need for industrial subdivision development while preserving open space and minimizing environmental impacts.

In 1998, Roanoke Sand & Gravel applied to the New York State Department of Environmental Conservation (NYSDEC) and was granted a renewal of their permit to sand mine the collective properties. The assemblage of properties that comprise the Roanoke Sand & Gravel Lake proposal are presently zoned a mix of L-Industrial-1, L- Industrial-2, A-Residence-1 & J-Business-2. The preponderance of the 298-acre assemblage is zoned L-Industrial-1, light industrial development.

The NYSDEC Mined Land Reclamation Permit was issued on July 26, 2000 allowing for renewal every five years until the Mined Use and Reclamation Plan, approved by the NYSDEC, can be realized. The mining permit, subject to covenants and restrictions, authorizes the excavation and reclamation of 218 acres of the property over the 25-year projected life of the mine. See Proposed Man Made Lake and Pond, Figure 33.

Although not specified in the Mined Land Reclamation Permit, documentation submitted by the applicant in support of the permit stated the mined land, once reclaimed would be available to the community for boating and fishing, while the lake and the surrounding area would be ideal habitat for wildlife with sufficient area for public parking and the development of nature trails. Further stating, "... the property and its potential recreational uses will be donated by the owner to the NYSDEC once the mining operation is complete and all possibility for an industrial development permitted under current zoning would be removed and replaced by recreational use of the land. In fact, transferring the site from its current zoning potential as an industrial park to a lake recreational area should improve the long term groundwater quality of the area." (Letter from Aldo Andreoli, PE, dated January 24, 1999).

The numerous land use impacts associated with the mining of sand from this area include poorly accommodated truck traffic, overall environmental

degradation associated with the clear cutting of natural vegetation, stripping of top soil, resultant fragmentation of wildlife habitat, degradation of groundwater, exacerbation of flooding and erosion problems and possible contamination of groundwater, surface water and soils with toxic and hazardous materials associated with equipment operation. Some of these serious issues are repeatedly cited by nearby and concerned residents. The truck traffic from the industrial uses negatively impacts the surrounding community due to inherent roadway design insufficiencies at the intersection of Middle Country Road and Yaphank- Rocky Point Road, whereby the trucks travel the local Town residential streets, past public schools, in order to by-pass higher trafficked areas in route to the Long Island Expressway. Complaints regarding excessive noise, dust and vibrations emanating from the area are often reported to the Town.

As a result of the action permitted by the NYSDEC Mining and Reclamation Plan and the activity presently occurring on these properties, this Plan recommends that approximately 260 acres of the site be dedicated to a municipality for management of the man made lake, as well as general municipal purposes. This dedication should only occur after the entire site has been completely remediated to the satisfaction of NYSDEC and the receiving municipality. The remaining municipal lands, aside from the 151-acre man made lake and 7-acre man made pond, would be utilized for parks and recreation purposes. Such parks and recreational uses could include camping facilities, hiking trails, fishing piers, playgrounds, public parking and can also include such uses as an amphitheater or similar public assembly, community oriented, uses. Although, the NYSDEC permit did not address the existing 7-acre lake in the northern portion of the property, this Plan seeks to provide the direction necessary to develop the entire area with compatible land uses by recommending the implementation of appropriate zoning districts, as this property is contiguous to the Town of Brookhaven's Twin Pond Nature Preserve. This plan recommends the contiguous properties subject to the NYSDEC Mined Land Reclamation Permit be rezoned to A-Residence-5 District.

Future land use on the existing Old Castle Precast portion of the overall site could include development of a high tech office park under the current L-Industrial-1 zoning. Office uses similar to those found in medical technology parks, intermixed with well-designed and buffered high technology industrial

and warehouse uses, properly designed, will fit in with the character of both Rocky Point Road and Miller Place-Yaphank Road, as well as provide much needed tax base to support the school district.

The Laidlaw Transit site, along with other lands, could be developed in the future for commercial recreational purposes. Approximately 20 acres is recommended to be rezoned to Commercial Recreation for development of such uses as boat rental, skating rinks, fishing outfitters, concessions, restaurants, and other such recreational uses associated with the man made lake and pond. See the proposed Land Use Plan, Figure 35, Insert A.

The Town's Commercial Recreation District permits compatible active and passive recreational development and associated accessory uses, such as restaurants and incidental offices. Any commercial recreational uses for these properties should be different and distinct from the commercial recreational uses envisioned by this Plan at Artist Lake, thereby establishing non-competing commercial recreational uses in close proximity to one another. Commercial recreational uses such as camping and RV Park could also be considered.

The proposed rezoning, in conformance with the Land Use Plan, will also remedy an inherent problem with future development of the area as the Town Code was revised in August 2003 to require split zoned properties to conform to the most restrictive zoning district. Therefore, rezoning by the Town Board's Own Motion, in conformance with the Land Use Plan, will allow the best and most appropriate development to proceed with predictable outcomes.

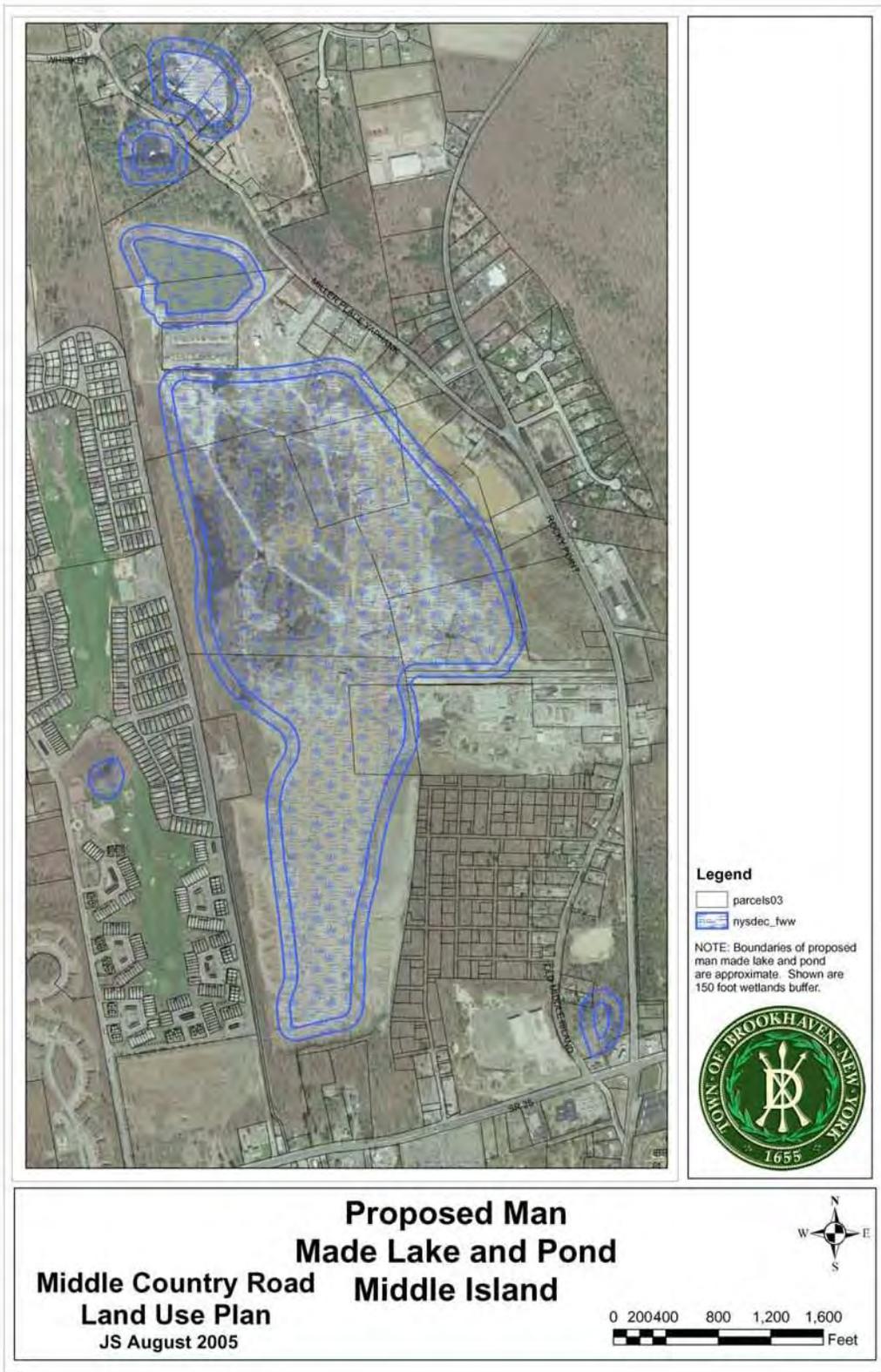


Figure 40

**iv. Commercial/Industrial.**

**(a) General Commercial.**

General Commercial land uses can also be provided in this part of the study area. Several neighborhood shopping centers presently exist along Middle Country Road and can continue to occupy these sites. Most of these general commercial land uses are located within areas designated for transition between the Hamlet Centers. Therefore, it is important for these general commercial uses to blend in with the look and feel of the hamlet and the transitional areas. By changing the architecture of these sites they will blend in with the transitional areas and help to eliminate the appearance of commercial sprawl, see Page 117. Additional site landscaping, particularly in the front yards, should also be provided to soften the appearance of the sites. As stated throughout this document, the existing sidewalks along Middle Country Road should be widened to accommodate a planter with street trees, which would separate adjacent traffic from the sidewalk.

These recommendations can be accomplished by applying an overlay district to these areas with specific architectural provisions and landscaping provisions. As any new applications are accepted and reviewed for any of these general commercial uses, changes to the sites would be implemented. New general retail uses outside of the Hamlet Centers should be discouraged.

See the proposed Land Use Plan, Figure 34.

**(b) Heavy Commercial/Industrial.**

Several existing heavy commercial land uses presently exist within this section of the study area including gasoline filling stations, auto repair, auto sales, auto wash, fence and landscaping sales, electrical sales and warehouse and lumberyard. Most of these heavy commercial land uses are located within areas designated for transition between the Hamlet Centers. This Plan intends to provide an area designated for these types of uses where they can operate and thrive. This heavy commercial area will be located along the south side of Middle Country Road from Wilson Avenue to Swezey Lane and on the north side of Middle Country Road from Wellington Road to Swezey Lane. In this

designated area such uses as auto repair, auto sales, auto wash, contractor storage yard and other such heavy commercial uses can be provided. Architectural and landscaping standards should be applied through the use of an overlay district in order for these uses to be an attractive addition to the community.

Landscaped medians should be provided on Middle Country Road within this Heavy Commercial Area. The medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. The existing sidewalks along Middle Country Road should be widened having a planter with street trees, which would separate adjacent traffic from the sidewalk. Street furniture and decorative streetlights should be installed. The use of Street Trees with formal pyramidal shape including Callery Pear (Cleveland Select, Aristocrat, Redspire), Little Leaf Linden, European Hornbeam, and Ginko are recommended. Trees should be selected that are similar to the area of the cemetery and Church and existing commercial centers.

Heavy commercial uses outside of the designated area found within the transitional area should be required to blend in with the look and feel of the transitional areas. By changing the architecture of these sites they will blend in with the transitional areas and help to eliminate appearance of commercial sprawl, see Page 118. Additional site landscaping, particularly in the front yards, should also be provided to soften the appearance of the sites.

Some of these heavy commercial uses should be discontinued due to their inconsistency with surrounding land uses or inappropriate proximity to environmentally sensitive areas. These uses should be amortized through zoning changes and/or assisted in relocation to a more appropriate location.

Two gasoline filling stations are presently located within areas designated as Hamlet Centers. The Shell station at the northwest corner of Middle Country Road and Rocky Point Road should be integrated into the overall hamlet center plan and should be required to change their architecture to the standards applied to the Middle Island Hamlet Center through applications to the Town of Brookhaven. Additional front yard

landscaping should also be applied to this site as well as a reduction in curb cuts. The BP station at the northeast corner of Middle Country Road and Currans Road can also be adopted to fit into the goals of this Plan and should also be changed to reflect the architectural theme of the Artist Lake Hamlet Center as well as provide cross access to adjoining lands to the east.

See the proposed Land Use Plan, Figure 34.

**(c) Transition Areas.**

In conjunction with the community visioning, the areas between the Coram Hamlet Center and the Middle Island Hamlet Center shall be designated as transitional areas or zones to separate the Hamlet Centers and establish a green space along the Middle Country Road frontage, see the proposed Land Use Plan, Figure 34.

Several parcels have been identified for park or open space. These parcels are primarily vacant and currently provide the transition between Coram and Middle Island. Some land uses within the transitional area should be discontinued due to their inconsistency with surrounding land uses or inappropriately close proximity to environmentally sensitive areas. These uses should be amortized through zoning changes and/or assisted in relocation to a more appropriate location.

Several smaller parcels adjacent to the west of the Middle Island



Hamlet Center have also been identified for low density commercial such as “J” Business. These sites have already established themselves in a transitional type character. The area along the south side of Middle Country Road just west of the Wal-Mart shopping center is primarily residential structures converted to commercial enterprises. Other parcels

have already been developed with residential type architecture and setbacks with office uses such as the Middle Island Real Estate, Middle Island Veterinary Hospital, and Middle Island Professional Center. There are also some uses that can be designated as office or J4 Business uses. It is desirable to continue these types of uses, however an overlay district should be formed in order to control future development as well as redevelopment of these parcels.

The overlay district should account for the architectural style of the buildings, improved appearance, the joining of parking facilities relocated to the rear yard or sides of the sites, eliminating individual curb cuts on Middle Country Road, with increased landscaping and streetscape along the Middle Country Road frontage. The architectural style for these transitional areas has already been established by some of the existing uses. See Page 117.

The land uses that could be established in this area can be either single-family residential or low intensity commercial uses, such as office uses consistent with a “J” Business District Zoning District. Farmers’ market, general store uses and churches or similar places of worship should also be encouraged.

Customary home occupations (a maximum of 25% of the first floor area can be used for office and other home commercial uses) or limited use commercial and offices could also be a part of this transitional district. However all uses within this district must have a residential appearance, scale and architecture. Front yard parking should not be permitted with the exception of parking on driveways provided for the single-family homes.

Landscaped medians should be provided on Middle Country Road within these transition areas, where applicable and where center turning lanes exist. The medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. The existing sidewalks along Middle Country Road should be widened having a planter with street trees, which would separate adjacent traffic from the sidewalk. Street furniture and decorative streetlights should be installed. The use of Street Trees with

formal pyramidal shape including Callery Pear (Cleveland Select, Aristocrat, Redspire), Little Leaf Linden, European Hornbeam, and Ginko are recommended. Trees should be selected that are similar to the area of the cemetery and Church and existing commercial centers.

As part of any new development plans for the sites located within the transition zone, the site must be redesigned to meet the criteria of the transitional corridor overlay district, including architecture, parking and landscaping.

Additional general retail uses within the transitional area should be discouraged.

See the proposed Land Use Plan, Figure 34.

**v. Residential.**

**(a) Multi Family Residential.**

Within the Middle Island Hamlet Center multi-family and second story residential land uses are desired to meet the needs of diverse residents with varied ages and incomes. These uses in close proximity to the Hamlet Center land uses will allow for residents to live, work and recreate within walking distance to the Center.

Areas have been identified where additional multi-family land uses could be developed. On the Kogel site adjacent to and incorporated into the Hamlet Center, on the parcel presently zoned for NH, and on the southern portion of the Sandy Hill site. As this would be considered a primary location, the residential density of these projects should be four six (6) to twelve (12) units per acre based on Town Code. See Middle Island Hamlet Center Concept, Figure 29 & 30.

Within the Artist Lake Recreation Center multi-family residential uses can also be provided. On the south side of Middle Country Road multi-family opportunities exist on the vacant lands east of the existing Fairfield multi-family development. As this would be considered a secondary location, the residential density of these projects should be four (4) to six (6) units per acre based on Town Code. See Artist Lake Recreation Center Concept, Figure 31 & 32.

**(b) Single Family Residential.**

Outside of the Hamlet Centers are existing single-family residential land uses. There are also large parcels available where single-family residential housing could yet be provided. These large parcels should be developed in accordance with the current residential zoning district, A1 Residential.

Located in close proximity to the Middle Island Hamlet Center are single-family residential housing opportunities. The remaining or northerly part of the Sandy Hill site can also be developed for single-family residential purposes.

Located in close proximity to the Artist Lake Recreation Center are single-family residential housing opportunities as well. To the north of the Hamlet Center, on the remainder of the Breslin parcel, small lot residential development can be realized.

**vi. Architecture.**

**(a) Hamlet Centers.**

Individual identity for these Hamlet Centers should draw from both local and Long Island history. Long Island's architecture has been described as "Mid-Atlantic Colonial," and this should be considered in the overall design. Architectural elements and scale will be very important in the success of this center. Examples of architectural elements that have, in the past, been very successful are the use of classical columns and pilasters, pediments, over entranceways, detailed fascias, dentil mountings, dormers, palladium windows, quoins and brick detailing, and multi-paneled windows and shutters. Natural materials should be encouraged. The placement and scale of windows, including display windows, must be consistent with the overall design of the center. This, again, can be accomplished by the use of size-appropriate windows (less than one story in height, and multi-paned), together with other design elements such as awnings, signage, porches, and overhangs. These items should be located at a height and constructed in a scale that relates to pedestrian foot traffic. The overall designs of this center should encourage pedestrian foot traffic and create a "downtown environment." The use of architectural elements and the scale of the

structures must be consistent to create a unique yet cohesive sense of place.



The recommendations and guidelines found in the Town of Brookhaven “Main Street

*Business District Design Manual*” should be taken into account for any new building or renovation of an existing building. To accomplish this goal the Town of Brookhaven should consider an Architectural Review Board to provide detailed recommendations to the Planning Board for each application made to the Town.

**(b) Transitional Areas.**

Consistent with the Transitional Corridor Overlay District proposed herein, the following architectural provisions are recommended. For new structures, including additions to existing structure(s) or those undergoing rehabilitation of greater than 50% of their assessed value, a roof pitch or gable design or an alternative acceptable to the Planning Board with a minimum slope of five inches over 12 inches, shall be required. Building materials of a residential character, such as brick, wood, cedar or vinyl siding, of less than six inches revealed, shall be used on all exteriors. The Planning Board, as part of its site plan review, may require additional architectural elements, such as front porches and windows. The design and materials of all elements of the building shall be subject to Planning Board or the Commissioner of Planning, Environment and Development's approval. To accomplish this goal the Town of Brookhaven should consider an Architectural Review Board to provide detailed recommendations to the Planning Board for each application made to the Town. Bright, vivid and/or reflective colors shall be prohibited.

**(c) Heavy Commercial.**

Architecture within the designated Heavy Commercial areas should be consistent in design and scale as the Hamlet Centers as outlined above.

The recommendations and guidelines found in the Town of Brookhaven "*Main Street Business District Design Manual*" should be taken into account for any new building or renovation of an existing building. To accomplish this goal the Town of Brookhaven should consider an Architectural Review Board to provide detailed recommendations to the Planning Board for each application made to the Town.

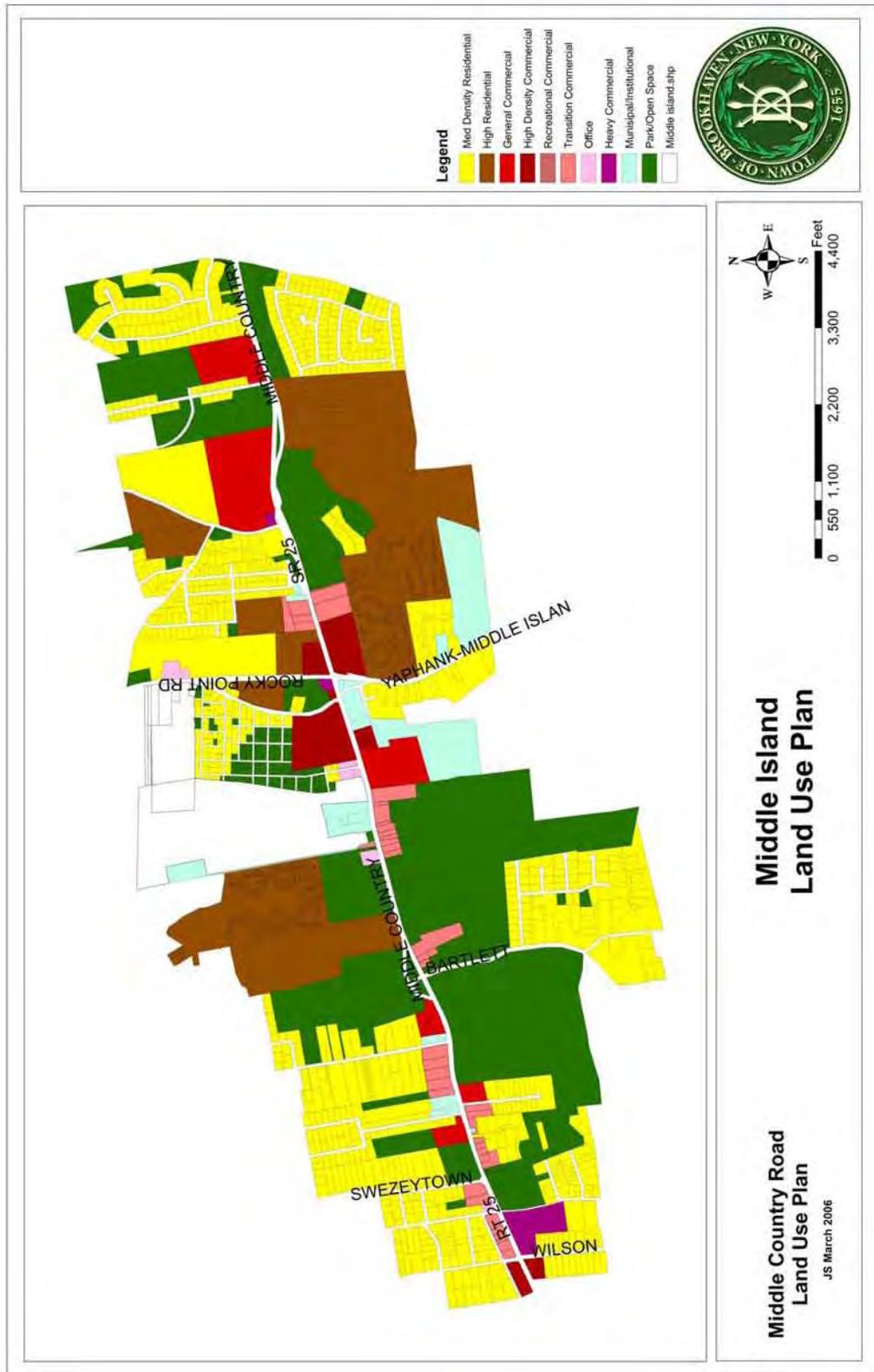
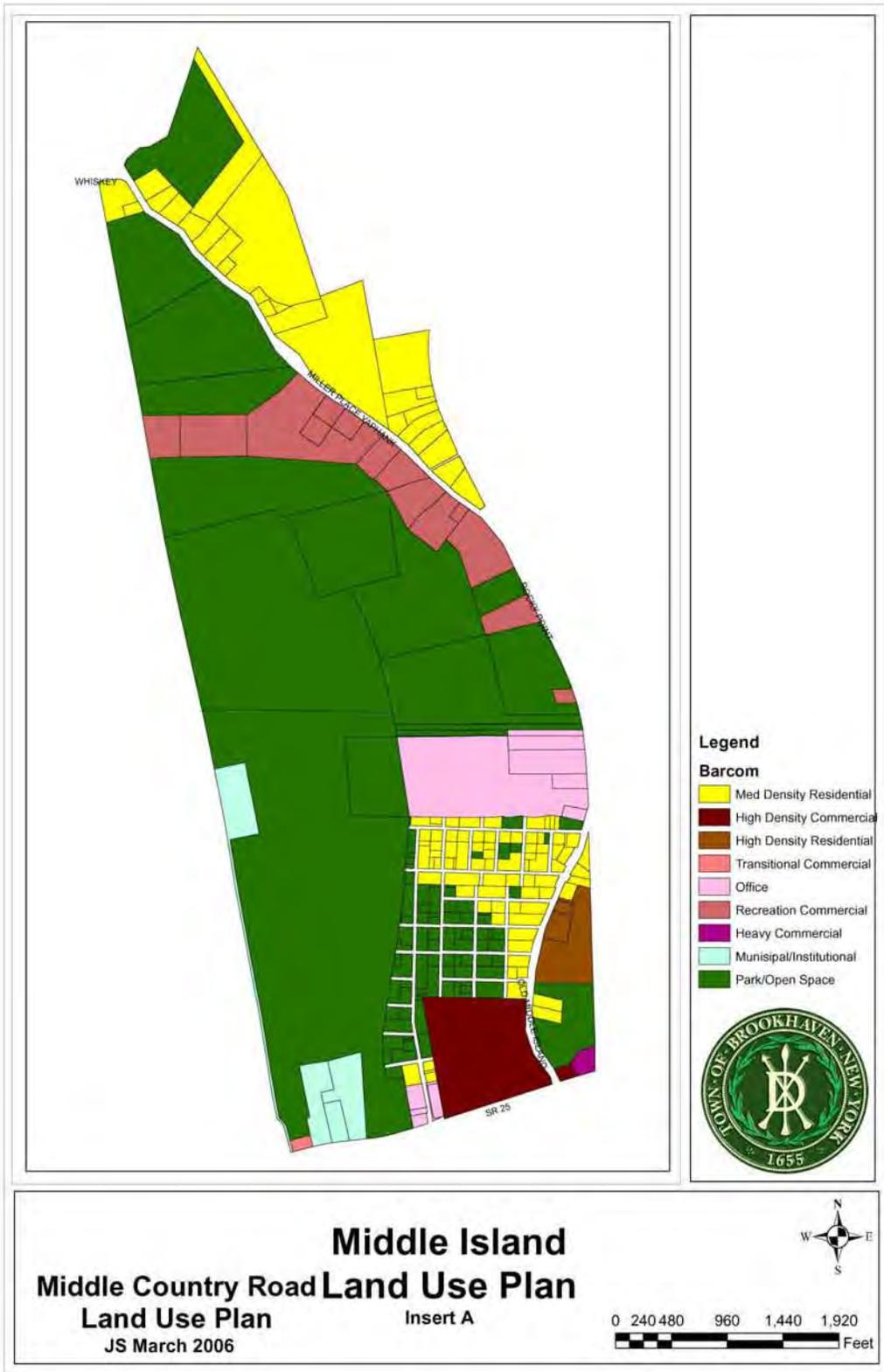


Figure 41



**Insert A**  
**Figure 42**

### **3. RIDGE.**

#### **A. Land Use Recommendations.**

Unlike the neighboring hamlets to the west, Middle Country Road through the hamlet of Ridge is more rural in nature. The volume of vehicular traffic is greatly reduced and the width of the roadway remains relatively narrow. Based on these factors it may be possible to improve upon this rural community atmosphere and enhance a pedestrian-friendly walkable main street environment.

The Ridge Hamlet Center will be controlled and compact and provide neighborhood service oriented retail uses. The Center would create a traditional neighborhood that increases utilization of the district while fostering a greater sense of community.

Transition areas will be established between the Artist Lake Recreation Center and the Ridge Hamlet Center as well as along the eastern most portion of Middle Country Road to the Town boundary line with the Town of Riverhead. Transitional Corridor Overlay districts will provide the design criterion for development and redevelopment of lands within these areas. Parks and open space are proposed for those parcels within the transition that have been identified as environmentally sensitive.

General commercial and heavy commercial uses will be provided in certain areas. However those uses found to be inconsistent with surrounding land uses or inappropriately zoned or in close proximity to environmentally sensitive areas should be discontinued or relocated to more appropriate locations.

#### **i. Ridge Hamlet Center.**

Within this section of the study area a small and compact neighborhood main street can be realized. The existing development within the Ridge Hamlet is presently oriented toward Middle Country Road. However most of the existing sites have their parking in the front of the buildings. These existing sites along with the numerous vacant parcels can be developed and redeveloped jointly into a main street setting. See Ridge Hamlet Center Concept, Figure 36 & 37.

This new neighborhood main street district will only be approximately 1,800 feet long or .35 of a mile. The existing buildings as well as new buildings will be fronting on Middle Country Road with all of the parking in the rear of the sites. Neighborhood, service oriented commercial retail uses should be employed in this Main Street District. Uses such as restaurants,

farmers markets, office, bar or tavern, artist studio, hardware, beauty parlor, cleaners and indoor recreations could be considered. Second story office or residential uses could be considered.

The building architecture in this Main Street should be more rural in nature.



Building architectural guidelines are provided herein on Page 130.

A public park presently anchors this Main Street District on the northwest end at Village Drive. A veterans memorial anchors the northeast end at Ridge Road. Other public spaces such as plazas, pedestrian malls and other civic spaces should be intermixed throughout this Main Street. In instances where existing front yard parking facilities are relocated to the rear of the existing buildings, the former front yard parking should be used as a plaza, square or courtyard with decorative pavers, landscaping, furnishings, fountain or public art. Alleyways should be provided for pedestrian access from the



parking facilities to the street frontage. Sidewalks along Middle Country Road should have a greater width and separated from adjacent traffic with a planted landscaped area with raised landscape beds,

benches, street furniture and street lighting that define the space.

Landscaped medians should be considered on Middle Country Road within the Main Street District. These medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. This community is located within the Long Island Pine Barrens.

Landscaping should reflect the surrounding natural areas by using native trees and shrubs as listed on the Suffolk Pine Barrens recommended native species list.

Most existing individual site access drives along Middle Country Road should be eliminated. All primary site access should be via existing side streets. Parking facilities must be joined between individual sites and combined to create common parking areas. Connections across side streets should be considered. Rear yard parking facilities should be well lit and landscaped islands provided to reduce the visual impact. If possible, on-street parking should be considered.

Sanitary requirements for the entire Center should be handled by on-site septic systems. In cases where the sanitary requirement is exceeded, transfer of development rights can be used to satisfy these requirements. Relief of Pine Barrens Standards may also be offered through a transfer of development rights program.

Commercial development or redevelopment in this Center should conform to the requirements set forth in the J6 Business, Main Street, section of the Code of the Town of Brookhaven. The development standards and guidelines for this Hamlet Center shall include those criteria that are set forth in the *Main Street Business District Design Manual* as referenced herein.

Development plans should be in general conformance to the Ridge Hamlet Center Concept, Figure 36 & 37.

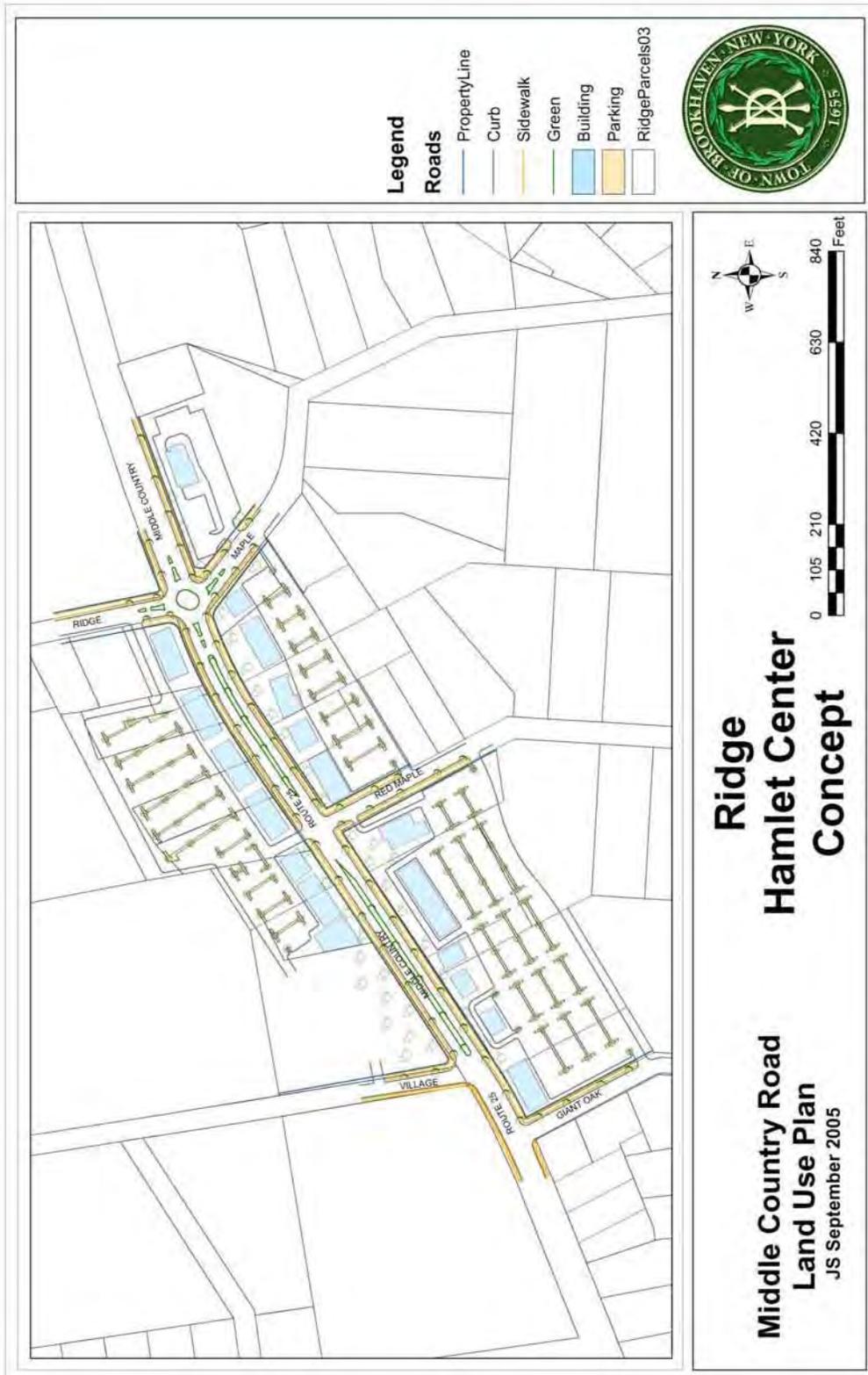


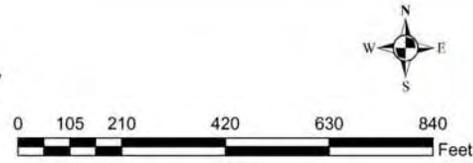
Figure 43

Figure 44



**Middle Country Road  
Land Use Plan**  
JS September 2005

**Ridge  
Hamlet Center  
Concept**



**Legend**

**Roads**

- PropertyLine
- Curb
- Sidewalk
- Green
- Building
- Parking
- RidgeParcels03



## **ii. Commercial/Industrial.**

### **(a) General Commercial.**

General Commercial land uses can also be provided in this part of the study area. The eastern most part of Middle Country Road is the primary route to the Calverton National Cemetery. As such many florist type uses exist in this area. These uses should be encouraged, however architectural elements should be considered, keeping this section of Middle Country Road rural in nature and appearance, see Page 130.

A small neighborhood commercial area exists at Panamoka Trail, consisting of a gasoline filling station, deli and small strip retail center. These uses should continue as they presently exist, however the building architecture should be changed to reflect the rural nature of this area, see Page 125. This can be accomplished by applying an overlay district to this area with specific architectural provisions and requirements. A large vacant parcel currently zoned for J2 Business was found along the south side of Middle Country Road and west of Smith Road. This site however has been identified for open space purposes.

Additional site landscaping should also be provided to soften the appearance of the sites. As previously stated the existing sidewalks along Middle Country Road should be widened having a planter with street trees which would separate adjacent traffic from the sidewalk. Landscaped medians should be considered on Middle Country Road within these general commercial areas, where applicable and where center turn lanes exist. These medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. This community is located within the Long Island Pine Barrens. Landscaping should reflect the surrounding natural areas by using native trees and shrubs as listed on the Suffolk Pine Barrens recommended native species list.

See the proposed Land Use Plan, Figure 38.

### **(b) Heavy Commercial/Industrial.**

Several existing heavy commercial land uses presently exist within this section of the study area including gasoline filling stations, mini-storage, fence sales and storage, and gazebo/shed sales and storage. There are also a couple

of auto repair shops found. Some of these uses can continue to operate at these locations, however design criterion should be applied to soften their appearance. Architectural and landscaping enhancements will help these uses blend in with the community, see Page 131.

Along the north side of Middle Country Road from Raynor Road to Village Drive are heavy commercial uses such as a gasoline filling station/auto repair and a fence sales/office building. Some of these uses can continue to operate at these locations, however design criterion should be applied to soften their appearance. Architectural and landscaping enhancements will help these uses blend in with the community.

Additional site landscaping should also be provided to soften the appearance of the sites. As previously stated the existing sidewalks along Middle Country Road should be widened having a planter with street trees which would separate adjacent traffic from the sidewalk. Landscaped medians should be considered on Middle Country Road within these heavy commercial areas, where applicable and where center turn lanes exist. These medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. This community is located within the Long Island Pine Barrens. Landscaping should reflect the surrounding natural areas by using native trees and shrubs as listed on the Suffolk Pine Barrens recommended native species list.

Some of these uses should be discontinued due to their inconsistency with surrounding land uses or inappropriately close proximity to environmentally sensitive areas. These uses should be amortized through zoning changes and/or assisted in relocation to a more appropriate location.

See the proposed Land Use Plan, Figure 38.

### **(c) Transition Areas.**

The areas between the Artist Lake Recreation Center and Ridge Neighborhood Center shall be designated as transitional areas to separate the Hamlet Centers and establish a green space along the Middle Country Road frontage, see the proposed Land Use Plan, Figure 38.



Between Wading River Hollow Road and Smith Road parcels have been identified for park or open space. These parcels are primarily vacant and currently provide the transition between Middle

Island and Ridge.

Several smaller parcels adjacent to the west of the Ridge Neighborhood Center have also been identified for low density commercial zoning such as “J” Business. These sites have already established themselves in a transitional type character. The area along the south side of Middle Country Road from Smith Road to Giant Oak Road are primarily residential structures converted to commercial enterprises. It is desirable to continue these types of uses however an overlay district should be formed in order to control future development as well as redevelopment of these parcels.

The overlay district should account for the architectural style of the buildings, the conjoining of parking facilities relocated to the rear yard of the sites, eliminating individual curb cuts on Middle Country Road, increased landscaping and streetscape along the Middle Country Road frontage (also see Page 130).

The land uses that could be established in this area can be either single-family residential or low density commercial uses, such as office uses consistent with a “J” Business District Zoning District. Farmers’ market and general store uses should also be encouraged as they represent our cultural and historical heritage.

Customary home occupations (a maximum of 25% of the first floor area can be used for office and other home commercial uses) or limited use commercial and offices could also be a part of this transitional district. However all uses within this district must have a residential appearance, scale and architecture. Front yard parking should not be permitted with the exception of parking on driveways provided for the single-family homes.

Additional site landscaping should also be provided to soften the appearance of the sites. As previously stated the existing sidewalks along Middle Country Road should be widened having a planter with street trees which would separate adjacent traffic from the sidewalk. Landscaped medians should be considered on Middle Country Road within these transitional areas, where applicable and where center turn lanes exist. These medians should generally consist of low-maintenance, but visually interesting, evergreens and perennials growing under a canopy of shade trees. The bull nose of each median at intersection locations should be treated with seasonal plantings of flowering annuals or perennials. This community is located within the Long Island Pine Barrens. Landscaping should reflect the surrounding natural areas by using native trees and shrubs as listed on the Suffolk Pine Barrens recommended native species list.

See the proposed Land Use Plan, Figure 38.

### **iii. Residential.**

#### **(a) Multi Family Residential.**

Of the two sites identified within the study area it is estimated that approximately 456 multi-family housing units presently exist. Large developments known as Leisure Glen/Leisure Village exist in Ridge outside the study area to the north. A large vacant parcel currently zoned for MF-1 Residential was found south of Middle Country Road along the west side of Smith Road. Another site located at the southeast corner of Middle Country Road and Wading River Hollow Road was recently approved for MF-1 zoning. These two sites however have been identified for open space purposes. In order to retain the rural character of this east end hamlet, additional multifamily requests should be discouraged.

#### **(b) Single Family Residential.**

Outside of the Main Street District is single family residential land uses. There are also large parcels available where single-family residential housing could yet be provided. These large parcels should be developed in accordance with the current residential zoning district, A1 Residential.

#### **iv. Architecture.**

##### **(a) Hamlet Centers.**

Individual identity for these Hamlet Centers should draw from both local and Long Island history. Long Island's architecture has been described as "Mid-Atlantic Colonial," and this should be considered in the overall design. Architectural elements and scale will be very important in the success of this center. Examples of architectural elements that have, in the past, been very successful are the use of classical columns and pilasters, pediments, over entranceways, detailed fascias, dentil mountings, dormers, palladium windows, quoins and brick detailing, and multi-paneled windows and shutters. Natural materials should be encouraged. The placement and scale of windows, including display windows, must be consistent with the overall design of the center. This, again, can be accomplished by the use of size-appropriate windows (less than one story in height, and multi-paned), together with other design elements such as awnings, signage, porches, and overhangs. These items should be located at a height and constructed in a scale that relates to pedestrian foot traffic. The overall designs of this center should encourage pedestrian foot traffic and create a "downtown environment." The use of architectural elements and the scale of the structures must be consistent to create a unique yet cohesive sense of place.

The recommendations and guidelines found in the Town of Brookhaven "*Main Street Business District Design Manual*" should be taken into account for any new building or renovation of an existing building. To accomplish this goal the Town of Brookhaven should consider an Architectural Review Board to provide detailed recommendations to the Planning Board for each application made to the Town.

##### **(b) Transitional Areas.**

Consistent with the Transitional Corridor Overlay District proposed herein, the following architectural provisions are recommended. For new structures, including additions to existing structure(s) or those undergoing rehabilitation of greater than 50% of their assessed value, a roof pitch or gable design or an alternative

acceptable to the Planning Board with a minimum slope of five inches over 12 inches, shall be required. Building materials of a residential character, such as brick, wood, cedar or vinyl siding, of less than six inches revealed, shall be used on all exteriors. The Planning Board, as part of its site plan review, may require additional architectural elements, such as front porches and windows. The design and materials of all elements of the building shall be subject to Planning Board or the Commissioner of Planning, Environment and Development's approval. To accomplish this goal the Town of Brookhaven should consider an Architectural Review Board to provide detailed recommendations to the Planning Board for each application made to the Town.

**(c) Heavy Commercial.**

Architecture within the designated Heavy Commercial areas should be consistent in design and scale as the Hamlet Centers as outlined above.

The recommendations and guidelines found in the Town of Brookhaven "*Main Street Business District Design Manual*" should be taken into account for any new building or renovation of an existing building. To accomplish this goal the Town of Brookhaven should consider an Architectural Review Board to provide detailed recommendations to the Planning Board for each application made to the Town.

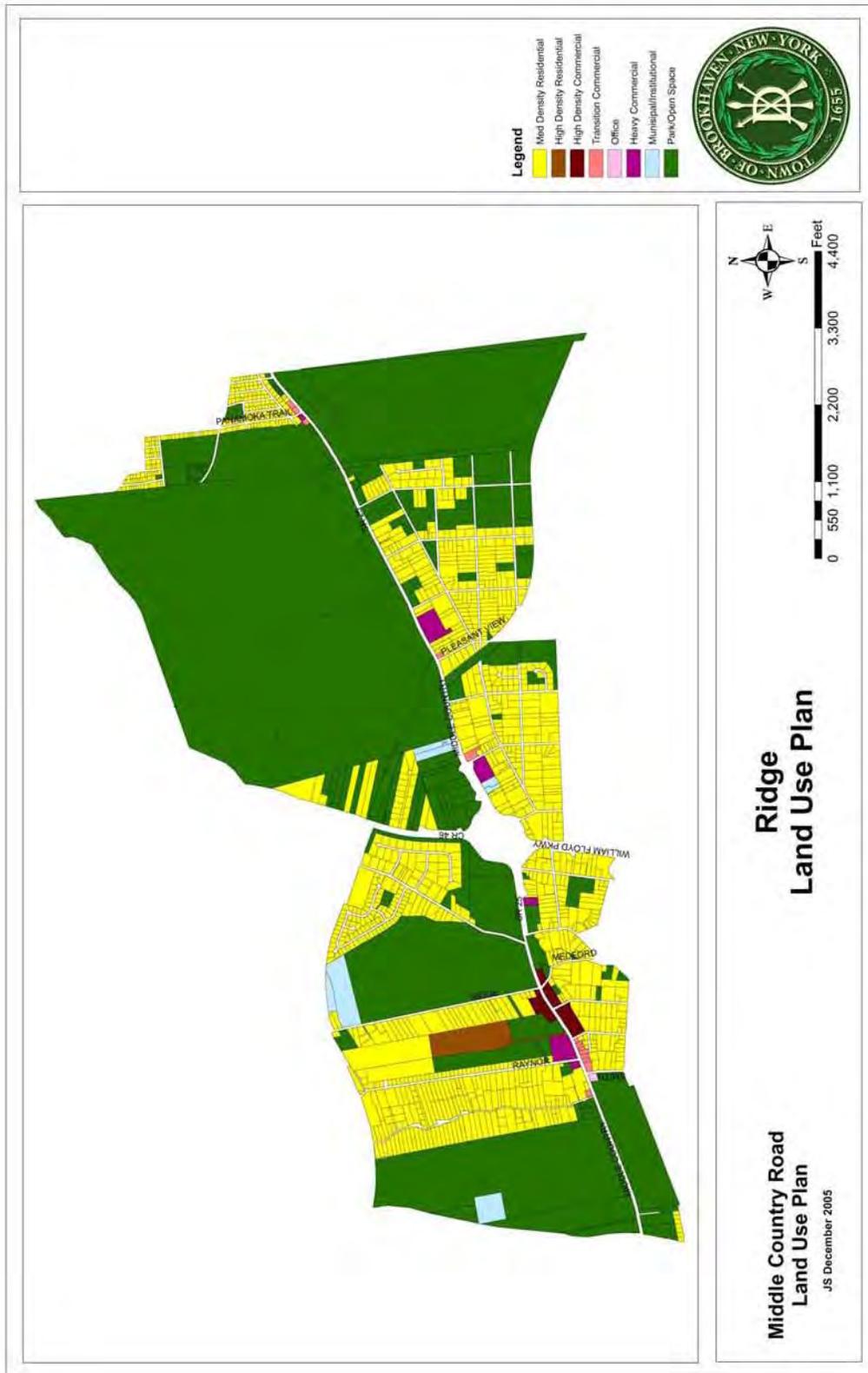


Figure 45

## VIII. INFRASTRUCTURE RECOMMENDATIONS.

### 1. Recommendations.

#### A. Future Transportation Considerations.

The development of an effective and efficient transportation plan for Middle Country Road (NY25) is a task of balancing the needs of the motoring public with the objectives and goals of the community at large and the Town's Land Use Plan. This becomes especially challenging when the ultimate jurisdiction over the roadway does not lie with the Town.

This portion of the Land Use Plan will broadly address the transportation issues associated with future development under the proposed Land Use Plan. It is recognized that the NYSDOT must consider the recommendations of an approved land use plan when future roadway infrastructure improvements are contemplated. Future roadway improvements are the responsibility of NYSDOT.

In February 2005, the NYSDOT prepared preliminary plans for the reconstruction of Middle Country Road (NY25) from North Ocean Avenue (CR83) eastward to approximately 1,000 feet east of Mt. Sinai – Coram Road. This project was included in the State Transportation Improvement Plan (TIP) under the Project Identification Number 0041.97, and is planned for letting in April of 2009. These plans presented various design alternatives to address roadway congestion and safety. While each alternative contained several similar key components including widening the corridor to accommodate additional lanes, construction of raised medians, and the re-alignment of the intersection of Middle Country Road (NY25) and NY112, each one featured a unique treatment for the intersection.

Among the treatments considered were the construction of a grade separated crossing (bridge) at the intersection, a general widening of Middle Country Road (NY25) to accommodate two travel lanes in each direction along with a center two-way left turn lane, and re-alignment of Middle Country Road (NY25) west of NY112 into a split roadway where eastbound traffic would be routed along a more southerly route (between the Home Depot Shopping Center and the businesses south of NY25) to a point east of Mt. Sinai-Coram Road where the eastbound lanes would rejoin with the westbound lanes. The Town reviewed these alternative and concluded that based on the future development and transportation needs of the corridor, only the 5-lane section without split directions was acceptable.

Additionally, previous to the development of the Land Use Plan, the Town reviewed several alternative intersection concepts to address intersection operations, congestion, and safety. The Town's consultant prepared a draft report comparing the benefit-cost relationship of each alternative. This report concluded that both a multi-lane roundabout and grade separated interchange were not feasible when compared to a context sensitive multi-lane intersection with raised medians on each roadway approach.<sup>4</sup>

## **B. Hamlet Center Approach.**

As previously discussed, the purpose of the proposed transportation infrastructure is to support the goals of the Land Use Plan while meeting future transportation demands. At the core of the proposed Land Use Plan is the development of five distinct Hamlet Centers and one Neighborhood Center along Middle Country Road (NY25) between North Ocean Avenue (CR83) to the west and William Floyd Parkway (CR46) to the east. Joining each of the Centers will be a transition zone containing business and residential uses adhering to established performance standards including access management principles, shared parking, and common access where feasible.

The Hamlet Center approach seeks to break the development patterns of the past by encouraging mixed development in focused areas. The end result of which will be, in effect, a drawing together of development that is presently stretched out linearly. In order to accommodate this, each Hamlet Center must be "broadened" to include a network, or "grid" of streets that help define the Center. Development of the area and its roadways should adhere to specific design criteria recommended in the Land Use Plan. The nature of each of the Hamlet Center's street grid system is presented individually.

Each of the Hamlet Centers; Coram West, Coram East, Westfield/Fife Neighborhood, Middle Island, Artist Lake, and Ridge is envisioned as having its own character and "flavor" while maintaining a more structured pattern of development than that of past experience. Past development has occurred in a linear fashion along Middle Country Road (NY25) following the common pattern of suburban sprawl where unfocused development has failed to create a "sense of place". As one drives along Middle Country Road (NY25), were it not for signs, one might have difficulty distinguishing one community from its neighbor.

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<sup>4</sup> LiRo Engineers, Inc., Draft Report, "NY25 @ NY112 Intersection Analysis", 2004.

### **C. Common Design Features.**

In order for the roadway network to support the sense of “place” central to the Land Use Plan, a series of common design elements beyond those of curvature and cross slope must be developed. These elements may depend not only on the roadway classification, but also on its location with the Middle Country Road (NY25) corridor. As an example, the main corridor of Middle Country Road (NY25) must have certain features required to adequately serve the high levels of demand placed on it while on an adjacent side street, short-term street parking may be considered more important. To the extent possible, all roadways within the corridor should integrate as many of the preferred elements as possible with the aim of establishing a cohesive “Streetscape”:

#### **i. Access Management.**

Since NYSDOT maintains jurisdiction along Middle Country Road (NY25) and is responsible for direct access to the corridor, we encourage the State to implement access management principles along the entire Middle Country Road (NY25) corridor. A reduction of the number of curb cuts improves both safety and traffic flow. Additionally, shared access will allow central access to many businesses at one time by enabling motorists to park once in a central location in the Hamlet Center rather than perform a series of “chained” trips to several sites.

#### **ii. Shared & Public Parking.**

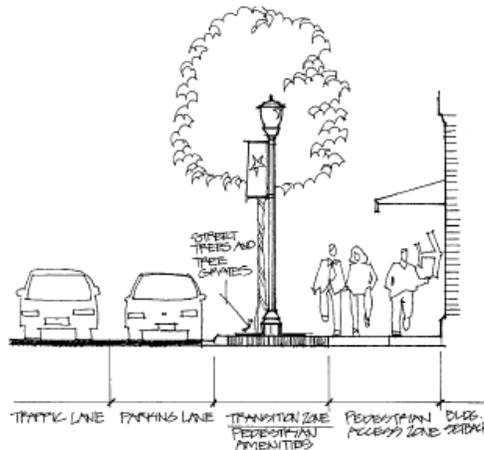
Shared parking allows connectivity between developed properties and provides for reduced use of the corridor for short trips between properties. It also encourages and improves pedestrian mobility. Adequate centralized off street parking should be provided in each Hamlet Center utilizing both private and public lots. These lots should be located behind storefronts and accessed via wide, well lit alleys or connecting driveways. Green space and treed islands should be included in parking lots. Short-term on-street parking should be permitted on streets adjacent to the corridor where new streets and/or a street grid system are provided to support Hamlet Center development. On street parking along the corridor should be considered wherever feasible.

**iii. Raised Medians.**

The construction of raised, landscaped medians helps to create a Boulevard feeling and breaks up the appearance of a wide sea of asphalt. Along with providing shared access and parking, raised medians will reduce the number of turning conflicts and provide pedestrian refuges and should be considered an improvement to safety as well as aesthetics. Vehicle turn-arounds with deceleration lanes and accommodations such, as mountable curbs for emergency vehicle access, should also be included in the design elements of the raised median.

**iv. Turning Lanes.**

Elimination of excess curb cuts will increase demand at locations where shared access is provided. The installation of a raised median provides the opportunity to install left turn lanes at these intersections. Right turns lanes should also be provided wherever feasible. These lanes will reduce congestion by eliminating vehicles standing in through lanes while waiting to turn.



**v. Public Transportation.**

Presently, the corridor is served by the Suffolk Transit Bus System's S58 route. As the corridor grows, the provision of additional bus service in the form of more frequent and extended service should be examined. Bus shelters should be installed at convenient locations along Middle Country Road (NY25), within the Hamlet Centers, and adjacent shopping centers.

Additionally, there is the future potential in the Land Use Plan for the creation of an internal transit system providing shuttle service between the various Hamlet Centers.

**vi. Pedestrian Environment.**

Pedestrian amenities should be provided throughout the corridor. Sidewalks should be at least 10' wide in Hamlet Centers and 5' wide elsewhere in the corridor. Curb "bulb outs" or curb extensions should be constructed wherever feasible to reduce pedestrian crossing distance and improve pedestrian visibility. Within Hamlet Centers, pedestrian signals should be provided along with special signal and crosswalk treatments for those with special needs. Complete A.D.A. compliance is required. The creation of a pedestrian friendly atmosphere and associated physical features and amenities is a key goal of the Land Use Plan.

**vii. Street Lighting.**

Street lighting, especially within Hamlet Centers should avoid the use of typical street light highway luminaries mounted on 8'-10' arms on utility poles in favor of rustic or ornamental street lights and fixtures of a smaller scale in keeping with the overall aesthetic and architectural theme of the Hamlet Centers.

**viii. Acquisition and Reclamation of Excess NYSDOT Right-of-Way.**

Wherever possible, existing excess State right-of-way should be acquired by the Town for use in supporting the goals of the Land Use Plan. The Town and State should negotiate the terms for use of the excess ROW to further the goals of the Land Use Plan. Substantial excess ROW in Coram, south of NY25 and east of NY112 should not be utilized for a "split" roadway alternative by the State for future improvements along NY25. Construction of such a "split" will create a large area of "dead" space between the opposing lanes further separating each side of NY25 and contrary to the goals of the plan.

**ix. Landscaping and Open Space.**

Wherever possible, roadways should incorporate low maintenance landscaping features, which create and maintain open sightlines.

**x. Bikeways and Lockers.**

In keeping with the NYSDOT effort to provide bikeways on its highways, the State should consider appropriate bike route designation along the Middle Country Road (NY25) corridor be included wherever practical. In addition, Hamlet Centers should include bike racks and lockers or similar facilities for securing bicycles. Future improvements should incorporate features and treatments for bicyclists if feasible.

**xi. Traffic Control in the Corridor.**

As stated earlier, it is beyond the scope of this plan to develop firm recommendations for intersection treatments that may be required in 30 years, however, that does not preclude this plan from making recommendations about what should be considered when design of intersections becomes appropriate. To the extent possible, the primary goal of future capacity additions should be to reduce the number of traffic lights in the corridor and consider alternative treatments such as roundabouts. The State has represented that the roundabout design should be considered as a first alternative to increase mobility and traffic safety at intersections.

In concert with the goal of developing a pedestrian friendly atmosphere, traffic calming should also be given full consideration, especially within Hamlet Centers and surrounding grid streets. Special consideration should be given to reduced travel lane widths, curb extensions, and raised crossings where priority is given to the pedestrian wherever possible.

