

**FINAL
COUNTY ROAD 51 CORRIDOR
LAND USE PLAN**



Prepared for
TOWN OF BROOKHAVEN
July 2007

Cashin Associates, P.C.
ENGINEERING • PLANNING • CONSTRUCTION MANAGEMENT



Acknowledgement

The Town Of Brookhaven wishes to acknowledge and thank all those citizens who participated in the formulation of the County Road 51 Corridor Land Use Plan through attendance at Public Information Meetings, Public Hearings, and Working Group Meetings.

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EXECUTIVE SUMMARY

DESCRIPTION OF ACTION

The Final *CR 51 Corridor Land Use Plan* presents a comprehensive land use and growth management strategy that reflects the Town of Brookhaven's and the local community's vision for the CR 51 corridor planning area. It is supported by considerable public outreach, a comprehensive inventory and analysis of existing conditions, and consideration of various land management planning principles. Upon adoption by the Brookhaven Town Board, the *CR 51 Corridor Land Use Plan* will guide future actions by the Town of Brookhaven, other governmental agencies, property owners and developers.

NEED FOR PLAN

The CR 51 corridor planning area contains large areas of undeveloped land and farmland. Over the past several years, there has been a significant increase in the amount of growth in the area. A number of development applications have recently been submitted to the Town for the corridor planning area and there is every reason to believe that additional applications for development will be submitted to the Town in the not-to-distant future. Recent, proposed, and future development have the potential to significantly alter the corridor landscape and affect the quality of life for residents in the area. For this reason, the Town of Brookhaven decided that a land use plan should be prepared, the *CR 51 Corridor Land Use Plan*, to

preemptively address these issues and to offer a range of recommendations that will manage future growth and reflect the community's vision. To allow time to develop the *CR 51 Corridor Land Use Plan* without the pressure of development, the Brookhaven Town Board adopted a 6 month building moratorium within the corridor planning area effective July 31, 2006.

PLANNING PRINCIPLES

The following principles guided the preparation of the *CR 51 Corridor Land Use Plan*:

- Preserve environmentally valuable and locally significant open space and farmland.
- Maintain the rural nature and scenic farmland vistas of the corridor planning area.
- Provide recreational and social facilities to serve the local community.
- Use traditional growth management and long-range planning principles in commercial, recreational, and residential districts.
- Achieve site design that is compatible with the natural landscape and the historic character of the Eastport and East Moriches communities.
- Ensure quality growth that enhances the community and protects valuable natural and aesthetic resources.
- Promote tax ratable development to support the local school districts, fire districts, and other community services and facilities.

- Maintain a development density and scale that is characteristic of a rural residential community, and that fulfills the investment-backed economic expectations of property owners.
- Balance the amount of added public service expenditures with increased property tax revenues.
- Provide a safe and convenient traffic corridor.
- Protect the area's groundwater resource.
- Maintain habitat diversity.
- Protect the surface waters of Little Seatuck Creek and Seatuck Creek.

PLANNING AREA LOCATION

The area being considered by the *CR 51 Corridor Land Use Plan* consists of a corridor of land located on both sides of CR 51 (East Moriches – Riverhead Road) between the intersections of CR 51 and Montauk Highway (CR 80) and CR 51 and Captain Daniel Roe Highway (CR 111), a distance of 2.3 miles. The corridor planning area has 717 tax lots comprising 837 acres plus an estimated 181 acres of road rights-of-way for a total land area of 1,018 acres or 1.59 square miles.

BENEFITS OF THE PLAN

The benefits of adopting a land use plan are many, including:

- providing a carefully considered land use strategy to guide future growth, mitigate development-related impacts, and protect valuable land resources within the CR 51 corridor

- planning area, which is currently under considerable development pressure. The corridor planning area presently exhibits a variety of physical, environmental, aesthetic, and community character qualities, which the plan identifies and attempts to protect;
- recommending the most suitable land uses and/or zoning in the corridor planning area, particularly Spadaro and Lufker airports that are tailored toward the specific sites, themselves, and the needs and requirements of property owners and surrounding community, as well as limited commercial development to provide tax ratable development to support the local school and special service districts;
- considering and recommending numerous ways to preserve and protect open space and natural resources and mitigate environmental and community impacts that could otherwise adversely affect existing land uses and land use patterns, the environment, public health and welfare, transportation systems, public services, facilities, and special districts, community character, visual attributes, and others;
- offering growth management and long-range planning standards and guidelines for future development along the corridor; and
- creating a new, expanded and unified plan for the corridor planning area rather than allowing for piecemeal development that is inconsistent with community goals, issues, and concerns.

RECOMMENDATIONS

The *Draft CR 51 Corridor Land Use Plan* includes the following recommendations:

- Establish minimum 100-foot wide wooded buffers with fringing evergreen plantings for development along CR 51. The plantings should be spaced so as to ensure survivability and sufficient screening as determined by the Town Board during development reviews. Enforceable covenants and restrictions or easements should be filed in support of screening requirements. This will help to protect scenic vistas, existing rural character, provide or maintain limited wildlife habitat, promote groundwater recharge, and screen less desirable man-made features from public view.
- Establish vegetative screening at new development sites along Montauk Highway and Old Montauk Highway. Vegetative screening and naturally restored buffers (with supplemental plantings as necessary) should also be considered along Eastport Manor Road and Head of the Neck Road on SCTM# 593-1-9 if the farming use is abandoned, development is proposed, and scenic farmland vistas will be lost. SCTM# 593-1-10 should include screening and buffers along the street, as well, if it is developed in conjunction with SCTM# 593-1-10.
- Preserve valued open space such as farmlands and woodlands through fee simple negotiated acquisition, purchase of development rights, clustering in conjunction with open space dedications, maintenance of wooded buffers, use of conservation easements, or other appropriate techniques.
- Rezone property to more suitable classifications or promote the establishment of appropriate land uses on certain sites in order to provide for balanced growth, create more logical land use patterns, protect natural resources, generate tax revenues, offer public recreational opportunities and provide some limited neighborhood goods, services, and employment options for the locally expanding population.
- Ensure that development is of a reasonable scale to maintain the unique rural character, quality of life, and sense of place of the area by recommending strict conformance with existing setback, density, and height restrictions.
- Continue use of Spadaro Airport at the same level of aviation activity with suitable safety improvements by creating an airport/small business planned development district that is specifically tailored toward the Spadaro Airport site and meets the owners' and community's visions and objectives for the site.
- Support economic development that serves the local population and offsets property tax impacts from past and future residential development in the area, including the possible development of a medical office complex on part of the Lufker Airport property.
- Employ appropriate growth management principles, standards, and practices at all commercial and multi-family developments in order to promote quality architecture that is compatible with a desired community theme, including landscaping, outdoor lighting, signage, coordinated site

layout, and preservation and protection of valuable environmental features and aesthetic qualities. Seek input from the Town's Historic District Advisory Committee to ensure that architectural styles are consistent and supportive of adjacent historic districts.

- Create passive and active public parkland and recreational facilities to serve the local community.
- Establish non-disturbance buffers or conservation easements around wetlands and make efforts to protect groundwater from wastewater, stormwater, fertilizers, pesticides, and other potentially hazardous materials using available best management practices.
- Limit the number of curb cuts along CR 51 and Montauk Highway by utilizing shared accesses and cross access agreements in order to minimize adverse impacts to traffic and to protect safety.
- Investigate the need to construct and install traffic improvements at the intersection of CR 51 and Montauk Highway to improve traffic flow, convenience, and safety.
- Require that all future developments that may have an impact on community submit traffic studies and/or environmental impact statements to account for traffic impacts and provide suitable environmental mitigation.
- Permit limited development of certain airport related businesses at Spadaro Airport.
- Require sidewalks and other pedestrian amenities such as benches, trash receptacles, decorative and controlled outdoor lighting, and shade trees.
- The appropriate Town office or representative should coordinate with Suffolk County Department of Public

Works and recommend the establishment of striped bicycle lanes in the CR 51 and Montauk Highway rights-of-way.

- Create and extend trail systems within the corridor planning area to allow for hiking and/or off-road biking that links destination areas such as residential and commercial areas, parklands, and existing trails. Ensure safe road crossings and suitable buffers around trails.

ISSUES OF CONTROVERSY

Issues of controversy and concern include:

- the most appropriate zoning and land uses for the area, particularly at the Spadaro Airport and the scale, densities, and types of businesses that should be established;
- increased traffic;
- potential economic impacts on school and other special districts which may lead to increases in property taxes;
- unease over a possible loss or degradation of natural and visual resources, open space, community character, residential quality of life, and established sense of place; and
- striking a suitable balance between open space and community character preservation and promoting tax ratable commercial development.

STATE ENVIRONMENTAL QUALITY REVIEW ACT

The adoption of the *CR 51 Corridor Land Use Plan*, pursuant to the State Environmental Quality Review Act (SEQRA), was deemed to be a Type I action by the Brookhaven Town Board

as the Lead Agency. As Lead Agency, the Brookhaven Town Board determined that a Draft Generic Environmental Impact Statement (DGEIS) must be prepared so as to systematically consider significant adverse environmental impacts, alternatives, and mitigation. The DGEIS was the subject of a duly scheduled and advertised public hearing and a ten-day written comment period was provided after the hearing. A Final Generic Environmental Impact Statement was prepared which addressed substantive comments received during the public outreach portion of the SEQR process. A Findings Statement was subsequently adopted which concluded that: 1) all requirements of 6 NYCRR Part 617 had been met; and 2) that consistent with social, economic and other essential considerations from among the reasonable alternatives available, the action (adoption of the plan) was one that would avoid or minimize adverse environmental impacts to the maximum extent practicable, and that adverse impacts would be avoided or minimized to the maximum extent practicable by incorporating as conditions to the decision those mitigative measures and safeguards that were identified as practicable. The Findings Statement made clear that adoption of positive findings for the subject action shall not preclude future SEQR reviews for reviewable projects that occur within the corridor planning area.

Upon completion of the SEQRA process, including the declaration of positive findings (no environmental effects) and certification that all SEQR requirements have been fulfilled, the Brookhaven Town Board will be able to adopt the *CR 51 Corridor Land Use Plan*.

PLAN APPROVAL

Like the DGEIS, the *Draft CR 51 Corridor Land Use Plan* was the subject of a public hearing before the Brookhaven Town Board. Based on public comments and the SEQRA review, minor elements of the land use plan were revised.

1.0 INTRODUCTION

This section presents general background information relating to the preparation of the land use plan for the CR 51 corridor planning area. It describes the subject action, identifies the affected area, and offers baseline information about the corridor planning area conditions. The history, background, purpose, needs, and benefits are also discussed, as is the relationship with previously completed plans and studies. The *CR 51 Corridor Land Use Plan's* approval and implementation process, as well as compliance with the State Environmental Quality Review Act, is also provided.



View of south end of CR 51 near Montauk Highway looking north.

1.1 NEED AND PURPOSE

The CR 51 corridor planning area is mostly undeveloped with extensive tracts of farmlands, a large horse farm, two small general aviation airports, a new multi-family senior citizen development, and undisturbed woodlands, as well as some limited single-family residential and small commercial land uses. The corridor planning area includes portions of the hamlets of East Moriches, Eastport, and Manorville. The area immediately surrounding the corridor planning area is primarily single-family residential and pine barrens and is either developed or unlikely to be developed.

Over the past several years, significant development pressure has mounted in the 1.59 square-mile corridor planning area. This development pressure includes a recently completed 240-unit planned retirement community and 6 pending development applications that would add 621 new dwelling units (210 single-family residences and 411 assisted living units) to the corridor planning area. This level of growth has the potential to significantly alter the character of the corridor planning area, place additional burdens on the school districts and property taxes, and result in adverse environmental impacts. In order to plan for the future of the corridor planning area, the Brookhaven Town Board adopted a moratorium on new development to allow time for the development of a land use plan that would:

- Identify present and future development needs with respect to the appropriateness of existing zoning and land

development standards and guidelines in the CR 51 corridor planning area.

- Address and evaluate current and future traffic conditions, existing surrounding development, visual and other environmental impacts, and the character of the area neighborhoods in order to provide for future growth and development that is suitable for the corridor planning area and local community.
- Identify an appropriate mix of land uses to serve the growing community, ease property tax burdens, offer some local development and employment opportunities, maintain needed open space and create community recreational facilities, conform to the highest and most appropriate standards of site development, and meet growing local commercial needs.

1.2 PLANNING AREA LOCATION

The CR 51 corridor planning area is comprised of land located along a 2.3-mile stretch of CR 51 that passes through parts of the communities of Eastport, Manorville, and East Moriches (Figure 1). The section of CR 51 within the corridor planning area is located between Montauk Highway (also known as New York State Route 27A or County Road 80) to the south, and Captain Daniel Roe Highway (CR 111 or Port Jefferson - Westhampton Road) to the north. The corridor planning area varies in width from a little over one-quarter mile in the vicinity of Sunrise Highway (New York State Route 27) to approximately one mile north of Eastport-Manor Road and also

south of Sunrise Highway. Approximately one mile of the corridor planning area fronts Montauk Highway, 0.2-mile is along Old Montauk Highway, and a little over three-quarters of a mile abut the CR 111 overpass. The corridor planning area is bisected by the Sunrise Highway, a four-lane, limited access, east-west roadway.

In establishing the boundaries of the CR 51 corridor planning area, the Town sought to include lands that were undergoing or likely to experience significant development and re-development pressures. Thus, most of the areas that were already developed were purposely excluded from the corridor planning area. The corridor planning area contains a total of 717 tax lots and encompasses 1,018 acres, including street rights-of-way. Appendix A provides the tax map number, land use, zoning, and area in acreage and square feet for each tax map parcel in the corridor planning area as provided by the Town of Brookhaven Tax Assessor.

1.3 LAND USE PLAN BACKGROUND

Over the past several years, there has been a significant increase in the number of development applications the Town has received for properties along CR 51 within the corridor planning area and this pressure to develop is expected to continue until maximum build-out is reached. In addition to the farms and woodlands, there are two, small, privately-owned, general use airports (Spadaro and Lufker) that are bounded by CR 51 and Montauk Highway and whose future



FIGURE 1
AERIAL AND BOUNDARY
TOWN OF BROOKHAVEN
CR 51 CORRIDOR LAND USE PLAN

DeStefano Associates, P.C.
PLANNING AND LAND USE CONSULTANTS
1000 STATE STREET, SUITE 200
BOSTON, MASSACHUSETTS 02116
TEL: 617.552.1100
WWW.DSTEFANO.COM

SOURCE: NAVS GIS GATEWAY
AERIAL DATED 2004

0 200 400 1,000 1,500 2,000
FEET

Uses are somewhat in question, but are of considerable importance to the area and the community.

In 2005, because of concerns that the proposed and potential development along and adjacent to CR 51 in the corridor planning area had the potential to significantly alter the landscape and the traffic volumes and patterns on CR 51, and by extension the nature and well-being of the communities, the Town of Brookhaven undertook a study (*CR 51 Corridor Based Land Use Study*) to document the existing, proposed, and potential land uses in the CR 51 corridor planning area as well as to ascertain the community's vision for the area. This study recommended that a moratorium be adopted while a land use plan for the corridor planning area was prepared.

On July 25, 2006, the Brookhaven Town Board adopted Local Law No. 13-2006 (*Chapter 17G, Moratorium: County Road 51 East Moriches, Eastport, and Manorville* of the Brookhaven Town Code) which established a six-month development moratorium for the CR 51 corridor planning area effective July 31, 2006. Without the pressure of development, the Town would be in a better position to develop a plan that manage community growth so as to reduce the likelihood of suburban sprawl and other undesirable changes and ensure that future land development would be consistent with the public's needs, visions, and contemporary growth management and long-range planning principles.



View of CR 51 looking south from the south side of Sunrise Highway.

1.4 GUIDING PRINCIPLES

The following principles were used to develop the land use plan and are based on input received from the Town, interest groups, and land owners:

- Preserve and enhance environmentally valuable and locally significant open space and farmland.
- Maintain the rural nature and scenic farmland vistas of the corridor planning area.

- Provide recreational and social facilities to serve the local community.
 - Use traditional growth management and long-range planning strategies in commercial, recreational, and residential districts.
 - Achieve site design that is compatible with the natural landscape and the historic character of the Eastport and East Moriches communities.
 - Ensure quality growth that enhances the community and protects valuable natural and aesthetic resources.
 - Promote tax ratable development to support the local school districts, fire districts, and other community services.
 - Maintain a suitable development density and scale that is characteristic of a rural residential community.
 - Balance the amount of added public service expenditures with increased property tax revenues.
 - Provide a safe and convenient traffic corridor.
 - Protect the area's groundwater resource.
 - Maintain habitat diversity.
 - Protect the surface waters of Seatuck Creek, Little Seatuck Creek, and Heils Creek.
- Reviewing site plans and subdivisions and various studies including *Traffic Impact Study: Heritage Square East Moriches Planned Retirement Congregate Housing Community* (Barrett, Bonacci & Van Weele, P.C., 2003); *Traffic Impact Study: Eastport Meadows Eastport, New York Town of Brookhaven* (Eschbacher Engineering, P.C. 2006); and *Spadaro Airport Suffolk County, New York Airport Master Plan* (Airport Development Services, 1997).
 - Refining goals and objectives through follow-up investigations and additional Town and community feedback.
 - Revising and updating existing conditions; particularly land use, zoning, and transportation conditions through continued data collection, literature reviews, public outreach, and follow-up field investigations.
 - Projecting, weighing, and evaluating build-out conditions under a proposed land use plan relative to build-out under existing conditions (“no action” alternative).
 - Collecting tax information and performing an assessment of potential tax implications at build-out if a proposed land use plan were to be implemented.
 - Filling in information gaps.
 - Iteratively developing and refining recommendations.
 - Using aerial photography and geographic information systems technology to create a recommended land use plan map.
 - Meeting with and receiving input from Town staff and members of the community, including land owners,

1.5 METHODOLOGY

The procedures and methodologies used to prepare the *Draft CR 51 Corridor Land Use Plan* included:

- Reviewing the *CR 51 Corridor Based Land Use Study* for baseline information and to identify a starting point.

business and environmental interests, a CR 51 Corridor Land Use Plan Workgroup, and other local residents.

- Conducting follow-up field investigations that focused on environmental and ecological assessments, trip generation, and land use planning.
- Considering general development and design guidelines that are suitable and compatible for future commercial development.
- Assessing the potential environmental impacts of implementing a land use plan by preparing a Draft Generic Environmental Impact Statement (GEIS), Final GEIS, and Findings Statement pursuant to the requirements of the State Environmental Quality Review Act (SEQR).

A summary of the preliminary recommendations contained in the *Draft CR 51 Corridor Land Use Plan* were presented to the community on March 17, 2007 and the *Draft CR 51 Corridor Land Use Plan* and DGEIS was the subject of a public hearing before the Brookhaven Town Board on May 1, 2007. Comments received during the public hearing and a subsequent ten-day written comment period were duly considered and addressed in a FGEIS and the *Final CR 51 Corridor Land Use Plan*.

1.6 PRIOR PLANS AND STUDIES

Various plans and studies were undertaken that addressed a number of concerns and issues in the corridor planning area. These plans and studies were reviewed to obtain background

information and to identify recommendations that might still be relevant.

1.6.1 CR 51 CORRIDOR BASED LAND USE STUDY (2006)

The information contained in the *CR 51 Corridor Based Land Use Study* provided the starting point for the preparation of the *Final CR 51 Corridor Land Use Plan* and DGEIS. This study:

- Delineated the corridor planning area boundaries based on connectedness to CR 51 and existing land use patterns, including the presence and distribution of vacant and underutilized lots that is undergoing or likely to experience development and redevelopment pressures.
- Conducted public outreach by preparing, distributing, and analyzing the results of a community questionnaire and holding two public visioning meetings to identify issues and concerns and potential impacts and opportunities.
- Meeting with Town staff to obtain information and the Town's perspective on land use issues and needs.
- Developed general study goals and objectives based on the visioning, existing physical and environmental conditions, and development trends.
- Conducted a land use inventory and field investigations to determine and document corridor planning area characteristics.
- Developed resource and area conditions maps to analyze and graphically depict important features.
- Reviewed pending development applications to determine development trends and to assist in understanding future conditions if no action were to be taken.

- Analyzed existing zoning laws, spatial land use patterns, local studies and adopted plans, and applicable engineering, planning, regulatory, and scientific literature.
- Collected pertinent information and data to address identified issues and concerns and inventoried special district and infrastructure characteristics.
- Evaluated existing and potential future conditions under the current regulatory framework.

