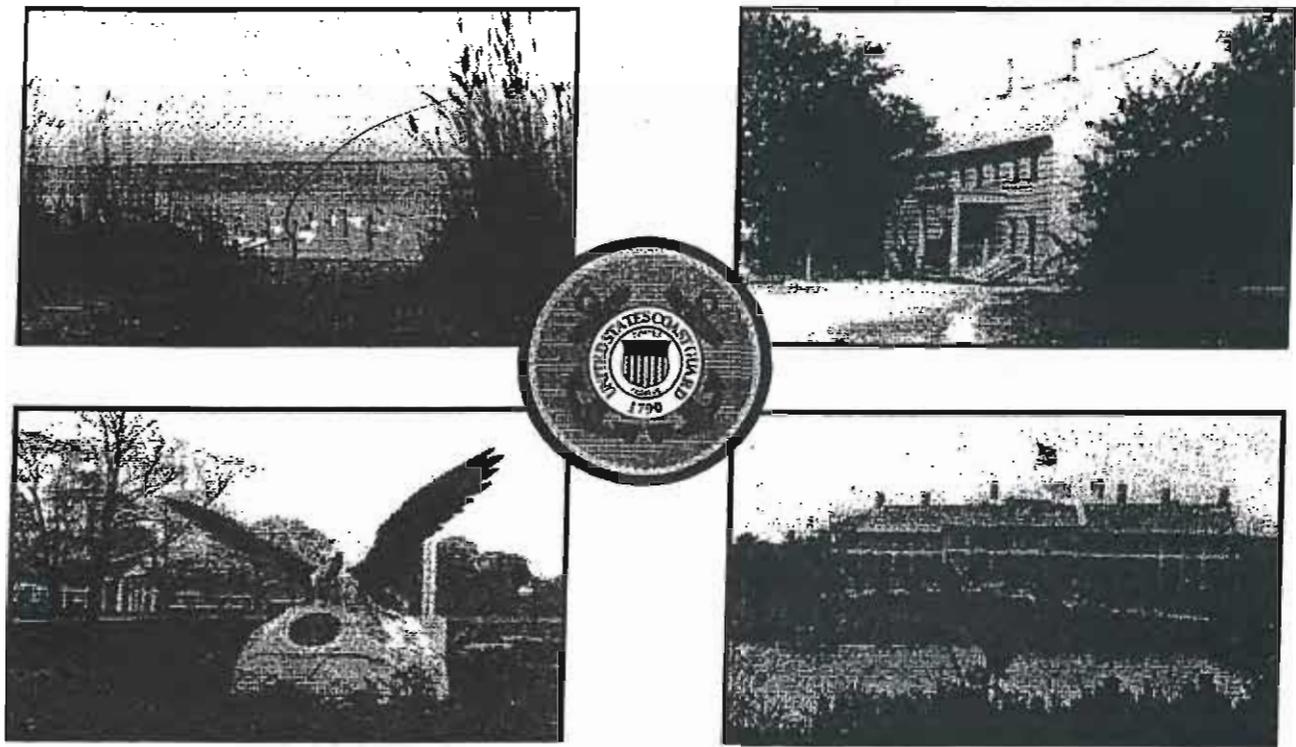


# THE MORICHES FOUR-HAMLET COMPREHENSIVE PLAN

MORICHES, CENTER MORICHES, EAST MORICHES  
AND EASTPORT



TOWN OF BROOKHAVEN, SUFFOLK COUNTY, NEW YORK

December 1995

## PREFACE

This Four-Hamlet Plan for Moriches, Center Moriches, East Moriches and the Brookhaven portion of Eastport is one of a series of hamlet studies conducted throughout the Town. The others include South Setauket Woods, Manorville, The Longwood Alliance -- which includes Coram, East Yaphank, Middle Island and Ridge -- Brookhaven Hamlet, Mount Sinai, Medford, and Miller Place.

A prime purpose of this work is to develop the input necessary to update the Town of Brookhaven's 1987 Comprehensive Plan. The update could have been accomplished at the Town level. However, Supervisor John LaMura and the Town Board wanted the maximum input from the local citizens in each community. It was therefore decided that if local civic groups were interested in determining the planning future of their neighborhoods, the first step would be the preparation of local hamlet plans.

This approach allows for greater identification of the unique attributes, problems and needs of each discrete community. The major limitation with this approach is the absolute requirement for active and informed volunteer citizen participation. It has been a pleasurable revelation to discover so many willing, talented and dedicated citizens and community leaders willing to devote countless hours to the work. The intense concern and pride that these residents have in their community is evidenced in these Hamlet Plans.

This report and the credit for it rests on the outstanding job carried out by these civic-minded residents.

Acknowledgment must be made of the support received from Commissioner Thomas Cramer, John Girandola and Carole Swick of the Planning Department, Council Members Edward Hennessey and Felix Grucci, Neighborhood Aide Michael J. Leonardi, and Legislative Aide Robert Reilly, Jr. I must also express my appreciation and respect for the citizens who once again have demonstrated the value of grass-roots government. Their work benefits their neighbors and future generations.

December, 1995

Lee E. Koppelman

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## INTRODUCTION

The community planning process is similar whether the area is as contained as the local neighborhood or community, or as broad as an urban region. The differentiation is only in scale and detail. In essence, planning is a decision-making process that is future-oriented in order to assist policy-makers—primarily elected officials—in making more rational choices at the present. Therefore, it is essential that planning be as rational and comprehensive as time, talent, and resources will allow.

Generally speaking, four phases of analysis constitute the process. Initially, the primary task is the inventory stage. All pertinent information, that in the aggregate describes the area under study, is useful. This would include existing land uses; existing zoning and related codes; demographic data depicting the fullest range of population, housing, social and economic data; historical and cultural facts; community services and facilities; environmental status; and circulation or transportation infrastructures. Some studies may also require detailed public administrative conditions related to governmental structure, taxation and services.

It is at this phase that the goals, aspirations and/or objectives to be achieved are set forth, at least in general terms, if great specificity is not possible.

The inventory phase serves several purposes. In the first instance, the planning team, whether local participants or outside consultants, gains an in-depth understanding of the fabric and dynamics of the area. Secondly, existing problems, deficiencies and needs—as well as community strengths and assets—become more defined and apparent. Third, the inventory data serves as the base for analyses and projections over the time frame of the plan.

This third usage constitutes the second phase of the process. Estimates can be projected of future land uses based on saturation development according to zoning. Demographic projections will yield insight into the needs for future public services, e.g., parks, schools, etc. Road improvements and other transportation services can be calculated.

Planning can now proceed to the third phase of alternative plan scenario development. In small communities this may be quite limited. In some studies the number of viable alternatives may be significant. All alternatives have to be back-referenced to the original goals in order to ensure consistency and compatibility with the stated objectives. If discrepancies appear, either the plan alternative or the goals have to be amended, and a proposed plan or plans selected. It is not a mandate that only one plan be selected. Several alternatives may all achieve good community development. The only necessary ingredient is that the consequences of each alternative are definitely and clearly identified so that the decision-makers will know in advance what the long-term effects of their policies will produce.

Implementation policies and programs are the final phases of the process. After all, the finest plans are just so much paper if they are not carried out. A number of aspects may have to be considered. Are existing statutes, laws and programs adequate for the task? If not, what new legislation must be enacted and by what level of government? Are new or restructured administrative mechanisms required? Where will the financing come from? Are the budgeting mechanisms for operating the capital requirements in place? In short, an implementation plan must be developed as

an adjunct to the community development plan.

The Four-Hamlet plan for Moriches, Center Moriches, East Moriches and the Brookhaven portion of Eastport generally follows the above description of the planning process. In the following pages the community is defined in terms of land use, zoning, housing and demographic data, history, environmental factors, transportation, community facilities and parks, recreation and marine activities. Goals and perceived community problems are also stated. This was amplified by a questionnaire distributed throughout the area and reasonably responded to by more than three hundred residents.

Numerous recommendations were developed that led to the final segment of this report--the Proposed Land Use Plan.

Since this Four-Hamlet Plan is intended to serve as an input with other hamlet studies conducted throughout the Town of Brookhaven for the update of the Town's 1987 Comprehensive Plan, no attempt was made to include a detailed implementation section. This work will be developed for the overall Town Plan.

## COMMUNITY CONCERNS\*

- Property taxes
- Over-population for schools due to rental properties
- Lack of ocean access
- Need for good library
- Need to control over-development
- Need to strengthen zoning control
- Need for golf course
- Improve traffic conditions
- Inadequate local shopping or movie theatre
- Shabby appearance of Montauk Highway
- Need for increased police protection
- Improve safety at Bay Point Drive, Waterways, and the Montauk Highway
- Need to control and eliminate graffiti
- Need for affordable housing for young and senior citizens
- Improved cleanups in public areas
- Lack of cultural facilities
- Need for employment opportunities
- Proliferation of illegal signage
- Water pollution

\* Refer to pages 16-17 for additional concerns

## GOALS

All community planning should be based on the goals to be achieved by such work. The general goals set forth below represent the consensus of the residents who participated in this study. Four of the goals represent the need for greater enforcement of Town ordinances. Three of the goals may be achieved with support from community development funds and other government programs. The desire for an increase in jobs and tax base can be partially fostered by Town government efforts -- but in the last analysis, the prime initiative must come from the private sector. In any case, this Hamlet plan attempts to address the majority of these issues.

- Create strong economic activity to provide jobs and an adequate tax base.
- Develop appropriate zoning regulations to insure proper development.
- Bring zoning into compliance with the Four-Hamlet Comprehensive Plan.
- Enforce existing codes and ordinances.
- Provide open space, water related and other recreational facilities, and a greenbelt trail.
- Support appropriate roadway improvements to adequately serve adjacent land use. Insure that improved roadways are aesthetically attractive.
- Provide affordable housing for all segments of the population particularly senior citizens.
- Eliminate graffiti and improve aesthetics along Montauk Highway.

## HISTORY, CULTURE & PARKS

### Historic Significance

The entire Moriches study area has great historic significance with a large number of historic sites and structures dating back to the 18th century that have survived the wave of new development throughout the region.

In fact, the first deed for property in Moriches, which included the Havens Estate, was executed almost three centuries ago in 1698.

### **Conveyance between Jacob Doughty and Samuel Terrell**

**October 17, 1698**

Transcribed by Nan Peel from the original document filed at the County Center in Riverhead, New York. Explanatory footnotes added.

### **Deeds Liber A**

**Pages 87A - 87B**

This Indenture made ye seventeenth day of October in ye tenth year of ye reign of our Sovereigne lord William ye 3rd by ye grace of God of England Scotland France & Ireland Kind Defender of ye faith &c<sup>1</sup> & in ye year of our lord 1698 Between Jacob Doughty of Jamaica in Queens County of ye Province of Nyorke of ye one party & Samuel Terrill late of Brookhaven in ye County of Suffolk of ye said Province of ye other parte. Witnesseth that ye said Jacob Doughty for good causes him thereunto moving Especially for ye sum of twenty three pounds ten shillings good & lawfull money already received ye receipt whereof is hereby acknowledged Hath given granted aliened<sup>2</sup> sould conveyed assured & Confirmed & by these presents doth give grante alien sell convey assure & Confirme unto ye said Samuel Terrill his heires & assignes all of ye one moyity<sup>3</sup> or equall halfe of a certein necke tract or parcell of land called Waracta lying & being on ye Southside of Nassau Island<sup>4</sup> bounded on ye East by a Creeke called Meriches,<sup>5</sup> on ye west by a Creeke called Sweniches<sup>6</sup> To Have & to hold one moyity or equall half of ye said necke or parcell of land called Waracta with all & singular ye

---

<sup>1</sup> Et cetera.

<sup>2</sup> A-liened: having given legal right to hold property.

<sup>3</sup> Moiety: a half.

<sup>4</sup> The name given to Long Island by the early Dutch settlers, who mainly occupied the western end of the island.

<sup>5</sup> Known today as "Terrell River."

<sup>6</sup> Known today as "Senix Creek."



A greenbelt hiking trail could be realized that would extend from Moriches Bay to the Pine Barrens. Suffolk County's Terrell River (Havens Estate) Parkland would form a major link in such a trail by connecting the Moriches Bay to Brookhaven Town's Kaler's Pond Park. An agreement might be reached with Camp Paquatuck to allow hikers access through the camp's wooded areas.

"A strip of land north from Kaler's (Mill) Pond to the Sunrise Highway might be slated for acquisition to help connect the Moriches Waterfront with the Radar Hill area. This strip could serve as both a nature trail and bike trail, as well as being part of a Kaler's Pond watershed management area."<sup>9</sup>

If the Long Island Composting Corporation Facility were relocated, that site might provide another link in the trail that would then connect with a 10 acre parcel that has been set aside as open space in a subdivision being planned on lands north of the composting facility.

This goal could be furthered by including it as a consideration when site plans of future projects affecting the surrounding lands come before the planning department.

Clusters of historic buildings occur within the four Central Business Districts (CBDs) included in this study. Most of the historic buildings are adjacent to Montauk Highway, which runs through each CBD, and most of the buildings were originally used for commercial purposes in the past.

Article XXIV of the Town of Brookhaven Zoning Ordinance allows for the creation of historic districts within the Town under the jurisdiction of the Town Board and the Planning Board. In addition, historic districts, as well as individual sites, can be designated by the State Office of Historic Preservation and placed on the State Register of Historic Places. The State Office of Historic Preservation can then nominate historic areas and sites for placement on the National Register of Historic Places. The Office of Archeology and Historic Preservation within the U.S. Department of the Interior determines the placement of items on the National Register.

It is recommended that historic districts be established in Center Moriches to be known as the Ketcham Inn and Terrell River Historic District. Two additional areas in East Moriches worthy of designation would be the shopping/residential area at Atlantic Avenue and Main Street, and the Terry Homestead-Benjamin Town Historic District at Woodlawn, Watchoque and Evergreen. A fourth potential would be in Eastport to include the Parker Robinson House and Main Street Historical District.

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<sup>9</sup>Brookhaven Open Space Study 1985



## RESIDENT QUESTIONNAIRE

A basic important and interesting element of the Hamlet Plan for Moriches, Center Moriches, East Moriches and the Brookhaven portion of Eastport is contained in the results of the survey distributed throughout the communities.

More than three hundred responses were received covering 25 issues where the citizens indicated their relative satisfaction and concern. In addition, the survey form provided for detailed prose to augment the structured survey. Table 1 is a sample survey.

Table 2 is a consolidated summary for each identified community with a column for those respondents who did not specify which hamlet they resided in. Table 3 contains the overall totals for the four Hamlet areas. Table 4 contains a further consolidation of the very satisfied and satisfied columns, and the very concerned and somewhat concerned, in contrast with the not satisfied or not concerned columns. Tables 2A, 3A and 4A represent the responses expressed as percentages or ratios.

Table 2 yields some interesting insights. All of the Hamlets felt very positive towards their community as a place to live and raise children and for shopping satisfaction. However, there was a strong negative correlation expressed on the majority of issues. The overwhelming expression of concern for taxation, zoning decisions, traffic, water pollution and their lack of confidence in the future for their community bears out their satisfaction level. In general there wasn't much difference expressed on each issue by the various Hamlets in contrast to one another.