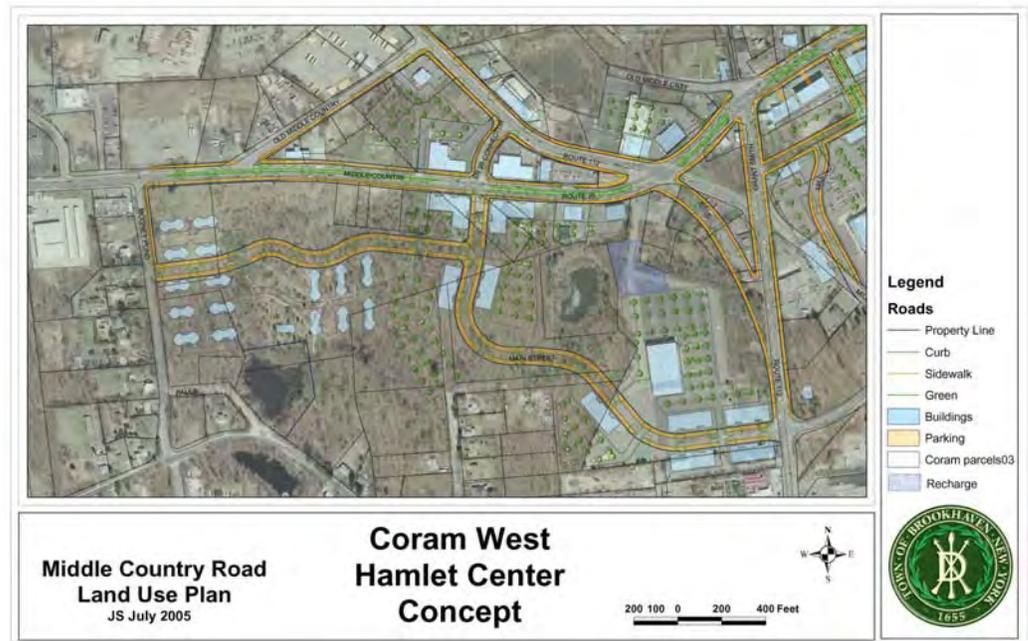
**xii. Speed Limit Considerations.**

The Land Use Plan features two distinguishable types of developed areas, Hamlet Centers and Transition Areas. Each area will establish its own basis for an appropriate speed limit. As the plan moves forward and each Hamlet Center develops, speed limits (as established by NYSDOT along Middle Country Road) should be re-examined. It is recommended that a lower speed limit, approximately 30 miles per hour be considered within hamlet centers and approximately 40 miles per hour be considered along transition areas. Recommended speed limits along roadways not within State jurisdiction should be established at 25-30 miles per hour.

## 2. Coram Recommendations.

The Coram portion of the Land Use Plan extends from North Ocean Avenue (CR83) eastward to Westfield Road and incorporates the Coram West, Coram East, and Westfield/Fife Hamlet Centers. Under the proposed zoning, development in these Centers will see a shift toward mixed use with a net increase in residential uses. Where the existing zoning at 2035 build out was comprised of a 67/33 percent mix of residential and commercial uses the proposed zoning will yield a 77/23 percent mix respectively.<sup>5</sup>

### A. Coram West Hamlet Center.



The westernmost of the Hamlet Centers, Coram West begins near Mooney Pond Road and extends eastward to NY112. Under the proposed zoning the southwest area of the center contains high-density housing and high-density commercial development.

As proposed, creation of a local street grid south of Middle Country Road will include a new roadway between Middle Country Road (NY25) and NY112. Appropriately named “Main Street” in the Land Use Plan, it will intersect Middle Country Road (NY25) opposite the NY25 connector (Jughandle) and on NY112 opposite Skips Road. The roadway will feature storefront businesses with parking

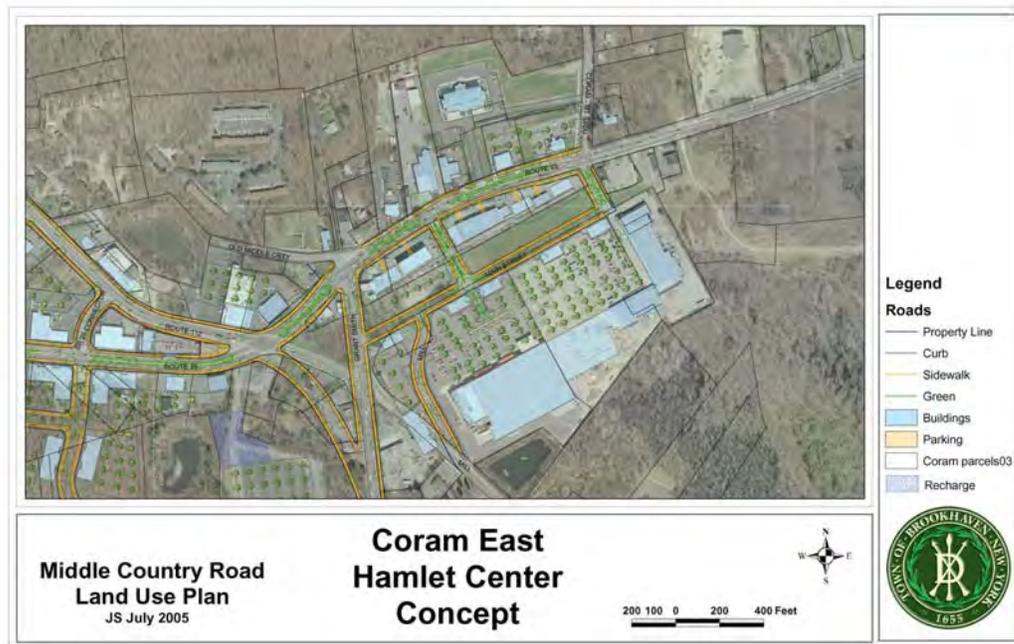
<sup>5</sup> Source: Middle Country Corridor Economic Study, June 2005, Thomas Conoscenti & Associates, Inc.

behind. An additional new roadway connecting Main Street to Mooney Pond Road is also considered in this plan. This road would provide additional access to the undeveloped parcel of land known as the Speigal Property, which constitutes the high-density residential component in this sector.

North of Middle Country Road (NY25), the plan proposes enhancement of the area by replacing street-side parking with a shared parking lot between the NY25 Connector and Old Middle Country Road. The use of Old Middle Country Road as an alternative to Middle Country Road (NY25) and its inclusion in the local street grid system is also recommended. These recommendations of the proposed Land Use Plan have the potential to reduce vehicle trips along portions of Middle Country Road and improve future traffic operations at the intersection of NY 112.

In addition to the new roads proposed, the re-alignment of NY112, south of Middle Country Road (NY25), as recommended by NYSDOT under their future project (PIN 0041.97) will provide traffic mitigation of future traffic growth and considerable opportunity for enhanced traffic safety.

**B. Coram East Hamlet Center.**

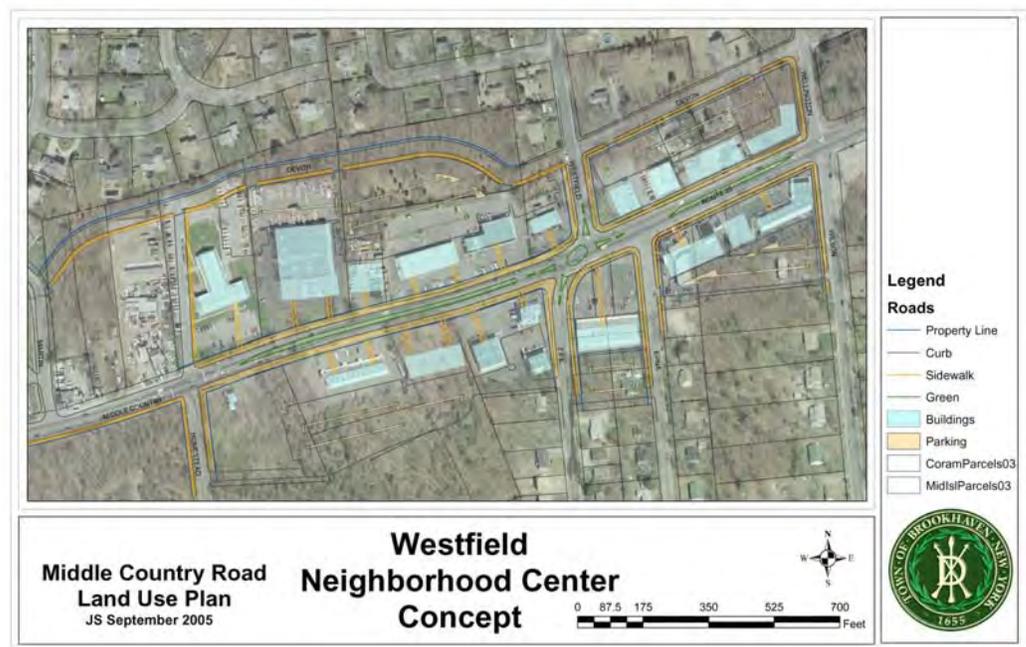


The Coram East Hamlet Center begins at NY112 to the west, where it abuts Coram west, and extends eastward to Mt. Sinai-Coram Road. The focal point of this area will be the addition of a street along the northern perimeter of the existing

Home Depot parking lot and the realignment of Mill Road to intersect with it. The new street will begin at Grant Smith Road and extend eastward to what is presently the shopping center's easternmost driveway on Middle Country Road (NY25). This roadway layout is a natural extension of the existing development and will provide centralized access and parking for the Hamlet Center.

All or most of the existing curb cuts along the south side of Middle Country Road (NY25) should be closed and street-side parking for the adjacent buildings moved to their rear, on the north side of the new connector road. Substantial excess State ROW exists in the area south of NY25 and east of NY112 and west of the shopping center's easternmost driveway. The Town should negotiate with the State to determine its transfer and use. The future use of this ROW should further the goals of the Land Use Plan.

**C. Westfield/Fife Neighborhood Center.**



Westfield/ Fife Neighborhood Center is a small area at the eastern end of the Coram portion of Middle Country Road (NY25). It begins at Martin Street on the west, and ends approximately 1,500 feet to the east at Wilson Avenue. The vision for this area includes creation of a small street grid on the north side of Middle Country Road (NY25). It will be established by extending the existing portion of Devon Lane westward to Martin Street. This road will provide access to a proposed shared parking lot behind the buildings along the north side of Middle

Country Road (NY25) connecting to a shared driveway accessing the existing traffic signal opposite Homestead Drive.

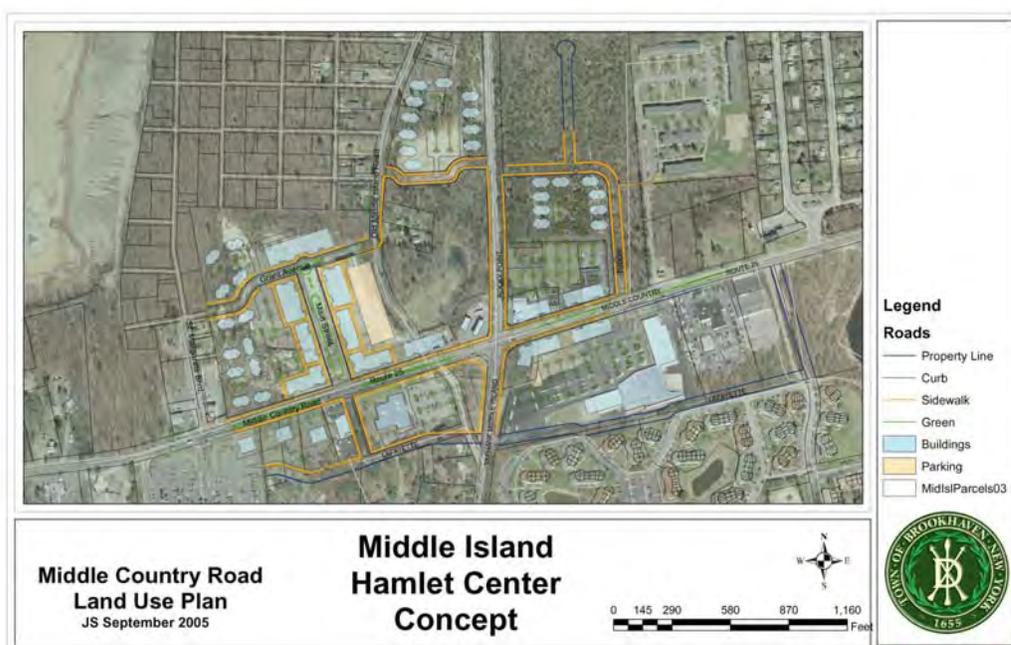
Also Included in this plan is the creation of a series of shared parking lots connecting Homestead Avenue to Fife Drive, Fife Drive to Erna Drive, and Erna Drive to Wilson Avenue. Since vehicular access to the buildings will be provided with rear parking lots, most of the existing curb cuts on either side of Middle Country Road (NY25) should be eliminated.

In an effort to reduce the number of conflict points and improve intersection operations and safety, the realignment of the offset intersection of Westfield Road and Fife Drive is also recommended. Appropriate control of the new intersection should include a modern roundabout to maintain mobility and improve traffic safety. In concert with this re-alignment and intersection design, the excessive number of nearby curb cuts should be reduced. These recommendations will improve mobility and safety for all users within this neighborhood center.

### 3. Middle Island Recommendations.

Middle Island is centrally located within the Land Use Plan. It begins in the west at Swezey Lane and extends eastward approximately 1.5 miles to east of Artist Lake. This section of Middle Country Road (NY25) includes the important intersection of Middle Country Road (NY25) @ Rocky Point Road (CR21), which is the focus of the Middle Island Hamlet Center.

#### A. Middle Island Hamlet Center.



The largest of the Hamlet Centers in the Land Use Plan, Middle Island incorporates the four quadrants created by the intersection at Rocky Point Road (CR21) extending from St. Margaret's Blvd. easterly .5 miles to Lakeview Terrace. The existing zoning allows a mix of 77/23 percent commercial/residential uses. As with the Coram Area, Middle Island will experience a relative shift in land use from commercial toward high-density residential uses with the final proportion being a 63/37 percent mix of commercial/residential use. The majority of the proposed housing units are located on either side of Rocky Point Road (CR21), north of Middle Country Road (NY25).<sup>6</sup>

<sup>6</sup> Source: Middle Country Corridor Economic Study, June 2005, Thomas Conoscenti & Associates, Inc.

The proposed street grid indicated in *Figure 36 & 37* consists of a series of connector roads both north and south of Middle Country Road (NY25). To the north, from west to east, these street are: Grant Avenue, an east-west street connecting St. Margaret's Boulevard to Middle Island Road and providing access to the mixed use development north of Middle Country Road (NY25); Main Street, a north-south boulevard connecting Middle Country Road (NY25) to the extension of Grant Avenue and an unnamed internal roadway. The unnamed internal roadway begins on the east side of Middle Island Road and runs eastward where it meets Rocky Point Road (CR21). It continues on the east side of CR21 where it turns southward and intersects Middle Country Road (NY25) opposite the proposed relocation of the Middle Island shopping center driveway. The existing unsignalized intersection at Tudor Lane and Middle Country Road (NY25) will be eliminated. Tudor Lane will intersect with and utilize the unnamed internal roadway for access to CR21 to the west and NY25 to the south. It is anticipated that new intersections with NY25 and CR21 will require additional traffic control. Signalization, or a modern roundabout should be given equal consideration to optimize overall efficiency and traffic safety.

Along the south side of Middle Country Road (NY25), beginning on the west, it is proposed to construct Lafayette Street as a new east-west link between the existing Wal-Mart shopping Center and Rocky Point Road (CR21) south of NY25. Another proposed street in this quadrant is a short north-south connector road between Lafayette Street and Middle Country Road (NY25) to be located opposite the proposed access to the Kogel property. The potential for the continuation of Lafayette Street (or other named right-of-way) on the east side of Rocky Point Road (CR21) is also recommended in the plan so that cross access between contiguous properties and the reduction of curb cuts along NY25 and Rocky Point Road (CR 21) can be achieved.

The Land Use Plan for Middle Island includes the abandonment and restoration to natural conditions of a portion of Old Middle Island Road north of NY25. The portion of Middle Island Road south of NY25 has already been abandoned and conveyed to Longwood Public Library for future parking lot expansion.

## B. Artist Lake Recreation Center Recommendations.



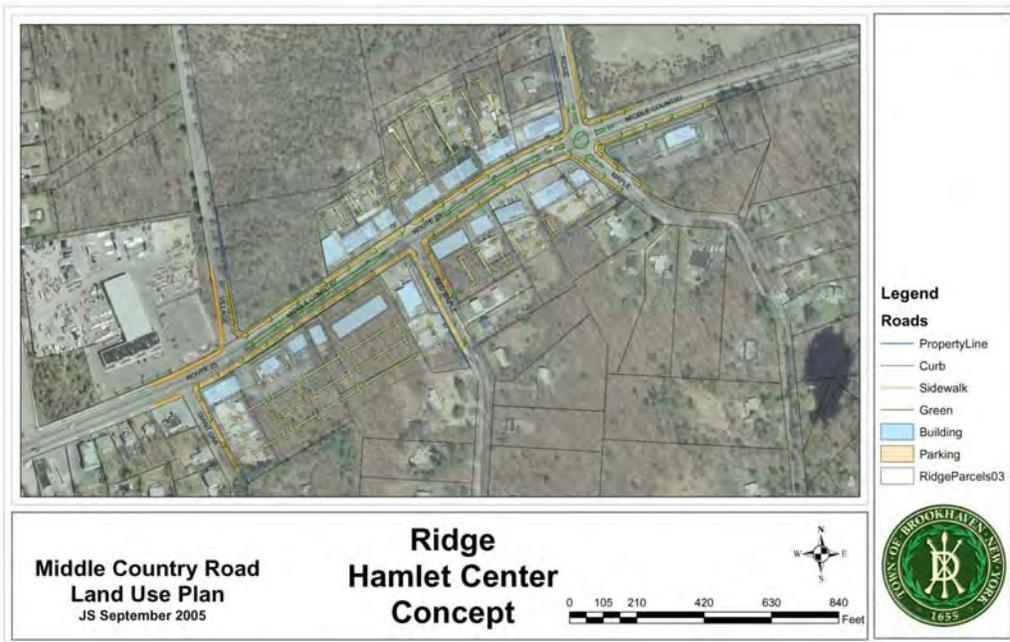
One of the most unique elements of the Middle Country Road (NY25) corridor is Artist Lake on its south side in Middle Island. In order to fully realize the scenic and recreational opportunities it provides, the Land Use Plan proposes the realignment of Middle Country Road (NY25) northward, within its existing right-of-way, to provide a wider buffer between the lake and highway. A review of aerial photos of the area indicate that the actual horizontal shift required to accomplish this will be minimal and would not adversely affect traffic safety or operations on Middle Country Road (NY25).

The north side of Middle Country Road (NY25) features a K-Mart store and several vacant potential pad sites fronted by a large, featureless parking lot. Redevelopment of the parcels should continue the Plan's creation of a local street grid with the extension of Bailey Road eastward to and around the northeast corner of the shopping center to a connection with Woodville Road. On the shopping center's west side, a new access should be provided between the parking lot and Curran's Road. This new access road should cross the frontage of the buildings and extend easterly to intersect with Woodville Road on the east side of the property. Parking on the redeveloped site should be developed according to the criteria established with the Land Use Plan.

#### 4. Ridge Recommendations.

Ridge comprises the easternmost portion of the Land Use Plan. It begins at Wading River Hollow Road and extends eastward to the Riverhead Town Line. Under the proposed Land Use Plan, the area would generally remain similar to its existing character and land uses, which is more rural than that of Coram and Middle Island.

##### A. Ridge Hamlet Center.



The proposed Ridge Hamlet Center extends from Giant Oak Road eastward to Ridge Road, and while it doesn't incorporate the use of a street grid, it does share the common themes of the elimination of direct driveway access to Middle Country Road (NY25) as well as shared rear-side parking on either side of NY25. Because of its more rural nature, the Ridge Hamlet Center is well suited for consideration of a modern roundabout at the presently signalized intersection of Middle Country Road (NY25) and Ridge Road.

## 5. Planning Estimate of Future Conditions.

While the prediction of traffic volumes, patterns, and trends over the short-term are generally quite straightforward, longer periods such as the 30-year timeline of the Proposed Land Use Plan tend to introduce variables that complicate the process. Adding to this is the fact that the proposed Land Use Plan will encourage a more focused pattern of development along Middle Country Road (NY25) and will have the effect of redistributing locally generated traffic and encouraging linked trips and alternative modes, thereby potentially altering travel patterns. In recognition of these uncertainties, the initial examination of the future conditions was undertaken as a macro analysis of critical intersections aimed at providing a look at general conditions that can be expected rather than a microanalysis that might indicate how much delay would occur on a specific movement at an individual intersection. Revisions to the corridor's economic study<sup>7</sup> provided more detailed and conservative projections of future development and allowed a more detailed intersection analysis to be conducted.

The first step in assessing the future traffic conditions was to develop a model that would allow for future volumes to be estimated based on area growth rates and relative differences in the future of land use along the Middle Country Road (NY25) corridor. Synchro traffic analysis software was selected for this task based on its ability to quickly analyze a variety of operating conditions. Background traffic conditions were obtained from NYSDOT Planning and Program Management office as well as the Town of Brookhaven, Division of Traffic Safety. The data supplied was cross-validated and normalized from its base year to the Plan's base year of 2005 by applying a linear growth rate of 1.5% annually<sup>8</sup>, thereby providing a model of present conditions on which to further build future conditions models. This annual growth rate accounts for "infill" of undeveloped land as well as background growth. The future 2035 condition under the "no action" scenario of full build out with existing zoning was achieved by application of the same linear growth rate for the 30 year period beginning in 2005. The net traffic growth for the "no action" scenario was 45% over 2005 conditions.

$$1.5\% \times 30 \text{ years} = 45\%$$

Thus, the 2035 No Action volumes are estimated at 145% of the 2005 Baseline volumes.

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<sup>7</sup> Middle Country Corridor Economic Study, October 2005 revision, Thomas Conoscenti & Associates, Inc.

<sup>8</sup> Source: LITP2000

The proposed zoning allows for an increase in density but limits overall development. Assessment of the traffic impacts of the proposed action were computed based on the aggregate of the 2035 No Action traffic estimates and the net increase in allowable development under the proposed Land Use Plan. Table 9 on the follow page contains the revised land uses, trip generation, and directional distribution within the Town Centers, on which the revised analysis was based.

The future development scenario in the proposed Land Use Plan will result in the following net changes in land use:

<b>Coram Town Center (East &amp; West)</b>						
	Retail (s.f.)	Apartment (unit)	Multi- family (unit)	Single Family (unit)	Indoor Recreation (s.f.)	Outdoor Recreation (unit)
Southeast Quadrant	107,000	240	200	0	0	0
Southwest Quadrant	46,800	0	0	0	0	0
Northwest Quadrant	(34,400)	0	0	0	0	0
<b>Area Total:</b>	<b>153,800</b>	<b>240</b>	<b>200</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Middle Island Town Center</b>						
	Retail (s.f.)	Apartment (unit)	Multi- family (unit)	Single Family (unit)	Indoor Recreation (s.f.)	Outdoor Recreation (unit)
Kogel/ 4B's Parcel (NW Quadrant)	120,000	0	192	0	0	0
Sam Glass Parcel (NW Quadrant)	0	0	144	0	0	0
Sandy Hill Parcel (NW Quadrant)	0	0	144	27	0	0
M.I. Plaza/ Neilin Parcel (SE Quadrant)	74,300	0	0	0	0	0
<b>Area Total:</b>	<b>194,300</b>	<b>0</b>	<b>480</b>	<b>27</b>	<b>0</b>	<b>0</b>
<b>Artist Lake Recreation Center</b>						
	Retail (s.f.)	Apartment (unit)	Multi- family (unit)	Single Family (unit)	Indoor Recreation (s.f.)	Outdoor Recreation (unit)
North side of NY25	0	0	34	0	123,000	91,000
South of NY25	0	0	237	0	0	0
<b>Area Total:</b>	<b>0</b>	<b>0</b>	<b>271</b>	<b>0</b>	<b>123,000</b>	<b>91,000</b>

**Table 9**

Subsequent to the trip generation development, these trips were added to the 2035 No Action roadway network in a process called assignment. Assignment involves the distribution of inbound and outbound trips within the network based on a number of factors including congestion, travel time, origin and destination, surrounding land uses, and availability of alternatives. The table 10 indicates the net changes in movement volume at the critical intersections resulting from the assignment process.

<b>Trip Generation and Directional Distribution</b>							
<b>Coram West Town Center (ITE Rates)</b>					<b>Directional Distribution (PM Peak)</b>		
						<u>Inbound</u>	<u>Outbound</u>
					Retail	50%	50%
					Office	17%	83%
					Residential	65%	35%
<b>UA and South Side of NY25 (SW quadrant)</b>							
<u>Code</u>	<u>Size/ Qty</u>	<u>Type</u>	<u>Rate</u>	<u>Total</u>		<u>Inbound</u>	<u>Outbound</u>
Ret	(24,500)	Retail	3.75 vph/1,000 s.f.	(92)		-46	-46
Ret	131,500	Retail	3.75 vph/1,000 s.f.	494		247	247
Res	240	Apartment	0.62 vph/unit	149		97	52
Res	200	Multi Fam.	0.62 vph/unit	124		81	43
			<b>Quadrant Total:</b>	<b>675</b>		<b>378</b>	<b>297</b>
<b>Northwest quadrant</b>							
<u>Code</u>	<u>Size/ Qty</u>	<u>Type</u>	<u>Rate</u>	<u>Total</u>		<u>Inbound</u>	<u>Outbound</u>
Ret	(54,400)	Retail	3.75 vph/1,000 s.f.	(204)		-102	-102
Ret	20,000	Retail	3.75 vph/1,000 s.f.	75		38	38
			<b>Quadrant Total:</b>	<b>(129)</b>		<b>(65)</b>	<b>(65)</b>
<b>Coram East Town Center (ITE Rates)</b>							
<b>Southeast Quadrant</b>							
<u>Code</u>	<u>Size/ Qty</u>	<u>Type</u>	<u>Rate</u>	<u>Total</u>		<u>Inbound</u>	<u>Outbound</u>
Ret	63,700	Retail	3.75 vph/1,000 s.f.	239		120	120
Ret	(14,700)	Retail	3.75 vph/1,000 s.f.	(56)		-28	-28
Ret	(2,200)	Retail	3.75 vph/1,000 s.f.	(9)		-5	-5
			<b>Quadrant Total:</b>	<b>174</b>		<b>87</b>	<b>87</b>
			<b>Total New PH trips:</b>	<b>720</b>		<b>401</b>	<b>319</b>

**Table 10**

Trip Generation and Directional Distribution							
Middle Island Town Center (ITE Rates)				Directional Distribution (PM Peak)			
					<u>Inbound</u>	<u>Outbound</u>	
					Retail	50%	50%
					Office	17%	83%
					Residential	65%	35%
Kogel/ 4B's		(NW Quadrant)					
	<u>Size/ Qty</u>	<u>Type</u>	<u>Rate</u>	<u>Total</u>		<u>Inbound</u>	<u>Outbound</u>
Ret	120,000	Retail	3.75 vph/1,000 s.f.	450		225	225
Res	192	Multi Fam.	0.62 vph/unit	120		78	42
			Quadrant Total:	570		303	267
Sam Glass		(NW Quadrant)					
	<u>Size/ Qty</u>	<u>Type</u>	<u>Rate</u>	<u>Total</u>		<u>Inbound</u>	<u>Outbound</u>
Res	144	Multi Fam.	0.62 vph/unit	90		59	32
			Total:	90		59	32
Sandy Hill		(NW Quadrant)					
	<u>Size/ Qty</u>	<u>Type</u>	<u>Rate</u>	<u>Total</u>		<u>Inbound</u>	<u>Outbound</u>
Res	144	Multi Fam.	0.62 vph/unit	90		59	32
Res	27	Single Fam	1.02 vph/unit	28		18	10
			Quadrant Total:	118		77	41
MI Plaza/ Neilen		(SE Quadrant)					
	<u>Size/ Qty</u>	<u>Type</u>	<u>Rate</u>	<u>Total</u>		<u>Inbound</u>	<u>Outbound</u>
Ret	27,800	Retail	3.75 vph/1,000 s.f.	105		53	53
Ret	30,000	Retail	3.75 vph/1,000 s.f.	113		57	57
Ret	16,500	Retail	3.75 vph/1,000 s.f.	62		31	31
			Quadrant Total:	280		140	140
			Total New PH trips:	1,058		578	480

<b>Trip Generation and Directional Distribution</b>						
<b>Artist Lake Town Center (ITE Rates)</b>					<b>Directional Distribution (PM Peak)</b>	
					<u>Inbound</u>	<u>Outbound</u>
				Retail	50%	50%
				Office	17%	83%
				Residential	65%	35%
Artist Lake Rec. Center						
	<u>Size/ Qty</u>	<u>Type</u>	<u>Rate</u>	<u>Total</u>	<u>Inbound</u>	<u>Outbound</u>
Ret	123,000	Indoor Rec.	3.75 vph/1,000 s.f.	462	231	231
Ret	91,000	Outdoor Rec	3.75 vph/1,000 s.f.	342	171	171
Res	34	Multi Fam.	0.62 vph/unit	22	14	8
			Total:	826	416	410
South Side						
	<u>Size/ Qty</u>	<u>Type</u>	<u>Rate</u>	<u>Total</u>	<u>Inbound</u>	<u>Outbound</u>
Res	237	Multi Fam.	0.62 vph/unit	147	96	51
			Total:	147	96	51
Total New PH trips:				973	512	461

**Table 10 Cont.**

Critical Intersection Assignments								
		Originating From:						Net Change in Volume
NY25 @ NY112		Northwest Quadrant		Southeast Quadrant		Southwest Quadrant		
New PM Peak Trips =>		<b>Total: -129 trips</b>		<b>Total: 174 trips</b>		<b>Total: 675 trips</b>		
		Inbound: -65 trips		Inbound: 87 trips		Inbound: 378 trips		
		Outbound: -65 trips		Outbound: 87 trips		Outbound: 297 trips		
Eastbound	Left		-		-		-	
	Thru	-20%	(13)	35%	30	9%	27	44
	Right	-20%	(13)		-		-	(13)
Westbound	Left		-		-		-	
	Thru		-	25%	22	13%	39	60
	Right		-	10%	9		-	9
Northbound	Left		-		-		-	
	Thru	-20%	(13)		-		-	(13)
	Right		-		-		-	-
Southbound	Left		-		-		-	
	Thru	-20%	(13)		-		-	(13)
	Right		-		-		-	-

NY25 @ Mt. Sinai-Coram Road		Originating From:						Net Change in Volume
		Northwest Quadrant		Southeast Quadrant		Southwest Quadrant		
New PM Peak Trips =>		<b>Total: -129 trips</b>		<b>Total: 174 trips</b>		<b>Total: 675 trips</b>		
		Inbound: -65 trips		Inbound: 87 trips		Inbound: 378 trips		
		Outbound: -65 trips		Outbound: 87 trips		Outbound: 297 trips		
Eastbound	Left	-5%	(3)	5%	4	9%	27	28
	Thru	-15%	(10)		-		-	(10)
	Right		-	10%	9		-	9
Westbound	Left		-	10%	9		-	9
	Thru	-15%	(10)	5%	4	7%	26	21
	Right		-		-		-	-
Northbound	Left		-	10%	9		-	9
	Thru		-	10%	9	4%	12	21
	Right		-	10%	9	7%	21	29
Southbound	Left	-5%	(3)		-		-	(3)
	Thru		-	10%	9		-	9
	Right		-		-	13%	49	49

Table 11

Critical Intersection Assignments										
NY25 @ Rocky Point Road		Originating From:								Net Change in Volume
		Kogel/ 4B's		Sam Glass		Sandy Hill		MI Plaza/ Neilen		
New PM Peak Trips =>		<b>Total: 570 trips</b> Inbound: 303 trips Outbound: 267 trips		<b>Total: 90 trips</b> Inbound: 59 trips Outbound: 32 trips		<b>Total: 118 trips</b> Inbound: 77 trips Outbound: 41 trips		<b>Total: 280 trips</b> Inbound: 140 trips Outbound: 140 trips		
Eastbound	Left		-		-		-		-	-
	Thru	8%	21	5%	3	5%	4	5%	7	28
	Right		-		-		-		-	-
Westbound	Left		-		-		-		-	-
	Thru	8%	24	5%	2	5%	2	6%	8	28
	Right		-		-		-		-	-
Northbound	Left	10%	30	10%	6	10%	8		-	44
	Thru		-		-		-		-	-
	Right		-		-		-		-	-
Southbound	Left		-		-		-		-	-
	Thru	15%	40	20%	6	20%	8		-	55
	Right		-		-		-		-	-

Critical Intersection Assignments						
NY25 @ Rocky Point Road		Originating From:				Net Change in Volume
		Artist Lake Rec. Center		South Side		
New PM Peak Trips =>		<b>Total: 826 trips</b> Inbound: 416 trips Outbound: 410 trips		<b>Total: 147 trips</b> Inbound: 96 trips Outbound: 51 trips		
Eastbound	Left		-		-	-
	Thru	20%	82	30%	29	111
	Right		-		-	-
Westbound	Left	10%	41	15%	8	49
	Thru	30%	123	30%	15	138
	Right	10%	41	10%	5	46
Northbound	Left		-		-	-
	Thru		-		-	-
	Right	30%	125	20%	19	144
Southbound	Left		-		-	-
	Thru		-		-	-
	Right		-		-	-

Table 11 Cont.

## 6. Future Traffic Volume.

The planning analysis of future traffic volumes was conducted utilizing the estimated 2005 baseline Average Annual Daily Traffic (AADT). A growth factor of 1.5% per year was added to arrive at the estimated AADT for 2035 under existing land use and zoning build out. In addition, the proposed increase in development density reflects further increase in the AADT, as indicated below. As a result, it is anticipated that Middle Country Road (NY25) would experience a significant increase in Annual Average Daily Traffic (AADT). See Table 12 below.

Annual Average Daily Traffic

Middle Country Road (NY25) Section		2005 AADT	Existing Land Use & Zoning		Proposed Land Use & Zoning	
From	To		Aggregate Growth Factor (30 Years)	2035 AADT	Aggregate Growth Factor (30 Years)	2035 AADT
North Ocean Avenue (CR83)	NY112	20,399	1.45	29,579	1.90	38,749
NY112	Mt. Sinai-Coram Road	32,549		47,195		61,826
Mt. Sinai-Coram Road	Rocky Point Road (CR21)	29,200		42,339		55,464
Rocky Point Road (CR21)	William Floyd Parkway (CR46)	16,642		24,130		31,611
William Floyd Parkway (CR46)	Riverhead Town Line	13,603		19,724		25,846

**Table 12**

Under either plan, these results indicate that additional roadway capacity will be required throughout the corridor. This conclusion is supported by the LITP2000 plan which includes the recommendation of an additional lane between North Ocean Avenue (CR83) and CR21 although it does not address specific design features. In consideration of the Land Use Plan, design of the additional capacity should remain sensitive to the Plans' goals and priorities and should explore alternative designs such as adjacent neighborhood street grid, marginal roads and modern roundabouts. The

concept of marginal roads may be especially effective by allowing local traffic, pedestrians and vehicles alike, suitable access to residences and businesses while maintaining mobility for through traffic. Development of an adjacent neighborhood street grid has the added benefit of providing increased traffic capacity along the corridor in direct response to the development of hamlet centers. Furthermore, the implementation of modern roundabouts as an alternative to signalized intersection control improves mobility and safety along the Middle Country Road corridor.

## 7. Future Intersection Operations.

A planning assessment of critical intersection operations, based on the identified growth factors and timeline applied to the existing 2005 volumes and travel patterns, was conducted for both the 2035 Existing Land Use and Zoning and 2035 Proposed Land Use and Zoning scenarios.

Although more precise computations related to future trip generation are possible, it would require details about the number and exact type uses that are presently unavailable. As development in keeping with the Land Use Plan progresses, detailed analysis of traffic impacts and mitigation will be required.

Table 13 below compares the level of service for traffic operations at three critical intersections along the Middle Country Road corridor. As indicated, the forecasted level of service decreases one grade at each intersection in 2035 utilizing the projected increase in traffic volumes for the proposed land use and zoning scenario. We note that the intersection of Middle Country Road and CR 21 is the most sensitive to traffic projections as its level of service degrades from “D” to “E”. Both conditions are not acceptable, requiring the need for roadway improvements with or without implementation of the proposed Land Use Plan. Roadway improvements will be required at the intersection of Middle Country Road and Mt. Sinai-Coram Road where the level of service degrades to “D” under the proposed land use and zoning scenario.

The operating level of service of intersections within a corridor has the controlling ability to dictate the performance levels of the entire corridor. Therefore, attention to appropriate intersection improvements and/or other mitigating measures that improve intersection-operating characteristics will improve overall traffic safety and mobility throughout the Middle Country Road corridor. The proposed Land Use Plan identifies and discusses the recommended land use initiatives and transportation concepts that will accomplish this task and achieve desired results in the future.

			2035 Existing Land Use & Zoning			2035 Proposed Land Use & Zoning		
			Movement LOS	Approach LOS	Intersection LOS	Movement LOS	Approach LOS	Intersection LOS
Middle Country Road @ Middle Country Road NY112	NB	T	B	B	B	D	D	C
		R						
	SB	T	B	B		C	C	
		R						
	EB	T	B	B		B	B	
		R						
	WB	T	B	B		C	C	
		R				B		
Middle Country Road @ Mt. Sinai-Coram Road	NB	L	C	B	C	E	D	D
		T				C		
		R				A		
	SB	L	C	C		E	E	
		T				C		
		R				B		
	EB	L	C	B		F	B	
		T				B		
		R				A		
	WB	L	D	D		E	D	
		T				D		
		R				A		
Middle Country Road @ Rocky Point Road (CR21)	NB	L	E	D	D	F	E	E
		T				C		
		R				C		
	SB	L	C	D		A	F	
		T				D		
		R				D		
	EB	L	F	C		F	D	
		T				C		
		R				C		
	WB	L	F	D		F	D	
T		C						
R		C						

**Table 13**

## 8. Future Transportation Infrastructure

Intersections along Middle Country Road (SR 25) as well as the entire Middle Country Road corridor are within the jurisdiction of the New York State Department of Transportation (NYSDOT). NYSDOT has identified the need for capacity and safety improvements along the corridor and has taken steps to plan for

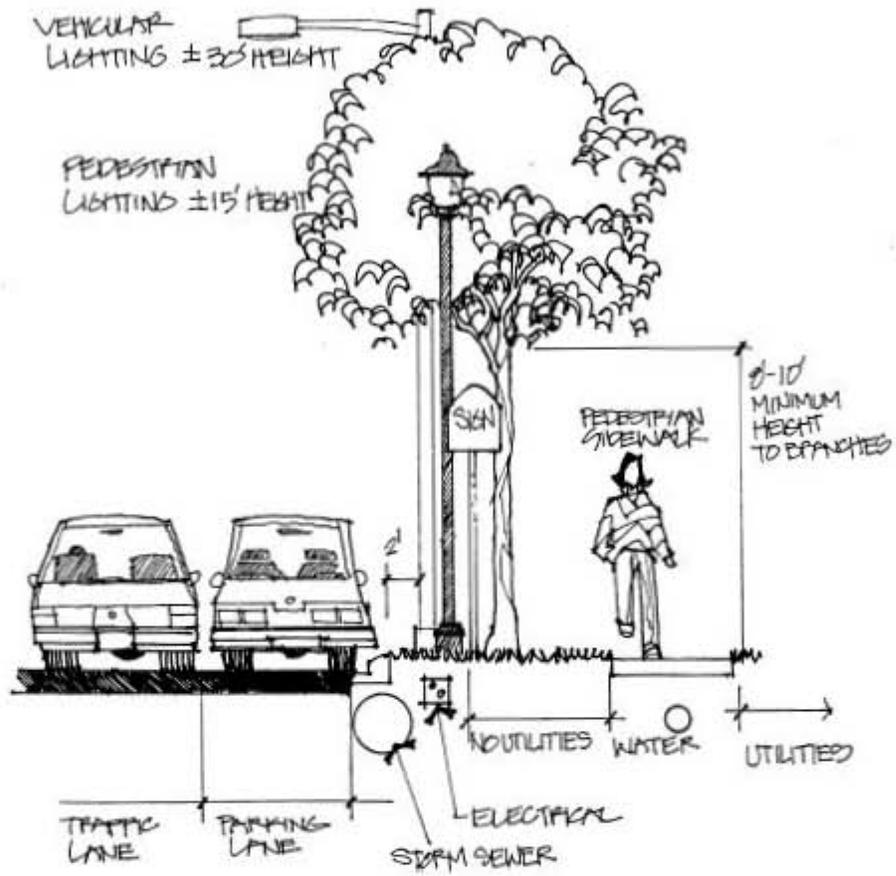
and design those improvements. In addition, another critical corridor along SR 112 in the hamlet of Coram is also under State jurisdiction and included in the State's plans for improvements. These improvement projects are programmed and scheduled for implementation in the future.

The improvements along SR 112 are planned and scheduled in two phases. The first phase includes the improvements north of SR 25 scheduled for construction letting in February 2007. The second phase is scheduled for construction letting in March 2008. Both projects include capacity and safety improvements to address long range traffic growth. All costs associated with these improvements will utilize Federal and State fund sources as required.

Improvements along SR 25 are also planned and scheduled in two phases. The first phase of improvements along SR 25 from CR 83 easterly to Mt. Sinai-Coram Road is scheduled for construction letting in April 2009. This proposed letting date has been modified in the past and may be modified in the future as a result of the community's visioning and the Town's proposed Land Use Plan recommendations to implement change in the State's preferred design alternative. The second phase of improvements along SR 25 from Mt. Sinai-Coram Road easterly to CR 21 were previously scheduled for implementation prior to 2010 but modified to "post 2013". Both projects include capacity and safety improvements to address long range traffic growth. All costs associated with these improvements will utilize Federal and State fund sources as required.

One of the objectives of the Proposed Land Use Plan is to identify and support design concepts as alternatives to be considered by NYSDOT for their projects. The Town looks forward to continuous dialogue and partnership with the State to develop roadway improvements that are sustainable within the context of land use and zoning as recommended in the Town's Proposed Land Use Plan.

Programming of infrastructure improvements along the corridor, not within the jurisdiction of NYSDOT, will be subject to individual land development applications and their respective traffic mitigation improvements implemented in accordance with the goals and recommendations of an approved Land Use Plan for Middle Country Road in Coram, Middle Island and Ridge. It is intended that all required roadway improvements be commensurate with the type and scale of development proposed. All costs associated with necessary infrastructure improvements shall be the responsibility of each developer at time of project approval.



## **9. OTHER INFRASTRUCTURE.**

### **A. Sanitary**

The formation of local sewer districts is being considered by the Town in order to accommodate the potential design density envisioned within the Hamlet Centers. Subdivisions that exceed Article VI sanitary design flow are required by Suffolk County Dept. of Health Services regulations to provide sewage treatment. The Town is considering coordinating such development projects to provide sewage treatment plans capable of fulfilling the design flow of the subdivision development projects, as well as, provide additional capacity to accommodate the Hamlet Centers. The sewer districts, once created, are expected to provide the mechanism to fund and extend the necessary sewers.

New sewage treatment plants shall meet the terms of the provisions for compliance with Suffolk County Department of Health Services regulations regarding the discharge of wastewater.

### **B. Drainage.**

Drainage should be handled on-site by leaching pools. A regional recharge basin should be considered to handle storm water runoff from the street network.

### **C. Utilities.**

It is strongly recommended that all utilities be located below ground. A concerted effort from all municipalities and utility companies should be undertaken to ensure that during the reconstruction projects for Middle Country Road all utilities are placed underground.

### **D. Public Parking**

Public parking garages or parking areas could be considered within each of the Hamlet Centers. Parking incentives should be offered to those developers that contribute to the construction of public parking facilities. All parking facilities should be free and open to the public. Access to parking should either direct or indirect to streets having traffic controls.

### **E. Public Transportation.**

The public transportation improvements include: Bus turnouts, bus stops, bus shelters and information kiosks. Bus shelters should be decorative to match the architecture of the Hamlet Centers.

## IX. ENVIRONMENTAL RESOURCE RECOMMENDATIONS.

Throughout the Town of Brookhaven are vast and precious natural and human environmental resources, specifically with regard to woodland and open spaces, flora and fauna, wetlands, groundwater, unique geological features, air quality, agriculturally fertile land, historical and archeological resources and other areas of important aesthetic and scenic quality. Some of these valuable resources are located within this study area. This plan recognizes the need to protect these valuable resources to the maximum extent possible for the benefit and enjoyment of the Town residents. The recommendations contained herein intend to provide the means necessary to protect, preserve and enhance significant environmental resources within the Study Area.

### 1. Environmentally Sensitive Lands.

This Study Area contains a large quantity of environmentally-sensitive lands, including wetlands; geological features such as kettle holes, moraines, steep slopes and glacial erratics; rare and endangered or otherwise important wildlife and vegetation species; significant ecosystems and habitats; and the groundwater divide. These lands are a positive aspect of the quality of life for the communities in this study area.

#### A. Wetlands.

The Town has sought to protect these valuable wetland areas by adopting the Wetlands Overlay District. Article XXVIIB, Wetland Overlay District, of the Code of the Town of Brookhaven provides specific provisions for the protection and improvement of freshwater and tidal wetlands and surface waters throughout the Town of Brookhaven. The intent of the Code is as follows:

1. To further the protection and improvement of our fresh and salt water quality;
2. To prevent the destruction of wetlands and adjacent buffer areas;
3. To preserve and protect natural drainage ways and to reduce and prevent flooding and stormwater runoff associated with adjoining properties; and open space and aesthetic appreciation, erosion control;
4. To reduce the amount of stormwater runoff and its associated contaminants into the Town's lakes, streams, harbors and bays;

5. To regulate new construction in environmentally sensitive areas, including but not limited to the siting of structures a safe distance away from areas of active erosion and away from reasonably anticipated impacts of wetlands in order to prevent premature damage and/or destruction thereof, and prevent damage to natural protective features and other natural resources.

The Code further regulates development within or within close proximity to these wetlands by applying standards for yield and buffering. These Code provisions should be applied to all wetlands and surface waters identified by this plan or by the NYS DEC or Town of Brookhaven Division of Environmental Protection. The provisions are as follows:

A Minimum buffer area of 100 feet extending landward from the wetland or surface water shall be required when determining yield, unless a greater buffer area is required.

There are several sites identified as wetlands within the study area. Lakes include Spring Lake, Artist Lake and Lake Panamoka. These lakes fall within public ownership. Ponds and surface waters were also found throughout the study area. More notably the following were identified.

Coram:

- Wolf Pond at Pauls Path.
- The wetlands at St. Francis Cabrini Church.

Middle Island:

- Wetlands at Sweezy Lane.
- Wetlands along Old Middle Road.

Ridge:

- The pond at Old Maple Road.

Every effort should be made for public acquisition of these wetlands and surface waters. In those cases where public acquisition cannot be accomplished other options can be used to ensure the preservation of these resources.

Transfer of development rights from these parcels to other lands in the corridor is a tool that can also be used. Yield must be calculated as regulated by the Wetlands Overlay District of the Town Code.

Wetlands and surface waters that have experienced disturbance should be reclaimed and restored to their original state.

There are some wetlands that can also be used for passive recreational purposes. Walking and hiking trails and bird watching are ideal passive recreational uses that can be permitted.

**B. Geological Features.**

The Town's grading ordinance, reducing overall site development impacts, and by clustering development away from steep slopes or by utilizing buffers to protect areas of most significant topography should be applied to development projects within this study area.

**C. Groundwater Divide.**

The Town has taken steps by rezoning lands within close proximity to the Groundwater Divide to a low-density residential zone, and by supporting County and Suffolk County Water Authority acquisitions in the vicinity of the Groundwater Divide. Continued rezoning efforts should be considered.

**D. Ecological Resources.**

The Town is home to a wide variety of vegetative communities and significant habitats these areas in turn provide a haven for a wide variety of wildlife along with a high concentration of rare, endangered, threatened and special concern. Brookhaven has recognized the importance of these significant Ecological Resources.

The Town has committed to protect these important Ecological Resources through the regulation of activities adjacent to and within these lands. In addition, the Town has protected many sites through either acquisition or the use of clustering to position development away from these lands. These tools and procedures should continue to be used throughout this study area to ensure the protection of these valuable ecological resources.

NYS DEC regulations also play a role in development of sites identified with rare, endangered, threatened and special concern. Sites identified with rare, endangered, threatened and special concern should apply all standards as regulated by NYS DEC and the Town of Brookhaven.

## 2. Special Environmental Areas.

### A. Groundwater Management.

The Town has helped to foster the protection of these hydrogeologic zones by upzoning Hydrogeologic Zones III and VI to a minimum of 1-acre residential zoning and in some cases 2, 5 and 10-acre zoning. The Town has also required clustering of development and imposed limits on clearing and fertilizer-dependent vegetation to preserve natural recharge areas and reduce leaching of contaminants to groundwater in these zones. Finally, the Town established stricter standards for light industrial development in Hydrogeologic Zone III.

### B. Wild, Scenic and Recreational Rivers.

The Carmens River WSRR boundary falls to the south of the study area with the Cathedral Pines Park. This section of the Carmens River is within the scenic river regulations. The Peconic River WSRR begins at Smith Road, just south of Middle Country Road and proceeds easterly across William Floyd Parkways through the Brookhaven National Lab to the Town Line. This section of the Peconic WSRR falls within the scenic river regulation.

Scenic River Regulations include the following provisions:

1. In scenic river areas, new single family and two-family homes may be built only on lots four acres or larger.
2. If a new lot fronts on the river or its designated tributary, it must have a shoreline frontage of 300 feet.
3. New structures other than fences, docks, bridges, water-access parking areas, boat launching sites and agricultural use structures shall be constructed at least 250 feet from the river bank or beyond the limit of the 100-year floodplain, whichever is greater.
4. New multiple family dwellings, commercial and industrial uses are not permitted.

The Town has striven to protect these Wild Scenic Recreation Rivers by applying the New York State Department of Environmental Conservation standards.

### 3. Parks, Open Space & Land Preservation.

In recognition of the importance of open space, this Plan provides a number of important planning initiatives to preserve significant open space and identified specific sites for open space preservation as well as park and passive recreational purposes. Through aggressive use of clustering, public acquisition and other techniques, permanent preservation of open space can be achieved. The Town has purchased or jointly purchased with the County significant properties in the study area and throughout the Town. In addition to these efforts, the County of Suffolk and to a lesser extent, New York State, have also actively achieved acquisition and preservation of significant properties throughout Brookhaven and the study area. Private, non-profit conservation organizations such as the Nature Conservancy have also acquired significant open space areas in the study area. Further cooperation between the municipalities as well as private, non-profit organizations, to acquire additional open space in this study area is recommended.

#### **A. Parks.**

Parks should include all types of services from small playgrounds, large multi-use recreational sites and historic sites. Privately owned open spaces are also a significant part of the landscape such as golf courses.

Within the Coram segment of the study area there is a need for public parks or playgrounds particularly within the hamlet centers. There is also a need for outdoor recreational activities. Presently New York State owns a one hundred and fifty foot wide parcel or former right-of-way. This land was taken as part of a future redevelopment plan for Middle Country Road. That land should be transferred to the Town of Brookhaven. This land can be used to create a greenway or common area. The greenway will serve a pedestrian common area and can be developed with amenities such as gazebos, band shell, community center and other such public amenities as the community and the Town of Brookhaven sees fit. As part of the proposed Middle Country Road redevelopment plan the NYS DOT is planning on acquiring a parcel on the south side of Middle Country Road opposite the Davis House. This parcel should also be transferred to the Town of Brookhaven to be used for public park purposes such as playgrounds.

Within the Gordon Heights segment of the study area opportunities exist to provide park facilities as well as recreational facilities. The Mott House located at the southeast corner of Middle Country Road and Homestead Drive should be improved to its original state and the remaining lands to the south and east can be

utilized for Public Park such as a playground. The old police precinct building should be renovated and can be used for youth programs and community meetings and other similar uses.

Within the Middle Island segment of the study area there are opportunities to create or complete a proposed greenbelt, in the vicinity of the Spring Lake Golf Course, connecting the Core Preservation Area of the Pine Barrens, south of Middle Country Road, north to the RCA Property. Within this proposed green belt a historic house was also found which should be preserved as part of this parkland. The parcels at the southeast corner of Middle Country Road and West Bartlett Road have been previously disturbed and would provide parking opportunities for access to the greenbelt. Other park opportunities are considered for the wetlands parcel along old Middle Road and the very southern end of the Roanoke parcel the fronts along the north side of Middle Country Road. The Roanoke parcel and the man made lake being constructed also offers many park and recreational possibilities.

Within the Artist Lake segment of the study area this plan envisions this area to be developed as a Recreation Center. An important part of this plan is to provide both indoor and outdoor recreation in association with the Artist Lake vistas. Several elements of this proposal include public fair grounds for uses such as carnivals, circus, outdoor public event, fairs and similar type recreational activities. Outdoor recreation such as ball fields, playground and skate park as also envisioned for this area.

Within the Ridge segment of the study area a public park is under construction in the western section of the hamlet center across from the intersection of Middle Country Road and Raynor Road. This park will be known as Ridge Community Park and include playground and walking trails. Additional park opportunities could also be realized at the northeast corner of Middle Country Road and Ridge Road. Presently a small war memorial exists at the corner, this could be expanded and other outdoor recreational opportunities could be realized.

Well-configured public spaces such as squares, plazas, greens, landscaped streets, greenways, and parks should be woven into the pattern of the Hamlet Centers and dedicated to the social activity, recreation, and visual enjoyment of the residents of the Town of Brookhaven.

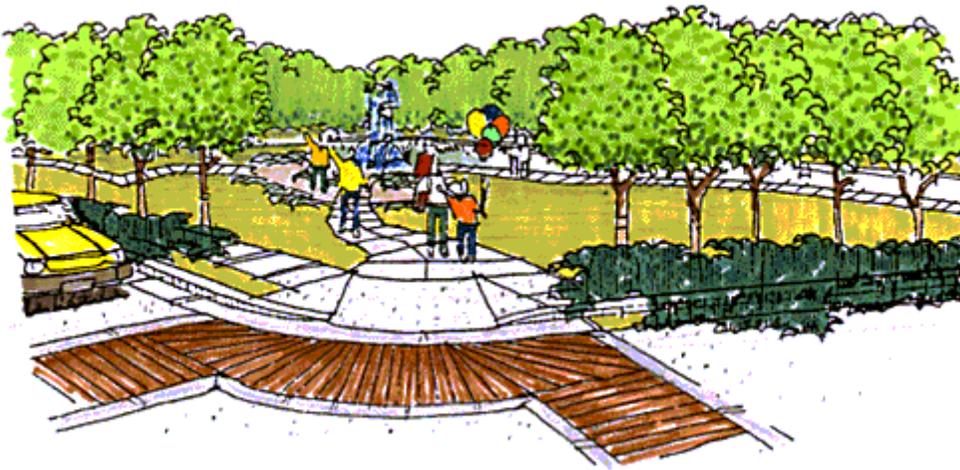
## **B. Open Space.**

Past preservation efforts have shown significant open space acquisitions within this study area, particularly within the Central Pine Barrens. There are still

significant open space areas throughout the study area, which do not have the protections of permanent preservation. Parcels with significance to their environmental quality or sensitivity should have the highest priority for public acquisition. Consideration should also be given to parcels that may connect to or complete a greenbelt. There is also a need to acquire parcels that may already be disturbed for use as parking facilities for hikers, bikers, bridle paths and other residents using and enjoying the natural open space of the Town.

Aside from public acquisition, the use of clustering should continue to be used in order to preserve environmentally sensitive lands or to create, connect or complete greenbelts.

This Plan also provides a proposed open space plan. This plan identifies parcels proposed for park or open space. Please see Proposed Parks, Open & Public Space Plans, Figure 46, 47 & 48.



