

- Hamlet Study of Manorville -

Town of Brookhaven
County of Suffolk
New York

Manorville Taxpayers Association

September 1993

Introduction

The following proposed plan for Manorville is based upon a study performed by members of the Manorville Taxpayers Association's Hamlet Study Committee, between April and September 1993. The committee circulated all proposals and received input from the general membership. The committee researched relevant issues and held discussions at committee and general membership meetings. The committee also received full cooperation from Dr. Lee Koppleman for assistance with maps and technical advice.

The purpose of the hamlet study and this proposed plan is to create a long term plan for balanced development in Manorville in a way which meets community goals and respects the rights of private landowners.

It is significant that during the pendency of this study, the Long Island Pine Barren Protection Act became law. That law creates a "core preservation area" and a "compatible growth area" both of which includes a large portion of Manorville. The present hamlet study and proposals, among other things, seek to assure that's Manorville's "compatible growth area" be protected from unlimited development.

Hamlet Committee Members:

Lorraine Kuehn	Roger Zureck
Thomas Muller	Sue Hoshyla
Ralph Adams	Joe Danowski
Leslie Elis	Fred Roberti
Ted Martz, Jr.	Ralph Bavaro
Stephen Jacobs	Peter Hannigan
Dave Elis	Dennis Morrill

History by : Dorothy Magnani

Please address all comments and questions to:

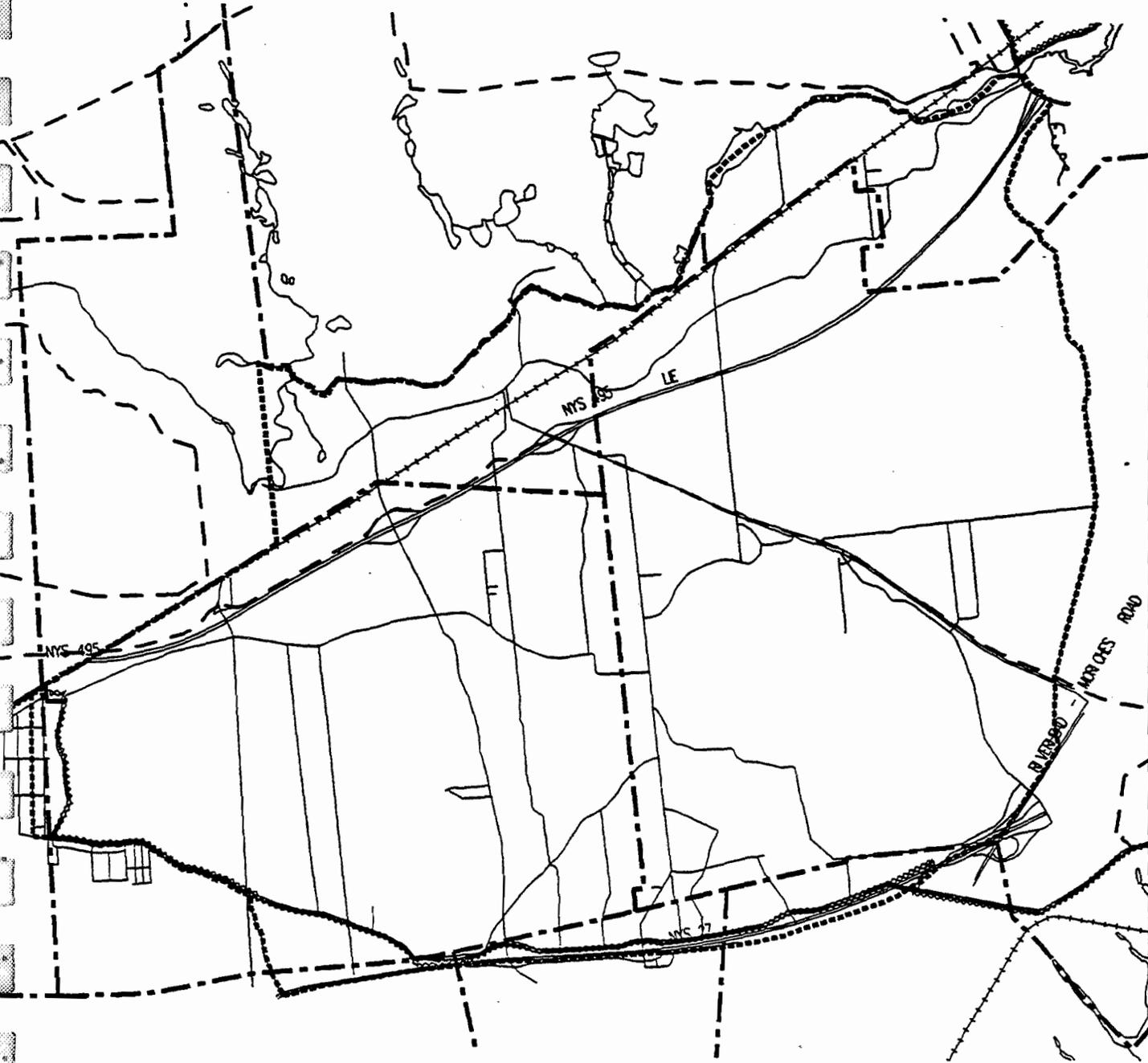
Lorraine Kuehn, President
Manorville Taxpayers Association, Inc.
P.O. Box. #1
Manorville, New York 11949
(516) 878-6171