The respondents took the time and effort to provide substantial comments in addition to the check-in boxes. Nine strong positive features were cited with proximity to the marine environment, friendly neighbors and the small town atmosphere leading the list. Over forty negatives were mentioned with street trash, the Long Island Compost Center, high taxation, and LILCO costs cited most frequently.

Some of these concerns were anticipated but the frequency of comments that they were being forced to leave Long Island because of high costs was particularly disturbing. Most of those who indicated that they were actively preparing to leave expressed a strong affinity for their community – especially those who spent a lifetime or whose families have resided in the area for several generations.

The detailed lists follow Table 4A.

**Table 1  
RESIDENT QUESTIONNAIRE  
Sample Questionnaire**

In the effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppelman wishes to secure the opinion of residents in regard to their feelings about the Greater Moriches Area. Please circle your community.

MORICHES      CENTER MORICHES      E. MORICHES      EASTPORT

In regard to the following items of community interest, I am: (please check)

	Very Satisfied	Satisfied	Not Satisfied
As a place to live			
As a place to raise children			
As a place to grow old			
School system			
Parks and Recreation			
Shopping			
Proximity to Jobs			
Traffic			
Public Safety			
Attention given to area by officials			
Zoning patterns			

My concerns with the following issues are: (please check)

	Very Concerned	Somewhat Concerned	Not Concerned
School Taxes			
County Taxes			
Town Taxes			
Zoning Decisions			
Traffic			
Noise			
Garbage			
Housing			
Pine Barrens			
Future of Agriculture			
Recreation			
Open Space			
Water Pollution			
The Future of the Area			

**Table 2  
Consolidated Summary by Community**

	Very Satisfied					Satisfied					Not Satisfied				
	G	M	CM	EM	E	G	M	CM	EM	E	G	M	CM	EM	E
1	26	38	28	56	5	20	39	45	34	2	5	5	7	6	1
2	17	10	20	48	3	23	13	44	34	3	4	6	8	7	1
3	13	22	10	28	3	13	39	35	30	2	26	14	31	33	3
4	5	3	10	23	2	22	19	29	40	0	17	15	33	20	6
5	14	12	8	18	3	23	43	38	42	1	22	15	33	33	3
6	12	16	11	16	2	30	35	48	60	5	11	26	21	17	1
7	11	3	9	20	2	26	23	33	44	5	8	12	25	24	2
8	9	2	5	19	1	23	41	40	59	4	18	32	34	16	3
9	9	7	6	22	0	26	47	46	57	6	20	19	23	14	2
10	2	4	1	5	0	21	18	22	28	4	27	44	53	53	4
11	4	2	2	5	0	22	22	29	33	3	20	37	27	48	4

	Very Concerned					Somewhat Concerned					Not Concerned				
	G	M	CM	EM	E	G	M	CM	EM	E	G	M	CM	EM	E
1	40	73	68	79	6	14	11	11	16	1	1	2	1	1	1
2	31	66	42	63	5	21	15	30	24	3	1	0	6	7	0
3	36	65	42	64	6	23	16	28	25	1	1	0	8	6	0
4	29	57	53	71	5	19	18	24	19	2	4	4	3	3	1
5	20	44	37	31	5	22	27	28	44	1	9	6	16	20	2
6	17	22	21	29	3	16	23	31	27	1	20	26	24	34	4
7	16	24	29	37	2	23	21	38	37	5	13	21	19	18	1
8	17	23	23	38	2	17	25	31	31	3	17	21	19	29	4
9	21	47	42	56	5	21	18	22	28	2	10	9	10	11	0
10	23	33	40	50	2	20	22	26	33	5	7	14	13	8	1
11	25	31	33	47	3	12	33	37	34	1	20	13	7	12	4
12	26	42	47	67	5	19	22	28	17	3	7	9	5	7	0
13	33	59	57	70	5	14	13	23	22	3	2	4	2	2	0
14	40	58	63	83	6	11	15	15	10	2	2	1	1	2	0

**Legend**

G-General=Not Identified Community    M=Moriches    CM=Center Moriches  
EM=East Moriches    E=Eastport

**Table 2A  
Consolidated Summary by Community  
Numerical Totals and Ratios**

	Numerical Totals Satisfied/Not Satisfied						Ratios Satisfied:Not Satisfied				
	G	M	CM	EM	E		G	M	CM	EM	E
1	46/5	77/5	72/7	90/6	7/1		9:1	15:1	10:1	15:1	7:1
2	40/4	23/6	64/8	92/7	6/1		10:1	4:1	8:1	13:1	6:1
3	26/26	61/14	45/31	58/33	5/3		1:1	4:1	1.4:1	1.7:1	1.6:1
4	27/17	22/15	39/33	63/20	2/6		1.6:1	1.7:1	1.2:1	3:1	1:3
5	37/22	55/15	46/33	60/33	4/3		1.7:1	3.6:1	1.4:1	1.9:1	1.3:1
6	42/11	51/26	59/21	76/17	7/1		4:1	2:1	2.7:1	4.5:1	7:1
7	37/8	26:12	42/25	64/24	7/2		4.5:1	2.1:1	1.6:1	2.6:1	3.5:1
8	32/18	43/32	45/34	78/16	5/3		1.8:1	1.3:1	1.3:1	5:1	1.67:1
9	35/20	54/19	52/23	79/14	6/2		1.7:1	2.8:1	2.4:1	5.6:1	3:1
10	23/27	22/44	23/53	33/53	4/4		.8:	.5:1	.55:1	.6:1	1:1
11	26/20	24/37	31/27	38/48	3/4		1.3:1	.6:1	1.1:1	.71:1	.75:1

	Concerned						Not Concerned				
	G	M	CM	EM	E		G	M	CM	EM	E
1	54/1	84/2	79/1	95/1	7/1		54:1	42:1	79:1	95:1	7:1
2	52/1	81/0	72/6	87/7	8/0		52:1	81:0	12:1	12:1	8:0
3	59/1	81/0	70/8	89/6	7/0		59:1	81:0	9:1	15:1	7:0
4	48/4	75/4	77/3	90/3	7/1		12:1	19:1	26:1	30:1	7:1
5	42/9	71/6	65/16	75/20	6/2		5.2:1	12:1	4:1	3.7:1	3:1
6	33/20	45/26	52/24	56/34	4/4		1.6:1	1.7:1	2.1:1	1.6:1	1:1
7	39/13	45/21	67/19	74/18	7/1		3:1	2.1:1	3.3:1	4:1	7:1
8	34/17	48/21	54/19	69/29	5/4		2:1	2.3:1	2.8:1	2:3	1:1
9	42/10	65/9	64/10	84/11	7/0		4.2:1	7:1	6.4:1	7.6:1	7:0
10	43/7	55/14	66/13	83/8	7/1		6:1	3.2:1	5:1	10:1	7:1
11	37/20	64/13	70/7	81/7	4/4		1.8:1	5:1	10:1	11.6:1	1:1
12	45/7	64/9	75/5	84/7	8/0		6.4:1	7:1	15:1	12:1	8:0
13	47/2	72/4	80/2	92/2	8/0		23:1	18:1	40:1	46:1	8:0
14	51/2	73/1	78/1	93/2	8/0		25:1	73:1	78:1	46:1	8:0

**Legend**

G-General=Not Identified Community  
EM=East Moriches

M=Moriches

CM=Center Moriches

E=Eastport

**Table 3  
RESIDENT QUESTIONNAIRE  
Overall Totals**

In the effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppelman wishes to secure the opinion of residents in regard to their feelings about the Greater Moriches Area. Please circle your community.

MORICHES      CENTER MORICHES      E. MORICHES      EASTPORT

In regard to the following items of community interest, I am: (please check)

	Very Satisfied	Satisfied	Not Satisfied
As a place to live	149	140	24
As a place to raise children	98	117	26
As a place to grow old	76	119	107
School system	43	110	91
Parks and Recreation	55	146	106
Shopping	57	178	76
Proximity to Jobs	45	131	70
Traffic	36	167	103
Public Safety	43	182	78
Attention given to area by officials	12	93	128
Zoning patterns	13	109	136

My concerns with the following issues are: (please check)

	Very Concerned	Somewhat Concerned	Not Concerned
School Taxes	266	55	6
County Taxes	207	92	14
Town Taxes	213	93	15
Zoning Decisions	215	82	15
Traffic	202	121	53
Noise	92	98	108
Garbage	108	116	72
Housing	103	107	90
Pine Barrens	171	91	40
Future of Agriculture	148	106	43
Recreation	139	117	56
Open Space	187	89	28
Water Pollution	224	78	10
The Future of the Area	250	53	6

Total: 310

**Table 3A  
RESIDENT QUESTIONNAIRE  
Percentages (%)**

In the effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppelman wishes to secure the opinion of residents in regard to their feelings about the Greater Moriches Area. Please circle your community.

MORICHES      CENTER MORICHES      E. MORICHES      EASTPORT

In regard to the following items of community interest, I am: (please check)

	Very Satisfied	Satisfied	Not Satisfied
As a place to live	48	45	8
As a place to raise children	32	38	8
As a place to grow old	25	38	35
School system	14	35	29
Parks and Recreation	18	47	34
Shopping	18	57	25
Proximity to Jobs	15	42	23
Traffic	12	54	33
Public Safety	14	59	25
Attention given to area by officials	4	30	41
Zoning patterns	4	35	44

My concerns with the following issues are: (please check)

	Very Concerned	Somewhat Concerned	Not Concerned
School Taxes	86	16	2
County Taxes	67	30	5
Town Taxes	69	30	5
Zoning Decisions	69	26	5
Traffic	65	39	17
Noise	30	32	35
Garbage	35	37	23
Housing	33	35	29
Pine Barrens	55	29	13
Future of Agriculture	48	34	14
Recreation	45	38	18
Open Space	60	29	9
Water Pollution	72	25	3
The Future of the Area	81	17	2

Total: 310

**Table 4**  
**RESIDENT QUESTIONNAIRE**  
**Consolidated Totals**

In an effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppelman, wishes to secure the opinion of residents in regard to their feelings about the Greater Moriches Area. Please circle your community.

MORICHES - CENTER MORICHES - E. MORICHES - EASTPORT

In regard to the following items of community interest I am: (Please check)

	Satisfied	Not Satisfied
As a place to live	289	24
As a place to raise children	215	26
As a place to grow old	195	107
School System	153	91
Parks and Recreation	201	106
Shopping	235	76
Proximity to Jobs	176	70
Traffic	203	103
Public Safety	225	78
Attention given to area by officials	105	128
Zoning Patterns	122	136

My concerns with the following issues are: (Please Check)

	Concerned	Not Concerned
School Taxes	321*	6
County Taxes	299	14
Town Taxes	306	15
Zoning Decisions	297	15
Traffic	323*	53
Noise	190	108
Garbage	224	72
Housing	210	90
Pine Barrens	262	40
Future of Agriculture	254	43
Recreation	256	56
Open Space	276	28
Water Pollution	302	10
The Future of the Area	303	6

Total: N=310

\* Combined total exceeds total count where respondent checked more than 1 box.

**Table 4A  
RESIDENT QUESTIONNAIRE  
Consolidated Totals - Percentage (%)**

In the effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppelman, wishes to secure the opinion of residents in regard to their feelings about the Greater Moriches Area. Please circle your community.

MORICHES - CENTER MORICHES - E. MORICHES - EASTPORT

In regard to the following items of community interest I am: (Please check)

	Satisfied	Not Satisfied
As a place to live	93	8
As a place to raise children	69	8
As a place to grow old	63	35
School System	49	29
Parks and Recreation	65	34
Shopping	76	25
Proximity to jobs	57	23
Traffic	65	33
Public Safety	73	25
Attention given to area by officials	34	41
Zoning Patterns	39	44

My concerns with the following issues are: (Please check)

	Concerned	Not Concerned
School Taxes	100	2
County Taxes	96	5
Town Taxes	99	5
Zoning Decisions	96	5
Traffic	100	17
Noise	61	35
Garbage	72	23
Housing	68	29
Pine Barrens	85	13
Future of Agriculture	82	14
Recreation	83	18
Open Space	89	9
Water Pollution	97	3
The Future of the Area	98	2

Total: - 310

## SUMMARY OF COMMENTS

### Positive Features

- The proximity to the marine environment and the quality of the natural environment.
- The existence of good and friendly neighbors.
- The high level of community spirit and cohesiveness.
- The small town atmosphere in the face of increasing suburbanization.
- The bucolic nature of their community.
- The proximity to shopping and the attention paid by local merchants.
- The ambience for family living.
- The sense of safety and security.
- The quality of the Moriches Bay Historical Society and the library.

### Negative Features

- The heavy school tax burden.
- The heavy LILCO burden.
- The poor quality of school management.
- The public officials are too pro business.
- The community needs more non-residential tax base.
- The community needs more job opportunities for the young.
- The community should have more marine, fish, and related businesses.
- The school districts should consolidate.
- The trash in commercial areas is a blight.
- The empty stores depreciate the entire community.
- The proposed Havens Estate development is poor planning.
- The proposed golf course on the Havens County land is poor planning and environmentally destructive.
- The community needs a playground and community pool.
- The rise in graffiti is not controlled by enforcement.
- The community lacks housing for senior citizens.
- The community lacks housing for young citizens.
- The community suffers from apathy.
- The elected officials ignore the citizens.
- The community needs a local high school.
- The Bay Avenue Condo project should be prohibited.
- The Long Island Compost operation must be closed. It is a health hazard, a smelly nuisance use and it devaluates nearby homes.
- The Town does not enforce violations of sign ordinances.
- The community suffers from a profusion of illegal signs.
- The community needs improved hospital facilities and health care programs.
- The community suffers from a lack of cultural facilities.
- The community needs a nearby shopping mall.
- The community needs a nearby movie theater.
- The community needs golf courses.
- The community should have bicycle paths.
- The Great Gun Beach needs better accessibility, facilities, and restrooms.

The community suffers from inadequate public transportation.

The highway department only patches roads instead of providing permanent improvements.

The Montauk Highway needs widening and other improvements.

The traffic light at Waterways must be improved.

A caution light is needed to caution motorists at Bay Pointe Drive and Montauk Highway.

The Moriches/Middle Island Road from the Montauk Highway to Jerusalem Hollow Road needs widening and repaving.

The community should have an "Adopt a Highway" program to control street litter.

The community needs improved traffic control at the Frowein and Route 80 crossover.

The community needs stop signs to be installed at Brookfield Avenue in Center Moriches at the intersection of Miller and Herman.

The community needs a traffic light at the elementary school at Montauk Highway and Brookfield.

The community needs more off-street parking to serve stores on Montauk Highway

The community needs ramps at Barnes and the Sunrise Highway.