The *CR 51 Corridor Based Land Use Study* included the following eleven recommendations:

1. As farming is an integral part of the corridor planning area, farmland preservation and the continuance of farming should be a priority, particularly since the corridor planning area is experiencing a conversion of farmland into residential uses.
2. Future development as a whole and on individual parcels should be done in conformance with smart growth policies. The Town should consider implementing Suffolk County's *Smart Growth Principles*.
3. Planned Development Districts (PDDs) can achieve more desirable development because they provide a means to implement more focused, unified, and creative land development. The Town should consider establishing an Airport Planned Development District for Spadaro airport.
4. Buffers should be required along CR 51 that will preserve existing aesthetic qualities.
5. In order to lessen development while meeting the recreational needs of the community, active recreational facilities such as ball fields should be considered. Such facilities should be located along the major transportation routes in order to lessen traffic impacts in residential areas.
6. Clustering should be considered where appropriate to preserve open space and to maintain scenic vistas and the scenic "sense of place" that exists within the corridor planning area.
7. A diversified tax base should be encouraged to provide financial support to the school districts.
8. Limited commercial and industrial development should be considered if it has access to Sunrise Highway, CR 111, or CR 51.
9. Residential uses adjacent to the airports should be discouraged in order to minimize conflicts between airport use and residences. Uses compatible with airport operations should be sited on and adjacent to the airports. Incentives for industrial/commercial uses that could benefit from being located next to the existing airport should be considered.

10. The number of curb cuts on to CR 51 should be limited. Cross-access across contiguous parcels should be encouraged and roads within developments should direct traffic away from CR 51.
11. The Town should prepare a comprehensive land use plan for the CR 51 corridor planning area in order to provide specific guidance with respect to future development.

1.6.2 OPEN SPACE COMMITTEE RECOMMENDATIONS

In 2004, the voters of the Town of Brookhaven passed a ballot initiative that authorized the Town to issue \$100 million in bonds to acquire open space, farmlands, and wildlife habitat. As part of the acquisition process, the Town established an Environmental Bond Act Open Space Advisory Committee to make recommendations as to the properties that should be acquired. With the exception of 32 tax lots, the advisory committee has recommended the acquisition of almost all of the vacant properties within the corridor planning area.

1.6.3 LONG ISLAND SOUTH SHORE ESTUARY RESERVE COMPREHENSIVE MANAGEMENT PLAN (2001)

Pursuant to the Long Island South Shore Estuary Reserve Act of 1993, in 2001 the State adopted the *Long Island South Shore Estuary Reserve Comprehensive Management Plan* which sets

forth actions deemed necessary to preserve the estuary, which stretches from the Queens-Nassau County border to the middle of the Town of Southampton, and covers the water and land between the barrier islands of Long Island's south shore and the inland limits of the watersheds on the south shore of Long Island (Long Island South Shore Estuary Reserve Council, 2001). The reserve was created to protect the valuable ecological resources of the estuary, which besides holding intrinsic scenic and ecological value, also provide commercial and recreational opportunities.

As part of the *Long Island South Shore Estuary Reserve Comprehensive Land Use Plan*, the South Shore Estuary Reserve Council has asked the municipalities within the reserve, which includes the Town of Brookhaven, to use their regulatory powers to reduce the amount of nutrient loading into the water of the estuary. Its recommendations include:

- “1) identifying opportunities and developing schedules to protect lands that provide significant pollutant abatement functions;
- 2) designing and undertaking projects that retrofit existing storm sewer and other conveyance systems to remove pollutants carried by stormwater;
- 3) adopting nonpoint source pollution best management practices; and
- 4) increasing education and outreach to modify resident and user behavior”.

1.6.4 SPADARO AIRPORT MASTER PLAN (1997)

The *Spadaro Airport, Suffolk County, New York Airport Master Plan* was prepared in 1997 by Airport Development Services of Coral Springs, FL. The Master Plan addresses conditions and issues at the airport, provides an aviation demand forecast, discusses FAA requirements, evaluates several conceptual plans for the site of which one was identified as the property owner's preferred option, creates an implementation plan, and examines environmental conditions and impacts. The Master Plan recommended consistency with FAA standards and guidelines relating to runway length, width, and strength, runway and taxiway safety areas, object free areas, taxiway location, and obstruction free zones. The Master Plan specifically recommended a modified version of concept plan "3" which included:

- acquisition of land to the east of the airport;
- construction of a new runway to the east of the existing runway;
- conversion of the existing runway to a full length taxiway;
- obtain obstruction easements or seek further adjacent land acquisitions; and
- relocation of existing development on the east side of the existing runway and the parachute school jump zone.

The Master Plan recommended a 20-year time horizon for implementation.

The Airport Master Plan and a draft Environmental Impact Statement (DEIS) were submitted to the Town as part of a change of zone application for the airport to L-Industrial which would have allowed for the recommended improvements. The DEIS was never accepted by the Town Board and the proposed change of zone petition was denied in 2005.

1.6.5 CENTRAL PINE BARRENS COMPREHENSIVE LAND USE PLAN (1996)

The 1996 *Central Pine Barrens Comprehensive Land Use Plan* is a major land use management and groundwater protection initiative in Suffolk County. The drafting of this land use plan was authorized pursuant to the Long Island Pine Barrens Act enacted by the New York State Legislature in 1993. The Act is an amendment to the Environmental Conservation Law, Article 57, Long Island Pine Barrens Maritime Reserve Act of 1990. According to the statute, the land use plan for the Central Pine Barrens area shall be designed to:

- “(a) protect, preserve, and enhance the functional integrity of the pine barrens ecosystem and the significant natural resources, including plant and animal populations and communities, thereof;
- (b) protect the quality of surface water and groundwater;
- (c) discourage piecemeal and scattered development;
- (d) promote active and passive recreational and environmental educational uses that are consistent with the land use plan; and
- (e) accommodate development, in a manner consistent with the long term integrity of the Pine Barrens ecosystem and to ensure

that the pattern of development is compact, efficient and orderly.”

The Central Pine Barrens area is significant as it comprises a total of 100,000 acres divided into a 52,500 acre Core Preservation Area and a 47,500 acre Compatible Growth Area. The 1996 *Central Pine Barrens Comprehensive Land Use Plan* is particularly relevant to the *Draft CR 51 Corridor Land Use Plan* as approximately half of the corridor planning area is within the Central Pine Barrens’ Compatible Growth Area.

The *Central Pine Barrens Comprehensive Land Use Plan* recommends and establishes a pine barrens credit or transfer of development rights program to protect critical environmental resources, including designated Core Preservation Areas and to allow growth that is consistent with its recommendations in the Compatible Growth Area. *The Central Pine Barrens Comprehensive Land Use Plan* sets forth a variety of standards and polices to limit clearing and the use of fertilizer-dependent vegetation, promote open space preservation, including clustering and use of transferred pine barrens credits, provide for adequate wastewater and stormwater disposal, and promote habitat protection and restoration.

The Town of Brookhaven is committed to the implementation of the *Central Pine Barrens Comprehensive Land Use Plan* and has codified its numerous standards and guidelines in Article 37 (“Central Pine Barrens District”) of the Brookhaven Town Code. The Town has also demonstrated support of the goals, recommendations, standards and guidelines of the plan through its zoning powers, and by its membership on the five-

member Central Pine Barrens Joint Planning and Policy Commission. The *Central Pine Barrens Comprehensive Land Use Plan* requires that the *CR 51 Corridor Land Use Plan* be consistent with both the *Central Pine Barrens Comprehensive Land Use Plan* and the implementing regulations of the Town Code.

1.6.6 MORICHES FOUR-HAMLET COMPREHENSIVE PLAN (1995)

The *Moriches Four-Hamlet Plan* (Town of Brookhaven, 1995), which was prepared in 1995, was one of a series of hamlet studies that were conducted throughout the Town during the 1990s. The *Moriches Four-Hamlet Plan*, which addressed the hamlets of Moriches, Center Moriches, Eastport and East Moriches (“four-hamlet”) contains a total of 40 recommendations. The following are recommendations that pertain to the CR 51 corridor planning area:

- The Montauk Highway corridor is in need of more business (not in the form of strip malls), including cultural themes (theater, galleries, etc.).
- The two existing airports are desirable additions to the community. However, the proposal to change the zoning of [Spadaro Airport] to J-2 Business is not warranted. The site is recommended to operate as an airport with a Special Use Permit issued by the Board of Zoning Appeals.
- Improve visual character of the Montauk Highway corridor.

- Subdivisions should not be approved if they yield more residential lots than the respective zoning district permits.
- Further multi-family or increased density proposals are considered undesirable.
- Create hiking/horseback riding trails.

The *Moriches Four-Hamlet Plan* also promoted the preservation of farmland through the use of tax abatements and conservation easements.

1.7 PERMITS AND APPROVALS

The adoption of the *CR 51 Corridor Land Use Plan* requires discretionary approval by the Brookhaven Town Board with input and recommendations from various other agencies and entities. No other permits are required. The *CR 51 Corridor Land Use Plan* is subject to review by the Suffolk County Planning Commission and the Central Pine Barrens Joint Planning and Policy Commission. Implementation of the *CR 51 Corridor Land Use Plan* and development within the corridor planning area will be subject to:

- Town Planning Board approvals for future site plans and subdivisions;
- Town Board approvals for changes of zone and special permits;
- Town Board of Zoning Appeals for variances;

- Suffolk County Planning Commission for subdivisions and zone changes within its jurisdiction;
- Suffolk County Department of Health Services for sewage disposal and private wells;
- Suffolk County Department of Public Works for road work, drainage infrastructure, and curb cut permits and possibly sewage treatment plant permits if such facilities are proposed;
- Pine Barrens Commission review and input for actions within the boundaries of the Central Pine Barrens;
- New York State Department of Environmental Conservation permits and approvals for sewage effluent discharge, soil disturbance of more than one acre (Phase II stormwater, and possibly freshwater wetlands depending on exact development locations; and
- Various utilities that provide water, electric, and natural gas.

1.8 SEQRA Status

The Brookhaven Town Board is the Lead Agency. It determined that the preparation and adoption of the *CR 51 Corridor Land Use Plan* is a Type I action pursuant to 6 NYCRR Section 617.4 (SEQR). The Town Board also determined that a draft Generic Environmental Impact Statement (GEIS) would be prepared to ensure that all potential generic impacts on the environment were fully considered.

The GEIS for the *County Road 51 Corridor land Use Plan*, was not intended to cover all future development or other reviewable actions, and therefore, does not obviate the need for site and action-specific EIS' that will affect or occur within the corridor planning area in the future.

2.0 INVENTORY OF EXISTING CONDITIONS

This section of the *CR 51 Corridor Land Use Plan* provides an inventory and description of existing physical and environmental conditions within the CR 51 corridor planning area. It presents the baseline information that was used to develop the land use plan and provides the basis from which environmental impacts were identified and mitigation strategies formulated. For the purposes of the land use plan development, a comprehensive list of environmental and land use topics is considered to ensure a more thorough and balanced investigation, including the possibility of examining the cumulative effects of two or more impacts, regardless of their individual magnitudes, while still allowing for focused attention on significant impacts.

2.1 HUMAN RESOURCES

In order to fully understand a community, it is necessary to first understand its demography (e.g., population, age structure, household size) and socio-economic characteristics. This information, along with zoning and other considerations, is helpful when projecting future growth and development in a community.

Information relating to demographics and household characteristics, unless otherwise indicated, was obtained from various reports published by the U.S. Census Bureau for the 1990 and 2000 decennial censuses. The hamlets of East

Moriches and Manorville were at the time of both censuses identified as Census Designated Places (CDPs). For the 1990 census, Eastport's population was not reported as a CDP because its population was less than the minimum required for a CDP. The Long Island Regional Planning Board (LIRPB) did, however, collect population and housing information for Eastport, although it did not separate the Brookhaven portion of Eastport from the Southampton portion.

2.1.1 POPULATION

Between 1990 and 2000, according to the U.S. Census Bureau data, the population in Suffolk County, the Town of Brookhaven, and the three hamlets (only portions of the hamlets are within the corridor planning area) that comprise the corridor planning area grew substantially: the Town's total population increased sixteen percent; the population in the hamlet of Eastport (including areas within both Brookhaven and Southampton) grew 12 percent from 1,299 to 1,454 persons; the population of Manorville grew from 6,198 to 11,167 persons or 80 percent; and the population of East Moriches increased by 3.3 percent from 4,021 to 4,154 persons. The population density increased by 77 persons per square mile, 260 persons per square mile, and 338 persons per square mile in Eastport, Manorville, and East Moriches, respectively. For comparison, during this same period the population density in the Town of Brookhaven increased by 175 persons per square mile.

According to the U.S. Census Bureau's "Profile of General Demographic Characteristics" for 1990 and 2000, the population cohorts (group) of children (persons under age nineteen) and young adults (persons aged twenty to twenty-four) in the hamlet of Eastport (Brookhaven and Southampton) decreased; however, the cohort of the population aged thirty-five to fifty-nine increased, while the cohort greater than sixty years of age stayed relatively the same. All age cohorts increased dramatically in Manorville. In East Moriches, all population cohorts increased except for the fifty-five to fifty-nine and seventy-five and over groupings. From 1990 to 2000, family size increased in Eastport (Brookhaven and Southampton), Manorville, and East Moriches by 0.09 persons, 0.01 persons, and 0.08 persons, respectively (U.S. Census Bureau, 2000a and 2000b).

2.1.2 SOCIO-ECONOMICS

In the Town of Brookhaven, per capita income and median annual family income in 2000 was \$21,587 and \$50,016, respectively (U.S. Census Bureau, 2000c, 2000d). According to the U.S. Census Bureau, per capita income reported in the CDPs of East Moriches, Manorville, and Eastport (Brookhaven and Southampton) was \$24,086, \$27,624, and \$24,391 respectively, and median annual family income was reported at \$71,000, \$74,894, and \$52,917. In 2005, the median household income for East Moriches was \$69,166, \$72,623 for Manorville, and \$66,645 for Eastport (New York Times, 2005). In comparison, the median household income for Suffolk County in 2005 was \$70,305 (New York Times, 2005). In

each of the communities, the majority occupation was described as "management, professional and related occupations" (New York Times, 2005).

2.1.3 HOUSING

According to the U.S. Census Bureau's "Profile of Selected Housing Characteristics," from 1990 to 2000 the number of housing units in Eastport (Brookhaven and Southampton) and East Moriches decreased by 6.5 percent, from 2,462 units to 2,301 units (U.S. Census Bureau, 2000g, 2000h, 1990b, 1990c). The reasons for the decline are not clear, but probably do not reflect a real decline in housing. The total number of housing units in the Manorville CDP increased by 66 percent from 2,567 units in 1990 to 4,253 units in 2000. By comparison, the number of housing units in the Town of Brookhaven during the same period increased significantly from 140,677 units in 1990 to 155,406 units in 2000, a nearly eleven percent increase (U.S. Census Bureau, 2000f, 1990a).

In 2000, reported owner-occupied housing units in the hamlets of East Moriches, Manorville, and Eastport (Brookhaven and Southampton) were 70, 77, and 80 percent respectively, which is higher than the Town's percentage of owner-occupied housing units which was 66 percent. In Eastport (Brookhaven and Southampton), there were 624 housing units of which 550 were occupied (436 owner-occupied, 114 renter-occupied) (U.S. Census Bureau, 2000h). In Manorville, there were 4,253 housing units of which 4,122 were occupied (3,192 owner-occupied, 930 renter-occupied) (U.S. Census Bureau, 2000i).

In East Moriches there were 1,677 housing units of which 1,508 were occupied (1,340 owner-occupied, 168 renter-occupied) (U.S. Census Bureau, 2000g).

2.2 LAND USE

The corridor planning area has a total area of approximately 1,018 acres of which 181 acres are roads. Based on the Town of Brookhaven tax assessment data, the corridor planning area contains 717 tax map parcels totaling approximately 837 acres. There are 88 tax lots in the Eastport School District totaling 519 acres and 629 tax lots in the East Moriches School District totaling 318 acres. (The high number of tax parcels compared to the area is due to a large number of small, undeveloped old-filed map lots located on the west side of CR 51 north of Montauk Highway.)

The land use within the CR 51 corridor is shown in Figure 2 and is summarized in Table 1.

2.2.1 AGRICULTURAL LAND

Agricultural uses are the most common land uses in the corridor planning area and are the dominant characteristic of the corridor planning area's landscape; sod farming is the most prominent agricultural use along CR 51. Since farmland has been largely diminishing throughout the Town of Brookhaven and Suffolk County, the agricultural land in the CR 51 corridor

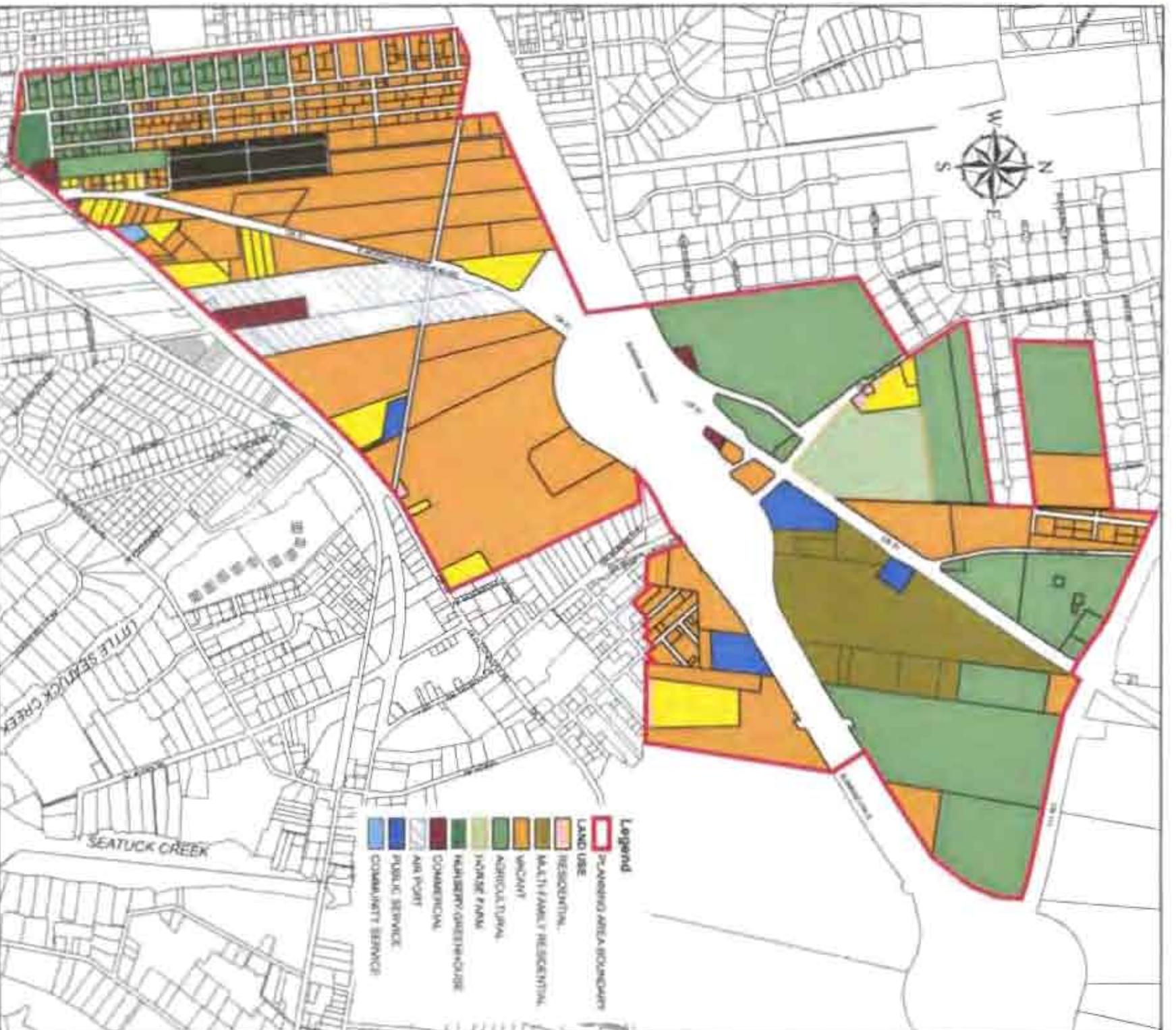
planning area holds great value for the corridor planning area, as well as for surrounding communities.

Table 1. Summary of land uses.

Land Use	# of Tax Map Parcels	Acreage	Portion of Total 837 Acres	Acreage in East Moriches School District	Acreage in Eastport School District
Vacant	550	381.72	45.5%	208.08	173.64
Agricultural	107	249.24	29.8%	32.20	217.05
Multi-family residential	9	68.01	8.1%	0	68.01
Single-family residential	32	43.65	5.2%	23.84	19.81
Airport	4	39.02	4.7%	39.02	0
Horse farm	1	25.87	3.1%	0	25.87
Community/Public Service	5	16.23	1.9%	3.12	13.11
Commercial	6	8.08	0.9%	6.62	1.47
Nursery	1	4.49	0.5%	4.49	0
Unknown	2	1.02	0.1%	1.02	0
TOTAL	717	837.34	100%	318.39	518.96

2.2.2 VACANT LAND

The CR 51 corridor planning area contains a large amount of land that is vacant or undeveloped. Most of the undeveloped land is located on the west side of CR 51, between Montauk and Sunrise Highways.