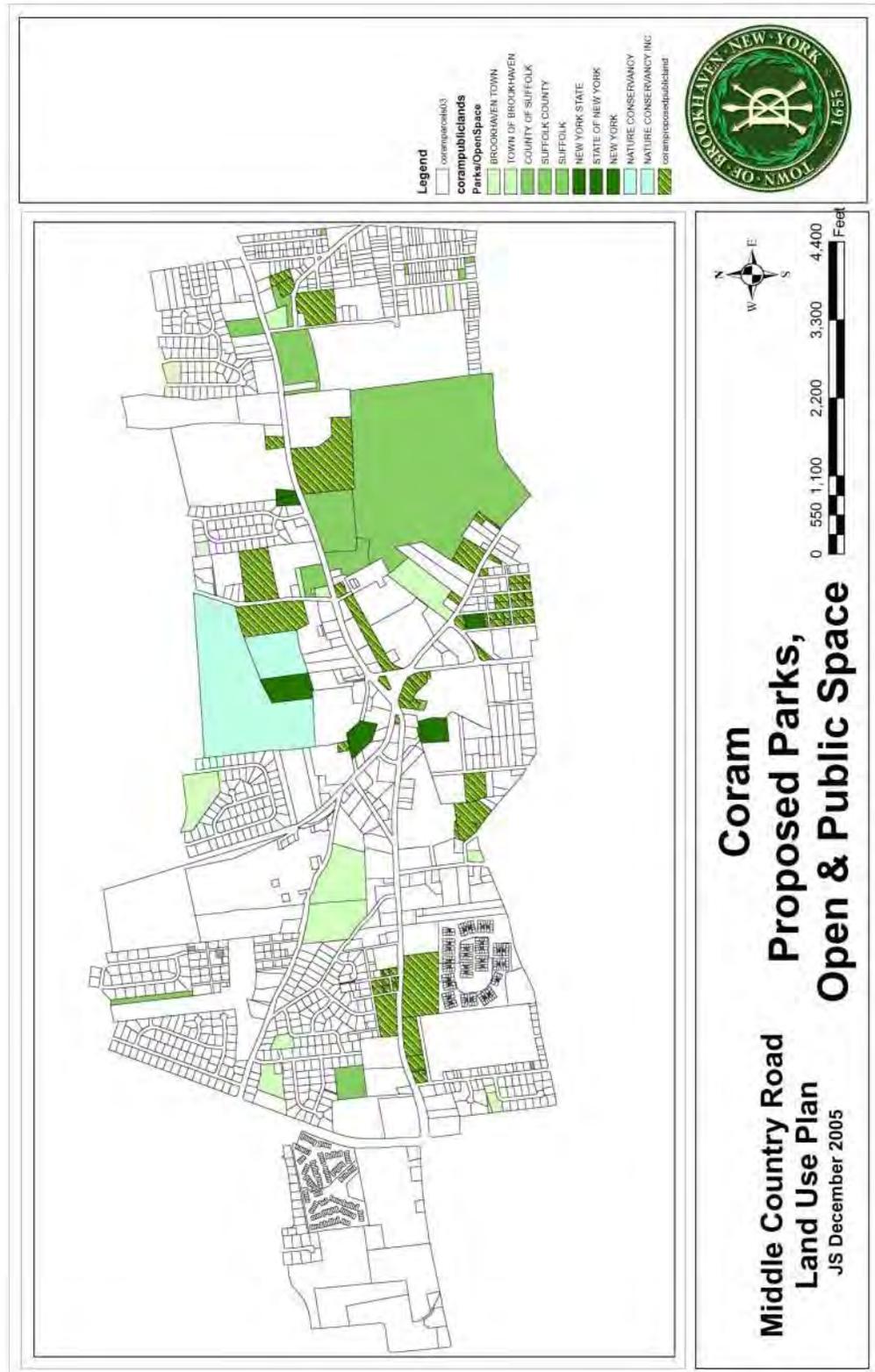


Figure 46

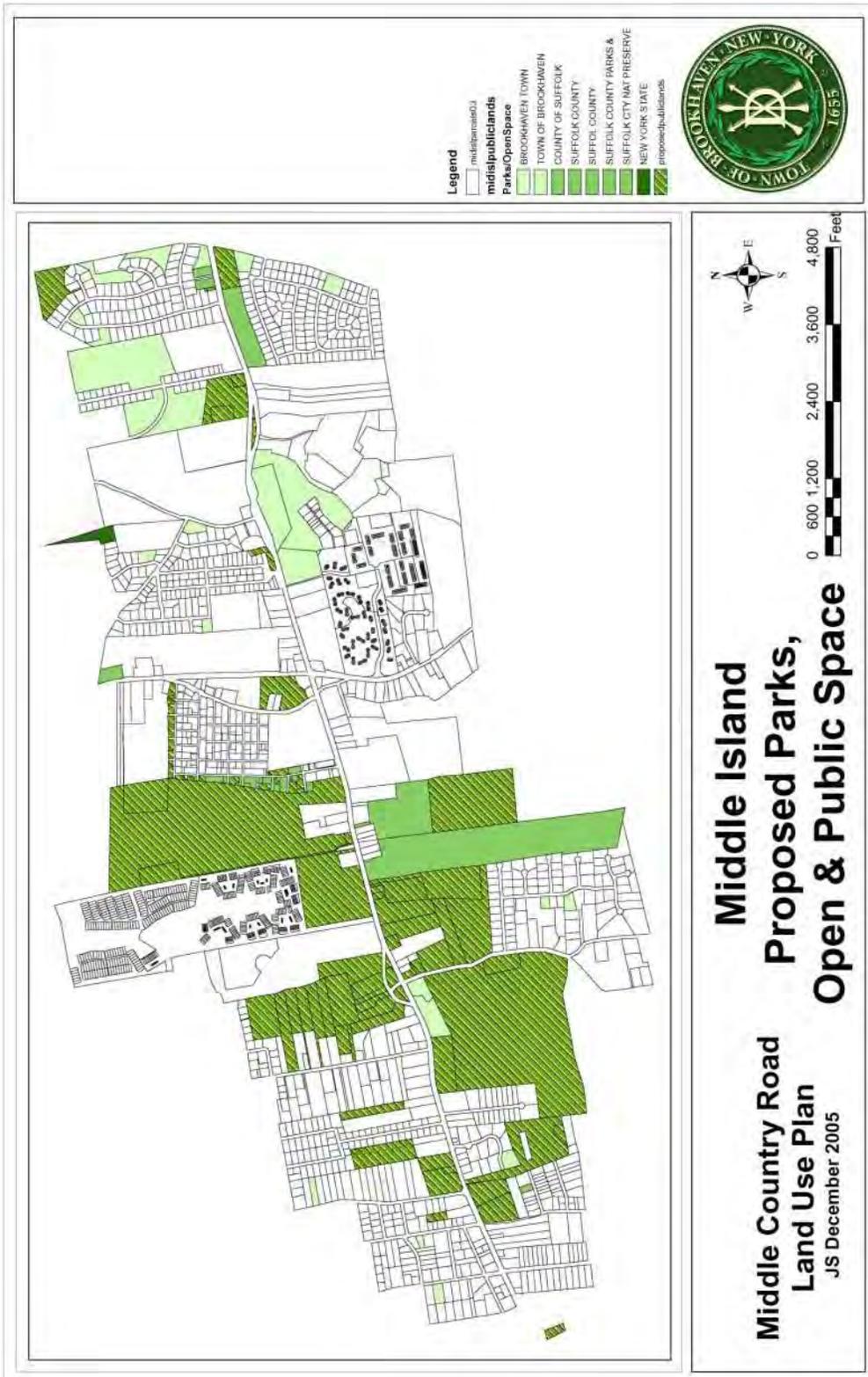


Figure 47

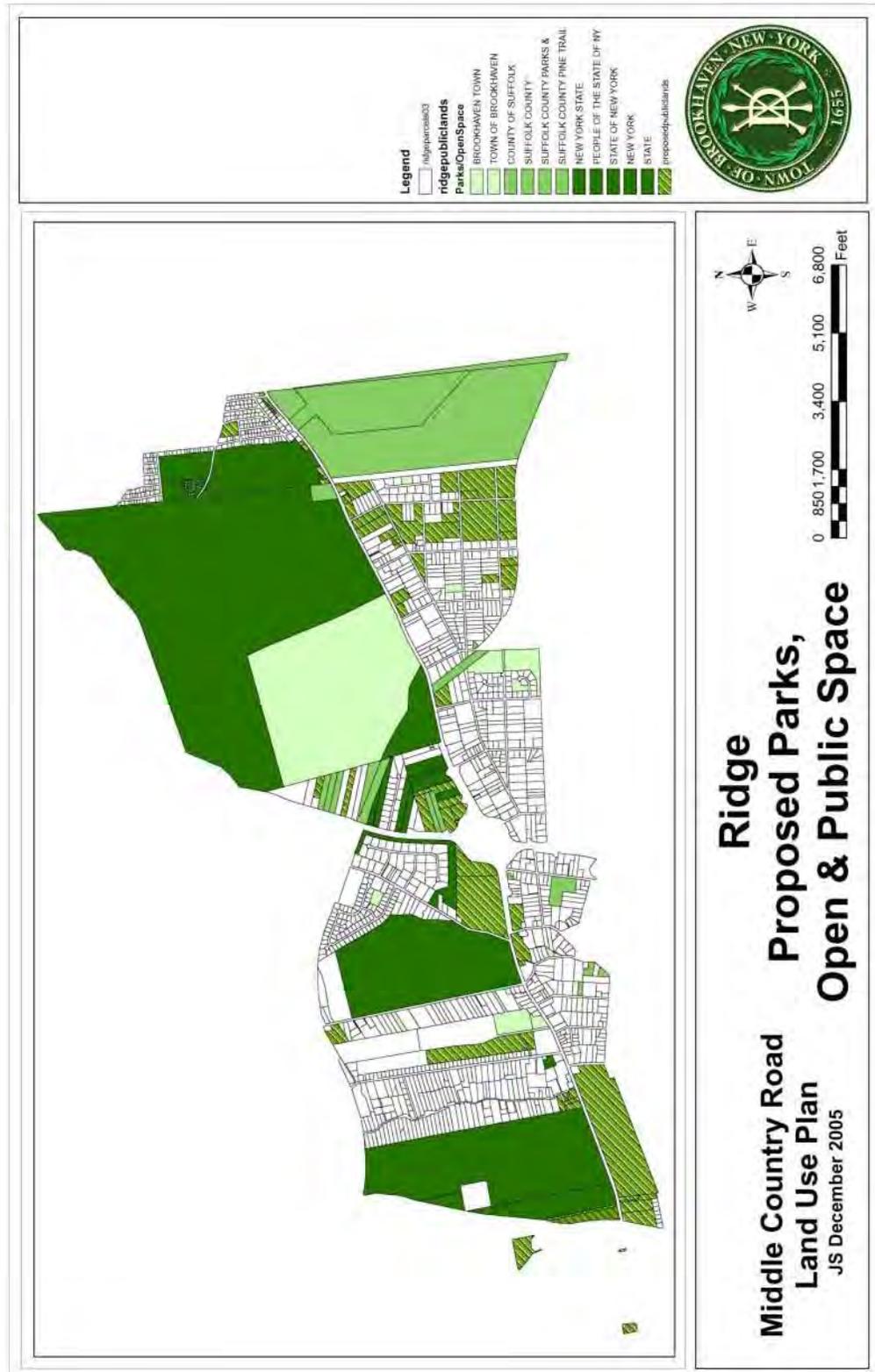


Figure 48

### **C. Central Pine Barrens.**

Brookhaven Town, along with the Towns of Southampton and Riverhead, Suffolk County and New York State, adopted the Central Pine Barrens Comprehensive Land Use Plan in 1995. The main goal of the plan was the protection of the Core Preservation Area. Since that time, mostly through municipal purchase, the majority of the Core Preservation Area has been preserved.

The Central Pine Barrens Joint Planning and Policy Commission is presently working on an amendment to the 1995 Plan. As part of this amendment it is recommended that the clearing standards be amended for those areas identified as Hamlet Centers. For those areas identified as Hamlet Centers, Pine Barrens Credits or off site preservation within the Compatible Growth Area should be utilized in lieu of compliance with the clearing standards. This will allow for the greater density desired within the Hamlet Centers while also meeting the preservation goals for lands within designated Transitional Areas. Lands outside of designated Hamlet Centers or within Transitional Areas should continue to comply with the clearing standards, as they presently exist. Transitional areas have been identified in Appendix 3.

A continued effort to acquire remaining parcels found within the Core Area Preservation Area is recommended. Consideration should also be given to the addition of certain lands within the Core Preservation Area based on the Proposed Parks, Open & Public Space Plans proposed herein, please see Figure 46, 47 & 48.

### **D. Restoration/Remediation.**

Ecologically degraded lands within the study area should be restored to their natural state. Several sites may be valuable for future parkland or in some cases used for parking purposes for residents to access the natural resources. Some examples of this include the parcel along the south side of Middle Country Road in Ridge directly west of the Long Island Pine Barrens Trail. This site was disturbed but vacated and revegetated. Parking for access to the Long Island Pine Barrens Trail is not available. Therefore the adjoining parcel could be acquired to provide parking for the trail. Another example includes the wetlands along Old Middle Road in Middle Island. This site has experienced some disturbance in the past. Remediation and dedication of the wetlands portion of the parcel will lend to the hamlet center and provide passive recreational opportunities.

Continued efforts to restore and remediate lands within this study area are recommended. Furthermore, enforcement efforts to prevent future degradation of ecologically sensitive lands within the study area should be undertaken.

#### 4. Historic Preservation.

The Study Area contains many significant historic resources, which are an integral part of its quality of life. Many historic sites exist within this study area, including the Davis House, the Trinity United Methodist Church & cemetery, Saint Francis Church, the Isaac Smith/Albert Mott House and the Old Baptist Cemetery along Old Middle Country Road.

The historic Davis House is presently being renovated back to its original glory. The Mott House was recently acquired by the Town of Brookhaven and should also be restored. Other sites identified as historic by the Town of Brookhaven should not be significantly altered from their original state and should be designated as landmarks.

The existing Historic Coram Post Office should be relocated from its present location to the Coram Fire Department Property adjacent to the historic Coram School House.

The portion of Middle Country Road running through the Coram areas should be ceremoniously renamed King's Highway, its original name dating to the mid 1600's. In keeping with the historic nature of the Coram area, any new uses within the transitional area from Coram-Mount Sinai Road to Homestead Drive should be designed with historic type architecture subject to review of HDAC and the community architectural review.



## X. IMPLEMENTATION

### 1. Incentives.

In order to implement the recommendations contained in the Land Use Plan, a toolbox of planning programs and initiatives have been explored and developed.

#### A. Commercial Corridor Incentives (485B & Double 485B).

The Industrial/Commercial Incentive Plan was developed to grant tax incentives to spur selective growth and job creation within Suffolk County townships. As per the intent of the incentive plan, the Town of Brookhaven has selected strategic industrial and commercial uses within specific corridors to support with tax incentives and promote business revitalization. The Town's 2001 amended plan extended the economic incentives to include specific types of business within Middle Country Road between the Village of Lake Grove and Currans Road in Middle Island. The incentives program is intended to provide stimulus for capital improvement projects in the small business sector that generally do not have access to similar Industrial Development Agency programs. The program requires the commitment of the local school district to support a partial tax exemption on new capital improvements to be phased-out over ten years, after which the commercial building is fully assessed.

The program has broad application within the Study Area, however the Industrial/Commercial Incentives Plan must be amended to include the Ridge Hamlet Center. Amendment to the Industrial/Commercial Incentive Plan to address the location of specific uses has the potential to provide a valuable mechanism to create the Hamlet Centers that are envisioned.

#### B. Transfer of Development Value.

Transfer of Development Value, TDV, is a planning tool that was noted in the 1993 Pine Barrens Legislation. A TDV program provides the ability for municipalities to preserve designated properties zoned for single-family development while providing tax incentives or abatements to new commercial developments. The Town TDV program, will allow the transfer of school district tax savings, realized by preservation, to commercial development. The TDV program, designed and formulated on a school district basis, would allow

developers of new commercial projects located within designated Neighborhood Centers to purchase the residentially zoned parcel designated for preservation and have a corresponding reduction in real property taxes for a ten-year term. The school district would not suffer a loss of tax revenue as the new commercial development was not yet part of the tax rolls and the new home with the associated annual expense of educating and improving facilities for each new student would not be incurred.

In addition, to new commercial developments, the TDV program could be used to incentivize redevelopment of neighborhood centers designated in adopted Land Use Plans, allowing tax abatements for 100% of capital improvements over a ten year period, with no loss of revenue to the school district.

### C. Transfer of Development Rights Program.

The Town wide acquisition program funded by the Open Space Bond may provide the basis for a sanitary density transfer program designated to facilitate the construction of mixed-use buildings within the Hamlet Centers. Without the benefit of sewer infrastructure, commercial building size and residential density is constrained by Article VI of the Suffolk County Sanitary Code. Article VI regulates the permitted sanitary flow from individual buildings relative to the combined uses; lot size and building gross floor area. The sanitary density transfer program would be available to investors willing to purchase credits or sterilize lands for park purposes within the designated transitional areas along the corridor and provide development within the Hamlet Centers consistent with the design criteria until such time as a regional sewer treatment plant can be realized in the areas.

Several vacant parcels have been identified as potential sending sites, please see Proposed Parks, Open & Public Spaces Plans for Coram, Middle Island and Ridge, Figure 39, 40 & 41. These sites are recommended for park or open space as part of the overall land use plan. In order to facilitate the proposed yield within the various Hamlet Centers and meet the open space goals of the plan a Transfer of Development Rights Credit Program has been adopted. In conjunction with the TDR credit program, the Overton Preserve in Coram and the AVR Parcels 1, 2 & 3 in Ridge have been identified as potential for transferring the development rights to the Hamlet Centers for either sanitary credits or increased density. The sending and receiving areas have also been identified in Appendix 3, Overlay District Maps.

#### D. Pine Barrens Credit Program.

In order to achieve the goals of the Land Use Plan and that of the Central Pine Barrens Preserve Plan, a balance between preservation, development and required development standards must be obtainable.

The Town of Brookhaven has cooperatively worked with the staff of the Joint Planning and Policy Commission of the Central Pine Barrens Preserve (JPPCCPBP) to develop recommendations in the 2005 Pine Barrens Plan Amendment to allow properties within the Hamlet Centers, as adopted and designated in approved Land Use Plans, to be developed with consideration toward concentrating infrastructure and maximizing shared parking and cross access opportunities. The JPPCCPBP technical staff support the concept of an Intra-Compatible Growth Area (CGA) Town Transfer of Development Right (TDR) Program to reduce sprawl and facilitate the preservation of sensitive resource areas in the CGA by transferring development rights into designated Hamlet Centers to foster “compact, efficient and orderly development” as phrased in NYS ECL Article 57 (L.I. Pine Barrens Protection Act).

Although the equity formula necessary to quantify the amount of a development credit necessary to obtain relief of the clearing standard hasn't been established, the Town Board supports the concept and expects the general equity formula to be developed in the 2005 Pine Barrens Plan Amendment or determined by the Town Board after public hearing. The sending and receiving areas have also been identified in Appendix 3, Overlay District Maps.

#### E. Payment in lieu of Parking (PILOP).

Downtown mixed-use density goals can be constrained by available parking. Viable Main Street Districts require sufficient parking to conveniently satisfy residential, retail and service requirements. Where planned development within a main street district is constrained by lot size and unable to satisfy requisite parking requirements, a Payment in Lieu of Parking Program can minimize the deficiency. A developer would make a one time PILOP, based on a cost of construction estimate using an average appraised land value, to a dedicated fund. The fund would be managed by the Town or by a Special District and used to establish and maintain municipal public parking areas.

## F. Small Business Loans.

This program was developed with Community Development Block Grant funds to provide improvements that will create incentives for small business owners to improve or expand existing business.

Existing small business will be able to participate in one of a number of different loan programs offered by the Community Development Corporation of Long Island (CDC). The Low-Interest Loan Program (LILP) will be available to existing business within the boundaries of the Coram, Middle Island and Ridge corridor that propose development compatible with the goals and objectives of this Plan. In order to qualify for the LILP, business must meet specific use and design criteria in conformance with the Middle Country Road Land Use Plan, such as architectural design standards.

## G. Expedited Review and Approvals.

Hamlet Center Overlay District development proposals, in consort with the design criteria presented herein and in compliance with the Town Code provisions, will benefit from expedited review and approval. In an effort to encourage the revitalization of the Hamlet Centers, a streamline review and administrative approval will minimize permitting delays. Development proposals eligible for an administrative approval will have the option of phasing on-site improvements pending sanitary infrastructure construction.

## H. Relocation.

Present land uses that do not meet the intent and goals of this Plan could be relocated to a more appropriate location with the assistance of the Town of Brookhaven. Those uses that are industrial or heavy commercial in nature could be relocated to the Town's EDZ or other locations with the assistance of the Town's Department of Economic Development. Incentives could be offered to these land uses to relocate.

## I. Special Districts.

Special use or amenity districts are generally formed to provide a collective entity to fund certain public improvements. Sewer district, Sidewalk districts, Street lighting districts and road improvement districts have all been used to fund improvements to benefit participants within the district. Business Improvement Districts are formed to fund improvements, security and on-going maintenance of improvements within district boundaries. The participants benefit economically from the improvements that the collective district supports. The Town has committed to organize, facilitate, supervise and manage, if necessary, the special districts necessary to support revitalization of the Hamlet Centers and transition districts.

## J. Public Assembly of Small Lots/Acquisition.

The Town of Brookhaven can assist in the assembly of small lots using their powers of condemnation in order to further the goals of this plan. The assembly of small lots may be necessary to achieve the goals of this plan and to realize a more appropriate planned development along the Middle Country Road Corridor. A substantial private commitment would be necessary to facilitate and partially fund the assembly of small lots and provide infrastructure improvements, such as underground utilities, sewer system and local roadway improvements. The Town of Brookhaven can also use their powers of condemnation in the future event that the goals of this plan are not being met.

## K. Amortization.

The Town of Brookhaven can develop an amortization plan. In the execution of this plan it is recognized that there are some uses which, due to their very nature, have serious objectionable characteristics and which do not meet the goals and objectives of this plan. Special regulation of these uses may be necessary to ensure that these adverse effects will not contribute to the blighting or downgrading of the surrounding neighborhoods or land uses

An amortization of those uses not consistent with the goals and objectives of this plan would cease doing business within a specific period of time established by the Town Board.

## XI. CONCLUSION

In order to realize the goals of the community, as stated in the 2002 Middle Country Road Renaissance Project Visioning Document, and the goals of the Land Use Plan (LUP), the Town Board has committed to the implementation of the recommendations contained herein.

The Plan recommends the adoption of three overlay districts, the Hamlet Overlay District, the Transitional Corridor Overlay District and the Heavy Commercial Corridor Overlay District. The adoption of the three Overlay Zoning Districts will guide future development and preservation, and provide predictability to developers.

The Plan further recommends the rezoning, on the Town Board's own motion, of key vacant parcels in compliance with the LUP to promote the desired revitalization of the downtown areas and lay the groundwork for future secondary road improvements. These recommended rezonings highlight the coordinated relationship necessary between transportation improvements and land use decision-making. In the Coram and Middle Island Hamlet Centers, the projects coordinated and developed will assure consistent results with future land uses and promote enhanced environmental quality.

The transportation improvements recommended in this LUP will be coordinated for review to the New York State Department of Transportation, NYSDOT, and will be adopted local recommendations to be integrated into State roadway design as the scheduled State transportation projects on the Middle Country Road corridor progress.

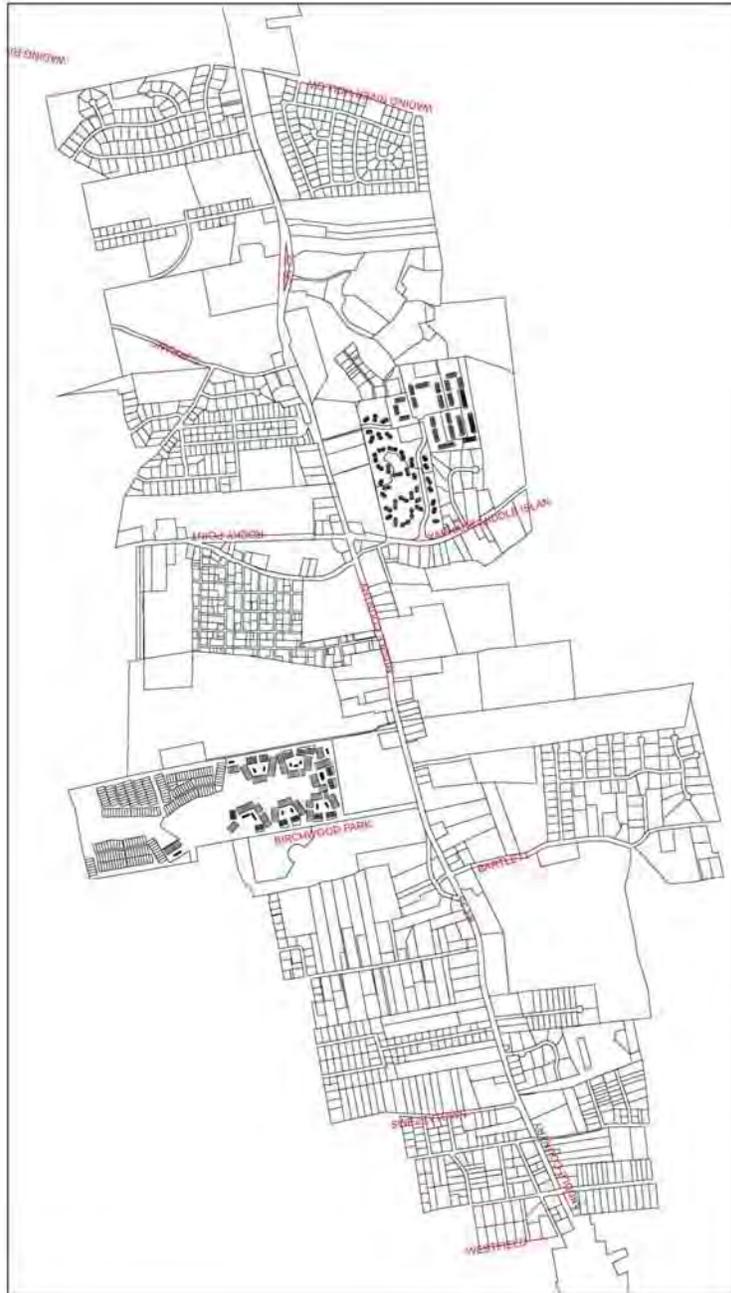
The primary factor that determines the character of a particular street is its function in the neighborhood not the volume of car traffic that a computer model predicts it must accommodate. The DOT is presently progressing PIN 004197, NYS Route 25 Reconstruction, County Road 83, aka North Ocean Avenue, to Mount Sinai-Coram Road to improve safety and mobility. Their goal is to reduce accidents, plan and accommodate future congestion and improve air quality. Constructions of the improvements are currently scheduled to begin in 2009. The communities and the Town's goals are the same as the NYSDOT but also include accommodating hamlet centers roadway designs that provide a sense of place, pedestrian amenities and give hamlet centers unique identity.

The implementation of the development recommendations of the LUP are expected to improve the safety, efficiency, and connectivity of Middle Country Road, to also redirect development into defined hamlet centers while

reversing the visual blight of commercial sprawl and to encourage projects that enhance existing communities while protecting the environment and strengthening the local economy.

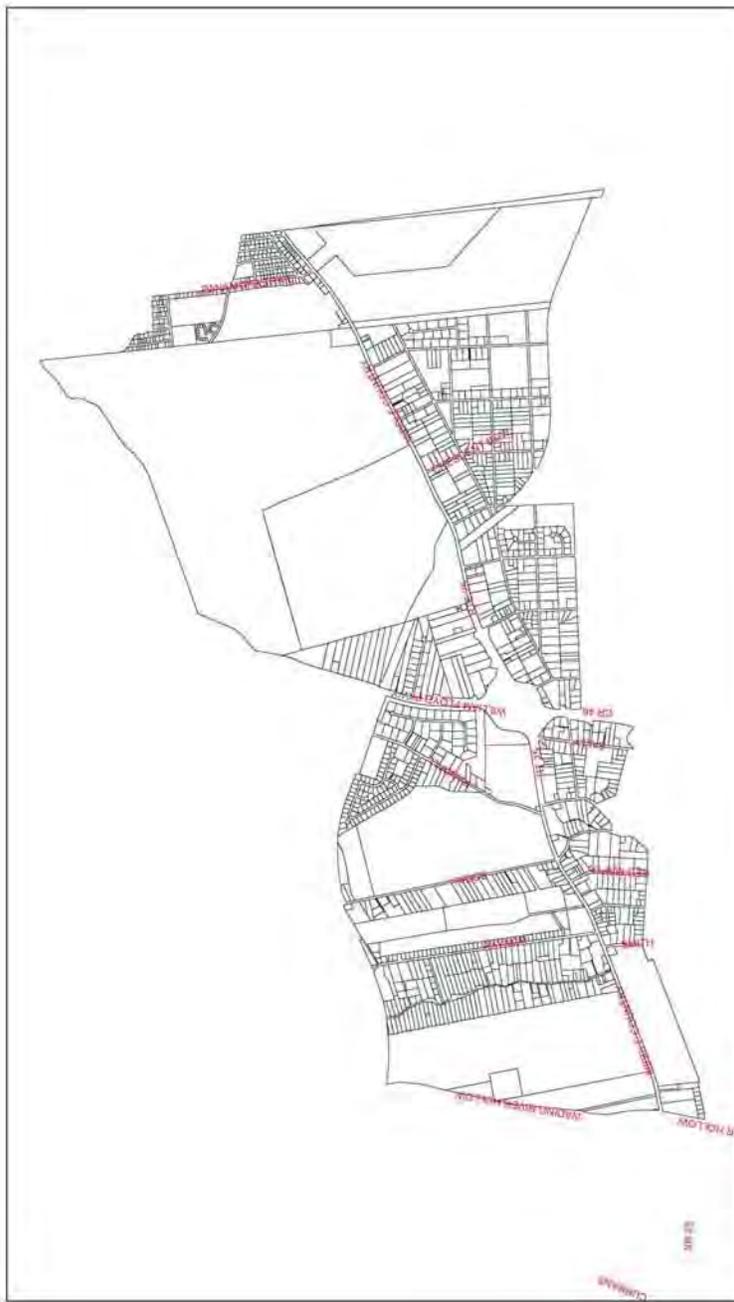






# Middle Island Study Area

Middle Country Road  
Corridor Study and  
Land Use Plan  
JS March 2006



# Ridge Study Area

Middle Country Road  
Corridor Study and  
Land Use Plan  
JS March 2006

2. Overlay Districts.

**ARTICLE XXXVB  
HAMLET CENTER OVERLAY DISTRICT**

**§ 85-- 409. Legislative Intent.**

In order to protect the aesthetic and visual character, promote and provide for the orderly development of certain corridors adjacent to commercial corridors within the Town of Brookhaven, the Town Board of the Town of Brookhaven hereby determines that it is necessary to establish a Hamlet Center Overlay District (HCOD). The Overlay District's regulations are intended to supplement the regulations of the underlying zoning districts and to provide for the compatibility of development along the identified corridors. In particular, the purpose of the Hamlet Center Overlay District shall include, but not be limited to, the following goals:

1. Encourage and promote the construction of pedestrian oriented facilities in both the public and private structure;
2. Provide a strong emphasis on aesthetics and architectural design to establish hamlet center identity, scale, architecture, diversity and focus;
3. Encourage the appropriate mix of residential, commercial, office and civic development and building density in close proximity to transit stops to promote pedestrian activity and minimize auto dependency;
4. Enhance the economic stability of the Town by promoting the attractiveness, convenience and accessibility of the commercial areas;
5. Encourage the development of attractive, convenient, and pedestrian-friendly off street parking facilities;
6. Encourage the installation of enhanced landscaping and architectural features.
7. Provide for and promote orderly development of concentrated infrastructure and encourage maximize transportation options along commercial corridors.
8. Regulate new development and redevelopment in order to eliminate the advance of strip commercial development.

**§ 85-409.1. Designation of Hamlet Center Overlay District.**

- A. The Hamlet Center Overlay District (HCOB) shall be comprised of all properties as shown on the Town of Brookhaven's Official Zoning Map on file in the Office of the Town Clerk and in the Office of the Department of Planning, Environment and Land Management.

**§ 85-409.2. Development permitted within the District.**

- A. All development and redevelopment of property within the Hamlet Center Overlay District shall be permitted in accordance with the provisions of Chapter 85 of the Town Code as applicable to the underlying zoning district and said development/redevelopment shall comply with the development standards, guidelines and procedures set forth in this Article.
- B. The Main Street Business Design Manual dated July 2003, and any amendments thereto, on file in the Office of the Town Clerk and in the Office of the Town of Brookhaven Department of Planning, Environment and Land Management, is hereby adopted, incorporated and made a part of this Article.
- C. The provisions of this Article shall be incorporated into site plan review for any development and redevelopment of property.

**§ 85-409.3. Transfer Of Development Rights**

The Town Board recognizes that the transfer of development rights from the Transitional Corridor Overlay District to the Hamlet Center Overlay District will further the goals of duly adopted Town of Brookhaven Land Use Plans and will further promote the orderly and efficient development of Main Street Business Districts.

- A. All parcels of land within a Hamlet Center Overlay District shall be deemed "receiving districts" for the transfer of Pine Barrens Development Credits.

**§ 85-409.4. General procedures.**

Upon receipt of an application for development or redevelopment within a Hamlet Center Overlay District, the Commissioner of Planning Environment and Land Management (herein Commissioner) or his/her designee, shall review the proposed development or redevelopment for compliance with the requirements of this Article.

**§ 85-409.5. Site Development –Streetscape Improvements.**

A. All applications for development or redevelopment shall comply with streetscape improvements. Streetscape improvements are architectural or functional facilities or structures consisting of amenities that occur on site or offsite and encourage and facilitate human interaction with the built environment, but are not part of the building. Examples of streetscape improvements include, but are not limited to, the following: decorative light fixtures, fountains, sculptures, benches and tables, planters, retaining walls, pedestrian and bicycle paths, bicycle parking structures, trash receptacles and enclosures, and fences.

B. Streetscape improvements shall be reviewed for aesthetic functionality and compatibility with the character of the related Hamlet Center Overlay District and shall be designed to be consistent with all requirements of this Article.

**§ 85- 409.6. Dimensional criteria.**

A. Minimum and maximum front-yard setback.

1. Notwithstanding provisions contained in the underlying zoning district, the minimum required front-yard setback shall be five (5) feet; the maximum permitted front-yard setback shall be twenty five (25) feet.
2. Notwithstanding the above, the Commissioner or his/her designee, upon application, may grant relief from the required dimensional criteria provided that the applicant has fulfilled all other requirements as applicable.

**§ 85-409.7. Front yard parking restricted.**

- A. All parking within a HCOD shall be located in the rear yard area.
- B. No parking shall be permitted in the front of the actual building setback.
- C. Parking lots for passenger vehicles, which were established under a valid prior approval, may be permitted in a required front-yard, provided that said parking area is enhanced pursuant to an approved landscape plan that provides pedestrian amenities. The Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses may waive or modify said requirement.
- D. On street parking adjacent to the development of the site may be included to satisfy the parking requirement.

- E. The Planning Board may grant variances from the required off-street parking provisions based on estimated peak use, pedestrian accessibility, and availability of transit service.

**§ 85-409.8. Access to site; parking.**

- A. Access to any property within the HCOD shall be coordinated with adjacent properties and shall to the extent possible eliminate curb cuts onto the designated roadway. The Planning Board, the Commissioner or his/her designee may require that all curb cuts and points of ingress and egress onto the designated corridor shall be eliminated wherever possible.
- B. The Planning Board, Commissioner or his/her designee, as part of site plan review, may request the consent of the applicant/owner for future access to or from an adjoining property.

**§ 85-409.9. Architectural requirements.**

- A. A design plan, demonstrating conformance with the architectural guidelines as contained in duly adopted Land Use Plans, as applicable, shall be submitted for new structures, additions to existing structures or those structures undergoing rehabilitation of greater than 50% of their assessed value.
- B. The Planning Board as part of its site plan review may require additional architectural amenities.
- C. Architectural lighting shall be recessed under roof overhangs or generated from a concealed source of low-level light fixtures.
- D. Site lighting shall be a clear white or amber light of low-intensity from a concealed source, and shall not spill onto adjoining properties, buffers or roadways and overhead lights shall utilize “cut off” refractors as controls. All development/redevelopment plans must demonstrate the relationship of light to the roadway corridor.
- E. Decorative, low-level intensity non-concealed source lighting that defines vehicular and or pedestrian ways may be deemed acceptable by the Planning Board or the Commissioner.

**§ 85-409.10. Landscape Requirements.**

- A. A landscape plan shall be submitted in conjunction with the development or redevelopment plan that is compatible with the recommendations contained within the duly adopted applicable Land Use Plan.
- B. The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement, including but not limited to parking. The location, size and description of all landscaping materials shall be indicated on the land use plan.

**§ 85-409.11. Zoning Incentives.**

In order to encourage development in accordance with this article, the Planning Board is authorized, as part of its site plan review, to grant zoning incentives, as set forth herein, for development that offers special identified public benefits.

- A. The Planning Board is authorized to grant zoning incentives, including, but not limited to, increasing the FAR, reducing parking requirements or other land development standards as deemed appropriate for the development, dedication or contribution of one or more of the following:
  - (1) Public parking: municipal or public parking provided in addition to the minimum required on-site parking and excluding any fee paid in lieu of providing required on-site parking requirements.
  - (2) Sewage treatment plant capacity: The provision of additional sewer capacity, which is in excess of the minimum, required on-site demand.
  - (3) Civic/park space. The civic/park space incentives approved by the Planning Board shall include those types of parks and open space as set forth in the Main Street Business District Design Manual.
  - (4) Downtown infrastructure improvements: infrastructure improvements in the form of street furniture, lighting, pavers, plazas and related public amenities, which exceed the minimum Town requirements.
- B. In order for the Planning Board to determine the request for the zoning incentive, the applicant(s)/owner(s) shall submit, at the time of site plan submission, the following information:
  - (1) The requested incentive.

- (2) The economic value of the amenity to the public.
- (3) A summary describing the benefits to be provided to the public by the proposed incentive.
- (4) Documentation to demonstrate that adequate facilities exist for the additional demand generated by the proposed zoning incentive.
- (5) Any additional information as may be required by the Planning Board.

**§ 85-409.12. General Severability.**

If any clause, sentence, paragraph, section or item of this local law shall be adjudged by a court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

**Effective Date**

This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.

**ARTICLE XXXVD**  
**HEAVY COMMERCIAL OVERLAY DISTRICT**

**§85-411. Legislative Intent.**

In order to protect and enhance the aesthetic and visual character and promote and provide for the orderly development of certain corridors adjacent to major transportation routes, within the Town of Brookhaven, the Town Board of the Town of Brookhaven hereby determines that it is necessary to establish a Heavy Commercial Overlay District. The Overlay District regulations are intended to supplement the regulations of the underlying zoning districts and to provide for the compatibility of development along the identified corridors. In particular, the purpose of the Heavy Commercial Overlay District shall include but not be limited to the following goals:

1. Reduce incompatible and adverse visual impacts and provide for sound positive visual experiences along the Town's major commercial corridors.
2. Provide for the continued safe and efficient use of corridors through the use of appropriate site development methods.
3. Promote orderly development of compatible uses.
4. Provide a strong emphasis on redevelopment consistent with the various hamlets' character and identity to further promote neighborhood identity, diversity and focus.
5. Minimize intersections and individual site access points along the heavy commercial corridors.
6. Encourage the installation of enhanced landscaping and architectural features.

**§ 85-411.1. Designation of Heavy Commercial Overlay District.**

- B. The Heavy Commercial Overlay Districts shall be comprised of all properties as shown on the Town of Brookhaven's Official Zoning Map on file in the Office of the Town Clerk and in the Office of the Department of Planning, Environment and Land Management.

**§ 85-411.2. Development permitted within the District - Standards**

- A. All development and redevelopment of property within the Heavy Commercial Overlay District shall be permitted in accordance with the provisions of Chapter 85 of the Town Code as applicable to the underlying zoning district and said development/redevelopment shall

further comply with the development standards, guidelines and procedures set forth in this Article.

- B. The provisions of this Article shall be incorporated into site plan review for any development and redevelopment of property.

**§ 85-411.3. General procedures.**

Upon receipt of an application for development or redevelopment within a Heavy Commercial Overlay District, the Commissioner of Planning Environment and Land Management (herein Commissioner) or his/her designee, shall review the proposed development or redevelopment for compliance with the requirements of this Article.

**§ 85-411. 4. Dimensional criteria standards.**

- A. Minimum front yard setback.

Notwithstanding provisions in the underlying zoning district, the minimum required front-yard setback shall be fifty (50) feet.

- B. Minimum side yard setback.

Notwithstanding provisions in the underlying zoning district, the minimum required side-yard setback shall be twenty-five (25) feet.

- C. Minimum rear yard setback.

Notwithstanding provisions in the underlying zoning district, the minimum required rear-yard setback shall be forty (40) feet.

**§ 85-411.6. Front yard parking restricted.**

- (1) All parking within the Heavy Commercial Overlay District shall be located in the rear-yard or side-yard area.
- (2) Parking or vehicular driveways shall be prohibited within the front yard set-back..
- (3) Parking lots for passenger vehicles, which were established under a valid prior approval, may be permitted in a required front-yard, provided that said parking area is enhanced pursuant to an approved landscape plan that provides a minimum of a twenty-foot landscape buffer along the required front yard. The Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses, may waive or modify said requirement.

- (4) The loading and unloading of vehicles shall be within designated areas. Loading and unloading of vehicles within the front-yard area shall be prohibited.

**§ 85-411.7. Access to site; parking.**

- A. Access to any property within the Heavy Commercial Overlay District shall be coordinated with adjacent properties and shall to the extent possible eliminate curb cuts onto the designated roadway. The Planning Board or Commissioner or his/her designee may require that all curb cuts and points of ingress and egress onto the designated corridor be eliminated wherever possible.
- B. The Planning Board, the Commissioner of Planning, Environment and Land Management or his/her designee, as part of site plan review, may request the consent of the applicant/owner for future access to or from an adjoining property.
- C. There shall be no more than one access point per roadway.
- D. No part of a strip twenty-five (25) feet in width adjoining a residence district or a residentially improved property or a street intersection shall be used for providing access to the site.

**§ 85-411.8. Architectural requirements.**

- A. A design plan, demonstrating conformance with the architectural guidelines as contained in duly adopted Land Use Plans, as applicable, shall be submitted for new structures, additions to existing structures or those structures undergoing rehabilitation of greater than 50% of their assessed value.
- B. To the extent possible, all automotive repair or garage bay doors shall be designed to face the side or rear of the building.
- C. The Planning Board as part of its site plan review may require additional architectural amenities.

**§ 85-411.9. Site Lighting requirements.**

- A. Architectural lighting shall be recessed under roof overhangs or generated from a concealed source of low-level light fixtures.
- B. Site lighting shall be a clear white or amber light of low-intensity from a

concealed source and shall not spill onto adjoining properties, buffers or roadways. Overhead lights shall utilize “cut off” refractors as controls.

All

development/redevelopment plans must demonstrate the relationship of light to the roadway corridor.

C. Decorative, low-level intensity non-concealed source lighting that defines vehicular and or pedestrian ways may be deemed acceptable by the Planning Board or the Commissioner.

### **§ 85-411.10. Landscape Requirements**

A. A landscape plan shall be submitted in conjunction with the development or redevelopment plan that is compatible with the recommendations contained within the duly adopted applicable Land Use Plan.

B. The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement, including but not limited to parking. The location, size and description of all landscaping materials shall be indicated on the land use plan.

C. A minimum natural or landscape area of at least 50 feet shall be required for all development/redevelopment located adjacent to any residential use or residential district.

D. A minimum landscape area of at least 30 feet shall be required for all development/redevelopment located adjacent to any street frontage.

### **§ 85-411.12. Outdoor Storage**

Outdoor storage shall be permitted as authorized pursuant to the underlying zoning district. Notwithstanding, the provisions contained in the underlying zoning district all outdoor storage areas shall be visually screened from the public right-of-way and adjacent property. All screening shall be of sufficient height to screen storage areas from view. The Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses, may waive or modify said requirement.

### **§ 85-411.13. General Severability.**

If any clause, sentence, paragraph, section or item of this local law shall be adjudged by a court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

**Effective Date**

This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.

**ARTICLE XXXVC**  
**TRANSITIONAL CORRIDOR OVERLAY DISTRICT**

**§ 85-410. Legislative Intent.**

- A.** In order to protect and enhance the aesthetic and visual character and promote and provide for the orderly development of certain corridors adjacent to major transportation routes, which serve as scenic gateways to business districts within the Town of Brookhaven, the Town Board of the Town of Brookhaven hereby determines that it is necessary to establish a Transitional Corridor Overlay District. The Overlay District's regulations are intended to supplement the regulations of the underlying zoning districts and to provide for the compatibility of development along the identified corridors. In particular, the purpose of the Transitional Corridor Overlay District shall include, but not be limited to, the following goals:
- 7.** Reduce incompatible and adverse visual impacts and provide for sound positive visual experiences along the Town's major commercial corridors.
  - 8.** Provide for the continued safe and efficient use of corridors through the use of appropriate site development methods.
  - 9.** Encourage the development and preservation of the unique scenic, cultural, and historical character within the transitional corridors.
  - 10.** Provide a strong emphasis on redevelopment consistent with the various hamlets' character and identity to further promote neighborhood identity, diversity and focus.
  - 11.** Minimize intersections and individual site access points along transitional corridors.
  - 12.** Reverse the appearance of commercial and suburban sprawl in the transitional corridors through setback requirements, buffering and redevelopment criteria.
  - 13.** Provide a mechanism to preserve portions of the transitional commercial corridor as natural vegetation.
  - 14.** Regulate new development and redevelopment in order to eliminate the advance of strip commercial development.

**§ 85-410. 1. Designation of Transitional Corridor Overlay District.**

- C. The Transitional Corridor Overlay Districts shall be comprised of all properties as shown on the Town of Brookhaven’s Official Zoning Map on file in the Office of the Town Clerk and in the Office of the Department of Planning, Environment and Land Management.

**§ 85-410.2. Development permitted within the District - Standards**

- A. All development and redevelopment of property within the Transitional Corridor Overlay District shall be permitted in accordance with the provisions of Chapter 85 of the Town Code as applicable to the underlying zoning district and said development/redevelopment shall comply with the development standards, guidelines and procedures set forth in this Article.
  
- B. Notwithstanding the above and the provisions contained in the underlying zoning district, outdoor storage shall be prohibited within a Transitional Corridor Overlay District.
  
- C. The provisions of this Article shall be incorporated into site plan review for any development and redevelopment of property.

**§ 85- 410.3. Transfer of Development Rights.**

The Town Board recognizes that the transfer of development rights from the Transitional Corridor Overlay District to the Hamlet Center Overlay District will further the goals of duly adopted Town of Brookhaven Land Use Plans and will further promote the orderly and efficient development of the Main Street Business Districts.

- A. All parcels of land within a Transitional Corridor Overlay Districts shall be deemed “sending districts” for the transfer of Pine Barrens Development Credits.

**§ 85-410.4. General procedures.**

Upon receipt of an application for development or redevelopment within a Transitional Corridor Overlay District, the Commissioner of Planning Environment and Land Management (herein Commissioner) or his/her designee, shall review the proposed development or redevelopment for compliance with the requirements of this Article.

**§ 85-410. 5. Dimensional criteria standards.**

A. Minimum front-yard setback.

1. Notwithstanding provisions contained in the underlying zoning district,  
the minimum required front-yard setback shall be forty (40) feet.
2. Notwithstanding the above, the Commissioner or his/her designee, upon application, may grant relief from the required dimensional criteria provided that the applicant has fulfilled all other requirements as applicable.

**§ 85-410.6. Front-yard parking restricted.**

- (5) All parking within the Transitional Corridor Overlay District shall be located in the rear yard area.
- (6) Parking or vehicular driveways shall be prohibited within the front-yard set-back..
- (7) Parking lots for passenger vehicles, which were established under a valid prior approval, may be permitted in a required front-yard, provided that said parking area is enhanced pursuant to an approved landscape plan that provides a minimum of a twenty-foot landscape buffer along the required front-yard. The Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses, may waive or modify said requirement.

D. The above shall not apply to single-family and two-family residences

**§ 85-410.7. Access to site; parking.**

A. Access to any property within the Transitional Corridor Overlay District shall be coordinated with adjacent properties and shall to the extent possible eliminate curb cuts onto the designated roadway. The Planning Board or Commissioner or his/her designee may require that all curb cuts and points of ingress and egress onto the designated corridor be eliminated wherever possible.

B. The Planning Board, the Commissioner of Planning, Environment and Land

Management or his/her designee, as part of site plan review, may request the consent of the applicant/owner for future access to or from an adjoining property.

**§ 85-410.8. Architectural standards.**

- A. A design plan, demonstrating conformance with the architectural guidelines as contained in duly adopted Land Use Plans, as applicable, shall be submitted for new structures, additions to existing structures or those structures undergoing rehabilitation of greater than 50% of their assessed value.
- B. The Planning Board as part of its site plan review may require additional architectural amenities.

**§ 85-410.9 Site Lighting standards.**

- A. Architectural lighting shall be recessed under roof overhangs or generated from a concealed source of low-level light fixtures.
- B. Site lighting shall be a clear white or amber light of low-intensity from a concealed source, and shall not spill onto adjoining properties, buffers or roadways. Overhead lights shall utilize “cut off” refractors as controls. All development/redevelopment plans must demonstrate the relationship of light to the roadway corridor.
- C. Decorative, low-level intensity non-concealed source lighting that defines vehicular and or pedestrian ways may be deemed acceptable by the Planning Board or the Commissioner.

**§ 85-410.10. Landscape standards.**

- A. A landscape plan shall be submitted in conjunction with the development or redevelopment plan that is compatible with the recommendations contained within the duly adopted applicable Land Use Plan.
- B. The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement, including but not limited to parking. The location, size and

description of all landscaping materials shall be indicated on the land use plan.

- C. Parking lots established under a valid prior approval that are located along a designated transitional corridor and which cannot satisfy the required twenty-foot landscape buffer, shall require the installation of an evergreen hedge, berm and/or decorative wall or fence as determined by the Planning Board.

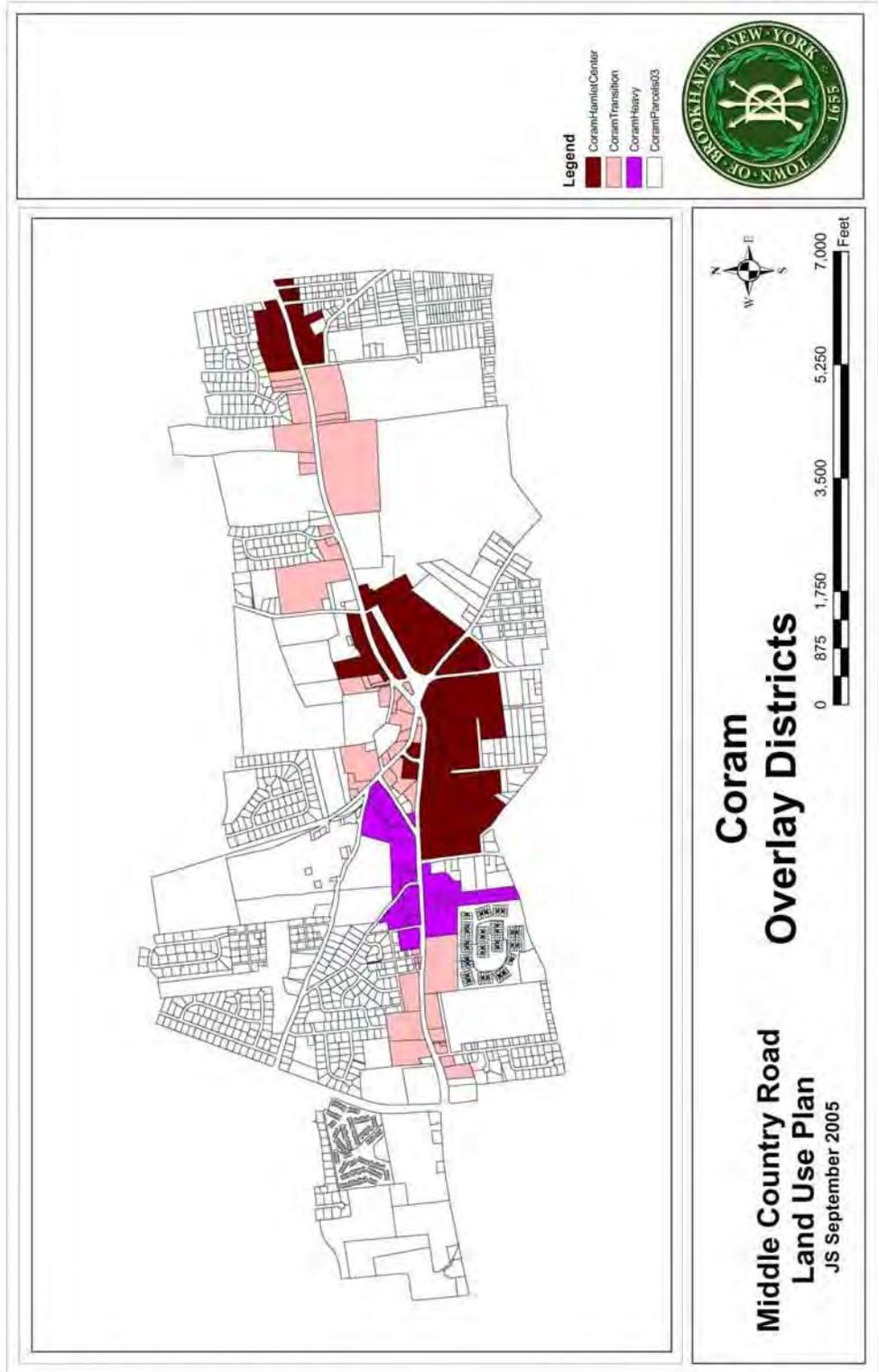
#### **§ 85-410.11. General Severability.**

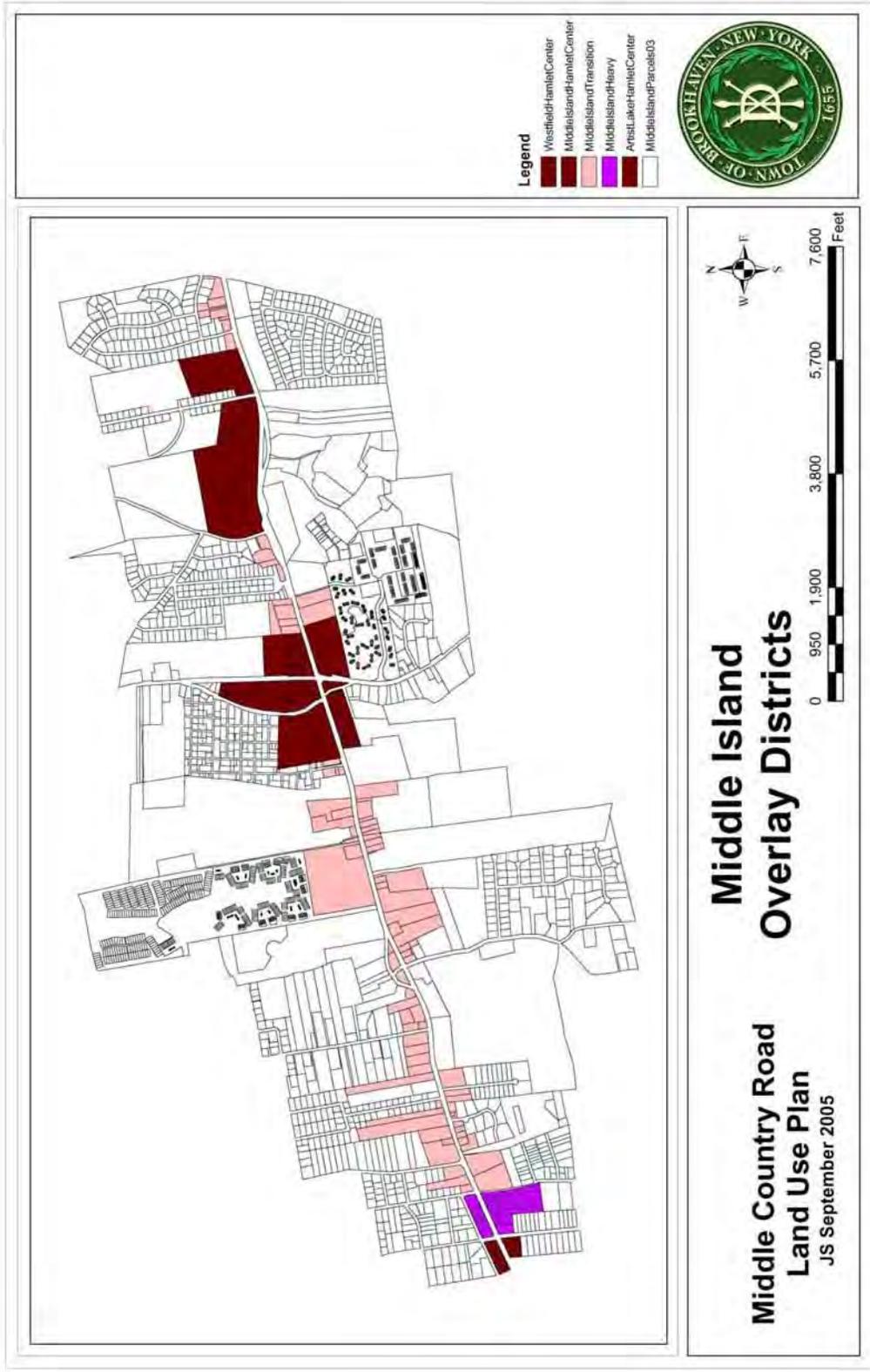
If any clause, sentence, paragraph, section or item of this local law shall be adjudged by a court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

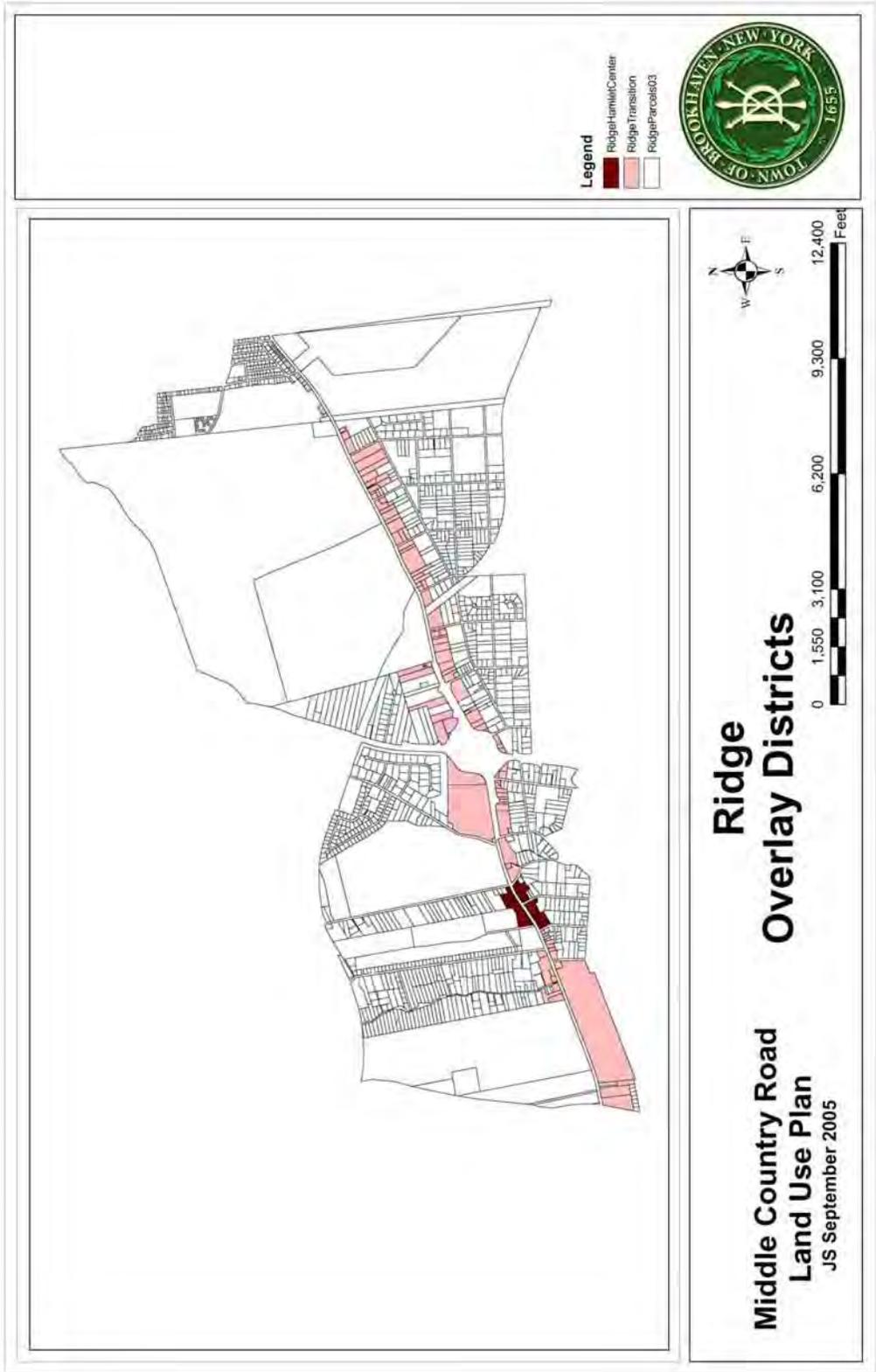
#### **Effective Date**

This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.