## EXISTING LAND USE

A wide variety of land uses can be found in the Moriches study area, which includes portions of the William Floyd and Eastport school districts and the entire Center Moriches and East Moriches school districts. Land use categories found in the study area include low, medium and high density residential, agriculture, commercial transportation-utilities, industrial, institutional, open space, marine commercial, and vacant. Plate 2 entitled "Existing Land Use" depicts the status as of 1994 prepared from assessors' records coupled to field reviews by the consultant.

Residential land use is broken down into three categories for this study. The low density category includes lands with one or fewer dwelling units per acre; lands in the medium density category contain between two and four dwelling units per acre; the high density category includes residential lands with greater than five dwelling units per acre. Low and medium density residential land use accounts for approximately one-third of the study area. High density residential accounts for less than one percent of the entire study area.

Commercial land uses, such as retail shops, restaurants and service establishments, are found predominantly along Montauk Highway in Moriches, Center Moriches, East Moriches and Eastport. The vacant land use category includes those areas that are not being used for any particular purpose. The study area contains approximately 3,000 acres in the vacant category, which accounts for approximately 37% of the study area. Table 5 lists the vacant and redevelopable land by school districts. In 1982 the vacant land was approximately 3,700 acres. The development of the predominantly one-acre residentially zoned land over the past thirteen years corresponds closely to the population increase of approximately 2,500 persons.

The major large waterfront properties, undeveloped at the time of the 1982 study, remain. They include:

- a. the areas on the east side of Ely Creek, south of the railroad tracks.
- b. the area bounded by Old Neck Creek on the west, the railroad tracks on the north, Old Neck Road on the east, and Cotton Tail Road on the south.
- c. the area bounded by Old Neck Road on the east, Forge River on the west, Heather Drive on the north, and Moriches Bay on the south.
- d. the area bounded by Terrell River on the west, Bay Avenue on the east, Montauk Highway on the north, and Moriches Bay on the south.



SUNRISE HIGHWAY

FORGE RIVER

SEATICK COVE

MORICHES BAY

**EXISTING LAND USE**

**LEGEND**

- |   |   |
|---|---|
|  Unknown Land Use Code           |  Institutional         |
|  Agricultural                    |  Industrial            |
|  Low Density Residential         |  Public Services-Utili |
|  Medium-Low Density Residential  |  Preserved Open Sp     |
|  Medium-High Density Residential |  Active Recreation-O   |
|  Vacant Land                     |  Pine Barrens Bound    |
|  Retail-Commercial               |  Core/Compatible Gr    |
|  Commercial                      |  Area Boundary         |
|   |  Town Boundary         |

**GREATER MORICHES AREA HAMLET STUDY**

- e. the area bounded by Heils Creek on the west, Little Seatuck Creek on the east, Moriches Boulevard on the north, and Moriches Bay on the south.

Agricultural lands within the study area include acreage used for growing various crops and nursery stock, and duck farms which account for less than 15% of the study area.

There are 41 acres of industrial land use. That portion of the William Floyd school district included within the study area contains 10 acres, or approximately 25% of all industrial land use within the study area. The Center Moriches and East Moriches school districts contain 6 and 13 acres, respectively, or approximately 15% and 33% of all industrial land use within the study area. That portion of the Eastport school district included in the study area contains 12 acres of industrial land, or approximately 32% of all industrial land use within the study area. Industrial land uses within the study area account for less than 1% of the total land area.

The open space recreation category can be subdivided into three categories: active public recreation, publicly-owned open space (wetlands, cemeteries, undeveloped park lands), and private recreation lands.

There are approximately 26 acres of town-owned land in the active public recreation category within the study area. These include the Bellview Avenue Beach, Kaler's Pond Park and the Atlantic Avenue Ballpark. The active public recreation category contains two acres of marine waterfront land having approximately 800 feet of shoreline. The entire study area shoreline length is approximately 177,000 feet (33 miles). Also included within the active public recreation subcategory are publicly-owned boat ramps. Although they account for a very small acreage, they are nonetheless a public recreation facility. There are three publicly owned boat ramps in the study area located at the terminus of town roads. Two of these ramps have little space for trailer parking.

There are approximately 171 acres in the "institutional" land use category. Included in this category are churches, schools, government property, nursing homes, group home facilities, etc.

The land use category "transportation and utilities" accounts for approximately 242 acres in the study area. This category includes acreage used as recharge basins, utility yards and road maintenance yards. This category does not include roads and railroads.

## Land Available for Development

Utilizing the pine barrens land use map, the 1982 A Development Plan for the Moriches Area, tax and zoning maps, assessment records and a windshield survey it is possible to make an estimate of the land in the Greater Moriches area that is available for development or redevelopment. This data is presented by the school district. There are old filed map lots where owners of single and separate lots have the right to build without regard to existing zoning upon receipt of a zoning board variance.

Lands in public and quasi-public ownership, such as school property, parkland and recharge basins, were not considered available for development. The two major categories of land available for development are vacant land and available farmland, and land having a potential reuse. These two categories are further broken down by subcategories, zoning, and school district. See Table 5.

Vacant land and available farmland are the major categories of land available for development. Since vacant land and available farmland both have a high probability of being developed, they are both included in this category.

Land having a potential reuse is the other category of available land. The likelihood of this land being developed is somewhat less than that of land in the vacant category. There are three subcategories in this group.

The first subcategory having a potential reuse is land in Suffolk County Agricultural District #3. Farmland in this category was not considered available farmland since the owners were given lower agricultural property tax assessments in return for a commitment not to develop the land. This land could still be developed, but the owner would have to pay a penalty in the form of a rollback tax for the previous five years. About 37 acres of duck ranches are included in this category.

If all the vacant or reusable lands were fully developed according to existing zoning it is estimated that approximately 2,600 more dwelling units could be built. This calculation does not include single and separate applications from old filed maps. If the average household size is three persons, an additional 7,800 people would be added to the current population of almost 13,000 - for a saturation population of almost 21,000. This is considerably less than the 1982 estimate of more than 37,000. The reduction is primarily attributed to the upzonings of smaller lots to one acre residential, and the decrease in family size.

**Table 5  
VACANT AND REDEVELOPABLE LAND**

Utilizing the pine barrens land use map, the 1982 A Development Plan for the Moriches Area, tax and zoning maps, assessment records and a windshield survey it is possible to make an estimate of the land in the Greater Moriches Area that is available for development or redevelopment. This data is presented by school district. There are old field map lots where owners of single and separate lots have the right to build without regard to existing zoning upon receipt of a zoning board variance.

**WILLIAM FLOYD SCHOOL DISTRICT**

Vacant lots	49
Large parcels with buildings	3 acres
Land zoned 2 acre	12 acres
Land zoned for Industry	53 acres
Land zoned industry with dwellings	4 acres
Duck Farm K-Business	21 acres
Land zoned 1 acre	592 acres

**CENTER MORICHES SCHOOL DISTRICT**

Vacant Lots	199
Large parcels with buildings	45 acres
Land zoned 2 acre	35 acres
Land zoned for Industry	99 acres
Land zoned industry with dwellings	2 lots
Land zoned 1 acre	515 acres

**EAST MORICHES SCHOOL DISTRICT**

Vacant Lots	137
Large parcels with buildings	88 acres
Land zoned 2 acre	181 acres
Land zoned for Industry	61 acres
Land zoned PCH, NH	35 acres
Duck Farm K Business	68 acres
Land zoned 1 acre	1092 acres

**EASTPORT SCHOOL DISTRICT**

Vacant Lots	29
Large parcels with buildings 2 acre	23 acres
Land zoned 2 acre	38 acres
Duck Farm K Business	17 acres
Land zoned 1 acre	140 acres

**TOTALS**

Vacant Lots	414	<b>UNITS</b> 414
Large parcels with buildings (22)	136 acres	90
Large parcels with building 2 acre (4)	23 acres	8
Land zoned 2 acre	266 acres	107
Land zoned PCH, NH	35 acres	
Land zoned for Industry	213 acres	
Land zoned industry with dwellings	4 acres	
Duck Farm K-Business	106 acres	83
Land zoned 1 acre	2339 acres	<u>1871</u>

2573 (not including old  
filed maps or unoccupied condominiums)

## EXISTING ZONING

There are three major zoning categories in the study area: residential, business and industrial.

Residential zoning covers the vast majority of land in the Moriches area. Residentially zoned land is divided into categories based on the minimum lot size needed to build. Lots that predate the Town of Brookhaven zoning ordinances, or are part of an old filed subdivision, can be built on even if they are under the minimum lot size. Almost all of the residentially zoned land is A-1 or 40,000 square feet. The other zoning category shown on the map, which is presently vacant, is for a Planned Retirement Community. There is a small lot labeled "NH" which is zoned for, and occupied by, a nursing home. See Plate 3.

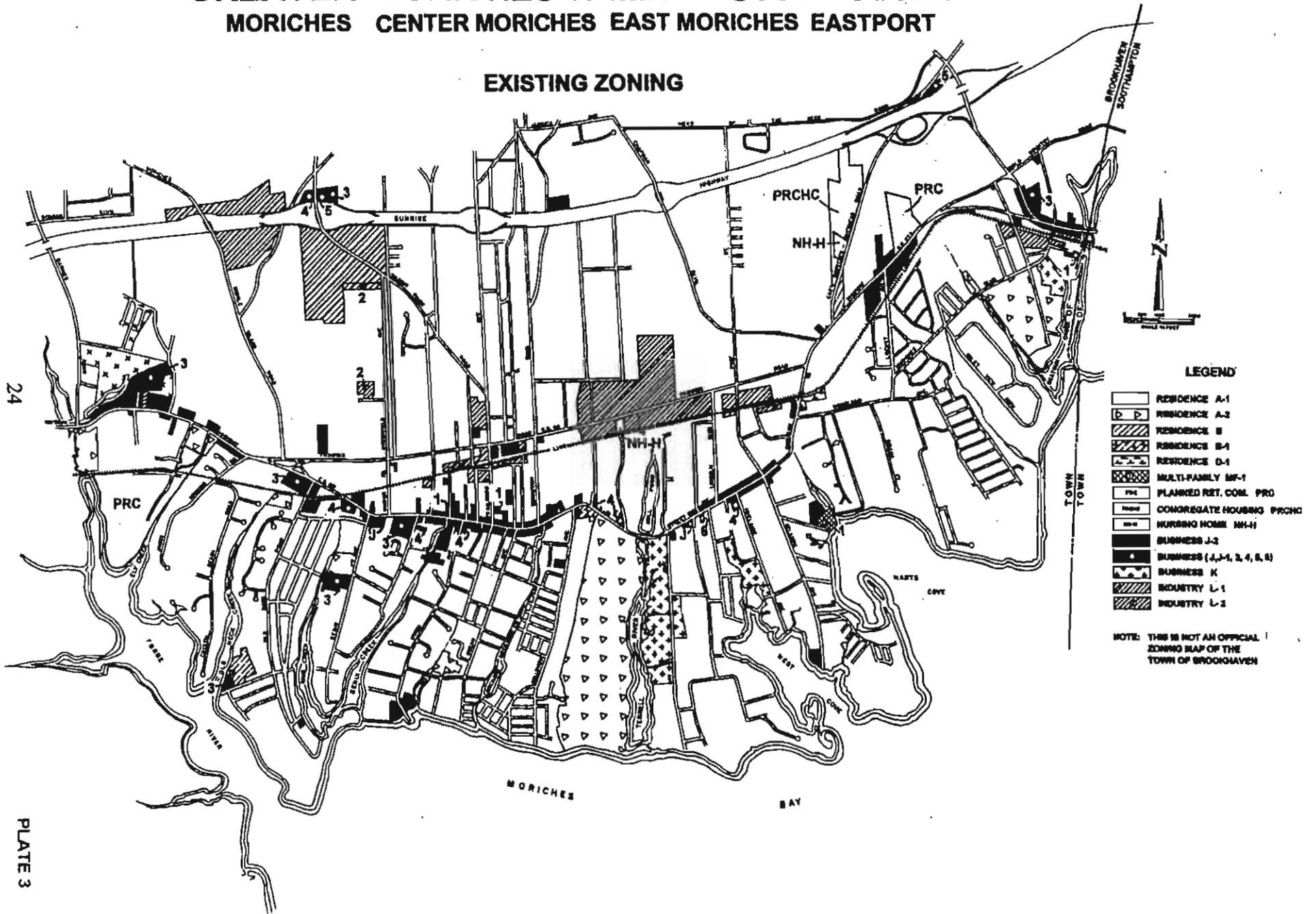
Business zoning is broken down into K-Business and a general business category. K-Business is a unique zoning category in that it was developed for duck ranches. Over the long term, duck ranches will give way to residential development. Since K-Business does not allow residential uses, rezoning is necessary prior to development. Other commercial zoning is found in central business shopping center and waterfront business areas. There is a relatively small amount of business-zoned land that would allow strip commercial development.

Industrial-zoned land is located along the railroad tracks in some areas, one section of Frowein Road, two areas just south of Sunrise Highway, and one cluster north of the Sunrise Highway. Since there is an abundance of industrially zoned land in other parts of Suffolk County closer to the Long Island Expressway and New York City, it is unlikely that large industrial tracts in the study area will be developed in the near future. However, one of the few controversial issues that arose in the development of this Hamlet Plan had to do with whether or not more L-1 industrial zoning should be created on Frowein Road in East Moriches. The area of debate is currently zoned A-1 residential. In their report the Land Use Committee recommended the change. The Moriches Bay Civic Association and others are in opposition to the change. Further comment is found in the section containing the Land Use Committee's report.

# GREATER MORICHES HAMLET STUDY AREA

## MORICHES CENTER MORICHES EAST MORICHES EASTPORT

### EXISTING ZONING



#### LEGEND

- RESIDENCE A-1
- RESIDENCE A-2
- RESIDENCE B
- RESIDENCE B-1
- RESIDENCE D-1
- MULTI-FAMILY MF-1
- PLANNED RET. COM. PRO
- CONGREGATE HOUSING PRCHC
- NURSING HOME NH-H
- BUSINESS J-2
- BUSINESS (J-1, 2, 4, 5, 6)
- BUSINESS K
- INDUSTRY L-1
- INDUSTRY L-2

NOTE: THIS IS NOT AN OFFICIAL ZONING MAP OF THE TOWN OF BROOKHAVEN

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PLATE 3

## DEMOGRAPHICS

The residents of the Greater Moriches Hamlet Study Area have determined that the study area will be bounded by various school district boundaries on the north, Town line on the east, Moriches Bay on the south and the Forge River on the west. These boundaries generally include postal zip codes 11955 (Moriches), 11934 (Center Moriches), 11940 (East Moriches) and 11941 (Eastport) and part or all of US Census Tracts 1594.06, 1596.02. There are two Census Designated Places, (CDP) Center Moriches and East Moriches. This has enabled Suffolk County Planning Commission to publish assorted data for these two communities. These data are discussed in the following tables and text along with specific data for Moriches and Eastport.