- Legend**
- Planning Area Boundary
 - LAND USE
 - RESIDENTIAL
 - MULTI-FAMILY RESIDENTIAL
 - VACANT
 - AGRICULTURAL
 - HORSE PASTURE
 - NURSERY/GREENHOUSE
 - COMMERCIAL
 - AIR PORT
 - PUBLIC SERVICE
 - COMMERCIAL SERVICE

FIGURE 2
LAND USE
TOWN OF BROOKHAVEN
CR 51 CORRIDOR LAND USE PLAN

SOURCE: TOWN OF BROOKHAVEN



2.2.3 RESIDENTIAL USES

There is a relatively small amount of residential development in the corridor planning area as the boundaries of the corridor planning area were drawn to exclude most of the existing residential uses. However, there is some residential development on the east side of CR 51 just north of Montauk Highway and on the east side of Eastport Manor Road, north of CR 51. Two recent residential developments are a large planned retirement community (PRC) (“Encore”) consisting of 240 dwelling units on seventy-five acres located on the east side of CR 51 north of Sunrise Highway. The second is a four lot, single-family subdivision on 5.66 acres on the west side of CR 51, immediately south of Sunrise Highway. There are six pending applications that propose to construct 618 residential units (single- and multi-family) on 297 acres within the corridor planning area. Section 2.14 discusses the six pending applications in greater detail.

2.2.4 COMMERCIAL/INDUSTRIAL USES

Commercial uses comprise a small portion of the corridor planning area, accounting for only one percent of the total acreage (the two airports were not included in the calculation of commercial area, see next section). These uses are concentrated along the north side of Montauk Highway; there are also various commercial uses along the south side of Montauk Highway but this area is outside the corridor planning area. There is a nursery and a former gas station at the

intersection of CR 51 and Montauk Highway. On the east side of CR 51, between Sunrise Highway and CR 55, there is a gas station.



Commercial development along south side of Montauk Highway.

2.2.5 AIRPORTS

There are two airports in the corridor planning area, Spadaro and Lufker Airports, which occupy approximately 4.7 percent of the land area in the corridor planning area. Spadaro Airport has a land area of approximately 18.5 acres (the owner of Spadaro Airport also owns two vacant parcels totaling approximately thirty-one acres adjacent to the airport that are to be used for airport purposes). The Lufker Airport site has an

area of approximately 20.5 acres. The two airport properties are adjacent to one another and both extend from the north side of Montauk Highway to CR 51.

2.3 ZONING

There are thirty-four different zoning districts in the Town of Brookhaven which can be grouped into four general categories: commercial/business (10); single-family residential (10); multi-family residential (8); and industrial (6). Within each category, variations in lot area, building size, and use distinguish one district from another. Ten of the thirty-four zoning designations occur within the corridor planning area (Figure 3). A breakdown of the number of parcels, the area of each of the zoning districts, and how much of each zoning district is not developed is provided in Table 2.

A-1 residence (one acre residential) is the most prevalent zoning designation in the corridor planning area. Lots with this classification make up more than fifty-six percent of the corridor planning area's entire acreage and almost ninety percent of all the tax lots. Most of the parcels are also vacant. Large tracts of A-1 parcels are located on the south side of Sunrise Highway. A few large parcels are also located in the northeast corner of the corridor planning area.

A-2 residence (two acre residential) is the second most prevalent zoning designation in the corridor planning area. Parcels with this classification, although they comprise just four percent of the tax lots in the corridor planning area,

comprise nearly twenty-two percent of the corridor planning area's acreage. Most of the parcels are also vacant and are situated in the northwest portion of the corridor planning area, north of Sunrise Highway and west of CR 51.

Open farming is an as of right permitted use in the A-1 and A-2 residence districts. Thus, the underlying zoning of farmland is residential which means that farmland could be residentially developed without a change of zone, although a subdivision or a site plan approval would still be required.

Planned retirement communities (PRC and PRCHC) are a significant zoning district in the corridor planning area, covering approximately 16 percent of the corridor planning area's acreage. PRC allows rental housing units, attached or semi-attached single family residences and detached single family residences for person 55 years or older while PRCHC allows adult care facilities as defined and licensed by the New York State Department of Health. There are five PRCHC zoned lots located on the west side of CR 51, south of Sunrise Highway, which are the subject of a pending subdivision application. There is a large, PRC zoned parcel owned by the owner of Spadaro Airport located adjacent to the east side of the airport but its use is restricted to airport purposes. There is also a developed 75-acre PRC parcel located at the north east corner of CR 51, Sunrise Highway, and CR 55.

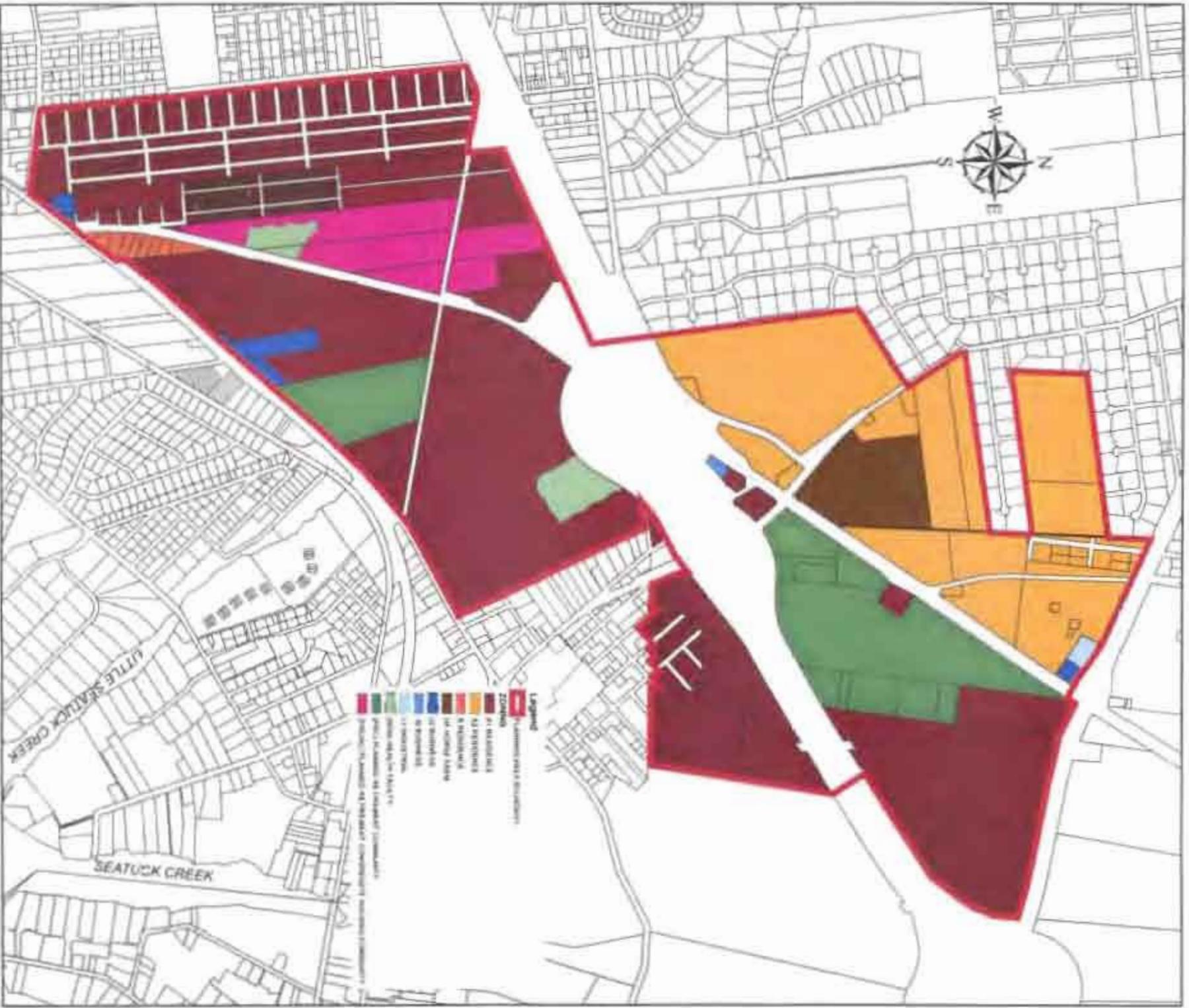


FIGURE 3
ZONING
TOWN OF BROOKHAVEN
CR 51 CORRIDOR LAND USE PLAN

SOURCE: TOWN OF BROOKHAVEN

Table 2. Summary of zoning districts.

Zoning District	# of Tax Map Parcels	Acreage	Percentage of Total 837 Acres	# of Vacant/ Agricultural Acres	Acres that are Vacant (%)
A-1	644 p/o 3	455.95	54.5%	369.44	81.0%
A-2	32	182.72	21.8%	176.08	96.4%
B	9	5.82	0.7%	2.59	44.5%
HF	2	27.11	3.2%	1.25	4.6%
J-2	3 p/o 3	9.20	1.1%	1.05	11.4%
J-5	1	0.65	0.1%	0	0.0%
L-1	p/o 1	1.64	0.2%	1.64	100.0%
NHH	p/o 3	12.79	1.5%	12.79	100.0%
Unknown	2	1.02	0.1%	0	0.0%
PRC	11	96.06	11.5%	21.75	22.6%
PRCHC	6 p/o 3	44.39	5.3%	44.39	100.0%
TOTAL	717	837.34	100%	631.99	-

Three tax lots, in two separate locations in the corridor planning area are zoned NH-H Health Facility which allows for nursing homes and hospitals. All three lots are split-zoned with the NH-H portion encompassing only a small percentage of the lot. Two of these lots, totaling 4.75 acres, are located on the west side of CR 51, and are within a larger area zoned PRCHC. The other tax lot, totaling eight acres, is located on the south side of the Sunrise Highway east service road and is within a larger area zoned A-1 residence.

In order to build an adult care or nursing home facility, the developer must receive a Certificate of Need from the New York State Department of Health. This certificate is issued based on public need, financial feasibility, character and competence of the applicant, and compliance with construction requirements (NYSDOH, 2005). It is unclear if the needed certificates will be issued to develop all of the NH-H sites.

There are two commercial business districts in the corridor planning area, J-2 (Neighborhood Business) and J-5 (High Intensity Business). J-2 allows banks, churches, bowling alleys, commercial centers, day-care facilities, non-degree granting schools, take out restaurants, and other retail uses. Portions of Spadaro and Lufker airports are zoned J-2 and there is also a J-2 parcel located on the southwest corner of CR 111 and CR 51.

J-5 allows non-residential colleges, major restaurants, gas stations, outdoor storage, and regional theaters. There is a single J-5 parcel located immediately north of Sunrise Highway, between the north service road and CR 51.

L-1 Industrial (Light Industry) allows for agricultural or nursery uses, including the retail sale of products raised on the premises, banks, churches or similar places of worship, commercial laundry establishments, day-care facilities, health clubs, historical or memorial monuments, manufacturing, nonprofit fraternities or lodges, offices, printing plants, research and development uses. The parcel on the southwest corner of CR 111 and CR 51 is split zoned L-1 and J-2, and is currently being used for agricultural and composting purposes.

There is one parcel zoned Horse Farm (HF) in the corridor planning area. It comprises 27 acres and is located on the north side of Sunrise Highway in the western portion of the corridor planning area.

Lufker Airport is zoned J-2 Business and A-1 Residence. Spadaro Airport is zoned J-2, A-1, and PRC. In 1996, the owner of Spadaro Airport submitted a change of zone application to the Town of Brookhaven to change the existing zoning to J2 and L1. The Town denied the change of zone in 2005.

2.4 ENVIRONMENTAL CONDITIONS

2.4.1 GEOLOGY

The geology of the corridor planning area consists of moderately-coarse to coarse grained glacial outwash deposits in the form of a flat- to gently- sloping outwash plain that extends from the Ronkonkoma Moraine, located north of the corridor planning area, to Moriches Bay. The outwash deposits are deep and well- to excessively-drained. The underlying geologic formations and hydrogeologic makeup of the area consists of very deep unconsolidated deposits overlying southeastwardly dipping metamorphic bedrock. The unconsolidated sediments comprise three primary geologic units. These units include, in descending sequence (from youngest to oldest), the:

- Upper Glacial deposits (Upper Glacial Aquifer) which consists of Pleistocene-aged glacial drift;

- Cretaceous-aged deposits of the Matawan-Magothy Formation (Magothy Aquifer); and
- Cretaceous-aged Raritan Formation containing an unnamed confining clay member and the Lloyd sand member (Lloyd Aquifer).

No significant or unusual geology or geomorphic features exist in the corridor planning area.

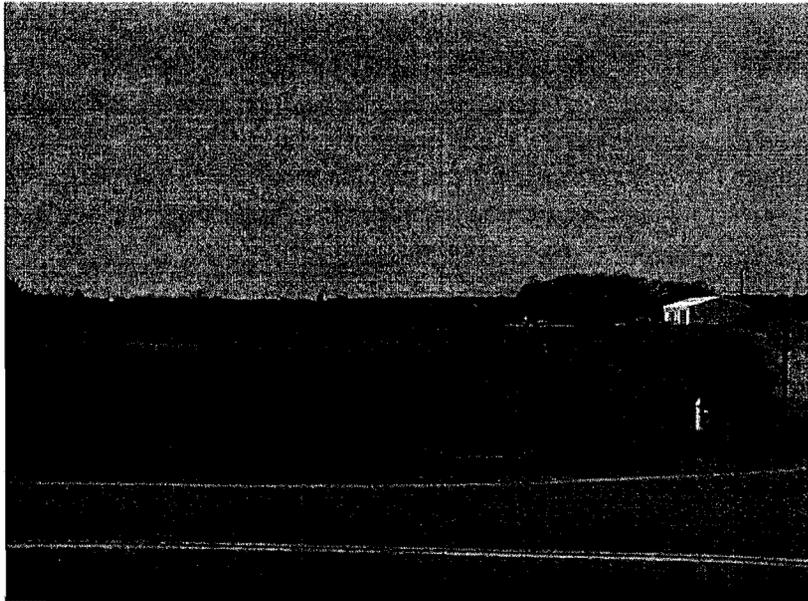
2.4.2 SOILS/FARMLAND

According to the *Soil Survey of Suffolk County* (USDA, 1975), the soil associations in the corridor planning area are the Riverhead-Plymouth-Carver and Plymouth-Carver:

- Riverhead-Plymouth-Carver: Deep, nearly level to gently sloping, well-drained and excessively drained, moderately coarse textured and coarse textured soils.
- Plymouth-Carver: Deep, nearly level and undulating, excessively drained, coarse textured soil.

2.4.3 TOPOGRAPHY

Land in the corridor planning area is generally flat or gently-sloping, although there is one area containing moderately-steep (3-15 percent) slopes south of Sunrise Highway and east of CR 51.



Sod farm at southeast corner of Head of the Neck Road and CR 55.

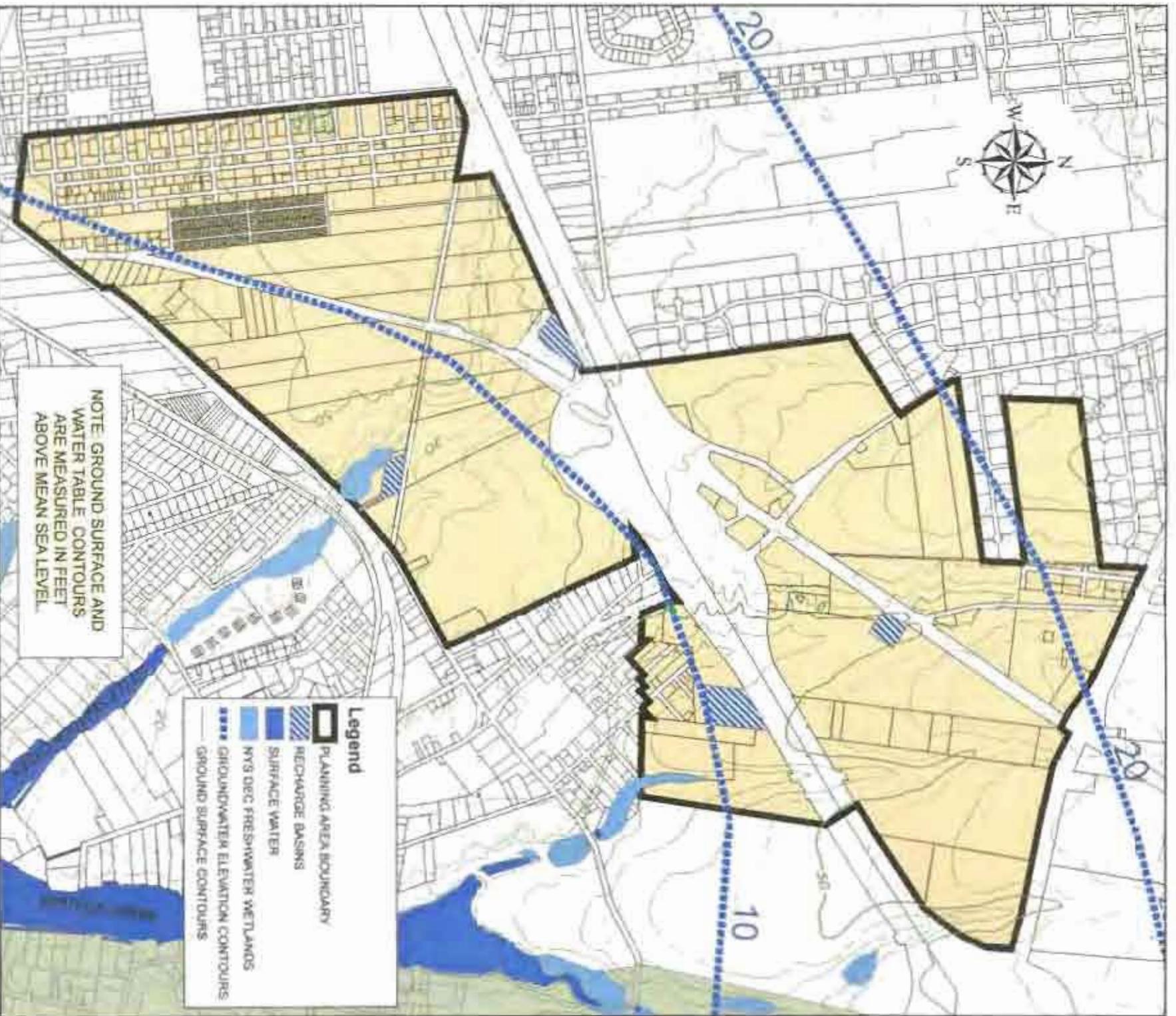
According to the USGS topographic map for the Moriches and Eastport Quadrangles, the surface elevation ranges (Figure 4) from approximately 20 feet apparent mean sea level (amsl) to approximately 70 feet amsl. The lowest point in the corridor planning area is the headwaters area of Little Seatuck Creek that runs adjacent to Spadaro Airport. The highest points in the corridor planning area, at an elevation of 70 feet amsl, are at the intersections of Sunrise Highway and CR 51 and CR 111 and CR 51.

2.4.4 GROUNDWATER

Long Island relies completely on its underlying aquifer system to provide drinking water; as a result, the aquifer system has been classified as a “sole source aquifer” by the US Environmental Protection Agency (USEPA). The aquifer system consists of, from shallowest/youngest to deepest/oldest, the Upper Glacial aquifer, the Magothy aquifer, and the Lloyd aquifer. Currently, most drinking in Suffolk County is drawn from either or both the Upper Glacial and Magothy aquifers. These aquifers contain a large enough volume of water to support continued growth on Long Island and its quality is considered generally good. However, as the Upper Glacial Aquifer gets increasingly more polluted from the overlying land uses, Long Island will have to rely more heavily on the deeper and better protected Magothy Aquifer to provide potable water.

HYDROGEOLOGIC ZONES

In 1978, the Long Island Regional Planning Board released a plan for the management of Long Island’s groundwater entitled the *Long Island Comprehensive Waste Treatment Management Plan* or *L.I. 208 Study*. This plan divided the island into eight different groundwater management zones based on hydrogeologic conditions and recognized that land use has a major impact on the quality of the underlying groundwater. The CR 51 corridor planning area falls within two hydrogeologic zones: Zone III and Zone VI. All of the property north of Sunrise Highway, as well as the land south



NOTE GROUND SURFACE AND WATER TABLE CONTOURS ARE MEASURED IN FEET ABOVE MEAN SEA LEVEL.

Legend

- PLANNING AREA BOUNDARY
- RECHARGE BASINS
- SURFACE WATER
- NYG DEC FRESHWATER WETLANDS
- GROUNDWATER ELEVATION CONTOURS
- GROUND SURFACE CONTOURS

FIGURE 4
ENVIRONMENTAL FEATURES
TOWN OF BROOKHAVEN
CR 51 CORRIDOR LAND USE PLAN

of Sunrise Highway on the east side of Eastport Manor Road are in Zone III. The remainder of the study area is located within Zone VI.

Zone III is considered a deep recharge zone, meaning that the precipitation that falls within this area seeps down into the deeper aquifers. Land use in deep recharge areas is a major area of concern because the Magothy Aquifer is the principle source of drinking water for Long Island.

Zone VI is a shallow recharge area, characterized by lateral groundwater flow toward portions of Long Island's south shore. Waste disposal is a major concern in this zone because pollutants entering the groundwater system can directly impact the nearby surface water.