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- L E G E N D -

- - - School District Line
- - - Core Preservation Area
- Compatible Growth Area
- o o o o o SGPA
- Manicpal line



Location Map

MANORVILLE

Town of Brookhaven, New York

Goals

The primary goal of this plan is to preserve the rural character and aesthetic charm of Manorville, by limiting population density. Within that overriding context, the specific aims of the study are as follows:

1. Preserve farmland.
2. Provide for residential development in A-2, A-5, and A-10 zoning, at a volume which will prevent overburdening of school districts and taxpayers.
3. Set guidelines for subdivision formats (see Figure A) and Transfer Development Rights.
4. Limit commercial and industrial development to a portion of C.R.111 and to the area west of Weeks Avenue.
5. Create parks and public access to existing parkland and provide for other amenities as specified in Future Land Use Section.

History of Manorville

Manorville was settled by pioneers from Southold descendants of those New England families who founded Southold in 1640. Forty Southold Colonists purchased the land for the new colony of St. George's Manor in 1721. This land was a part of the original patent granted by King William III, of England in 1693 to Colonel William Smith - known as the Manor of St. George.

The men of Southold bought this land in shares and held it in common until 1793 when they applied for a legal partition. There were 6,000 acres including the area known as Brookfield (which is the southern part of Manorville). In 1793, there were 38 tenants holding this land in common, all descendants of the 19 individuals who had purchased the land in 1721 from Benjamin Young of Southold, who had purchased it from Judge William Smith. Since deeds were not well defined, disagreements arose and many developed into full fledged feuds. Five of the 38 tenants petitioned the court to have the land specifically allotted and not to be held in common. A commissioner was appointed and on the 26th day of March 1793, the land was partitioned to the following families of Benjamin Raynor, David Carter, Joseph Raynor, Jonathan Robinson, as well as Benjamin Young keeping a part for himself. Thus in 1793 this land became a part of Brookhaven Town.

As stated in the above information, St. George's Manor was the name given to this new colony and when the railroad came through in 1844, the name of St. George's Manor was given to this station. Seth Raynor, the first station agent, having been an ardent patriot during the Revolutionary War, didn't like the "St. George." One day as he was watching his wife paint at his nearby home, he got the paint, brush and ladder, came back to the station and painted out "St. George" leaving just the name "Manor". When the post office opened on January 31, 1845 with Jeremia G. Wilbur as Postmaster, a petition was made to the Post Office Department for the name Manor, but as some other place was so named, the Department gave it the name of Manorville, which of course, it still remains today.

The railroad was opened through Manorville to Greenport in July 1844 and the people were thrilled because the "iron horse" had finally arrived and a trip to the city that had taken two or three days was now made in just a few hours. Manorville had a beautiful station and freight building. Manorville was a fuel stop for the wood burning locomotives and large piles of cordwood were stacked around the station. Men were kept busy with bucksaws, sawing up the wood which was thrown into the engine tender by hand. Water was pumped from a well by a homemade wooden pump which required two men to operate. While the engines were being cared for, the passengers ate lunch at the local hotels namely the "Little Delmonico" and "The Maples." Stage coaches met the trains at Manorville from Wading River, Moriches and Eastport for the purpose of carrying mail and passengers. For many years, the "Cannon Ball" from New York uncoupled at Manorville, with one section going to Greenport and the other to Montauk via of a spur which ran from Manorville to Eastport to the South Shore railroad line.

Since Manorville was mostly forest, the cutting and shipping of cordwood was an important industry in the early days. This cordwood was shipped to New York City via of the Long Island Railroad. At least 2500 cords of wood a year were shipped from Manorville.

In the late 1870's, George W. Davis from Massachusetts purchased about 3250 acres of land in North Manorville. At that time, approximately 30 acres were carved out and planted with cranberries. Cranberry growing was also an important industry. About 25,000 bushels of cranberries were harvested annually and shipped by the Long Island Railroad to New York City. Later on 22 acres of bogs were added making 52 acres of cranberry bogs. Some of the best tasting cranberries were grown here and a premium price was given for these berries. The cranberries were sold under the name "Blue Diamond". This nearly 100 year old marsh is no longer in business.

When the land was cleared of wood, the land was planted with white asparagus as the main crop. However, due to the plant disease called asparagus rust, the crop just died away. From then on numerous other produce were planted, namely, strawberries, potatoes, lima beans, corn, cabbage and cauliflower.

Over the years, the following industries were active and gave jobs to the local men and women: blueberry growing, bow & arrow factory, sausage factory and of late horse farms. There were a few other businesses located throughout Manorville; a steel shop, cesspool construction, a Christmas Tree farm and a nursery. Brookhaven National Laboratory and Grumman's both have land in Manorville. These companies have been an asset to the community by providing jobs to local residents and having others settled in Manorville. There are not very many farms left because the land has been sold to developers. There are many more homes now existing in Manorville ranging in price from \$90,000 to at least \$350,000.