Table 6 reveals the population trends where data is available for each of the communities since 1960. Over time, boundaries have changed, but the data enables a review of the growth that has taken place. The last fifteen years has resulted in a 25% growth compared to 15% townwide. LILCO reports minimal growth over the past five years, 158 persons. (Moriches lost 61 persons.) Table 7 indicates that there is a 7% minority population in Greater Moriches (Center Moriches 11.3%)

Table 8 reveals that Greater Moriches has a lower percentage of persons in all cohort groupings except the 25 to 64 than Brookhaven as a whole. This is the largest cohort and as a result the median age of the area is significantly higher than Brookhaven as a whole. The income levels of Center Moriches are lower than the Town as a whole, but incomes are higher in East Moriches (Table 9). Most homes fall within the \$100,000 to \$249,000 range, while all four communities have proportionally more expensive homes than the Town as a whole (Table 10). The communities are somewhat transient in nature since 27.8 percent of the units are renter occupied. Sixty-four percent reported that they have lived in the same house while 27.6 percent reported that they have moved into the community from elsewhere in Suffolk County since 1985.

**Table 6**  
**Population Trends\***

Community	1960	1970	1980	1990	1/1/95**
Moriches			869	2,067	2,006
Center Moriches	2,562	3,802***	5,401***	5,987	6,077
E. Moriches	1,169	2,461***	3,507***	4,021	4,239
Eastport (pt.)	335	429	531	575	586
Total			10,308	12,650	12,908

\* These numbers are general in nature to provide a sense of growth.

\*\* LILCO estimate

\*\*\* Census Boundaries have varied over the years.

Note: This study will consider the Greater Moriches Hamlet Study Area to have a 1990 population of 13,374

**Table 7  
Population Characteristics**

	Greater Moriches	Moriches	C. Moriches	E. Moriches	Eastport
White	12,434	1,955	5,401	3,814	1,264
Black	600	44	440	85	31
Hispanic*	540	95	248	156	41

\*Hispanics are of any race.

**Table 8  
Age Cohorts - 1990**

	Town of Brookhaven		Greater Moriches.	
	Number	Percent	Number	Percent
0-4	30,888	7.6	916	7.6
5-19	93,410	22.9	2,566	21.2
20-24	32,491	8.0	863	7.1
25-64	211,973	52.0	7,151	59.2
65 Over	39,109	9.6	575	4.8

Note: There are 6,532 Males and 6,842 Females in Greater Moriches

**Table 9  
Income - 1989  
(Dollars)**

	Town of Brookhaven	Center Moriches CDP	E. Moriches CDP
Median	46,339	42,737	48,361
Mean	51,257	46,385	52,319
Family Median	50,206	45,708	51,626
Family Mean		49,387	55,762
Per Capita	16,441	16,510	16,674

Note: 606 persons in both communities reported that they lived below the poverty level in 1989.  
Data for Moriches and Eastport is not available.

## Housing Characteristics

	<u>Town of Brookhaven</u>		<u>Moriches</u>		<u>Center Moriches</u>		<u>East Moriches</u>		<u>Eastport</u>	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than \$59,999	1,063	1.2	2	0.0	15	0.2	15	1.6	7	2.3
\$60,000 to \$99,999	7,997	8.7	17	0.6	143	9.9	69	7.2	44	14.6
\$100,000 to \$249,999	74,919	82.0	172	61.9	1,106	76.3	708	74.0	223	74.1
Over \$250,000	7,428	8.1	87	31.3	179	12.3	165	17.2	27	9.0
Median Value			\$200,000		\$149,300		\$167,500		\$155,961	
Median Rent			\$687		\$683		\$656		\$525	

	<u>Greater Moriches</u>		<u>Moriches</u>	<u>Center Moriches</u>	<u>East Moriches</u>	<u>Eastport</u>
	Number	Percent	Number	Number	Number	Number
Total Housing Units	5,318		946	2,316	1,542	514
Owner Occupied	3,377	63.0	341	1,572	1,079	385
Renter Occupied	1,478	27.8	605	523	221	129
Single Family Detached	4,041	76.0	275	1,995	1,348	423
Vacant	698	13.1	135	221	242	100
Family Size			2.58	3.24	3.35	3.01

Note: Value is estimated by the home owner

The following is a list of miscellaneous characteristics of Center Moriches and East Moriches (Census Designated Places) taken from the Census data:

**1990 U.S. Census  
Center and East Moriches CDP  
Miscellaneous Characteristics**

- The median age is 34.0 years in C. Moriches, 35.9 in E. Moriches compared to Brookhaven's 31.6.
- 12.5% of the population indicated that they were divorced, widowed or separated.
- 64% of the people have lived in the same house since 1985, another 27.6% have moved into the hamlet from elsewhere in Suffolk County.
- There are 1.86 vehicles per household in C. Moriches and 2.10 in E. Moriches.
- The average travel time to work was 28 minutes in C. Moriches and 25 minutes in E. Moriches.
- 49 used the railroad, 63 a bus for the journey to work, 453 car pooled.
- 72% of the housing units are valued between \$150,000 and \$399,999.
- In 1990 there were 4,042 females and 3,981 males.
- Of 6,534 persons over 25, 33% have graduated from high school, 7.6% have an Associates Degree, 19.2% a Bachelors Degree or higher (Brookhaven 21%)
- Of the 3,995 workers over the age of 16, 86.4% worked in Suffolk County, but only 15.3% worked in their place of residence.
- The leading occupations were Managerial and Professional (1253) and Administrative Support, including clerical (863). The leading industry was Professional and Related with 1415 persons employed.

## LAND USE ZONING

The boundaries for the study area were modified from boundaries established by the County's 1982 A Development Plan for the Moriches Area. The County study boundaries were used for the Town's 1990 Montauk Highway Corridor Study for the Moriches Area. The boundaries used in the two previous studies were the Forge River on the west, Moriches Bay on the south, the Town line at Seatuck Creek in Eastport on the east, and the Sunrise Highway on the north. This study extends the northern boundary of the study area to the school district boundaries and continues to use the other boundaries. The northern boundary was extended to include the total school district because of the pending Pine Barrens Plan which includes and addresses the area north of the Sunrise Highway as a potential development receiving area. It was determined to be prudent to include that area in order to provide local community guidance to Town planners once the Town implements the Pine Barrens plan. Development north of the Sunrise and within the school district boundaries is a local concern.

### Montauk Highway Corridor

A primary concern is the threat of over development of the Montauk Corridor which connects the four hamlets. Commercial sprawl is a frightful example of how poorly planned and uncontrolled development can damage a hamlet's image. The Montauk Corridor has been in existence for over 250 years and includes many historical elements of the hamlet communities. In terms of population, other than the waterfront areas, most residential development has grown in close proximity to the highway. It also is the main street for business development in the areas.

In recent years, the Montauk corridor has experienced two major phases. During the 80's there was a boom of business development along the corridor that originated from a growing market and a town threat of upzoning of highway business properties. Despite this building surge, the hamlet area's general isolation from other communities seemed to have buffered it from an overdeveloping, "mega-mall" threat.

As with any boom, so comes the bust, which has been the norm for the last six years -- empty stores, lost jobs, and houses for sale. This situation is slowly changing for the better, which emphasizes the hamlet study's importance as a plan for the next boom period.

Community concerns for the Montauk corridor include an improvement of the highway's general appearance, a need for more business (but not in the form of malls). These new business ventures should include cultural themes (theatre, galleries, etc.).

In regard to the general appearance and maintenance of the Montauk corridor, it is recommended that Brookhaven Town designate a contact person that people of the community can call concerning problems such as sign enforcement, derelict buildings, garbage, etc.. The present system of a number of town departments having to be called on local concerns tends to break down.

There needs to be better maintenance of the public areas (sidewalk, greens, trees, etc.) along the highway. This could work on a coordinated effort between highway property owners and the Town.

In the CBD there is a need for garbage cans, but only if weekly pick-ups are part of the plan. Also, the receptacles should be well placed and have an outside appearance that is pleasing.

There is a need for benches at county bus stops with posted bus schedules. Parking spaces and handicap parking areas in the CBDs should be clearly designated.

Signs are major visual detractions along the corridor and throughout the hamlet. In reviewing Brookhaven town codes and comparing them with other towns and villages, Brookhaven requirements are quite comprehensive. Yet, many signs in the hamlet do not follow the sign codes. Code enforcement should be more stringently pursued.

A number of recommendations with regard to sign design codes include a reduction in the linear foot of storefront/to square footage of signs allowed. A reduction from 2' to 1.5' square foot signage per linear foot seems more appropriate. A ban on flashing signs and/or storefronts, a five year phase-out of all mobile signs, and an elimination of all billboard signs by the year 2005. Also no signs should be allowed on public property. Finally, the height limit for all signs should be a maximum 10' from grade level.

In order to deter that type of strip commercial development, the concept of central business districts (CBDs) was considered in depth and described for each of the individual hamlets. Commercial and retail development should be clustered into discernible downtown areas with non-commercial zoning located between the CBDs to avoid commercial sprawl. Although isolated pockets of commercial zoning do exist between the CBDs, adaptive reuse of existing buildings should be encouraged to maintain the residential character of the Montauk corridor and can include professional offices, duplexes, and Senior Citizen housing.

The boundaries of the central business districts are as follows:

Moriches - E/O Ladakin's Restaurant & W/O Monarch Shopping Center

Center Moriches - E/O Waldbaums & W/O Ocean Avenue

East Moriches - E/O C.M. Auto Parts on S/S, E/O Lincoln Blvd. On N/S & mid-way to Anton's corner (present business zoning ends)

Eastport - E/O Seatuck Avenue & W/O Town Line

The central business districts need to be developed in an aesthetically pleasing and cohesive manner in order to foster a community identity. The central business districts presently have a spattering of residences which have been converted to businesses. The converted residences foster a rural atmosphere and help create the type of look most residents want.

In order to encourage the use of the existing residential buildings for conversion to retail and commercial business' incentives are recommended that the Town could offer.

### **Municipal Incentives for adaptive reuse of existing buildings within CBDs.**

- Municipal pick-up of re-construction debris
- Municipal parking incentives, i.e., no lot requirements, on-street parking, exempting first existing 1,000 sq. ft. from parking requirements.
- CBD permit expediting
- Exempting CBDs from building code fire limits, but imposing ratings system.
- Wood frame construction allowed in CBDs for additions.
- Accessory Apartment or Two-family permitted use with no tax increase for senior citizen occupancy. Owner occupied.
- Permit multi-family Senior Citizen housing adjacent to transportation and shopping in CBDs.

### **The current problems and concerns of CBDs are due to:**

- Infrequent garbage pick-up
- Lack of Sign Ordinance Enforcement
- The need for Architectural Review of buildings or Historic District designation
- The lack of architectural renderings for new commercial buildings.
- The need to change building codes to allow for wood or wood vinyl vs. concrete.
- The advantage of underground utilities: generate a long term plan to bury utility lines as the utilities need to be replaced.
- The need for landscaping & pocket parks within the CBDs.

### **Commercial Properties**

- Revitalize derelict shopping centers with waiver of parking requirements and limit the creation of new shopping centers until existing units are filled.
- Work with owners of large chain stores to beautify & landscape shopping centers.

### **L-1 properties**

- Industrial and manufacturing base appears adequate. Providing increased taxes and employment.
- No decrease in presently zoned L-1 properties.
- Encourage more L-1 zoning on Frowein Road, west of Lincoln Boulevard.\*

\*This recommendation is opposed by residents of the area although supported by the Chamber of Commerce.

The community is divided on L-1 zoning east of Lincoln Boulevard.

### **Architectural Review Panel**

The Committee has concluded that an Architectural Review Panel (A.R.P.) is necessary to review applications for development on Montauk Highway, beginning at the Forge River and ending at the Town Line in Eastport. All applications to the Building Department or Planning Board for properties fronting on Montauk Highway should be reviewed by the A.R.P.

The purpose and intent of the A.R.P. is found in Appendix A.

### **Agricultural Lands**

The Committee, recognizing local agriculture enhances our life style, looked for agricultural incentives for maintaining the agricultural fields in the community which are under threat of residential development. The Town of Southampton presently has an ordinance offering annual tax abatement for lands less than 10 acres which are used for the production of agricultural products. The committee recommends allowing similar Town of Brookhaven tax abatements on an annual basis to properties used in agri-business for parcels less than 10 acres.

The Town should consider developing a conservation easement program which allows perpetual tax relief in exchange for development rights.

### **Bed & Breakfast Ordinance**

It is recommended that the Town consider implementing a Bed and Breakfast Ordinance. The concept is explained in detail in the Tourism section of the report, and Appendix B.

### **Sign Ordinance**

Although the Town's current sign ordinance is adequate to address many of the Committee's concerns, enforcement of the ordinance is lacking. As discussed in the Tourism and Montauk Corridor sections, alternative enforcement options should be explored. Some of the alternatives include a Town Sign Ordinance Compliance Force with a neighborhood liaison, more expensive fines, specific deadlines for billboard removal, and fines for signs placed on public property and not removed after the event. This is a quality of community life issue which needs to be addressed in a timely manner.

### **Substandard Land Divisions and Residential Change of Zones**

The community does not want the Town Board to approve any subdivisions or land divisions which will yield residences on less than required zoning. Although variances for lot frontage and lot dimensions are acceptable, change of zones to Multi-family or to increase density from current zoning requirements are undesirable.

### **Site Specific Recommendations for properties outside the CBD limits.**

Airports-The two airports located between Eastport and East Moriches are desirable additions to our community. The airports offer a very specialized service and are a tourist attraction which is good for our local economy. Although public safety problems have been cited, as well as concerns with noise from low flying parachute planes presently operating Wednesday nights and weekends, these issues can be addressed and mitigated with efforts by the Town and the airport operators.

Presently one of the airports has applied to the Town Board for a change of zone from A-1 to J-2 in order to comply with Town zoning requirements for operating an airfield. This plan strongly opposes a change of zone as not warranted. The property should be allowed to operate as an airport with a Special Use Permit issued by the Board of Zoning Appeals or the Town Board. A change of zone to J-2 at this location could completely and permanently undermine the communities' efforts to prevent commercial sprawl along Montauk Highway if and when the airport ceases operation.

The continued operation of both airports is strongly recommended.

Area between Airport and Eastport CBD-This area is exhibiting the negative effects of commercial sprawl. Recent commercial developments required variances in order to comply with existing Town Code zoning requirements. Existing zoning of J-2 should be developed only if all setbacks can be accomplished, and that there be no relief of site plan requirements unless adequate parking can be realized.

Riverhead Road (CR 51)-Existing PRCHC & NH-H Zoning is acceptable.

Senix Ferry on Canal Street at the Town's Neville Park-The Town should explore soliciting Environmental Protection Funds from the Department of State to conduct a feasibility and marketing study of the resurrection and rehabilitation of the Senix Ferry. The Senix Ferry was destroyed by the 1938 hurricane but had previously operated between downtown Center Moriches and the Town's Great Gun Beach Park on Fire Island. The infrastructure remains in the form of concrete bulkheads and a turn-around slip. J-2 commercial business zoning is in place at the terminus of the creek which is appropriate to encourage waterfront business uses. The Town Park could be further enhanced to provide a possible historical setting, encouraging local craftsman to have seasonal fairs at the park. The Chamber of Commerce could consider having their seasonal concerts at the park and the area could evolve into a seasonal waterfront cultural center.