In order to protect the water quality in Zones III and VI, Article 6 of the Suffolk County Sanitary Code limits the maximum permitted sanitary discharge to 300 gallons per day (gpd) per 40,000 square feet, roughly the equivalent of one single-family dwelling unit per acre.

SPECIAL GROUNDWATER PROTECTION AREAS (SGPAS)

In 1992, in an effort to protect the most vulnerable areas of Long Island's sole source aquifer system, the Long Island Regional Planning Board adopted the *Long Island Comprehensive Special Groundwater Protection Area Plan*. This plan identified, described the importance of, and offered recommended actions to protect the drinking water quality in eight Special Groundwater Protection Areas (SGPAs). Each of

the areas was chosen based on its meeting the following seven criteria:

1. Whether the area is a recharge zone for groundwater with a present or future water supply potential.
2. Whether the area is largely undeveloped with tracts of natural vegetation, or natural geological conditions.
3. Whether the groundwater which is recharged through the area is of high quality.
4. Whether the hydrogeologic conditions are such that development could lead to degradation of water quality.
5. Whether portions of the groundwater within the sole source aquifer area are already contaminated with toxic organics, nutrients, salts or other pollutants so as to warrant special protection for areas which recharge high quality groundwater.
6. Whether maintenance of existing high quality groundwater recharged through the area would have significant economic, social, ecological, recreational or aesthetic benefits for the sole source aquifer area.
7. Whether degradation of such groundwater would have significant economic, social, ecological, recreational and aesthetic costs for the area.

Most of the corridor planning area lies within the Central Suffolk SGPA. The southern boundary of the SGPA roughly follows the right-of-way of Eastport Manor Road. Consequently, all of the land north of Eastport Manor Road on both sides of CR 51 falls within the Central Suffolk SGPA. In an effort to protect the water quality within the SGPA, the Long Island Regional Planning Board set forth numerous recommendations for the southeast sector of the Central

Suffolk SGPA; however only the following applies to the corridor planning area:

- The [Suffolk] County or Town of Brookhaven should acquire, and replat the remaining old filed map subdivisions or undeveloped portions thereof for clustered housing and open space.

The concern with old filed map lots is that they were created prior to the adoption of current subdivision regulations and zoning requirements and do not meet contemporary dimensional standards. The lots range from 2,000 square feet (20 feet x 100 feet) to 2,500 square feet (25 feet x 100 feet) and are considered legally buildable lots provided they have been held in single and separate ownership from the surrounding parcels from the time zoning regulations made them nonconforming. Being that these lots are significantly smaller than that required by current zoning and Suffolk County Department of Health Services regulations, development of these parcels could pose a serious concern in that it could greatly alter the character of the area, cause severe impacts to groundwater and surface water quality, and create other adverse effects. Although most of the property on the west side of CR 51 is comprised of old filed map lots, almost all of these lots have been merged into much larger parcels.

GROUNDWATER ELEVATIONS

According to Suffolk County's Water Table Contours Map (Suffolk County Department of Health Services, 2002), the groundwater elevation in the corridor planning area ranges from approximately 10 feet amsl at the intersection of CR 51

and Montauk Highway to approximately 20 feet amsl at the northern boundary of the corridor planning area, although yearly and seasonal fluctuations in weather patterns which can influence groundwater recharge can cause slight variations. Based on the Water Table Contours Map, it appears that the groundwater below the corridor planning area flows in a southeasterly direction toward Little Seatuck Creek and Seatuck Creek, and thence toward Moriches Bay. By comparing the Suffolk County Water Table Contours Map with the USGS topographic map, it appears that the depth to the groundwater table ranges from 0 feet at the wetland adjacent to Spadaro Airport to as much as 60 feet below the surface at the intersection of Sunrise Highway and CR 51.

CONTAMINANTS

In 2002, the Suffolk County Department of Health Services tested water samples from Spadaro Airport's on-site water supply well and found the presence of perchlorate at a concentration of four parts per billion (ppb). According to the US Environmental Protection Agency, the major sources of perchlorate are pyrotechnics, fireworks, solid rocket fuel, lubricating oils, nuclear reactors, and some fertilizers (USEPA, 2006); burnt road flares have recently been identified as a source of perchlorate. New York State has an 18 ppb threshold for public notification and a guidance level threshold of 5 ppb.

The New York State Department of Environmental Conservation (NYSDEC) has records of two spills in the corridor planning area. The first occurred April 25, 2000, on

the south side of the Sunrise Highway south service road, at the northeast corner of the property known as Eastport Meadows. The spill involved the release of 25 gallons of transformer oil into the soil. According to the NYSDEC records, the spill was cleaned up, and on December 24, 2003, the NYSDEC determined that no further remedial activities were necessary. The second spill occurred on October 23, 2001, along the east side of CR 51 near Montauk Highway. The spill involved the release of 10 gallons of motor oil into the storm drain system. According to the NYSDEC records, the spill was fully remediated by September 16, 2004.

2.4.5 WETLANDS AND SURFACE WATERS

Based on the NYSDEC Freshwater Wetlands Maps, the Soil Survey of Suffolk County, and site investigation, two freshwater wetlands were located within the corridor planning area (see Figure 4). It is possible that there may be other small isolated wetlands within the corridor planning area that are not mapped and which will be identified when a site specific environmental review is conducted at the time a proposal for development is submitted.

One freshwater wetland is located on the north side of Montauk Highway, approximately 0.25 miles west of where Montauk Highway diverges from Old Country Road. This wetland extends into the southeast portion of Spadaro Airport. It also adjoins the west side of a NYS recharge basin located on the south side of Eastport Manor Road. A field inspection of the

wetland determined, by the species present, that the wetland is a red maple swamp. This wetland is associated with the headwaters of Little Seatuck Creek. The second freshwater wetland is located in the headwaters area of the western branch of Seatuck Creek and extends approximately 700 feet north into the corridor planning area.

There are no surface waters within the corridor planning area and closest, in order of proximity, are Seatuck Creek, Little Seatuck Creek, Heils Creek, and the East River, all of which are part of the Eastern Bays sub-region of the South Shore Estuary Reserve. The watersheds for Seatuck Creek and Little Seatuck Creek, which drain to Moriches Bay, extend as far north as Sunrise Highway and cover almost the entire southeastern portion of the corridor planning area. The watersheds are within the South Shore Critical Environmental Area (CEA).

The South Shore Estuary Reserve, which includes Moriches Bay and the watersheds of Seatuck Creek and Little Seatuck Creek provides ecologically significant habitat. Pursuant to the Long Island South Shore Estuary Reserve Act, which became law in 1993, the State prepared and adopted the *Long Island South Shore Estuary Reserve Comprehensive Management Plan* which sets forth necessary actions to preserve the estuary. Although the Eastern Bays sub-region is presently the least impacted in the estuary, it has several shellfish bed closures. Non-point source pollution, which carries pesticides, fertilizers, and other nutrients into the streams via stormwater runoff has the most noticeable impact on the surface water quality, as indicated by high fecal coliform levels, algal blooms, and

hypoxia (low levels of dissolved oxygen). Such conditions stress the fish and shellfish populations in the tributaries and bays.

2.4.6 FLOOD HAZARD

According to the Federal Emergency Management Agency's Flood Insurance Rate Map (FIRM), three areas within the corridor planning area, extending northward from Little Seatuck Creek and Seatuck Creek are within the 100-year floodplain (Figure 5). This means that they are susceptible to flooding from severe storms and new structures must meet certain design standards.

2.47 ECOLOGY

Field inspections and vegetative sampling identified six major ecological communities within the corridor planning area: pitch pine-oak-heath woodland; successional old field and successional shrublands; mowed land; cropland; wetlands; and mowed roadside/pathway (Edinger et al., 2002). Table 3 provides a list of species identified in each community.

The Natural Heritage Program assigns each ecological community a rank based on its vulnerability and rarity. The following explanation of the rankings is taken from the *Ecological Communities of New York State* (Edinger et al., 2002):

- G3 = Either rare and local throughout its range (21 to 100 occurrences), or found locally (even abundantly at some of its locations) in a restricted range (e.g., a physiographic region), or vulnerable to extinction throughout its range because of other factors.
- G4 = Apparently secure globally, though it may be quite rare in parts of its range, especially at the periphery.
- G5 = Demonstrably secure globally, though it may be quite rare in parts of its range, especially at the periphery.
- S2 = Typically 6 to 20 occurrences, few remaining individuals, acres, or miles of stream, or factors demonstrably making it vulnerable in New York State.
- S3 = Typically 21 to 100 occurrences, limited acreage, or miles of stream in New York State.
- S4 = Apparently secure in New York State.
- S5 = Demonstrably secure in New York State.

Table 3. Habitat types and species identified during site inspection.

Habitat Type	Trees	Shrubs & Plants	Grasses and Wildflowers	Wildlife
Pitch Pine-Oak Forest	Pitch Pine White Oak Black Oak Scarlet Oak Sassafras	Black Huckleberry Lowbush Blueberry Highbush Blueberry Northern Bayberry Wintergreen Spotted Wintergreen Bracken Fern	Pennsylvania Sedge	Gray Squirrel Blue Jay American Robin
Successional old field/Successional shrublands	Eastern Redcedar Olive (sp. Var.) Black cherry	Sweet Fern Winged Sumac Multiflora Rose Blackberry Wild Strawberry Poison Ivy	Aster Yarrow Queen Anne's lace Common Milkweed Goldenrod (sp. var.) Ragweed Grasses (var.) Reindeer Lichen	Eastern Cottontail Rabbit Field Sparrow
Mowed land			Turf	
Cropland			Corn	
Wetlands	Red Maple Black Gum (Black Tupelo)		Tussocks Sedge Soft Rush Smartweed Greenbriar	Deer Raccoon
Mowed roadside/pathway	Black Cherry Norway Maple (planted as street trees)	Grape Winged Sumac Multiflora Rose	Cocklebur Smartweed Pokeweed Hedge bindweed Evening Primrose Grasses (var.) Dandelion Chicory	

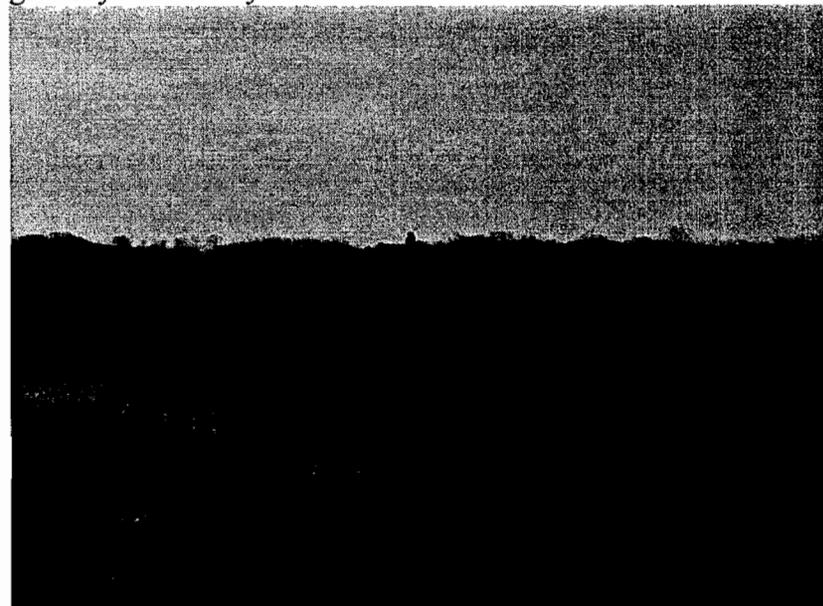


Pitch pine-oak-heath woodland.

The following is a brief summary of the communities found in the CR 51 corridor planning area and their rankings:

Pitch pine-oak-heath woodland. This is the dominant community in the Central Pine Barrens and was probably the dominant community in the corridor planning area prior to its development and conversion to farming. This community remains in all areas that have not been disturbed by development, and generally corresponds to the areas depicted as vacant on the land use map (see Figure 2). The largest of these areas is in the southwest portion of the corridor planning area, on the west side of CR 51, south of Sunrise Highway. The Natural Heritage Program has assigned this community a rank of G3G4 S2S3.

Successional old field and successional shrublands. These fields can be found in areas that have been previously used as farmland. Early successional old fields are characterized by native grasses and shrubs. Later successional shrublands will also have eastern red cedar and olive trees. A field inspection of the corridor planning area found the presence of at least two successional fields: one south of an existing corn farm on the southwest corner of CR 111 and CR 51; and one large, early successional old field on the south side of Sunrise Highway at the location of the proposed Eastport Meadows development. The Natural Heritage Program has assigned these two related communities ranks of G4 S4, meaning they are secure both globally and locally.



Successional old field.

Mowed land. Agricultural uses occupy 249 acres or 29 percent of the corridor planning area and the majority of the agricultural land is used for sod farming. While the Natural Heritage Program assigned this community a rank of G5 S5, meaning that it is demonstrably secure globally and in the state, within the corridor planning area it is under threat of development.

Cropland. Though most of the agricultural land in the corridor planning area is dedicated to sod farming, there is a small, roughly 18-acre corn field located at the southwest corner of CR 111 and CR 51. As with the mowed lands/sod farms, cropland is considered by the New York Natural Heritage Program to be globally secure but it is under threat of development in the corridor planning area.



Sod farm.

Wetlands. There are at least two wetland communities within the corridor planning area. The wetland that is part of Little Seatuck Creek and runs adjacent to Spadaro Airport supports red maple and black gum trees, as well as tussocks sedge, soft rush, smartweed, and greenbriar. These species are indicative of the ecological community classified by New York State as a red maple-black gum swamp. The New York Natural Heritage Program has assigned the red maple-black gum swamp community a rank of G3G4 S2.

Mowed roadside/pathway. This community is found in the mowed strips along road and utility rights-of-way within the

corridor planning area. According to the *Ecological Communities of New York State* (Edinger et al., 2002), the “vegetation in these mowed strips and paths may be dominated by grasses, sedges, and rushes; or it may be dominated by forbs, vines, and low shrubs that can tolerate infrequent mowing.” In addition to a variety of native shrubs, vines, and grasses, a number of invasive and non-native naturalized plant and tree species such as Asiatic bittersweet, multiflora rose, Japanese knotweed, and black locust were identified. The New York Natural Heritage Program has assigned this community a rank of G5 S5.

CENTRAL PINE BARRENS COMPREHENSIVE LAND USE PLAN

In 1993, the New York State Legislature passed the Long Island Pine Barrens Protection Act, which designated the Central Pine Barrens as a Critical Environmental Area (CEA) (Figure 6) and defined two geographic areas within the Central Pine Barrens: the Core Preservation Area (CPA); and the Compatible Growth Area (CGA). The *Central Pine Barrens Comprehensive Land Use Plan* sets forth guidelines and standards for development within the region. Approximately two-thirds of the land in the corridor planning area is in the CGA.

2.4.8 Critical Environmental Areas (CEAs)

Critical Environmental Areas (CEAs) are areas designated by either the State or a local agency as “having exceptional or unique environmental characteristics” according to 6NYCRR

Part 617 (State Environmental Quality Review (SEQR)). In order to be designated as a CEA, the area must be considered to have one of the following characteristics.

- (i) a benefit or threat to human health;
- (ii) a natural setting (e.g., fish and wildlife habitat, forest and vegetation, open space and areas of important aesthetic or scenic quality);
- (iii) agricultural, social, cultural, historic, archeological, recreational, or educational values; or
- (iv) an inherent ecological, geological or hydrological sensitivity to change that may be adversely affected by any change.

CEA designation is significant because the characteristics of the CEA must be taken into account when determining the environmental significance of an action subject to SEQR.

There are three CEAs within the CR 51 corridor planning area: the Central Pine Barrens CEA, the South Shore CEA (see Figure 6), and the Central Suffolk Special Groundwater Protection Area (SGPA). Together these CEAs cover approximately seventy-five percent of the land within the corridor planning area. All of the land north of Sunrise Highway is within the Central Pine Barrens CEA, and all of the land south of Sunrise Highway and east of CR 51 is within the South Shore CEA. The SGPA covers all land north of the unopened CR 91/Manorville Branch right-of-way.

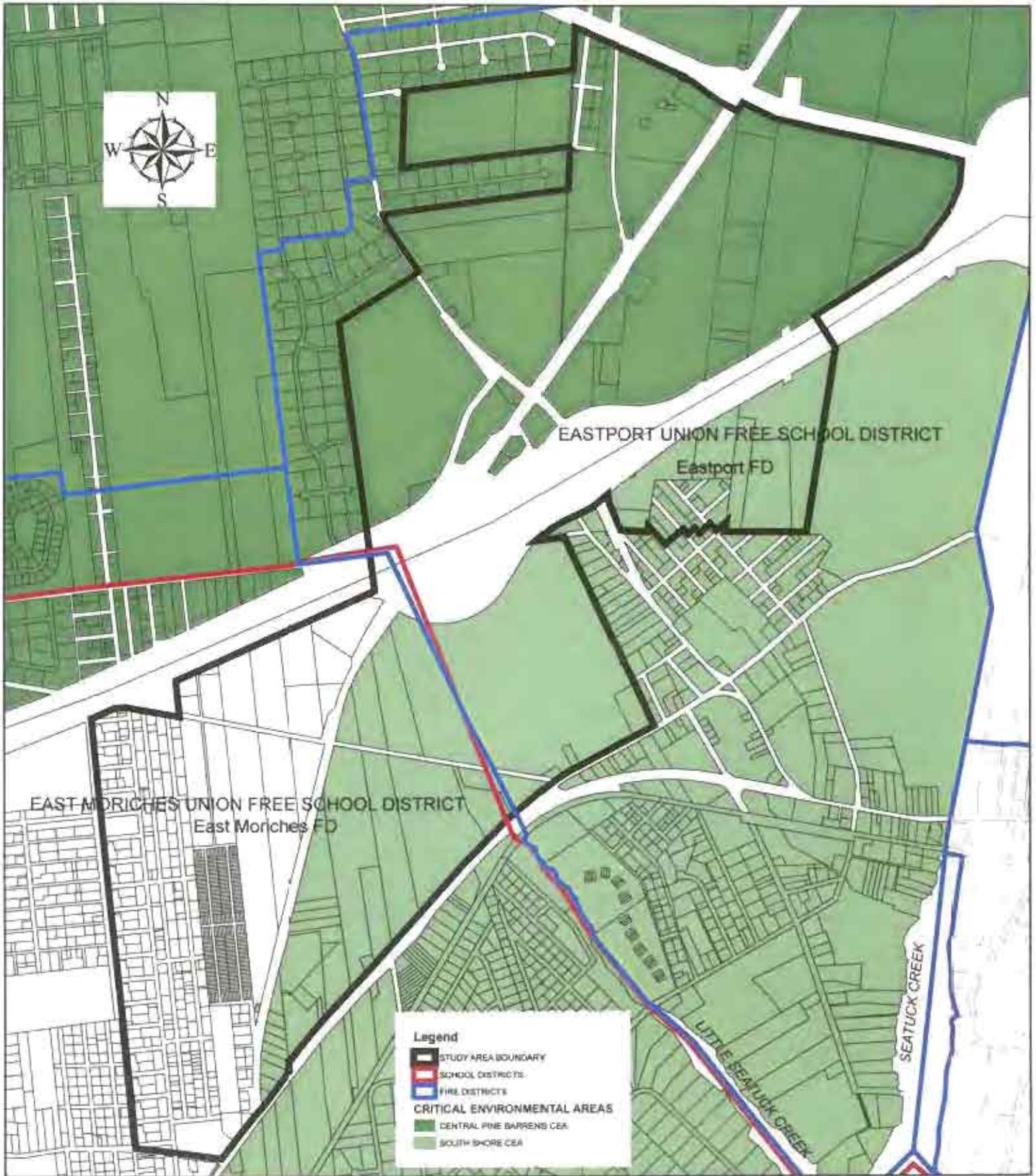


FIGURE 6
 SCHOOL, FIRE, AND PINE BARRENS
 TOWN OF BROOKHAVEN
 CR 51 CORRIDOR LAND USE PLAN

SOURCE TOWN OF BROOKHAVEN

2.5 AESTHETIC QUALITIES AND SCENIC VISTAS

Much of the land in the corridor planning area is vacant and is either active or recently abandoned farmland or open space. Many residents of the corridor planning area, as well as people who have traveled through the corridor planning area from other locations have noted the beautiful scenic vistas of the corridor planning area. Because of its aesthetic qualities and low traffic volumes, CR 51 has become a preferred route of many commuters and motorists and CR 51, especially north of Sunrise Highway, is one of few locations in the Town where one can see large expanses of farmland. As a result, this farmland and open space provides residents in the area with a unique and valued sense of place and sense of pride in where they live. The scenic vistas are thus an important part of the community character.