A Methodist Protestant Church, which was built in Moriches in 1840, was moved to Manorville in 1868. The church still stands in its original site when moved but is now known as the Bible Protestant Church. The congregation is small.

A Lutheran Church was built on North Street in 1890. This wooden structure was the Mother Church of the Lutheran denomination. However, because of a very small census, the main church was moved to Wading River. This church remained empty for years, when Mr. Morgan who bought the land from the Bitter family, sold it. The church was literally destroyed and is now a home.

The Brookfield Presbyterian Church was organized by the Long Island Presbytery in 1796, through the efforts of Jonathan Robinson. Mr. Robinson conducted services in his home. In 1839, during the ministry of Rev. Thomas Owen, the present church was built. The first Sunday School was organized in 1840 with Capt. Seth Raynor as its superintendent. The church still serves the Manorville residents for Sunday School. There are plans for building a new church or adding on to the present one because of increased enrollment in the church census.

Sts. Peter & Paul Roman Catholic Church was constructed in 1913 as the Mother Church of areas covering Wading River, parts of Calverton, Manorville to South Street, Ridge, Shoreham and Middle Island. There were the following buildings on church property: a three story rectory, barn, corn crib, and a chicken coop. However in 1921, the parish priest moved the parish to Wading River with the objective of establishing a Polish Church and parish. Sts. Peter & Paul has been a Mission Church since that time. Because of the census of 2500 Catholic families now living in Manorville, there is a need for a larger church. The Mission has been assigned a priest who serves as a Parochial Vicar and plans are underway to reconstruct a church on North Street and Wading River Road. At this time, Sts. Peter & Paul will become a parish again.

There is a church, a branch of Dutch Reform, being established in Manorville at the present time. Services are held but no church has been built to date.

Since Manorville is a very large area, four schools were organized; North Manor about 1813, East Manor in 1813, West Manor in 1813, and South Manor in 1813 but became a union free school in 1818. North, East, and West Manor schools were known as common school districts. North Manor situated in Riverhead Town and was centralized with Riverhead in 1950's. East Manor consolidated with Eastport in the early 1970's and West Manor and South Manor merged on August 01, 1990. West Manor, East Manor and South Manor built new schools in their respective districts in 1929. North Manor retained the wooden one room school until the teacher retired and then the school closed permanently. All students were then required to attend larger schools within the centralized district. All the above schools were primarily for grades 1 through 8. When the census grew these two room schools contained grades 1 through 6. Presently the South Manor Union Free School District maintains two school sites; one on South Street which contains grades K through 3 and the school located on Dayton Avenue. This school educates grades 4 through 9. Grades 10, 11, & 12 are tuitioned to one of the following schools of the student's choice: Eastport, Westhampton Beach and Center Moriches. The projected enrollment for 1994 is 1500 students in grades K through 12.

The West Manor School building which consists of two rooms is still in existence. When the West Manor School District considered to merge with the South Manor School District, the taxpayers wanted their school building preserved. They, therefore, voted to lease it to the Manorville Historical Society for a period of ten years. The lease may be renewed or the Historical Society may buy the building. The Manorville Historical Society, which was organized in October 1986, is presently restoring the building to

Zoning

Growth and density in Manorville can be controlled by enforcing our present A-2, A-5, & A-10 residential zoning.

Commercial zoning:

Provisions to maintain the current zoning of light industry on the west side of Weeks Avenue. This will be a potential area of industrial growth in the future and presently remove this large 500 acre area from potential houses.

Provisions to contain the major commercial region of the hamlet on C.R. 111 between Chapman Blvd. and the overpass of the LIE Exit 70. Within this 1/4 mile stretch, there are still some residential parcels scattered between commercial parcels presently in active use or already zoned commercial. Whenever these homeowners agree to sell their property within this area, down zoning to commercial should be granted. Since the 1989 Brookhaven Town up zoning, Manorville has very little commercial property. To help the tax base in the ever growing Eastport and South Manor School Districts, in Manorville, commercial zoning should be condensed at this location.

Residential zoning:

Provisions to up zone from current A-2 to A-5 along the unpaved, undeveloped Jerusalem Hollow Road between the Florence Drive and Wading River Road, between North Cozine Road, south to Sunrise Highway and North along the unpaved portion of Silas Carter Road. This area is presently totally undeveloped.

Farm Land Preservation:

Provisions for the Town to preserve the remaining farms in Manorville, by buying the development rights from the farmers, similar to that which was done on the North fork of Long Island. Area of preservation would include the 300+ agricultural farmland acres between the north side of South Street and the south side of the Expressway, from the west side of Ryerson Avenue to the east side of Weeks Avenue. Also, the farmlands bordering the N/S of Sunrise Highway between Eastport Manor Road and Jamaica Ave.

Forever Green Open Spaces:

Provision for the Town to avoid designating small Forever Green Areas, that are a result of small clustering area. Policing of these areas are NOT enforced and Manorville is plagued with dirt bikers, illegal hunting and dumping.