### 3. Overlay District Maps







4. 17 E Moratorium



**Town of  
Brookhaven**

Office of the Town Clerk

**Stanley Allan -Town Clerk & Registrar**

*Lauf Murray - Deputy Clerk and Registrar  
Jayme Short - Secretary to Town Clerk*

General Code Publishing Corp.  
72 Hinckley Road  
Rochester, New York 14624

Re: **LOCAL LAW #17 OF 2003  
CREATING NEW CHAPTER 17E ENTITLED "MORATORIUM-CORAM, MIDDLE ISLAND  
AND RIDGE" OF THE CODE OF THE TOWN OF BROOKHAVEN**

Dear Sirs:

Annexed hereto please find copy of the above-mentioned Local Law, which was adopted at the July 22, 2003 Brookhaven Town Board meeting. Having been filed with the Secretary of State, this Local Law became effective **July 28, 2003**.

Sincerely,

STANLEY ALLAN  
TOWN CLERK

SA:js/enc.

- cc: Supervisor John Jay LaValle
- Town Council
- Karen M. Wilutis, Town Attorney
- George Hoffman, Chief of Staff
- Edward Morris, Deputy Chief of Staff
- Daniel Gulizio, Commissioner of P.E.D.
- Brenda Prusinowski, Chief Deputy Commissioner- PED
- Linda Petersen, Deputy Commissioner of P.E.D.
- Vincent Dragone, Chief Building Inspector
- Diane Mazarakis, Planning
- John Weis, Zoning Inspector - Building Department
- Planning Board/Environmental Protection/ZBA
- Barbara Wiplush, Sr. Ass't Town Attorney
- Inez Birbiglia, Public Information Officer
- J. Piscitello, Prin. Law Ass't, Dist. Court of SC
- Clerk of the Sixth District Court
- SC Planning Commission

Town Hall • Patchogue, Long Island, New York 11772 • (631) 654-7827

[www.brookhaven.org](http://www.brookhaven.org)

(Use this form to file a local law with the Secretary of State)

Text of law should be given as amended. Do not include matter being eliminated and do not use italics or underlining to indicate new matter.

**Town of Brookhaven**

Local Law No. \_\_\_\_\_ 17 \_\_\_\_\_ of the year 2003

A local Law **CREATING NEW CHAPTER 17E ENTITLED "MORATORIUM-CORAM, MIDDLE ISLAND AND RIDGE" OF THE CODE OF THE TOWN OF BROOKHAVEN**

Be it enacted by the Town Board of the Town of Brookhaven as follows:

**Section 1.** The Code of the Town of Brookhaven is amended to include a new Chapter 17E entitled "Moratorium-Coram, Middle Island and Ridge" as follows:

**Chapter 17E  
MORATORIUM – CORAM, MIDDLE ISLAND AND RIDGE**

**§17E-1. Purpose.**

In order to continue its update of its comprehensive plan, the Town Board heretofore directed the Commissioner of Planning, Environment and Development to undertake to identify and study certain lands located in the Coram, Middle Island and Ridge area, generally, in order to identify and address present and future development needs of such study areas, with respect to the appropriateness of the existing zoning districts located therein, and in particular, with respect to considerations of traffic congestion, existing surrounding development, **visual** and other environmental impacts, and the character of the neighborhoods in order to better provide for future growth and development appropriate to the study area and which will benefit **those** communities.

This Town effort coincides with the recent community-based visioning process for the Middle Country Road, (New York State Route 25) in the Coram, Middle Island and Ridge area. That process culminated in a broad consensus for a new vision of the area, attainment of which further necessitates immediate and timely Town review of land uses and available governmental authority to build upon the community's consensus as to its needs and aspirations.

(If additional space is needed, attach pages the same size as this sheet, and number each.)

( 1 )

Therefore, the Town Board of the Town of Brookhaven finds it prudent and necessary to enact a moratorium applicable to the Study Area as designated hereinbelow on the approval of certain kinds of land use applications and/or development pursuant to land use applications such as those for building permits, site plans, subdivision maps, land divisions, variances, special permits and change of zoning district classification petitions within the Study Area. This moratorium is intended to ensure that no approvals for such land use application(s), as aforesaid, including but not limited to, said building permits, site plans, subdivision maps, land divisions, variances, special permits and change of zoning petitions, be granted until **this Board** may complete its **planning** studies in respect to said Study Area and have the opportunity to consider and enact comprehensive zoning changes, as appropriate, for the lands located within the Study Area.

This moratorium also establishes certain exceptions and includes a procedure to obtain hardship relief from the moratorium under certain circumstances.

**§17E-2. Definitions.**

For purposes of this local law, the following definitions shall apply:

**APPROVED APPLICATION** – A complete and approved application shall conform to and comply with all applicable requirements of Chapter 85 of the Code of the Town of Brookhaven, the Planning Board Regulations contained in the Code of the Town of Brookhaven and all other applicable State and local laws, rules and regulations and shall have obtained final approval from the Town body, board or public official vested with jurisdiction over such application.

**STUDY AREA** – The Study Area subject of this moratorium is described as follows:

**§17E-3. Prohibitions.**

No new land use applications including, but not limited to, those for building permits, site plans, subdivision maps, land division, variances, special permits and change of zone petitions, shall be accepted, reviewed and/or granted approval by the body, board or public official vested with jurisdiction over such application for all tracts and/or parcels of lands located within the Study Area, as defined and set forth hereinabove.

**§17E-4. Exceptions.**

The prohibition on land use applications shall not be applied with respect to development pursuant to existing building permits or other approved applications.

**§17E-5. Hardship.**

- A. Should any owner of property affected by this moratorium suffer an unnecessary hardship in the way of carrying out the strict letter of this moratorium, then the owner of said property may apply to the Town Board in writing for relief from

(If additional space is needed, attach pages the same size as this sheet, and number each.)

( 1 - a )

strict compliance with this moratorium upon submission of proof of such unnecessary hardship. For the purposes of this moratorium, unnecessary hardship shall not be the mere delay in being permitted to make an application or waiting for a decision on the application for a building permit, site plan, subdivision, land division, variance, special permit, change of zone, or other approval during the period of the moratorium.

B. Substantive requirements. No relief shall be granted hereunder unless the Town Board shall specifically find and determine and shall set forth in its resolution granting such exemption that:

- (1) Failure to grant an exemption to the petitioner will cause the petitioner unnecessary hardship, which hardship is substantially greater than any harm to the general public welfare resulting from the granting of the exemption; and
- (2) The grant of the hardship, even if the project or activity for which exemption is sought is approved, will clearly have no adverse effects upon any of the Town's goals or objectives in undertaking the community planning effort or in adopting this moratorium, including but not limited to effects resulting from uses detrimental to the community's resources, from loss of potential open space including areas important as wildlife habitat or from other adverse environmental impacts; and
- (3) The project or activity for which the petitioner seeks an exemption is in harmony with the existing character of the community as a whole and the area of the community in which the property is located and the project or activity is consistent with any interim data, recommendations, or conclusions which may be drawn from the community planning effort then in progress.

C. Procedure. Upon submission of a written application to the Town Clerk by the property owner seeking relief from this moratorium, the Town Board shall, within thirty (30) days of receipt of said application, schedule a public hearing on said application upon five (5) days' written notice in the official newspaper of the Town. At said public hearing, the property owner and any other parties wishing to present evidence with regard to the application shall have an opportunity to be heard, and the Town Board shall, within thirty (30) days of the close of said public hearing, render its decision either granting or denying the application for relief from the strict requirements of this moratorium. If the Town Board determines that a property owner will suffer an unnecessary hardship if this moratorium is strictly applied to a particular property, then the Town Board shall grant relief from the moratorium to the minimum extent necessary to provide the property owner relief from strict compliance with this moratorium.

(If additional space is needed, attach pages the same size as this sheet, and number each.)

(1-b)

TOS-229 (REV. 11/99)

**Term.**

This local law shall expire six (6) months after the effective date of this local law.

**§17E-7. Supersession of the Town Law.**

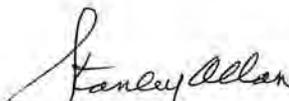
This Article is hereby adopted pursuant to Municipal Home Rules Law § 10(1)(i) and § 10(1)(ii)(a)(14) and Statute of Local Governments §10(6) of the State of New York. It is the intent of the Legislature, pursuant to Municipal Home Rules Law § 10(1)(ii)(d)(3) to supersede the provisions of the Town Law, Chapter 16 §§264(1), 265(1), 267-a(5), (8), (11), 274-a(8), (10), 274-b(6), (8), 276(5), (6), (8), [and specific reference to any local laws incorporating relevant time limits] relating to time limits in connection with zoning and planning determinations.

**§17E-8.. Severability.**

If any part or provision of this local law or the application thereof to any person or circumstance be adjudged invalid by any court of competent jurisdiction, such judgment shall be limited in its operation to the part or provision or application directly involved in the controversy in which such judgment shall have been rendered and shall not affect or impair the validity of the remainder of this local law or the application thereof to other persons or circumstances, and the Town Board of the Town of Brookhaven hereby declares that it would have passed this local law or the remainder thereof had such invalid application or invalid provision been apparent.

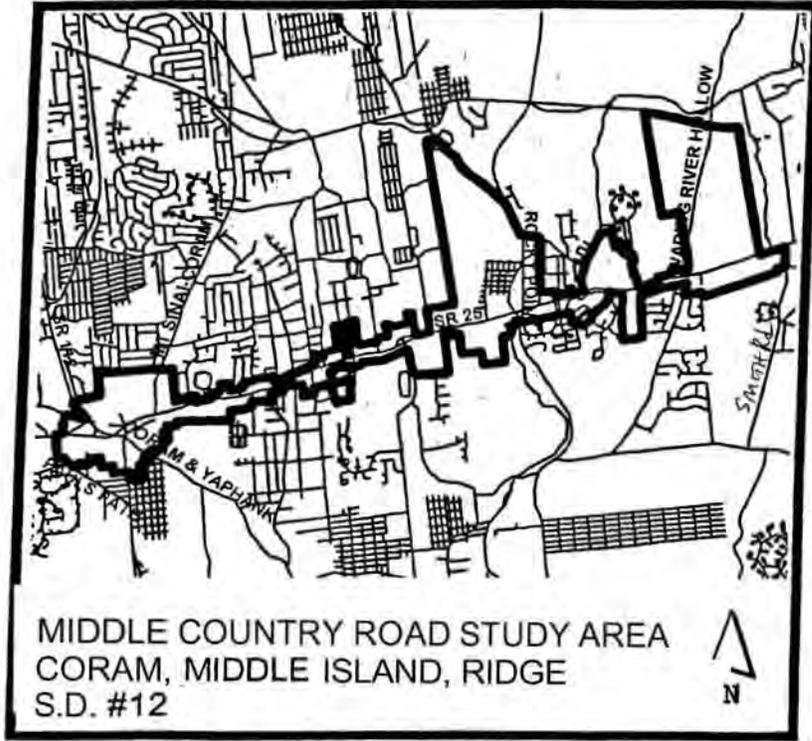
**Section 2.** This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.

DATED: JULY 22, 2003  
PATCHOGUE, NEW YORK

  
STANLEY ALLAN, TOWN CLERK  
TOWN OF BROOKHAVEN

(If additional space is needed, attach pages the same size as this sheet, and number each.)

(Rev. 11/99)



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S.D. #12



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## 5. Inventory

### A. Coram Inventory.

KEYFIELD	T_NAME_1	T_ADD_1	T_ADD_2	T_ST ATE	T_ZIP	T_ZONE	ACRES	EXISTING USE	Square Footage
0200 42900 0500 028001	COUNTRY CLUB ASSOC	888 VETS MEM HWY SUITE 520	HAUPPAUGE	NY	11788	MF1	36.584	MF Residential	
0200 43000 0100 001002	ALLEN & MALLINS REALTY	125 MIDDLE COUNTRY RD	CORAM	NY	11727	L1/J2	5.892	Auto Sales	29,434.00
0200 43000 0100 024000	HERMAN SOL&ETKA &	1410 ASTOR AVE	BRONX	NY	10400	J5/A1	0.916	Auto Repair	1,208.00
0200 43000 0100 025000	HERMAN SOL & ETKA &	1410 ASTOR AVE	BRONX	NY	10400	J5/A1	1.096	Auto Repair	690.00
0200 43000 0100 026000	BIDALIS ELLE	43 FLORAL AVE	BETHPAGE	NY	11714	J2/A1	1.611	General Commercial	1,287.00
0200 43000 0100 027000	SUFFOLK COUNTY	10 OVAL DRIVE	HAUPPAUGE	NY	11788	J2/A1	2.584	Munisipal	
0200 43000 0100 028000	A&E L.REALTY CORP	21 TEELE DR	CORAM	NY	11727	J2	2.794	General Commercial	20,100.00
0200 43000 0100 057002	MIDDLE COUNTRY ROAD REALTY	48 E OLD COUNTRY RD	MINEOLA	NY	11501	J2	3.182	General Commercial	25,325.00
0200 43000 0200 024000	MANZONI LINO & RAYMOND &	655 RTE 25A	MT SINAI	NY	11766	J2/A1	4.590	General Commercial	16,178.00
0200 43000 0200 025000	MANZ CARTER &	295 MIDDLE ISLAND RD	MEDFORD	NY	11763	A1	0.435	Office	2,400.00
0200 43000 0200 026000	COLGATE DESIGN CORP#16361	2711 N HASKELL AVE	DALLAS	TX	75204	J2/A1	0.579	General Commercial	2,580.00
0200 43000 0300 009000	BACHMANN HAROLD C & DIANE	47 TOLEDO ST		NY	11764		0.25	SF Residential	1,632.00
0200 43000 0300 015001	CONTEMPORARY PROP LLC	PO BOX 460	VALLEY STREAM	NY	11582	J2	1.343	General Commercial	10,731.00
0200 43000 0300 016000	CORAM HILLS ASSOCIATES	1006 SOUTH END	WOODMERE	NY	11598	J2	0.200	General Commercial	9,900.00
0200 43000 0300 017000	CORAM HILLS ASSOCIATES	1006 SOUTH END	WOODMERE	NY	11598	J2	0.165	General Commercial	9,900.00
0200 43000 0300 018000	JERUSALEM STRIP REALTY INC	418 COMPASS ST	UNIONDALE	NY	11553	J2	0.275	General Commercial	9,900.00
0200 43000 0300 019000	CORAM HILLS ASSOCIATES	1006 SOUTH END	WOODMERE	NY	11598	J2	0.116	General Commercial	9,900.00
0200 43000 0300 020000	CORAM HILLS ASSOCIATES	1006 SOUTH END	WOODMERE	NY	11598	J2	0.109	General Commercial	9,900.00
0200 43000 0300 021000	CORAM HILLS ASSOCIATES	1006 SOUTH END	WOODMERE	NY	11598	J2	0.107	General Commercial	9,900.00
0200 43000 0300 022000	CORAM HILLS ASSOCIATES	1006 SOUTH END	WOODMERE	NY	11598	J2	0.112	General Commercial	
0200 43000 0300 024000	CHIRICO JOSEPH & IRENE	10 BUNKER ST		NY	11778		0.50	Auto Repair	4,070.00
0200 43000 0300 025000									
0200 43000 0300 026000									
0200 43000 0300 027000									
0200 43000 0300 028000									
0200 44800 0500 040000	655 COUNTRY ROAD INC	655 MIDDLE COUNTRY RD		NY	11727		9.17	MF Res	NO INVENTOR Y
0200 44800 0500 041001	LEISERV INC	1 N FIELD CT		IL	60045		5.00	Comm Recreation	29,104.00
0200 44900 0200 025000	ROYAL HEALTH & RACQUET CLB	131 JERICHO TRNPIKE STE400		NY	11753		5.33	Comm Recreation	33,816.00
0200 44900 0300 016000	SASSO MILDRED (TRUST)&	231 EAST STREET	GREAT BARRINGTON	MA	01230	J2	0.171	Vacant	
0200 44900 0300 017000	NELIN MICHAEL	66 CLIFF RD	BELLE TERRE	NY	11777	J2	0.115	Vacant	
0200 44900 0300 018000	PORT GROVE ASSOCIATES	1085 ROUTE 112	PORT JEFFERSON STATION	NY	11776	J2	0.058	Vacant	
0200 44900 0300 019000	PORT GROVE ASSOCIATES	1085 ROUTE 112	PORT JEFFERSON STATION	NY	11776	J2	0.107	Vacant	
0200 44900 0300 020000	NELIN RICHARD & SANDRA	1085 RTE 112	PT JEFF STA	NY	11776	J2	0.114	Vacant	
0200 44900 0300 021001	LEHNBERGER SANDRA	1085 RTE 112	PT JEFF STA	NY	11776	J2	0.222	Vacant	
0200 44900 0300 021002	NELIN MICHAEL	66 CLIFF RD	BELLE TERRE	NY	11777	A1	0.340	Vacant	
0200 44900 0300 036001	SHIRLEY MCR LTD	130 PAULS PATH	CORAM	NY	11727	J2/A1	2.365	Agriculture	
0200 44900 0300 036002	WORLD REALTY II CORP	2 WOODS DRIVE	PORT JEFFERSON STATION	NY	11776	J2/A1	0.564	Gas Station	1,296.00
0200 44900 0300 045003	MODERN COMFORT TECHNOLOGY	23 MAUREEN DR	MT SINAI	NY	11766	J2	0.149	General Commercial	Vacant
0200 44900 0300 046003	DOMINICI MICHAEL	23 MAUREEN DR	MT SINAI	NY	11766	J2	0.291	General Commercial	1,850.00
0200 44900 0300 049002	MIDDLE COUNTRY ROAD	1550 BROADWAY	NEW YORK	NY	10000	J2/A1	2.362	General Commercial	19,500.00
0200 44900 0300 050001	NEJAT ASSOCIATES LP	175 GREAT NECK RD	GREAT NECK	NY	10021	J2/A1	3.754	Vacant	
0200 44900 0400 021000	LAUREALTY INC	241 NW 64TH ST	BOCA RATON	FL	33487	J2	0.994	Retail/Industrial	11,890.00
0200 44900 0400 022000	MARINELLO THOMAS A &	493 MIDDLE COUNTRY	CORAM	NY	11727	J2	1.051	Funeral Home	3,930.00
0200 44900 0400 023001	HIRAMCO REALTY CORP	570 ELMONT RD.	ELMONT	NY	11003	J2	1.746	Munisipal	

0200 44900 0400 023002	JONES THOMAS E & JOHN M	2 WOODS DR	PORT JEFFERSON STATION	NY	11776	J2	0.959	Funeral Home	1,894.00
0200 44900 0400 024000	YOUNG JONATHAN M	479 MID COUNTRY RD	CORAM	NY	11727	J2/A1	0.241	Office	2,132.00
0200 44900 0400 025000	SUFFOLK COUNTY	CENTER DRIVE	RIVERHEAD	NY	11901	A1	3.546	Vacant	
0200 45000 0100 001000	REALE RALPH & VIRGINIA	451 MIDDLE COUNTRY RD	CORAM	NY	11727	J2	1.892	Restaurant	3,328.00
0200 45000 0100 002000	YON REALTY CORP	15 OLD MIDDLE CTRY RD	CORAM	NY	11727	A1	0.525	Auto Repair	2,150.00
0200 45000 0100 003000	MCKELVEY RICHARD & CAROLYN	19 DAYTONA BEACH PL	CORAM	NY	11727	A1	0.915	Auto Repair	1,664.00
0200 45000 0100 005000	UNITED BUS CORP	BOX 411	CORAM	NY	11727	J2	1.264	Industrial	4,734.00
0200 45000 0100 006000	ROBERT J DUNCAN REV TRUST	3 ROSITA LANE	PORT JEFFERSON	NY	11777	J2	0.301	General Commercial	2,560.00
0200 45000 0100 007000	SUGRUE BENJAMIN & IDA	120 MORICHES MI RD	SHIRLEY	NY	11967	J2	0.282	General Commercial	576.00
0200 45000 0100 009001	C C W ASSOCIATES	NESCONSET HWY	PT JEFF STA	NY	11776	J2	3.924	Industrial	3,276.00
0200 45000 0100 010001	UNITED BUS CORP.	OLD TOWN RD.	CORAM	NY	11727	J2	1.740	Industrial	Parking Lot
0200 45000 0200 005004						J2	0.399	Office	
0200 45000 0200 005005						J2	1.149	Office	
0200 45000 0200 006000	PAQUETTE WILFRED JR & ORS	2217 ROUTE 112	CORAM	NY	11727	A1	6.110	MF Residential	
0200 45000 0200 007002	MARBIL INVESTORS	200 VANDERBILT MOTOR PKWAY	HAUPPAUGE	NY	11788	MF1	10.394	MF Residential	
0200 45000 0200 008000	TRINITY UNITED METH CHURCH	BOX 92	CORAM	NY	11727	A1	1.243	Vacant	
0200 45000 0200 009000	REICHHOLD KENNETH & J	325C RTE 25	CORAM	NY	11727	J2/A1	2.474	SF Residential	
0200 45000 0200 010000	REICHHOLD KENNETH R	325B RTE 25	CORAM	NY	11727	J2/A1	0.549	SF Residential	
0200 45000 0200 011000	REICHHOLD OTTO&ROSEMARIE	325A ROUTE 25	CORAM	NY	11727	J2/A1	0.351	SF Residential	
0200 45000 0200 012000	REICHHOLD OTTO & ROSEMARIE	325A ROUTE 25	CORAM	NY	11727	J2/A1	0.631	SF Residential	
0200 45000 0200 013000	COUNTY OF SUFFOLK	330 CENTER DR	RIVERHEAD	NY	11901	J2	0.242	General Commercial	1,797.00
0200 45000 0200 014000	MCDONALDS CORP	PO BOX 66207	CHICAGO	IL	60666	J2/A1	2.261	Restaurant w/Drive Thru	3,179.00
0200 45000 0200 016001	FIRE DIST	303 MIDDLE COUNTRY RD	CORAM	NY	11727	J2/A1	2.457	Munisipal	
0200 45000 0200 017000	MALLINS WILLIAM A	7 INNIS AVE	RONKONKOMA	NY	11779	A1	0.487	Vacant	
0200 45000 0300 001000	FRANK LEO LYON&SONS INC	P.O. BOX 979	CORAM	NY	11727	J2	0.351	Gas Station	1,056.00
0200 45000 0300 002000	YON REALTY	15 OLD MIDDLE COUNTRY RD	CORAM	NY	11727	J2	0.563	Gas Station	Parking Lot
0200 45000 0300 003000	LYON CHAS L & JEANNE	OLD MIDDLE CTRY RD	CORAM	NY	11727	J2	0.377	Vacant	
0200 45000 0300 004000						A1	0.272	Cemetary	
0200 45000 0300 006000	FRANK LEO LYON&SONS INC	P O BOX 979	CORAM	NY	11727	J2	1.158	Vacant	
0200 45000 0300 007003	HENGLO INC &	5957 OAKMONT PLACE	STUART	FL	34997	J2	0.936	General Commercial	14,593.00
0200 45000 0300 007004	HENGLO INC &	5957 OAKMONT PL	STUART	FL	34997	J2	0.633	Restaurant	3,944.00
0200 45000 0300 007005	MARMON ENTERPRISES INC	197-23 47 AVE	FLUSHING	NY	11358	J2	1.651	General Commercial	15,063.00
0200 45000 0300 008000	112 CORAM LLC	500 OLD COUNTRY RD	GARDEN CITY	NY	11530	J2	0.436	Gas Station	1,247.00
0200 45000 0300 009000	FRANK JOHN N INC#11229	2711 N HASKELL AVE	DALLAS	TX	75204	J2	0.484	General Commercial	2,600.00
0200 45000 0300 012001	ANURAG REALTY CORP	P O BOX 1545	FLUSHING	NY	11354	J2	1.018	General Commercial	17,362.00
0200 45000 0300 013000	TARZIA MARGARET	5 FAWN MEADOW PATH	WADING RIVER	NY	11792	J2	0.679	Vacant	
0200 45000 0300 014000	SHEKEL JOSEPH	PO BOX 1028	EUREKA	CA	95502	J2	1.917	Retail/Industrial	27,800.00
0200 45000 0300 015000	STRAUS FRED EST.	104 ST ANDREWS PLACE	YONKERS	NY	10705	J2	1.100	General Commercial	8,606.00
0200 45000 0300 016000						A1	0.282	Vacant	
0200 45000 0300 017000	DEANGELO PETER &	1025 MEDFORD AVE	FARMINGVILLE	NY	11738	J2	0.429	General Commercial	1,479.00
0200 45000 0300 018000	ARIANA ROSE REALTY CORP	1099 HORSEBLOCK RD	FARMINGVILLE	NY	11738	J5	0.551	Gas Station	1,905.00
0200 45000 0300 019000	356 RTE 25 PROPERTIES 1999	4747-20 NESCONSET HWY	PORT JEFFERSON	NY	11777	J2	1.099	Office	18,928.00
0200 45000 0300 020000	ROSEMAN S STEPHEN	12 DEER PATH	PT JEFFERSON,	NY	11777	J2	0.180	Office	
0200 45000 0300 021000						A1	0.044	Vacant	
0200 45000 0300 022001	BURMAN SUSAN	1981 MARCUS AVE STE E104	LAKE SUCCESS	NY	11042	J2	0.934	Restaurant	3,410.00
0200 45000 0300 022002	BURMAN SUSAN	1981 MARCUS AVE STE E104	LAKE SUCCESS	NY	11042	J2	2.155	Vacant	
0200 45000 0500 001000	SPM LLC	20 BOX 105842	ATLANTA	GA	30348	J2	0.509	Commercial Center	2,990.00
0200 45100 0100 002006	ASHLEY CORPORATION	50 EAST SAMPLE RD SUITE400	POMPANO BEACH	FL	33064	J2/A1	0.795	Restaurant w/Drive Thru	4,158.00
0200 45100 0100 002008	ASHLEY CORPORATION	50 EAST SAMPLE RD SUITE400	POMPANO BEACH	FL	33064	A1	0.288	Munisipal	
0200 45100 0100 002009	CORAM FIRE DISTRICT	303 MIDDLE COUNTRY RD	CORAM	NY	11727	J2	4.703	Munisipal	

0200 45100 0100 003002	SUFF CTY FED S & L ASSOC	1 ASTORIA FEDERAL PLAZA	LAKE SUCCESS	NY	11042	J2	1.394	Office	3,711.00
0200 45100 0100 004001	DAVIS LESTER JR & JEAN	241 MIDDLE COUNTRY RD	CORAM	NY	11727	J2/A1	0.683	Park/Open Space	
0200 45100 0100 004002	DAVIS LESTER JR & JEAN	20 WARNER DRIVE	CALVERTON	NY	11933	J2/A1	1.544	Vacant	
0200 45100 0100 006001	LOVE CHRISTIAN ASSEMBLY	3663-7 RTE 112	CORAM	NY	11727	J2/A1	15.143	Munisipal	
0200 45100 0100 007001	DAVIS ASSOCIATES	1455 VETERANS HWY	HAUPPAUGE	NY	11788	J2/A1	2.089	Vacant	
0200 45100 0100 008001	MACDOWELL WILLIAM & MARY	74 LORRAINE CT	HOLBROOK	NY	11741	J2/A1	0.456	Vacant	
0200 45100 0100 021001	MARTINOS GEROGIOS & DOROTHY	PO BOX 5940	MILLER PLACE	NY	11764	J2/B	0.705	Vacant	
0200 45100 0100 022000	CRM MID IS E STATE HWY8291	VETS. MEM. HWY	HAUPPAUGE	NY	11788	J2/A1	0.867	Park/Open Space	
0200 45100 0100 023000	SERVICE SIGN ERECTORS CO	120 EAST 131 ST	NEW YORK	NY	10037	J2/A1	0.561	Auto Repair	7,260.00
0200 45100 0100 025000	CORAM FIRE DISTRICT	303 MIDDLE COUNTRY RD	CORAM	NY	11727	J2/A1	0.511	Munisipal	
0200 45100 0100 026000						MF1	0.683	Park/Open Space	
0200 45100 0200 001001	SPM LLC	575 LEXINGTON AVE 4TH FL	NEW YORK	NY	10022	J2	1.810	General Commercial	
0200 45100 0200 002000	SPM LLC	575 LEXINGTON AVE 4TH FL	NEW YORK	NY	10022	J2	0.787	General Commercial	15,972.00
0200 45100 0200 004002	BELLAFIORE FRANK&PATRICIA	7 LOST MEADOW LANE	PT JEFFERSON	NY	11777	J2/A1	0.604	Office	2,840.00
0200 45100 0200 004006	CHIOVARO THERESA S	29 MAGNOLIA DRIVE	SELDEN	NY	11784	J2/A1	0.636	Auto Repair	1,768.00
0200 45100 0200 004008	EMPIRE LUBE GENERAL	P O BOX 2967	HOUSTON	TX	77252	J2	0.336	General Commercial	2,376.00
0200 45100 0200 006003	SUFFOLK COUNTY	CENTER DRIVE	RIVERHEAD	NY	11901	J2	4.517	Park/Open Space	2,508.00
0200 45100 0200 007000	COUNTY OF SUFFOLK	P O BOX 6100	HAUPPAUGE	NY	11788	MF1	11.422	Vacant	
0200 45100 0200 008000	ST FRANCES CABRINI RC CH	134 MIDDLE COUNTRY ROAD	CORAM	NY	11727	J4/A1	28.058	Institutional	
0200 45100 0200 009001	TARZIA LEONARD & MARGARET	5 FAWN MEADOW PATH	WADING RIVER	NY	11792	J2/A1	1.039	Vacant	
0200 45100 0200 010000	MUSACCHIA FRANCA	6 HEATHER COURT	DIX HILLS	NY	11746	J5	0.959	Gas Station	1,980.00
0200 45100 0200 012001	SPM LLC	575 LEXINGTON AVE 4TH FL	NEW YORK	NY	10022	J2	3.378	Commercial Center	39,937.00
0200 45100 0200 012002	SPM LLC	575 LEXINGTON AVE 4TH FL	NEW YORK	NY	10022	J2	0.119	Commercial Center	4,620.00
0200 45100 0200 012003	SPM LLC	575 LEXINGTON AVE 4TH FL	NEW YORK	NY	10022	J2	0.173	Commercial Center	7,398.00
0200 45100 0200 013000	SPM LLC	575 LEXINGTON AVE 4TH FL	NEW YORK	NY	10022	J2/A1	0.233	Commercial Center	Vacant
0200 45200 0100 010001	ISLAND ASSETS INC	277 PARK AVE	NEW YORK	NY	10172	J2/A1	1.831	Park/Open Space	
0200 45200 0100 011003	FLINTON CORP	32 ARJAY CRESCENT	N YORK ONTARIO	CD M2LIC7		J2/A1	1.416	General Commercial	6,720.00
0200 45200 0100 013000	CONTEMPORARY PROPERTIES	PO BOX 460	VALLEY STREAM	NY	11582	J2/A1	1.704	Vacant	
0200 45200 0100 014001	VAFA REALTY INC	33 DORAL DRIVE	MANHASSET	NY	11030	J2	9.671	Vacant	
0200 45200 0100 014002	YELAMANCHILI LALITA	5 STERN DR	PORT JEFFERSON	NY	11777	J4	1.022	Office	2,222.00
0200 47300 0400 005001	SCHOOL	11 NEW LANE	SELDEN	NY	11784	A1	13.291	Munisipal	
0200 47300 0400 005002	BOARD OF TRUSTEES	101 EASTWOOD BLVD	CENTEREACH	NY	11720	J2/A1	1.496	Munisipal	
0200 47300 0400 006000	DOHERTY DANIEL	841 BOWLING GREEN DR	WESTBURY	NY	11590	J2/A1	1.074	Auto Repair	NO INVENTOR Y
0200 47300 0400 008000	JONES THOMAS	510 MIDDLE COUNTRY RD	SELDEN	NY	11784	J2	0.335	Auto Repair	Vacant
0200 47300 0400 016001	JONES JOHN JR	2 WOODS DRIVE	PORT JEFFERSON STATION	NY	11776	J2/A1	0.602	Auto Repair	Vacant
0200 47400 0100 001003	ROSE FREDRIC G	72 CLAIRE ROSE BLVD	PATCHOGUE	NY	11772	CR	14.248	Commercial Recreation	NO INVENTOR Y
0200 47400 0100 003006	SELDEN RLTY ASSOC INC	213 GEN STREET	GLEN COVE	NY	11542	J2	0.659	Restaurant w/Drive Thru	3,145.00
0200 47400 0100 003010	SELDEN RLTY ASSOC INC	213 GLEN ST	GLEN COVE	NY	11542	J2	0.797	Restaurant	6,795.00
0200 47400 0100 003012	SELDEN RLTY ASSOC INC	213 GLEN STREET	GLEN COVE	NY	11542	J2	0.463	Commercial Center	2,719.00
0200 47400 0100 003013	SELDEN REALTY ASSOC INC	213 GLEN ST	GLEN COVE	NY	11542	J2	24.059	Commercial Center	191,403.00
0200 47400 0200 001000	CREATIVE DEVELOPMENT	P O BOX 249	CARLISLE	PA	17013	J2	6.795	Commercial Center	80,898.00
0200 47400 0600 002001	RUBINO LOU	PO BOX 700	CORAM	NY	11727	J2/A1	1.083	General Commercial	2,801.00
0200 47400 0600 004000	KOCHMAN MATTHEW & MARY	8 SANDS LANE	PORT JEFFERSON	NY	11777	J2/A1	0.740	Office	1,220.00
0200 47400 0600 005000	DAN ASH LLC	P O BOX 2668	HUNTINGTON STATION	NY	11746	J2	0.469	Office	12,696.00
0200 47400 0600 006000	COMMINS DOLORES	BOX 652	SMITHTOWN	NY	11787	J2	0.592	General Commercial	952.00
0200 47400 0600 007000	COMMINS MICHAEL	P O BOX 652	SMITHTOWN	NY	11787	J4	0.060	Vacant	
0200 47400 0600 008000	COMMINS DOLORES	BOX 652	SMITHTOWN	NY	11787	J4	0.058	Vacant	
0200 47400 0600 009000	COMMINS DOLORES	BOX 652	SMITHTOWN	NY	11787	J4	0.115	Vacant	

0200 47400 0600 031000	CORAM SELDEN PROF CENTER	248-260 MIDDLE COUNTRY RD	CORAM	NY	11727	J2	2.031	Office	18,010.00
0200 47400 0600 032001	POULIKIDIS COSTAS&PETER&	2172 MERRICK RD	MERRICK	NY	11566	J2	2.635	General Commercial	NO INVENTOR Y
0200 47500 0100 012004	SIRFAR ASSOCIATES LP	175 GREAT NECK RD	GREAT NECK	NY	10021	J2	2.875	Vacant	
0200 47500 0100 014001	BLOCK DEVELOPMENT INC	110 WINDSOR GATE	GREAT NECK	NY	11020	J4	1.031	Vacant	
0200 47500 0200 001002	107 NORTHERN BLVD ASSOC	13 CHANTICLARE DR	MANHASSET	NY	11030	J2	10.138	Vacant	
0200 47500 0200 001004	PUBLIC STORAGE INSTTT FUND	PO BOX# 25025	GLENDALE	CA	91201	J2	4.989	Industrial	9,960.00
0200 47500 0200 007000	CORAM AUTO BODY INC	PO BOX 979	CORAM	NY	11727	A1	2.973	Industrial	Vacant
0200 47500 0200 008000	SUFFOLK COUNTY	CENTER DRIVE	RIVERHEAD	NY	11901	J2	0.917	Retail/Industrial	12,412.00
0200 47500 0200 009001	LYON CORAM AUTO BODY INC	1400 WANTAGH AVE	WANTAGH	NY	11793	A1	0.232	Retail/Industrial	Vacant
0200 47500 0200 009002	LYON CORAM AUTO BODY INC	554 ROUTE 25	CORAM	NY	11727	A1	2.684	Retail/Industrial	
0200 47500 0300 004000	LYON CRAIG	116 GNARLED HOLLOW RD	E SETAUKET	NY	11733	J2/A1	0.542	General Commercial	10,120.00
0200 47500 0300 006000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11802	PRCHC	3.055	Vacant	
0200 47500 0300 007007	U HAUL CO OF L I INC	2721 N CENTRAL AVE	PHOENIX	AZ	85004	J2/A1	3.969	Industrial	1,260.00
0200 47600 0100 001000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11802	PRCHC	16.095	Vacant	
0200 47600 0100 002000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11802	PRCHC	0.457	Vacant	
0200 47600 0100 003000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11801	PRCHC	0.236	Vacant	
0200 47600 0100 004000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11802	PRCHC	0.693	Vacant	
0200 47600 0100 005000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11802	PRCHC	0.578	Vacant	
0200 47600 0100 006000	HESS REALTY CORP	1 HESS PLAZA	WOODBIDGE	NJ	07095	J5	1.160	Gas Station	813.00
0200 47600 0100 007000	VCCJ PROPERTIES LLC	432 MIDDLE COUNTRY RD	CORAM	NY	11727	J2/A1	0.315	General Commercial	3,808.00
0200 47600 0100 009000	KUHN KONRAD J	5 WATER RD RR#2	ROCKY POINT	NY	11778	J2/A1	0.655	Auto Repair	2,597.00
0200 47600 0100 010000	PROCIDA FRANK	430 COMMACK RD	DEER PARK	NY	11729	J2	0.764	General Commercial	4,800.00
0200 47600 0100 011001	WOODLY CHARLIE	17 MARGARET DR PO BOX 243	CORAM	NY	11727	A1	0.168	Vacant	
0200 47600 0100 011002	BOTESAZAN PARVIS&FRED&	19 WOODLAND RD	ROSLYN	NY	11576	J2	0.656	Vacant	
0200 47600 0100 012001	DAWSON HOLDING COMPANY	375 NORTH BROADWAY	JERICHO	NY	11753	A1	6.416	Vacant	
0200 47600 0100 013000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11801	PRCHC	3.717	Vacant	
0200 47600 0100 014000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11801	PRCHC	2.525	Vacant	
0200 47600 0100 015000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11801	PRCHC	0.544	Vacant	
0200 47600 0100 016000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11801	PRCHC	4.371	Vacant	
0200 47600 0100 017000	SPIEGEL JERRY	BOX 6	HICKSVILLE	NY	11802	PRCHC	2.644	Vacant	
0200 47600 0200 029004	UNITED ARTISTS PROPERTIES	9110 E NICHOLS AVE	ENGLEWOOD	CO	80155	A1	1.858	Regional Theatre	
0200 47600 0200 029005	UNITED ARTISTS	P O BOX 5227	ENGLEWOOD	CO	80155	J2	15.452	Commercial Recreation	33,792.00
0200 47600 0200 030000	ISAAC R TOUSSIE	290 EXETER ST	BROOKLYN	NY	11235	A1	0.302	Park/Open Space	
0200 47600 0200 032001	AIVALIOTIS MARINA PARTNERSHIP OF	26 NADINE LANE	PORT JEFFERSON STATION	NY	11776	J2/A1	0.833	General Commercial	1,600.00
0200 47600 0200 034001	MIRABELLI &	3732 ROUTE 112	CORAM	NY	11727	J2	1.108	Office	4,199.00
0200 47600 0200 036002	M K L V VENTURES INC	2 SARAH DR	DIX HILLS	NY	11746	J2/A1	1.072	Restaurant	1,998.00
0200 47600 0200 037000	GIARRIZZO CHAS & EVELYN	125 LEEWARD ISLAND	CLEARWATER	FL	33767	J2	0.116	General Commercial	936.00
0200 47600 0200 040001	CORAM REALTY HOLDING LLC	48 E OLD COUNTRY RD RM 203	MINEOLA	NY	11501	J2	1.847	General Commercial	15,628.00
0200 47600 0200 041000	POCOL INC	5 DWIGHT CIRCLE	COMMACK	NY	11725	J2	0.503	Office	
0200 47600 0200 042000	MANZONI RAYMOND & LINO	655 ROUTE 25A	MT SINAI	NY	11766	J2	0.914	Vacant	
0200 47600 0200 053001	MANZONI RAYMOND & LINO	655 ROUTE 25A	MT SINAI	NY	11766	J2	3.231	SF Residential	
0200 47700 0100 002002	SPM LLC	575 LEXINGTON AVE 4TH FL	NEW YORK	NY	10022	J2	20.277	General Center	186,822.00

## B. Middle Island Inventory.

MIDDLE ISLAND									
KEYFIELD	T_NAME_1	T_ADD_1	T_ADD_2	T_ST ATE	T_ZIP	T_ZONE	ACRES	EXISTING USE	SQUARE FOOTAGE
0200 34500 0100 001003	HSN BROADCASTING OF	1 HSN DRIVE	ST PETERBURG	FL	33729	L1/A1	5.169	Industrial	
0200 34500 0100 001005	CERVONI SALVATORE & BIRCHWOOD AT SPRING LAKE	104 ROCKY POINT RD 410 EAST JERICHO TURNPIKE	MIDDLE ISLAND	NY	11953	L1/L2	93.058	Vacant	2,400
0200 37600 0300 115000	MIDDLE ISLAND FIRE DIST	RTE 25 & ARNOLD DRIVE	MIDDLE ISLAND	NY	11953	A1	0.209	Munisipal	
0200 37800 0200 029000	RICCARDI J & A WEINBERGER	P O BOX 81127	CONYERS	GA	30013	J2	0.857	Vacant	
0200 37800 0200 030003	MIDDLE ISLAND FIRE	PO BOX 203	MIDDLE ISLAND	NY	11953	J2/A1	0.729	Munisipal	
0200 37800 0200 030004	COMPETITION REALTY WEINBERGER S & RICCARDI	910 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	1.754	Vacant	
0200 37800 0200 031000	BAILEY ROAD ASSOC	PO BOX 334	ST JAMES	NY	11780	A1/J2	38.155	Vacant	
0200 37800 0200 033003	KAMINSKI PATRICIA A BATUYIOS NICHOLAS & JOHN	159 ROCKY POINT RD 5 CLIFF CT	MIDDLE ISLAND ROCKY POINT	NY NY	11953 11778	J2 J2	1.366 0.977	SF Residential General Commercial	 7,383
0200 37800 0200 040000						A1	0.258	Munisipal	
0200 37800 0300 045000	NOGHREY JAMSHID	27870 FAWN CREEK COURT	LOS ALTOS HILLS	CA	94022	B1	0.619	Vacant	
0200 37800 0300 046000	NOGHREY JAMSHID	27870 FAWN CREEK CT	LOS ALTOS HILLS	CA	94022	A1/B1	0.645	Vacant	
0200 37800 0300 047000	NOGHREY PARVIZ	27 STEVEN LANE	KINGS POINT	NY	11024	B1	3.467	SF Residential	
0200 37800 0300 049000	ANCHOR ENTERPRISES INC	150 SEMTON BLVD	FRANKLIN SQUARE	NY	11010	J5	0.701	Gas Station	1,380
0200 37900 0100 002000	BROOKHAVEN TOWN	205 S. OCEAN AVE	PATCHOGUE	NY	11772	A1	9.862	Park/Open Space	
0200 37900 0100 003001	COLIN REALTY CO &	1520 NORTHERN BLVD	MANHASSET	NY	11030	A1	48.845	Vacant	
0200 37900 0100 005001	MILLER BENJAMIN	111 BROADWAY STE 900	NEW YORK	NY	10006	J2/A1	18.046	Commercial Center	173,980
0200 37900 0100 006000	SPEIZIO JOSEPHINE	39 WOODLOT RD	RIDGE	NY	11961	A1	0.936	Vacant	
0200 37900 0100 012000	COLIN REALTY CO &	1520 NORTHERN BLVD	MANHASSET	NY	11030	A1	7.587	Vacant	
0200 37900 0200 003000	BROOKHAVEN TOWN	205 S. OCEAN AVE	PATCHOGUE	NY	11772	A1	20.503	Park/Open Space	
0200 37900 0200 005003	PICASSO WAY OWNERS INC	2375 BEDFRD AVE	BELLMORE	NY	11710	MF1	2.329	MF Residential	
0200 37900 0200 005004	LAKE POINTE ASSOCIATION IN	120 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	MF1	0.530	MF Residential	
0200 37900 0200 005005	LAKE POINTE ASSOCIATES LLC	66 COMMACK RD	COMMACK	NY	11725	MF1	6.943	MF Residential	
0200 37900 0200 006000	ARTISTIC LAKE GROUP LLC	237 WEST 35TH ST 14TH FL	NEW YORK	NY	10001	A1	10.172	SF Residential	
0200 37900 0200 008000	LUSTGARTEN BAIER	MIDDLE CTRY RD	MIDDLE ISLAND	NY	11953	A1	4.794	Vacant	
0200 37900 0200 009000	BAIER PROPERTIES INC	MID COUNTRY RD	MIDDLE ISLAND	NY	11953	A1	18.159	Gas Station	912
0200 37900 0200 010000	SUFFOLK COUNTY	COUNTY CENTER	RIVERHEAD	NY	11901	A1	8.823	Park/Open Space	
0200 37900 0200 039001	CHENEL REGINA I LIFE EST	PO BOX 216	MIDDLE ISLAND	NY	11953	A1	1.894	Vacant	
0200 37900 0300 009003	MIDDLE ISLAND CHRISTIAN	1500 MIDDLE COUNTRY ROAD	WEST ISLIP	NY	11795	J2	16.021	Commercial Center	151,312
0200 38000 0100 001000	NOGHREY PARVIZ	21 STEVEN LANE	KINGS POINT	NY	11024	B1	4.332	Vacant	
0200 40000 0500 036000	LOMBARDI VITTORIO	185 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	3.028	Restaurant	3,112
0200 40000 0500 038001	SIYOUN ASSOCIATES	56 ROLLING HILL LANE	OLD WESTBURY	NY	11568	J2/A1	7.373	General Commercial	9,815
0200 40000 0600 021000	LILIE EDITH	9 OLD MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	4.322	General Commercial	2,664
0200 40100 0200 012001	MIDDLE ISLAND CHRISTIAN	ROUTE 25 & CHURCH LA	MIDDLE ISLAND	NY	11953	A1	0.787	Institutional	
0200 40100 0200 012002	SPRING LAKE INC	55 VALENTINE RD	SHOREHAM	NY	11786	J2	1.128	General Commercial	Vacant
0200 40100 0200 013000	LEEMILTS PETROLEUM INC	125 JERICHO TPKE	JERICHO	NY	11753	J2/A1	1.852	General Commercial	420
0200 40100 0200 014000	LEEMILTS PETROLEUM INC	125 JERICHO TURNPIKE	JERICHO	NY	11753	J2/A1	0.568	General Commercial	Vacant
0200 40100 0200 022004	MIDDLE ISLAND ASSOCIATES	919 E GERMANTOWN PIKE #5	NORRISTOWN	PA	19401	PRC	33.000	MF Residential	
0200 40100 0200 024000	KAPLAN ROBERT&REBECCA	5 DOGWOOD DR	SMITHTOWN	NY	11787	J2/A5	6.072	Vacant	

0200 40100 0200 025000	GRANT ROLAND & EVELYN	8 GREENWAY DR	MID ISLAND	NY	11953	J2/A5	4.991	SF Residential	
0200 40100 0200 026000	OWEN WILLIAM G & BARBARA A	2 VAN BRUNT MANOR RD	EAST SETAUKET	NY	11733	J2	0.894	SF Residential	
0200 40100 0200 027001	KOGEL & SONS	26 HARBOR PARK DR	PORT WASHINGTON	NY	11050	J2/A5	4.692	Retail/Industrial	19,938
0200 40100 0200 028000	Q D S REALTY CORP	185 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2	0.294	Auto Repair	1,350
0200 40100 0200 029000	TARZIA MARGARET	5 FAWN MEADOW PATH	WADING RIVER	NY	11792	J2	0.977	Vacant	
0200 40100 0200 030000	BECKER PETER &	130 BOYLE RD	SELDEN	NY	11784	J2	0.473	Auto Repair	4,732
0200 40100 0200 031001	WALSH ANNA	82 PARK ST	CENTEREACH	NY	11720	J2	0.558	Auto Repair	Vacant
0200 40100 0200 031002	WALSH ANNA	82 PARK ST	CENTEREACH	NY	11720	J2	0.404	Auto Repair	4,964
0200 40100 0200 032000	DISTEFANO CHAS&CHARLOTTE	333 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	0.770	Agriculture	
0200 40100 0200 038005	SPRING LAKE BUILDING CORP	410 EAST JERICHO TPKE.	MINEOLA	NY	11501	D	23.588	Vacant	No Inventory
0200 40200 0100 001003	ROANOKE SAND AND GRAVEL	104 ROCKY POINT RD	MIDDLE ISLAND	NY	11953	J2/A1	3.062	SF Residential	
0200 40200 0100 002000	NEW YORK CONFERENCEOF	645 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	4.001	SF Residential	
0200 40200 0100 007001	HALE WM & NANCY	MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2	0.697	Funeral Home	Vacant
0200 40200 0100 009001	HALE WM & NANCY	MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2	0.304	Funeral Home	2,616
0200 40200 0100 010002	MIDDLE ISLAND REALTY LLC	699 MIDDLE CTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	0.607	Office	6,000
0200 40200 0100 013000	4 B'S II LLC	26 HARBOR PARK DR	PORT WASHINGTON	NY	11050	L1/J2	18.565	Industrial	16,000
0200 40200 0100 014001	KASPER ALAN	130J MONTAUK HWY	EAST MORICHES	NY	11940	J2	0.465	Office	4,670
0200 40200 0100 014002	BORSELLA ALBERT N & LISA A	506 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2	0.452	General Commercial	2,909
0200 40200 0100 015001	SCHLAUCH JACK & DOROTHY	526 ROUTE 25	MIDDLE ISLAND	NY	11953	J2/A5	10.623	SF Residential	
0200 40200 0100 015002	SCHLAUCH DOROTHY E	197 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A5	5.139	SF Residential	
0200 40200 0100 016001	LAHIJANI ARDALAN	931 MADISON AVE	NEW YORK	NY	10021	J2-A5	53.010	Vacant	
0200 40200 0100 016002	BRODBECK JON NEIL & DONOFRIO	608 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A5	0.561	Office	2,990
0200 40200 0100 017001	ARSILIO&VELIA	11 HERDMAN CT	MIDDLE ISLAND	NY	11953	J2/A5	0.760	General Commercial	2,331
0200 40200 0100 017002	BAN TAIK YONG&YOUCHAN RHEE	580 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A5	0.620	Office	2,269
0200 40200 0100 018005	A E J G OF MIDDLE ISLAND	1000 MIDDLE COUNTRY RD	SELDEN	NY	11784	J2	1.578	Funeral Home	8,535
0200 40200 0100 018007	FELLER FRED & SHARRON	620 MIDDLE CTRY RD	MIDDLE ISLAND	NY	11953	J2	0.691	General Commercial	2,946
0200 40200 0100 018012	BEN-AROYA AMNON &	608 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2	0.437	Office	1,551
0200 40200 0100 018013	GIANNACCO BARBARA	1501 WILMINGTON DR	MELBOURNE	FL	32940	J2	0.553	General Commercial	1,705
0200 40200 0100 020000	LOAVES AND FISHES	332 RADIO AVE	MILLER PLACE	NY	11764	J2	3.690	Institutional	
0200 40200 0100 021000	WAL-MART STORES INC	1301 SOUTHEAST 10TH ST	BENTONVILLE	AR	72716	J2	15.266	Commercial Center	125,416
0200 40200 0100 024003	UNITED STATES POSTAL SERV.	NORTHEAST REGION	NEW YORK	NY	10098	J2	1.049	Munisipal	
0200 40200 0100 024004	HAL ASSOCIATES INC	10 TEE LANE	PORT JEFFERSON STATION	NY	11776	J2/A5	1.056	General Commercial	3,000
0200 40200 0100 024007	NEW YORK PET MEMORIAL PARK	760 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	PC	25.153	Cemetary	
0200 40200 0100 024008	NEW YORK PET MEMORIAL PARK	760 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A5	0.694	Cemetary	
0200 40200 0100 024009	LONGWOOD CENTRAL	MIDDLE IS AVE & YAP RD	MIDDLE ISLAND	NY	11953	J2/A5	3.298	Munisipal	
0200 40200 0100 027000	HALE WM & NANCY	MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2	0.171	Funeral Home	Vacant
0200 40200 0200 002000	SUFFOLK CTY FED S&L ASSO	1 ASTORIA FEDERAL PLAZA	LAKE SUCCESS	NY	11042	J4	1.443	Office	3,912
0200 40200 0200 003004	777 MIDDLE COUNTRY ROAD	601 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	0.358	Car Wash	1,736
0200 40200 0200 003005	MARINO FRANK & GEORGE	36 WHITENWOOD DRIVE	ROCKY POINT	NY	11778	J2	0.409	General Commercial	1,750
0200 40300 0100 001000	F&E REALTY CO	80 MAIN ST.	WEST ORANGE	NJ	07052	J5	0.887	Gas Station	1,708
0200 40300 0100 002001	NELIN RICHARD	1085 ROUTE 112	PT JEFF STA	NY	11776	J5	0.654	Auto Repair	2,574
0200 40300 0100 002003	NELIN RICHARD	1085 ROUTE 112	PT JEFF STA	NY	11776	J2	0.339	General Commercial	3,300
0200 40300 0100 003000	BROOHAVEN TOWN	3233 ROUTE 112	MEDFORD	NY	11763	J4	0.380	Munisipal	
0200 40300 0100 004000	LONGWOOD PUBLIC LIBRARY	MIDDLE CTRY RD	MIDDLE ISLAND	NY	11953	A5	0.594	Munisipal	
0200 40300 0100 015000	TARZIA LEONARD&MARGARET	5 FAWN MEADOW PATH	WADING RIVER	NY	11792	J2	0.414	Auto Repair	1,664
0200 40300 0200 001001	NELIN RICHARD	1085 RTE 112	PORT JEFFERSON STA	NY	11776	J2/A1	0.759	Vacant	
0200 40300 0200 002001	SEROTA NATHAN L	70 E SUNRISE HWY	VALLEY STREAM	NY	11581	J2	10.727	Commercial Center	73,202