The original Senix Steamboat Ferry was built on location at Canal Street in 1886. The steam boat was 76' long, 12" wide and carried 30 passengers for a 25 cent round trip to Great Gun Beach. The ferry originated at Canal Street and picked up passengers from the many boarding houses which operated along the Creek. The ferry provided a tour of the Creek and the Moriches Bay while en route to Great Gun Beach. The ferry operated until the 1938 hurricane ravaged the barrier beach and destroyed the restaurant and shops located there. Having survived the economic depression of the 1930's, the older boarding house owners could not stay open after the assault by the hurricane. After the boarding houses closed, the ferry soon discontinued its operation.

A new Town zoning ordinance which allows Bed & Breakfasts may be appropriate in this area.

The downtown Center Moriches area has limited parking and limited land for expansion which may affect the financial viability of a seasonal ferry service. However, parking restrictions may actually help to self-limit a ferry service which could attract too many people to the 300' wide Town right-of-way within the County park at Fire Island.

The feasibility study would need to assess:

- the integrity and functionality of the existing infrastructure which was built in 1886.
- the extent and expense of required dredging
- what markets exist for such a ferry
- how to create a market for such a ferry
- what type of boat
- financial viability
- are operating subsidies required
- do operating subsidies exist
- environmental impacts to Great Gun Beach
- environmental impacts to Senix Creek and Moriches Bay

- nuances of operating a private ferry on municipal land and infrastructure
- operating insurance/municipal insurance
- impacts on downtown Center Moriches
- impacts to waterfront homes on Senix Creek

L.I. Compost -The recommendation is to close down the entire facility.

Havens Estate County Park-This property should be preserved in its natural state with passive park uses.

Lindenmere Estate-A change of zone to allow hotel operation or PRC type housing is recommended.

Stream Corridors-Please see the attached report which endorses two acre zoning along undeveloped stream corridors. However, please note that some members felt the two acre zoning was too restrictive, and that a minimum of one acre zoning would accomplish many of the water quality goals while protecting property rights.

Frowein Road - A traffic volume study on Frowein Road, a.k.a. Moriches Bypass, was conducted on July 10th, 1995 by the Suffolk County Department of Public Works. The study, which was conducted west of Brookfield Avenue, revealed more than 9,000 cars traversed the Moriches Bypass daily. Due to high speed daily vehicle volume which uses the Bypass to avoid the traffic within the central business districts on Montauk Highway, residential development should not be encouraged on the Bypass west of Lincoln Boulevard. Instead of residential development, L-1 Industrial zoning would allow manufacturing and industrial parks and J-4 Business zoning would allow office buildings. Development requirements for properties adjacent to Suffolk County roads which include 100 foot building setback requirements are adequate to yield aesthetically acceptable designs and cohesive industrial parks. The Town Planning Board has the ability to enforce attractive, landscaped sites with adequate natural vegetative buffering.

A developed industrial and professional area on Moriches Bypass would serve the Moriches area and the adjacent Manorville hamlet, which is experiencing rapid residential development. Industrial and business zoning on Frowein Road would supplement the existing over-burdened tax base and generate more local jobs.

The existing J-2 zoning that is scattered along Frowein Road should be rezoned to direct future retail development within the Central Business Districts.

The Town should give special attention to this area. Perhaps the existing L-1 lands west of Lincoln Boulevard can be adequate for job and tax base growth if properly planned.

If these options turn out not to be feasible, other alternatives should be explored.

## TRANSPORTATION

The Moriches Bay area has experienced expansive growth both in population and commercial growth over the last 20 years. It is recommended that a comprehensive "corridor" study be made by the Suffolk County Department of Public Works (DPW) to determine what traffic control measures can be taken to address current needs along Montauk Highway between Moriches and Eastport which, by the County's own estimation, is at over 90% of capacity. The community recommends a comprehensive study instead of a micro approach which only examines individual traffic "hot spots." We believe it will be more cost-efficient and ultimately prove to be a better service for those who travel the corridor.

Traffic control measures that could be used by the County include: curb improvements, creation of turn lanes, deceleration lanes, traffic lights, revised speed zones, and "blinking" lights to highlight key "hot spots". This report also addresses other areas within the community that merit attention.

### Montauk Highway Corridor

#### Moriches

Deceleration lane for right turn into Waterways Community on east bound lane, Montauk Highway.

Signage/warning light to protect cars on the right from the east bound lane, Montauk Highway into the Waterways Community.

Left turn lane on east bound lane, Montauk Highway into the Monarch Center Shopping Center.

#### Center Moriches

Left turn lane into "Bagel Shop" shopping center across from McDonalds on east bound lane, Montauk Highway.

Left turn lane onto Senix & to McDonalds on west bound lane, Montauk Highway.

Left turn lane from Brookfield on to east bound, Montauk Highway.

Regulation of traffic speed with a traffic light at Brookfield and Montauk Highway that operates during school hours to protect children and crossing guards and other times serves as a warning blinker.

Improved signage, warning light and painting at point on Montauk Highway where LIRR crosses over on bridge.

Left turn lane westbound onto Wilcox Road from Montauk Highway.

Right & left turn lane into "King Kullen Shopping Center" on Montauk Highway.

### East Moriches

Regulation of traffic speed with a traffic light at Montauk Highway & Adelaide that operates during school hours to protect children and crossing guards and other times serves as a warning blinker.

Left turn lane on east bound lane, Montauk Highway on to west bound Frowein.

Left turn lane from Woodlawn on to west bound lane, Montauk Highway.

Deceleration/right turn lane from east bound lane, Montauk Highway on to Woodlawn.

Left turn lane on west bound lane, Montauk Highway on to Woodlawn.

### Eastport

Left turn lane from east bound lane, Montauk Highway to Eastport/Manor Road

Right turn deceleration lane from west bound lane, Montauk Highway on to Eastport/Manor Road.

### Other Traffic Recommendations

Block ability to turn left on to north bound Route 51 from east bound Sunrise Highway, south bound Route 51 exit ramp.

Traffic light at Pine Street & Frowein Road, East Moriches

Stop signs on Brookfield at intersection of Miller and Herman.

An exit ramp from Sunrise Highway on to Barnes Road.

Moriches Middle Island Road from Montauk Highway to Jerusalem Hollow Road needs to be widened and paved.

Curb improvement at Kaler's Pond.

### Sidewalks

Generally, it is felt that sidewalks should be installed in all communities within the walking radius of schools for children (1-1/2 miles) who do not qualify for busing because of the minimum distance. Community development funds would be one source of funding for these projects.

### **Center Moriches**

East side of Railroad Avenue (at the Post Office) to Frowein Road.

West side of Railroad Avenue (at Clinton Street) to Wading River Road.

West side of Wading River Road to Brookfield.

### **East Moriches**

Continue sidewalk all the way south on Adelaide

Continue sidewalk all the way south on Atlantic Avenue

Woodlawn Avenue from Evergreen Avenue to Montauk Highway

### **Public Transportation**

Locate a bus stop in Pine Hills complex in Moriches.

Place signage at key areas to direct people to LIRR and Bus Stop

Restore shelter at train station

Restore shelter at bus stop on Bank Street in Center Moriches (continually vandalized).

A transportation HUB should be established at the junction of Railroad Avenue and Frowein Road in Center Moriches. This location is close to the LIRR and existing bus routes.

## **INSTITUTIONAL USES**

### **Schools**

The four Hamlets are served by the William Floyd, Center Moriches, East Moriches and Eastport School Districts. The Moriches Hamlet is a part of the larger William Floyd system. Center Moriches operates one elementary school and one high school. East Moriches has one kindergarten through eighth grade elementary school. The high school students have the option of attending Center Moriches, Eastport or the Westhampton high schools on a contract fee basis. Eastport has a kindergarten through high school program.

A potential consolidation of the Center Moriches and East Moriches Districts has been discussed periodically for four decades. Since consolidation might afford a more comprehensive and advanced curriculum, and achieve some economies of scale, it is recommended that a feasibility study be initiated in order to provide the residents full information on the merits of the proposal.

In recognition of the inertia and opposition of mergers by some residents —particularly in the East Moriches Hamlet, the feasibility study could also explore the establishment of a centralized high school shared by Center Moriches, East Moriches, Eastport, East Quoque and South Manor Districts.

### **Churches**

Sixteen churches and one synagogue were requested to provide input to the Hamlet plan. Approximately one-half responded. The representatives identified the same problems discussed by the respondents to the questionnaire survey. Specifically related to social and spiritual concerns, two recommendations are offered:

1. The community should have more independent living facilities (congregant care) with nursing facilities, for short and long-term care.
2. Ecumenical projects, particularly for young people who need recreational facilities should be fostered.

## **PUBLIC SAFETY-EMERGENCY SERVICES**

### **Fire Departments:**

Three departments, Center Moriches, East Moriches and Eastport provide volunteer services with more than 300 men and women serving approximately 2,000 residences annually.

### **Ambulance:**

Center Moriches Fire Rescue utilizes its Fire House to maintain two ambulances with appropriate response fire vehicles for car fire or water rescue.

### **East Moriches Community Ambulance:**

A small garage is maintained on Pine Street to house two ambulances. The headquarters is located one mile away on Montauk Highway in a store front rental.

### **Ambulance:**

Plans are underway to centralize the operation at Frowein Road and Montauk Highway at an estimated cost of \$300,000+-. This is a decision subject to public referendum.

### **Fire Department Plans:**

New fire trucks are purchased every five to ten years to upgrade the equipment as needed. The concerns of the taxpaying community is that neighboring departments should coordinate their needs and purchase these costly items to avoid duplication.

Note: Approximately 20 trucks are in service at this time.

### **Public Safety:**

It is strongly recommended that the Coast Guard Station must remain to safeguard the waterways in the community and the Moriches Inlet.

### **Airport:**

The fire and rescue service feels that the limited resources in serving the two airstrips poses a problem. The many calls on ultra lite aircraft downings prove to be a safety hazard and the parachutists have caused concern many times.

### **Police:**

Suffolk County Legislature has addressed the needs of the community by forming the new 7th Precinct in the Shirley-Mastic area. The sub-station in Center Moriches, in service for 20 years, should be maintained. Currently one patrol car is assigned to the Moriches and Manorville areas, which is considered by the community as insufficient. More patrols are recommended.

## AGRICULTURE

Agriculture in the Moriches Bay area is vibrant and diverse. Agri-business ranges from the largest wholesale greenhouse grower on the East Coast; various nurseries growing a complete line of nursery stock; a 100 acre potato farm; wholesale flower growers and a one-and-a-half acre truck farm growing a variety of vegetables.

Land used for agriculture is beneficial to the community in that the land, when used for agriculture, preserves open lands and helps to maintain the country atmosphere in the community.

Agriculture can co-exist harmoniously with the community since current practices acknowledge and respect the environment.

An agricultural district exists in the Moriches Bay Area in accord with State Law that grants the owners of agriculture land certain benefits when that land is part of an agricultural district. The tax benefits are limited to farms of at least 10 acres in size and who produce at least \$10,000 worth of agriculture products per year. It is recommended that Brookhaven Town should grant agriculture businesses that operate on less than 10 acres the same benefits as granted the larger sized ag-businesses, similar to legislation established in Southampton Town.

## STREAM CORRIDOR RECOMMENDATIONS

In the past, without the benefit of the scientific data that is now readily accepted regarding the detrimental effects of overdeveloping our shorelines and without the appropriate zoning in place that is needed to protect these areas, stream corridors such as the West Senix and Senix Creeks and Orchard Neck Creek have been rather intensively developed. Although the current zoning of lands along these stream corridors is primarily A-1 Residence, many of the previously developed lots are less than one acre. Bordering the Old Neck Creek and the east bank of the Forge River, the major portion of lands are also currently zoned A-1 Residence, excepting the Waterways (PRC). These two stream corridors still contain some large undeveloped parcels. In the future, every effort should be made to avoid any downzoning that would allow further intensification of development along any of these stream corridors.

With the phasing out of the duck farms on some of the other stream corridors (such as the West Branch of Seatuck Creek, the headwaters of West Cove, and the east bank of Terrell River), there exists a unique opportunity to reclaim previously disturbed wetlands. Failure on the part of the Brookhaven Town Board to follow through on their own motion in 1989 to upzone these lands to A-2 Residence have left them vulnerable to the threat of being overdeveloped. Pressures from owners and developers to replace the farmlands with high density residential development would merely substitute one problem for another problem with farther reaching consequences. These stream corridor parcels should be upzoned to A-2 Residence in order to provide the "long term protection of stream corridor water quality, cultural resource values and significant vegetation and wildlife habitats."<sup>10</sup> Upzoning to A-2 Residence would also be "expected to decrease potential population and protect the integrity of lands within stream corridors as well as demand on community services."<sup>11</sup> Local officials should not succumb to developers' rationale that claims the only way property can be restored and allow developers to reap a profit is to develop the land at higher than existing zoned densities. The GEIS for Stream Corridor Rezoning addressed this issue when it stated: "It is hereby acknowledged that private landowners will experience some depletion in potential revenue, however, it is felt that it is in the best interests of the residents of Brookhaven Town for stream, cultural and natural resources protection that these changes (upzoning to A-2 Residence) be effectuated."<sup>12</sup>

Although the Terrell River remains one of the least developed and picturesque stream corridors remaining in the South Shore Estuary, its future is the most precarious. With proposals for a high density condominium development being considered for the duck farm parcels on the east bank of

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<sup>10</sup> Draft Generic Environmental Impact Statement for Stream Corridor Rezoning on the Town's Own Motion. Town of Brookhaven Department of Planning, Environment, and Development; September 5, 1989

<sup>11</sup> Draft Generic Environmental Impact Statement for Stream Corridor Rezoning on the Town's Own Motion. Town of Brookhaven Department of Planning, Environment, and Development; September 5, 1989

<sup>12</sup> Draft Generic Environmental Impact Statement for Stream Corridor Rezoning on the Town's Own Motion. Town of Brookhaven Department of Planning, Environment, and Development; September 5, 1989

the river and a proposal to utilize the Suffolk County Havens Estate Parkland on the west bank for a golf course, the natural beauty and environmentally sensitive ecosystems as well as the rural character of the community are severely threatened. In addition, there is also a controversial composting facility situated on the headwaters of the river that is causing local residents to question what effect the facility may be having on the increasing pollution in Kaler's Pond. With careful planning and the implementation of best management practices, the Terrell River has the potential to become an ideal model of how a stream corridor could be reclaimed and preserved in its natural state. A major step toward the long term protection of the Terrell River occurred with the County's acquisition of the Havens Estate. Now, the park itself must be further protected by designation as a nature preserve in order to avoid the fragmentation of ecosystems that would occur if a golf course were built on this site. Along the west bank of the Kaler's Pond, the land is protected by the Brookhaven Town Kaler's Pond Park and Camp Paquatuck. Action must now be taken to protect the east bank of the Terrell River from overdevelopment with appropriate A-2 zoning. The opportunity to ensure that this stream corridor becomes the environmental jewel of the Moriches Bay area should not be lost because of lack of foresight and proper protective planning.