Transfer Development Rights:

Provisions for the Town to review the Town code entitled Transfer Development Rights (TDR). With the adoption of the Long Island Pine Barren Act, the compatible growth area with available land is primarily in Manorville. The Town **MUST** adhere to its decision that TDR be within the same school district. The financially strapped and overcrowded school districts of South Manor and Eastport cannot be placed with the burden of accepting more students from other school districts due to TDR.

Provision for the Town to **NOT** give Bonus Incentives for TDR actions.

Provision for the Town to maintain that any TDR from the Pine Barren "Core Area" to the "Compatible Growth Area" shall conform to all A-1 minimum requirements on A-2 zoned parcels and conform to all A-2 minimum requirements on A-5 zoned parcels. TDR in either A-2 or A-5 zone is considered saturated and terminated after 20% of available parcels (1993) have been approved for development.

Provisions for the Town to maintain that Frontage requirements for 1 or 2 acre zoned applications shall be held as a minimum, with flag lots being the only exception.

Provision for the Town to accept the following Flag lot proposal as a benchmark, to be use for typical 5 acre

parcels in Manorville 2 acre zone, that routinely require a ZBA Variance. Majority of these parcels are located on Dayton and Weeks Avenues. Two (2) 5 acre parcels are combined into one application. See Figure A.

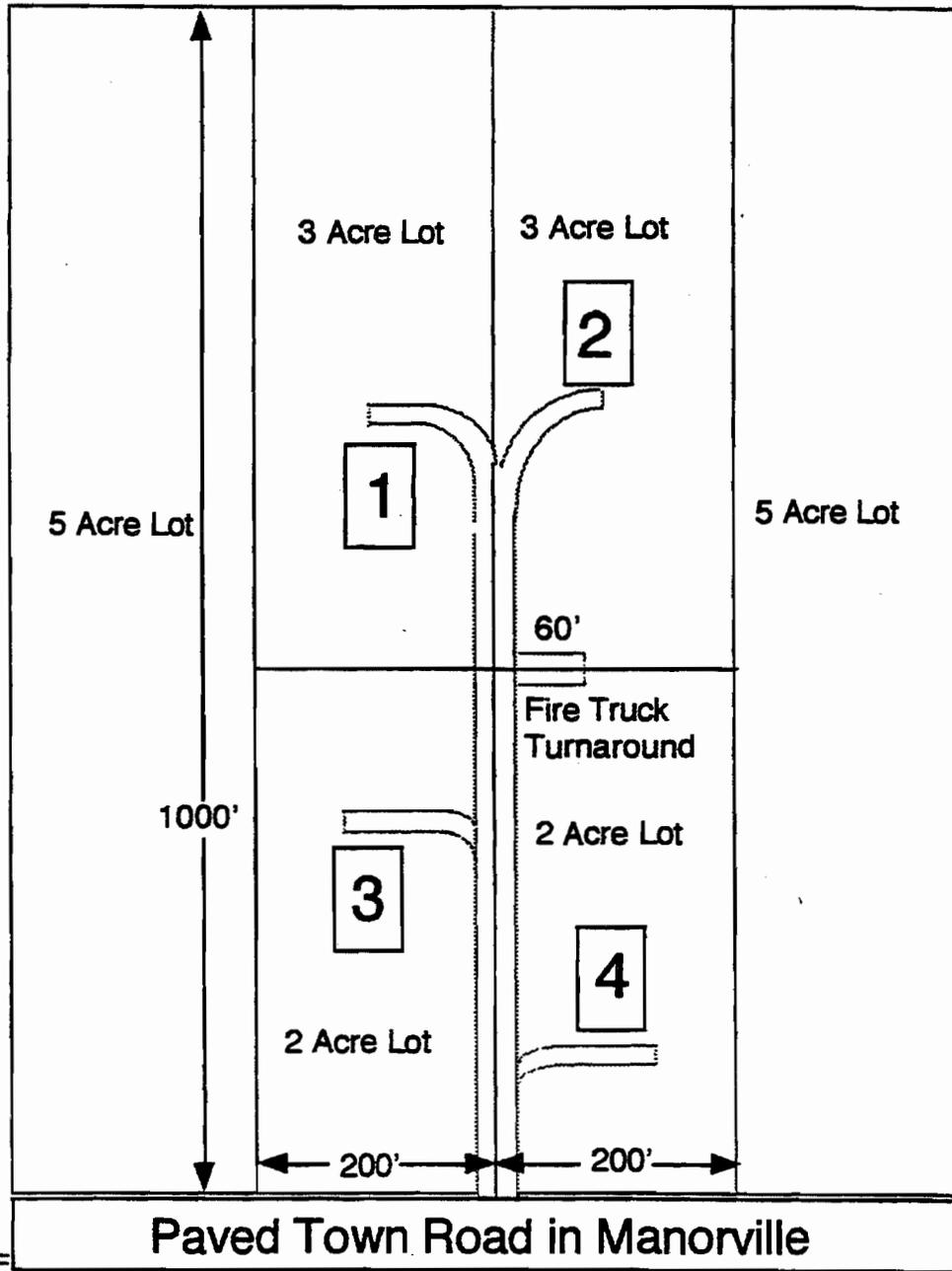


Figure A
(not to scale)

Roads

Provisions for Brookhaven Town to widen and place divider line on Hot Water Street, from Chapman Blvd. to Halsey Manor Rd. This narrow winding road was adequate for the single homes on it in the past, however within the past few years two large housing developments have been appendages off from Hot Water Street, known as Park Ridge at Fairways and Park Ridge at Manorville together containing approximately 200 houses. The amount of cars and daily traffic trips per household has increased usage of this road tremendously. Only viable egress is to Chapman Blvd.