2.6 TOWN TARGET PRESERVATION/ACQUISITION AREAS

In 2004, the voters of the Town of Brookhaven passed a ballot initiative authorizing the Town to issue \$100 million in bonds to acquire open space, farmlands, and wildlife habitat. The Town has established an Environmental Bond Act Open Space Advisory Committee to make recommendations on the properties to be acquired. The advisory committee has recommended acquisition of all but 66 tax lots in the corridor planning area. The tax lots that have not been recommended for acquisition consist of the following:

- the site of the proposed “Heritage” development (5 tax lots);
- the undeveloped portion of old filed map lots along the western boundary of the planning area (32 tax lots);
- vacant residential lots along the east side of CR 51 (4 tax lots);
- the northern lot that is part of Spadaro Airport (1 tax lot);
- one vacant lot along the north side of Old Montauk Highway (1 tax lot);
- the vacant lots along the southeast side of Sunrise Highway (11 tax lots);
- the agricultural parcel located directly north of the existing horse farm (1 tax lot);
- two parcels at the southeast corner of CR 51 and CR 55 (2 tax lots);
- a 10.3-acre wooded parcel in the northern portion of the corridor (1 tax lot);
- a group of vacant parcels along the south side of CR 111 (7 tax lots); and
- a vacant parcel at the southeast corner of CR 111 and CR 51 (1 tax lot).

2.7 TRANSPORTATION

2.7.1 AIRPORTS

There are two small general aviation airports in the corridor planning area: Spadaro Airport and Lufker Airport. These airports are located adjacent to each other on the north side of Montauk Highway and extend to CR 51.

Spadaro Airport occupies approximately fifty acres, of which approximately 18.5 are dedicated to airport use; the remaining thirty-one acres are vacant. The airport is uncontrolled with one north-south 2,425 foot paved runway. Aviation can occur throughout the year during daylight hours (the airport lacks lights) but mostly from May through October. During the peak operating season, the airport averages 117 aircraft operations per week of which 98 percent are local general aviation and two percent are transient general aviation (Federal Aviation Administration, 2005). The westerly portion of the site is utilized for airport operations while the easterly and northeasterly portions of the site are vacant and densely wooded. The airport currently has one fixed base operator that provides flight instruction. It also has other aviation services, a residence, auto/aircraft maintenance shop, and hangars; it is estimated to have three employees.

The Federal Aviation Administration (FAA) designated Spadaro Airport a “reliever” airport in 1994; the function of a reliever airport is to relieve congestion at commercial service airports and to provide more general aviation access to a community. In 1997, the owner of the airport prepared an

Airport Master Plan, which identified various aspects of the airport that were not in compliance with FAA requirements (Table 4). The plan considered numerous alternatives to bring the airport into compliance and found that the most feasible alternative that would have the least impact on the surrounding properties would be to relocate the runway approximately 150 feet to the east of its present location, and to redesign it to meet FAA requirements (Airport Development Services, 1997). Other improvements included:

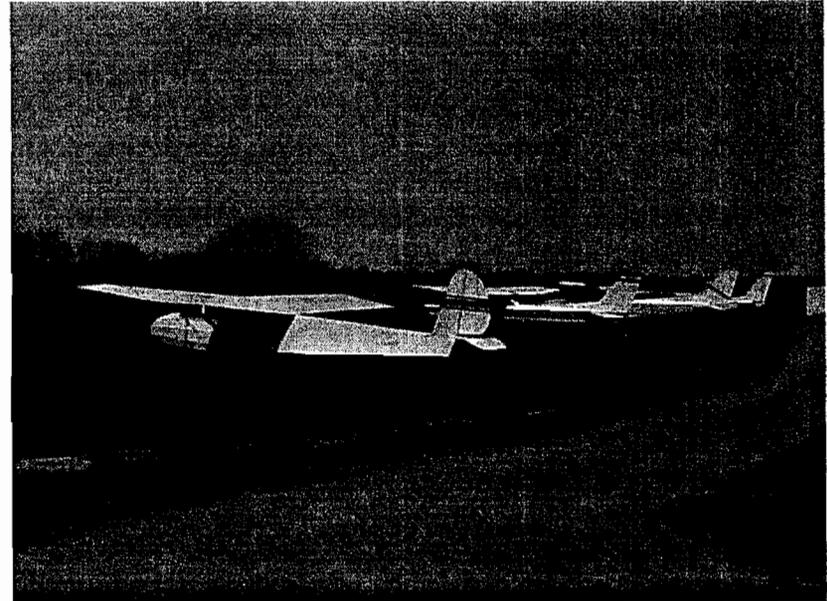
- converting the existing 2,425 foot long and 25 foot wide runway into a taxiway;
- constructing a new 2,424 foot long and 60 foot wide runway 150 feet east of the present runway;
- removing the existing turf taxiway edge lights;
- installing a rotating beacon;
- constructing two acres of airplane parking with approximately 28 airplane tie downs;
- constructing five automobile parking areas totaling 161 spaces;
- constructing a gravel airport service road approximately 400 feet in length;
- constructing a 1,700 square foot addition to the existing auto/aircraft maintenance shop which could be used for an aircraft hangar;
- developing a turf parachute drop zone in the eastern central portion of the site;
- removing several existing aircraft hangars located east of the runway;

- constructing three, eight-unit T-hangars (approximately 8,700 square feet, 9,544 square feet, and 975 square feet in size);
- constructing four open bay aircraft hangars;
- constructing six buildings for retail stores, restaurants, personal service shops and general auto/aviation;
- constructing an aircraft apron for access to the proposed hangars/buildings (approximately 66,400 square feet);
- removing turf trails and paths in the northeast portion of the site; and
- establishing a vegetated buffer on the eastern and southeastern segments of the airport.

In 1998 the owner of the airport received funding from the FAA to purchase the twenty-two acre undeveloped property immediately to the east of the airport to accommodate airport improvements; the FAA stipulated that the property, even though it is zoned PRC, could only be used for airport purposes.

In 1999 the owner petitioned the Town Board to change the zoning on the airport property from A1 and PRC to L1 and J2 to accommodate the proposed improvements. The change of zone petition was denied by the Town. Since the time the zone change was requested, a number of concerns have been raised by the community regarding the potential for impacts from future airport improvements. These concerns have been voiced during numerous public and workgroup meetings or have been submitted in the form of written commentary. While the community generally accepts the current airport operations, it

has concerns about airport expansion and the way such expansion would affect community character, quality of life and other aspects of community.



Lufker Airport.

Table 4. FAA standards. As background information, Table 4 lists the existing dimensional conditions and FAA standards for the airport.

Description	FAA Standard	Existing
Runway length	2,440 feet	2,425 feet
Runway width	60 feet	25 feet
Runway Safety Area length beyond runway end ¹	240 feet	190 feet at south end 350 feet at north end
Runway Obstacle Free Zone ²	250 feet wide, extending 200 feet from runway end	130-210 feet
Taxiway width	25 feet paved	20 feet turf
Runway taxiway separation distance	150 feet	70 feet
Runway Protection Zone ³	1,000 feet	250 feet at south end >1,000 feet at north end

¹Runway Safety Area: the area surrounding the runway that is prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway.

²Runway Obstacle Free Zone: the airspace centered above the runway whose elevation at any point is the same as the elevation of the nearest point on the runway centerline.

³Runway Protection Zone: the area off the end of the runway to enhance the protection of people and property on the ground. It extends 1,000 feet from a point 200 feet past the end of the centerline of the runway. It is trapezoidal in shape, being 250 feet wide 200 feet from the runway and 450 feet wide 1,200 feet from the runway end.

The Lufker Airport site, which occupies approximately 20.5 acres, utilizes a small portion of the site for airport operations. It has one north-south 2,300 foot long grass runway and does not have lights; similar to Spadaro Airport, most of its use occurs from May through October. During this operating season, the airport averages 48 aircraft operations a week of which 80 percent are considered local general aviation and 20 percent are transient general aviation (Federal Aviation Administration, 2005).

The closest reliever airport outside of the corridor planning area is the Brookhaven Calabro Airport. With two runways almost twice the length of Spadaro's and Lufker's runways, this airport accommodates much larger planes than those that use Spadaro and Lufker. According to the Town of Brookhaven, there are more than 200 aircraft based at Calabro Airport.

2.7.2 ROADWAYS AND TRAFFIC

CR 51 is a four-lane (two lanes in each direction) north-south highway that connects the hamlet of East Moriches with downtown Riverhead. From CR 111 to approximately 1,400 feet south of Sunrise Highway, the north-south travel lanes are

divided by a landscaped median. South of this point, the northbound and southbound lanes are separated by only a double-yellow line. As there is little development along CR 51, there are relatively few curb cuts along the road. Based on a site investigation and review of aerial photographs, there are two curb cuts along CR 51 north of Sunrise Highway for the existing gas station and the Encore PRC development. South of Sunrise Highway, there are approximately twelve curb cuts that access single-family residences.

Four major state and county roadways intersect the 2.4 miles of CR 51 within the corridor planning area:

- CR 111 – a four-lane (two lanes in each direction) east-west divided highway that provides access between the Long Island Expressway and Sunrise Highway. CR 111 intersects CR 51 via an on-ramp north of the intersection and an off-ramp south of the intersection. The off-ramp onto CR 51 is controlled by a stop sign.
- Eastport Manor Road (CR 55) – a two-lane rural route in the hamlet of Eastport that also provides an alternate connection between Sunrise Highway and CR 111. The intersection of Eastport Manor Road and CR 51 is signalized. Eastport Manor Road also includes separate turning lanes to facilitate access to the north and south bound service roads of Sunrise Highway, and right and left turning lanes at the CR 51 intersection. According to previous traffic studies for the area, this intersection experiences a level of service (LOS) B (very good) during the AM peak hour and a LOS C (satisfactory) during the PM peak hour.
- Sunrise Highway (SR 27) – a four-lane (two lanes in each direction) together with service roads in each direction), east-west major highway that serves all of Suffolk and Nassau Counties; the service roads serve as collector/distributor roadways. The south service road carries two lanes of traffic and crosses CR 51 at an unsignalized intersection south of the overpass that carries Sunrise Highway over CR 51. The north service road can be accessed directly from CR 51 or from Eastport Manor Road, south of the CR 51/ Eastport Manor Road intersection.
- Montauk Highway (CR 80) – a two-lane (one lane in each direction) east-west route that traverses most of Suffolk and Nassau Counties. Residents have complained of a site distance problem at the intersection of Montauk Highway and CR 51 in that westbound drivers on Montauk Highway have difficulty seeing westbound traffic merging from CR 51. Traffic studies undertaken in the corridor planning area found that the southbound lanes at the intersection of CR 51 and Montauk Highway operate at LOS F (worst) during the AM and PM peak hours.



Intersection of CR 51 and Montauk Highway looking east.

CR 51 is not heavily traveled and according to the Suffolk County Department of Public Works, the average annual daily traffic (AADT), which is the total volume of traffic in both directions of a highway divided by the number of days in the year, is between 6,400 and 11,600 vehicles per day. In the northern segment of CR 51, between Eastport Manor Road and CR 111, the AADT is 11,395 vehicles per day while in central segment, between Sunrise Highway (SR 27) and Eastport Manor Road, the AADT is 11,603 vehicles per day. In the southern segment of CR 51, the AADT is 6,407 vehicles per day (SCDPW, 2004). These traffic counts indicate that much

of the traffic on the road is generated by cars traveling between Sunrise Highway and Riverhead.

Accident data from the Suffolk County Department of Public Works for the period January 1, 2000 to March 30, 2004, the most recent time period for which accident data is available, show that on CR 51 there were 103 accidents between Montauk Highway and CR 111. Forty-five of these accidents occurred at the intersection of Montauk Highway and CR 51, and thirty occurred at the intersection of Eastport Manor Road and CR 51, accounting for 73 percent of the total accidents, indicating that these two intersections are the most unsafe in the corridor planning area. Twenty-four of these accidents (53 percent) were a result of a driver attempting to make a right turn onto Montauk Highway from CR 51 and being rear-ended. Eight of the accidents (18 percent) occurred as a result of drivers making a left turn either onto Montauk Highway or onto CR 51. There was not enough information in the accident reports to determine the causes of the remaining thirteen accidents. Of the thirty accidents at the intersection of Eastport Manor Road and CR 51, approximately one-third were caused by drivers disregarding the traffic signal. The remaining accidents were caused by drivers attempting to make left turns or being rear ended while stopped at the traffic light.

2.7.3 PUBLIC TRANSPORTATION

There are two Suffolk County Bus lines that provide public transportation in the corridor planning area. The S66 line runs

between Patchogue and Riverhead and runs the full length of CR 51. The S90 line runs from Center Moriches to Riverhead via Montauk Highway which includes the southern boundary of the corridor planning area. The nearest Long Island Railroad train station is in Speonk which is several minutes outside the corridor planning area.

2.7.4 PEDESTRIAN AND BICYCLE TRANSPORTATION

There are no sidewalks along CR 51 or the north side of Montauk Highway. Some of the businesses on the south side of Montauk Highway have sidewalks along the frontage of their property; however, they are discontinuous and only serve a small number of parcels. The lack of connectivity and the limited development make these sidewalks of limited use.

There are no marked bicycle lanes on CR 51 but in a letter dated December 9, 2003, the Suffolk County Department of Public Works indicated it would stripe designated bicycle lanes along CR 51 when the road was resurfaced. However, the portion of CR 51 that was resurfaced in 2006 was not restriped with bicycle lanes.

2.8 SCHOOLS

There are two school districts in the corridor planning area: Eastport-South Manor School District and East Moriches School District (see Figure 6). The school district boundary

crosses the corridor planning area near the intersection of CR 51 and Sunrise Highway at the same location as the Eastport/East Moriches Fire Districts line. The Eastport-South Manor School District includes all land in the corridor planning area north of Sunrise Highway as well as some of the property on the south side of Sunrise Highway east of CR 51. The East Moriches School District encompasses approximately half of the land on the east side of CR 51 and all of the land on the west side of CR 51, south of Sunrise Highway.

2.8.1 EASTPORT-SOUTH MANOR SCHOOL DISTRICT

Prior to 2004, the Eastport School District and the Eastport-South Manor Central High School District served the entire hamlet of Eastport (Brookhaven and Southampton). In 2003, the Eastport School District, the Eastport-South Manor Central High School District and the South Manor School District merged to form the new Eastport-South Manor School District. This merger meant that the Eastport School, which was the only school in the Eastport School District, became part of the Eastport-South Manor School District. The Eastport-South Manor School District has four schools: three elementary and one junior/senior high school.

According to the Eastport-South Manor School District Clerk, current overall enrollment at all the elementary schools is at or close to capacity and the average class size is twenty-one. The Eastport-South Manor junior/senior high school has a maximum capacity of 2,600 students and an average class size

of twenty-three students. According to the New York State Comptroller's records, the district spent a total of \$63,559,156 or \$17,446 per student.

Approximately fifty-five percent of the school district's budget is obtained from property taxes. In order to determine the approximate expenditure each student costs the tax base, the amount of property taxes received by the school district was divided by the number of students in the school district which was \$9,526 per student in 2005 (Table 5).

Table 5. Cost of educating students based on local property tax levy 2005.

School District	Year	Number of Students	Property Tax Levy	Cost to Tax Base per Student
Eastport-South Manor School District	2005	3,639	\$34,665,524	\$9,526
East Moriches School District	2005	783	\$10,463,123	\$13,363

2.8.2 EAST MORICHES SCHOOL DISTRICT

The East Moriches School District serves children from kindergarten through eighth grade. The school district does not have a high school so that after eighth grade, district students can chose to attend Westhampton High School, Eastport-South Manor High School or Center Moriches High School; the East Moriches School District pays a per student fee to whatever school the student attends. At the present time, the maximum capacity of the district is less than 1,000 students. In 2004, with an enrollment of 745 students, the average class size was 21. In 2005, the number of students enrolled in the school increased to 783. According to the New York State Comptroller's records, the district spent approximately \$23,268,529 or \$29,717 per student.

Approximately forty-five percent of the school district's budget was collected from property taxes. In order to determine the approximate expenditure each student cost the tax base, the amount of property taxes received by the school district was divided by the number of students in the school district which was \$13,363 per student in 2005 (Table 5).

2.9 FIRE AND AMBULANCE DISTRICTS

There are two fire departments that provide emergency services in the corridor planning area East Moriches and Eastport (Figure 6). According to *Newsday* (2006), both fire departments have one station and three engines; East Moriches

also has one ladder truck. In 2003, East Moriches responded to 192 calls and Eastport responded to 272 calls. There are 73 volunteers in East Moriches and 113 in Eastport.

The East Moriches Community Ambulance Company is located at the intersection of Frowein Road and Montauk Highway and services all of the East Moriches Fire District and parts of the Manorville and Eastport Fire Districts. According to a representative from the East Moriches Ambulance Company, the company services the Eastport Fire District as far east as Remsenburg and as far north as CR 111, thus covering the entire CR 51 corridor planning area.

2.10 DRINKING WATER

According to the Suffolk County Water Authority (SCWA), as of February 10, 2006, there were twelve-inch water mains running along Old Country Road, along Eastport Manor Road south of Sunrise Highway, and along CR 51 between Sunrise Highway and Eastport Manor Road. There is a sixteen-inch water main running along CR 51 between Eastport Manor Road and Toppings Path. The areas within the corridor planning area that are not served by public water include CR 51 north of Toppings Path, CR 111, and Sunrise Highway. Future development will likely require the extension of water mains onto the individual properties.

2.11 SEWAGE DISPOSAL

The corridor planning area is within Hydrogeologic Zones III and VI. According to Article 6 of the Suffolk County Sanitary Code, in order to use individual sub-surface sewage disposal systems within these two hydrogeologic zones, density cannot exceed the equivalent of one single-family dwelling per 40,000 square feet. According to the *Standards for Approval of Plans and Construction for Sewage Disposal Systems for Other than Single-Family Residences* (Suffolk County Department of Health Services, 1982) the single-family equivalent of sewage flow is 300 gallons per day. Any development that exceeds this limitation would not be permitted to rely on conventional sewage disposal systems. All sewage disposal systems must be designed in accordance with Suffolk County Department of Health Services regulations.

With the exception of Encore on the east side of CR 51, which is served by a sewage treatment plant, all existing structures are served by individual on-site subsurface sewage disposal systems. According to the approved site plan for Encore, there is an expansion area that, if constructed, could double the size of the sewage treatment plant. Therefore, it is possible that future development in the corridor planning area could have the opportunity to connect to this treatment plant.

2.12 HISTORIC DISTRICTS

The CR 51 corridor planning area does not contain any places listed on the State or National Register of Historic Registers. The eastern part of the corridor planning area is within the Town's Eastport Historic District and Historic Transition Area. There is a gap between the Eastport Historic District and the East Moriches Historic District to the west. The architectural and general appearance of improvements within the "gap" on the whole, contrasts and detracts from the character of the two historic districts.

2.13 COMMUNITY CHARACTER

The character of CR 51 corridor planning area can be described as rural and bucolic. Farming and open space is a major component of community character as are the many acres of undeveloped woodlands. The character and availability of vacant land along the corridor has attracted significant potential development to the area, which in turn, threatens to alter this very character. The two airports also contribute to the overall area's sense of place and identity.

2.14 PENDING PROJECTS AND APPLICATIONS

There are six pending applications in the corridor planning area. The following have received preliminary subdivision

approval and were granted hardship relief from the moratorium:

- The Oaks at East Moriches, a 58-acre single-family residence subdivision located west of CR 51, south of Sunrise Highway.
- Hampton's Club at Eastport, a 76-acre single-family residence subdivision located on the north side of Sunrise Highway, east of CR 51 and is pending final plan approval.

The following applications have been filed and are pending approval:

- Toppings Farm, a 9-acre single-family residence subdivision located on the west side of CR 51, north of Sunrise Highway.
- Eastport Meadows, a 97-acre single-family residence subdivision located immediately south of the clover leaf intersection of Sunrise Highway and CR 51.
- Heritage Square, a 76-acre 408 unit PRC-HC development on the west side of CR 51 between Sunrise Highway and Montauk Highway.
- Manzi Homes, a 5-acre single-family residence subdivision located on the south side of Sunrise Highway, west of CR 51.

3.0 PUBLIC OUTREACH

3.1 BACKGROUND

Public involvement in any planning process is of critical importance and the Town of Brookhaven places great value on public outreach and participation. In order to promote public involvement and open communication, the Town distributed numerous questionnaires and held two public meetings during the preparation of the 2006 *CR 51 Corridor Based Land Use Study* which preceded the preparation of the *CR 51 Corridor Land Use Plan*.

3.2 2006 CORRIDOR STUDY VISIONING AND OTHER PUBLIC MEETINGS

On November 3, 2005, the Town held a community meeting at the East Moriches Fire Station to discuss planning and land use along CR 51 and to solicit public opinions. Approximately 150 people attended this meeting.

Town staff presented information on existing conditions relating to infrastructure, transportation, and traffic control and also described pending and potential development. Comments were taken from the community and recorded on large paper tablets. The meeting subsequently broke into several focus groups to further explore some of the more salient issues, although individuals were urged to visit other groups as they saw fit. Opinions voiced by audience members based on questions posed by the Town's facilitators included:

- no big box stores;
- more recreational uses and appropriately sited public uses;
- limit PRC uses;
- preserve land;
- support airport related development at airport site but not affordable housing or large commercial development;
- roundabouts should be assessed for safety (which included a discussion of the Frowein Road/CR 80 intersection which is outside the study area); and
- need a stronger tax base, especially specifically commercial tax base.