## MARINAS & WATERFRONT ACCESS

The communities in the Moriches area have been historically, active boating communities. Boaters play a large part in the economic and social life of the communities. Boat ramps and marinas are boaters' primary means of access to the waterways. The marinas provide a safe haven for out of town visitors, serve local residents, and provide jobs.

Plate 4 and Table 11 depict the identified marinas in the Moriches study area. This includes twelve commercial marinas and eight private docking areas (e.g., yacht clubs and homeowners associations).

The majority of the marinas indicated that they were fully occupied and desired to expand their transient and non-transient slips. Unfortunately, due to the stringent requirements, many felt that expansion was beyond their capabilities. Roadblocks to expansion included a lengthy and multifaceted permit process, stringent requirements, overlapping jurisdiction of agencies and zoning restrictions. Other operators also desired to renovate their existing facilities, but felt that they would be subject to new regulations, which might actually force them out of business (especially those operating as non-conforming uses).

Of the twelve commercial marinas, six were operating under proper zoning for marinas, J-2; two under mixed zoning, including J-2; and four under A-1 zoning. Having incorrect zoning creates confusion in the permit process, and unduly limits the operation, renovation or expansion of the facilities.

In addition, all the marinas questioned had a need for dredging within the immediate areas of their marinas as well as all the creeks and waterways in the Moriches study area. Many of the marinas have to limit use of their facilities to times of high tide only. Unless dredging is undertaken, many operators indicated that they would have to close down their operations, since they would not be able to provide access by water to the majority of boats that desire to use their facilities.

### Recommendations

1. All waterways should be dredged so as to provide access to all existing and proposed boat ramps, commercial marinas and all private docking facilities (including those not listed in Table 11). Consideration should be given to the formation of dredging districts to help pay for this community service.
2. A committee should be formed to help expedite the permit processes for upgrading of marinas and dredging in the Moriches area. This committee should include representatives from the various permit issuing agencies. Consideration should be given to fulfilling the state coastal management policies in respect to public waterfront access and obtaining monies to improve waterfront access.
3. The Town of Brookhaven should create a new zoning classification for marinas and waterfront related uses in place of the J-2 and non-conforming categories.

## Waterfront Access

Adequate waterfront access is vital to a shoreline community if it expects to realize the recreational and business benefits afforded by waterfront activities. Waterfront access is provided through marinas, docks and beaches and include the opportunity for boating, fishing, sightseeing and swimming. These activities are sought after by many local residents and tourists.

Many shorefront communities are denied sufficient waterfront access. Historically, access has been limited by the private acquisition of shoreline property. Plate 4 and Table 11 show all the identified public access points in the Moriches study area. This includes twelve marinas, eleven docks/beaches and four boat ramps. There are also eight private docking areas, which serve members only. In many cases, the public access areas area limited by parking availability.

Some access points exist where public roads terminate at the shoreline. Unfortunately, many of these access points are not available because they have not been maintained (trails kept open), or have been blocked off (fenced) or have been deeded to neighboring private property owners (road abandonment). An example of the blocking off of an access point is the placing of a guardrail on shore road in East Moriches West of Watchogue Road, which discourages the general public from accessing the public shorefront and Town-owned land. There are also instances where "No Parking" signs have been posted along Town roads to discourage use of the public access facilities. An example of this is the Laura Lane Ramp Area where signs have been posted to prevent the parking of boat trailers.

The ocean beaches can only be accessed by private boats or driving out of the community through either Westhampton (to access the County Beach of Cupsogue) or through Mastic (to access the County Beach of Smith's Point).

In addition there are publicly owned waterfront lands which have not been made accessible to the public. The most obvious example of this is the property formerly known as "The Haven Estate" in East Moriches. This county owned property contains over 7,000 feet of shoreline, but no concerted effort has been made to provide access for boating, swimming or fishing. In fact, no effort has been made to encourage any access. A sign posted at the entrance to the property denies access except by authorized persons. In addition, other shoreline property shows up on the tax records as being owned by the Town of Brookhaven, County of Suffolk, New York State Department of Environmental Conservation or the United States Government. Efforts to provide access appear fragmented and there does not appear to be a concerted effort to provide access to the waterfront for water related recreation.

There are no ferry services in the study area, although a ferry service once operated out of the Neville Park area at the head of Senix Creek. It has been reported that, due to the lack of dredging in that area of the Creek, such a ferry service is not presently feasible.

## **Conclusions**

1. The oceanfront beaches of Cupsogue, Smith's Point and Great Gun, to the south of the study area, are not readily accessible.
2. The boat ramps and beaches in the study area are limited in number, size and parking.
3. Some publicly owned waterfront land is not being utilized as to provide the best possible access for waterfront recreation and activities.

**TABLE 11  
MARINAS & WATERFRONT ACCESS**

**Marinas**

			Zoning
M1	Atlantic Holding	Atlantic Ave., E.M.	J-2
M2	Silly Lilly Fishing Station	Adelaide Ave., E.M.	A-1
M3	Al Grovers	Crosby St., C.M.	J-2
M4	CYC	Old Neck, C.M.	J-2
M5	Davison's	Ocean Ave., C.M.	A-1
M6	FJM	Union Ave., C.M.	J-2/A-1
M7	Hart's Cove	Maple St., E.M.	MF-1/J-2
M8	Senix	Senix Ave., C.M.	J-2
M9	Tadsens	Smith St., E.M.	A-1
M10	Windswept	Atlantic Ave., E.M.	J-2
M11	Moriches Boat & Motor	Atlantic Ave., E.M.	J-2
M12	Cerullo Bros. Fishing	Bay Ave., E.M.	A-1

**Private Docking (e.g., yacht clubs, homeowners associations, etc.)**

		Zoning
P1	Crystal Beach	A-1
P2	Benjamin Street	A-1
P3	Holiday Beach	A-1
P4	Newport Beach	A-1
P5	CMYC	J-2
P6	Baypointe	PRC
P7	Villas At Harts Cove	A-1
P8	Legers	J-2

### Access For Fishing/Beach

A1	Webbies Beach, Bellview Ave.	Fishing, Beach
A2	Brooklyn Dock, End Union Ave.	Fishing Dock
A3	Neville Park	Old Ferry Dock
A4	Edward's Street Dock	Fishing
A5	Moriches Island Road	Fishing, Blkhd, Beach
A6	Inwood Ave.	Fishing Dock
A7	Great Gun Beach	Ocean Beach, Dock
A8	Havens Estate	Fishing
A9	Kaler's Pond	Swimming, Fishing
A10	Cupsoque Beach	Ocean Beach
A11	Smith's Point Beach	Ocean Beach

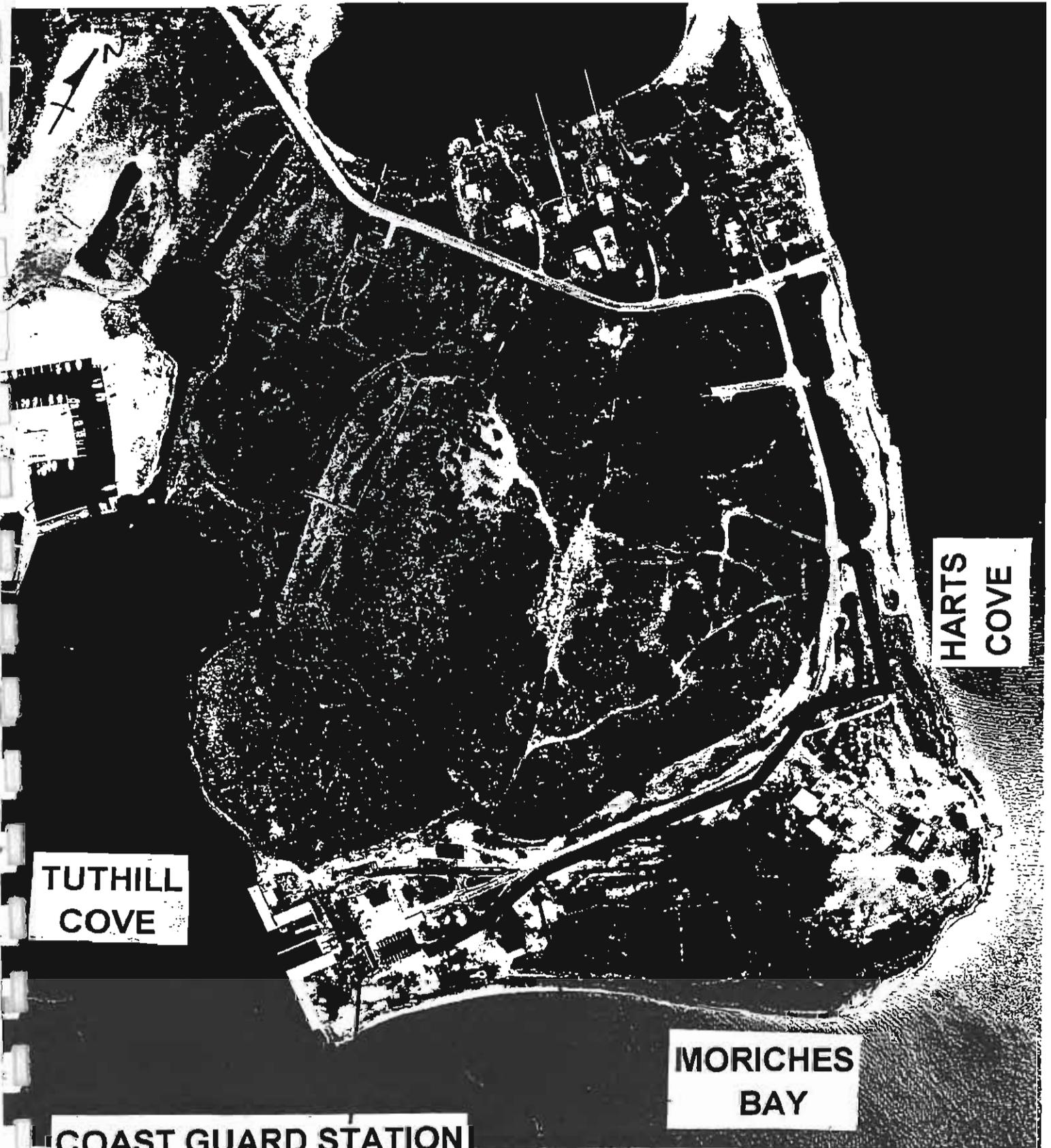
### Ramps (for launching boats)

R1	Laura Lee
R2	Seatuck Ave.
R3	Maple Ave.
R4	Coast Guard Ramp

### Recommendations

1. Conduct a study of all publicly owned waterfront land to determine the present accessibility for waterfront recreation (boating, fishing, swimming, etc.) and what can be done to improve such access.
2. Public land should not be relinquished or developed until its value for waterfront access has been evaluated and given priority over other uses.
3. Conduct a study to improve and create access to the existing publicly owned ocean beaches. Consideration should be given to a shuttle or ferry service.
4. Conduct a study to create improved transportation such as bicycle paths or shuttles to waterfront access points.

5. As development of privately owned land occurs, consideration should be given to public waterfront access, where applicable public access should be made part of the plan for development.
6. Public waterfront access should be promoted through dredging to improve boating and to enhance or create beaches.
7. Develop a marine access and passive recreational facility at the Town-owned formerly underwater land located near the U.S. Coast Guard Station in East Moriches. The approximately 20 acre property was originally a salt pond which was filled with dredge spoil beginning some time after 1944 and ceasing during the late 1960's. The boundaries of the former salt pond are discernible on the attached photograph. See Plate 5. This site would be an excellent candidate for rehabilitation. The site could be rehabilitated in a variety of ways which could compliment one another. The combined uses could include a Town ramp for marine access with ample parking, a waterfront recreational facility or park, and an area of tidal wetland restoration and nature preserve.
8. Presently the State of New York has developed an adjacent waterfront parcel with a boardwalk trail and small boat ramp in order to encourage marine access. A Town-owned and maintained waterfront park would be in keeping with State and local goals to provide more marine access. Rehabilitation of the former salt marsh and tidal wetlands is in keeping with Federal, State and local goals to restore impaired wetland habitat. The Town could facilitate the planning and construction of such a waterfront park with funds from Federal and State grant programs which seek to rehabilitate wetlands and provide more waterfront access.



TUTHILL  
COVE

HARTS  
COVE

MORICHES  
BAY

COAST GUARD STATION

PROPOSED WATER LINE

PHOTO DATE - 1992

PLATE 5

## TOURISM

Tourism is a segment of the local economy that is compatible with the countrified nature of the Moriches area and relates directly to the adjacent marine environment. It is also an industry that can be expanded in these hamlets. This would also be in keeping with the overall Long Island economy since tourism is the leading employer with over 91,000 persons engaged directly and indirectly in catering to short and long-term visitors and second home residents.

In the previous section a discussion of marinas and waterfront access has relevance to tourism as well. This section concentrates specifically on recommendations designed to enhance and increase the tourism portion of the local economy. This includes the fostering of: additional lodging facilities, local tourist activities and attractions, improved transportation, enhanced environmental and aesthetic conditions, historic and scenic tours, and artistic and cultural events.

**Lodging-** Private homes, estates and the old Lindenmere Hotel could be converted to bed and breakfast (B & B) use. See Appendix B for a fuller discussion of types and elements of a B&B ordinance.

**Local Tourist Activities-** It would be the responsibility of the Hamlet Chamber of Commerce to develop/update a comprehensive pictorial brochure describing the Moriches Bay area. A small fee for inclusion in the brochure may be charged to defray publishing costs. It could include:

- a. The identification of Moriches as a cohesive hamlet, and also identify the group or groups of travelers to attract to the area.
- b. The development of visitor information centers using historically significant buildings located near major entrance ways into the defined hamlet, "Moriches Bay Area".
- c. The listing of area attractions which includes but is not limited to:
  - . Local fishing
  - . Parasailing
  - . Antiques
  - . Landmarks
  - . Flying lessons
  - . Canoeing/Jet-skiing
  - . Cultural Events
  - . Dining
- d. The identification of Moriches and Eastport with signs consistent with Center Moriches and East Moriches.

**Improved Transportation-** A multi-function depot (bus, taxi, and railroad) should be established at the junction of Route 51 and Montauk Highway. This junction is in close proximity to both the airport and the Long Island Railroad line.

- a. Create a terminal for Manhattan-Hampton Express Coaches at the junction of Route 51 and Montauk Highway. Currently, the closest "drop-off/pick-up point" is located at the junction of Route 111 and the Long Island Expressway with some coaches traveling into Riverhead.
- b. Create a third aesthetic entrance into the Moriches area at this junction. Architecturally

landscape the middle island divider to be consistent with current designs and signs identifying Center Moriches and East Moriches.

c. Currently two auto repair establishments exist at the junction of Route 51 and Montauk Highway. Neither establishment has greenery or any visually aesthetic enhancements or buffers. If either property should become available, the Town should seriously consider one of these sites for a multi-function public transportation depot.

Another site for a transportation HUB is at Railroad Avenue and Frowein Road.