Provisions for Brookhaven Town to completely pave Jerusalem Hollow Road from Chapman Blvd. to Florence Drive. Currently the road is sporadically paved between these two roads. Currently 12 homes are directly on JHR and two small housing developments, containing 12 or so homes each. Brookhaven Town's policy of road paving as an obligation by the builder to pave the length of his frontage of the property has created a piece meal paved road. Additionally the quality of the paved sections are poor, resembling more of a base layer of asphalt with cracks and unevenness. The unpaved sections of road in front of the remaining open parcels must be completed by the Town and perhaps proportionally billed to the builder of future house on JHR. A quality topcoat of the entire length of JHR from Chapman Blvd. to Florence Drive will create an effective traffic flow for the residential developments of Manor Woods, Manor Hills, Hunter Run, Northmore Estates, The Greens and reduce traffic flow onto South Street.

Provisions for Brookhaven Town to strongly recommend to State of New York and the County of Suffolk to change the ingress and egress Westbound at the Long Island Expressway Exit 70. Right hand entrance must be designed as a Diamond Slip. Northbound traffic on C.R.111 must make a left hand turn to enter the LIE westbound. Westbound traffic on the LIE must make a left hand turn to go southbound onto C.R.111, at the same point. East end tourist traffic makes this situation very congested and dangerous 8 of the 12 months a year. Eastbound traffic exiting the LIE onto the southbound lane of C.R.111 creates a backup of cars onto the LIE. This traffic very often fails to yield to local traffic. Lengthen the exit lane is also suggested.

Provisions for Brookhaven Town to correct intersection of Bauer Ave. and C.R.111. immediately south of the egress of LIE. Referring to traffic patterns mentioned in above paragraph, this dangerous area makes it impossible to make a left and difficult to make a right onto C.R.111. Recommend to redirect local traffic to Chapman Blvd., where there is a traffic light at its intersection with C.R. 111., by paving and opening a paper road known as, Pioneer Drive. This road would be immediately south of the approved shopping center proposal by the Park Ridge Organization on Chapman Blvd. Suggest some funding by Park Ridge Development. It will have a two fold advantage: to direct traffic off of Bauer Avenue intersection and to become an access road for local residents to local shopping to avoid the seasonal heavy traffic flow on C.R.111. Additionally, strongly recommend to place a NO LEFT traffic sign at Bauer Ave. and C.R.111.

Provisions to have a road planned to connect two proposed housing projects known as Manor Vistas by Park Ridge and Sagamore Farms by Prudenti so that emergency equipment such as fire, ambulance and police have immediate access between them.

Provisions to eliminate the "crown" on the curve on South Street, immediately east of the South Street School and midway towards Ryerson Avenue. This area has been the site of many cars riding off the road.

Provisions to "straighten" Yaphank Middle Island Road approximately midway between Cranford Blvd. and Weeks Ave. Relocate the Town Highway station and move the road to become straight at this section.

Provisions to investigate and correct the drainage problems on the following roads:

1. Wading River Road from South Street to L.I.E. Exit 69.
2. Hot Water Street from Chapman Blvd. to Evelyn
3. Weeks Avenue from South Street to Rt. 27A

Provisions for stop sign on Manor Run Blvd. at egress to Ryerson Avenue has been requested repeatedly. Recommend developer to completely connect Manor Run Blvd. to egress onto Bauer Ave.

Demographics

The following pages contain the statistical breakdown for the Manorville community.

As of the recent census the population of Manorville is approximately 6,200 persons with a family median income of approximately \$48,000. Median value of housing is \$155,600.

HOUSEHOLD AND FAMILY INCOME IN 1989		
	HOUSEHOLDS	FAMILIES
\$ 0 - 4,999	79	26
\$ 5,000 - 9,999	55	19
\$ 10,000 - 12,499	73	44
\$ 12,500 - 14,999	61	16
\$ 15,000 - 17,499	87	47
\$ 17,500 - 19,999	67	30
\$ 20,000 - 22,499	77	45
\$ 22,500 - 24,999	100	84
\$ 25,000 - 27,499	140	91
\$ 27,500 - 29,999	56	56
\$ 30,000 - 32,499	98	46
\$ 32,500 - 34,999	89	38
\$ 35,000 - 37,499	116	74
\$ 37,500 - 39,999	111	58
\$ 40,000 - 42,499	76	76
\$ 42,500 - 44,999	42	35
\$ 45,000 - 47,499	65	49
\$ 47,500 - 49,999	63	47
\$ 50,000 - 54,999	227	212
\$ 55,000 - 59,999	109	90
\$ 60,000 - 74,999	298	268
\$ 75,000 - 99,999	178	146
\$100,000 - 124,999	69	69
\$125,000 - 149,999	17	17
\$150,000 OR MORE	0	0
MEDIAN	\$39,268	\$47,899
MEAN	\$43,247	\$48,581