In the fall of 2005, the Town distributed 1,000 questionnaires to residents in the communities of Eastport and East Moriches by mail, handing them out, and sending them home with school children of which 200 were returned. A total of one hundred surveys were returned and analyzed. The following describes the general profile of the respondents:

- most respondents shop for groceries in Center Moriches and Eastport;
- most respondents travel to Patchogue, Mastic, and Holtsville to go to the movies;
- approximately forty percent of the respondents travel less than ten miles to work; and
- most of the respondents had lived at their present address for seven to eleven years.

With respect to the conditions in the area, based on the survey, respondents:

- strongly oppose apartment complexes, large retail centers, planned retirement communities (PRCs), workforce housing, a full service recreational vehicle (RV) park, and additional retail;
- strongly support or support the acquisition of vacant lands and farmland development rights and a restaurant at the airport;
- agree with wooded buffers along CR 51, a reduction in strip malls, installation of a traffic light at the intersection of Montauk Highway and Frowein Road (which is outside the corridor planning area), and establishment of recreational centers and parks, a landscaped median on CR 51, and a roundabout at East Moriches Riverhead Road and Montauk Highway;
- Do not agree with aircraft related development near the airport, transportation related development near Sunrise Highway and additional development of PRCs; and
- Feel that issues important to their community are taxes, open space, beautification, and traffic.

The Town held a second public meeting on December 14, 2005. This meeting was attended by approximately forty residents. The results of the questionnaire were presented and there was concern expressed that the sample size for the questionnaire was too small for a meaningful analysis. The Town also presented information on the proposed development within the corridor planning area and possible actions that would improve and enhance the corridor planning area. Much

of the discussion focused on Spadaro Airport and its continued use. While some participants felt that the existing airport use was no longer appropriate given the development that had occurred around the airport, others felt that it should continue to operate.

Beginning in the October 2006, a group of local residents, known as the “Working Group” met periodically to discuss land use issues in the CR 51 corridor planning area and to develop recommendations as to future land uses.

On March 14, 2007, the Town of Brookhaven held a public information meeting at the East Moriches Fire Department to share with the community the preliminary recommendations of the *Draft CR 51 Corridor Land Use Plan* and to gather preliminary comments on it.

3.3 PUBLIC HEARINGS

The Brookhaven Town Board held a joint public hearing on May 1, 2007 on the *Draft CR 51 Corridor Land Use Plan* and, pursuant to the State Environmental Quality Review Act, on the Draft Generic Environmental Impact Statement (DGEIS) to obtain additional input from the community. A ten-day written comment period was also provided for the Plan and DGEIS after the close of the hearing during which time written comments were accepted by the Town. Changes to the *Draft CR 51 Corridor Land Use Plan* were considered, based on all input received. The Final GEIS responded in writing to all substantive written and oral comments.

4.0 ISSUES, OPPORTUNITIES & RECOMMENDATIONS

A number of issues and opportunities were identified during preparation of the 2006 *CR 51 Corridor Based Land Use Study* and the *Draft CR 51 Corridor Land Use Plan*. This information, together with the principles that were set forth for the corridor planning area, were used to develop a comprehensive set of recommendations for the CR 51 corridor planning area. For convenience, these recommendations are grouped by category and those pertaining to land use are graphically presented in Figure 7.

4.1 OPEN SPACE PRESERVATION

ISSUES AND OPPORTUNITIES

Preservation of open space is of significant importance to the community, although it is thought that such preservation should be balanced with tax ratable commercial development in appropriate areas. Most of the property within the corridor planning area is vacant, wooded, or underdeveloped. These woodlands, old fields, and open farmlands give the CR 51 corridor planning area a unique natural scenic quality which provides the residents of the area with a distinctive and irreplaceable community identity that has instilled considerable community pride. Protecting this open space, therefore, is essential to ensuring the bucolic sense of place and quality of life the corridor planning area offers for current and future

generations. It is also important in terms of groundwater protection, wildlife and habitat preservation, outdoor recreational opportunities, and growth management. Land that is preserved can either be publicly or privately held.

OBJECTIVES

- Preserve environmentally valuable and locally significant open space and farmland.

RECOMMENDATIONS

Acquire or otherwise preserve target sites that have unique natural, scenic, wildlife, surface water, wetland, groundwater, or agricultural values.

Depending upon the particular circumstances, this can be accomplished by:

- fee simple negotiated purchases, either by the Town, other agencies or a combination thereof;
- purchase of development rights (PDR), particularly for farmland so that farming activities may continue;
- transfer of development rights (TDR);
- clustering of commercial or multifamily residential structures or future single-family residential lots in conjunction with the dedication of open space;
- establishing or maintaining wooded roadside and trailside buffers;
- rezoning to reduce overall development density;
- restricting clearing; and

- filing of conservation easements and/or covenants and restrictions for open spaces and environmentally significant portions of sites.

DETERMINING WHICH AREAS ARE MOST SUITED FOR PRESERVATION SHOULD BE BASED ON THE FOLLOWING CONSIDERATIONS:

- presence, quality, and quantity of environmental and aesthetic resources including consideration of the level of previous disturbance or degradation of the resource;
- adjacency to existing or potential preserved open space so as to promote the creation of larger and more environmentally meaningful spaces;
- location within critical environmental areas such as the Central Pine Barrens, NYSDEC and Town of Brookhaven wetlands jurisdictional areas, the South Shore CEA or other significant environmental areas that have valuable and sensitive resources that must be protected;
- size of the property with larger properties preferred to smaller properties in order to maximize ecological benefits; and
- inclusion on the Town's open space acquisition target list.

Farmlands

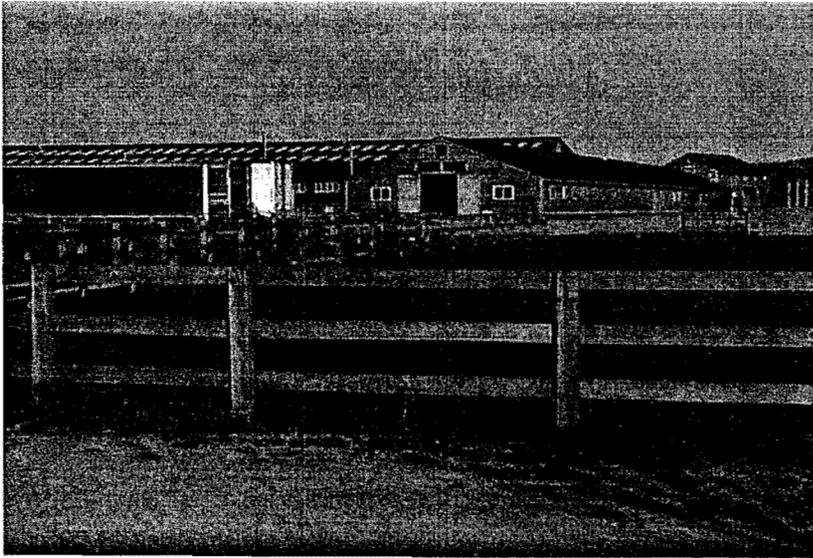
The following listed farmlands are recommended for preservation by acquisition or purchase of development

rights as they: 1) contain Class I or II prime agricultural soils as described by the *Soil Survey of Suffolk County, New York* (1975); and

2) provide scenic and community character benefits. They are prioritized, based on the criteria described above, from highest to lowest (See Appendix B for a complete prioritized list of all open space target areas):

- a) Large tract of undeveloped agricultural land (sod farm) located at the southwest corner of CR 55 and Head of Neck Road in Manorville (SCTM#: 200-593-1-9);
- b) Ringhoff farm property at the southwest intersection of CR 51 and CR 111 in Manorville (SCTM#: 200-563-3-1.1, 1.2, 2, 3, 4, 5, and 6 and 562-2-35);
- c) The (*Dream Come True*) horse farm located in Manorville at the northwest corner of the intersection of CR 51 and CR 55 (Eastport Manor Road) (SCTM#: 200-593-2-5).
- d) The turf field located in the Central Pine Barrens area between Long Road and Jodi Drive in Manorville (SCTM#: 200-562-2- 30);
- e) Small tracts of land adjacent to the large sod farm at the southwest corner of CR 55 and CR 51 (SCTM#: 200-593-1-10, 11.1 and 11.2);
- f) Farmland located east of CR 55 (SCTM# 593-2-1); and

- g) Land adjacent to preserved farmland on Eastport Manor Road (SCTM#: 200-562-2-34);



Dream Come True horse farm.

Woodlands

The following parcels are pitch pine-oak woodlands which have remained relatively natural. The species found within them are representative of the Central Pine Barrens, and provide a significant block of wildlife habitat. They are prioritized, based on the criteria described above, from highest to lowest (See Appendix B for a complete prioritized list of all open space target areas):

- a) All or part of a large undisturbed tract of woodlands located along the west side of CR 51, south of Sunrise Highway in East Moriches, that contains numerous properties, including many substandard old filed map lots. Three tax lots (SCTM#: 200-684-2-44, 45, and 46) located adjacent to the northeast corner of the "Oaks" subdivision in East Moriches which if developed may require access through the Oaks subdivision or if the Oaks is acquired for open space, through open space. This area includes parcels that comprise the proposed "Oaks" subdivision and land situated north of the Manorville Branch Road/CR 91 "paper" right-of-way;
- b) Twenty acres of woodlands located along Toppings Path (SCTM#: 200-593-2-6; 562-2-35; and 562-5-13 and "paper" right-of-way); and
- c) The woodland adjacent to and east of the sod field between Long Road and Jodi Drive in Manorville (SCTM#: 200-562-2-29).

Future Development Applications

It is not known which properties will be developed or redeveloped in the future. For these properties, clustering the development can be an effective tool for protecting open space and should therefore be considered where appropriate for future applications for development. Identifying the most valuable areas to be protected by clustering depends upon the specific characteristics of each site and should be based on the previously described criteria for open space acquisition. For the area that is to be preserved by clustering, the tax, environmental, and access implications of the dedication to a governmental entity as opposed to retention by a homeowners association should be evaluated.



Wooded parcel along west side of CR 51.

One example of a property that may lend itself to clustering, if it were to be developed, is the large nursery property located on the west side of the corridor planning area. While the existing nursery is an appropriate and preferred use, if this use is abandoned and the property is resubdivided in the future, homes should be clustered at the south end of the property and open space preserved to the north so as to maintain the large, unified, and undisturbed area of native pine barrens intact. This would be especially important if the proposed “Oaks” subdivision property is preserved. This recommendation would also limit the necessity for extending access roads, water mains, and utilities to the north end of the property. The wooded lot in East Moriches identified as SCTM #: 200-685-1-2 that is part of the proposed “Eastport Meadows” subdivision should be preserved as part of the approval of the application.

Buffers

Non-disturbance buffers, among other benefits, can also preserve open space. It is therefore recommended that along CR 51, adjacent to the proposed trails, around important natural features, and between large parcels of land that a minimum 100 foot wide non-disturbance buffer be required as depicted in Figure 7.

4.2 SCENIC VISTAS

ISSUES AND OPPORTUNITIES

Scenic vistas are perhaps the most prominent and striking features of the corridor planning area. Along CR 51 there is considerable open space with long views across farmlands, a large horse farm, and successional old fields within the mosaic of small and large tracts of undisturbed pine barrens. The scenic qualities of the corridor planning area provide a unique community character and an open pastoral or bucolic sense of place that is highly valued.

OBJECTIVES

- Maintain the rural nature and scenic farmland vistas of the corridor.

RECOMMENDATIONS

- 1) For new development, require a minimum 100-foot wide non-disturbance buffer on wooded properties fronting on CR 51 and require rows of planted evergreens such as white pine, eastern red cedar, spruce, or junipers along the interior edge of these buffers to screen development from public view, thereby maintaining the scenic rural character of the area. Plantings should be spaced to provide a continuous screen that is acceptable to the approving Town board. Covenants and restrictions or easements should be drafted and filed in support of maintaining these vegetated buffers. Where the size and depth of lots allow, wider vegetated non-disturbance buffers should be encouraged.
- 2) Establish vegetative screening at new development sites along Montauk Highway and Old Montauk Highway. Vegetative screening and naturally restored buffers (with supplemental plantings as necessary) should also be considered along Eastport Manor Road and Head of the Neck Road on SCTM# 593-1-9 if the farming use is abandoned, development is proposed, and scenic farmland vistas will be lost. SCTM# 593-1-10 should include screening and buffers along the street, as well, if it is developed in conjunction with SCTM# 593-1-10.
- 3) Purchase development rights of farmlands to preserve scenic pastoral qualities.



100 foot buffer between CR 51 and the Encore development.

4.3 RECREATIONAL AND CULTURAL LAND USES

ISSUES AND OPPORTUNITIES

Land uses that the corridor planning area is currently lacking are recreational facilities in the form of active outdoor recreation such as baseball, football, and soccer fields, tennis and basketball courts and cultural facilities, such as a community center or public meeting house

Outdoor recreational facilities are a suitable and compatible land use for the corridor planning area. Such facilities would not only provide needed recreational facilities for current residents, including those in surrounding neighborhoods, but would serve the expanding residential population that currently has little in the way of outdoor recreational fields or meeting areas. It would also help to maintain some of the openness that is cherished by residents.

OBJECTIVES

- Provide recreational and community facilities to serve the needs of the local community.

RECOMMENDATIONS

- 1) On between ten and thirty acres of the Eastport Meadows property (SCTM#: 200-685-1-4.1) along the eastbound Sunrise Highway service road, create a

public recreation center or park that contains outdoor recreational facilities, such as baseball, softball, football, and soccer fields, playground areas, outdoor tennis and basketball courts, a skate park, or other similar recreational uses, a local community meeting house where social and civic activities can take place, and preserved natural open space with hiking trails and/on and off-road bicycle trails, bike racks, and perhaps interpretive kiosks and signage as appropriate. The design of this recreational center should follow the general standards provided by the National Recreation and Park Association and the American Academy for Park and Recreation Administration which are summarized in Table 6.

A 100-foot wide buffer along the Sunrise Highway ramp should to be allowed to revegetate naturally and be augmented with native plantings. An access road or driveway should be provided off of the ramp to this park to provide easy access and egress. A 100-foot wooded buffer should be established along the northeastern boundary of the park or recreational use to provide screening and buffering from the existing adjacent residential development.

Table 6. Suggested outdoor facility development standards.

Facility	Recommended Size	Recommended Space Requirements
Official size baseball field*	Baselines - 90'	3.0-3.85 acres min.
	Pitching dist. - 60.5'	
	Foul lines – min. 320'	
	Center field - 400'	
Soccer field	195'-225' x 360' with 10' minimum clearance on all sides	1.7-2.1 acres
Football field	160' x 360' with a minimum of 6' clearance on all sides	1.5 acre min.
Multiple use court (basketball, tennis, etc.)	120' x 80'	9,840 sq. ft.
Ice Hockey rink	85' x 200' Additional 5,000 sq. ft. for support area	22,000 sq. ft. including support area
Competitive size swimming pool	25 m. x 16 m.	1-2 acres

- 2) The northern portion of the Eastport Meadows should be considered for a recreational/civic type of land use.
- 3) Establish a publicly accessible trail system through the woodlands on the CR 91 right-of-way on the west side of CR 51, south of Sunrise Highway and link it to recreational facilities recommended at the Eastport Meadows site. This trail would extend off of an existing trail that leads to the Pine-to-Bay Trail, and should be open to hikers and bicyclists but not to motorized vehicles. The Pine-to-Bay Trail in turn connects to the “Shore-to-Core Trail” which together link the Great South Bay to Long Island Sound (See Figure 7).
- 4) Establish minimum 100-foot wooded buffers along the recommended trail system that extends from the south side of Sunrise Highway (on the west side of the corridor planning area) to the recommend recreational/community center at the Eastport Meadows site.
- 5) Provide a safe bicycle/pedestrian road crossing such as striping or other pavements treatments or a pedestrian bridge that connects the wooded area on the west side of CR 51 to the east side of CR 51 (the CR 91 right-of-way). Consider creating joint coordinated vehicle access to the Heritage and Lufker sites at this location, if and when development is proposed.

- 6) Trails should only be established where their use will not impact adjoining properties or natural resources.

4.4 SITE DESIGN GUIDELINES

ISSUES AND OPPORTUNITIES

Site design guidelines can either enhance or degrade community character, sense of place, aesthetics, functionality, sustainability, and quality of life in the area. Site design should therefore be appropriate to and enhance the corridor planning area.

Historic Resources

The *Moriches Four-Hamlet Comprehensive Plan* identified some 271 historic sites in the Moriches, Center Moriches, East Moriches, and Eastport (“four-hamlet”) area (Town of Brookhaven, 1995). The corridor planning area includes a section of Montauk Highway that is located between two town Historic Districts, East Moriches and Eastport. Inappropriate and incompatible architectural treatments and site designs of future development could impair these Historic Districts as well as the general aesthetic qualities of the area. One way to address this concern is to set architectural and site design standards for residential and commercial development.

Growth Management Principles

Another way to protect the character of the corridor planning area is to follow principles of growth management:

- make efficient use of land by supporting compact development in appropriate areas;
- promote a mix of land uses;
- protect open space and critical environmental areas;
- ensure development that optimizes functionality and architectural compatibility;
- encourage walkable communities and alternative modes of transportation; and
- reduce or mitigate traffic and other environmental impacts (Morris, 2004 and Van Lare, 2005).

A compatible and attractive architectural character should be established in the corridor planning area, but particularly along Montauk Highway. Site landscaping and street trees; suitable numbers, sizes, and types of signage; controls on outdoor lighting; off-street parking located to the rear of buildings; structures that address and compliment the street; and preservation of open space and environmentally sensitive features are tools that can be employed.

Outdoor Lighting

Intensity or brightness of exterior lighting has become a concern in communities throughout the United States and on Long Island. Excessive lighting can create an urbanized appearance that is inconsistent with the community’s visions and goals. These issues are of particular concern near public streets and residential neighborhoods and in areas of the CR 51 corridor planning area that have not yet undergone the transformation from rural to suburban conditions. The Town

has recently enacted a comprehensive outdoor lighting ordinance (Article XXXVI, "Exterior Lighting Standards") to address potentially excessive outdoor lighting at new development sites.

OBJECTIVES

- To encourage development that is compatible with existing land uses and enhances the corridor planning areas sense of place and community character.

RECOMMENDATIONS

- 1) Require that future development or redevelopment within the corridor planning area adhere to appropriate growth management and long-range planning techniques, including but not limited to:
 - keeping commercial development in compact and discrete locations or nodes that act as small, condensed, traditional neighborhood commercial centers, while attempting to maintain the transitional character between the Eastport and East Moriches business centers;
 - providing parking areas in the rear of buildings rather than in front where they are most visible and diminish visual qualities;
 - utilizing shared parking where possible so as to limit the need for large areas of unused pavement

that could otherwise be vegetated or include vegetated islands; and

- establishing commercial shared access and cross access easements where possible to limit the number of curb cuts onto highways and reduce unnecessary turning movements along CR 51 and Montauk Highway.
- 2) Require buildings in the business area along Montauk Highway to address and frame the street and to present or compliment desirable aesthetic qualities through architectural detailing, fine landscaping and streetscaping, screening of undesirable features, suitable, unobtrusive outdoor lighting that complies with the Town's new outdoor lighting law, including decorative stanchions and fixtures that meet community character objectives, and installation of other pedestrian amenities such as benches, bike racks, and trash receptacles where appropriate.
 - 3) Use traditional growth management and long-range planning principles in commercial, recreational, and residential districts to promote development that is compatible and sensitive to the corridor planning area's scenic vistas, natural resources, and sense of place.
 - 4) Along Montauk Highway develop sites so that they are compatible with and do not detract from the East Moriches and Eastport Historic Districts. The Town should work with the HDAC to create a suitable

mechanism to allow the HDAC the authority to review development within the CR 51 Corridor planning area, as well as along the south side of Montauk Highway opposite the study area.

- 5) Encourage compatible commercial development such as small professional or medical offices and limited small businesses along Montauk Highway provided it does not compromise the transitional character of the area.
- 6) Ensure that commercial and any multi-family residential construction projects within the CR 51 corridor planning area are at a scale and height that is consistent with the area's unique rural character, rather than the suburban development that characterizes other previously developed parts of the Town. No building should exceed 35 feet or two-and-one-half (2¹/₂) stories in height and development densities should not exceed maximum zoning regulations for the respective district or the standards set forth by Article 6 of the Suffolk County Sanitary Code. Adherence to these standards will help to maintain community character and limit density-related environmental and area impacts, while still fulfilling the investment-backed economic expectations of property owners.
- 7) Promote the use of architectural elements and façade treatments which are aesthetically pleasing and compatible with the two adjacent historic districts evoke interest and character in the area, and integrate

future development into the fabric and character of the community. Architectural details for future site plans within the corridor planning area should be referred to the Town's Historic District Advisory Committee to seek input regarding their consistency and compatibility with the character of nearby historic districts.