Create a ferry system to ocean beaches from US Coast Guard Station in East Moriches to Cupsoque and Great Gun Beaches. This location should seriously be considered if the Department of State Feasibility Study finds Senix Creek not feasible. Negotiate for a long term land lease, or temporary stewardship until a proprietor is found to begin this ferry service from the US Coast Guard Station in East Moriches.

Benefits of this site:

- \* Launching and docking areas currently in place with little or no waterway traffic congestion.
- \* Buildings, toilets, electricity, lighting, and plumbing from search and rescue are currently in place.
- \* Parking is separate from residential areas.
- \* Area change: zoning could be changed to accommodate commercial zoning.

**Enhanced Environmental and Aesthetic Conditions** - The environmental quality of the land, fauna and flora found in the Forge River-Twin Pond area, Kaler's Pond area, the Havens Estate preserve, and Seatuck Creek should be preserved.

- a. Enhance the landscape settings where each of the above areas are visualized from Montauk Highway.
- b. Identify environmentally significant fauna and flora with markers.
- c. Create public canoe/small boat launching areas at the Haven's Estate, Union Avenue Dock, etc.
- d. Create bicycle routes.
- e. Create hiking/horseback riding trails.

**Historic and Scenic Tours**- Create walking/car tours identifying historically significant homes, store fronts, parks, cemeteries, etc.

**Artistic and Cultural Events-** Develop the artistic and cultural aspects of the area.

- a. Continue free summer concerts. Develop a centrally located "Village Green" with bandstand at the corner of Main Street and Union Street, Eastport or utilize land at Kaler's Pond to create an amphitheater.
- b. Solicit for music groups, or theatrical troupes, to perform on a regular basis and who will become associated with the area.
- c. Encourage the development of museums and galleries, with Town co-sponsored funding solicitations.

**APPENDIX**

## APPENDIX A

### MORICHES BAY HAMLET STUDY CREATION OF AN ARCHITECTURAL REVIEW PANEL

A Land Use Plan and Hamlet Study has been undertaken for the Moriches Bay area.

We have concluded that an Architectural Review Panel (A.R.P.) be created for the Montauk Highway corridor beginning at the Forge River and ending at the Town line in Eastport. All applications to the Building Department or Planning Board on land that has frontage on Montauk Highway shall be forwarded to the A.R.P.

#### The purpose and intent of the A.R.P. is-

1. To promote those visual qualities in the environment which bring value to the community.
2. To foster the attractiveness of the community as a place to live and work.
3. To preserve the character and quality of our heritage by maintaining the integrity of those areas which have a discernible character or are of special historic significance.
4. To protect public and private investments in the area.
5. To raise the level of community awareness and expectations for the quality of its environment.

#### In reviewing applications the A.R.P. will consider the various aspects of design, with special emphasis on these objectives:

1. To prevent the unnecessary destruction or blighting of the natural landscape or of the achieved man-made environment.
2. To ascertain that architectural treatments have been designed so as to relate harmoniously to significant existing buildings that have a visual relationship to the proposed development.
3. To coordinate compliance with other Municipal Ordinances that affect visual impact, such as the sign regulations contained in the zoning code.

**The powers of the board shall be limited to recommendations to the planning board. The planning board will have final approval or denial powers. There shall be a member of the town planning department at all A.R.P. meetings.**

**The board shall consist of five local resident volunteers knowledgeable in construction means and methods. A minimum of one board member shall be a licensed architect or landscape architect.**

**Additional details of the board can be supplied and developed if the hamlet study is adopted by the town.**

## APPENDIX B KEY REGULATORY ISSUES FOR B & B INNS

This section looks at basic definitions and distinctions that need to be made in zoning ordinances regarding bed-and-breakfast/country inns, as well as where and under what conditions they may be permitted. Also discussed are ways other communities have regulated the bed-and-breakfast/country inn to fit quietly into a neighborhood in order to maintain the integrity of the area and still make operation of this small business possible. Signage, parking, residence of the owner, length of stay, cooking facilities, service of meals, and sanitary facilities are discussed.

The principal design standard in zoning codes for B&B uses requires the exterior appearance of the building and premises be typical of the character of neighboring residential units. If allowed in single family zones, the principal building must appear outwardly to be a single family dwelling, giving no appearance of a business use other than allowed signs and off-street parking. No alterations of guest rooms are allowed to be added to the exterior of the principal building other than for architectural restoration, remodeling and safety. No outside storage is allowed.

### Definitions and Distinctions

Before examining some of the land use issues attendant to B & Bs, a word is warranted to promote the understanding what a B & B is. The term "Bed and Breakfast" means different things to different people. Traditional descriptions from most publications presently on the market begin with Homestays, bed-and-breakfast inns, country inns, and "bed-and-breakfast" hotels. Recent examination of the industry has introduced two additional categories: the B & B, and the boutique inn. The following is an attempt to describe the current situations in the industry to assist the planner in determining relevant ordinances.

*Note: Italicized sections suggest wording for concrete definitions.*

**Homestay, host home, guest house** (primary use as home, lodging is secondary). This type of establishment is *a private home operating on an occasional basis usually renting an unused bedroom (or even three)*. The hosts are primarily interested in meeting new people and/or making a little extra money while continuing their present employment or retirement. *Often located in residential areas where zoning restrictions might prevent their public advertising or posting a sign. Guests find the homestay through Reservations Service Organizations (RSOs) or by word or mouth.* These homes are usually inspected by the RSO operator, but rarely are governed by, licensed or inspected by the local applicable governmental agencies. Nor is the RSO regulated. Most (but not all) *serve breakfast*. Sometimes breakfast is self-serve, some are unhosted apartments. The income of renting the extra room may allow the homeowner to add those extra touches in preserving an historic structure, though less homestays are in historic structures than in the categories which follow.

Statistics compiled by American Historic Inns, when they operated an RSO, showed: "The average homestay has less than two rooms, charges about \$45 per night and has less than 10% occupancy and goes out of business at a rate of about 45% each year with an average annual gross income of less than \$1700. Some never have guests. Some do quite well."

Often hosts and RSOs self-describe these properties as the “true B&B.”

**As a B & B moves from being a hobby to a business,  
the impact on the neighborhood increases.**

This hobby vs. business issue is one with which the bed-and-breakfast/country inn industry wrestles—not altogether satisfactorily—but some direction can be provided.

A B&B hobby becomes a business, when the B&B moves beyond receiving guests through a reservation service only. The reservation-service-only B&B homestay generally welcome less than three guest parties a week. The address of the B&B is given out only when a booking is made.

When the B&B joins the chamber of commerce or convention and visitors bureau to be included in their lodging guide the operators are actively seeking business, not just passively enjoying those guests that come their way through reservation service's efforts. When joining an association that markets B&Bs, listing in guidebooks independently from the reservation service, prominently posting a sign; a B&B must be considered functioning as a business.

Perhaps it is to be expected that the emergence of very small B&Bs has occurred without benefit of permits, licenses or other official approvals. Frequently, the effort was not viewed as a business in the normal sense, but as a minor sideline to augment income, much as handicrafts or other home occupations would be. The problem compounds, when this new venture is undertaken in a home in an established, upscale residential neighborhood. Home owners do not generally view this as anything but a detriment to the neighborhood tranquility, even though a large family (in the same building) with a number of teenagers with automobiles may result in much greater community impact.

**The B&B, bed-and-breakfast, guest house** (Equally mixed use as home and lodging with lodging superseding home more often than not.)

This category has cropped up in recent years, as towns begin to regulate and define these home-based businesses. *Formerly a single family dwelling in the four to five-room range, these owners live on the premises and offer overnight lodging and serve breakfast to guests. They are located in legally zoned areas and meet all the tax, fire, building and health requirements for this size of property. Zoning generally allows this category in transitional residential areas, urban residential zones, mixed use zones and above. This particular number of guest rooms seems to be a magical number for exemption from some regulations in the areas of health, fire, zoning, ADA and building. These owners advertise publicly and legally hang out a sign, and serve breakfast to their guests. Yet because they are so small, these B&Bs cannot support a family, so the B&B is one partner's job and the other has an outside income which may be retirement or both of the partners operate an auxiliary business such as a reservation service or real estate. Very often this property is purchased specifically to be a B&B and large amounts are expended renovating and decorating it. Yet, some were the family residence where the children have all left home. Very few owners have children still at home. The vast majority are historic properties.*

Several trends occur with these properties. First, if they are serious about running a business and are successful, the necessity to add rooms and special room features (private baths, fireplaces, in-room jacuzzis), or even to purchase additional buildings on the same block to increase income

becomes apparent. Gradually, the size of the B&B increases to a viable point and it falls into the inn category.

A second trend is manifested by the owner who realizes after a year or so that they either do not like the business, or are not making enough money to hire staff so never can take time off and they return the home to its original use as their home. If they purchased the building to turn it into a B&B they will attempt to recoup what they have financially put into it by selling it. The buyer may see it as a B&B or return it to a residence. This latter change is confusing to the traveler which reflects on a community's image as a stable destination.

A third direction by the B&B may be the owners are doing this as a serious retirement business and expect to be there until the end of their lives. This could be five or ten years depending on their health and desire to travel (which they find limited by this business). This direction creates a problem at selling time. The business can be very successful, but not readily transferable as a viable business unless the buyer has substantial capital to invest, a similar income backup or has space to increase the number of rooms.

**Bed-and breakfast inn, lodge, cottages** (Primary use as lodging, home is clearly secondary to business).

These are generally small *owner-operated businesses* that provide the primary financial support of the owner. Inns advertise, *have business licenses*, produce their own brochures, *comply with government ordinances, and pay transient occupancy and sales taxes where applicable. Number of rooms range from six to twenty with a small, but increasing number up to thirty. The B&B inn serves breakfast to guests and may have host events like weddings, small business meetings, bridge clubs. The building is usually historically or architecturally interesting and has been extensively renovated initially and is frequently in a constant state of upgrading. Initial renovations are averaging \$20,000 to \$40,00 per guest room. Located in transitional residential neighborhoods, historic districts, multi-family zones, and on conditional use when in a single-family zone and the property is unique.*

Owners, having committed a great deal of personal time and money for renovation and furnishings, sustain a strong emotional, as well as financial, commitment to the inn and the services it provides for the guest-experience. Inns often include extra amenities such as complimentary beverages, central refrigerator for guest usage, private-label soaps, late afternoon social hour (high tea or beverages served with hors d'oeuvres), Jacuzzis, and specially maintained outdoor facilities (Jacuzzi, porch swing, lawn furniture, bicycles, hiking trail maps, beach towels, etc.).

This same commitment transfers to the community. Innkeepers are involved on school boards, city councils, preservation groups, human services, churches, chamber of commerce, making the same contribution in time to the life of their new hometown as they have to their building.

Inns usually have staff and necessary provisions are made for guest safety while staff and owners are out. 87% of bed-and-breakfast inns have the *owner living on the premises. A resident night person is usually present if the owner or a manager does not live on site, or the owner lives very close to the inn and can be readily contacted by guests for problems.* Due to the restricted land

and building space urban inns (23%) are more likely to have the owner live "off premises," than rural innkeeper/owners (3%). Often the actual distance that the owners of both types of properties live from their inns is the same; though the city lot on which the inn stands is considered a separate parcel from the building next door where the owner resides, while the owners house located a city block away on the same 15 acre parcel as the rural inn is considered "on premises."

**Country inn/village inn** (Primary use as a business where lodging and meals are offered).

*Country inns are bed-and-breakfast inns that serve other meals in addition to breakfast (or you could say that bed-and-breakfast inns are country inns that serve only breakfast). To be a country inn a property does not have to be in the countryside. Usually a country inn because of the extensive meal service is regulated more stringently by the health department. Often the public hears first about the cuisine of a country inn and the lodging follows. Country inns tend to be six to thirty rooms and are located in zones where B&B inns are approved—unless a full service restaurant is in place, when the community's restaurant code applies.*

Variations in this genre are as follows:

**MAP-Modified American Plan** serving dinner to guests only. A few remote inns also provide lunch to their guests.

**Full service inn**-A public restaurant, often with bar service, is offered in addition to lodging. When a public restaurant is involved government is concerned about parking, liquor licenses, etc.

To understand bed-and-breakfast/country inn in the context of other properties that are confused with bed and breakfast the following definitions are included.

### **Boutique inn, small luxury hotel**

This group of properties are up and coming in various parts of the country. They are so new as to be difficult to adequately label. By the name they are expensive and elaborately decorated often provide hotel-like services with a very personal touch from employees. Often they are hideaways for the rich and famous. Usually the size ranges from 15 to 50 rooms all with special features such as canopies, fireplaces, jacuzzis, generally designed for the sybaritic experience. The owner may be involved in daily operation, but generally a manager is responsible to a corporation. These could be defined as upscale bed-and-breakfast inns because rarely are meals other than breakfast provided unless some type of limited room service is offered.

### **Bed-and breakfast hotel**

These are large (40+rooms) historic properties offering breakfast that zoning-wise and any other way can only be considered hotels. Only the historic and breakfast components provide the B&B feel. In some rare special cases, a residential owner is the treasure that makes these successful.

### **Classifying and defining uses**

Using the above definitions B&B uses are classified in zoning codes. Homestay/B&B use

allowed in single-family residential zones and bed-and-breakfast/country inn in multi-family, commercial or transitional residential zones.

**Single family zones:** At the least intensive use, Homestay, host home type bed and breakfast require little or no regulation for several reasons. Due to the owners desire for privacy the ability to find these properties makes enforcing regulation extremely difficult. The intermittent nature of their business and the extremely small businesses make regulating these particular places an unnecessary effort. Their threat to the health and safety of the community is minimal. As long as the hosts use only a reservation service to receive business, and do not go public with a sign, inclusion in visitor central material, or bed-and-breakfast guidebooks, they fall into this category and need not be included in regulations. Local visitor tax boards should deal with the reservation service owner in these situations.

“The B&B use is allowed in single-family zones usually by right as an accessory use or a home occupation. As a residential use, owners lovingly operate their bed-and-breakfast, many enjoying it as a hobby. These facilities emulate residential uses by being located in private family zones, they must be regulated diligently”. This use is stringently limited in its operations, limited to a maximum of five guest rooms.

**Multiple family, commercial, historic, or tourist zones:** In contrast, as a business use the bed-and-breakfast/country inn must make a profit year after year. They require signs, off-street parking, employees or contract services. They require various business permits—occupational permits, health and food handling permits, fire safety approvals and possible transient occupancy approval. These are generally found in commercial, multiple family and residence/office zones, and, of course, tourist zones where those exist.

**Communities not identifying B&B uses in their zoning code as a specific use allow them as rooming/boarded houses.** These communities tend to have few B&B uses. If interest in establishing them increases, lack of B&B regulations makes it difficult for them to be established in low density zones where they seem to be most successful. Rooming houses are allowed in multi-family zones, most commonly located in older parts of urban areas with large old dwellings capable of being converted to B&B uses.

B&B uses are differentiated from other housing uses allowed in dwelling buildings in residential zones. These include group quarters in dormitories, such as student housing in private residences near colleges and fraternities and sororities or family settings, such as community care homes and half-way houses.