0200 40300 0200 004002	COMPETITION REALTY CORP OF	910 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2	3.933	Auto Sales	18,353
0200 40300 0200 005001	A J RICHARD & SONS INC	150 PRICE PKWY	FARMINGDALE	NY	11735	L1	2.689	General Commercial	16,500
0200 40300 0200 006001	V WAY REALTY ASSOCIATES	756 PORT AMERICA PL STE800	GRAPEVINE	TX	76051	B1	6.797	Park/Open Space	
0200 40300 0200 027001	KAHRS JOHN & JOHANNE	BOX 204	MID ISLAND	NY	11953	A1	0.260	Vacant	
0200 40600 0200 002000	GRIPPE ENTERPRISES INC	4 GAME LANE	E SETAUKET	NY	11733	A1/B1	0.200	Vacant	
0200 40600 0200 003000	SUFFOLK COUNTY	COUNTY CENTER	RIVERHEAD	NY	11901	A1/B1	0.963	Vacant	
0200 40600 0200 005000	SUFFOLK COUNTY	COUNTY CENTER	RIVERHEAD	NY	11901	A1/B1	0.964	Vacant	
0200 40600 0200 006007	FORTE JOHN J & ELIZABETH A	8 BEACH PLUM LANE	MIDDLE ISLAND	NY	11953	A1/B1	0.700	SF Residential	
0200 40600 0200 006008	QUINN KEVIN W & MARYANNE V	10 BEACH PLUM LANE	MIDDLE ISLAND	NY	11953	A1/B1	0.681	SF Residential	
0200 40600 0200 006015	TOWN OF BROOKHAVEN	3233 RTE 112	MEDFORD	NY	11763	A1/B1	1.636	Vacant	
0200 40600 0200 006023	CYNLEE ASSOCIATES	13 CHANTICLARE DR	MANHASSET	NY	11030	A1/B1	0.950	SF Residential	
0200 40600 0200 006024						A1/B1	0.623	SF Residential	
0200 43000 0300 007000	AZAZIAN SHALA	52 PEBBLE LANE	ROSLYN HEIGHTS	NY	11577	J2/A1	0.807	Vacant	
0200 43000 0300 008000	WICHMAN MART & BACHMANN HAROLD C & DIANE	14 DEVON DR	MIDDLE ISLAND	NY	11953	A1	0.232	SF Residential	
0200 43000 0300 009000	WELLINGTON HOLDING INC	47 TOLEDO ST	MILLER PLACE	NY	11764	A1	0.237	SF Residential	
0200 43000 0300 010000	ABOVE ALL EQUITIES INC	18 BLUEBERRY LA	E PATCHOGUE	NY	11772	J2/A1	0.928	General Commercial	No Inventory
0200 43000 0300 012001	CHIRICO JOSEPH & IRENE	10 BUNKER ST	ROCKY POINT	NY	11778	J2	0.489	Auto Repair	
0200 43000 0300 025000	CONTEMPORARY PROPERTIES	PO BOX 460	VALLEY STREAM	NY	11582	J2/A1	1.010	General Commercial	6,925
0200 43000 0300 028000	CONTEMPORARY PROPERTIES	PO BOX 460	VALLEY STREAM	NY	11582	J2/A1	0.253	Retail/Office	2,204
0200 43100 0100 023000	TOUSSIE ROBERT I	290 EXETER STREET	BROOKLYN	NY	11235	J2/A1	0.627	Vacant	
0200 43100 0100 024000	NOON MICHAEL	28 DEVON LANE	MIDDLE ISLAND	NY	11953	J2/A1	0.698	Industrial	Vacant
0200 43100 0100 025000	NOON MICHAEL H	28 DEVON LANE	MIDDLE ISLAND	NY	11953	J2/A1	0.239	Industrial	640
0200 43100 0100 026000	SWINTON FRED & MARANGONI DOMINICK & JULIA	30 DEVON LA	MIDDLE ISLAND	NY	11953	A1	0.234	SF Residential	
0200 43100 0100 027001	LOONEY EDNA R &	170 BROADWAY	BETHPAGE	NY	11714	J2/A1	1.062	Vacant	
0200 43100 0100 028000	TARZIA LEONARD &	1134 MIDDLE COUNTRY RD	SELDEN	NY	11784	J2	0.225	Restaurant	1,339
0200 43100 0200 009001	JACKALONE ELSIE M CUNNINGHAM KENSINGTON &	15 VAN BRUNT AVE	SELDEN	NY	11784	J4	0.571	Office	6,638
0200 43100 0200 010000	HERBIL HOLDING CO & GREAT BAY ASSOCIATES INC	27 BAYOU CT	HOLTSVILLE	NY	11742	J2/A1	2.197	Restaurant	792
0200 43100 0200 019001	500 OLD COUNTRY RD STE 200	GARDEN CITY	NY	11530	J2/A1	4.396	Vacant		
0200 43100 0200 019002	BOX 70	PATCHOGUE	NY	11772	J2/A1	0.457	Auto Sales	528	
0200 43100 0200 020000	TAME ROSS & RUTH MASOTTO CONSTANTINO&EMILY	39 MT SINAI CORAM RD	CORAM	NY	11727	J2/A1	2.625	Auto Sales	2,558
0200 43100 0300 001000	MASOTTO CONSTANTINE&EMILY	5 FREDERICK DR	SHOREHAM	NY	11786	J2/A1	0.983	Vacant	
0200 43100 0300 002000	SKUTCH EMILY	5 FREDERICK DR	SHOREHAM	NY	11786	J2/A1	0.929	Vacant	
0200 43100 0300 003000	TARZIA LEONARD&MARGARET	5 FREDERICK DR	SHOREHAM	NY	11786	J2/A1	0.241	General Commercial	1,020
0200 43100 0300 008000	RAVETZ HARRY & SARAH	5 FAWN MEADOW PATH	WADING RIVER	NY	11792	J2/A1	1.893	Auto Repair	6,900
0200 43100 0300 009000	10 MILFORD CT	PLAINVIEW	NY	11803	J2/A1	2.238	Vacant		
0200 43100 0300 010000	TARZIA LEONARD	5 FAWN MEADOW PATH	WADING RIVER	NY	11792	J2/A1	0.292	Auto Repair	729
0200 43100 0300 011000	TARZIA LEONARD & MARGARET	5 FAWN MEADOW PATH	WADING RIVER	NY	11792	J2	2.616	Auto Repair	8,411
0200 43100 0300 012000	TARZIA LEONARD & MARGARET	106 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	2.203	Vacant	
0200 43100 0300 013001	MAMAGHANI EZA TOLLAH	55 CENTRAL AVE	FARMINGDALE	NY	11735	J2	4.752	Vacant	
0200 43100 0300 013002	MAMAGHANI EZA TOLLAH	55 CENTRAL AVE	FARMINGDALE	NY	11735	J2	4.061	Vacant	
0200 43100 0300 026001	MANZONI LINO & RAYMOND	655 RTE 25A	MT SINAI	NY	11766	J2/A1	0.463	General Commercial	3,608
0200 43100 0300 027000	ECONOMIC PLANNING HEALTH	140 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	0.389	Office	1,500
0200 43100 0300 028001	LONG MARGARET A	195 RADIO AVE	MILLER PLACE	NY	11764	J1	0.366	Auto Repair	3,000
0200 43100 0300 029000						J2	0.122	Vacant	
0200 43100 0300 030005	MAHMUD TARIQ &	103 ASTER AVE	ST JAMES	NY	11780	J2	0.640	General Commercial	No Inventory

0200 43100 0300 031000	MAHMUD TARIQ &	103 ASTER AVE	ST JAMES	NY	11780	J2	0.997	Vacant	
0200 43100 0400 004001	LOMBARDI VITTORIO	185 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	0.316	General Commercial	3,911
0200 43100 0400 005000						A1	0.462	Munisipal	
0200 43100 0400 006000	MIDDLE IS FIRE DIST	ARNOLD DR & RTE 25	MIDDLE ISLAND	NY	11953	A1	0.226	Munisipal	
0200 43100 0400 007000	FIRE DIST	MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	0.452	Munisipal	
0200 43100 0400 008000	BUCHANAN & MARQUES	192 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	0.996	Retail/Office	922
0200 43100 0400 009000	DARIENZO DANIEL &	170 PARK LANE	MIDDLE ISLAND	NY	11953	J2/A1	0.999	Auto Sales	1,000
0200 43100 0400 029000	H & G PLAZA INC	200 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	2.811	General Commercial	18,620
0200 43100 0400 030000	ROBOB LLC	225 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J4	1.464	Office	3,700
0200 43100 0400 031000	MIDDLE ISLAND FIRE DIST	MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2	1.930	Munisipal	
0200 43200 0100 001000	SOIREZ RESLEY F	P O BOX 568	MIDDLE ISLAND	NY	11953	J4	1.601	Office	2,744
0200 43200 0100 002000	SHRUBBERY INC	2 WOODVILLE RD	MIDDLE ISLAND	NY	11953	J2	1.501	Industrial	1,854
0200 43200 0100 003000	HARAHS CORP	970 ROUTE 25A	MILLER PLACE	NY	11764	J2/A1	1.911	Office	1,089
0200 43200 0100 004000	MIDDLE ISLAND CHRISTIAN	271 MIDDLE COUNTRY RD	MIDDLE ISLAND	NY	11953	J2/A1	0.368	Institutional	
0200 43200 0100 006001	SPRING LAKE INC	55 VALENTINE RD	SHOREHAM	NY	11786	J2	1.224	General Commercial	18,375
0200 43200 0100 007000	CEMETER Y	RTE 25	MIDDLE ISLAND	NY	11953	A5	6.363	Cemetary	
0200 43200 0100 008002	BROOKHAVEN TOWN	205 S. OCEAN AVE	PATCHOGUE	NY	11772	A5	1.972	Park/Open Space	
0200 43200 0100 008004	BROOKHAVEN TOWN	205 S. OCEAN AVE	PATCHOGUE	NY	11772	A5	4.368	Park/Open Space	
0200 43200 0100 009003	WALSH GEORGE M	82 PARK ST	CENTEREACH	NY	11720	J2	0.793	Auto Repair	Vacant
0200 43200 0100 009004	BECKER PETER & DIRK	130 BOYLE RD	SELDEN	NY	11784	J2	0.346	Auto Repair	Vacant

## C. Ridge Inventory.

**RIDGE**

KEYFIELD	T_NAME_1	T_ADD_1	T_ADD_2	T_ST		T_ZO		ACRES	EXISTING USE	SQ FT
				ATE	T_ZIP	NE	ACRES			
0200 24400 0100 001000	NEW YORK STATE	50 WOLF RD	ALBANY	NY	12233	A5	68.468	Park/Open Space	Vacant	
0200 24400 0200 017000	CIURELO ROCCO	129 CAMBON AVE	ST JAMES	NY	11780	J2	0.470	General Commercial	1,500	
0200 24500 0100 017000	LAI SUE Y	56-35 196TH PLACE	FRESH MEADOWS	NY	11365	A1	0.296	Vacant	Vacant	
0200 24500 0100 018000	ROTHMAN RUTH,STEVEN IRA	1626 GAMON ROAD	WHEATON	IL	60187	A1	0.388	Vacant	Vacant	
0200 24500 0100 019000	ROTHMAN RUTH	1626 GAMON RD	WHEATON	IL	60187	A1	0.154	Vacant	Vacant	
0200 24500 0100 020000	ROTHMAN RUTH	1626 GAMON RD	WHEATON	IL	60187	A1	0.151	Vacant	Vacant	
0200 24500 0100 021000	MOVTADY JACOB	3 PHEASANT RUN	KINGS POINT	NY	11024	A1	0.154	Vacant	Vacant	
0200 24500 0100 022000	MOVTADY JACOB	3 PHEASANT RUN	KINGS POINT	NY	11024	A1	0.145	Vacant	Vacant	
0200 24500 0100 023000	MOVTADY JACOB	3 PHEASANT RUN	KINGS POINT	NY	11024	A1	0.145	Vacant	Vacant	
0200 24500 0100 024000	MOVTADY JACOB	3 PHEASANT RUN	KINGS POINT	NY	11024	A1	0.147	Vacant	Vacant	
0200 24500 0100 025000	SCHWEIGER ETHEL CHEESE LOVERS	4945 11TH AVENUE N	ST PETERSBURG	FL	33710	A1	0.146	Vacant	Vacant	
0200 24500 0100 026000	INTRNATL LTD	1200 SHAMES DR	WESTBURY	NY	11590	A1	0.142	Vacant	Vacant	
0200 24500 0100 027000	WENDT WILLIAM F	10 CHICHESTER RD	HUNTINGTON STA	NY	11746	A1	0.147	Vacant	Vacant	
0200 24500 0100 028000	RASTEGAR JOHN D	51 HOWARD ST	PATCHOGUE	NY	11772	A1	0.290	SF Residential	1,113	
0200 24500 0100 029000	RAM LAKE PANAMOKA PLAZA	11 SQUAW LANE	MASTIC	NY	11950	J2/A1	0.571	General Commercial	5,000	
0200 26700 0100 002000	TORAN ANTHONY J & DORIS	85 DIX HILLS RD	HUNTINGTON	NY	11743	A5	0.567	Vacant	No Inventory	
0200 26700 0100 003000	BADALAMENTI JOSEPH	8 JUNIPER RD	ROCKY POINT	NY	11778	A1/A5	0.282	Vacant	Vacant	
0200 26700 0100 004000	VAN DEINSE JAMES ADMINISTR	300 MOTOR PKWY ST 215	HAUPPAUGE	NY	11788	J2/A5	0.429	General Commercial	1,166	
0200 26700 0100 005000	TOM GUIDA REALTY CORP	900 PORTION RD	L RONKONKOMA	NY	11779	J2/A1	0.465	Gas Station	1,344	
0200 26700 0200 001000	COMMUNALE R & N STALLONE	P O BOX 87	MILLER PLACE	NY	11764	A5	0.278	Vacant	Vacant	
0200 26700 0200 002000	STALLONE NICHOLAS &	P O BOX 87	MILLER PLACE	NY	11764	A5	0.715	Vacant	Vacant	
0200 26700 0200 003000	LILCO ATT STATE&LOCAL TAX	175 E OLD CTRY	HICKSVILLE	NY	11801	A5	0.692	Utility	Vacant	
0200 26800 0100 001000	SUFFOLK COUNTY	CENTER DRIVE	RIVERHEAD	NY	11901	A5	9.706	Park/Open Space	Vacant	
0200 29400 0400 025000	LEVY-OAKS DARIENNE & MARK,	103 MORRILL DRIVE	BURLINGTON	VT	05401	A2	2.779	Vacant	Vacant	
0200 29400 0400 026000	STATE OF NEW YORK	50 WOLF RD	ALBANY	NY	12233	A2	2.688	Park/Open Space	Vacant	
0200 29400 0400 027000	SUFFOLK COUNTY	330 CENTER DRIVE	RIVERHEAD	NY	11901	A2	3.676	Park/Open Space	Vacant	
0200 29500 0100 001000	STATE OF NEW YORK	50 WOLF ROAD	ALBANY	NY	12233	J2	6.487	Park/Open Space	Vacant	
0200 29500 0100 002000	STATE OF NEW YORK	50 WOLF ROAD	ALBANY	NY	12233	J2	2.209	Park/Open Space	Vacant	
0200 29500 0100 003001	STATE OF NEW YORK LAURO EUGENE	50 WOLF ROAD	ALBANY	NY	12233	J2	6.265	Park/Open Space	Vacant	
0200 29500 0100 004000	REVOCABLE	P O BOX 2100	AQUEBOGUE	NY	11931	A2	3.872	Institutional	7,370	
0200 29500 0100 005001	LAURO CARLO	PO BOX 2100	AQUEBOGUE	NY	11931	J4	2.719	Institutional	Vacant	
0200 29500 0100 005002	LAURO CARLO	PO BOX 2100	AQUEBOGUE	NY	11931	J4	0.132	Institutional	2,113	
0200 29500 0100 005003	LAURO CARLO	PO BOX 2100	AQUEBOGUE	NY	11931	J4	0.126	Institutional	Vacant	
0200 29500 0100 006000						A1	35.398	Park/Open Space	Vacant	
0200 29500 0200 001000	OSTERHOFF W & E BARRETT	380 GLADYS RD	TITUS	AL	36080	A1	1.990	Vacant	Vacant	
0200 29500 0200 002000	PENNACCHIA JOHN &JEANNETTE	942 MIDDLE COUNTRY RD	RIDGE	NY	11961	A1	1.499	SF Residential	3,656	
0200 29500 0200 003000	MORANO JOSEPHINE& ROSE M	570 BROADWAY APT 17A	LYNBROOK	NY	11563	A1	0.528	Vacant	Vacant	
0200 29500 0200 004001	DELUCA VINCENT & CARMEL	RTE 25 & PINE BARK	RIDGE	NY	11961	J2/A1	0.817	Auto Repair	6,788	
0200 29500 0200 005001	VICCHIULLO FRANK & CAROLYN	14488 STERLING RUN	BROOKSVILLE	FL	34609	A1	0.292	Vacant	Vacant	
0200 29500 0200 005002	BELLAVIA SAL & VIRGINIA	6 NOAH'S PATH	ROCKY POINT	NY	11778	J2/A1	0.152	Auto Repair	380	
0200 29500 0200 006001	GULINO GEORGE	P O BOX 26	RIDGE	NY	11961	J	4.003	Vacant	Vacant	
0200 29500 0200 007002	PLEASANT ASSOCIATES	13 CHANTICLARE DR	MANHASSET	NY	11030	A1	2.196	Vacant	No Inventory	
0200 29500 0200 008000	MIRO 800 LLC	PO BOX 1519	MELVILLE	NY	11747	J2/A1	0.412	SF Residential	2,250	
0200 29500 0200 009000	PETERSEN ANGELA	11645 PEARL DR	NEW PORT RICHEY	FL	34654	A1	0.378	Vacant	2,062	

0200 29500 0200 015000	DOUGHERTY JOHN & DAVID	3909 ROYAL WOODS BLVD	NAPLES	FL	34113	A1	1.114	Vacant	No Inventory
0200 29500 0200 016001	DADDINO VINCENT AL & FRANK	6 LONG BOW ST	WADING RIVER	NY	11792	A1	0.726	Vacant	
0200 29500 0200 017001	KAUFOLD SUSAN	724 MIDDLE COUNTRY RD	RIDGE	NY	11961	A1	1.420	General Commercial	2,125
0200 29500 0200 018000	KAUFOLD RICHARD & SUSAN	724 MIDDLE COUNTRY RD	RIDGE	NY	11961	J2/A1	6.707	General Commercial	1,800
0200 29500 0200 019000	DELORENZO SALVATORE LF EST	RTE 25 & CRESCENT BOW	RIDGE	NY	11961	J2/A1	0.813	Industrial	Vacant
0200 29500 0200 020000	DELORENZO SALVATORE LF EST	RTE 25 & CRESCENT BOW	RIDGE	NY	11961	J2/A1	1.308	Industrial	6,480
0200 29500 0200 025000	SUFFOLK COUNTY PINE TRAIL	CENTER DRIVE	RIVERHEAD	NY	11901	A1	7.304	Park/Open Space	Vacant
0200 29500 0300 001002	BROOKHAVEN TOWN	3233 RTE 112	MEDFORD	NY	11763	A1	1.539	Vacant	688
0200 29500 0300 002000	NOGHREY JASHMID	27870 FAWN CREEK CT	LOS ALTOS HILLS	CA	94022	A1	2.994	Vacant	Vacant
0200 29500 0300 003000	SALMON PAULINE	701-195 KETTNER BLVD	SAN DIEGO	CA	92101	A1	0.991	Vacant	1,512
0200 29500 0300 004000	BANAYAN VICTOR	PO BOX 107	CENTER MORICHES	NY	11934	A1	1.995	Vacant	RETIRED
0200 29500 0300 005000	YOMTOBIAN CYRUS	15 N CLOVER DR	GREAT NECK	NY	11021	A1	1.006	Vacant	No Inventory
0200 29500 0300 007002	BANAYAN VICTOR	PO BOX 107	CENTER MORICHES	NY	11934	A1	1.470	Vacant	No Inventory
0200 29500 0300 029000	IPPOLITO ANDREW & JOAN	61B MIDDLE CTRY RD	RIDGE	NY	11961	A1	0.536	SF Residential	2,016
0200 29500 0300 030000	JONES RONALD J & W	504 MIDDLE CNTRY RD	RIDGE	NY	11961	A1	0.219	SF Residential	1,502
0200 29500 0300 031000	FERRARA CATHERINE & ORS	PO BOX 2510	EAST HAMPTON	NY	11937	A1	1.370	SF Residential	RETIRED
0200 29600 0100 001001						A10	#####	Park/Open Space	RETIRED
0200 29600 0100 001002	BROOKHAVEN TOWN	205 S OCEAN AVE	PATCHOGUE	NY	11772	A10	#####	Park/Open Space	Vacant
0200 29600 0100 002000	SUFFOLK COUNTY	PO BX 37	OAKDALE	NY	11769	A5	5.430	Utility	Vacant
0200 29700 0100 001001	GONZALEZ RICHARD SHANE	448 ROUTE 25	RIDGE	NY	11961	A1	2.961	SF Residential	877
0200 29700 0100 001002	RUTH STEPHEN & ELIZABETH	448 MIDDLE COUNTRY RD	RIDGE	NY	11961	J2/A1	1.994	Industrial	688
0200 29700 0100 002000	GULL DIP ASSOCIATES	13 CHANTICLARE DR	MANHASSET	NY	11030	J2/A1	4.988	Vacant	RETIRED
0200 29700 0100 003000	LAHARA MARIO & YOLANDA	2468 NE GINGER TERRACE	JENSEN BEACH	FL	34957	J2/A1	4.610	SF Residential	360
0200 29700 0100 008000	SUFFOLK COUNTY	10 OVAL DRIVE	HAUPPAUGE	NY	11788	A10	99.692	Park/Open Space	Vacant
0200 29700 0100 010000	KUSHANIAN G&POULDAR TRUST&	10660 WILSHIRE BLV STE 310	LOS ANGELES	CA	90024	A1	1.884	Vacant	Vacant
0200 29700 0100 011001	DAWSON BRIAN & BONNIE LYNN	241 REMSEN RD	WADING RIVER	NY	11792	A1	0.210	Vacant	Vacant
0200 29700 0100 011002	KUSHANIAN G& S POOLDAR&	10660 WILSHERE BLVD STE310	LOS ANGELES	CA	90024	A1	0.893	Vacant	Vacant
0200 29700 0100 012000	GARGIULO STEVEN	318 RTE 25	RIDGE	NY	11961	A1	0.361	SF Residential	1,872
0200 29700 0100 013000	NAFTAL ASSOCIATES LP	13 CHANTICLARE DR	MANHASSET	NY	11030	A1	6.247	Vacant	Vacant
0200 29700 0100 014001	SUFFOLK COUNTY	CENTER DRIVE	RIVERHEAD	NY	11901	A5	#####	Park/Open Space	Vacant
0200 29700 0100 014002	LILCO ATT STATE&LOCAL TAX	175 E OLD COUNTRY RD	HICKSVILLE	NY	11801	A5	15.974	Utility	Vacant
0200 32500 0100 011000	NEW YORK STATE	STATE OFF BLDG VETS MEM HY	HAUPPAUGE	NY	11788	A5	#####	Park/Open Space	Vacant
0200 32500 0100 013000	EHLERS FREDERICK & HELEN	BOX 191	RIDGE	NY	11961	A2	35.413	SF Residential	1,040
0200 32500 0100 014000	EHLERS FREDERICK & HELEN	P O BOX 4973	HOUSTON	TX	77210	J2	0.294	Gas Station	2,277
0200 32500 0100 015000	CAMPOS GEORGE & ORS.	186-09 UNION TURNPIKE	FLUSHING	NY	11300	J2	4.517	Vacant	Vacant
0200 32600 0100 001000	EHLERS FREDERICK & HELEN	BOX 191	RIDGE	NY	11961	A2	9.385	Vacant	Vacant
0200 32600 0100 002000	PAPANDON BESS	PO BOX 1017	MELVILLE	NY	11747	J5	1.489	Gas Station	1,798
0200 32600 0100 003000	SWIDER PETER	2 SALLY LANE	RIDGE	NY	11961	A1	0.397	SF Residential	1,850
0200 32600 0100 004000	KRUTKI CARL J & GREENFIELD JAMES E &	4 SALLY LANE 555 BLOOMINGGROVE DR	RIDGE	NY	11961	A1	0.407	SF Residential	1,147
0200 32600 0100 005000	MINI TRAVELERS INC	585 BROAD HOLLOW RD	RENSSELAER	NY	12144	A1	0.371	SF Residential	1,680
0200 32600 0100 006001	KIPPERMAN RUSS & LISA	10 SALLY LA	RIDGE	NY	11961	A1	0.719	SF Residential	2,970
0200 32600 0100 007000	SUFFOLK COUNTY		RIVERHEAD	NY	11901	A1	0.434	Vacant	1,482
0200 32600 0100 008000	RECTOR JACK & HELEN	18 SALLY LA	RIDGE	NY	11961	A1	0.343	SF Residential	1,170
0200 32600 0100 011000	FARRELL THOMAS & ANNE	15 SALLY LANE	RIDGE	NY	11961	A1	0.294	SF Residential	1,622
0200 32600 0100 013000	FARRELL R J	19 SALLY LANE	RIDGE	NY	11961	A1	0.712	Vacant	Vacant
0200 32600 0200 001000	DORIA JOSEPH & REGINA	6 DEW FLAG RD	RIDGE	NY	11961	A1	0.497	SF Residential	640

0200 32600 0200 002000	DORIA JOSEPH & REGINA	1 DEER LEAP DR	RIDGE	NY	11961	A1	0.788	Vacant	Vacant
0200 32600 0200 011000	STEELE DEAN WILLIAM	PO BOX 965	SMITHTOWN	NY	11787	A1	0.180	SF Residential	1,040
0200 32600 0200 012000	CONKLIN WILLET&PATRICIA	34 FRANCIS MOONEY DR	RIDGE	NY	11961	A1	0.993	SF Residential	1,564
0200 32600 0200 013000	SHEWPRASHAD ALYSON	32 DEW FLAG RD	RIDGE	NY	11961	A1	1.049	SF Residential	2,079
0200 32600 0200 014000	WISSMANN DAVID&LEE STAGNER	P O BOX 291	RIDGE	NY	11961	A1	2.479	SF Residential	1,314
0200 32600 0200 015000	BUBKA JOHN & CHARLES JR	2121 DEW FLAG RD	RIDGE	NY	11961	A1	0.301	SF Residential	1,414
0200 32600 0200 016000	DRISCOLL BRIAN &	22 FRANCIS MOONEY DR	RIDGE	NY	11961	A1	0.531	SF Residential	1,381
0200 32600 0200 017000	FIRE DIST	MIDDLE CNTRY RD	RIDGE	NY	11961	A1	1.000	Munisipal	8,046
0200 32600 0200 018000	FIRE DIST	MIDDLE COUNTRY RD	RIDGE	NY	11961	A1	1.548	Munisipal	10,746
0200 32600 0200 019000	DORIA JOSEPH & REGINA	92 CHATHAM DR	OAKDALE	NY	11769	A1	0.431	Vacant	Vacant
0200 32600 0300 002000	ROMAN CATHOLIC DIOCESE OF	50 NORH PARK AVENUE	ROCKVILLE CENTRE	NY	11570	J2	2.729	Vacant	Vacant
0200 32700 0100 004001	SUSA PARTNERSHIP LP	SUITE 1100	COLUMBIA	MD	21044	J2	4.665	Industrial	70,074
0200 32700 0100 005000	SOSNOWY CHRISTA &	11 HIGHGATE DRIVE	SETAUKET	NY	11733	J2/A1	1.601	General Commercial	1,464
0200 32700 0100 007000	ANDERSON ROBERT,JOYCE, LE NA	128 BURKWOOD PLACE	AIKEN	SC	29801	A1	0.981	Vacant	No Inventory
0200 32700 0100 008000	CONSTRUCTION INC	4992 EXPRESSWAY DR S	RONKONKOMA	NY	11779	A1	1.898	General Commercial	
0200 32700 0100 009000	TOUSSIE ROBERT I	290 EXETER ST	BROOKLYN	NY	11235	A1	3.093	Vacant	Vacant
0200 34900 0200 001003	PEOPLE OF THE STATE OF NY	50 WOLF RD	ALBANY	NY	12233	A2	#####	Park/Open Space	CROP LAND
0200 34900 0300 001000	SUBURBIA FEDERAL S&L ASSOC	1 ASTORIA FEDERAL PLAZA	LAKE SUCCESS	NY	11042	J2	0.891	Office	2,781
0200 35000 0100 007000	GIAQUINTO-STRIPPOLI ASSOC	429 CARLLS PATH	DEER PARK	NY	11729	A1	2.124	Vacant	Vacant
0200 35000 0100 008000	GIAQUINTO-STRIPPOLI ASSOC	429 CARLLS PATH	DEER PARK	NY	11729	A2	1.470	Vacant	Vacant
0200 35000 0100 012000	GULA WALTER & NICHOLAS	RTE 25	RIDGE	NY	11961	J2	0.058	Auto Repair	Vacant
0200 35000 0100 013000	AROUND THE CLOCK COLLISION	BOX 281	RIDGE	NY	11961	J2/A2	0.509	Auto Repair	5,550
0200 35000 0100 014000	DOHERTY RITA	1901 MIDDLE COUNTRY RD	RIDGE	NY	11961	J2	0.457	SF Residential	974
0200 35000 0100 023000	LEEMILTS PETROLEUM INC	125 JERICHO TPKE	JERICHO	NY	11753	J5/A2	0.938	Gas Station	1,653
0200 35000 0100 031000	GIAQUINTO-STRIPPOLI ASSOC	429 CARLLS PATH	DEER PARK	NY	11729	A2	0.899	Vacant	Vacant
0200 35000 0100 032000	RAYNOR REALTY LLC	1760 ROUTE 25A	RIDGE	NY	11961	A2	7.244	General Commercial	No Inventory
0200 35000 0200 001001	WOOD ROBERT & GLORIA	17 SMITH RD	RIDGE	NY	11961	J2/A1	1.033	General Commercial	1,816
0200 35000 0200 002002	MONTANA ROBERT & PAULA	214 LITTLE EAST NECK RD	W BABYLON	NY	11704	J2/A1	0.408	General Commercial	2,096
0200 35000 0200 003000	WOOD GLORIA C	17 SMITH RD	RIDGE	NY	11961	J2/A1	0.491	General Commercial	1,620
0200 35000 0200 004000	MTK ENTERPRISES INC	PO BOX 1270	CUTCHOGUE	NY	11935	J2/A1	0.561	General Commercial	No Inventory
0200 35000 0200 006001	HALLER RAYMOND J &	328 HILLSIDE AVE	WILLISTON PARK	NY	11596	J2/A1	0.249	Restaurant	1,636
0200 35000 0200 007000	LITTMAN HARRY D &	1800 MIDDLE COUNTRY RD	RIDGE	NY	11961	J2/A1	0.297	General Commercial	2,156
0200 35000 0200 008000	EVERING ALLAN B & HOPE M	194-14 LINDEN BLVD	ST ALBANS	NY	11412	J2/A1	0.301	Restaurant	672
0200 35000 0200 009000	GULINO GEORGE	94 WOODLOT RD	RIDGE	NY	11961	J2	0.250	General Commercial	336
0200 35000 0200 011000	GULINO GEORGE	94 WOODLOT RD	RIDGE	NY	11961	J2/A1	0.920	General Commercial	1,760
0200 35100 0100 001003	SPA 77 N LP	1455 VETERANS HWY	HAUPPAUGE	NY	11788	A2	2.554	Vacant	Vacant
0200 35100 0100 002000	MTK ENTERPRISES INC	P O BOX 1270	CUTCHOGUE	NY	11935	J2	0.566	General Commercial	4,066
0200 35100 0100 003000	LABOZETTA ANTHONY	104 SHEFFIELD DRIVE	RIDGE	NY	11961	J2/A2	0.669	Agriculture	648
0200 35100 0100 004000	MULLER HENRY & W	15 SALT MEADOW LA	EAST PATCHOGUE	NY	11772	J2/A2	0.775	SF Residential	664
0200 35100 0100 005000	FEHRENBACH ROBERT H	5 NANTUCKET LA	DEER PARK	NY	11729	J2/A2	0.674	Vacant	Vacant
0200 35100 0100 006000	AVIATION MAINTENANCE-	1685 MIDDLE COUNTRY RD	RIDGE	NY	11961	J4	1.268	SF Residential	1,512
0200 35100 0100 007001	VARDAROS JOHN	3951 LAKE AVE	RIVERHEAD	NY	11901	J2/A2	0.104	General Commercial	810
0200 35100 0100 007002	VARDAROS JOHN	3951 LAKE AVE	RIVERHEAD	NY	11901	J2/A2	0.621	General Commercial	1,643
0200 35100 0100 008000	1677 RIDGE ROAD REALTY CRP	900 PORTION RD	LAKE RONKONKOMA	NY	11779	J2/A2	0.486	Gas Station	2,889
0200 35100 0100 009000	U S POSTAL SERVICE	C/O NORTHEAST REGION	NEW YORK	NY	10098	J2	0.990	Munisipal	4,408
0200 35100 0100 010000	RAZZANO WILLIAM G	17 MAURITZ BLVD	MIDDLE ISLAND	NY	11953	J2/A1	1.469	Vacant	Vacant
0200 35100 0100 011000	RIDGE REALTY ASSOCIATES	1740 MIDDLE COUNTRY RD	RIDGE	NY	11961	J2/A1	0.228	General Commercial	900

0200 35100 0100 022000	LEWIS & KOSMYNKA LLC	PO BOX 35370	LOUISVILLE	KY	40232	J2/A1	2.010	Restaurant	2,065
0200 35100 0200 002000	GULINO GEORGE	94 WOODLOT RD	RIDGE	NY	11961	J2/A1	1.012	General Commercial	1,973
0200 35100 0200 003000	PITKA JOHN & CAROL	90 RYANOR RD	RIDGE	NY	11961	J2/A1	1.156	General Commercial	1,924
0200 35100 0200 004000	LUTZEN GUNTHER	68 FAIRFAX DR	CORAM	NY	11727	J2	0.331	General Commercial	1,600
0200 35100 0200 006001	COLGATE DESIGN CORP	3605 MERRICK RD	SEAFORD	NY	11783	J2	0.771	Vacant	Vacant
0200 35100 0200 020000	FRANKLIN JOHNSON INC	2711 N HASKELL AVE	DALLAS	TX	75204	J2	0.443	General Commercial	2,662
0200 35100 0300 001001	KOSMYNKA MARTIN&GEO LEWIS	34A RIDGEWAY AVE	SETAUKET	NY	11733	J2/A1	2.414	Restaurant	3,862
0200 35100 0300 002001						A1	0.479	Vacant	
0200 35100 0300 003005	TARZIA LEN & S MALGUARNERA	1134 MIDDLE COUNTRY RD	SELDEN	NY	11784	A1	4.998	Vacant	Vacant
0200 40600 0100 001000	EGAN KATHLEEN	33 JOYCE WAY	BAYSHORE	NY	11706	J2/A1	5.883	Vacant	
0200 40600 0100 002000	EGAN KATHLEEN	33 JOYCE WAY	BAYSHORE	NY	11706	J2/A1	4.802	Vacant	
0200 40600 0100 003000	ST JOSEPHS R C CHURCH	CHURCH ST	LAKE RONKONKOMA	NY	11779	J2/A1	1.092	Vacant	Vacant
0200 40600 0100 004003	AVR RIDGE ESTATES LLC	ONE EXECUTIVE BLVD	YONKERS	NY	10701	J2	72.444	Vacant	Vacant
0200 40600 0200 007000	SIJACK PROPERTIES	13 CHANTICLARE DR	MANHASSET	NY	11030	A1	0.094	Vacant	Vacant
0200 40600 0200 008001						A10	7.981	Park/Open Space	
0200 40600 0200 008002	LILCO ATT STATE&LOCAL TAX	175 E OLD CTRY RD	HICKSVILLE	NY	11801	A10	2.070	Utility	Vacant
0200 40600 0200 009000	STATE OF NEW YORK	50 WOLF RD	ALBANY	NY	12233	A1	36.600	Park/Open Space	Vacant

## 6. Economic Analysis.

### THOMAS CONOSCENTI & ASSOCIATES, INC.

CONSULTING ECONOMISTS  
REGIONAL AND PUBLIC FINANCE ANALYSIS

7 Canterbury Lane Nesconset, NY 11767

631-361-9052 Fax 631-361-3519

E-mail ThomasC984@aol.com

September 29, 2005

Mrs. Brenda Prusinowski  
Chief Deputy Planning Director  
Town of Brookhaven  
One Independence Hill  
Farmingville, NY 11738

Dear Mrs. Prusinowski:

The attached document contains our Economic Impact Analysis of the Middle Country Corridor. The study includes an analysis of the following:

- An evaluation of the Town's fiscal base, resulting from developing the corridor as it is currently zoned or as proposed Land Use plan.
- An evaluation of the economic impact resulting from the current zoning or proposed Land Use plan.
- An evaluation of the retail sector of the corridor for both
- Finally, a comparison of the Current Zoning and the proposed Land Use plan.

***Based on the analysis, Thomas Conoscenti & Associates, Inc. concluded that the Land Use Proposal yields a higher economic, fiscal and commercial impact in the corridor, if fully developed compared to the existing zoning, if fully developed***

On a professional level, Thomas Conoscenti & Associates, Inc. has enjoyed working closely you and your staff, Ms. Diane Mazarakis and Mr. Joe Sanzano. Your help and guidance proved invaluable in developing the model(s) and analyzing the model(s) output(s). TCA is grateful for having had the opportunity to work with such highly qualified professionals.

**MIDDLE COUNTRY CORRIDOR  
ECONOMIC STUDY**

I would like to make a professional comment concerning the corridor. What your department has done with this Corridor Study is what people are currently calling "Smart Growth." Your work, plus the work you invited us to participate in has brought the concept to the next dimension. This is the first study on Long Island that I am aware of that looks at planning changes and the economic consequences of those changes. Thus, it was a long but enjoyable journey on a new road to responsible planning.

After you have reviewed the study, please contact me to arrange for us to meet with you and your staff to discuss the fine points of our analysis and to answer any questions you may have.

Once again, it was a pleasure working with you.

Regards,

Thomas Conoscenti, Ph.D.

**MIDDLE COUNTRY CORRIDOR  
ECONOMIC STUDY**

THOMAS CONOSCENTI & ASSOCIATES, INC.  
CONSULTING ECONOMISTS  
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**MIDDLE COUNTRY CORRIDOR  
ECONOMIC STUDY**

**Prepared for the**

**BROOKHAVEN TOWN  
PLANNING DEPARTMENT**

**Prepared  
September 29, 2005  
Copyright 2005**

# **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

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# **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

## **1.0 INTRODUCTION**

The Town of Brookhaven Planning Department, at the initiation of the Brookhaven Town Board, reviewed the current zoning in the corridor between Coram and Ridge, a distance of approximately 6.5 miles. The corridor, as currently developed, has a mix of different types of land uses ranging from commercial, to single family housing. The purpose of the Planning Board's study is to take a fresh look at the corridor with a view of evaluating the current land use in the corridor to determine whether a more efficient land use plan could be developed which would better serve the needs of the community and, the Town of Brookhaven. The Planning Department, after many months of collecting data, analyzing, and meetings with the community, developed a new land use plan. The new plan, unlike the current zoning contains three- (3) distinct areas of commercial activity, which are called nodes. As part of their analysis, Thomas Conoscenti and Associates, Inc., Regional and Public Finance Economists, was commissioned to evaluate the economic, fiscal, and retail implications of the Proposed Land Use to the corridor:

Thomas Conoscenti & Associates, Inc. has worked closely with the Brookhaven Town Planning Department's Chief Deputy Planning Director, Brenda Prusinowski; Senior Planner, Diane Mazarakis and Planner, Mr. Joe Sanzano, and agencies within the Town, the Suffolk County Planning Department, and the Long Island Regional Planning Board in developing this analysis. Their help and guidance proved invaluable in developing the model(s) and analyzing the model(s) output(s). TCA is grateful for having had the opportunity to work with these highly qualified professionals.

## **2.0 OBJECTIVES OF THE STUDY**

The overall objective of this study is to evaluate the economic impact of zoning changes in the corridor along Middle Country Road (Route 25) between Coram and Ridge in the Town of Brookhaven, as follows:

- Evaluate the impact resulting from developing the corridor under its current zoning on the Town of Brookhaven, the local economy and the Town's fiscal base as outlined in the "Middle Country Road Corridor Study and Land Use Plan for Coram, Middle Island and Ridge" prepared by the Brookhaven Town Planning Department in January of 2005. This study includes the effects of developing the sites, calculating the changes

## **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

in the assessed value and tax revenues to the Town of Brookhaven and the Longwood School District.

- Evaluate the impact, resulting from developing the corridor under the proposed Land Use plan on the Town's fiscal base.
- Evaluate economic impact resulting from developing the corridor under the Town's current zoning for the corridor, on the Town's economy, i.e., regional income, jobs, wages, and tax revenues.
- Evaluate economic impact resulting from developing the corridor under the proposed land use plan, i.e., regional income, jobs, wages, and tax revenues.
- Evaluate the effect of the current zoning on the future retail sector of the corridor.
- Evaluate the effect of the proposed land use plan on the future retail sector in the corridor.
- Evaluate the differences between the current use and the proposed land use plans.

### **3.0 METHODOLOGY**

The statistical methodologies used in this study are taken from a number of standard statistical and econometric procedures. Analyses developed by the Bureau of Economic Analysis, Bureau of Regional Analysis, Econometric Model of Long Island and other models developed by Dr. Thomas Conoscenti were also used in this study. In addition, the statistical programs used in this analysis include E-Views, SPSS, and the statistical routines provided in Excel. The Town of Brookhaven Assessor's Office provided TCA with Section, lot and Block number, Assessment and tax revenue data for each of the properties in the corridor. This data provided to us was in an Excel Format. Utilizing this data, TCA wrote special language to sort, calculate, test, and perform other routines to conduct this analysis.

Since there are a number of different statistical analyses to this report, TCA has provided in the Appendix section of the report, the backup to the statistical information provided in section 4.0 to 7.0 of this report. For each schedule of the Appendix, TCA has provided a title sheet with an explanation of

## **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

how the table was formulated; this, in our opinion, makes it easier for the reader who is interested in the technical aspects of the study.

In addition, Dr. Conoscenti developed a model, of which, a schematic of the model is also outlined in the Appendix of this report.

### **4.0 FINDINGS and OBSERVATIONS**

#### **4.1 DEVELOPMENT POTENTIAL UNDER EITHER SCENARIO**

The corridor, as it is currently developed, contains approximately 2.4 million sq. ft. of building space. This includes a mix of commercial, industrial, retail, office, institutional, municipal, residential living, park/open space, as well as zoned, but not developed, vacant land. If the existing vacant land were developed in accordance with its existing zoning, during the next thirty (30) years approximately 3,080,709 additional sq ft of development would be added to the corridor. This would bring the development to over 5,529,090 sq. ft. This represents an increase of +55.7 percent by the time the corridor reaches its maximum build-out.<sup>1</sup>

The corridor, if developed under the Planning Department's new proposed land use for the Corridor increases square feet developed by 7,841,691 at its maximum, bringing the total development to a level of 10,290,072. This is an increase of +76.2 percent. This is a net increase of 4,760,902 sq feet over the existing zoning. The following table summarized these calculations.

**MIDDLE COUNTRY CORRIDOR STUDY**  
Square Footage of Land Developed  
2004

	<b>Total</b>	<b>% Distribution</b>
Developed	2,448,381	44.3%
Current Zoning Developed	<u>+3,080,709</u>	<u>55.7%</u>
Total Sq. Ft. Developed	5,529,090	100.0%
Developed	2,448,381	23.8%
Proposed Land Use Changes	<u>+7,841,691</u>	<u>76.2%</u>
Total Sq. Ft. Developed Increase over Current Zoning	10,290,072	100.0%
Percent Increase Proposed Developed/Current Zoning	86%	
Net Increase of Sq footage of Build out	+4,760,902	
Source Appendix		

# **MIDDLE COUNTRY CORRIDOR**

## **ECONOMIC STUDY**

The reasons for these differences are as follows:

1. **Increased Development Yields Open Space:** A number of sites in each nodal, under the existing zoning will be converted to Park/Open Space, with some of residential land being converted to commercial such as Main Street with higher density with some of the commercial properties being converted to residential apartments over stores. In addition, in the Middle Island node, a large tract of Commercial/Industrial is proposed to be converted to residential housing with a lake and park like amenities.
2. **Increase in Park/Open Space:** The proposed land use plan provides for significantly more acreage of Park/Open space.
- 3.
4. **Shifting Commercial Base:** Currently, the existing developed land supports an estimated 2.4 million sq. feet of development. Commercial development, as it currently exists represents 82.8 percent of the total sq footage while residential development represents 17.2 percent of total sq. footage. If the corridor is developed under the current zoning, the residential mix will change to 29.1% with the commercial mix changing to 71.9 percent. If the corridor instead is developed according to the proposed land use plan, the residential sq. footage becomes 22.4 percent with commercial being 77.6 Percent. This represents a shift from residential to commercial development.

### **MIDDLE COUNTRY CORRIDOR STUDY**

Percent Distribution of Commercial and Residential Sq. Ft Development

	Existing Development		
	Commercial	Residential	
Coram	75.6	24.4	100.0
Middle Island	95.3	4.7	100.0
Ridge	77.8	22.2	100.0
<i>Total</i>	<i>82.8</i>	<i>17.2</i>	<i>100.0</i>

	Existing + Current Zoning		
	Commercial	Residential	
Coram	66.5	33.5	100.0
Middle Island	71.0	29.0	100.0
Ridge	73.3	26.7	100.0
<i>Total</i>	<i>69.9</i>	<i>30.1</i>	<i>100.0</i>

	Existing + Proposed Zoning		
	Commercial	Residential	
Coram	72.1	27.9	100.0
Middle Island	69.6	30.4	100.0
Ridge	63.3	36.7	100.0
<i>Total</i>	<i>70.1</i>	<i>29.9</i>	<i>100.0</i>

Prepared by Dr. Thomas Conoscenti

<sup>1</sup> Note: For this study, it is anticipated that it would take 30 years to build out the corridor.

# **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

## **5.0 FISCAL IMPLICATIONS**

Developments under existing zoning or under the proposed land use plan have various fiscal implications for the Town of Brookhaven and the Longwood School District. The following presents these implications and assumes that the properties will be build out a thirty- (30) year period. For purposes of this analysis, we have calculated the fiscal implications as a snapshot in time when total build out is completed at the current cost of construction and at the current tax rates.

## **5.1 CURRENT ZONING**

The total assessed valuation, for Town purposes, of properties in the corridor is \$4,461,652. By applying the tax rate to the assessed valuation, this generates over \$10,067,403 in total real property tax revenues. Of this, the Town receives \$410,828 and the Longwood School District receives \$6,007,329. If the vacant land in the corridor is developed under the existing zoning, the assessed value will increase by \$9,032,045 corresponding increase in real property tax revenues for the Town and the Longwood School District of \$989,551 and \$14,685,834 respectively. In addition, the Town of Brookhaven and the Longwood School District, after subtracting the per capita population burdens, will receive a surplus of \$500,359 and the school district of \$8,860,250 respectively.

### **COST BENEFIT ANALYSIS UNDER EXISTING ZONING**

	<b>(30 year Phase In)</b>			
	<b>Assessed Valuation</b>	<b>Tax Revenues</b>	<b>Town Taxes</b>	<b>School District</b>
Currently Developed (1)	\$4,461,652	\$10,067,403	\$410,828	\$6,007,329
<b>Existing Zoning</b>				
Incremental Revenue	\$9,032,045	\$22,489,792	\$989,551	\$14,685,834
Impact on the Town of Brookhaven				
Est. Per Capita Expenditures (Town)				\$ 408
Add Population				1,199
Est. Additional Cost to the Town				\$ 489,192
<b>Surplus/Deficit*</b>				<b>\$ 500,359</b>
<b>Impact on the Longwood School District</b>				
Cost per Student (2)				\$ 16,364
Est. Additional Students				356
Est. Costs				<u>\$ 5,825,584</u>
<b>Surplus/Deficit*</b>				<b>\$ 8,860,250</b>

(1) Tax revenues include taxes on undeveloped land.

## **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

Source: SCOPE Annual LI Education Almanac, Suffolk County, 2005

\* Surplus/Deficit calculated by subtracting est. costs from incremental revenues.

### 5.2 PROPOSED LAND USE

If the properties are developed, under the proposed land use, the assessed value will increase by \$24,558,214 with corresponding increases in real property tax revenues to the Town of Brookhaven for \$2,706,606 and the Longwood School District of \$40,168,490. In addition, the Town of Brookhaven and the Longwood School District, after subtracting the per capita population burdens, will receive a surplus of \$1,592,766 and the school district of \$23,280,824 respectively.

#### COST BENEFIT ANALYSIS UNDER PROPOSED LAND USE

(30 Year Phase In)

	Assessed Valuation	—Revenues—		
		Tax	Town	School District
Currently Developed (1)	\$ 4,226,053	\$ 9,468,049	\$ 386,150	\$ 5,634,963
<b>Proposed Land Use Changes</b>				
Incremental Revenue	\$24,558,214	\$61,513,767	\$2,706,606	\$40,168,490
Impact on the Town of Brookhaven				
Est. Per Capita Expenditures (Town)				\$ 408
Add Population				2,730
Est. Additional Cost to the Town				<u>\$ 1,113,840</u>
<b>Surplus/Deficit*</b>				<b>\$ 1,592,766</b>
Impact on the Longwood School District				
Cost per Student <sup>(1)</sup>				\$ 16,364
Est. Additional Students				1,032
Est. Costs				<u>\$16,887,648</u>
<b>Surplus/Deficit*</b>				<b>\$23,280,842</b>

(1) Tax revenues include taxes on undeveloped land.

Source: SCOPE Annual LI Education Almanac, Suffolk County, 2005

\* Surplus/Deficit calculated by subtracting est. costs from incremental revenues.

**Based on the above calculations, the new Land Use proposal generates a surplus to both the Town of Brookhaven and the Longwood School District.**

# **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

## **6.0 ECONOMIC IMPACT ANALYSIS**

As a starting point for this analysis, we ask the question "What is an economic impact?" An economic impact refers to total change in employment and income that result from the injection of spending into an economy. It is important to understand that a dollar in spending will generate more than one dollar in regional income. For example, the wage income received by employees of a firm is spent in the local economy on the purchase of goods and services. Businesses that receive this spending now have the means to increase their spending to make payments on debts incurred, make outlays for items such as inventory, stock, or advances on orders, etc.

Thus, this money is spent several times, spreading into different sectors of the local economy, each time giving rise to new levels of income. This unbroken series of income conversions constitutes what is commonly known as the "multiplier or ripple effect."

Based on the above, the economic effects of the development of the Middle Country Corridor, which includes Coram; Middle Island; and Ridge, on the local economy are of two kinds:

1. There are the direct effects resulting from the construction of the buildings.
2. The long-term (permanent) impact of the operation the commercial properties.

For this study, the economic impact multipliers (factors) were obtained from an econometric model of Long Island developed by Dr. Thomas Conoscenti and the RIMS model developed by the U.S. Department of Commerce.

The following calculations are the expected economic impact of developing the corridor under its present zoning as well as under the proposed land use plan. The economic impacts include those generated because of the construction and the long-term (permanent) operation of the commercial properties

### **6.1 CONSTRUCTION AND PERMANENT IMPACT UNDER CURRENT ZONING**

If the Middle Country Corridor is developed according to present zoning over a 30-year build out it will have had, when it is totally built out, a total economic impact of \$1,003,506,076 in construction spending. Associated with this construction spending is the impact of 978,134 jobs. The total wages

# **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

and salaries associated with this construction are estimated to be \$782,507,101. These jobs will pay Federal and State Income taxes of \$234,752,130.

As construction is completed, and the commercial properties are operational, by the end of the 30-year build out, there will be a total of 17,114 permanent jobs. Associated with these jobs will be \$1,283,542,500 in salaries and wages, and those jobs will pay Federal and State Income taxes of \$385,062,750.

## **MIDDLE COUNTRY CORRIDOR STUDY (CURRENT ZONING) (SUMMARY STATISTICS)**

	<b>ECONOMIC IMPACT: CONSTRUCTION</b>			
	<b>Corran</b>	<b>Middle Island</b>	<b>Ridge</b>	<b>Total</b>
Total	\$197,157,301	\$483,985,045	\$322,363,730	\$1,003,506,076
Total Jobs	192,172	471,748	314,213	978,134
Total Wages & Salaries	\$153,737,971	\$377,398,547	\$251,370,583	\$782,507,101
Total Federal/State Taxes	\$46,121,391	\$113,219,564	\$75,411,175	\$234,752,130

## **ECONOMIC IMPACT: PERMANENT**

Total Jobs	2,640	8,007	6,467	17,114
Total Wages & Salaries	\$198,007,500	\$600,525,000	\$485,010,000	\$1,283,542,500
Total Federal/State Taxes	\$59,402,250	\$180,157,500	\$145,503,000	\$385,062,750

Prepared by Dr. Thomas Conover

## **6.2 CONSTRUCTION AND PERMANENT IMPACT UNDER PROPOSED LAND USE**

If the Corridor is built out under the proposed land use plan it will have had, when it is totally built out, a total economic impact of \$2,612,834,683 in construction spending, with associated jobs of 2,546,773, wages and salaries of \$2,037,418,349, and Federal and State Income taxes of \$611,225,505.

As construction is completed, and the commercial properties are operational, we estimate that there will be a permanent jobs impact of 39,641, estimated salaries and wages of \$2,973,045,000, and Federal and State Income taxes of \$891,913,500.

# **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

## **MIDDLE COUNTRY CORRIDOR STUDY (PROPOSED LAND USE) (SUMMARY STATISTICS)**

### **CONSTRUCTION**

	<b>Coram</b>	<b>Middle Island</b>	<b>Ridge</b>	<b>Total</b>
Total	\$808,178,421	\$1,660,288,659	\$144,367,603	\$2,612,834,683
Total Jobs	787,745	1,618,311	140,717	2,546,773
Total Wages & Salaries	\$630,195,839	\$1,294,648,329	\$112,573,982	\$2,037,418,349
Total Federal/State Taxes	\$189,058,752	\$388,394,359	\$33,772,195	\$611,225,505

### **PERMANENT**

	<b>Coram</b>	<b>Middle Island</b>	<b>Ridge</b>	<b>Total</b>
Total Jobs	15,035	30,612	2,188	39,641
Total Wages & Salaries	\$1,127,610,000	\$2,295,892,500	\$164,092,500	\$2,973,045,000
Total Federal/State Taxes	\$338,283,000	\$688,767,750	\$49,227,750	\$891,913,500

Prepared by Dr. Thomas Conoscenti

### **6.3 CURRENT VS PROPOSED LAND USE PLAN**

The following table presents a summary of the net differences in the economic impact between the current zoning and the proposed land use plan. Based on these calculations, overall, the proposed land use plan provides a much more favorable economic impact than the current zoning.