- 8) Work with property owners and developers to bring about landscaping improvements that enhance the appearance of future developments and soften or screen less-attractive features, such as HVAC equipment, utilities, parking lots, and the edges, foundations, and other such portions of buildings. Plant rows of trees along walkways, access drives, and the street frontage, and in and around parking lots and outdoor gathering or green spaces to support birdlife, and provide shade and aesthetic diversity and quality.
- 9) Promote signage that is consistent with more traditional designs, such as engraved, externally lit, flush-mounted, wooden wall signs. Sign lighting should comply with the Town's lighting ordinance and no uplighting should be allowed. Neon, exceptionally large, bold and bright plastic signs, pylon signs, or signs that have a more modern appearance should be prohibited.
- 10) To prevent excessive outdoor illumination, glare, light trespass, and skyglow, while ensuring suitable levels of lighting to guarantee public safety and site security:

- lighting should be directed downward and be shielded and baffled to prevent excessive and errant illumination;
- heights of light poles should be consistent with the scale of the development and bulbs should be of a reasonable wattage and color so as not to be excessive or unpleasant based on light pole spacing;
- outdoor lighting should be properly sited and of suitable height so as not to illuminate adjacent properties or street rights-of-way;
- use of photocells, timers, and sensors should be considered as appropriate to limit the need for constant non-essential lighting;
- lighting plans should strictly comply with Town lighting standards; and
- in order to maintain the existing night-time character of the area, do not install ball field lighting at proposed parks and recreational centers.

Although the corridor planning area only includes the properties on the north side of Montauk Highway, in order to preserve the CR 51 corridor planning area's sense of place and to support the *CR 51 Corridor Land Use Plan*, the Town should require that the same site design standards recommended in the *CR 51 Corridor Land Use Plan* be applied to the properties on the south side of Montauk Highway.

4.5 ZONING AND LAND USE

ISSUES AND OPPORTUNITIES

Zoning and land management within the corridor planning area will set the foundation for future growth, quality of life, community character, economic well-being, traffic levels, and environmental protection. Therefore, it is important that a suitable land management strategy be put into place to guide growth within the corridor planning area to meet the community's vision.

Planned Development District (PDD)

A planned development district or PDD is an innovative zoning tool that, unlike conventional zoning, offers the flexibility necessary to ensure a more focused and unified project design that meets specific community economic, social, and environmental needs and property owner objectives. PDDs provide for a mix of land uses, clustering of development in conjunction with dedicated open space, and/or specially formulated site design criteria that help the development better integrate into the community. They can also allow for density bonuses, relaxation of certain dimensional zoning requirements, or other incentives in exchange for public amenities or other public benefits. PDDs may be used as receiving areas for the transfer of pine barrens credits, thereby providing a suitable mechanism for site density increases, while preserving open space in TDR sending areas. In short, PDDs are governed more by site and project-specific

development design guidelines that are based on a master site plan of the property than standardized zoning requirements.

PDDs are “floating zones” which means that the district would not be mapped by the Town until the change of zone is approved. They can be established in various locations subject to the submission of an application by the property owner or land developer, compliance with the Town Code, and approval of the Town Board. They can also be established by the Town on the Town Board’s own motion. The Town of Brookhaven has enacted legislation, Article XXXIIA, *Planned Development District* of the Town Code, which sets forth the procedural and general regulatory framework for PDD districts and authorizes their use.

Airports

Lufker and Spadaro Airports have significant development potential but their development must be compatible with the other uses in corridor planning area. Some members of the community have voiced a desire to see the airports remain if they do not expand to allow jets or larger planes than currently use the airports and that the number of landings and take-offs do not increase. Others object to the continuation of the airport use because the airplanes generate noise and are incompatible with the residential development that has taken place around the airports over the years. Still others have voiced concerns about rezoning the airport properties to L1, the zoning district in which airport uses are permitted, because of the other, more intense uses that would be permitted if the airports cease to operate.

Both airports are currently zoned primarily for residential development. Lufker Airport is zoned for single-family residential development with approximately five acres along Montauk Highway zoned for commercial development. Spadaro Airport is zoned for single-family residential development, planned retirement community (which cannot be constructed because of Federal Aviation Administration restrictions on the use of the property), and 1.6 acres of commercial development along Montauk Highway. The sites hold the greatest potential for the tax base if they were to be developed with a mix of small commercial uses, professional/medical offices, and single-family residential development. This would bring tax ratable development into the area, would place little demand on the school district. In addition, such development would not require any significant expansion of the airports.

Housing

Currently most of the corridor planning area is zoned for residential development including large lot single-family zoning (A-2) primarily north of the Sunrise Highway, medium density (A-1) single-family south of Sunrise Highway and at the southwest intersection of CR 51 and Eastport Manor Road and single-family residential zoning (B-Residence) at the northeast intersection of CR 51 and Montauk Highway. Two large tracts are zoned Planned Retirement Community (PRC), with the largest being recently developed for senior housing and one large vacant site remains that is zoned Planned Retirement Congregate Housing Community (PRCHC).

Several site plan and subdivision applications have been submitted for additional multi-family and single-family residential communities in the corridor planning area. Issues raised regarding housing are varied and sometimes contradictory, including concerns about increases in school taxes, lack of reasonably priced housing, and the need for restrictions on certain types of housing such as PRCs and apartments.

OBJECTIVES

- Ensure quality growth that enhances the community and protects valuable natural and aesthetic resources.
- Promote tax ratable development to support the local school districts, fire and ambulance districts, and other community services.
- Maintain a suitable development density and scale that is characteristic of a rural residential community while providing reasonable economic returns.

RECOMMENDATIONS

- 1) Rezone the Spadaro Airport site to an Airport/Small Business Planned Development District that includes the airport and airplane related small businesses, including a non-fast food restaurant, that is supportive the airport and also complimentary, rather than detrimental to existing local businesses.

- 2) As part of the change of zone, establish detailed use restrictions including hours of operation, and allowable plane sizes, safety requirements, dimensional regulations, and design criteria that balances airport operations with the needs of the community.



Gas station at the northeast corner of CR 51 and Sunrise Highway.

- 3) Support Spadaro Airport in meeting necessary safety needs without significantly increasing the scale of on-site development or the level of airport activity.

- 4) Support opportunities for continuing input and participation of residents and local civic organizations in the planning process for the recommended Airport/Small Business PDD at the zone change and site plan stages.
- 5) Require that the impacts of any proposed change of zone or site improvements be fully evaluated pursuant to SEQR, including the preparation of an environmental impact statement if the proposed action may have one or more significant adverse environmental impacts and public scoping.
- 6) Consider allowing a future medical office park on the northern portion of the Lufker Airport site and the triangular lot to the west of the airport, on the east side of CR 51 directly across from the PRCHC zoned property. This office use may be appropriate on SCTM#: 721-5-5.4, 684-5-1, and the northern portions of SCTM#: 721-5-6.1 & 8 which covers a total of approximately twenty-four acres. Establishment of such a use would be subject to the submission of a zone change application by the property owner.

As part of the establishment of any such use, design the entrances from CR 51 into the PRCHC zoned property ("Heritage") on the west side of CR 51 and the suggested medical office complex on the east side of CR 51 to line up with each other near the intersection of CR 51 and the CR 91/Manorville Branch Road right-of-way. This would help to reduce the number of curb

cuts along CR 51 and allow for a safer and more efficient four-way intersection for vehicles and pedestrians.

- 7) Consider allowing seven or eight single-family dwellings on the southern nine acres of Lufker Airport (SCTM#: 721-5-6.1, 7 & 8). These dwellings could be built either as typical single-family homes or could be built as a fly-in community in which the residents of the community could keep small planes on their properties and use the adjacent airport to take-off and land, thereby supporting Spadaro Airport, creating a unique community, and perhaps benefiting the school district because of the expected high real estate values.
- 8) Consider allowing the development of transportation-related businesses on two small properties located adjacent to and between the east side of CR 51 and Sunrise Highway's west service road at the corner of CR 51 and CR 55. These properties are less suited to residential land uses than to commercial or service uses. Particular attention would have to be placed on suitable transportation-related uses, plan layout, building architecture, landscaping, signage, lighting, environmental concerns, and other characteristics of these future commercial sites to ensure they would enhance rather than detract from the character of the area. Consideration should be made of providing a combined access/egress off of and on to the Sunrise Highway service road to the southeast of the properties. A change of zone at the site would be subject to the

submission of a change of zone application by the property owner, consideration by the Town and public as to the suitability of the specific proposed transportation-related use(s), and assurances that buffers, environmental protections, adequate access, and other important factors are fully addressed.

Preliminary plans have been submitted to the Town for a mixed-use development consisting of a carwash, reconstructed (new) filling station, a lube center, and small convenience store. These uses may be appropriate depending on specific plans, mitigations, and the results of site plan, community outreach, and environmental reviews.

Car washes utilize a significant amount of grey water. The grey water can be contaminated with deicing agents/road salt, sediment, oil gasoline and grease from the undercarriage of the vehicles, solvents from the soap solutions (such as methylene chloride or trichloroethylene), trace metals, and detergents.

The Corridor planning area is within several particularly sensitive watersheds that drain into Seatuck, Little Seatuck, and Heils Creeks, and ultimately into Moriches Bay and the South Shore Estuary. It is therefore recommended that any proposed car washes in the Corridor be equipped with recycling systems to remove harmful contaminants and the recycling and reuse of the water. The need for a full and adequate environmental review and opportunities

for public input for facilities such as carwashes, filling stations, and lube centers are considered critical components of future project reviews.

- 9) Promote low-density single-family residential development on properties identified as SCTM#: 200-594-2-5.1 and 3.2 that are located south of Sunrise Highway in the east end of the corridor planning area, near the headwaters of Seatuck Creek. Low density residential development, such as one dwelling unit per two acres would reduce potential development density near the headwaters of the creek, thereby increasing the protection of the creek and Moriches Bay.
- 10) Consider the creation of public parkland and recreational and community facilities on between ten and thirty acres of the Eastport Meadows property (SCTM#: 200-685-1-4.1) along the eastbound Sunrise Highway service road. This parkland could include outdoor recreational facilities such as ball fields, tennis and basketball courts, and hiking trails, as well as a community meeting house.
- 11) No recommendations are assigned to two properties located at the corner of Eastport Manor Road and the east service road of Sunrise Highway (SCTM#: 200-593-3-7.1 and 200-682-3-40).

Alternatives that were considered for this ten acre tract included a transportation-related commercial use or a collection of small building/plumbing/contractor supply

businesses if adequate buffers, access, and sufficient protections of nearby homes, creeks, and environmental resources could be guaranteed.

- 12) Merge small, substandard, old filed map lots north of Harts Road rather than allowing their individual piecemeal development. This will encourage growth that proceeds in a more orderly and sustainable manner and complies with or exceeds current lot area standards and public health and environmental protections.
- 13) No recommendation is made in this plan regarding SCTM# 684-4-1.1, 2, and 3 and 721-6-2 (Heritage Square).

4.6 TAX BASE

ISSUES AND OPPORTUNITIES

Perhaps the primary issue of residents in the corridor planning area is property taxes, particular school taxes. Of particular concern is the removal of property from the tax rolls through land acquisition and preservation efforts (including the dedication of land preserved by clustering) and the potential for introducing a significant number of school-aged children into the corridor planning area from future residential development. Ensuring a mix of land uses can help to offset these impacts. For example, commercial, industrial and senior residential uses provide tax revenues but tend to draw less from the tax base

which can offset the expenditures caused by single-family dwellings and acquired properties.

Recommended sites for tax ratable development include the Spadaro Airport, Lufker Airport, and possibly land east of the Valero gasoline station. PRCHC has the potential to be developed along the west side of CR 51 in the future as well.

OBJECTIVES

- Increase the amount of tax rateables provided it is compatible with the corridor's sense of place while protecting the aesthetic resources.

RECOMMENDATIONS

- 1) Diversify land uses by allowing a limited mix of business, office, residence, recreation, and open space that will balance property tax revenues and public service expenditures, and providing support to each school and fire district.
- 2) Promote limited airport or airplane-related commercial development along Montauk Highway at the Spadaro Airport site.
- 3) Allow the development of an airpark residential community on the residentially zoned portion of the Lufker Airport site. Airpark housing generally has high tax valuation but generates relatively few school children.

4.7 TRANSPORTATION

ISSUES

Traffic safety on CR 51 is a concern. The most notable safety issue is the intersection of CR 51 and Montauk Highway. Left turn movements from the eastbound lane of Montauk Highway into the northbound lane of CR 51 and right turn movements from the southbound lane of CR 51 into the westbound lane of Montauk Highway have caused a disproportionate number of accidents at this intersection and in the area.

There are concerns that future development both inside and outside of the corridor planning area will reduce the level of service on CR 51 or detract from its rural nature. Besides these vehicular traffic concerns, there is a lack of pedestrian friendly features such as sidewalks and crosswalks and bikeways. These features are important in creating alternative and mixed modes of transportation.



Intersection of CR 51 (left) and Montauk Highway looking east.

OBJECTIVES

- Ensure that CR 51 is a safe, enjoyable, and efficient roadway.
- Encourage alternative and mixed modes of transportation.

RECOMMENDATIONS

- 1) Limit the number of curb cuts along CR 51 and Montauk Highway by utilizing shared access/egress

- points, and promoting shared and cross-access easement agreements, where possible.
- 2) Request that the Suffolk County Department of Public Works study and implement traffic safety improvements at the intersection of Montauk Highway and CR 51 to upgrade the operating level of motor vehicle service and promote motorist and pedestrian safety. Consideration should be given to realigning the CR 51 approach to the CR 51/Montauk Highway intersection, installing a traffic light if conditions meet New York State warrants, constructing a roundabout, and providing turning lanes to improve traffic flow.
 - 3) Allow for a combined rear access/egress point that serves the Valero service station and the two adjacent properties to its east onto the eastbound Sunrise Highway service road. The access/egress point should be far enough away from the service road's intersection with Eastport Manor Road to ensure motorist safety and to satisfy NYSDOT curb cut requirements.
 - 4) Construct or install pedestrian and bicycle amenities, such as sidewalks, crosswalks with decorative pavers, bike lanes, and bike racks, benches, trash receptacles, thematic lighting, and appropriate signage indicating bike and pedestrian rights-of-way in the areas that are already commercially developed.
 - 5) Encourage Suffolk County Department of Public Works to create a bike lane on CR 51.

- 6) Ensure safe and convenient linkages to nearby businesses, future parkland, and local trail systems.
- 7) Provide a safe crossing over CR 51 for the proposed trail system including signage and pavement treatments. Consider creating a joint access point or intersection which serves the Heritage and Lufker Airport sites and the recommended hiking trail at the intersection of CR 51 and the CR 91 "paper" right-of-way.

4.8 ENVIRONMENTAL RESOURCES

ISSUES AND OPPORTUNITIES

There are a number of important environmental resources and features in the corridor planning area including the underlying sole source aquifer, significant tracts of pine barrens habitat, agricultural soils and farmland, and associated aesthetic qualities. Many properties within the corridor planning area have been recognized by previous open space studies as having particular merit for possible future preservation.

Groundwater and surface waters are important resources within the CR 51 corridor planning area. Portions of the corridor planning area are within the Central Pine Barrens Compatible Growth Area and Central Suffolk Special Groundwater Protection Area. There are also the freshwater tributary headwaters of Seatuck Creek, Little Seatuck Creek, and Heils

Creek and associated South Shore CEA and Town of Brookhaven and NYSDEC delineated wetlands. Ensuring that land uses and practices do not adversely impact groundwater and surface water is critical within the corridor planning area.

It is important that adequate wastewater and stormwater controls are implemented, appropriate wetlands permits secured, erosion and sedimentation prevention efforts used, restrictions on areas of fertilized vegetation considered, non-disturbance buffers provided, and clustering of future development promoted so as to protect these important resources.

OBJECTIVES

- Protect the corridor planning area’s groundwater and surface water and natural resource values.

RECOMMENDATIONS

In addition to the open space recommendations which will protect environmental resources from development, the following environmental protection strategies should be considered:

- 1) Keep future development at least 150 feet from delineated freshwater wetlands boundaries by clustering, establishing non-disturbance buffers or conservation easements to help to maintain the integrity of these natural systems and the water quality of surface waters.

- 2) Install soil erosion and sedimentation controls such as silt fences and staked hay bales during site clearing, grading, and construction to prevent siltation and sediment-bound stormwater pollution of surface waters and wetlands.
- 3) Impose clearing restrictions consistent with those set forth by the Central Pine Barrens Comprehensive Land Use Plan for the Compatible Growth Area (CGA) on all of the properties within the corridor planning area, particularly the PRCHC zoned properties as they represent the areas in the corridor planning area with the greatest potential for high density development (Table 7).

Table 7. CGA clearing restrictions.

Minimum lot size requirement	Maximum site clearance
40,000 sq. ft. residential	53%
80,000 sq. ft. residential	35%
Commercial, Industrial or Other Mixed Use	65%

- 4) Require the installation of temporary project limiting fences during site preparation and construction to define areas to remain undisturbed.
- 5) Ensure that future developments, including any multi-family residential projects, are at a density that can be supported by area infrastructure and that will limit the

potential for groundwater and surface water contamination by increased wastewater and stormwater recharge, fertilizer and pesticide use on lawns and landscaping, or other activities and potential pollution sources.

- 6) Establish a dedicated wildlife corridor/trail along Toppings Path between CR 51 and CR 111 that connects to Hot Water Street in the Central Pine Barrens Core Preservation Area by either acquisition or establishing minimum 100-foot conservation easements or buffers along the west side of Toppings Path.

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- 7) Implement the management techniques and recommendations contained in the Long Island South Shore Estuary Reserve Comprehensive Land Use Plan.

- 8) Manage open space and control access as needed to protect sensitive environmental resources and private property.

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APPENDIX-A
Parcels in the Corridor Planning Area

Town of Brookhaven
Final CR 51 Corridor Land Use Plan
July 2007

TAX MAP NUMBER	ZONE	NY_CD	LANDUSE	FIRE DISTRICT	SCHOOL DISTRICT	AREA S.F.	ACRES
0200 59400 0100 005000	A1	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	2034068.40	46.70
0200 56300 0400 002000	A1	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	392814.81	9.02
0200 56300 0500 001000	A1	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	937338.15	21.52
0200 56200 0200 030000	A2	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	960078.42	22.04
0200 56200 0200 034000	A2	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	398051.23	9.14
0200 59300 0100 009000	A2	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	2482028.02	56.98
0200 59300 0100 011001	A2	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	42749.39	0.98
0200 59300 0100 011002	A2	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	229865.78	5.28
0200 56300 0300 001002	J2	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	45604.87	1.05
0200 56300 0300 001002	L1	105	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	71321.95	1.64
0200 59300 0200 001000	A2	140	AGRICULTURAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	668490.16	15.35
0200 75800 0200 036000	A1	170	AGRICULTURAL	East Moriches FD	EAST MORICHES UNION FREE SCHOOL	195573.72	4.49
0200 68500 0100 011001	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOOL	19087.11	0.44
0200 68100 0200 002000	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOOL	218212.70	5.01
0200 68500 0200 003000	A1	210	RESIDENTIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	120773.46	2.77
0200 68500 0100 005000	A1	210	RESIDENTIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	21647.47	0.50
0200 68500 0100 011001	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOOL	183591.33	4.21
0200 68500 0100 006000	A1	210	RESIDENTIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	16416.86	0.38

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TAX MAP NUMBER	ZONE	NY_CD	LANDUSE	FIRE DISTRICT	SCHOOL DISTRICT	AREA S.F.	ACRES
0200 72100 0500 005018	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	47401.17	1.09
0200 72100 0500 005015	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	51127.21	1.17
0200 72100 0500 005017	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	54956.75	1.26
0200 72100 0500 004000	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	154798.28	3.55
0200 72100 0500 005005	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	16589.19	0.38
0200 72100 0500 005021	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	67027.97	1.54
0200 72100 0300 033000	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE	18915.92	0.43
0200 75800 0200 056000	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE	18864.50	0.43
0200 75800 0200 054001	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE	8833.62	0.20
0200 75800 0200 055000	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE	10168.12	0.23
0200 75800 0200 053001	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE	7990.86	0.18
0200 75800 0200 052000	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE	9986.80	0.23
0200 75800 0200 048000	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE	10066.56	0.23
0200 75800 0200 047000	A1	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE	9891.22	0.23
0200 59400 0200 005001	A1	210	RESIDENTIAL	Easport FD	EASTPORT UNION FREE	450384.57	10.34
0200 59400 0200 005001	A1	210	RESIDENTIAL	Easport FD	EASTPORT UNION FREE	450384.57	10.34
0200 59300 0200 003002	A2	210	RESIDENTIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	201878.74	4.63
0200 59300 0200 003001	A2	210	RESIDENTIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	41992.62	0.96