POVERTY STATUS IN 1989 (UNIVERSE: PERSONS FOR WHOM POVERTY STATUS IS DETERMINED)		
	AT OR ABOVE POVERTY	BELOW POVERTY
PERSONS	5940	227
AGE		
0-4	498	13
5	101	6
6-11	526	10
12-17	493	30
18-24	376	8
25-34	1059	65
35-44	1175	29
45-54	481	15
55-59	157	0
60-64	292	7
65-74	562	30
75+	220	14
WHITE	5778	201
BLACK	73	26
AMER IND/ESK/ALEUT	12	0
ASIAN/PAC ISL	46	0
OTHER	31	0
HISPANIC ORIGIN	223	0

PER CAPITA INCOME IN 1989	
	ALL PERSONS
TOTAL PERSONS	\$16,439
IN HOUSEHOLDS	\$16,521
IN GROUP QUARTERS	
INSTITUTIONAL	\$108
NONINSTITUTIONAL	\$0
WHITE	\$16,463
BLACK	\$12,411
AMER IND/ESK/ALEUT	\$167
ASIAN/PAC ISL	\$12,429
OTHER	\$36,935
HISPANIC	\$21,073

PERSONS BY AGE AND SEX			
	TOTAL	MALE	FEMALE
UNDER 1	79	41	38
1 AND 2	213	117	96
3 AND 4	205	108	97
5	110	61	49
6	86	42	44
7 TO 9	293	159	134
10 TO 14	417	221	196
15 TO 17	229	132	97
18 AND 19	115	65	50
20	66	34	32
21	65	31	34
22 TO 24	191	89	102
25 TO 29	545	263	282
30 TO 34	617	292	325
35 TO 39	642	321	321
40 TO 44	533	300	233
45 TO 49	304	167	137
50 TO 54	211	119	92
55 TO 59	207	111	96
60 AND 61	97	47	50
62 TO 64	149	67	82
65 TO 69	289	125	164
70 TO 74	269	129	140
75 TO 79	158	72	86
80 TO 84	66	25	41
85+	42	16	26
TOTAL	6198	3154	3044

RATIO OF INCOME IN 1989 TO POVERTY LEVEL (UNIVERSE: PERSONS FOR WHOM POVERTY STATUS IS DETERMINED)		
	UNDER .50	1.51
0.50 TO 0.74	17	
0.75 TO 0.99	59	
1.00 TO 1.24	169	
1.25 TO 1.49	83	
1.50 TO 1.74	278	
1.75 TO 1.84	24	
1.85 TO 1.99	91	
2.00 AND OVER	5295	
TOTAL	6167	

POVERTY STATUS OF RELATED CHILDREN IN 1989 BY FAMILY TYPE AND AGE		
	ABOVE POVERTY	BELOW POVERTY
IN MARRIED COUPLE FAMILY		
0 - 4 YEARS	462	6
5 YEARS	95	6
6 - 17 YEARS	963	26
IN OTHER FAMILY		
MALE HOUSEHOLDER, NO SPOUSE		
0 - 4 YEARS	22	0
5 YEARS	0	0
6 - 17 YEARS	35	0
FEMALE HOUSEHOLDER, NO SPOUSE		
0 - 4 YEARS	14	7
5 YEARS	6	0
6 - 17 YEARS	21	14

HOUSEHOLD TYPE		
	NO RELATED CHILDREN	W/ RELATED CHILDREN
FAMILY HOUSEHOLDS		
MARRIED COUPLE	734	701
MALE HOUSEHOLDER, NO WIFE PRESENT	18	41
FEMALE HOUSEHOLDER, NO HUSBAND PRESENT	69	70
NON FAMILY HOUSEHOLDS		
MALE HOUSEHOLDER	369	
FEMALE HOUSEHOLDER	317	

VALUE OF SPECIFIED
OWNER-OCCUPIED UNITS

LESS THAN \$15,000	4
\$15,000 TO 19,999	1
\$20,000 TO 24,999	0
\$25,000 TO 29,999	2
\$30,000 TO 34,999	1
\$35,000 TO 39,999	1
\$40,000 TO 44,999	0
\$45,000 TO 49,999	1
\$50,000 TO 59,999	16
\$60,000 TO 74,999	43
\$75,000 TO 99,999	133
\$100,000 TO 124,999	190
\$125,000 TO 149,999	233
\$150,000 TO 174,999	216
\$175,000 TO 199,999	128
\$200,000 TO 249,999	202
\$250,000 TO 299,999	87
\$300,000 TO 399,999	60
\$400,000 TO 499,999	24
\$500,000 OR MORE	4
LOWER QUARTILE	\$117,700
MEDIAN	\$155,600
UPPER QUARTILE	\$210,000