When comparing the construction impacts of the current zoning with the proposed land use plan, we find that the proposed plan will provide \$1,609,328,607 more in economic impact, 1,568,639 more construction, and construction related jobs, \$1,254,911,248 more in wages and salaries, and \$376,473,375 more in Federal and State Income taxes.

We find the following differences when we compare the permanent impacts of the present zoning with the proposed land use plan. In addition, we find a net increase of 22,527 jobs, a related net increase in wages and salaries (\$1,689,502,500), and a net increase of \$506,850,750 in Federal and State Income taxes.

# **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

## **MIDDLE COUNTRY CORRIDOR STUDY DIFFERENCES--CURRENT ZONING VS PROPOSED LAND USE PLAN\***

### **CONSTRUCTION**

	<b>Coram</b>	<b>Middle Island</b>	<b>Ridge</b>	<b>Total</b>
Total	\$611,021,120	\$1,176,303,614	(\$177,996,127)	\$1,609,328,607
Total Jobs	595,373	1,146,563	(173,496)	1,568,639
Total Wages & Salaries	\$476,457,869	\$917,249,982	(\$138,796,601)	\$1,254,911,248
Total Federal/State Taxes	\$278,880,750	\$508,610,250	(\$41,638,980)	\$376,473,375

### **PERMANENT**

Total Jobs	12,395	22,605	(4,279)	22,527
Total Wages & Salaries	\$929,602,500	\$1,695,367,500	(\$320,917,500)	\$1,689,502,500
Total Federal/State Taxes	\$278,880,750	\$508,610,250	(\$96,275,250)	\$506,850,750

\*The differences were calculated by subtracting the current zoning amounts from the proposed land use plan amounts.

#### **6.5 CONCLUSION**

*Based on the above information, developing the Corridor under the proposed land use plan will have a positive economic impact on the Corridor and the Town of Brookhaven.*

## **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

### **7.0 RETAIL IMPACT ANALYSIS**

The existing corridor, as it is currently developed, based on the 2000 Bureau of the Census tract information, houses approximately 58,840 persons. These people live in approximately 22,840 housing units in the corridor. Thus, the size of the average household is 2.6 persons.

In the year 2005, the University of Wisconsin, utilizing the Bureau of Labor Statistics, Consumer Expenditure surveys, estimated the level of retail expenditures in the corridor to be \$241.3 million dollars. This translates into per capita retail expenditures in the corridor of \$4,100. After numerous trips through the corridor and conversations with traffic engineers, it became apparent that West/East Middle Country road is traveled by persons who live outside of the in the corridor. For example, people traveling to Riverhead, Wading River, Southampton, and Rocky Point. This is also true in Coram where the traffic goes North/South on Rte 112. In either case, the propensity to shop on their journey to or from work is extremely high. Therefore it is reasonable presume that the per capita level of expenditures are lower than the statistically calculated number of \$4,100.

Since the road is heavily traveled, TCA surveyed many of the stores along the corridor to determine if it is possible to ascertain what portion of these sales could be attributed to persons from outside of the corridor. Based on this survey, we concluded that approximately 15 percent of the retail activity came from consumers residing outside of the corridor. Based on this adjustment the average expenditures per capita should be is \$3,485. The Middle Country Corridor currently ranks fifth (5) out of nine (9) shopping areas that we studied: (Southampton, Smithtown, Port Jefferson, Sayville, Center Moriches, Rocky Point, Bay Shore, and Selden.) The Per Capita expenditures when re-calculated for the corridor

## **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

adjusting for the through traffic or the non-resident consumer, the Corridor's rank would be ninth (9) of the nine (9)

If the vacant land were developed under current zoning, adjusting for added population plus a stimuli factor, would result in a per capita expenditure of \$4,728. This would move the rank to first of the nine shopping areas.

If the proposed Land Use plan is adopted, and using the same methodology as above, the per capita expenditure increases to \$4,748. This is slightly higher than current use by 15.8%. This compared to the existing zoning increase in per capita expenditures, also adjusted for through traffic and stimuli, and would yield an increase of 15.3%. Thus, either scenario would absorb any expansion in the retail sector sq. footage. This is the issue, which the Brookhaven Town Planning Board is concerned with, "Whether the population of the corridor would sustain this additional development."

### ***Conclusion:***

*Based on the above analysis and other retail analyses, which TCA has completed in Suffolk County, during the last five years, the increase in development, coupled with the increase in population of 3,353 additional persons would sustain the existing retail in the corridor and stimulate retail sale.*

# **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

## RETAIL PURCHASING POWER PROFILE

TRACT AREA	EST. ANN. EXP.	POP.	EXP/CAPITA	RANK
Southampton	\$18,067,088	3,965	\$4,537	1
Smithtown	\$141,164,496	32,060	\$4,403	2
Port Jefferson	\$70,287,367	16,196	\$4,340	3
Seyville	\$91,319,912	21,056	\$4,337	4
<b><u>MIDDLE COUNTRY CORRIDOR</u></b>	<b><u>\$247,262,710</u></b>	<b><u>58,840</u></b>	<b><u>\$4,180</u></b>	<b><u>5</u></b>
Center Moriches	\$35,330,425	8,688	\$4,090	6
Rocky Point	\$56,875,679	14,409	\$3,947	7
Bay Shore	\$86,025,396	23,852	\$3,607	8
Selden	\$63,562,993	17,862	\$3,559	9

### MIDDLE COUNTRY CORRIDOR\*

	EST. ANN. EXP.	POP.	EXP/CAPITA
Through Traffic Adjustment	85%		
	<b><u>\$205,073,304</u></b>	<b><u>58,840</u></b>	<b><u>\$3,485</u></b>

### CURRENT ZONING

Added Population		1,291	
Expenditures/Capita/Selden			\$3,559
Estimated New Expenditures	\$4,594,609		
Purchasing Power Stimuli	30%		
Added Expenditures	<b><u>\$1,378,401</u></b>		
Total Stimuli Expenditures	<b><u>\$5,973,010</u></b>		
Total Expenditures (Adjusted)	<b><u>\$247,235,780</u></b>		
Add Back Through Traffic (15%)	<b><u>\$284,321,147</u></b>	<b><u>60,131</u></b>	<b><u>\$4,728</u></b>
Percent Increase	18%		

### PROPOSED LAND USE

Added Population		3,153	
Estimated New Expenditures	\$11,033,327		\$3,559
Purchasing Power Stimuli	30%		
Added Expenditures	<b><u>\$3,279,998</u></b>		
Total Stimuli Expenditures	<b><u>\$15,513,325</u></b>		
Total Expenditures (Adjusted)	<b><u>\$256,776,035</u></b>		
Add Back Through Traffic (15%)	<b><u>\$295,392,440</u></b>	<b><u>62,183</u></b>	<b><u>\$4,748</u></b>
Percent Increase	22.4%		15.8%

Prepared by Dr. Thomas Cozzani

**MIDDLE COUNTRY CORRIDOR  
ECONOMIC STUDY**

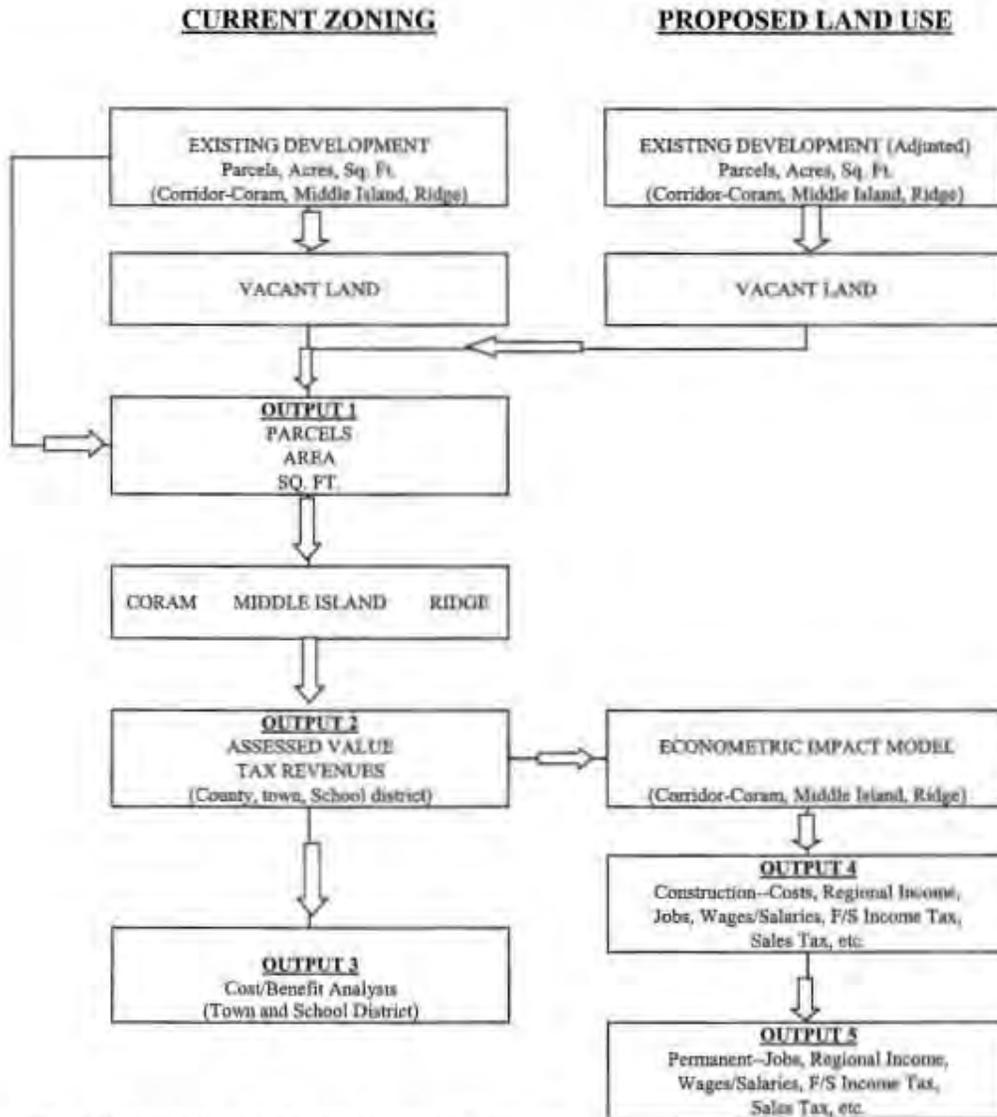
APPENDICES

## APPENDICES

	Middle Country Corridor Analysis Model
Schedule A	Existing Development: Under Existing Zoning
Schedule B	Tax Revenues Currently Generated
Schedule C	Tax Revenues Generated: If Developed Under Current Zoning
Schedule D	Tax Revenues Generated: If Developed Under Proposed Land Use Plan
Schedule E	Cost/Benefits Analysis: Current Zoning vs, Proposed Land Use Plan
Schedule F	Construction Impacts: If Developed Under Current Zoning
Schedule G	Permanent Impacts: If Developed Under Current Zoning
Schedule H	Construction Impacts: If Developed Under Proposed Land Use Plan
Schedule I	Permanent Impacts: If Developed Under Proposed Land Use Plan

# **MIDDLE COUNTRY CORRIDOR STUDY**

## ANALYSIS MODEL



Source: Model Developed and Copyright, Dr. Thomas Conoscenti & Associates, 2005

## SCHEDULE A

### EXISTING DEVELOPMENT: UNDER EXISTING ZONING

- The tables present the currently developed land as a total number of sites in the Middle Country Corridor, as well as the number of sites in each town. The source for this table as well as for many of the following tables was obtained from the Town of Brookhaven Planning Department and Town of Brookhaven Assessor's Office.
- This table presents the current uses of the sites, i.e., agriculture, apartments, auto repair, etc., through vacant land within the Corridor. The table consists of the number of parcels within each category, the number acres, and sq feet of buildings on each parcel. The above information is calculated for each of the nodes Coram, Middle Island Ridge, and the sum of the nodes within the corridor.
- The table, finally, presents the percentage of distribution for each of the property uses by number of site, acreage, and square footage for the total corridor.

**MIDDLE COUNTRY CORRIDOR STUDY  
CURRENT USE OF EXISTING ZONING  
(Sites, Acres and Sq.Ft.)**

USE	CORAM			MIDDLE ISLAND			RIDGE			TOTAL			PERCENT OF DISTRIBUTION		
	No. of Sites	Acres	Sq. Ft.	No. of Sites	Acres	Sq. Ft.	No. of Sites	Acres	Sq. Ft.	No. of Sites	Acres	Sq. Ft.	No. of Sites	Acres	Sq. Ft.
Agriculture	1	2,365	0	2	53.77	1,392	1	0.669	648	4	56.80	2,040	0.753%	1.510%	0.043%
Apartments	0	0	0	1	33	3,066 (1)	0	0	0	1	33.00	3,066	0.002	0.009	0.001
Auto Repair	11	7,931	22,015	12	9,034	38,394	4	1,336	12,718	27	18,501	73,127	0.031	0.005	0.030
Auto Sales	1	5,892	29,434	4	8,014	22,439	0	0	0	5	13.91	51,873	0.009	0.004	0.021
Car Wash	0	0	0	1	0.358	1,736	0	0	0	1	0.36	1,736	0.002	0.000	0.001
Community	2	0.534	0	4	32.332	1,040	0	0	0	6	32.89	1,040	0.011	0.009	0.000
Commercial Center	8	35,729	329,965	4	60.06	523,910	0	0	0	12	95.79	853,875	0.023	0.025	0.349
Commercial Recreation	4	40.03	96,712	0	0	0	0	0	0	4	40.03	96,712	0.008	0.011	0.040
Funeral Home	2	2.01	5,824	4	2.75	11,151	0	0	0	6	4.76	16,975	0.011	0.001	0.007
Gas Station	7	4,584	8,297	3	19,747	4,000	5	3,672	996.1	15	28.00	22,248	0.028	0.007	0.009
General Center	2	20.42	0	0	0	0	0	0	0	2	20.42	0	0.004	0.005	0.000
General Commercial	34	36,715	254,384	22	30,802	107,182	23	28,761	38,417	79	96.28	399,983	0.148	0.026	0.163
Industrial	6	18,859	11,220	3	26,172	20,894	4	8.78	77,242	15	53.81	109,356	0.028	0.014	0.045
Institutional	1	1.243	5,172	3	4,845	8,320	4	6,849	2,113	8	12.94	13,605	0.015	0.005	0.006
Municipal	12	57,199	74,190	16	13,386	22,128	5	5,511	25,370	33	76.10	121,688	0.062	0.020	0.050
Office	12	9,305	73,454	11	10,009	37,063	1	0.891	2,781	24	20.27	113,298	0.045	0.005	0.046
Park/Open Space	5	8.2	1,628	6	52.325	0	17	1906.164	0	28	1,966.69	1,628	0.053	0.523	0.001
Regional Theater	1	1.858	0	0	0	0	0	0	0	1	1.86	0	0.002	0.000	0.000
Religious	1	23.5	22,944	1	1.2	0	0	0	0	2	24.70	22,944	0.004	0.007	0.009
Residential MF	4	62,258	311,933	4	56,234	13,356	0	0	0	8	118.48	325,291	0.015	0.031	0.133
Residential SF	8	8,436	16,243	17	41,774	22,664	33	63,912	49,737	58	116.12	88,644	0.109	0.031	0.036
Restaurant/Drive thru	8	9,043	29,957	4	5,908	7,429	4	4,974	8,235	16	19.93	45,621	0.030	0.005	0.019
Retail/Industrial	8	6,744	32,102	1	4,692	19,938	0	0	0	9	11.44	72,040	0.011	0.003	0.029
Retail/Office	8	0	0	2	1,349	3,126	0	0	0	2	1.25	3,126	0.004	0.000	0.001
Utility	0	0	0	0	0	0	4	24,106	0	4	24.17	0	0.008	0.006	0.000
Vacant	56	95,287	1,000	65	618,022	3,872	24	259,914	3,574	165	873.22	8,455	0.310	0.232	0.003
<b>Total</b>	<b>181</b>	<b>458,162</b>	<b>1,344,484.6</b>	<b>192</b>	<b>1685,733</b>	<b>873,161</b>	<b>159</b>	<b>2,217,799</b>	<b>230,796</b>	<b>532</b>	<b>3,761,69</b>	<b>2,448,381</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

(1) 150 APTS

**SCHEDULE B**

**TAX REVENUES CURRENTLY GENERATED**

- These tables present the total assessed valuation for all of the property within the Middle Country Corridor as it is currently zoned.
- Presented is Total Real Property Tax collected, by the various taxing districts (County, Town, School District, Fire District and Other).
- These tables are calculated for the Corridor, Coram, Middle Island, and Ridge

**MIDDLE COUNTRY CORRIDOR STUDY  
TAX REVENUES UNDER CURRENT USE & ZONING  
TOTAL (CORAM, MIDDLE ISLAND and RIDGE)**

USE	Assessed Valuation	Total Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Agriculture	\$15,875	\$11,281	\$1,735	\$538	\$6,857	\$873	\$1,275
Apartments	\$137,000	\$332,859	\$48,031	\$16,641	\$239,198	\$27,233	\$1,756
Auto Repair	\$114,828	\$286,199	\$40,258	\$12,654	\$190,579	\$31,144	\$11,564
Auto Sales	\$61,700	\$153,237	\$21,631	\$6,702	\$102,421	\$15,293	\$7,189
Car Wash	\$4,500	\$10,933	\$1,578	\$489	\$7,470	\$895	\$502
Cemetery (1)	\$6,220	\$12,075	\$1,742	\$539	\$8,250	\$988	\$555
Commercial Center	\$955,452	\$2,281,808	\$334,972	\$103,791	\$1,478,341	\$174,357	\$190,347
Commercial Recreation	\$218,925	\$530,763	\$75,501	\$23,394	\$339,141	\$53,120	\$39,608
Funeral Home	\$17,130	\$41,303	\$5,611	\$1,739	\$27,356	\$3,713	\$2,884
Gas Station	\$116,125	\$285,887	\$40,712	\$12,615	\$191,308	\$27,343	\$13,910
General Center	\$169,844	\$423,381	\$52,997	\$18,362	\$296,543	\$53,542	\$1,938
General Commercial	\$592,689	\$1,654,552	\$204,118	\$64,937	\$973,682	\$149,723	\$262,093
Industrial	\$198,425	\$471,072	\$64,551	\$20,001	\$319,111	\$41,259	\$26,150
Institutional (2)	\$33,665	\$47,687	\$6,971	\$2,150	\$32,851	\$3,538	\$2,177
Municipal (3)	\$265,955	\$17,111	\$2,402	\$746	\$11,384	\$1,830	\$750
Office	\$174,870	\$424,664	\$61,308	\$19,261	\$275,636	\$39,101	\$29,359
Park/Open Space (4)	\$239,205	\$254,000	\$35,060	\$10,860	\$166,000	\$31,520	\$11,160
Regional Theater	\$860	\$2,190	\$302	\$93	\$1,428	\$271	\$96
Religious	\$54,915	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
Residential MF	\$307,300	\$724,121	\$109,488	\$32,870	\$447,168	\$80,380	\$54,215
Residential SF	\$267,860	\$1,242,590	\$82,504	\$25,919	\$351,353	\$45,586	\$737,785
Restaurant/with Drive thru	\$129,855	\$318,886	\$45,526	\$14,106	\$207,352	\$29,841	\$22,061
Retail/Industrial	\$70,500	\$174,608	\$25,033	\$7,658	\$114,191	\$18,596	\$9,311
Retail/Office	\$3,800	\$9,265	\$1,332	\$413	\$5,229	\$1,866	\$424
Utility	\$6,790	\$11,322	\$1,679	\$520	\$7,951	\$565	\$607
Vacant	\$235,599	\$599,354	\$79,012	\$24,678	\$372,365	\$49,755	\$73,544
<b>Total</b>	<b>\$4,461,652</b>	<b>\$10,067,403</b>	<b>\$1,309,028</b>	<b>\$410,828</b>	<b>\$6,007,329</b>	<b>\$848,841</b>	<b>\$1,489,932</b>
less vacant land	\$4,226,053	\$9,468,049	\$1,230,016	\$386,150	\$5,634,963	\$799,086	\$1,416,388

Prepared by Dr. Thomas Conoscenti 9/28/05

1 of 4

TAX COMP. of Corridor Study Model Revised 9-24-04

**MIDDLE COUNTRY CORRIDOR STUDY  
TAX REVENUES UNDER CURRENT USE & ZONING  
CORAM**

USE	Assessed Valuation	Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Agriculture	\$1,100	\$2,460	\$386	\$119	\$1,545	\$163	\$244
Apartments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Auto Repair	\$45,728	\$114,016	\$16,032	\$5,052	\$75,233	\$13,113	\$4,586
Auto Sales	\$26,000	\$66,198	\$9,115	\$2,824	\$43,159	\$8,196	\$2,903
Car Wash	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cemetery	\$0	\$0	exempt	exempt	exempt	\$0	\$0
Commercial Center	\$475,797	\$1,115,111	\$166,810	\$51,686	\$682,124	\$77,698	\$136,793
Commercial Recreation	\$218,925	\$530,763	\$75,501	\$23,394	\$339,141	\$53,120	\$39,608
Funeral Home	\$11,230	\$26,968	\$3,543	\$1,098	\$17,563	\$3,540	\$1,225
Gas Station	\$54,550	\$137,121	\$19,125	\$5,926	\$88,095	\$16,242	\$6,734
General Center	\$169,844	\$423,381	\$52,997	\$18,362	\$296,543	\$53,542	\$1,938
General Commercial	\$343,269	\$1,050,946	\$120,628	\$37,956	\$562,897	\$98,619	\$230,846
Industrial	\$90,550	\$219,398	\$31,746	\$9,836	\$141,119	\$22,526	\$14,171
Institutional	\$8,625	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
Municipal	\$262,055	\$11,839	\$1,630	\$507	\$7,732	\$1,466	\$504
Office	\$90,645	\$220,528	\$31,779	\$10,111	\$145,824	\$22,858	\$9,955
Park/Open Space	\$4,230	\$254,000	\$35,060	\$10,860	\$166,000	\$31,520	\$11,160
Regional Theater	\$860	\$2,190	\$302	\$93	\$1,428	\$271	\$96
Religious	\$47,990	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
Residential MF	\$292,200	\$687,434	\$104,172	\$31,230	\$422,102	\$77,378	\$52,551
Residential SF	\$19,530	\$44,318	\$5,960	\$1,847	\$27,190	\$5,767	\$3,554
Restaurant/with Drive thru	\$87,130	\$215,525	\$30,547	\$9,465	\$136,429	\$22,094	\$16,990
Retail/Industrial	\$55,300	\$137,678	\$19,704	\$6,007	\$88,959	\$15,574	\$7,434
Retail/Office	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Vacant	\$62,099	\$137,514	\$19,367	\$6,005	\$88,807	\$14,942	\$8,392
<b>Total</b>	<b>\$2,367,657</b>	<b>\$5,143,642</b>	<b>\$709,378</b>	<b>\$221,531</b>	<b>\$3,167,055</b>	<b>\$507,139</b>	<b>\$538,535</b>
less vacant land	\$2,305,558	\$5,006,128	\$690,011	\$215,526	\$3,078,248	\$492,197	\$530,143

Prepared by Dr. Thomas Conoscenti 9/28/05

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TAX COMP. of Corridor Study Model Revised 9-24-04

MIDDLE COUNTRY CORRIDOR STUDY  
TAX REVENUES UNDER CURRENT USE & ZONING  
MIDDLE ISLAND

USE	Assessed Valuation	Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Agriculture	\$13,125	\$4,567	\$771	\$239	\$2,573	\$437	\$546
Apartments	\$137,000	\$332,859	\$48,031	\$16,641	\$239,198	\$27,233	\$1,756
Auto Repair	\$45,700	\$116,107	\$16,022	\$5,060	\$76,502	\$14,157	\$4,365
Auto Sales	\$35,700	\$87,038	\$12,516	\$3,878	\$59,261	\$7,096	\$4,286
Car Wash	\$4,500	\$10,933	\$1,578	\$489	\$7,470	\$895	\$502
Cemetery	\$6,220	\$12,075	\$1,742	\$539	\$8,250	\$988	\$555
Commercial Center	\$479,655	\$1,166,697	\$168,162	\$52,105	\$796,218	\$96,659	\$53,553
Commercial Recreation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funeral Home	\$5,900	\$14,335	\$2,069	\$641	\$9,794	\$173	\$1,659
Gas Station	\$27,325	\$66,690	\$9,580	\$2,968	\$45,359	\$5,432	\$3,351
General Center	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Commercial	\$143,940	\$355,031	\$50,464	\$15,663	\$238,928	\$33,860	\$16,117
Industrial	\$26,400	\$63,300	\$9,208	\$2,853	\$42,745	\$5,248	\$3,346
Institutional	\$13,140	\$19,170	\$2,766	\$857	\$13,097	\$1,568	\$881
Municipal	\$31,010	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
Office	\$69,225	\$168,191	\$24,270	\$7,520	\$104,912	\$13,761	\$17,729
Park/Open Space	\$30,755	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT	EXEMPT
Regional Theater	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Religious	\$6,925	\$0	\$0	\$0	\$0	\$0	\$0
Residential MF	\$15,100	\$36,687	\$5,316	\$1,640	\$25,066	\$3,002	\$1,664
Residential SF	\$154,047	\$1,004,551	\$48,073	\$14,982	\$198,967	\$23,140	\$719,149
Restaurant/with Drive thru	\$20,300	\$49,322	\$7,117	\$2,705	\$33,698	\$4,035	\$2,267
Retail/Industrial	\$15,200	\$36,930	\$5,329	\$1,651	\$25,232	\$3,021	\$1,697
Retail/Office	\$3,800	\$9,265	\$1,332	\$413	\$5,229	\$1,866	\$424
Utility	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Vacant	\$107,320	\$307,716	\$37,446	\$11,745	\$176,935	\$24,192	\$57,398
<b>Total</b>	<b>\$1,392,287</b>	<b>\$3,861,465</b>	<b>\$451,791</b>	<b>\$142,090</b>	<b>\$2,109,433</b>	<b>\$266,763</b>	<b>\$891,147</b>
less vacant land	\$1,284,967	\$3,553,750	\$414,346	\$130,345	\$1,932,497	\$242,571	\$833,749

Prepared by Dr. Thomas Conoscenti 9/28/05

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TAX COMP. of Corridor Study Model Revised 9-24-04

MIDDLE COUNTRY CORRIDOR STUDY  
TAX REVENUES UNDER CURRENT USE & ZONING  
RIDGE

USE	Assessed Valuation	Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Agriculture	\$1,650	\$4,255	\$578	\$179	\$2,739	\$373	\$485
Apartments	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Auto Repair	\$23,400	\$56,075	\$8,204	\$2,542	\$38,844	\$3,873	\$2,613
Auto Sales	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Car Wash	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Cemetery	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial Center	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Commercial Recreation	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Funeral Home	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Gas Station	\$34,250	\$82,076	\$12,008	\$3,721	\$56,854	\$5,669	\$3,824
General Center	\$0	\$0	\$0	\$0	\$0	\$0	\$0
General Commercial	\$105,480	\$248,575	\$33,026	\$11,317	\$171,858	\$17,244	\$15,130
Industrial	\$81,475	\$188,374	\$23,596	\$7,311	\$135,247	\$13,486	\$8,733
Institutional	\$11,900	\$28,517	\$4,205	\$1,293	\$19,754	\$1,970	\$1,296
Municipal	\$3,900	\$5,272	\$771	\$239	\$3,652	\$364	\$246
Office	\$15,000	\$35,946	\$5,259	\$1,629	\$24,900	\$2,483	\$1,675
Park/Open Space	\$234,975	\$0	\$0	\$0	\$0	\$0	\$0
Regional Theater	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Religious	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Residential MF	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Residential SF	\$94,283	\$193,721	\$28,471	\$9,091	\$125,196	\$14,679	\$15,083
Restaurant/with Drive thru	\$22,425	\$54,039	\$7,862	\$2,436	\$37,225	\$3,712	\$2,804
Retail/Industrial	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Retail/Office	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Utility	\$6,790	\$11,322	\$1,679	\$520	\$7,951	\$565	\$607
Vacant	\$66,180	\$154,125	\$22,200	\$6,928	\$106,623	\$10,621	\$7,753
<b>Total</b>	<b>\$701,708.00</b>	<b>\$1,062,296</b>	<b>\$147,859</b>	<b>\$47,206</b>	<b>\$730,841</b>	<b>\$74,938</b>	<b>\$69,249</b>
less vacant land	\$635,528.00	\$908,171.12	\$125,659.22	\$40,278.56	\$624,218.43	\$64,317.28	\$52,495.63

Prepared by Dr. Thomas Conoscenti 9/28/05

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TAX COMP. of Corridor Study Model Revised 9-24-04

**SCHEDULE C**

**TAX REVENUES GENERATED:  
IF DEVELOPED UNDER CURRENT ZONING (VACANT LAND)**

- The tables present estimates of Assessed Valuation and Real Property Taxes within the Middle Country Corridor if the currently vacant land sites were to be developed as they are currently zoned.
- The tables begin with the current Assessed Valuation as well as the Real Property Taxes (less the undeveloped vacant land from the previous tables) and calculate a new assessed valuation for the now developed vacant land. This new assessed valuation was then used to calculate estimated Real Property Taxes and attempts to show how these new taxes would affect each tax collection agency.
- The tables present the final totals for assessed valuation and real property taxes presuming that the vacant lands were to be developed as currently zoned.
- These tables are calculated for the Corridor, Coram, Middle Island, and Ridge

**MIDDLE COUNTRY CORRIDOR STUDY**  
**TAX REVENUES, IF DEVELOPED UNDER CURRENT USE & ZONING**  
**VACANT LAND BUILDOUT-TOTAL (CORAM, MIDDLE ISLAND and RIDGE)**

	Assessed Valuation	Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Developed Land	\$4,461,652	\$10,067,403	\$1,309,028	\$410,828	\$6,007,329	\$848,841	\$1,489,932
Less: Undeveloped Vacant	\$235,599	\$599,354	\$79,012	\$24,678	\$372,365	\$49,755	\$73,544
Existing Developed Land	\$4,226,053	\$9,468,049	\$1,230,016	\$386,150	\$5,634,963	\$799,086	\$1,416,388
<b>Vacant Land Developed</b>							
A-1	\$575,027	\$1,431,816	\$204,750	\$63,000	\$934,976	\$161,795	\$67,295
A1/A5	\$31,025	\$77,253	\$11,047	\$3,399	\$50,446	\$8,730	\$3,631
A2	\$93,400	\$232,566	\$33,257	\$10,233	\$151,866	\$26,280	\$10,931
A5	\$107,136	\$266,770	\$38,148	\$11,738	\$174,201	\$30,145	\$12,538
A1/B1	\$25,630	\$63,819	\$9,126	\$2,808	\$41,674	\$7,212	\$2,999
B1	\$54,764	\$136,363	\$19,500	\$6,000	\$89,045	\$15,409	\$6,409
D	\$9,600	\$23,904	\$3,418	\$1,052	\$15,609	\$2,701	\$1,123
J	\$28,800	\$71,712	\$10,255	\$3,155	\$46,828	\$8,103	\$3,370
J-2	\$1,079,844	\$2,688,811	\$384,500	\$118,308	\$1,755,794	\$303,836	\$126,374
J2/A1	\$1,876,743	\$4,673,090	\$668,252	\$205,616	\$3,051,528	\$528,059	\$219,635
J2/A2	\$1,530,017	\$3,809,743	\$544,793	\$167,629	\$2,487,762	\$430,501	\$179,058
J2/A5	\$384,000	\$956,160	\$136,731	\$42,071	\$624,372	\$108,046	\$44,940
J2/B	\$14,890	\$37,075	\$5,302	\$1,631	\$24,210	\$4,189	\$1,743
L1/L2	\$432,000	\$1,075,680	\$153,822	\$47,330	\$702,419	\$121,552	\$50,357
MF1	\$1,965,385	\$4,893,809	\$699,815	\$215,328	\$3,195,657	\$553,000	\$230,009
J-4	\$153,416	\$382,005	\$54,627	\$16,808	\$249,449	\$43,167	\$17,954
PR/CHC	\$670,368	\$1,669,216	\$238,698	\$73,446	\$1,089,998	\$188,621	\$78,453
<b>Total</b>	<b>\$9,032,045</b>	<b>\$22,489,792</b>	<b>\$3,216,040</b>	<b>\$989,551</b>	<b>\$14,685,834</b>	<b>\$2,541,346</b>	<b>\$1,057,020</b>
<b>Grand Total</b>	<b>\$13,258,098</b>	<b>\$31,957,841</b>	<b>\$4,446,057</b>	<b>\$1,375,701</b>	<b>\$20,320,798</b>	<b>\$3,340,432</b>	<b>\$2,473,408</b>

Prepared by Dr. Thomas Cosentino 9/28/05

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TRC Corridor Economic Impact Study

**MIDDLE COUNTRY CORRIDOR STUDY**  
**TAX REVENUES, IF DEVELOPED UNDER CURRENT USE & ZONING**  
**VACANT LAND BUILDOUT-TOTAL (CORAM, MIDDLE ISLAND and RIDGE)**

	Assessed Valuation	Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Developed Land	\$4,461,652	\$10,067,403	\$1,309,028	\$410,828	\$6,007,329	\$848,841	\$1,489,932
Less: Undeveloped Vacant	\$235,599	\$599,354	\$79,012	\$24,678	\$372,365	\$49,755	\$73,544
Existing Developed Land	\$4,226,053	\$9,468,049	\$1,230,016	\$386,150	\$5,634,963	\$799,086	\$1,416,388
<b>Vacant Land Developed</b>							
A-1	\$575,027	\$1,431,816	\$204,750	\$63,000	\$934,976	\$161,795	\$67,295
A1/A5	\$31,025	\$77,253	\$11,047	\$3,399	\$50,446	\$8,730	\$3,631
A2	\$93,400	\$232,566	\$33,257	\$10,233	\$151,866	\$26,280	\$10,931
A5	\$107,136	\$266,770	\$38,148	\$11,738	\$174,201	\$30,145	\$12,538
A1/B1	\$25,630	\$63,819	\$9,126	\$2,808	\$41,674	\$7,212	\$2,999
B1	\$54,764	\$136,363	\$19,500	\$6,000	\$89,045	\$15,409	\$6,409
D	\$9,600	\$23,904	\$3,418	\$1,052	\$15,609	\$2,701	\$1,123
J	\$28,800	\$71,712	\$10,255	\$3,155	\$46,828	\$8,103	\$3,370
J-2	\$1,079,844	\$2,688,811	\$384,500	\$118,308	\$1,755,794	\$303,836	\$126,374
J2/A1	\$1,876,743	\$4,673,090	\$668,252	\$205,616	\$3,051,528	\$528,059	\$219,635
J2/A2	\$1,530,017	\$3,809,743	\$544,793	\$167,629	\$2,487,762	\$430,501	\$179,058
J2/A5	\$384,000	\$956,160	\$136,731	\$42,071	\$624,372	\$108,046	\$44,940
J2/B	\$14,890	\$37,075	\$5,302	\$1,631	\$24,210	\$4,189	\$1,743
L1/L2	\$432,000	\$1,075,680	\$153,822	\$47,330	\$702,419	\$121,552	\$50,357
MF1	\$1,965,385	\$4,893,809	\$699,815	\$215,328	\$3,195,657	\$553,000	\$230,009
J-4	\$153,416	\$382,005	\$54,627	\$16,808	\$249,449	\$43,167	\$17,954
PR/CHC	\$670,368	\$1,669,216	\$238,698	\$73,446	\$1,089,998	\$188,621	\$78,453
<b>Total</b>	<b>\$9,032,045</b>	<b>\$22,489,792</b>	<b>\$3,216,040</b>	<b>\$989,551</b>	<b>\$14,685,834</b>	<b>\$2,541,346</b>	<b>\$1,057,020</b>
<b>Grand Total</b>	<b>\$13,258,098</b>	<b>\$31,957,841</b>	<b>\$4,446,057</b>	<b>\$1,375,701</b>	<b>\$20,320,798</b>	<b>\$3,340,432</b>	<b>\$2,473,408</b>

Prepared by Dr. Thomas Cosentino 9/28/05

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TRC Corridor Economic Impact Study

**MIDDLE COUNTRY CORRIDOR STUDY  
TAX REVENUES, IF DEVELOPED UNDER CURRENT USE & ZONING  
VACANT LAND BUILDOUT-CORAM**

	Assessed Valuation	Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Developed Land	\$2,367,657	\$5,143,642	\$709,378	\$221,531	\$3,167,055	\$507,139	\$538,535
Less: Undeveloped Vacant	<u>\$62,099</u>	<u>\$137,514</u>	<u>\$19,307</u>	<u>\$6,005</u>	<u>\$88,807</u>	<u>\$14,942</u>	<u>\$8,392</u>
Existing Developed Land	\$2,305,558	\$5,006,128	\$690,071	\$215,526	\$3,078,248	\$492,197	\$530,143
<b>Vacant Land Developed</b>							
A-1	\$164,800	\$410,352	\$58,680	\$18,055	\$267,960	\$46,370	\$19,287
A1/A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A1/B1	\$0	\$0	\$0	\$0	\$0	\$0	\$0
B1	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J-2	\$621,139	\$1,346,637	\$221,169	\$68,052	\$1,009,954	\$174,770	\$72,692
J2/A1	\$238,878	\$594,806	\$85,057	\$26,171	\$388,409	\$67,213	\$27,956
J2/A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J2/A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J2/B	\$14,890	\$37,075	\$5,302	\$1,631	\$24,210	\$4,189	\$1,743
L1/L2	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MFI	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J-4	\$153,416	\$382,005	\$54,627	\$16,808	\$249,449	\$43,167	\$17,954
PRCHC	\$670,368	\$1,669,216	\$238,698	\$73,446	\$1,089,998	\$188,621	\$78,451
<b>Total</b>	<b>\$1,863,491</b>	<b>\$9,646,220</b>	<b>\$1,353,544</b>	<b>\$419,690</b>	<b>\$6,108,227</b>	<b>\$1,016,528</b>	<b>\$748,227</b>
<b>Grand Total</b>	<b>\$4,169,049</b>	<b>\$14,652,348</b>	<b>\$2,043,556</b>	<b>\$635,216</b>	<b>\$9,186,475</b>	<b>\$1,508,725</b>	<b>\$1,278,370</b>

Prepared by Dr. Thomas Conoscenti 9/28/05

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TAX COMP. of Corridor Study Model Revised 10/24/05

**MIDDLE COUNTRY CORRIDOR STUDY  
TAX REVENUES, IF DEVELOPED UNDER CURRENT USE & ZONING  
VACANT LAND BUILDOUT-MIDDLE ISLAND**

	Assessed Valuation	Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Developed Land	\$1,392,287	\$3,861,465	\$451,791	\$142,090	\$2,109,433	\$266,763	\$891,147
Less: Undeveloped Vacant	<u>\$107,320</u>	<u>\$307,716</u>	<u>\$37,446</u>	<u>\$11,745</u>	<u>\$176,935</u>	<u>\$24,192</u>	<u>\$57,398</u>
Existing Developed Land	\$1,284,967	\$3,553,750	\$414,346	\$130,345	\$1,932,497	\$242,571	\$833,749
<b>Vacant Land Developed</b>							
A-1	\$50,547	\$125,862	\$17,998	\$5,538	\$82,188	\$14,222	\$5,916
A1/A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0
A1/B1	\$25,630	\$63,819	\$9,126	\$2,808	\$41,674	\$7,212	\$2,999
B1	\$54,764	\$136,263	\$19,300	\$6,000	\$89,045	\$15,409	\$6,409
D	\$9,600	\$23,904	\$3,418	\$1,052	\$15,609	\$2,701	\$1,123
J	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J-2	\$136,616	\$340,173	\$48,645	\$14,968	\$222,133	\$38,440	\$15,988
J2/A1	\$1,063,096	\$2,647,110	\$378,537	\$116,473	\$1,728,563	\$299,123	\$124,414
J2/A2	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J2/A5	\$384,000	\$956,160	\$136,731	\$42,071	\$624,372	\$108,046	\$44,940
J2/B	\$0	\$0	\$0	\$0	\$0	\$0	\$0
L1/L2	\$432,000	\$1,075,680	\$153,822	\$47,330	\$702,419	\$121,552	\$50,557
MFI	\$1,965,385	\$4,893,809	\$699,815	\$215,328	\$3,195,657	\$553,000	\$230,009
J-4	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PRCHC	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$4,121,638</b>	<b>\$10,262,879</b>	<b>\$1,467,592</b>	<b>\$451,567</b>	<b>\$6,701,660</b>	<b>\$1,159,705</b>	<b>\$482,355</b>
<b>Grand Total</b>	<b>\$5,406,606</b>	<b>\$13,816,629</b>	<b>\$1,881,938</b>	<b>\$881,912</b>	<b>\$8,634,157</b>	<b>\$1,402,277</b>	<b>\$1,316,105</b>

Prepared by Dr. Thomas Conoscenti 9/28/05

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TAX COMP. of Corridor Study Model Revised 10/24/05

**MIDDLE COUNTRY CORRIDOR STUDY  
TAX REVENUES, IF DEVELOPED UNDER CURRENT USE & ZONING  
VACANT LAND BUILDOUT-RIDGE**

	Assessed Valuation	Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
<b>Developed Land</b>	<b>\$701,708.00</b>						
Less: Undeveloped Vacant	<u>\$66,180</u>						
Existing Developed Land	\$635,528	\$908,171	\$125,659	\$40,279	\$624,218	\$64,317	\$52,496
<b>Vacant Land Developed</b>							
A-1	\$359,680	\$895,602	\$128,071	\$19,406	\$584,828	\$101,203	\$42,093
AI/A5	\$31,025	\$77,253	\$11,047	\$3,399	\$50,446	\$8,730	\$3,631
A2	\$93,400	\$232,566	\$33,257	\$10,233	\$151,866	\$26,280	\$10,931
A5	\$107,136	\$266,770	\$38,148	\$11,738	\$174,201	\$30,145	\$12,538
A1/B1	\$0	\$0	\$0	\$0	\$0	\$0	\$0
B1	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J	\$28,800	\$71,712	\$10,255	\$3,155	\$46,828	\$8,103	\$3,370
J-2	\$122,089	\$802,002	\$114,686	\$35,288	\$525,707	\$90,626	\$37,694
J2/A1	\$574,769	\$1,431,174	\$204,658	\$62,972	\$934,557	\$161,723	\$67,265
J2/A2	\$1,530,017	\$3,809,743	\$544,793	\$167,629	\$2,487,762	\$430,501	\$179,058
J2/A5	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J2/B	\$0	\$0	\$0	\$0	\$0	\$0	\$0
L1/L2	\$0	\$0	\$0	\$0	\$0	\$0	\$0
MFI	\$0	\$0	\$0	\$0	\$0	\$0	\$0
J-4	\$0	\$0	\$0	\$0	\$0	\$0	\$0
PRC/IC	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total</b>	<b><u>\$3,046,916</u></b>	<b><u>\$7,586,821</u></b>	<b><u>\$1,084,915</u></b>	<b><u>\$333,820</u></b>	<b><u>\$4,954,194</u></b>	<b><u>\$887,311</u></b>	<b><u>\$356,881</u></b>
<b>Grand Total</b>	<b>\$3,682,444</b>	<b>\$8,494,992</b>	<b>\$1,210,575</b>	<b>\$374,099</b>	<b>\$5,578,413</b>	<b>\$921,628</b>	<b>\$409,076</b>

SCHEDULE D

**TAX REVENUES GENERATED:  
IF DEVELOPED UNDER PROPOSED LAND USE CHANGES  
VS.  
CURRENT ZONING**

- These following tables compare the changes in tax revenues, which may occur under the Planning Departments proposed land use scenario and compares these revenues with those tax revenues generated under the existing zoning.
- Each table begins with the current values of properties already developed plus, the value for the vacant land when fully developed under the existing zoning. The total summarizes these components.

$$\text{Existing Development} + \text{Vacant Land} = \text{Total}$$

- Under the proposed land use, changes in the existing land developed, plus, the changes in the vacant land equals the "Grand Total." By deducting the total (Existing Zoning) from the Grand Total (Proposed Land Use), the net difference results in either an increase or decrease over the existing zoning.

$$\text{Existing Development (Adjusted)} + \text{Vacant Land} = \text{Grand Total}$$

$$\text{Increases/Decrease} = \text{Grand Total less Total}$$

- This procedure was used to calculate the differences between the existing and proposed land use for Total Corridor, as well as for each node; Coram, Middle Island, and Ridge.

**MIDDLE COUNTRY CORRIDOR STUDY  
CURRENT ZONING VS. PROPOSED CHANGES  
TOTAL (CORAM, MIDDLE ISLAND, RIDGE)**

	Assessed Value	Estimated RP Tax	County Taxes	Town Taxes	School District	Fire District	Other
<b>Existing Zoning</b>							
Existing Devel. (w/o vacant)	\$4,226,053	\$9,468,049	\$1,230,016	\$386,150	\$5,634,963	\$799,086	\$1,416,388
Vacant Devel. (as zoned)	\$9,032,945	\$27,495,920	\$3,906,051	\$1,205,077	\$17,764,082	\$3,033,544	\$1,587,103
<b>Total</b>	\$13,258,998	\$36,963,969	\$5,136,068	\$1,591,227	\$23,399,045	\$3,832,630	\$3,003,551
<b>Proposed Land Use</b>							
Proposed Land Use	\$24,559,214	\$61,513,767	\$8,796,469	\$2,706,606	\$40,168,490	\$6,951,056	\$2,891,147
<b>Total</b>	\$28,784,268	\$70,981,816	\$10,026,485	\$3,092,756	\$45,803,453	\$7,750,142	\$4,307,535
<b>Net Difference</b>	\$15,526,169	\$34,017,846	\$4,890,417	\$1,501,529	\$22,404,408	\$3,917,512	\$1,303,984

Prepared by Dr. Thomas Conocentis, 9/26/05

**MIDDLE COUNTRY CORRIDOR STUDY  
CURRENT ZONING VS. PROPOSED CHANGES  
CORAM**

	Assessed Value	Estimated RP Tax	County Taxes	Town Taxes	School District	Fire District	Other
<b>Existing Zoning</b>							
Existing Devel. (w/o vacant)	\$2,305,558	\$5,006,128	\$690,011	\$215,526	\$3,078,248	\$492,197	\$530,143
Vacant Devel. (as zoned)	\$1,893,491	\$9,646,220	\$1,353,544	\$419,620	\$6,108,227	\$1,016,328	\$748,227
<b>Total</b>	\$4,199,049	\$14,652,348	\$2,043,556	\$635,216	\$9,186,475	\$1,508,725	\$1,278,370
<b>Proposed Land Use</b>							
Proposed Land Use	\$7,503,548	\$19,047,048	\$2,723,814	\$838,097	\$12,428,114	\$2,152,384	\$895,239
<b>Total</b>	\$9,809,106	\$24,053,777	\$3,413,825	\$1,053,623	\$15,516,362	\$2,644,582	\$1,425,382
<b>Net Difference</b>	\$5,640,058	\$9,401,429	\$1,370,269	\$418,406	\$6,329,887	\$1,135,857	\$147,012

Prepared by Dr. Thomas Conocentis, 9/26/05

MIDDLE COUNTRY CORRIDOR STUDY  
CURRENT ZONING VS. PROPOSED CHANGES  
MIDDLE ISLAND

	Assessed Value	Estimated RP Tax	County Taxes	Town Taxes	School District	Fire District	Other
<b>Existing Zoning</b>							
Existing Devel. (w/o vacant)	\$1,284,967	\$3,553,750	\$414,346	\$130,345	\$1,932,497	\$242,571	\$833,749
Vacant Devel. (as zoned)	\$4,121,638	\$10,262,829	\$1,467,592	\$451,567	\$6,701,680	\$1,159,705	\$482,355
<b>Total</b>	<b>\$5,406,606</b>	<b>\$13,816,629</b>	<b>\$1,881,938</b>	<b>\$581,912</b>	<b>\$8,634,157</b>	<b>\$1,402,277</b>	<b>\$1,316,105</b>
<b>Proposed Land Use</b>							
Proposed Land Use	\$15,690,133	\$39,068,431	\$5,586,786	\$1,719,011	\$25,511,685	\$4,414,733	\$1,836,216
<b>Total</b>	<b>\$16,975,100</b>	<b>\$42,622,180</b>	<b>\$6,001,132</b>	<b>\$1,849,356</b>	<b>\$27,444,183</b>	<b>\$4,657,304</b>	<b>\$2,669,966</b>
<b>Difference Between Current Zoning and Proposed Land Use</b>							
<b>Net Difference</b>	<b>\$11,568,495</b>	<b>\$28,805,551</b>	<b>\$4,119,194</b>	<b>\$1,267,444</b>	<b>\$18,810,025</b>	<b>\$3,255,027</b>	<b>\$1,353,861</b>

Prepared by Dr. Thomas Conoscenti, 9/26/05

MIDDLE COUNTRY CORRIDOR STUDY  
CURRENT ZONING VS. PROPOSED CHANGES  
RIDGE

	Assessed Value	Estimated RP Tax	County Taxes	Town Taxes	School District	Fire District	Other
<b>Existing Zoning</b>							
Existing Devel. (w/o vacant)	\$635,528	\$908,171	\$125,659	\$40,279	\$624,218	\$64,317	\$52,496
Vacant Devel. (as zoned)	\$3,046,916	\$7,586,821	\$1,084,915	\$333,820	\$4,954,194	\$857,311	\$356,581
<b>Total</b>	<b>\$3,682,444</b>	<b>\$8,494,992</b>	<b>\$1,210,575</b>	<b>\$374,099</b>	<b>\$5,578,413</b>	<b>\$921,628</b>	<b>\$409,076</b>
<b>Proposed Land Use</b>							
Proposed Land Use	\$1,364,533	\$3,397,687	\$455,869	\$149,498	\$2,218,699	\$383,939	\$159,691
<b>Total</b>	<b>\$2,000,061</b>	<b>\$4,305,659</b>	<b>\$611,529</b>	<b>\$189,777</b>	<b>\$2,842,908</b>	<b>\$448,256</b>	<b>\$212,187</b>
<b>Difference Between Current Zoning and Proposed Land Use</b>							
<b>Net Difference</b>	<b>-\$1,682,383</b>	<b>-\$4,189,134</b>	<b>-\$599,046</b>	<b>-\$184,322</b>	<b>-\$2,735,504</b>	<b>-\$473,372</b>	<b>-\$196,889</b>

Prepared by Dr. Thomas Conoscenti, 9/28/05

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**SCHEDULE E**

**COST/BENEFIT ANALYSIS  
UNDER CURRENT ZONING  
UNDER PROPOSED LAND USE**

- The following tables present cost/benefits calculations to the Town of Brookhaven and the Longwood School District if the corridor is developed as currently zoned and if developed under the proposed land use plan. These calculations include the increase population and school district population, Town costs per capita and school district costs per student.

MIDDLE COUNTRY CORRIDOR STUDY  
 COST/BENEFIT ANALYSIS  
 TAX REVENUES UNDER CURRENT USE & ZONING  
 TOTAL (CORAM, MIDDLE ISLAND and RIDGE)

USE	Assessed Valuation	Est. Total Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Existing Property Developed	\$4,226,053	\$9,468,049	\$1,230,016	\$386,150	\$5,634,963	\$799,086	\$1,416,388
Incremental Revenue	\$9,484,935	\$32,617,487	\$3,377,301	\$1,039,169	\$15,422,219	\$2,668,776	\$1,110,022
Total	\$13,710,988	\$33,085,536	\$4,607,317	\$1,425,319	\$21,057,183	\$3,467,862	\$2,526,410
Current Town Budget (2005)	\$169,165,185						
Current Population	415017						
PerCapita	\$408						
Additional Population-Cur.	1,199			\$469,192			
Surplus/Deficit				\$549,977			
Cost per Student <sup>(1)</sup>	\$16,364						
New Students	356				\$5,825,334		
Surplus/Deficit*					\$9,596,635		

<sup>(1)</sup> SCOPE Annual LJ Education Almanac, Suffolk County, 2005  
 \* Surplus/Deficit determined by subtracting Est. Costs from incremental revenues.

MIDDLE COUNTRY CORRIDOR STUDY  
 COST/BENEFIT ANALYSIS  
 TAX REVENUES UNDER PROPOSED LAND USE  
 TOTAL (CORAM, MIDDLE ISLAND and RIDGE)

USE	Assessed Valuation	Est. Total Real Property Taxes	County Taxes	Town Taxes	School District	Fire District	Other
Existing Property Developed	\$4,226,053	\$9,468,049	\$1,230,016	\$386,150	\$5,634,963	\$799,086	\$1,416,388
Incremental Revenue	\$24,558,214	\$61,513,767	\$8,796,469	\$2,706,696	\$40,168,429	\$6,951,056	\$2,891,147
Total	\$28,784,268	\$70,981,816	\$10,026,485	\$3,092,736	\$45,803,433	\$7,750,142	\$4,307,535
Current Town Budget (2005)	\$169,165,185						
Current Population	415,017						
PerCapita	\$408						
Additional Population-Prop.	2,730			\$1,113,840			
Surplus/Deficit*				\$1,592,766			
Cost per Student <sup>(1)</sup>	\$16,364						
Est. New Students	1,032				\$16,820,465		
Surplus/Deficit*					\$23,278,024		

<sup>(1)</sup> SCOPE Annual LJ Education Almanac, Suffolk County, 2005  
 \* Surplus/Deficit determined by subtracting Est. Costs from incremental revenues.

**SCHEDULE F**

**ECONOMIC IMPACTS: CONSTRUCTION IMPACT  
IF DEVELOPED UNDER CURRENT ZONING**

- The following tables present the economic impact calculations resulting from the construction or development of the vacant land as it is currently zoned. The basic construction costs for single-family residential, multi-family residential and commercial structures were obtained from the Building Industry, Snow Means Report, the Brookhaven Town Planning Department, the Brookhaven Building Department and, the Assessor's Office.
  
- The model presents calculations for the entire build out (30-years) and the average increment per year during the build out. Thus, during the development process, jobs and income would be added each year during build out. Each table shows the calculations for the following:
  - Increases in Regional Income
  - Increases Job
  - Wages
  - Taxes (Federal and State)
  - Sales taxes (construction expenditures)
  - Local expenditures
  
- The table does not present the effect of property taxes or as in previous tables, the effect of inflation on construction costs or wages.
  
- These tables present the economic impact for the Middle Country Corridor and the nodes within the corridor, Coram, Middle Island, and Ridge.

**MIDDLE COUNTRY CORRIDOR STUDY--CURRENT ZONING  
TOTAL CONSTRUCTION IMPACT (Coram, Middle Island, Ridge)**

(Assumes buildout over 30 years)

	Total	Average/year
<b>Total Space Developed - Square Feet</b>	3,080,709	102,690
<b>Cost of Construction (M\$)</b>	\$474,246,728	\$15,808,224
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$260,835,700.4	\$8,694,523
Materials (.35 of Total)	\$165,986,354.8	\$5,532,878
Other-Locally Impacted (.10)	<u>\$47,424,672.8</u>	<u>\$1,580,822</u>
<b>Total</b>	<b>\$474,246,728.0</b>	<b>\$15,808,224</b>
<b>Primary Impact (M\$)</b>		
Labor	\$260,835,700.4	\$8,694,523.3
Materials	\$165,986,354.8	\$5,532,878.5
Other	<u>\$47,424,672.8</u>	<u>\$1,580,822.4</u>
<b>Total Primary Impact</b>	<b>\$474,246,728.0</b>	<b>\$15,808,224</b>
<b>Total Impact (M\$)</b>		
Labor	\$782,507,101.2	\$26,083,570
Materials	\$159,346,900.6	\$5,311,563
Other	<u>\$61,652,074.6</u>	<u>\$2,055,069</u>
<b>Total Regional Impact</b>	<b>\$1,003,506,076.4</b>	<b>\$33,450,203</b>
(1) Calculated by applying RIMS II, Construction Multipliers		
<b>Est. Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	326,045	10,868
Secondary	652,089	21,736
<b>Total</b>	<b>978,134</b>	<b>32,604</b>
<b>Assumes Annual Construction Wages of</b>	<b>\$80,000</b>	<b>\$80,000</b>
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$195,626,775.3	\$6,520,893
State (5% Rate)	<u>\$39,125,355.1</u>	<u>\$1,304,179</u>
<b>Total</b>	<b>\$234,752,130.4</b>	<b>\$7,825,071</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$5,738,385,408.8	\$191,279,514
MTA @ .875%	\$537,973,632.1	\$17,932,454
Local @ 4 1/4%	<u>\$6,097,034,496.9</u>	<u>\$203,234,483</u>
<b>Total</b>	<b>\$12,373,393,537.7</b>	<b>\$412,446,451</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$165,986,354.8</b>	<b>\$3,319,727</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$6,639,454,192.0	221,315,140
MTA @ .375%	\$622,448,830.5	20,748,294
Local @ 4 1/4%	<u>\$7,054,420,079.0</u>	<u>\$235,147,336</u>
<b>Total</b>	<b>\$14,316,323,101.5</b>	<b>\$477,210,770</b>

Note: May not add, due to rounding.