## Use the following as a checklist for ordinance development

### Signage

In many communities, issues around signs are already dealt with in the area where the bed-and-breakfast/country inn is located so additional regulation is not needed. However, when the area presently forbids signs some consideration needs to be made in order to reduce the confusion caused by guests looking for their reserved lodging.

The very nature of the small inn is offended by a large neon sign. Small discreet signs placed on the front lawn with a tasteful light and single post are the overwhelming pattern in signage. The sign should be in keeping with structure and the neighborhood.

Sign sizes for residentially located businesses range from one to eight square feet and allow for indirect or external illumination...as a nameplate one square foot in area as a flat wall sign mounted on the principal building or as a free-standing sign, up to about five square foot in area in most codes which is not allowed in any required minimum yard, but might be allowed to be affixed to a front yard fence in some codes. In some cases the wording is restricted -- with motel, hotel, motor hotel etc. not permitted.

Heights of signs are based on the local standards with six feet being most frequently mentioned. Often, signs put directly on the building itself are more acceptable to the local residents, though not as workable for the guest trying to locate the building.

The primary reason for a bed-and-breakfast/country inn to have a sign is for identification of its location. Signage is not the primary marketing tool for these owners, but serves more as a way that guests can find them. In some towns where the inn is located on a major roadway, a sign does help to bring business but generally such a location already has a sign ordinance in place.

### Parking

Off-street parking is the most frequent requirement, though in some neighborhoods this is not possible or necessary. Urban areas find parking a major issue, while for suburban and rural areas this is not of the same concern. Per the *Zoning Report, April 23, 1993*, "Off-street parking must...be unobtrusive, screened from the view of neighbors, not allowed in any street, yard nor allowed in other required minimum yards, although some codes allow it in the front yard if adequately screened from view." Some codes allow parking in side yards and backyards as well.

Many zoning codes list the parking ratio for B&B uses as one space for each one-two guest rooms, but recent codes require one space per guest room plus the spaces required for a single family dwelling. These spaces can be stacked so that cars can be parked two deep.

Adjacent parking or satellite parking is often permitted in communities where parking is at a premium and the property does not have space for adequate parking. Shared parking with operations that have different peak parking house, e.g. banks and real estate offices is also an option. The parking requirement is often the limiting factor that discourages inappropriate locating of a B&B.

### **Residence of the owner**

Who lives on the premises is often mentioned in zoning regulations.

In single-family zones, all codes require the owner/operator to live on the premises. In some cases this can be an owner who has a percentage of the partnership.

In the bed-and-breakfast/country inn located in commercial or multiple family zones, this requirement is not common, though most states require someone to be on premises of lodging properties in the evenings--depending upon the number of rooms.

### **Length of stay**

To assure that the guests do not become renters, many zoning codes add regulations limiting the length of stay to 7 to 14 days, up to 14 consecutive days in a single 30-day period, or all sleeping rooms are rented on a daily and weekly basis.

### **Food Service**

The definition of bed and breakfast automatically includes the service of breakfast, however, some codes add further restrictions, such as continental breakfast only, breakfast served only to guests and no other meals are the most common restrictions.

Continental breakfast limits are generally determined by the health department and not appropriate in a zoning code. If the innkeeper hosts a meeting and serves lunch to inn guests, that too is a health department issue. Serving dinner only to guests is in the same realm.

Serving only guests prevents a parking issue from erupting, but should the inn wish to regularly serve outsiders they then face the requirements of any restaurant.

Rare problems have occurred when innkeepers expand their business to include weddings, events or meetings which exceed the capacity of the property and the neighborhood parking. Noise and traffic congestion do happen under these rare situations. Hosting this kind of activity is not allowed or is limited in many communities' regulations. Since large groups are antithetical to the small inn feeling, many inns do not want these events.

Some codes regulate or prohibit such social events held at B&Bs. They are precluded or limited to a specified number in single family zones, but are not limited in non-residential zones. For any use permit application, the approving board can restrict the number of social events or prohibit them. Where such social events are permitted, no amplified sound or music, noise or glare is allowed. Social events in other areas are often allowed, if sufficient off-street parking or satellite parking is provided and documented.

Cooking facilities in guest rooms are generally prohibited in zoning codes. Except for a rare few bed-and-breakfast/country inns that have cabins or a clientele that are recently moved into the community and making a transition, the need for cooking facilities is rare.

## **Size limitations**

Whether a structure is on the National Register or Historic Places or just recognized as architecturally, culturally or historically significant in the local community, it warrants serious consideration. Unless there are compelling reasons to the contrary, the number of bedrooms would best be related to the capacity of the actual structure, the zone and the property being considered for conversion.

The economics of five bedrooms may preclude the ongoing preservation of an historically valuable structure. In these cases the community needs to look closely at the value of that property as a viable contribution to the town and evaluate the rigidly set zoning code to meet the needs of all.

Restricting the number of rooms seldom appears to be a realistic measure of impact on the neighborhood. When dealing with such small businesses, to put a limit strictly on number of rooms is not logical. If you were to decide on 100 vs. 150 rooms then room number would have significant impact. The difference between offering two or five rooms in a single family area (or even between eight and ten in a multiple family area) is generally inconsequential to a neighborhood, but crucial to an innkeeper.

Restricting a small professional inn in room number can determine whether the business will be stable or even survive. The break-even point for inns in the U.S. ranges between 6 and 8 rooms prior to debt service and 8 to 10 rooms if debt service is included. Mortgages vary depending on the length of time the property has been owned and how much equity the owner has in it. Providing both figures is helpful in understanding how just a few rooms can increase the chances of a building's usage being permanent as a B&B business.

When dealing with such small businesses, to put a rigid limit on the number of rooms might be more realistic if a conditional use permit were also available for the owner to petition their own situation.

In many jurisdictions properties under five rooms are exempt from a variety of regulations, such as fire safety features, Americans with Disabilities Act requirements, and Health Department inspections. This forces the B&Bs to remain small to avoid compliance with some code requirements which are applicable based upon number of bedrooms.

## **Recommendations:**

**B&B Homestay limited to under 3 guest rooms operating only with a reservation service, not public advertising, can locate in any zone without permit.**

**A Bed and Breakfast limited to 5 guest rooms and under that is publicly advertising, must meet all requirements for permits for a home occupation, can locate in single-family zone under conditional use.**

**Bed-and breakfast inn up to 20 guest rooms allowed** depending on the building(s), lot size and neighborhood, can located in multiple-family, historic, tourist, and commercial zones. Inns can include several buildings on several lots and still be the same business.

### **Location**

A very few codes impose locational criteria, though these are not a consistent pattern. Requiring them to be located either on lots adjoining major thoroughfares, in designated historic districts or landmarks is in most cases unnecessarily limiting.

### **Spacing and density**

An even rarer restriction requires B&B uses to be spaced apart from one another, which makes sense in avoiding an excess concentration that might adversely impact the surrounding, exclusive, single family residential area, however does not make sense in other zones.

Many businesses (such as restaurants and retail stores) find that being located near one another is advantageous to them and their clientele. Of course, liquor stores and adult bookstores require such restrictions for the protection of the neighborhood. Bed-and-breakfast/country inns are actually one step above the rooming house and board and care homes in terms of type of clientele and hours kept by guests.

### **Permits**

A few jurisdictions utilize a conditional use permit approach in dealing with B&Bs. This approach is designed to permit a particular use in a specified zone but not simply as a matter of right. It recognizes that while the basic use is compatible with other uses permitted, there could be some aspects of the proposed use that could cause problems. Approval of the proposed use can be conditioned to reduce or eliminate these possible problems, such as automobile traffic, signage, lighting, noise. Only in one ordinance reviewed was this approach provided, that being in an historic district. Unfortunately, that code is otherwise so restrictive as to nearly negate the possibility that historic structures might be preserved through their use as a B&B.

If allowed by right, zoning codes often require B&B uses to have some type of business permits (occupational permits, health and food handling permits, fire safety approvals and possibly a transient occupancy approval) that must be renewed annually as a qualification of zoning approval. If allowed as a conditional use, the zoning code might impose some type of annual inspection, to subject the use to continued conformance to zoning site standards.

Zoning use permits for B&B uses in these areas often run with the premises and the owner named on the permit, who must live on the premises as the primary residence. If ownership changes, the user needs a new permit, and if the owner changes residences, the permit cannot be taken to a new property.

## **Structure description**

A district will often define which buildings are the most conducive to conversion to a bed-and-breakfast, providing direction and latitude for future planning decisions. Appropriate adaptive reuse for large older dwellings, whose original use as a dwelling for one family is obsolete, is especially appropriate where the dwelling can be reconverted from multiple tenancy back to a single family residence as a B&B. It is not uncommon that a particularly valuable historic property is located in a single family zone would be particularly appropriate for the development of a quiet business such as B&B.

## **Effect on the neighborhood**

Building the protection of the integrity and character of a neighborhood into any ordinance, specifically defining bed and breakfast, is a common inclusion. Though a vague item, it does allow the neighborhood a sense of security that the B&B will not be allowed to become a commercial looking establishment.

## **“Commercial” or not**

Though the bed and breakfast is a business, it falls closer to being an apartment building, rooming house or board and care without the incumbent issues (noise, “problem” clientele, or density) that each of these may create.

The traffic created by the B&B guests and owners are less than equivalent housing. See previous sections on traffic impact.

The hours that guests keep at a bed and breakfast are quite conservative. Noisy midnight revelers are virtually unheard of at these vacation hideaways. Early rising is also rare. Innkeepers are more likely to have problems with the neighborhood’s early gardeners or teenagers.

Though taking their B&B seriously as a “commercial” enterprise, the owners living on the premises provide a stability in the neighborhood (even though the guests leave every morning). This stability is greater than the apartment dweller in the same area where the owner lives elsewhere.

## SUMMARY

A balance between the reasonable needs of neighbors and the thoughtful, realistic requirements of the small business owner needs to be considered in creating a plan that encourages healthy, safe neighborhoods and stable businesses.

Each community varies in their general plan as each building and owner's plan is different. Much of the regulation relating to overnight lodging presently in place can be applicable to small homes and B&Bs, but differences in size and historic structure must be considered. To require a splendid Victorian to increase the size of the rooms by damaging the building, just to meet today's architectural expectations does not make sense. Allowing an eight bedroom colonial to have only five guest rooms is an artificial limitation which does not utilize the structure to its fullest potential.

The basic conclusion reached is that all sectors must work together if the full hospitality potential is to be achieved for the benefit of the traveling public while insuring the integrity of residential neighborhoods and preserving historically or architecturally valuable landmarks.

### **Aspiring and active B & B inkeepers should:**

- . Recognize that avoidance of compliance with laws and regulations often leads to increased suspicion of the industry and may result in the enactment of more stringent or even prohibitive regulations as violations of laws uncovered.
- . Get involved with community/neighborhood councils to gain their support and ensure you become known as a good neighbor. These councils are interested in neighborhood vitality. Show them how you can make the neighborhood more vital.
- . Avoid unnecessary direct confrontation with local residential neighbors and local zoning officials as this can readily result in prohibition of a B & B or imposition of zoning controls so restrictive as to effectively preclude the growth of this industry.
- . Work closely with local zoning officials in an education program before buying or attempting to start a B & B in a residential neighborhood to best insure a true understanding of the real nature of B & Bs.
- . When introducing legislation affecting your personal situation, always take a long range view for the industry as a whole. Guests are interested in all types of B&Bs and should be able to choose from a small homestay to a larger inn. The wider the range the more likely you are to find guests that are happy at your style of bed-and-breakfast.

### **Planning and zoning officials should:**

- . First understand the true nature and function of B & Bs.
- . Incorporate conditional use and special use permit procedures as well as performance zoning to more imaginatively deal with B&Bs.
- . Expand the focus of dealing with B & Bs beyond the single family zone to multifamily and commercial zones.
- . Provide encouragement to B & B development as a realistic opportunity in the preservation of historically and/or architecturally valuable structures, whether in or out of an historic district, or whether or not the structure is on the National Historic Register.

- . Avoid introducing unenforceable requirements such as length of visitor stay, type of breakfasts permitted, requirements for clean linen or maximum number of guests regardless of zone.
- . Recognize that both sales and bed taxes raised by B&Bs can produce significant revenue to the local jurisdiction and help support other local businesses particularly in bringing people back into historic redevelopment projects as shop, museum, theater and restaurant patrons.
- . Utilize licensing and approval procedures similar to those used for cottage industries for small B & Bs in single and multifamily neighborhoods, and regulate larger B & Bs in a manner similar to other businesses so located.
- . Continue to restrict outdoor advertising to a minimum and only for identification purposes in residential neighborhoods, but provide for larger signage in less restrictive zones, all under strict design control.
- . Write ordinances that relate number of bedrooms to the floor area of structures only as guidelines and not arbitrary limits and recognize that properly located and screened off-street parking requirements most often will provide appropriate limits.
- . Encourage local or state health departments to define and establish tailored regulations to various size B & Bs and avoid introducing health requirements into land use ordinances.

**APPENDIX C**

**MORICHES HAMLET STUDY  
MARINA QUESTIONNAIRE**

**MARINA NAME:**

**HOW LONG HAS MARINA BEEN IN OPERATION:**

**TOTAL NUMBER OF SLIPS:                    DRY \_\_\_\_\_ WET \_\_\_\_\_**

**HOW MANY VACANCIES:**

**NEED FOR EXPANSION:                    #DRY RACK \_\_\_\_\_ #WET \_\_\_\_\_**

**WHAT WOULD IMPROVE YOUR FACILITY VS. WHAT WOULD YOU LIKE TO  
INCLUDE AT YOUR FACILITY?**

**WHAT IS THE AVERAGE SIZE BOAT AT YOUR FACILITY:**

**HOW OFTEN ARE THE INDIVIDUAL BOATS USED, IE;  
MONTHS  
DAYS, (WEEKENDS VS. WEEKDAYS)  
TIME OF DAY**

**PARKING: HOW MANY SPACES ARE NECESSARY PER BOAT?**

**DO YOU OFFER OR NEED TRANSIENT SLIPS FOR OVERNIGHT STAYS?  
HOW MANY ARE NEEDED?**

**DO YOU SEE A NEED OR DESIRE FOR A RESTAURANT, CAFE AT YOUR  
FACILITY?**

**WHAT IS YOUR CURRENT ZONING:**

**IS THE TOWN OF BROOKHAVEN HELPFUL IN ADDRESSING YOUR NEEDS?  
PLEASE EXPLAIN:**

**DOES YOUR MARINA OR THE WATER ACCESS TO YOUR MARINA AND THE  
SURROUNDING AREA NEED DREDGING:**

**WHAT PERCENT OF YOUR CLIENTELE ARE RECREATIONAL FISHING PEOPLE  
VS. RECREATIONAL BOATERS: OR BOTH?**

**DO YOU HAVE A RAMP?  
% USE BY MEMBERS  
% USE BY "OTHERS" \_\_\_\_\_ COST \$ \_\_\_\_\_**

**PLEASE USE THE OTHER SIDE OF THIS QUESTIONNAIRE FOR ADDITIONAL  
COMMENTS.**