CONTRACT RENT --
SPECIFIED RENTER-OCCUPIED
HOUSING UNITS

LESS THAN \$100	1
\$100 TO 149	1
\$150 TO 199	2
\$200 TO 249	1
\$250 TO 299	4
\$300 TO 349	6
\$350 TO 399	3
\$400 TO 449	6
\$450 TO 499	33
\$500 TO 549	85
\$550 TO 599	43
\$600 TO 649	296
\$650 TO 699	136
\$700 TO 749	29
\$750 TO 999	117
\$1,000 OR MORE	16
NO CASH RENT	15
LOWER QUARTILE	\$602
MEDIAN	\$635
UPPER QUARTILE	\$688

PERSONS BY URBAN/
RURAL RESIDENCE

TOTAL	6198
URBANIZED AREA	0
OTHER URBAN	0
RURAL	0
NOT SPECIFIED	6198

P2 FAMILIES	1633
P3 HOUSEHOLDS	2319

P7 RACE	
WHITE	6001
BLACK	84
AMER. INDIAN	12
ESKIMO	0
ALEUT	0
CHINESE	4
FILIPINO	11
JAPANESE	8
ASIAN INDIAN	12
KOREAN	17
VIETNAMESE	1
CAMBODIAN	0
HMONG	0
LAOTIAN	0
THAI	0
OTHER ASIAN	8
HAWAIIAN	0
SAMOAN	0
TONGAN	0
OTHER POLYNESIAN	0
GUAMANIAN	0
OTHER MICRONESIAN	0
MELANESIAN	0
OTHER PACIFIC ISL	0
OTHER RACE	40

HISPANIC ORIGIN	
MEXICAN	9
PUERTO RICAN	101
CUBAN	16
OTHER HISPANIC	101

Existing Land Use

The Manorville Community is predominantly rural in character with Pine Barren forests and limited farm land interspersed with residential enclaves.

The portion of Manorville north of the Long Island Expressway (N.Y.S.495), and north of the Port Jefferson West Hampton Road (C.R.111), has approximately 50% of the land in public ownership dedicated for open space preservation.

This portion of the community has recently been designated by the N.Y.S. Legislature in the statute concerning Pine Barren as the "Core Area". Therefore the clear statement of public policy is that the vacant, privately held parcels within that zone should not be built on, but eventually be added to the public holdings.

Therefore with the exception of limited residences already scattered through portions of this core area, the existing land use will be maintained with very limited development.

The remainder of Manorville south of 495 and 111 has a mix of uses including farm houses and golf courses. Approximately half of this area is privately held in undeveloped use.

This area in regard to the Pine Barrens legislation is known as the "Compatible Growth Area".

Future development of Manorville will be restricted to this portion of the hamlet.

See the Existing Land Use map for a depiction of existing land use.

EXISTING LAND USE HAMLET OF MANORVILLE

1989
(page 1)

LAND USE CATEGORY:

CODE	DESCRIPTION	MANORVILLE	TOTALS
Agricultural:			
100	General	248.87	248.87
111	Chickens, Ducks etc.	0.00	0.00
116	Horses	33.77	33.77
120	Field Crops	1144.67	1144.67
179	Nurseries & Green House	0.00	0.00
SUB TOTAL		1427.31	1427.31
Residential:			
210	One Family (low density)	1529.53	1529.53
215	One Family (medium density)	181.84	181.84
280	Multiple Residence	175.11	175.11
SUB TOTAL		1886.48	1886.48
Vacant:			
300	Vacant	9295.91	9295.91
315	Underwater Land	48.97	48.97
SUB TOTAL		9344.88	9344.88
Commercial:			
400	General	10.77	10.77
420	Resturants	0.00	0.00
430	Auto Service	0.00	0.00
432	Gas/Service Stations	0.00	0.00
433	Auto Body, Tire Shops, Other Related Auto Sales	0.00	0.00
440	Storage, Warehouse & Distribution Facilities	0.00	0.00
444	Lumber Yard	0.00	0.00
450	Retail Services	0.00	0.00
472	Dog Kennels, Veterinary Clinics	0.00	0.00
522	Race Tracks	0.00	0.00
540	Indoor Sports Facilities – Tennis, Bowling	0.00	0.00
SUB TOTAL		10.77	10.77

EXISTING LAND USE HAMLET OF MANORVILLE

1989
(page 2)

LAND USE CATEGORY:

CODE	DESCRIPTION	MANORVILLE	TOTALS
Open Space –			
Recreational:			
533	Game Farms	19.73	19.73
552	Golf Course	366.86	366.86
555	Riding Stables	0.00	0.00
557	Other Outdoor Sports – Tennis	0.00	0.00
581	Camps	0.00	0.00
695	Cemetary	4.93	4.93
920	Sail/Hunt Clubs	43.85	43.85
960	T.,C.,S. Park/Open Space	2081.42	2081.42
970	Nature Conservancy, Nat. Audubon Society, Pec. Land Trust	0.00	0.00
SUB TOTAL		2516.79	2516.79
Institutional:			
600	General	0.00	0.00
612	School	41.44	41.44
613	University	0.00	0.00
614	Special Schools & Institutions	0.00	0.00
620	Church	85.05	85.05
652	Governmental Buildings	6.57	6.57
654	Gov't Research Facility (BNL)	0.11	0.11
662	Police Fire Protection/Ambulance	4.65	4.65
SUB TOTAL		137.82	137.82
Industrial:			
441	Oil Distribution – Fuel Storage	0.00	0.00
700	General (junk yard included)	11.59	11.59
721	Sandmine	81.77	81.77
SUB TOTAL		93.36	93.36
Transportation:			
651	Gov't. Highway Facilities	0.00	0.00
692	Roads	754.47	754.47
843	Non-Ceiling Railroads (LIRR)	0.00	0.00
844	Airports	42.34	42.34
SUB TOTAL		796.81	796.81

EXISTING LAND USE HAMLET OF MANORVILLE

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LAND USE CATEGORY:

CODE	DESCRIPTION	MANORVILLE	TOTALS
Utilities:			
800	General	0.00	0.00
817	Power Distribution	76.67	76.67
821	Flood Control (recharge basin)	84.80	84.80
822	Wellsite	4.63	4.63
833	Radio Stations	3.77	3.77
834	Television Other Than Community Antenna Television	0.00	0.00
SUB TOTAL		169.87	169.87
Waste Handling Management:			
852	Landfill	34.31	34.31
853	STP	11.01	11.01
866	Public Services – Telephone	0.00	0.00
SUB TOTAL		45.32	45.32
GRAND TOTAL		16429.41	16429.41

Future Land Use

The general plan to guide the hamlet of Manorville for the coming years reflects the protection of the Core Area in a conservation state with significant open space preservation in the Compatible Growth Area. The residential character would be low density with some provision for higher density housing in order to achieve harmonious design and to protect sensitive environmental areas through the design process. An Industrial Reserve Area is located in the southwest corner of the community in order to provide job opportunities and non-residential tax base.

The plan will achieve the maintenance of the existing quality of life while accommodating reasonable growth.

See the Accompanying Plan Map for a depiction of the generalized land use. The following paragraphs identify specific recommendations.

Provisions for the Town to reject any future subdivision of senior citizen housing and affordable housing. Lack of major shopping and public transportation makes Manorville inappropriate for these types of subdivisions. We recommend the Town to reject any future condo subdivisions until the Manor Run subdivision is completed and fully occupied.

Provisions to allow a bicycle land surrounding the "Old Manorville" section of our hamlet. Riding lanes will be marked on the road shoulders starting at North Street and Ryerson Ave., west passed the Historical Society West Manor Schoolhouse, horse farm, southern tip of Peconic River Park on the North Side of North Street, continuing to North Weeks Road, south to South Street, east on South Street pass farmlands and "Brookfield area" North on Ryerson returning to point of start.

Provisions to have southern tip of Peconic River County Park, bordering North Street to have entrance stations with parking available to enjoy walking and bicycling on paths.

Provisions to rebuild a Manorville Train Station, with adequate parking in a rustic motif, at the LIRR tracks on Ryerson Ave. or Lane Rd. Encourage the LIRR to conduct study on demographic of riders, size of depot, parking area necessary, and train schedules availability.

Provisions to maintain our own Library, in the future, after substantial research, community discussion and population growth warrants it. Nearly \$300,000 of school taxes from South Manor is sent to out of district libraries. Eastport school district does the same. This monies, our monies can be invested in our own hamlet library. Building can be an already existing.

Provisions to have a Town Recreational Park to include variety of ball fields and courts, with picnic facilities, toddler play area, community recreation room and parking. Suggested location to be determined by availability of Town Land. Minimum area approximately 20 acres. One section of recreation area, (courts rather than fields), can be used as a drug-free, alcohol-free zones for adolescents to "hang out" during the evenings similar to the program Suffolk County Smith Point's. Community room can be scheduled for local organizations' meetings. Coordinate the planning with town, county, and local community groups. Funded by Town Recreational Fees.

Provisions to allow local horse farms to utilize the open spaces of Manorville, by operating horse riding rental businesses in the Pine Barrens. This is a successful practice existing on the East End of Long Island and in Oakdale.

Pine Barren Legislation

There are two major concerns that the community has addressed concerning the recent Pine Barren Law.

1. The present landowners within the "Core Area" feel that the undeveloped property they own has just become **valueless**. The two immediate questions have been repeatedly ask are:

a) What compensation will be made to these landowners and in what time -span?

b) Why should these landowners of undeveloped properties within the "Core Area" pay any Town Tax on their vacant properties, since the Law states it cannot be built upon?

2. What compensation is the hamlet of Manorville, and it's school districts, to receive for having tens of thousands acres of land perserved forever within the "Core Area"? If we are protecting the water aquifier for **All** of Long Island by losing nearly half of Manorville potential residential tax base, shouldn't we be compensated with a monetary water surcharge for all residents using public water or additional State Aid given to our school districts?