**MIDDLE COUNTRY CORRIDOR STUDY—CURRENT ZONING  
TOTAL CONSTRUCTION IMPACT—CORAM**

*(Assumes buildout over 30 years)*

	Total	Average/year
<b>Total Space Developed - Square Feet</b>		
Cost of Construction (M\$)	642,634	21,421
Costs by Components (M\$)	<u>\$93,174,528</u>	<u>\$3,105,817.60</u>
Labor (.55 of Total)	\$51,245,990.4	\$1,708,200
Materials (.35 of Total)	\$32,611,084.8	\$1,087,036
Other-Locally Impacted (.10)	\$9,317,452.8	\$310,582
<b>Total</b>	<b>\$93,174,528.0</b>	<b>\$3,105,818</b>
<b>Primary Impact (M\$)</b>		
Labor	\$51,245,990.4	\$1,708,200
Materials	\$32,611,084.8	\$1,087,036
Other	\$9,317,452.8	\$310,582
<b>Total Primary Impact</b>	<b>\$93,174,528.0</b>	<b>\$3,105,818</b>
<b>Total Impact (M\$)</b>		
Labor	\$153,737,971.2	\$5,124,599
Materials	\$31,366,641.4	\$1,043,555
Other	\$12,112,688.0	\$403,256
<b>Total Regional Impact</b>	<b>\$197,157,301.2</b>	<b>\$6,571,910</b>
<b>(1) Calculated by applying RIMS II, Construction Multipliers</b>		
<b>Est. Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	64,057	2,135
Secondary	128,115	4,270
<b>Total</b>	<b>192,172</b>	<b>6,406</b>
<b>Assumes Average Annual Construction Wages of</b>		
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$38,434,492.8	\$1,281,150
State (2% Rate)	\$7,686,898.0	\$256,230
<b>Total</b>	<b>\$46,121,391.4</b>	<b>\$1,537,380</b>
<b>Construction Employment Sales Taxes (T\$)</b>		
State @ 4%	\$1,197,875,023.6	\$39,929,168
MTA @ .375%	\$70,463,236.8	\$2,348,775
Local @ 4.14%	\$1,197,875,023.6	\$39,929,168
<b>Total</b>	<b>\$2,466,213,288.0</b>	<b>\$82,207,110</b>
<b>Construction Retail Sales (M\$)</b>		
<b>Construction Phase Sales Taxes Generated(T\$)</b>		
State @ 4%	\$32,611,084.8	\$652,222
MTA @ .375%	\$1,385,971,104.0	\$46,199,037
Local @ 4.14%	\$81,527,712.0	\$2,717,590
<b>Total</b>	<b>\$1,385,971,104.0</b>	<b>\$46,199,037</b>
Local @ 4.14%	\$2,853,469,920.0	\$95,115,664

Note: May not add, due to rounding.

Thomas Conoscenti Associates, Inc. 9/28/05

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**MIDDLE COUNTRY CORRIDOR STUDY--CURRENT ZONING  
TOTAL CONSTRUCTION IMPACT--MIDDLE ISLAND**

(Assumes buildout over 30 years)

	Total	Average/year
<b>Total Space Developed - Square Feet</b>	<b>1,485,821</b>	<b>49,527</b>
<b>Cost of Construction (M\$)</b>	<b>\$228,726,392</b>	<b>\$7,624,213.07</b>
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$125,799,515.6	\$4,193,317
Materials (.35 of Total)	\$80,054,237.2	\$2,668,475
Other-Locally Imported (.10)	<u>\$22,872,639.2</u>	<u>\$762,421</u>
<b>Total</b>	<b>\$228,726,392.0</b>	<b>\$7,624,213</b>
<b>Primary Impact (M\$)</b>		
Labor	\$125,799,515.6	\$4,193,317
Materials	\$80,054,237.2	\$2,668,475
Other	<u>\$22,872,639.2</u>	<u>\$762,421</u>
<b>Total Primary Impact</b>	<b>\$228,726,392.0</b>	<b>\$7,624,213</b>
<b>Total Impact (M\$)</b>		
Labor	\$377,398,546.8	\$12,579,952
Materials	\$76,852,067.7	\$2,561,736
Other	<u>\$29,734,431.0</u>	<u>\$991,148</u>
<b>Total Regional Impact</b>	<b>\$483,985,045.5</b>	<b>\$16,132,835</b>
(1) Calculated by applying RIMS II, Construction Multipliers		
<b>Est. Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	157,249	5,242
Secondary	<u>314,499</u>	<u>10,483</u>
<b>Total</b>	<b>471,748</b>	<b>15,725</b>
<b>Assumes Average Annual Construction Wages of</b>	<b>\$80,000</b>	<b>\$80,000</b>
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$94,349,636.7	\$3,144,988
State (5% Rate)	<u>\$18,869,927.3</u>	<u>\$628,998</u>
<b>Total</b>	<b>\$113,219,564.0</b>	<b>\$3,773,985</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$2,940,563,677.2	\$98,018,789
MTA @ .375%	\$172,974,334.0	\$5,765,811
Local @ 4.1/4%	<u>\$2,940,563,677.2</u>	<u>\$98,018,789</u>
<b>Total</b>	<b>\$6,054,101,688.3</b>	<b>\$201,803,390</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$80,054,237.2</b>	<b>\$1,601,085</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$3,402,305,081.0	\$113,410,169
MTA @ .375%	\$200,135,593.0	\$6,671,186
Local @ 4.1/4%	<u>\$3,402,305,081.0</u>	<u>\$113,410,169</u>
<b>Total</b>	<b>\$7,004,745,755.0</b>	<b>\$233,491,525</b>

Note: May not add, due to rounding.

**MIDDLE COUNTRY CORRIDOR STUDY--CURRENT ZONING  
TOTAL CONSTRUCTION IMPACT--RIDGE**

(Assumes buildout over 30 years)

	Total	Average/year
<b>Total Space Developed - Square Feet</b>	<b>952,254</b>	<b>31,742</b>
<b>Cost of Construction (MS)</b>	<b>\$152,345,808</b>	<b>\$5,078,193.60</b>
<b>Costs by Components (MS)</b>		
Labor (.55 of Total)	\$83,790,194.4	\$2,793,006
Materials (.35 of Total)	\$53,321,032.8	\$1,777,368
Other-Locally Impacted (.10)	<u>\$15,234,580.8</u>	<u>\$507,819</u>
<b>Total</b>	<b>\$152,345,808.0</b>	<b>\$5,078,194</b>
<b>Primary Impact (MS)</b>		
Labor	\$83,790,194.4	\$2,793,006
Materials	\$53,321,032.8	\$1,777,368
Other	<u>\$15,234,580.8</u>	<u>\$507,819</u>
<b>Total Primary Impact</b>	<b>\$152,345,808.0</b>	<b>\$5,078,194</b>
<b>Total Impact (MS)</b>		
Labor	\$251,370,583.2	\$8,379,019
Materials	\$51,186,191.5	\$1,706,273
Other	<u>\$19,804,955.0</u>	<u>\$660,165</u>
<b>Total Regional Impact</b>	<b>\$322,363,729.7</b>	<b>\$10,745,458</b>
<b>(1) Calculated by applying RIMS II, Construction Multipliers</b>		
<b>Est. Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	104,738	2,095
Secondary	<u>209,475</u>	<u>4,190</u>
<b>Total</b>	<b>314,213</b>	<b>6,284</b>
<b>Assumes Average Annual Construction Wages of</b>	<b>\$80,000</b>	<b>\$80,000</b>
<b>Federal/State Income Taxes from Construction Phase (MS)</b>		
Federal (25% Rate)	\$62,842,645.8	\$2,094,755
State (5% Rate)	<u>\$12,568,529.2</u>	<u>\$418,951</u>
<b>Total</b>	<b>\$75,411,175.0</b>	<b>\$2,513,706</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$1,958,595,794.1	\$65,286,526
MTA @ .375%	\$115,211,517.3	\$3,840,384
Local @ 4 1/4%	<u>\$1,958,595,794.1</u>	<u>\$65,286,526</u>
<b>Total</b>	<b>\$4,032,403,105.5</b>	<b>\$134,413,437</b>
<b>Construction Retail Sales (MS)</b>	<b>\$53,321,032.8</b>	<b>\$1,066,421</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$2,266,143,894.0	\$75,538,130
MTA @ .375%	\$133,302,582.0	\$4,443,419
Local @ 4 1/4%	<u>\$2,266,143,894.0</u>	<u>\$75,538,130</u>
<b>Total</b>	<b>\$4,665,590,370.0</b>	<b>\$155,519,679</b>

Note: May not add, due to rounding.

## SCHEDULE G

### **ECONOMIC IMPACTS: PERMANENT DEVELOPING UNDER CURRENT ZONING**

- The following tables show the long-term economic influence of a build out of the Middle Country Corridor. The model presents calculations showing the estimated permanent job that will be created in the commercial sector after the build out (30-years) and the average new job creation increments per year. Thus, during the development process, jobs and income would be added each year during after a build out.
  
- Each table shows the calculations for the following:
  - Increases in Regional Income
  - Increases Job
  - Wages
  - Taxes (Federal and State)
  - Sales taxes resulting from construction expenditures.
  - Local expenditures

The table does not present the effect of property taxes or as in previous tables, the effect of inflation on construction costs or wages.

**MIDDLE COUNTRY CORRIDOR STUDY--CURRENT ZONING**  
**TOTAL PERMANENT IMPACT (Coram, Middle Island, Ridge)**  
 (Assumes 30 Year buildout)

Commercial Square Footage/Employees	Total Employees	Average Increases/Year
Retail	8,262	
Heavy Commercial	21	
Office	157	
Light Industry	82	
Commercial/Recreation	1,545	
<b>Total</b>	<b>10,067</b>	<b>336</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	10,067	336
Total Secondary	<u>7,047</u>	<u>235</u>
<b>Total Job Impact</b>	<b>17,114</b>	<b>570</b>
<b>Total Wage Impact (M\$)</b>		
Full & Part Time Payroll		
Primary	\$755,025,000	\$25,167,500
Average Secondary Wages FT & PT (Est.)	\$75,000	
Secondary Payroll	<u>\$328,517,500</u>	<u>\$17,617,250</u>
<b>Total</b>	<b>\$1,283,542,500</b>	<b>\$42,784,750</b>
<b>Total Impact</b>	<b>\$1,283,542,500</b>	<b>\$42,784,750</b>
<b>Federal/State Income Taxes from Permanent Employment (M\$)</b>		
Federal (25% Rate)	\$320,885,625	\$10,696,188
State (5% Rate)	\$64,177,125	<u>\$2,139,238</u>
<b>Total</b>	<b>\$385,062,750</b>	<b>\$12,835,425</b>
<b>Sales Taxes from Permanent Employment (M\$)</b>		
State @ 4%	\$28,237,935.0	\$941,265
MTA @ .375%	\$2,647,306.4	\$88,244
Local @ 4 1/8%	<u>\$30,002,805.9</u>	<u>\$1,000,094</u>
<b>Total</b>	<b>\$60,888,047.3</b>	<b>\$2,029,602</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>		
<b>Sales Taxes (M\$)</b>		
State @ 4%	\$21,600,000.0	\$720,000
MTA @ .375%	\$2,025,000.0	\$67,500
Local @ 4 1/8%	<u>\$22,950,000.0</u>	<u>\$765,000</u>
<b>Total</b>	<b>\$46,575,000.0</b>	<b>\$1,552,500</b>

**MIDDLE COUNTRY CORRIDOR STUDY--CURRENT ZONING  
PERMANENT IMPACT-CORAM**

(Assumes 30 Year buildout)

Commercial Square Footage/Employees	Total Employees	Average Increases/Year
Retail	1257	
Heavy Commercial	0	
Office	12	
Light Industry	82	
Commercial/Recreation	202	
<b>Total</b>	<b>1,553</b>	<b>52</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	1,553	52
Total Secondary	1,087	36
<b>Total Job Impact</b>	<b>2,640</b>	<b>88</b>
<b>Total Wage Impact (M\$)</b>		
Full & Part Time Payroll		
Primary	\$116,475,000	\$3,882,500
Average Secondary Wages FT & PT (Est.)	\$75,000	
Secondary Payroll	<u>\$81,532,500</u>	<u>\$2,717,750</u>
<b>Total</b>	<b>\$198,007,500</b>	<b>\$6,600,250.0</b>
<b>Total Impact</b>	<b>\$198,007,500</b>	<b>\$6,600,250</b>
<b>Federal/State Income Taxes from Permanent Employment (M\$)</b>		
Federal (25% Rate)	\$49,501,875	\$1,650,063
State (5% Rate)	\$9,900,375	\$330,013
<b>Total</b>	<b>\$59,402,250</b>	<b>\$1,980,075.0</b>
<b>Sales Taxes from Permanent Employment (M\$)</b>		
State @ 4%	\$4,356,165.0	\$145,206
MTA @ .375%	\$408,390.5	\$13,613
Local @ 4 1/4%	<u>\$4,628,425.3</u>	<u>\$154,281</u>
<b>Total</b>	<b>\$9,392,980.8</b>	<b>\$313,099.4</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>		
<b>Sales Taxes (M\$)</b>		
State @ 4%	\$7,200,000.0	\$240,000
MTA @ .375%	\$675,000.0	\$22,500
Local @ 4 1/4%	<u>\$7,650,000.0</u>	<u>\$255,000</u>
<b>Total</b>	<b>\$15,525,000.0</b>	<b>\$517,500.0</b>

**MIDDLE COUNTRY CORRIDOR STUDY--CURRENT ZONING  
PERMANENT IMPACT--MIDDLE ISLAND  
(Assumes 30 Year buildout)**

Commercial Square Footage/Employees	Total Employees	Average Increases/Year
Retail	3757	
Heavy Commercial	21	
Office	8	
Light Industry	0	
Commercial/Recreation	924	
<b>Total</b>	<b>4,710</b>	<b>157</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	4,710	157
Total Secondary	<u>3,297</u>	<u>110</u>
<b>Total Job Impact</b>	<b>8,007</b>	<b>267</b>
<b>Total Wage Impact (M\$)</b>		
Full & Part Time Payroll		
Primary	\$353,250,000	\$11,775,000
Average Secondary Wages FT & PT (Est.)	<b>\$75,000</b>	
Secondary Payroll	<u>\$247,275,000</u>	<u>\$8,242,500</u>
<b>Total</b>	<b>\$600,525,000</b>	<b>\$20,017,500.0</b>
<b>Total Impact</b>	<b>\$600,525,000</b>	<b>\$20,017,500</b>
<b>Federal/State Income Taxes from Permanent Employment (M\$)</b>		
Federal (25% Rate)	\$150,131,250	\$5,004,375
State (5% Rate)	<u>\$30,026,250</u>	<u>\$1,000,875</u>
<b>Total</b>	<b>\$180,157,500</b>	<b>\$6,005,250.0</b>
<b>Sales Taxes from Permanent Employment (M\$)</b>		
State @ 4%	\$13,211,550.0	\$440,385
MTA @ .375%	\$1,238,582.8	\$41,286
Local @ 4 1/4%	<u>\$14,037,271.9</u>	<u>\$467,909</u>
<b>Total</b>	<b>\$28,487,404.7</b>	<b>\$949,580.2</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>	<b>\$180,000,000</b>	<b>\$6,000,000</b>
<b>Sales Taxes (M\$)</b>		
State @ 4%	\$7,200,000.0	\$240,000
MTA @ .375%	\$675,000.0	\$22,500
Local @ 4 1/4%	<u>\$7,650,000.0</u>	<u>\$255,000</u>
<b>Total</b>	<b>\$15,525,000.0</b>	<b>\$517,500.0</b>

**MIDDLE COUNTRY CORRIDOR STUDY--CURRENT ZONING  
PERMANENT IMPACT--RIDGE**

(Assumes 30 Year buildout)

Commercial Square Footage/Employees	Total Employees	Average Increases/Year
Retail	3,248	
Heavy Commercial	0	
Office	137	
Light Industry	0	
Commercial/Recreation	319	
<b>Total</b>	<b>3,804</b>	<b>137</b>

**Estimated Number of Permanent Jobs (Full Time Equivalents)**

Total(Primary)	3,804	127
Total Secondary	<u>2,663</u>	<u>89</u>
<b>Total Job Impact</b>	<b>6,467</b>	<b>216</b>

**Total Wage Impact (M\$)**

Full & Part Time Payroll	
Primary	\$283,300,000
Average Secondary Wages FT & PT (60%)	\$75,000
Secondary Payroll	\$199,210,000
<b>Total</b>	<b>\$485,010,000</b>

**Total Impact**

**Federal/State Income Taxes from Permanent Employment (M\$)**

Federal (25% Rate)	\$121,252,500	\$4,041,750
State (7% Rate)	\$24,250,500	\$808,350
<b>Total</b>	<b>\$145,503,000</b>	<b>\$4,850,100</b>

**Sales Taxes from Permanent Employment (T\$B)**

State @ 4%	\$10,670,220.0	\$355,674
MTA @ 3.75%	\$1,000,333.1	\$33,344
Local @ 4 1/4%	\$11,337,108.8	\$377,904
<b>Total</b>	<b>\$23,007,661.9</b>	<b>\$766,922.1</b>

**Int. Local Expenditures By Businesses(M\$)**

Sales Taxes (T\$B)		
State @ 4%	\$7,200,000.0	\$240,000
MTA @ 3.75%	\$075,000.0	\$22,500
Local @ 4 1/4%	\$7,650,000.0	\$255,000
<b>Total</b>	<b>\$15,525,000.0</b>	<b>\$517,500.0</b>

## SCHEDULE II

### ECONOMIC IMPACTS: CONSTRUCTION IMPACT

#### IF DEVELOPED UNDER PROPOSED LAND USE PLAN

- The following tables present the economic impact calculations resulting from the construction or development of the land under the proposed land use plan. The basic construction costs for single-family residential, multi-family residential and commercial structures were obtained from the Building Industry, Snow Means Report, the Brookhaven Town Planning Department, the Brookhaven Building Department and, the Assessor's Office.
- The model presents calculations for the entire build out (30-years) and the average increment per year during the build out. Thus, during the development process, jobs and income would be added each year during build out. Each table shows the calculations for the following:
  - Increases in Regional Income
  - Increases Job
  - Wages
  - Taxes (Federal and State)
  - Sales taxes (construction expenditures)
  - Local expenditures
- The table does not present the effect of property taxes or as in previous tables, the effect of inflation on construction costs or wages.
- These tables present the economic impact for the Middle Country Corridor and the nodes within the corridor, Coram, Middle Island, and Ridge.

**MIDDLE COUNTRY CORRIDOR STUDY--PROPOSED**  
**TOTAL CONSTRUCTION IMPACT (Coram, Middle Island, Ridge)**  
 (Assumes 30 Year buildout)

	Total	Average/Year
<b>Total Space Developed-Square Feet</b>	7,841,691	261,390
<b>Total Construction Costs</b>	<b>\$1,234,799,000</b>	<b>\$41,159,967</b>
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$679,139,449.8	\$22,637,982
Materials (.35 of Total)	\$432,179,649.9	\$14,405,988
Other-Locally Impacted (.10)	<u>\$123,479,900.0</u>	<u>\$4,115,997</u>
<b>Total</b>	<b>\$1,234,798,999.6</b>	<b>\$41,159,966.7</b>
<b>Primary Impact (M\$)</b>		
Labor	\$679,139,449.8	\$22,637,982
Materials	\$432,179,649.9	\$14,405,988
Other	<u>\$123,479,900.0</u>	<u>\$4,115,997</u>
<b>Total Primary Impact</b>	<b>\$1,234,799,000</b>	<b>\$41,159,967</b>
<b>Total Impact (M\$)</b>		
Labor	\$2,037,418,349.3	\$67,913,945
Materials	\$414,892,463.9	\$13,829,749
Other	<u>\$160,523,869.9</u>	<u>\$5,350,796</u>
<b>Total Regional Impact</b>	<b>\$2,612,834,683</b>	<b>\$87,094,489</b>
(1) Calculated by applying RIMS II, Construction Multipliers		
<b>Estimated Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	848,924	28,297
Secondary	<u>1,697,849</u>	<u>56,595</u>
<b>Total</b>	<b>2,546,773</b>	<b>84,892</b>
Assumes Annual Construction Wages of		
	<b>\$80,000</b>	<b>\$80,000</b>
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$509,354,587.3	\$16,978,486
State (5% Rate)	<u>\$101,870,917.5</u>	<u>\$3,395,697</u>
<b>Total</b>	<b>\$611,225,505</b>	<b>\$20,374,183</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$14,941,067.9	\$498,036
MTA @ .375%	\$1,400,725.1	\$46,691
Local @ 4 1/4%	<u>\$15,874,884.0</u>	<u>\$529,163</u>
<b>Total</b>	<b>\$32,216,678</b>	<b>\$1,073,889</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$432,179,650</b>	<b>\$8,643,593</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$17,287,186.0	\$576,240
MTA @ .375%	\$1,620,673.7	\$54,022
Local @ 4 1/4%	<u>\$18,367,635.1</u>	<u>\$612,255</u>
<b>Total</b>	<b>\$37,275,495</b>	<b>\$1,242,516</b>
Note: May not add, due to rounding.		

**MIDDLE COUNTRY CORRIDOR STUDY-PROPOSED  
TOTAL CONSTRUCTION IMPACT -CORAM  
(Assumes 30 Year buildout)**

	Total	Average/Year
<b>Total Space Developed-Square Feet</b>	<b>2,466,335</b>	<b>82,211</b>
<b>Total Construction Costs</b>	<b>\$381,936,872</b>	<b>\$12,731,229</b>
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$210,065,279.6	\$7,002,176
Materials (.35 of Total)	\$133,677,905.2	\$4,455,930
Other-Locally Impacted (.10)	<u>\$38,193,687.2</u>	<u>\$1,273,123</u>
<b>Total</b>	<b>\$381,936,872.0</b>	<b>\$12,731,229.1</b>
<b>Primary Impact (M\$)</b>		
Labor	\$210,065,279.6	\$7,002,176
Materials	\$133,677,905.2	\$4,455,930
Other	<u>\$38,193,687.2</u>	<u>\$1,273,123</u>
<b>Total Primary Impact</b>	<b>\$381,936,872</b>	<b>\$12,731,229</b>
<b>Total Impact (M\$)</b>		
Labor	\$630,195,838.8	\$21,006,528
Materials	\$128,330,789.0	\$4,277,693
Other	<u>\$40,651,793.4</u>	<u>\$1,655,060</u>
<b>Total Regional Impact</b>	<b>\$808,178,421</b>	<b>\$26,939,281</b>
<b>(1) Calculated by applying RIMS II, Construction Multipliers</b>		
<b>Estimated Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	262,582	8,753
Secondary	<u>525,163</u>	<u>17,505</u>
<b>Total</b>	<b>787,745</b>	<b>26,258</b>
<b>Assumes Annual Construction Wages of</b>		
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$157,548,959.7	\$5,251,632
State (5% Rate)	<u>\$31,509,791.9</u>	<u>\$1,050,326</u>
<b>Total</b>	<b>\$189,058,752</b>	<b>\$6,301,958</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$4,621,436.2	\$154,048
MTA @ .375%	\$433,259.6	\$14,442
Local @ 4 1/4%	<u>\$4,910,275.9</u>	<u>\$163,676</u>
<b>Total</b>	<b>\$9,964,972</b>	<b>\$332,166</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$133,677,905</b>	<b>\$4,455,930</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$5,347,116.2	\$178,237
MTA @ .375%	\$501,292.1	\$16,710
Local @ 4 1/4%	<u>\$5,681,311.0</u>	<u>\$189,377</u>
<b>Total</b>	<b>\$11,529,719</b>	<b>\$384,324</b>
<b>Note: May not add, due to rounding.</b>		

**MIDDLE COUNTRY CORRIDOR STUDY--PROPOSED  
TOTAL CONSTRUCTION IMPACT--MIDDLE ISLAND  
(Assumes 30 Year buildout)**

	Total	Average/Year
<b>Total Space Developed-Square Feet</b>	4,956,405	165,213
<b>Total Construction Costs</b>	<b>\$784,635,472</b>	<b>\$26,154,516</b>
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$431,549,509.6	\$14,384,984
Materials (.35 of Total)	\$274,622,415.2	\$9,154,081
Other-Locally Impacted (.10)	<u>\$78,463,547.2</u>	<u>\$2,615,452</u>
<b>Total</b>	<b>\$784,635,472.0</b>	<b>\$26,154,515.7</b>
<b>Primary Impact (M\$)</b>		
Labor	\$431,549,509.6	\$14,384,984
Materials	\$274,622,415.2	\$9,154,081
Other	<u>\$78,463,547.2</u>	<u>\$2,615,452</u>
<b>Total Primary Impact</b>	<b>\$784,635,472</b>	<b>\$26,154,516</b>
<b>Total Impact (M\$)</b>		
Labor	\$1,294,648,528.8	\$43,154,951
Materials	\$263,637,518.6	\$8,787,917
Other	<u>\$102,002,611.4</u>	<u>\$3,400,087</u>
<b>Total Regional Impact</b>	<b>\$1,660,288,659</b>	<b>\$55,342,955</b>
<b>(1) Calculated by applying RIMS II, Construction Multipliers</b>		
<b>Estimated Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	539,437	17,981
Secondary	1,078,874	35,962
<b>Total</b>	<b>1,618,311</b>	<b>53,944</b>
<b>Assumes Annual Construction Wages of</b>	<b>\$80,000</b>	<b>\$80,000</b>
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$323,662,132.2	\$10,788,738
State (5% Rate)	<u>\$64,732,426.4</u>	<u>\$2,157,748</u>
<b>Total</b>	<b>\$388,394,559</b>	<b>\$12,946,485</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$9,494,089.2	\$316,470
MTA @ .375%	\$890,070.9	\$29,669
Local @ 4 1/4%	<u>\$10,087,469.8</u>	<u>\$336,249</u>
<b>Total</b>	<b>\$20,471,630</b>	<b>\$682,388</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$274,622,415</b>	<b>\$9,154,081</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$10,984,896.6	\$366,163
MTA @ .375%	\$1,029,834.1	\$34,328
Local @ 4 1/4%	<u>\$11,671,452.6</u>	<u>\$389,048</u>
<b>Total</b>	<b>\$23,686,183</b>	<b>\$789,539</b>

Note: May not add, due to rounding.

**MIDDLE COUNTRY CORRIDOR STUDY--PROPOSED  
TOTAL CONSTRUCTION IMPACT--RIDGE  
(Assumes 30 Year buildout)**

	Total	Average/Year
<b>Total Space Developed-Square Feet</b>	<b>418,951</b>	<b>13,965</b>
<b>Total Construction Costs</b>	<b>\$68,226,656</b>	<b>\$2,274,222</b>
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$37,524,660.6	\$1,250,822
Materials (.35 of Total)	\$23,879,329.5	\$795,978
Other-Locally Impacted (.10)	<u>\$6,822,665.6</u>	<u>\$227,422</u>
<b>Total</b>	<b>\$68,226,655.6</b>	<b>\$2,274,221.9</b>
<b>Primary Impact (M\$)</b>		
Labor	\$37,524,660.6	\$1,250,822
Materials	\$23,879,329.5	\$795,978
Other	<u>\$6,822,665.6</u>	<u>\$227,422</u>
<b>Total Primary Impact</b>	<b>\$68,226,656</b>	<b>\$2,274,222</b>
<b>Total Impact (M\$)</b>		
Labor	\$112,573,981.7	\$3,752,466
Materials	\$22,924,156.3	\$764,139
Other	<u>\$8,869,465.2</u>	<u>\$295,649</u>
<b>Total Regional Impact</b>	<b>\$144,367,603</b>	<b>\$4,812,253</b>
<b>(1) Calculated by applying RIMS II, Construction Multipliers</b>		
<b>Estimated Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	46,906	1,564
Secondary	93,812	3,127
<b>Total</b>	<b>140,717</b>	<b>4,691</b>
Assumes Annual Construction Wages of	<b>\$80,000</b>	<b>\$80,000</b>
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$28,143,495.4	\$938,117
State (5% Rate)	<u>\$5,628,699.1</u>	<u>\$187,623</u>
<b>Total</b>	<b>\$33,772,195</b>	<b>\$1,125,740</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$877,138.9	\$29,238
MTA @ .375%	\$51,596.4	\$1,720
Local @ 4 1/4%	<u>\$877,138.9</u>	<u>\$29,238</u>
<b>Total</b>	<b>\$1,805,874</b>	<b>\$60,196</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$23,879,329</b>	<b>\$795,978</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$955,173.2	\$31,839
MTA @ .375%	\$89,547.5	\$2,985
Local @ 4 1/4%	<u>\$1,014,871.3</u>	<u>\$33,829</u>
<b>Total</b>	<b>\$2,059,592</b>	<b>\$68,653</b>

Note: May not add, due to rounding.

**SCHEDULE I**

**ECONOMIC IMPACTS: PERMANENT  
DEVELOPING UNDER PROPOSED LAND USE PLAN**

- The following tables show the long-term economic influence of a build out of the Middle Country Corridor. The model presents calculations showing the estimated permanent job that will be created in the commercial sector after the build out (30-years) and the average new job creation increments per year. Thus, during the development process, jobs and income would be added each year during after a build out.
  
- Each table shows the calculations for the following:
  - Increases in Regional Income
  - Increases Job
  - Wages
  - Taxes (Federal and State)
  - Sales taxes resulting from construction expenditures.
  - Local expenditures

The table does not present the effect of property taxes or as in previous tables, the effect of inflation on construction costs or wages.

**MIDDLE COUNTRY CORRIDOR STUDY—PROPOSED**  
**TOTAL PERMANENT IMPACT (Coram, Middle Island, Ridge)**  
 (Assumes 30 Year buildout)

Commercial Square Footage/Employees	Employees	Average Increases/Year
Retail	22,597	
Heavy Commercial	78	
Office	142	
Commercial/Recreation		
Light Industry	501	
<b>Total</b>	<b>23,318</b>	<b>777</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	23,318	777
Total Secondary	<u>16,323</u>	<u>544</u>
<b>Total Job Impact</b>	<b>39,641</b>	<b>1,321</b>
<b>Total Wage Impact (M\$)</b>		
Full & Part Time Payroll		
Primary	\$1,748,850,000	\$58,295,000
Average Secondary Wages - FT & PT (Est.)	<b>\$75,000</b>	
Secondary Payroll	<u>\$1,224,195,000</u>	<u>\$40,806,500</u>
<b>Total</b>	<b>\$2,973,045,000</b>	<b>\$99,101,500</b>
<b>Total Impact</b>	<b>\$2,973,045,000</b>	<b>\$99,101,500</b>
<b>Federal/State Income Taxes from Permanent Employment (M\$)</b>		
Federal (25% Rate)	\$743,261,250	\$24,775,375
State (5% Rate)	<u>\$148,652,250</u>	<u>\$4,955,075</u>
<b>Total</b>	<b>\$891,913,500</b>	<b>\$4,955,075</b>
<b>Sales Taxes from Permanent Employment (M\$)</b>		
State @ 4%	\$65,406,990.0	\$2,180,233
MTA @ .375%	\$6,131,905.5	\$204,397
Local @ 4 1/4%	<u>\$69,494,926.9</u>	<u>\$2,316,498</u>
<b>Total</b>	<b>\$141,033,822.2</b>	<b>\$4,701,127</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>		
<b>Sales Taxes (M\$)</b>		
State @ 4%	\$23,040,000.0	\$768,000
MTA @ .375%	\$2,160,000.0	\$72,000
Local @ 4 1/4%	<u>\$24,480,000.0</u>	<u>\$816,000</u>
<b>Total</b>	<b>\$49,680,000.0</b>	<b>\$1,656,000</b>

**MIDDLE COUNTRY CORRIDOR STUDY--PROPOSED  
PERMANENT IMPACT--CORAM  
(Assumes 30 Year buildout)**

Commercial Square Footage/Employees	Employees	Average Increases/Year
Retail	7,131	
Heavy Commercial	0	
Office	68	
Commercial/Recreation	1,144	
Light Industry	501	
<b>Total</b>	<b>8,844</b>	<b>295</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	8,844	295
Total Secondary	6,191	206
<b>Total Job Impact</b>	<b>15,035</b>	<b>501</b>
<b>Total Wage Impact (M\$)</b>		
Full & Part Time Payroll		
Primary	\$663,300,000	\$22,110,000
Average Secondary Wages - FT. & PT (Est.)	<b>\$75,000</b>	
Secondary Payroll	<u>\$464,310,000</u>	<u>\$15,477,000</u>
<b>Total</b>	<b>\$1,127,610,000</b>	<b>\$37,587,000</b>
<b>Total Impact</b>	<b>\$1,127,610,000</b>	<b>\$37,587,000</b>
<b>Federal/State Income Taxes from Permanent Employment (M\$)</b>		
Federal (25% Rate)	\$281,902,500	\$9,396,750
State (5% Rate)	<u>\$56,380,500</u>	<u>\$1,879,350</u>
<b>Total</b>	<b>\$338,283,000</b>	<b>\$1,879,350</b>
<b>Sales Taxes from Permanent Employment (M\$)</b>		
State @ 4%	\$26,357,883.8	\$878,596
MTA @ .375%	\$1,550,463.8	\$51,682
Local @ 4 1/4%	<u>\$26,357,883.8</u>	<u>\$878,596</u>
<b>Total</b>	<b>\$54,266,231.3</b>	<b>\$1,808,874</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>	<b>\$192,000,000</b>	<b>\$6,400,000</b>
<b>Sales Taxes (M\$)</b>		
State @ 4%	\$8,160,000.0	\$272,000
MTA @ .375%	\$480,000.0	\$16,000
Local @ 4 1/4%	<u>\$8,160,000.0</u>	<u>\$272,000</u>
<b>Total</b>	<b>\$16,800,000.0</b>	<b>\$560,000</b>

**MIDDLE COUNTRY CORRIDOR STUDY—PROPOSED  
PERMANENT IMPACT—MIDDLE ISLAND  
(Assumes 30 Year buildout)**

Commercial Square Footage/Employees	Employees	Average Increases/Year
Retail	14,367	
Heavy Commercial	78	
Office	28	
Commercial/Recreation	3,534	
Light Industry	0	
<b>Total</b>	<b>18,007</b>	<b>600</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total (Primary)	18,007	600
Total Secondary	<u>12,605</u>	<u>420</u>
<b>Total Job Impact</b>	<b>30,612</b>	<b>1020</b>
<b>Total Wage Impact (M\$)</b>		
Full & Part Time Payroll		
Primary	\$1,350,525,000	\$45,017,500
Average Secondary Wages FT & PT (Est.)	<b>\$75,000</b>	
Secondary Payroll	<u>\$945,367,500</u>	<u>\$31,512,250</u>
<b>Total</b>	<b>\$2,295,892,500</b>	<b>\$76,529,750</b>
<b>Total Impact</b>	<b>\$2,295,892,500</b>	<b>\$76,529,750</b>
<b>Federal/State Income Taxes from Permanent Employment (M\$)</b>		
Federal (25% Rate)	\$573,973,125	\$19,132,438
State (5% Rate)	<u>\$114,794,625</u>	<u>\$3,826,488</u>
<b>Total</b>	<b>\$688,767,750</b>	<b>\$3,826,488</b>
<b>Sales Taxes from Permanent Employment (M\$)</b>		
State @ 4 1/4%	\$53,666,487.2	\$1,788,883
MTA @ 1/4%	\$3,156,852.2	\$105,228
Local @ 4 1/4%	<u>\$53,666,487.2</u>	<u>\$1,788,883</u>
<b>Total</b>	<b>\$110,489,826.6</b>	<b>\$3,682,994</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>	<b>\$192,000,000</b>	<b>\$6,400,000</b>
<b>Sales Taxes (M\$)</b>		
State @ 4 1/4%	\$8,160,000.0	\$272,000
MTA @ 1/4%	\$480,000.0	\$16,000
Local @ 4 1/4%	<u>\$8,160,000.0</u>	<u>\$272,000</u>
<b>Total</b>	<b>\$16,800,000.0</b>	<b>\$560,000</b>

**MIDDLE COUNTRY CORRIDOR STUDY--PROPOSED  
PERMANENT IMPACT--RIDGE  
(Assumes 30 Year buildout)**

Commercial Square Footage/Employees	Employees	Average Increases/Year
Retail	1,099	
Heavy Commercial	0	
Office	46	
Commercial/Recreation	142	
Light Industry	0	
<b>Total</b>	<b>1,287</b>	<b>43</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	1,287	43
Total Secondary	<u>901</u>	<u>30</u>
<b>Total Job Impact</b>	<b>2,188</b>	<b>73</b>
<b>Total Wage Impact (M\$)</b>		
Full & Part Time Payroll		
Primary	\$96,525,000	\$3,217,500
Average Secondary Wages FT & PT (Est.)	<b>\$75,000</b>	
Secondary Payroll	<u>\$67,567,500</u>	<u>\$2,252,250</u>
<b>Total</b>	<b>\$164,092,500</b>	<b>\$5,469,750</b>
<b>Total Impact</b>	<b>\$164,092,500</b>	<b>\$5,469,750</b>
<b>Federal/State Income Taxes from Permanent Employment (M\$)</b>		
Federal (25% Rate)	\$41,023,125	\$1,367,438
State (5% Rate)	<u>\$8,204,625</u>	<u>\$273,488</u>
<b>Total</b>	<b>\$49,227,750</b>	<b>\$273,488</b>
<b>Sales Taxes from Permanent Employment (Th\$)</b>		
State @ 4%	\$3,835,662.2	\$127,855
MTA @ .375%	\$225,627.2	\$7,521
Local @ 4 1/4%	<u>\$3,835,662.2</u>	<u>\$127,855</u>
<b>Total</b>	<b>\$7,896,951.6</b>	<b>\$263,232</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>	<b>\$192,000,000</b>	<b>\$6,400,000</b>
<b>Sales Taxes (Th\$)</b>		
State @ 4%	\$8,160,000.0	\$272,000
MTA @ .375%	\$480,000.0	\$16,000
Local @ 4 1/4%	<u>\$8,160,000.0</u>	<u>\$272,000</u>
<b>Total</b>	<b>\$16,800,000.0</b>	<b>\$560,000</b>

**MIDDLE COUNTRY CORRIDOR  
ECONOMIC STUDY**

**ALTERNATIVE 2**

At the request of the Brookhaven Town Planning Department, Thomas Conoscenti and Associates was instructed to undertake another analysis to include only the development of the following parcels:

**Parcels to Include for Alternative #2**

**Speigel:**

Location: Corm

41.32 acres

Development Alternative: Adding 2 acres of J-6 to MF zoning & 200 units of 2-bedroom MF & 40,000 sq. feet of retail

**Kogel:**

Location: Middle Island

18 acres

Development Alternative: L-1 & J-2 & A-1 to PDD @ 12 units( equal 1 & 2 bedrooms) /acre 13 acres & 30,000 sq. feet of retail

**Sam Glass**

Location: Middle Island

12 acres

Development Alternative: NH (nursing home) to MF Multi family @ 12 units/acre.

**AFCO**

Location: Middle Island

24.64 acres

Development Alternative: L-1 to J-4 Office

**Neilin**

Location: Middle Island

0.75 acres

Development Alternative: J-2 to J-6

**Roanoke Sand and Gravel**

Location: Middle Island

281 acres

Development Alternative: L1, L2 and A1 to CR, J4 and A5

## **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

Boarding Properties  
 Location: Middle Island  
 25.0 acres  
 Development Alternative: L1, L2

Using the same assumptions as presented earlier in this study for calculating the economic and fiscal impact of the development.

Based on the analysis, Thomas Conoscenti & Associates, Inc. concluded that Alternative 2 yield a positive economic, fiscal and commercial impact to the Town, and School District and yields a positive impact on the local economy. The following summarized selected economic and fiscal measures.

Item	Estimates	Average Per Year
Assessed Value	+ \$8,296,318	\$276,544
Total Est. Investment	+\$422,020,208	\$14,067,340
Construction Impact		
Total Jobs	+8,704	290
Total Wages & Salaries	\$696,333,343	\$23,211,111
Sales Taxes	\$12,739,735	\$424,658
Permanent Jobs	11,327	378/year

Model Run: 9/29/05

**MIDDLE COUNTRY CORRIDOR STUDY  
CURRENT ZONING VS. PROPOSED ALTERNATIVE #2  
TOTAL (CORAM, MIDDLE ISLAND, RIDGE)**

	Assessed Value	Estimated RP Tax	County Taxes	Town Taxes	School District	Fire District	Other
<b>Existing Zoning</b>							
Existing Devel. (With vacant)	\$2,795,703	\$5,986,057	\$747,506	\$920,137	\$3,571,115	\$416,640	\$1,011,645
Less: Alternative 2 Property	\$144,086	\$391,056	\$44,727	\$11,858	\$192,838	\$25,639	\$773,670
<b>Total</b>	<b>\$2,651,617</b>	<b>\$5,594,999</b>	<b>\$702,779</b>	<b>\$908,279</b>	<b>\$3,378,277</b>	<b>\$390,999</b>	<b>\$237,975</b>
<b>Alternative 2 Property-Devel.</b>	<b>\$8,440,404</b>	<b>\$21,616,606</b>	<b>\$3,005,375</b>	<b>\$924,711</b>	<b>\$13,723,884</b>	<b>\$2,374,877</b>	<b>\$987,780</b>
<b>Total</b>	<b>\$11,092,021</b>	<b>\$27,211,605</b>	<b>\$6,708,154</b>	<b>\$1,832,990</b>	<b>\$17,102,161</b>	<b>\$4,765,876</b>	<b>\$1,985,755</b>
<b>Difference Between Current Zoning and Proposed Land Use</b>							
<b>Net Difference</b>	<b>\$8,440,404</b>	<b>\$21,616,606</b>	<b>\$3,005,375</b>	<b>\$924,711</b>	<b>\$13,723,884</b>	<b>\$2,374,877</b>	<b>\$987,780</b>

Prepared by Dr. Thomas Conoscenti, 9/29/05

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**MIDDLE COUNTRY CORRIDOR STUDY  
CURRENT ZONING VS. PROPOSED ALTERNATIVE #2  
CORAM**

	Assessed Value	Estimated RP Tax	County Taxes	Town Taxes	School District	Fire District	Other
<b>Existing Zoning</b>							
Existing Devel. (With vacant)	\$701,708	\$1,062,296	\$147,859	\$47,206	\$730,841	\$74,938	\$60,249
Less: Alternative 2 Property	\$33,212	\$84,379	\$11,646	\$3,609	\$55,143	\$10,475	\$3,706
<b>Total</b>	<b>\$668,496</b>	<b>\$977,917</b>	<b>\$136,213</b>	<b>\$43,597</b>	<b>\$675,698</b>	<b>\$64,463</b>	<b>\$56,543</b>
<b>Alternative 2 Property-Devel.</b>	<b>\$725,217</b>	<b>\$1,805,789</b>	<b>\$258,028</b>	<b>\$79,455</b>	<b>\$1,179,181</b>	<b>\$204,054</b>	<b>\$84,872</b>
<b>Total</b>	<b>\$1,393,713</b>	<b>\$2,783,706</b>	<b>\$394,241</b>	<b>\$123,052</b>	<b>\$1,854,879</b>	<b>\$408,517</b>	<b>\$141,415</b>
<b>Difference Between Current Land Use and Alternative 2</b>							
<b>Net Difference</b>	<b>\$691,998</b>	<b>\$1,721,211</b>	<b>\$246,582</b>	<b>\$75,846</b>	<b>\$1,124,038</b>	<b>\$193,579</b>	<b>\$81,166</b>

Prepared by Dr. Thomas Conoscenti, 9/29/05

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**MIDDLE COUNTRY CORRIDOR STUDY  
CURRENT ZONING VS. PROPOSED ALTERNATIVE #2  
MIDDLE ISLAND**

	Assessed Value	Estimated RP Tax	County Taxes	Town Taxes	School District	Fire District	Other
<b>Existing Zoning</b>							
Existing Devel. (With vacant)	\$1,392,257	\$3,861,465	\$451,791	\$142,090	\$2,109,433	\$266,763	\$891,147
Less: Alternative 2 Property	<u>\$110,867</u>	<u>\$906,477</u>	<u>\$33,080</u>	<u>\$10,250</u>	<u>\$137,745</u>	<u>\$15,164</u>	<u>\$769,264</u>
Total	\$1,503,155	\$4,767,942	\$484,872	\$152,340	\$2,247,178	\$281,928	\$1,661,112
Alternative 2 Property-Devel.	\$7,715,188	\$19,210,817	\$2,747,147	\$845,276	\$12,544,663	\$2,170,822	\$902,908
Total	\$9,107,475	\$23,072,282	\$3,198,938	\$987,366	\$14,654,096	\$2,437,585	\$1,794,056
<b>Difference Between Current Zoning and Proposed Land Use</b>							
Net Difference	\$7,604,320	\$18,304,340	\$2,714,066	\$835,026	\$12,406,919	\$2,155,658	\$132,944

**MIDDLE COUNTRY CORRIDOR STUDY  
CURRENT ZONING VS. PROPOSED ALTERNATIVE #2  
RIDGE**

	Assessed Value	Estimated RP Tax	County Taxes	Town Taxes	School District	Fire District	Other
<b>Existing Zoning</b>							
Existing Devel. (With vacant)	\$701,708	\$1,062,296	\$147,859	\$47,206	\$730,841	\$74,938	\$60,249
Less: Alternative 2 Property	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Total	\$701,708	\$1,062,296	\$147,859	\$47,206	\$730,841	\$74,938	\$60,249
Alternative 2 Property-Devel.	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$701,708	\$1,062,296	\$147,859	\$47,206	\$730,841	\$74,938	\$60,249
<b>Difference Between Current Zoning and Proposed Land Use</b>							
Net Difference	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Note: The properties included in Alternative # 2 were not located in Ridge and, therefore, the differences are zero.

**MIDDLE COUNTRY CORRIDOR STUDY--ALTERNATIVE # 2**  
**TOTAL CONSTRUCTION IMPACT (Coram, Middle Island, Ridge)**  
 (Assumes 30 Year buildout)

	Total	Average/Year
<b>Total Space Developed-Square Feet</b>	<b>2,720,155</b>	<b>90,672</b>
<b>Total Construction Costs</b>	<b>\$422,020,208</b>	<b>\$14,067,340</b>
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$232,111,114.4	\$7,737,037
Materials (.35 of Total)	\$147,707,072.8	\$4,923,569
Other-Locally Impacted (.10)	<u>\$42,202,020.8</u>	<u>\$1,406,734</u>
<b>Total</b>	<b>\$422,020,208.0</b>	<b>\$14,067,340.3</b>
<b>Primary Impact (M\$)</b>		
Labor	\$232,111,114.4	\$7,737,037
Materials	\$147,707,072.8	\$4,923,569
Other	<u>\$42,202,020.8</u>	<u>\$1,406,734</u>
<b>Total Primary Impact</b>	<b>\$422,020,208</b>	<b>\$14,067,340</b>
<b>Total Impact (M\$)</b>		
Labor	\$696,333,343.2	\$23,211,111
Materials	\$141,798,789.9	\$4,726,626
Other	<u>\$54,862,627.0</u>	<u>\$1,828,754</u>
<b>Total Regional Impact</b>	<b>\$892,994,760</b>	<b>\$29,766,492</b>
<b>(1) Calculated by applying RIMS II, Construction Multipliers</b>		
<b>Estimated Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	2,901	97
Secondary	<u>5,803</u>	<u>193</u>
<b>Total</b>	<b>8,704</b>	<b>290</b>
<b>Assumes Annual Construction Wages of</b>	<b>\$80,000</b>	<b>\$80,000</b>
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$174,083,335.8	\$5,802,778
State (5% Rate)	<u>\$34,816,667.2</u>	<u>\$1,160,550</u>
<b>Total</b>	<b>\$208,900,003</b>	<b>\$6,963,333</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$5,106,444.5	\$170,215
MTA @ .375%	\$478,729.2	\$15,958
Local @ 4 1/4%	<u>\$5,425,597.3</u>	<u>\$180,853</u>
<b>Total</b>	<b>\$11,010,771</b>	<b>\$367,026</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$147,707,073</b>	<b>\$2,954,141</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$5,908,282.9	\$196,943
MTA @ .375%	\$553,901.5	\$18,463
Local @ 4 1/4%	<u>\$6,277,550.6</u>	<u>\$209,252</u>
<b>Total</b>	<b>\$12,739,735</b>	<b>\$424,658</b>
<b>Note: May not add, due to rounding.</b>		

**MIDDLE COUNTRY CORRIDOR STUDY--ALTERNATIVE # 2**  
**TOTAL CONSTRUCTION IMPACT --CORAM**  
 (Assumes 30 Year buildout)

	Total	Average/Year
<b>Total Space Developed-Square Feet</b>	<b>295,941</b>	<b>9,865</b>
<b>Total Construction Costs</b>	<b>\$36,260,832</b>	<b>\$1,208,694</b>
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$19,943,457.6	\$664,782
Materials (.35 of Total)	\$12,691,291.2	\$423,043
Other-Locally Impacted (.10)	\$3,626,083.2	\$120,869
<b>Total</b>	<b>\$36,260,832.0</b>	<b>\$1,208,694.4</b>
<b>Primary Impact (M\$)</b>		
Labor	\$19,943,457.6	\$664,782
Materials	\$12,691,291.2	\$423,043
Other	\$3,626,083.2	\$120,869
<b>Total Primary Impact</b>	<b>\$36,260,832</b>	<b>\$1,208,694</b>
<b>Total Impact (M\$)</b>		
Labor	\$59,830,372.8	\$1,994,346
Materials	\$12,183,639.6	\$406,121
Other	\$4,713,208.2	\$157,130
<b>Total Regional Impact</b>	<b>\$76,727,221</b>	<b>\$2,557,597</b>
<b>(f) Calculated by applying RIMS II, Construction Multipliers</b>		
<b>Estimated Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	249	8
Secondary	499	17
<b>Total</b>	<b>748</b>	<b>25</b>
<b>Assumes Annual Construction Wages of</b>	<b>\$80,000</b>	<b>\$80,000</b>
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$14,957,893.2	\$498,586
State (5% Rate)	\$2,991,518.6	\$99,717
<b>Total</b>	<b>\$17,949,412</b>	<b>\$598,304</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$438,756.1	\$14,625
MTA @ .375%	\$41,133.4	\$1,371
Local @ 4 1/4%	\$466,178.3	\$15,539
<b>Total</b>	<b>\$946,068</b>	<b>\$31,536</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$12,691,291</b>	<b>\$423,043</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$507,651.6	\$16,922
MTA @ .375%	\$47,592.3	\$1,586
Local @ 4 1/4%	\$539,379.9	\$17,979
<b>Total</b>	<b>\$1,094,624</b>	<b>\$36,487</b>

Note: May not add, due to rounding.

**MIDDLE COUNTRY CORRIDOR STUDY—ALTERNATIVE # 2**  
**TOTAL CONSTRUCTION IMPACT—MIDDLE ISLAND**  
 (Assumes 30 Year buildout)

	Total	Average/Year
<b>Total Space Developed-Square Feet</b>	<b>2,424,214</b>	<b>80,807</b>
<b>Total Construction Costs</b>	<b>\$385,759,376</b>	<b>\$12,858,646</b>
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$212,167,656.8	\$7,072,255
Materials (.35 of Total)	\$135,015,781.6	\$4,500,526
Other-Locally Impacted (.10)	\$38,575,937.6	\$1,285,865
<b>Total</b>	<b>\$385,759,376.0</b>	<b>\$12,858,645.9</b>
<b>Primary Impact (M\$)</b>		
Labor	\$212,167,656.8	\$7,072,255
Materials	\$135,015,781.6	\$4,500,526
Other	\$38,575,937.6	\$1,285,865
<b>Total Primary Impact</b>	<b>\$385,759,376</b>	<b>\$12,858,646</b>
<b>Total Impact (M\$)</b>		
Labor	\$636,502,970.4	\$21,216,766
Materials	\$129,615,150.3	\$4,320,505
Other	\$50,148,718.9	\$1,671,624
<b>Total Regional Impact</b>	<b>\$816,266,840</b>	<b>\$27,208,895</b>
<i>(1) Calculated by applying RIMS II, Construction Multipliers</i>		
<b>Estimated Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	2,652	88
Secondary	5,304	177
<b>Total</b>	<b>7,956</b>	<b>265</b>
<b>Assumes Annual Construction Wages of</b>	<b>\$80,000</b>	<b>\$80,000</b>
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$159,125,742.6	\$5,304,191
State (5% Rate)	\$31,825,148.5	\$1,060,838
<b>Total</b>	<b>\$190,950,891</b>	<b>\$6,365,030</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$4,667,688.4	\$155,590
MTA @ .375%	\$437,595.8	\$14,587
Local @ 4 1/4%	\$4,959,419.0	\$165,314
<b>Total</b>	<b>\$10,064,703</b>	<b>\$335,490</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$135,015,782</b>	<b>\$4,500,526</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$5,400,631.3	\$180,021
MTA @ .375%	\$506,309.2	\$16,877
Local @ 4 1/4%	\$5,738,170.7	\$191,272
<b>Total</b>	<b>\$11,645,111</b>	<b>\$388,170</b>

Note: May not add, due to rounding.

**MIDDLE COUNTRY CORRIDOR STUDY--ALTERNATIVE # 2**  
**TOTAL CONSTRUCTION IMPACT--RIDGE**  
 (Assumes 30 Year buildout)

	Total	Average/Year
Total Space Developed-Square Feet	0	0
Total Construction Costs	<b>\$0</b>	<b>\$0</b>
<b>Costs by Components (M\$)</b>		
Labor (.55 of Total)	\$0.0	\$0
Materials (.35 of Total)	\$0.0	\$0
Other-Locally Impacted (.10)	<u>\$0.0</u>	<u>\$0</u>
<b>Total</b>	<b>\$0.0</b>	<b>\$0.0</b>
<b>Primary Impact (M\$)</b>		
Labor	\$0.0	\$0
Materials	\$0.0	\$0
Other	<u>\$0.0</u>	<u>\$0</u>
<b>Total Primary Impact</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Impact (M\$)</b>		
Labor	\$0.0	\$0
Materials	\$0.0	\$0
Other	<u>\$0.0</u>	<u>\$0</u>
<b>Total Regional Impact</b>	<b>\$0</b>	<b>\$0</b>
<i>(1) Calculated by applying RIMS II, Construction Multipliers</i>		
<b>Estimated Number of Construction Phase Jobs Full Time Equivalents</b>		
Primary	0	0
Secondary	<u>0</u>	<u>0</u>
<b>Total</b>	<b>0</b>	<b>0</b>
<b>Assumes Annual Construction Wages of</b>		
<b>Federal/State Income Taxes from Construction Phase (M\$)</b>		
Federal (25% Rate)	\$0.0	\$0
State (5% Rate)	<u>\$0.0</u>	<u>\$0</u>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>
<b>Construction Employment Sales Taxes (Th\$)</b>		
State @ 4%	\$0.0	\$0
MTA @ .375%	\$0.0	\$0
Local @ 4 1/4%	<u>\$0.0</u>	<u>\$0</u>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>
<b>Construction Retail Sales (M\$)</b>	<b>\$0</b>	<b>\$0</b>
<b>Construction Phase Sales Taxes Generated(Th\$)</b>		
State @ 4%	\$0.0	\$0
MTA @ .375%	\$0.0	\$0
Local @ 4 1/4%	<u>\$0.0</u>	<u>\$0</u>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>

Note: May not add, due to rounding.

**MIDDLE COUNTRY CORRIDOR STUDY--ALTERNATIVE # 2**  
**TOTAL PERMANENT IMPACT (Coram, Middle Island, Ridge)**  
 (Assumes 30 Year buildout)

Commercial Square Footage/Employees	Employees	Average Increases/Year
Retail	9,038	
Heavy Commercial	49	
Office	18	
Commercial/Recreation	2,217	
Light Industry	5	
<b>Total</b>	<b>11,327</b>	<b>378</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	11,327	378
Total Secondary	<u>7,929</u>	<u>264</u>
<b>Total Job Impact</b>	<b>19,256</b>	<b>642</b>
<b>Total Wage Impact (M\$)</b>		
Full & Part Time Payroll		
Primary	\$849,525,000	\$28,317,500
Average Secondary Wages FT & PT (Est.)	<u>\$75,000</u>	
Secondary Payroll	<u>\$594,667,500</u>	<u>\$19,822,250</u>
<b>Total</b>	<b>\$1,444,192,500</b>	<b>\$48,139,750</b>
<b>Total Impact</b>	<b>\$1,444,192,500</b>	<b>\$48,139,750</b>
<b>Federal/State Income Taxes from Permanent Employment (M\$)</b>		
Federal (25% Rate)	\$361,048,125	\$12,034,938
State (5% Rate)	<u>\$72,209,625</u>	<u>\$2,406,988</u>
<b>Total</b>	<b>\$433,257,750</b>	<b>\$2,406,988</b>
<b>Sales Taxes from Permanent Employment (M\$)</b>		
State @ 4%	\$31,772,235.0	\$1,059,075
MTA @ .375%	\$2,978,647.0	\$99,288
Local @ 4 1/4%	<u>\$33,757,999.7</u>	<u>\$1,125,267</u>
<b>Total</b>	<b>\$68,508,881.7</b>	<b>\$2,283,629</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>	<b>\$384,000,000</b>	<b>\$12,800,000</b>
<b>Sales Taxes (M\$)</b>		
State @ 4%	\$15,360,000.0	\$512,000
MTA @ .375%	\$1,440,000.0	\$48,000
Local @ 4 1/4%	<u>\$16,320,000.0</u>	<u>\$544,000</u>
<b>Total</b>	<b>\$33,120,000.0</b>	<b>\$1,104,000</b>

**MIDDLE COUNTRY CORRIDOR STUDY--ALTERNATIVE # 1**  
**PERMANENT IMPACT--CORAM**  
 (Assumes 30 Year buildout)

Commercial Square Footage/Employees	Employees	Average Increases/Year
Retail	68	
Heavy Commercial	0	
Office	1	
Commercial/Restoration	11	
Light Industry	5	
<b>Total</b>	<b>85</b>	<b>3</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	85	3
Total Secondary	60	2
<b>Total Job Impact</b>	<b>145</b>	<b>5</b>
<b>Total Wage Impact (M\$)</b>		
Full & Part Time Payroll		
Primary	\$6,375,000	\$212,500
Average Secondary Wages FT & PT (Est.)	<b>\$75,000</b>	
Secondary Payroll	<u>\$4,462,500</u>	<u>\$148,750</u>
<b>Total</b>	<b>\$10,837,500</b>	<b>\$361,250</b>
<b>Total Impact</b>	<b>\$10,837,500</b>	<b>\$361,250</b>
<b>Federal/State Income Taxes from Permanent Employment (M\$)</b>		
Federal (25% Rate)	\$2,709,375	\$90,313
State (5% Rate)	<u>\$541,875</u>	<u>\$18,063</u>
<b>Total</b>	<b>\$3,251,250</b>	<b>\$18,063</b>
<b>Sales Taxes from Permanent Employment (M\$)</b>		
State @ 4%	\$253,326.6	\$8,444
MTA @ .375%	\$14,901.6	\$497
Local @ 4 1/4%	<u>\$253,326.6</u>	<u>\$8,444</u>
<b>Total</b>	<b>\$521,554.7</b>	<b>\$17,385</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>	<b>\$192,000,000</b>	<b>\$6,400,000</b>
<b>Sales Taxes (M\$)</b>		
State @ 4%	\$8,160,000.0	\$272,000
MTA @ .375%	\$480,000.0	\$16,000
Local @ 4 1/4%	<u>\$8,160,000.0</u>	<u>\$272,000</u>
<b>Total</b>	<b>\$16,800,000.0</b>	<b>\$560,000</b>

Economic Impact Proposed Coram

**MIDDLE COUNTRY CORRIDOR STUDY--ALTERNATIVE # 2**  
**PERMANENT IMPACT--MIDDLE ISLAND**  
 (Assumes 30 Year buildout)

Commercial Square Footage/Employees	Employees	Average Increases/Year
Retail	8,970	
Heavy Commercial	49	
Office	17	
Commercial/Recreation	2,206	
Light Industry	0	
<b>Total</b>	<b>11,242</b>	<b>375</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	11,242	375
Total Secondary	<u>7,869</u>	<u>262</u>
<b>Total Job Impact</b>	<b>19,111</b>	<b>637</b>
<b>Total Wage Impact (MS)</b>		
Full & Part Time Payroll		
Primary	\$843,150,000	\$28,105,000
Average Secondary Wages FT & PT (Est.)	<b>\$75,000</b>	
Secondary Payroll	<u>\$590,205,000</u>	<u>\$19,673,500</u>
<b>Total</b>	<b>\$1,433,355,000</b>	<b>\$47,778,500</b>
<b>Total Impact</b>	<b>\$1,433,355,000</b>	<b>\$47,778,500</b>
<b>Federal/State Income Taxes from Permanent Employment (MS)</b>		
Federal (25% Rate)	\$358,338,750	\$11,944,625
State (5% Rate)	<u>\$71,667,250</u>	<u>\$2,388,925</u>
<b>Total</b>	<b>\$430,006,500</b>	<b>\$2,388,925</b>
<b>Sales Taxes from Permanent Employment (MS)</b>		
State @ 4 1/4%	\$33,504,673.1	\$1,116,822
MTA @ 1/4%	\$1,970,863.1	\$65,695
Local @ 4 1/4%	<u>\$33,504,673.1</u>	<u>\$1,116,822</u>
<b>Total</b>	<b>\$68,980,209.4</b>	<b>\$2,299,340</b>
<b>Est. Local Expenditures By Businesses(MS)</b>		
<b>Sales Taxes (MS)</b>		
State @ 4 1/4%	\$8,160,000.0	\$272,000
MTA @ 1/4%	\$480,000.0	\$16,000
Local @ 4 1/4%	<u>\$8,160,000.0</u>	<u>\$272,000</u>
<b>Total</b>	<b>\$16,800,000.0</b>	<b>\$560,000</b>

**MIDDLE COUNTRY CORRIDOR STUDY--ALTERNATIVE # 2**  
**PERMANENT IMPACT--RIDGE**  
 (Assumes 30 Year buildout)

Commercial Square Footage/Employees	Employees	Average Increases/Year
Retail	0	
Heavy Commercial	0	
Office	0	
Commercial/Recreation	0	
Light Industry	0	
<b>Total</b>	<b>0</b>	<b>0</b>
<b>Estimated Number of Permanent Jobs (Full Time Equivalents)</b>		
Total(Primary)	0	0
Total Secondary	0	0
<b>Total Job Impact</b>	<b>0</b>	<b>0</b>
<b>Total Wage Impact (MS)</b>		
Full & Part Time Payroll		
Primary	\$0	\$0
Average Secondary Wages FT & PT (Est.)	\$0	\$0
Secondary Payroll	<u>\$0</u>	<u>\$0</u>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Impact</b>	<b>\$0</b>	<b>\$0</b>
<b>Federal/State Income Taxes from Permanent Employment (MS)</b>		
Federal (25% Rate)	\$0	\$0
State (5% Rate)	<u>\$0</u>	<u>\$0</u>
<b>Total</b>	<b>\$0</b>	<b>\$0</b>
<b>Sales Taxes from Permanent Employment (Th\$)</b>		
State @ 4%	\$0.0	\$0
MTA @ .375%	\$0.0	\$0
Local @ 4 1/4%	<u>\$0.0</u>	<u>\$0</u>
<b>Total</b>	<b>\$0.0</b>	<b>\$0</b>
<b>Est. Local Expenditures By Businesses(M\$)</b>		
<b>Total</b>	<b>\$0</b>	<b>\$0</b>
<b>Sales Taxes (Th\$)</b>		
State @ 4%	\$0.0	\$0
MTA @ .375%	\$0.0	\$0
Local @ 4 1/4%	<u>\$0.0</u>	<u>\$0</u>
<b>Total</b>	<b>\$0.0</b>	<b>\$0</b>

**NOTE: NONE OF THE ALTERNATIVE # 2 PROPERTIES ARE LOCATED IN RIDGE.**

## **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

### **THOMAS CONOSCENTI PH.D.**

*Econometrics, Urban/Regional Economic Analysis & Public Economics/Finance*

Dr. Thomas Conoscenti is a widely recognized regional economist who consults privately, teaches at New York University. He teaches Urban/Regional Economics and Public Economics, Economic Forecasting, Macro Economics, Statistics, Public Finance. Previously, he was Economic Research Scientist at the Center for Regional Policy Studies, SUNY at Stony Brook. Between 1981 and 1993, he was the Director of Programs, Division of Management, at Polytechnic University's Farmingdale Campus where he taught courses in Economics, Finance, and Statistics.

He was Chief Economist and Director of Economic Development for the L.I. Association. At the L.I.A., he developed economic forecasts for the Long Island region, worked with the L.I. Regional Planning Board and other organizations analyzing long-term regional economic trends. He also served as staff liaison to economic development, energy, environment, tax, and governmental committees. He is currently Chief Economist for the Association for a Better L.I.

Other positions he has held include President of Economic Projects of Long Island, Director of the Center for Local Tax Research, Senior Analyst/Economic Forecasting Eastern Airlines, Senior Economist for James C. Buckley Inc., Transportation Consultants, and statistical analyst for the Coca-Cola Export Corp.

His work on numerous studies dealing with the Long Island economy and Public Policy issues has been widely published. He is frequently quoted in *Newsday*, *the New York Times*, *Long Island Business News*, and other publications.

He Chaired the L. I. Forum for Technology's, TECHCAP PROJECT where he coordinated development of a High Technology Data Base Information System. (\$150,000 Grant)

Partial lists of consulting clients include:

- Nassau and Suffolk County Budget Offices
- Long Island Regional Planning Board
- New York State Economic Development Council
- Suffolk County Organization to Promote Education
- Suffolk BOCES I, II, III, Nassau BOCES and School Districts
- Olympus Corporation
- New York State Urban Development Corporation

Dr. Conoscenti received his BS in economics and finance from the Stern School at NYU. An MA (economics/econometrics) from NYU and a Ph.D. in Urban/Regional Economics, Public Economics/Finance and Econometric Research at N.Y.U. His dissertation topic is an "Econometric Model of an Urban/Regional Economy Using an Adjusted Income Variable: Long Island A Case Study".

## **MIDDLE COUNTRY CORRIDOR ECONOMIC STUDY**

He is a member of the Governor's Council on Economic and Fiscal Priorities and numerous professional organizations including the American Economic Association, The NY Regional Economists Association and the National and New York Association of Business Economists.

**PAUL R. KUTASOVIC, Ph.D.**

### **Econometrics, Statistics & Economic Analysis**

Paul R. Kutasovic brings to the team years of business experience in economic analysis and forecasting and a strong academic background. He has BS from Seton Hall University and completed d his Ph.D. in Economics and Finance at Rutgers University. Dr. Kutasovic is Associate Professor of Finance and Economics at the New York Institute of Technology.

Dr. Kutasovic's areas of expertise include econometric and statistical modeling, macroeconomics and regional economic analysis, business forecasting and corporate and public sector finance. At NYIT, he teaches courses at the MBA and undergraduate and graduate levels in Finance, Corporate Finance, Money Markets, Financial Institutions, Econometrics and Business Forecasting. As a consultant, he uses his extensive academic training in developing financial feasibility and economic impact studies.

Dr. Kutasovic began his career as manager of forecasting for AT&T where he was responsible for developing national and regional forecasting models for private line telephone services. He was also involved in evaluating the impact of rate increases and government legislation on telephone demand at the time that AT&T was undergoing divestiture.

He then joined First Pennsylvania Bank as Vice President and Senior Economist. At First Pennsylvania, he developed the bank's macro and regional economic forecast which included the Philadelphia, South Jersey, Delaware and Maryland region and was involved in developing the bank's asset and liability decisions. He co-authored the banks weekly and monthly economic publications dealing with GNP, interest rates, employment and public policy issues. He was extensively quoted in *The New York Times*, *Business Week*, *Industry Week*, *the Philadelphia Inquirer*, and *Money Market News*.

In 1988, Dr. Kutasovic assumed his current position at New York Institute of Technology.

Other positions he has held include Consultant to the New Japan Securities Company where he developed financial valuation models for banking firms and conducted industry-wide studies of the US banking industry and consultant to the Long Island Forum for Technology's TECHCAP PROJECT where he developed a high technology database.

In addition to NYIT, Dr. Kutasovic has taught at Rutgers University and Montclair State College.

## 7. Town of Brookhaven Building Square Footage Analysis of Conceptual Plans Provided in the Land Use Plan.

Coram:

East:

UA & Others Existing South Side:

70,200 sq. ft.

Removal of Existing Structures:

24,500 sq. ft.

Proposed UA/Speigal South Side:

131,500 sq. ft.

Total UA/Speigal South Side:

177,100 sq. ft. 1<sup>st</sup> story retail

80 (1200 sq.ft.) units 2<sup>nd</sup> story

160 (1200 sq.ft.) units 3<sup>rd</sup> story

200 MF units Speigal.

North Side & 112:

Existing:

93,000 sq. ft

Removal of Existing Structures:

54,400 sq.ft.

Proposed North Side & 112:

20,000 sq. ft.

Total North Side & 112:

59,000 sq. ft.

West:

Coram Plaza:

Existing:

272,000 sq. ft

Other Existing (south side):

50,000 sq. ft.

Total Existing:

322,000 sq. ft.

Proposed Additions:

63,7000

Removal of Existing Structures:

14,700 sq. ft.

North side Existing:

23,200 sq. ft.

-2,200 sq. ft.

= 21,000 sq. ft.

Grand Total:

392,000 sq. ft.

Middle Island:

Kogel/4 B's

120,000 sq.ft. 1<sup>st</sup> story retail

80 (1200 sq.ft.) units 2<sup>nd</sup> story

160 (1200 sq.ft.) units 3<sup>rd</sup> story

192 MF units 10 units per acre in 12, 2 story buildings, 16 units per building, flat over flat.

Similar density in 3-story building, flat unit 1<sup>st</sup> story, 2-story unit on 2<sup>nd</sup> & 3<sup>rd</sup> story.

Sam Glass:

144 MF units, 12.5 units per acre, in 9, 2 story buildings, 16 units per building, flat over flat

Sandy Hill:

144 MF units, 12.5 units per acre, in 9, 2 story buildings, 16 units per building, flat over flat  
and 27 SF Units.

Middle Island Plaza/Neilen:

79,500 sq. ft. existing 1<sup>st</sup> story retail

27,800 sq. ft. additional 1<sup>st</sup> story retail

107,300 sq. ft. total

Neilen:

30,000 sq. ft. 1<sup>st</sup> story retail

Other:

16,500 sq. ft. 1<sup>st</sup> story retail

Artist Lake:

126,000 sq. ft existing 1<sup>st</sup> story retail, Kmart

123,000 sq. ft. 1<sup>st</sup> story indoor recreation

249,000 sq. ft. total

91,000 sq. ft. outdoor recreation plus additional outdoor recreation in ball fields.

34 SF Units

South Side MF:

237 MF Units

Ridge:

40,000 sq. ft. existing 1<sup>st</sup> story retail

40,000 sq. ft. 1<sup>st</sup> story retail  
80,000 sq. ft. total  
53 (1200 sq.ft.) units 2<sup>nd</sup> story

**Grand Totals:**

Existing:

756,100 sq.ft.

**Removal of Existing Structures:**

93,600 sq.ft.

**Proposed new Structures**

572,500 sq. ft.

**TOTAL:**

1,235,000 sq. ft.

## 8. Community Questionnaire.

# BROOKHAVEN RESIDENT QUESTIONNAIRE

*for the residents of Gordon Heights, Coram, Middle Island, & Ridge*



We are interested in hearing your concerns and suggestions about your neighborhood. This survey will be sent to all residents in the Coram, Middle Island and Ridge hamlets in order for Town government to gain a better perspective about the future of your community. You may know that a Building moratorium was put into effect along the Middle Country Road (25) corridor and will expire sometime this year. Your ideas and feedback about this important roadway and the development along it will be most helpful to us as elected officials in Town government. Please take a few minutes to fill this questionnaire out and return to us by January 30, 2005.

COUNCILMAN KEVIN McCARRICK, DISTRICT 2      SUPERVISOR JOHN JAY LAWALLE      COUNCILMAN JAMES TELLO, DISTRICT 4

### 1

Filling out your name and address are optional. However, we would like to provide you with future feedback about this survey as well as update you to any future projects that concern your neighborhood. This list is for Town purposes only.

NAME: \_\_\_\_\_ COUNCIL DISTRICT: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

EMAIL ADDRESS: \_\_\_\_\_

### 2

Please indicate your community with a circle

GORDON HEIGHTS      CORAM      MIDDLE ISLAND      RIDGE

### 3

Out of the following issues, please circle the top three most important to your quality of life:

TAXES	TRAFFIC CONGESTION	TRAVEL TIME WITHIN YOUR NEIGHBORHOOD	
SHOPPING ACCESS	WALKABILITY	ABILITY TO TRAVEL BY BICYCLE	SCENIC VISTAS
NOISE	AFFORDABLE HOUSING	DOWNTOWN DEVELOPMENT	PROXIMITY TO JOBS
COMMERCIAL SPRAWL	RECREATIONAL OPPORTUNITIES	BUS & PUBLIC TRANSPORTATION	
DOWNTOWN LANDSCAPING/ BEAUTIFICATION			

### 4

Please circle the following responses:

TAXES:	Very Concerned	Concerned	Not Concerned
TRAFFIC CONGESTION:	Very Concerned	Concerned	Not Concerned
TRAVEL TIME:	Very Concerned	Concerned	Not Concerned
SHOPPING ACCESS:	Very Concerned	Concerned	Not Concerned
WALKABILITY:	Very Concerned	Concerned	Not Concerned
BICYCLE TRAVEL:	Very Concerned	Concerned	Not Concerned
SCENIC VISTAS:	Very Concerned	Concerned	Not Concerned
NOISE:	Very Concerned	Concerned	Not Concerned
AFFORDABLE HOUSING:	Very Concerned	Concerned	Not Concerned
DOWNTOWN DEVELOPMENT:	Very Concerned	Concerned	Not Concerned
PROXIMITY TO JOBS:	Very Concerned	Concerned	Not Concerned
COMMERCIAL SPRAWL:	Very Concerned	Concerned	Not Concerned
RECREATIONAL OPPORTUNITIES:	Very Concerned	Concerned	Not Concerned
DOWNTOWN LANDSCAPING:	Very Concerned	Concerned	Not Concerned
BUS / PUBLIC TRANSPORTATION:	Very Concerned	Concerned	Not Concerned

**5**

PLEASE PRINT

The best feature (s) of my community are: \_\_\_\_\_

The worst feature(s) of my community are: \_\_\_\_\_

**6**

I would support efforts to condemn properties to alleviate traffic: Yes No

I would support efforts to preserve open space between downtown business districts: Yes No

I would support efforts to create recreation centers and parks: Yes No

I would support efforts to place aerial utilities (telephone poles, wires, etc.) underground along Middle Country Road: Yes No

I would support efforts to fix / maintain landscaped medians and to provide pedestrian amenities in business districts: Yes No

I would sacrifice travel time for bike lanes and pedestrian accommodations such as cross walks and wider sidewalks: Yes No

Downtown architectural styles should reflect: Modern Colonial New England Standard Corporate Design Other \_\_\_\_\_

I prefer business districts that close down at (circle your answer): 8:00 pm 11:00 pm 1:00am Never

**7**

On a scale of 1 to 10, please rate the following: (10 is most desired) (1 is least desired):

The types of uses I prefer in my downtown are:

- National Chain restaurants (Applebee's, TGIF's, Chili's)
- Local individually owned restaurants
- Offices (insurance, medical, real estate)
- Services (automotive, bakery, car wash, dry cleaners)
- Big box retail (Lowe's, Komart, Walmart)
- Large retail centers (Middle Island Plaza, Stratimore)
- Apartment complexes
- Senior Citizen's apartment complex
- Apartments over downtown stores

**8**

If I had the ability to improve my community I would: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_



Town of Brookhaven  
Office of Public Information, 3rd Floor  
One Independence Hill  
Farmingville, NY 11738

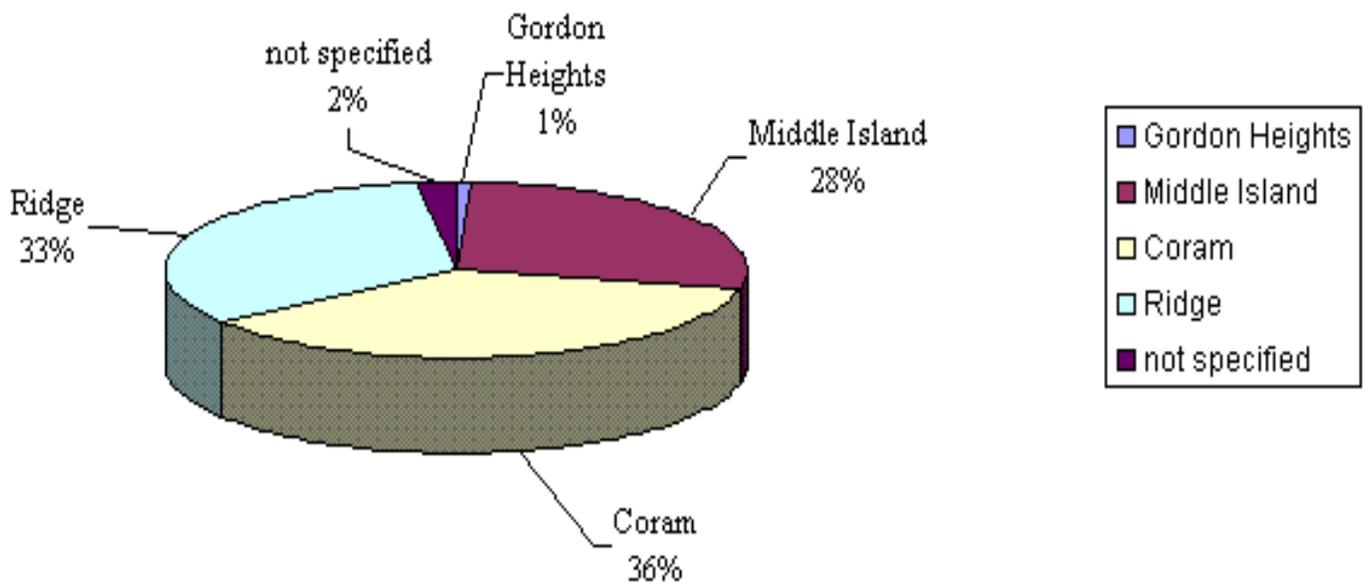
PLEASE  
PLACE  
STAMP HERE

*Your responses are appreciated!*  
[www.brookhaven.org](http://www.brookhaven.org)

## 2. My Community

<b>Total Respondents:</b>	<b>1946</b>
From Gordon Heights	16
Middle Island	543
Coram	707
Ridge	638
not specified	42

### 1,946 total survey respondents from 4 hamlets



Very Concerned

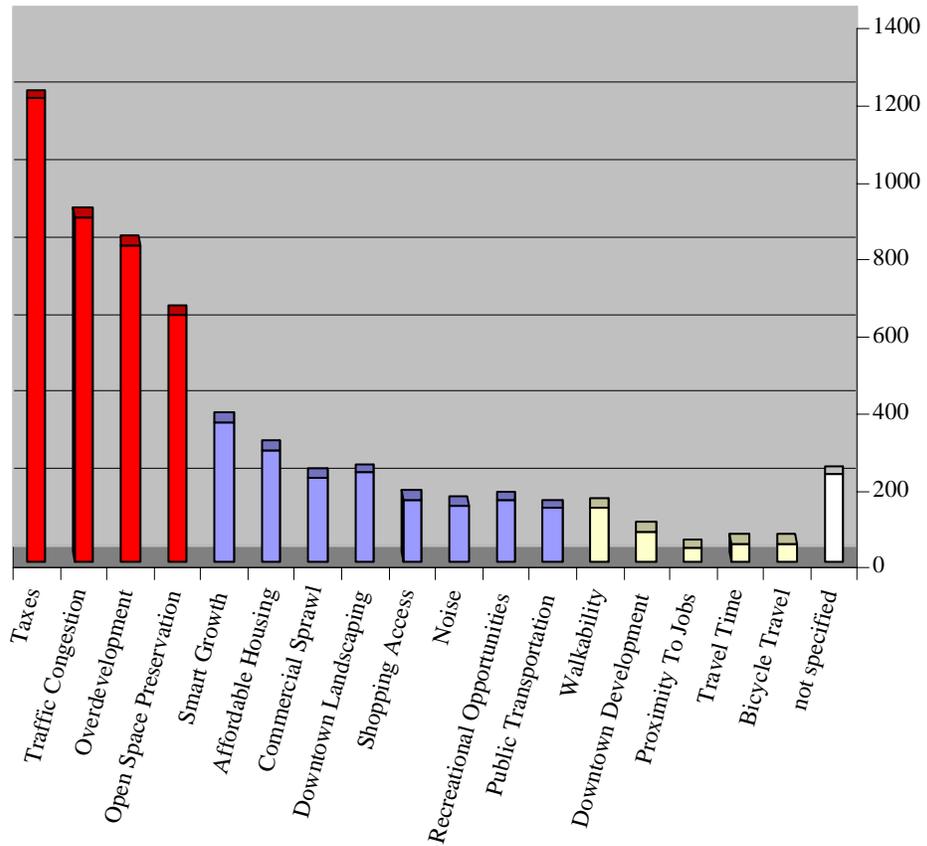
Concerned

Not Concerned

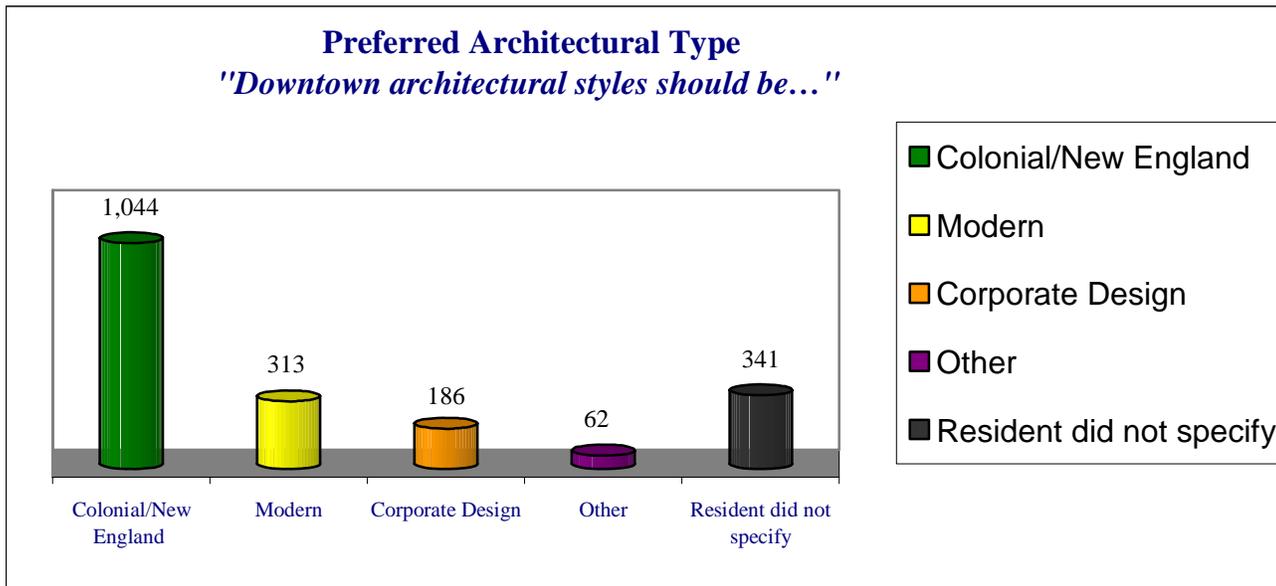
not specified

## Quality of Life

*"Out of the following issues, please circle the top 3 most important to your quality of life."*

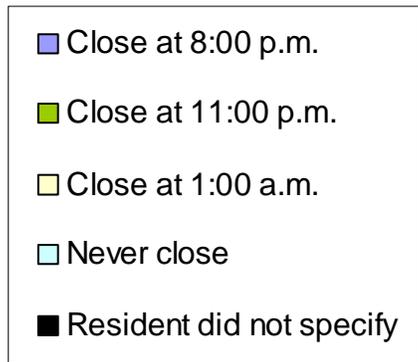
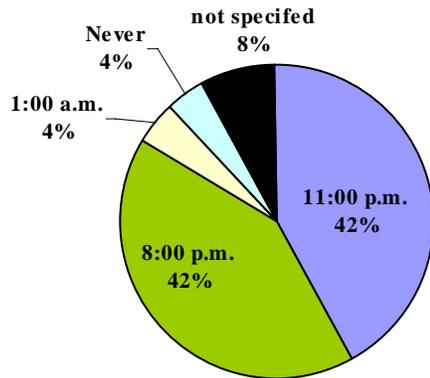


Taxes	1,520	287	41	98	1946
Overdevelopment	1,386	373	91	96	1946
Traffic Congestion	1,257	521	89	79	1946
Open Space Preservation	1,100	609	136	101	1946
Commercial Sprawl	842	725	225	154	1946
Noise	652	830	315	149	1946
Affordable Housing	536	708	576	126	1946
Recreational Opportunities	484	895	408	159	1946
Downtown Development	448	859	474	165	1946
Travel Time	431	844	493	178	1946
Downtown Landscaping	413	843	517	173	1946
Public Transportation	319	716	840	71	1946
Walkability	311	636	862	137	1946
Shopping Access	243	696	864	143	1946
Bicycle Travel	169	497	1,104	176	1946
Proximity to Jobs	145	485	1,137	179	1946



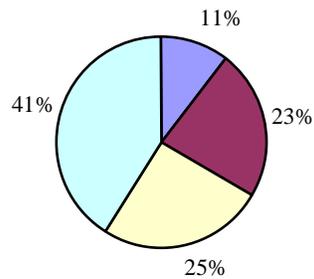
## Business District Close Hours

*"I prefer business districts that close down at..."*

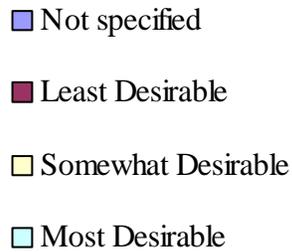
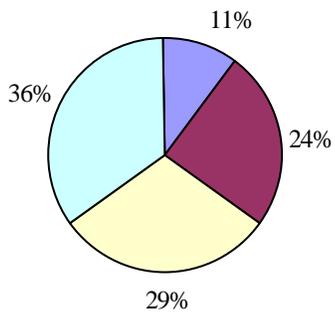


Business District Close @	
Close at 8:00 p.m.	814
Close at 11:00 p.m.	813
Close at 1:00 a.m.	86
Never close	83
Resident did not specify	150
<b>total responses</b>	<b>1796</b>

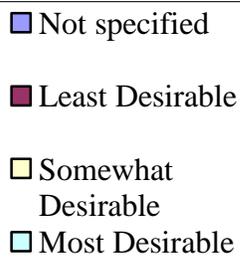
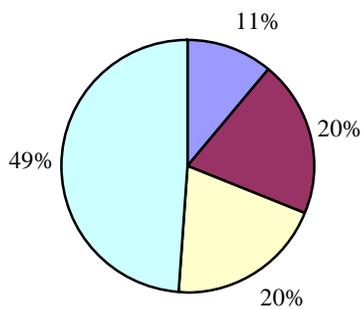
## Retail Stores



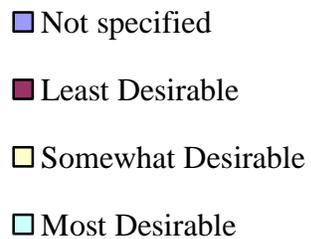
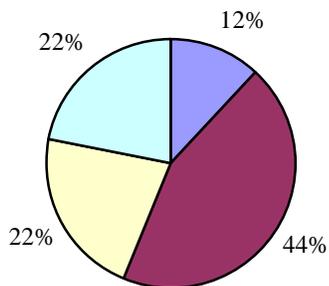
## Offices



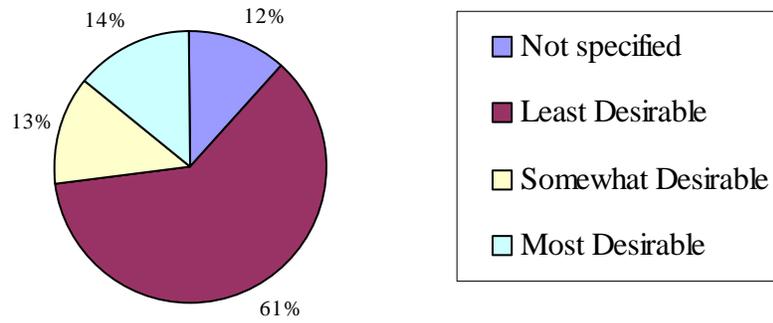
## Services



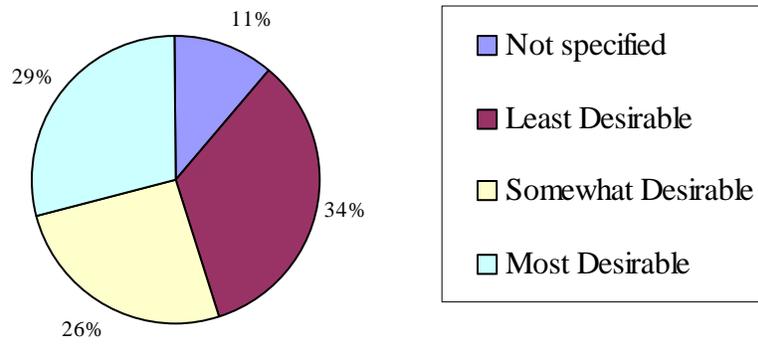
## Large Retail Centers



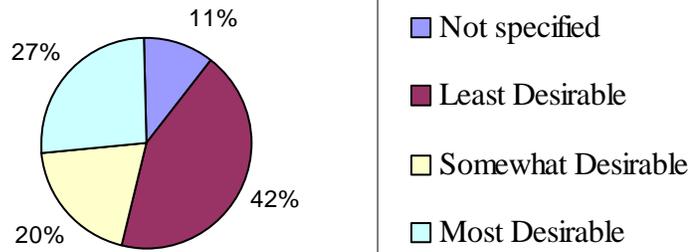
### Apartements Complexes



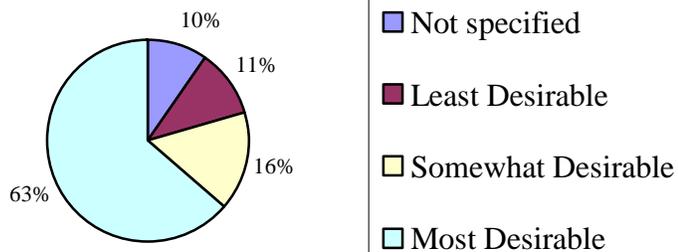
### Chain Restaurants



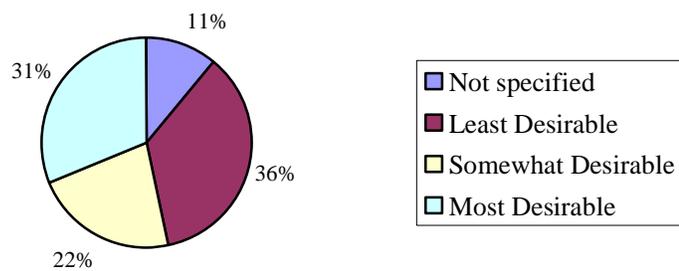
## Big Box Retail Stores



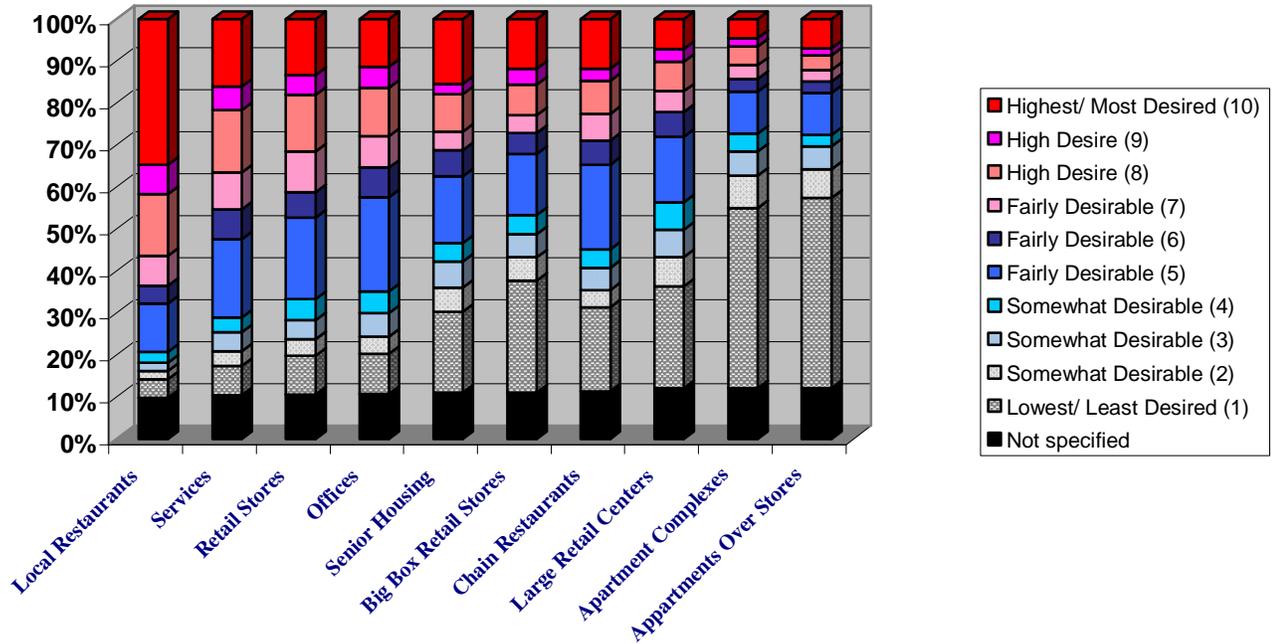
## Local restaurants



## Senior Housing



**Residents ratings on a scale from 1- 10**  
*"The type of uses I prefer in my downtown are..."*



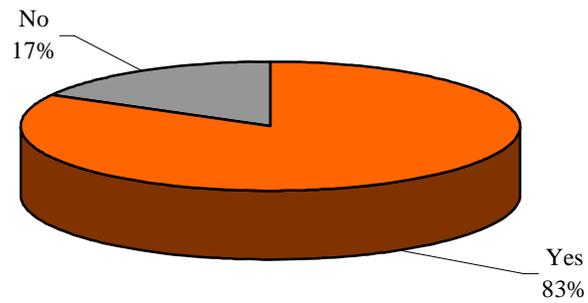
### 3. Quality of Life

Quality of Life:	
Taxes	1201
Traffic Congestion	894
Overdevelopment	820
Open Space Preservation	641
Smart Growth	363
Affordable Housing	291
Commercial Sprawl	217
Downtown Landscaping	230
Shopping Access	161
Noise	146
Recreational Opportunities	158
Public Transportation	139
Walkability	141
Downtown Development	78

Proximity To Jobs	36
Travel Time	49
Bicycle Travel	47
not specified	225

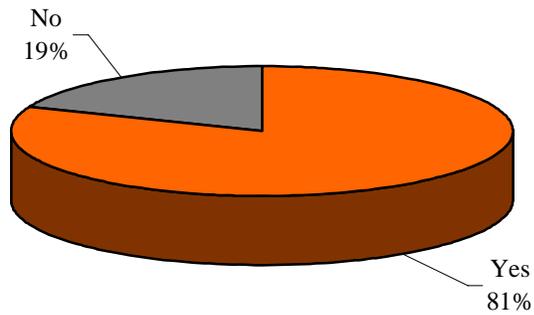
### Recreation

*"I would support efforts to create recreation centers and parks"*



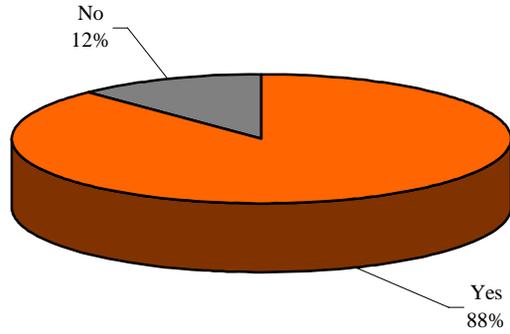
### Underground Utilities

*"I would support efforts to place utilities underground."*



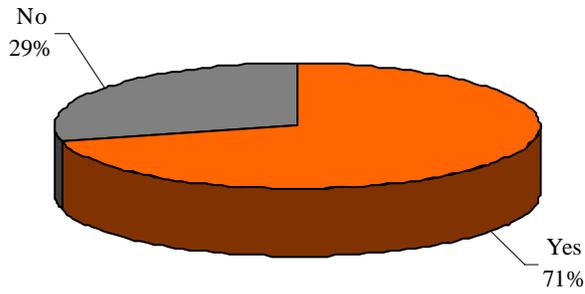
### Traffic Reduction

*"I would support efforts to reduce traffic by preserving open space and parkland."*



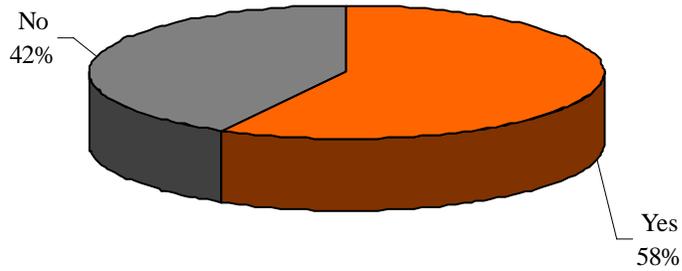
### Pedestrian Amenities

*"I would support efforts to provide landscaped medians to provide pedestrian amenities in business districts."*

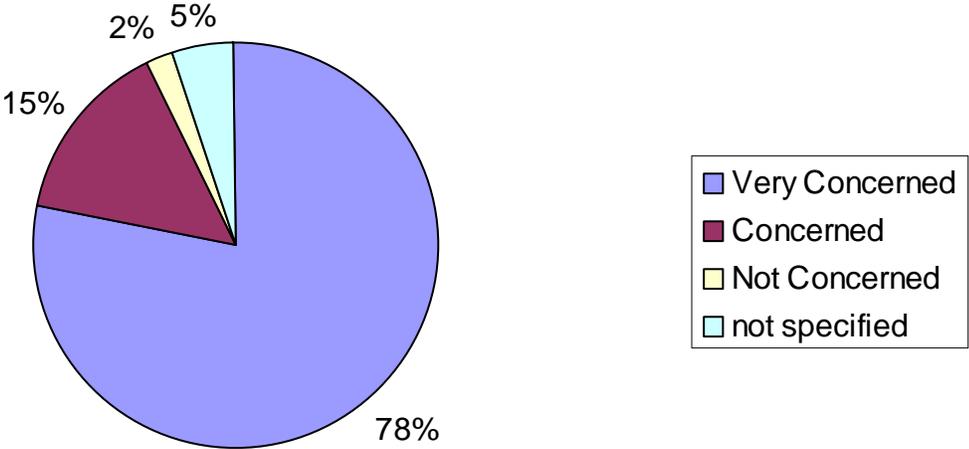


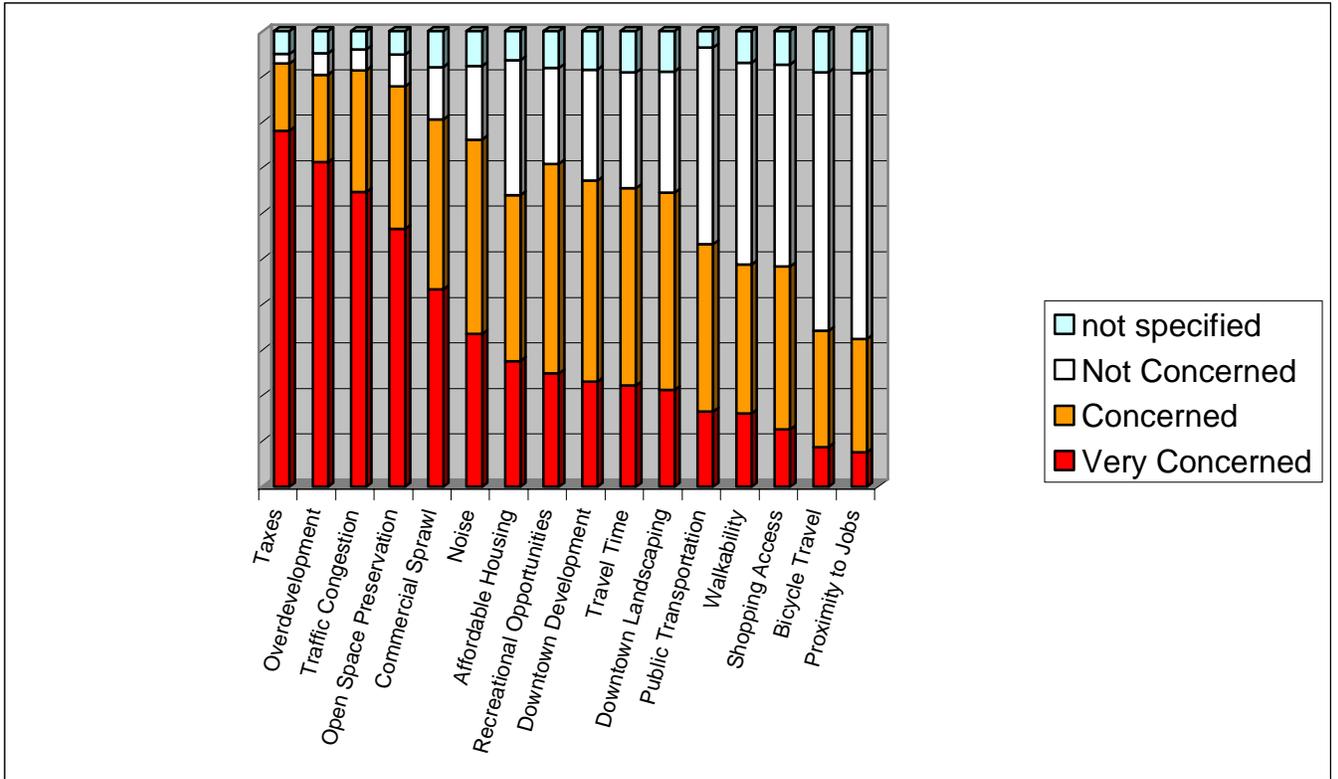
### Travel Time

*"I would sacrifice travel time for bike lands and pedestrian accommodations like crosswalks and wider sidewalks."*



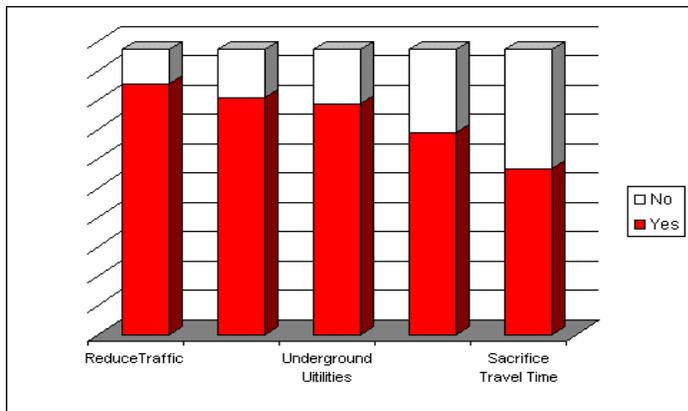
**taxes**





## 6. My Wish List

	Yes	No
<b>ReduceTraffic</b>	1,710	236
<b>Create Recreation Centers</b>	1,614	332
<b>Underground Utilities</b>	1,576	370
<b>Pedestrian Amenities</b>	1,378	568
<b>Sacrifice Travel Time</b>	1,132	814



	Not specified	Least Desirable	Somewhat Desirable	Most Desirable
<b>Local Restaurants</b>	189	213	308	1236
<b>Services</b>	202	360	360	881
<b>Retail Stores</b>	205	443	496	802
<b>Offices</b>	207	476	574	689
<b>Senior Housing</b>	215	692	430	609
<b>Big Box Retail Stores</b>	214	824	381	527
<b>Chain Restaurants</b>	219	659	503	565
<b>Large Retail Centers</b>	234	861	431	430
<b>Apartment Complexes</b>	234	1182	253	277
<b>Appartments Over Stores</b>	234	1176	246	290

Architecture Desc	
Colonial/New England	1,044
Modern	313
Corporate Design	186
Other	62
Resident did not specify	341

## 9. LAND USE PLAN LEGEND.

Med Density Residential	Lands associated with single-family residential uses consistent with the B, B1 or A1 Residence District of the Town Code of the Town of Brookhaven.
High Density Residential	Lands associated with multiple family residential uses consistent with the MF or PRC Residence Districts of the Town Code of the Town of Brookhaven.
General Commercial	Lands associated with general retail and commercial uses or consistent with the J2 Business District of the Town Code of the Town of Brookhaven.
High Density Commercial	Lands associated with commercial and residential uses consistent with Hamlet Center Overlay District or the J6 Business District of the Town Code of the Town of Brookhaven.
Recreational Commercial	Lands associated with commercial Recreational uses consistent with the CR District of the Town Code of the Town of Brookhaven.
Transitional Commercial	Lands associated with residential or commercial uses consistent with the Transitional Overlay District or the J Business District of the Town Code of the Town of Brookhaven.
Office	Lands associated with office uses or consistent with the J4 Business District of the Town Code of the Town of Brookhaven.
Heavy Commercial	Lands associated with commercial uses consistent with the Heavy Commercial Overlay District or the J5 Business District of the Town Code of the Town of Brookhaven.
Municipal/Institutional	Lands associated with School Districts, Fire Departments, Libraries, Utilities, Churches and Cemeteries.
Park/Open/Public Space	Lands associated with public ownership such as New York State, County of Suffolk or Town of Brookhaven.

10. ZONING REQUIREMENTS.

TOWN OF BROOKHAVEN  
 RESIDENTIAL DISTRICTS: TABLE OF DIMENSIONAL REGULATIONS  
 § 85-56

Use	A Residence One Family	A Residence 1 One Family	A Residence 2 One Family	B Residence One Family	B Residence 1 One Family	C Residence One Family	D Residence One/two Family	D1 Residence	A Residence 5 One Family	A Residence 10 One Family
Maximum height (feet/stories)	35 / 2½	35 / 2½	35 / 2½	35 / 2½	35 / 2½	35 / 2½	35 / 2½	35 / 2½	35 / 2½	35 / 2½
Minimum area (square feet)	30,000	40,000	80,000	15,000	22,500	9,000	15,000	15,000	200,000	400,000
Maximum total building area % of lot area	15	15	15	20	20	35	30	30	6	3
Minimum road frontage (feet/at a point in feet back from street line)	150/40	175/50	200/60	100/40	125/40	75/30	150/40	150/40	300/70	400/90
Minimum front yard (depth in feet)	40	50	60	40	40	30	40	40	70	80
Minimum side yard (width in feet)	20	25	30	18	20	12	12	12	35	40
Minimum total side yards (feet)	60	75	80	40	45	30	30	30	85	90
Minimum rear yard (feet)	60	60	75	50	60	30	30	30	80	85

NOTES:  
 SEE §85-63E

Town of Brookhaven  
Business Districts: Table of Dimensional Regulations  
§ 85-207

\*\*PLEASE CONSULT THE INDIVIDUAL ZONING DISTRICTS FOR A COMPLETE LIST OF USES PERMITTED.\*\*

ZONE	MINIMUM						MAXIMUM						
	PERMITTED USES	LOT AREA	WIDTH OF LOT THROUGHOUT	YARD SETBACKS			HEIGHT ( /stories)	FLOOR AREA RATIO					
				FRONT	REAR	SIDE							
CR	Commercial Recreation	3 acres	200'	50' or twice the height of the tallest on site building, whichever is			45'	25%					
	Game farm or water park (Requires Town Board Special Use Permit)	10 acres		100' or twice the height of the tallest on site building, whichever is greater									
	Golf driving range (Requires Town Board Special Use Permit)	15 acres											
	All other Town Board Special Permits	30 acres											
J	Single-family or Two-family dwelling	15,000	100'	40'	40'	10'	35' / 2½ (Accessory buildings & structures shall not exceed 18')	20% (An unenclosed front porch may be excluded from these calculations.)					
	Office												
	Mixed-use building	150'											
	Churches or other similar places of worship, Parish house, libraries or municipal buildings or uses.		40,000										
J2	Neighborhood Business	15,000	100'	25'	25'	10'	35' / 2 ½	35%					
	Drive Through Facility as an accessory use to Bank or Pharmacy (Requires Planning Board Special Use Permit)	65,000	150'		40'	25'							
	Commercial Center	5 acres	300'		100'	75'			50'	20%			
	Regional Theatre (Requires Town Board Special Use Permit)	10 acres											
J4	Administrative, financial, business and professional office	10,000	75'	40'	25'	10'	35' / 2 ½	25%					
	Art galleries												
	Bank												
	Day-care facility												
	Exhibit halls												
	Undertaking establishment	65,000	150'	50'	25'								
	Drive Through Facility as an accessory use to a Bank (Requires Planning Board Special Use Permit)												
Administrative, financial, business and professional office use with an accessory Restaurant or Take-out restaurant use	3 acres	40'											
J5 All uses require special permit from Planning Board	High Intensity Business	20,000	150'	50'	40'	25'	35' / 2 ½	25%					
	Convenience store, motor vehicle repair, taxi station or motor vehicle fueling station	1 acre											
	Motor vehicle fueling station with an accessory convenience store or accessory motor vehicle repair	65,000											
	Motor vehicle wash, motor vehicle fueling station with accessory motor vehicle wash, major restaurant, commercial boat storage facility, marina, ship yard or boat repair yard	2 acres											
	Ferry terminal/facility or motor vehicle dealership	5 acres							200'				
	Commercial center	10 acres							300'	100'	75'	50'	20%
	Regional Theatre												
J6	Main Street Business	4,000	50'	Min. 5' Max. 25'	- 30'	0'	35' / 2 ½	60% (Maximum building area shall be <					
	Hotel, Assembly, or Private or public automobile parking field or garage	2 acres	100'	Min. 10' Max. 25'			50' / 3						
J8	Hotel-Motel	5 acres	300'	Building Height=Building setback 50' for Outdoor Recreation			Min. 2 Max. 4	15%					
K	Duck Ranches	22,500	125'	40'	60'	25'	35' / 2 ½	20%					
PC	Pet Cemetery	5 acres	300'	50'	50'	50'	—	—					

2/8/2006

§ 85-292  
 \*(Please consult the individual zoning district for a complete list of all permitted uses.)\*

ZONE	PERMITTED USES	LOT AREA	WIDTH OF LOT THROUGHOUT	MINIMUM			MAXIMUM		
				FRONT	REAR	SIDE	HEIGHT (feet)	FLOOR AREA RATIO	
L1	Light Industry  Bank with a drive through facility (Requires Special Permit from Town Board)	40,000	100'	50'	50'	20'	50/3	35%	
				(100' for parcels five (5) acres or more)		25'			(50' for parcels five (5) acres or more)
				50'		20'			
L2	Hydro-geologic Sensitive Zone  Electric Generating Facilities (Requires Special Permit from Town Board)	120,000	200'	100'	100'	Min. 20' Total 50'	50'	25%	
				50'					125'
L4	Heavy Industry  Electric Utility (See § 85-337 for computation rules)	50 acres	200'	100'	50'	Min. 20' Total 50'	50'—	50%	
				125'					

(Except setbacks, minimums do not apply to bulkhead, navigational aids, water intakes and discharge structures not exceeding fifty feet (50') in height and overhead electric transmission facilities.)

(A chimney, stack or vent may be in excess of two hundred fifty feet (250') in height.)