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TAX MAP NUMBER	ZONE	NY_CD	LANDUSE	FIRE DISTRICT	SCHOOL DISTRICT	AREA S.F.	ACRES
0200 59300 0200 004000	A2	210	RESIDENTIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	9678.92	0.22
0200 75800 0200 058004	B	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	28674.13	0.66
0200 75800 0200 058003	B	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	29974.68	0.69
0200 75800 0200 058002	B	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	40512.04	0.93
0200 75800 0200 058001	B	210	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	27896.06	0.64
0200 59300 0200 005000	HF	210	RESIDENTIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	1126680.35	25.87
0200 72100 0600 001000	A1	218	RESIDENTIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	4107.83	0.09
0200 59300 0300 006000	PRC	280	RESIDENCE- MULTIPLE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	1971964.69	45.27
0200 56300 0400 003000	PRC	280	RESIDENCE- MULTIPLE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	87943.95	2.02
0200 59400 0100 001000	PRC	280	RESIDENCE- MULTIPLE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	175955.35	4.04
0200 59400 0100 002000	PRC	280	RESIDENCE- MULTIPLE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	214384.66	4.92
0200 59300 0300 002000	PRC	280	RESIDENCE- MULTIPLE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	162798.21	3.74
0200 59400 0100 003000	PRC	280	RESIDENCE- MULTIPLE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	43112.51	0.99
0200 59400 0100 004000	PRC	280	RESIDENCE- MULTIPLE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	127262.06	2.92
0200 59300 0300 004000	PRC	280	RESIDENCE- MULTIPLE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	93190.64	2.14
0200 59300 0300 005000	PRC	280	RESIDENCE- MULTIPLE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	86041.25	1.98
0200 56300 0400 001000	A1	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	109110.39	2.50
0200 59300 0100 015000	A1	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	96114.00	2.21

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TAX MAP NUMBER	ZONE	NY_CD	LANDUSE	FIRE DISTRICT	SCHOOL DISTRICT	AREA S.F.	ACRES
0200 59300 0100 014001	A1	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	40706.48	0.93
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0200 68100 0200 001000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	215804.00	4.95
0200 68400 0300 007000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	253234.15	5.81
0200 68400 0500 003000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	234065.70	5.37
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0200 68400 0300 005000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	45390.97	1.04
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0200 68400 0300 004000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	42236.41	0.97
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0200 68400 0100 002000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	11983.01	0.28
0200 68400 0200 001000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10776.49	0.25
0200 68400 0100 004000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3647.21	0.08
0200 68400 0200 033000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	11280.26	0.26
0200 68400 0200 034000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20311.10	0.47
0200 68400 0100 001000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2055.65	0.05
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0200 68400 0200 035000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10898.19	0.25

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TAX MAP NUMBER	ZONE	NY_CD	LANDUSE	FIRE DISTRICT	SCHOOL DISTRICT	AREA S.F.	ACRES
0200 68400 0200 045000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	187154.49	4.30
0200 68400 0200 002000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	7999.91	0.18
0200 68400 0100 005000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	7999.65	0.18
0200 68400 0100 006000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20000.09	0.46
0200 68400 0200 046000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	278991.37	6.40
0200 68400 0200 032000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	8000.01	0.18
0200 68400 0100 007000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20000.88	0.46
0200 68400 0200 036000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	11987.62	0.28
0200 68400 0200 003000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3999.95	0.09
0200 68400 0100 010000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	7999.84	0.18
0200 68400 0100 009000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3999.90	0.09
0200 68400 0200 004000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19999.76	0.46
0200 68400 0100 008000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	11999.80	0.28
0200 68400 0200 031000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19999.71	0.46
0200 68400 0200 030000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19999.54	0.46
0200 68400 0100 011000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4000.48	0.09
0200 68400 0200 037000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19958.44	0.46
0200 68400 0100 012000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	15999.61	0.37

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0200 68400 0100 013000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3999.91	0.09
0200 68400 0100 014000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	14000.07	0.32
0200 68400 0100 015000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	7999.81	0.18
0200 68400 0200 005000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19999.97	0.46
0200 68400 0200 028000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19999.72	0.46
0200 68400 0200 029000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19999.52	0.46
0200 68400 0100 016000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	26000.88	0.60
0200 68400 0100 017000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3999.99	0.09
0200 68400 0200 038000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19932.05	0.46
0200 68400 0100 018000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4000.82	0.09
0200 68400 0100 019000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	24000.11	0.55
0200 68400 0200 006000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19999.77	0.46
0200 68400 0100 020000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3999.97	0.09
0200 68400 0200 027000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9999.83	0.23
0200 68400 0100 021000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20000.45	0.46
0200 68400 0200 026000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	26001.84	0.60
0200 68500 0100 007000	A1	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	112378.56	2.58
0200 68400 0200 039000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19908.21	0.46

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0200 68400 0100 023000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	7999.84	0.18
0200 68400 0200 025000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20002.22	0.46
0200 68400 0100 022001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10000.53	0.23
0200 68400 0100 022002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10000.28	0.23
0200 72100 0500 005004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	252993.19	5.81
0200 68400 0200 007000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.51	0.05
0200 68400 0200 009000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	5999.94	0.14
0200 68400 0200 008000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4000.35	0.09
0200 68400 0100 024000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	76001.16	1.74
0200 68500 0100 009000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	7101.59	0.16
0200 68400 0200 044000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	109516.14	2.51
0200 68400 0200 040000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	24101.88	0.55
0200 68400 0200 023000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20285.41	0.47
0200 68400 0200 024000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10141.92	0.23
0200 68400 0200 010000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6023.03	0.14
0200 68400 0200 011000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	18068.66	0.41
0200 68400 0200 022000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20284.31	0.47
0200 68400 0100 025000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	76000.98	1.74

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0200 68400 0200 021000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	14199.50	0.33
0200 68400 0200 041000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	26586.81	0.61
0200 68400 0200 012000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6022.94	0.14
0200 68400 0200 020000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20284.99	0.47
0200 68400 0200 013000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4015.29	0.09
0200 68400 0200 019000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16227.57	0.37
0200 68400 0200 014000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16061.17	0.37
0200 68400 0100 029000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20000.22	0.46
0200 68400 0100 026000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20000.15	0.46
0200 68400 0100 027000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20001.16	0.46
0200 68400 0200 048005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.63	0.05
0200 68400 0200 048004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.43	0.05
0200 68400 0200 048003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.48	0.05
0200 68400 0200 048002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.48	0.05
0200 68400 0200 042000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20641.97	0.47
0200 68400 0200 048001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.48	0.05
0200 68400 0200 047010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2007.17	0.05
0200 68400 0200 047009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2006.26	0.05

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0200 68400 0200 047008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2006.26	0.05
0200 68400 0200 047007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2006.26	0.05
0200 68400 0200 047006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1923.06	0.04
0200 68400 0200 047005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2089.47	0.05
0200 68400 0200 047004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2006.26	0.05
0200 68400 0200 047003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2006.26	0.05
0200 68400 0200 018000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	8113.62	0.19
0200 68400 0200 047002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2006.26	0.05
0200 68400 0100 028000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	15999.72	0.37
0200 68400 0200 047001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2006.32	0.05
0200 68400 0200 043005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2871.73	0.07
0200 68400 0200 043004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1890.25	0.04
0200 68400 0200 016000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20285.60	0.47
0200 68400 0200 043003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1890.14	0.04
0200 68400 0200 043002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1890.25	0.04
0200 68400 0200 043001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1732.28	0.04
0200 68400 0200 015000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20076.47	0.46
0200 68400 0200 048006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.46	0.05

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0200 68400 0200 017000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	12170.20	0.28
0200 72100 0300 041001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.84	0.05
0200 72100 0300 023001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2005.53	0.05
0200 68400 0200 048007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.38	0.05
0200 68400 0200 043006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2124.55	0.05
0200 72100 0300 041002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.87	0.05
0200 72100 0300 023002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2005.37	0.05
0200 68400 0200 048008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.41	0.05
0200 68400 0200 043007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2059.11	0.05
0200 72100 0300 041003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.66	0.05
0200 72100 0300 023003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2005.18	0.05
0200 68400 0200 048009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.39	0.05
0200 68400 0200 043008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2061.44	0.05
0200 72100 0300 041004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.45	0.05
0200 72100 0100 004000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19868.89	0.46
0200 72100 0300 023004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.99	0.05
0200 68400 0200 048010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2064.37	0.05
0200 72100 0100 002000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19709.21	0.45

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TAX MAP NUMBER	ZONE	NY_CD	LANDUSE	FIRE DISTRICT	SCHOOL DISTRICT	AREA S.F.	ACRES
0200 68400 0200 043009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2068.68	0.05
0200 72100 0300 041005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.24	0.05
0200 72100 0300 023005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.80	0.05
0200 72100 0400 001001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2061.89	0.05
0200 72100 0300 001000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10315.97	0.24
0200 68400 0200 043010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2081.53	0.05
0200 72100 0300 041006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.03	0.05
0200 72100 0100 001000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19549.30	0.45
0200 72100 0300 023006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.61	0.05
0200 72100 0400 001002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2060.89	0.05
0200 72100 0200 032000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9970.41	0.23
0200 72100 0300 019001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2080.15	0.05
0200 72100 0300 041007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.82	0.05
0200 72100 0200 031000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10143.53	0.23
0200 72100 0300 023007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.42	0.05
0200 72100 0400 001003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2059.89	0.05
0200 72100 0200 002000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6025.55	0.14
0200 72100 0300 019002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2076.56	0.05

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0200 72100 0300 041008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.61	0.05
0200 72100 0200 001000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4007.67	0.09
0200 72100 0300 023008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.23	0.05
0200 72100 0400 001004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2058.88	0.05
0200 72100 0300 019003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2086.51	0.05
0200 72100 0300 041009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.40	0.05
0200 72100 0300 023009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.03	0.05
0200 72100 0400 001005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2057.86	0.05
0200 72100 0100 003000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16096.63	0.37
0200 72100 0300 019004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2080.01	0.05
0200 72100 0300 041010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.19	0.05
0200 72100 0300 023010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.84	0.05
0200 72100 0400 001006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2056.83	0.05
0200 72100 0300 019005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2079.84	0.05
0200 72100 0300 040001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.98	0.05
0200 72100 0300 022010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.65	0.05
0200 72100 0400 001007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2055.83	0.05
0200 72100 0300 019006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2081.87	0.05

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0200 72100 0300 040002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.77	0.05
0200 72100 0300 022009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.46	0.05
0200 72100 0400 001008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2054.84	0.05
0200 72100 0300 019007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2083.91	0.05
0200 72100 0300 040003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.50	0.05
0200 72100 0300 002000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	22299.51	0.51
0200 72100 0300 022008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.22	0.05
0200 72100 0400 001009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2053.85	0.05
0200 72100 0300 019008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2085.95	0.05
0200 72100 0300 040004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.34	0.05
0200 72100 0200 033000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	8017.08	0.18
0200 72100 0300 022007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.08	0.05
0200 72100 0400 001010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2052.85	0.05
0200 72100 0200 034000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1792.29	0.04
0200 72100 0200 030000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20223.62	0.46
0200 72100 0300 019009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2087.99	0.05
0200 72100 0300 040005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.13	0.05
0200 72100 0200 003000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19980.41	0.46

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0200 72100 0300 022006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.89	0.05
0200 72100 0400 002001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2051.85	0.05
0200 72100 0300 019010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2090.04	0.05
0200 72100 0300 040006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.92	0.05
0200 72100 0300 022005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.70	0.05
0200 72100 0400 002002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2050.84	0.05
0200 72100 0100 005000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20026.78	0.46
0200 72100 0300 018001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2092.08	0.05
0200 72100 0300 040007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.71	0.05
0200 72100 0100 006000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19903.55	0.46
0200 72100 0300 022004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.51	0.05
0200 72100 0400 002003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2049.82	0.05
0200 72100 0300 018002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2094.12	0.05
0200 72100 0300 040008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.50	0.05
0200 72100 0300 022003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.32	0.05
0200 72100 0400 002004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2048.78	0.05
0200 72100 0100 008000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19574.15	0.45
0200 72100 0300 018003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2096.17	0.05

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0200 72100 0300 040009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.29	0.05
0200 72100 0200 035000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	8047.86	0.18
0200 72100 0300 022002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.13	0.05
0200 72100 0400 002005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2047.79	0.05
0200 72100 0300 018004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2098.21	0.05
0200 72100 0300 040010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.08	0.05
0200 72100 0300 022001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.94	0.05
0200 72100 0400 002006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2046.80	0.05
0200 72100 0300 018005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2100.25	0.05
0200 72100 0300 039001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.87	0.05
0200 72100 0300 021010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.75	0.05
0200 72100 0400 002007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2045.81	0.05
0200 72100 0300 018006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2102.29	0.05
0200 72100 0300 039002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.66	0.05
0200 72100 0100 007000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16091.04	0.37
0200 72100 0300 021009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.56	0.05
0200 72100 0400 002008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2044.81	0.05
0200 72100 0300 018007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2104.33	0.05

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0200 72100 0300 039003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.45	0.05
0200 72100 0200 036000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1934.70	0.04
0200 72100 0300 021008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.37	0.05
0200 72100 0400 002009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2043.81	0.05
0200 72100 0300 018008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2106.36	0.05
0200 72100 0300 039004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.24	0.05
0200 72100 0200 037000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	13857.84	0.32
0200 72100 0300 003000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	18064.43	0.41
0200 72100 0300 021007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.18	0.05
0200 72100 0400 002010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2042.80	0.05
0200 72100 0200 029000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20168.57	0.46
0200 72100 0300 018009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2108.41	0.05
0200 72100 0300 039005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.03	0.05
0200 72100 0200 004000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4061.15	0.09
0200 72100 0300 021006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.98	0.05
0200 72100 0400 003001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2041.78	0.05
0200 72100 0300 018010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2110.46	0.05
0200 72100 0300 039006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.81	0.05

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0200 72100 0300 021005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.79	0.05
0200 72100 0400 003002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2040.74	0.05
0200 72100 0300 017001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2112.50	0.05
0200 72100 0300 039007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.60	0.05
0200 72100 0200 005000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	23934.68	0.55
0200 72100 0300 021004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.60	0.05
0200 72100 0400 003003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2039.75	0.05
0200 72100 0300 017002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2114.53	0.05
0200 72100 0300 039008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.39	0.05
0200 72100 0300 021003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.41	0.05
0200 72100 0400 003004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2038.76	0.05
0200 72100 0300 017003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2116.58	0.05
0200 72100 0300 039009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.18	0.05
0200 72100 0100 012000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20150.51	0.46
0200 72100 0300 021002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.22	0.05
0200 72100 0400 003005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2037.93	0.05
0200 72100 0100 010000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19618.22	0.45
0200 72100 0300 039010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.28	0.05

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0200 72100 0300 017004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2118.62	0.05
0200 72100 0300 021001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.13	0.05
0200 72100 0400 003006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2036.94	0.05
0200 72100 0400 003007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2036.09	0.05
0200 72100 0400 003008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2035.30	0.05
0200 72100 0400 003009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2034.50	0.05
0200 72100 0400 003010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2033.71	0.05
0200 72100 0300 020010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.53	0.05
0200 72100 0300 017005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2124.50	0.05
0200 72100 0200 038000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6062.84	0.14
0200 72100 0300 020009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1998.92	0.05
0200 72100 0300 020008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.01	0.05
0200 72100 0300 020007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.10	0.05
0200 72100 0300 020006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1998.26	0.05
0200 72100 0300 020005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2000.28	0.05
0200 72100 0100 009000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19639.40	0.45
0200 72100 0300 020004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.38	0.05
0200 72100 0300 020003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.48	0.05

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0200 72100 0300 020002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.57	0.05
0200 72100 0300 020001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1999.66	0.05
0200 72100 0300 017006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2909.07	0.07
0200 72100 0300 017007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1934.67	0.04
0200 72100 0300 017008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1938.14	0.04
0200 72100 0300 017009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1941.69	0.04
0200 72100 0300 017010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1967.67	0.05
0200 72100 0300 004000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19883.33	0.46
0200 72100 0200 039000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20048.27	0.46
0200 72100 0100 011000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16010.34	0.37
0200 72100 0200 028000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20205.53	0.46
0200 72100 0400 004005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2030.15	0.05
0200 72100 0400 004004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2001.06	0.05
0200 72100 0400 004003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2048.02	0.05
0200 72100 0400 004002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2009.57	0.05
0200 72100 0400 004001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2087.26	0.05
0200 72100 0500 005016	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	52081.61	1.20
0200 72100 0300 024010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2033.79	0.05

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0200 72100 0300 024009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1984.01	0.05
0200 72100 0300 024008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1938.46	0.04
0200 72100 0300 024007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1997.95	0.05
0200 72100 0300 024006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2008.72	0.05
0200 72100 0300 024005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1953.55	0.04
0200 72100 0300 024004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2082.04	0.05
0200 72100 0300 024003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1976.28	0.05
0200 72100 0300 024002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2004.23	0.05
0200 72100 0300 024001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2128.28	0.05
0200 72100 0300 016005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2688.77	0.06
0200 72100 0300 016004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1997.50	0.05
0200 72100 0300 016003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2022.07	0.05
0200 72100 0300 016002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1949.42	0.04
0200 72100 0300 016001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2083.07	0.05
0200 72100 0200 006000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2052.73	0.05
0200 72100 0200 007000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6195.82	0.14
0200 72100 0100 013000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20179.27	0.46
0200 72100 0400 004006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2028.35	0.05

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0200 72100 0100 014000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20046.29	0.46
0200 72100 0300 038001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1908.01	0.04
0200 72100 0400 004007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2150.66	0.05
0200 72100 0300 042000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1964.16	0.05
0200 72100 0300 005000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19970.13	0.46
0200 72100 0200 008000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3998.02	0.09
0200 72100 0300 038002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2129.02	0.05
0200 72100 0300 016006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2146.14	0.05
0200 72100 0300 030001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2189.00	0.05
0200 72100 0100 016000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19926.06	0.46
0200 72100 0400 004008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2005.84	0.05
0200 72100 0200 040000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19934.14	0.46
0200 72100 0300 016007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2265.01	0.05
0200 72100 0300 038003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2085.76	0.05
0200 72100 0200 027000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20101.40	0.46
0200 72100 0400 004009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2106.10	0.05
0200 72100 0300 030002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1978.39	0.05
0200 72100 0200 009000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10011.17	0.23

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0200 72100 0300 016008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2101.79	0.05
0200 72100 0300 038004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1958.30	0.04
0200 72100 0400 004010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2116.21	0.05
0200 72100 0300 030003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1955.34	0.04
0200 72100 0300 016009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2037.40	0.05
0200 72100 0300 038005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1920.20	0.04
0200 72100 0300 030004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2035.33	0.05
0200 72100 0400 005001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2141.26	0.05
0200 72100 0100 015000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	15984.25	0.37
0200 72100 0300 016010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2104.68	0.05
0200 72100 0300 038006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2175.82	0.05
0200 72100 0300 030005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2112.62	0.05
0200 72100 0400 005002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2101.64	0.05
0200 72100 0300 015001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2247.73	0.05
0200 72100 0300 038007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1907.55	0.04
0200 72100 0300 030006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1990.64	0.05
0200 72100 0400 005003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1893.98	0.04
0200 72100 0300 015002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2104.54	0.05

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0200 72100 0300 038008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2017.42	0.05
0200 72100 0400 005004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2182.08	0.05
0200 72100 0300 030007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2014.82	0.05
0200 72100 0200 010000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10067.28	0.23
0200 72100 0300 015003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2063.00	0.05
0200 72100 0300 038009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1978.17	0.05
0200 72100 0300 030008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2042.04	0.05
0200 72100 0400 005005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1936.37	0.04
0200 72100 0300 015004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2083.05	0.05
0200 72100 0300 038010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1992.87	0.05
0200 72100 0400 005006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2190.79	0.05
0200 72100 0300 030009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1973.59	0.05
0200 72100 0300 015005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2176.97	0.05
0200 72100 0300 037001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2016.91	0.05
0200 72100 0300 029010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2101.11	0.05
0200 72100 0400 005007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1991.71	0.05
0200 72100 0300 015006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2140.78	0.05
0200 72100 0300 037002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1848.64	0.04

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0200 72100 0400 005008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2034.14	0.05
0200 72100 0300 029009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1911.07	0.04
0200 72100 0100 020000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19827.68	0.46
0200 72100 0300 037003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2140.34	0.05
0200 72100 0300 015007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2087.01	0.05
0200 72100 0100 018000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20083.93	0.46
0200 72100 0400 005009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2157.11	0.05
0200 72100 0300 029008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2093.88	0.05
0200 72100 0300 015008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2208.12	0.05
0200 72100 0300 037004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1966.45	0.05
0200 72100 0300 006000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6046.57	0.14
0200 72100 0300 029007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2012.28	0.05
0200 72100 0400 005010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2146.86	0.05
0200 72100 0500 002000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	69058.12	1.59
0200 72100 0300 007000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4048.35	0.09
0200 72100 0100 017000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19696.29	0.45
0200 72100 0300 015009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2075.07	0.05
0200 72100 0200 041000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10125.47	0.23

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0200 72100 0300 037005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2015.27	0.05
0200 72100 0300 029006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2016.37	0.05
0200 72100 0400 006001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1988.72	0.05
0200 72100 0200 026000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6050.44	0.14
0200 72100 0200 025000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	5941.73	0.14
0200 72100 0300 015010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2133.80	0.05
0200 72100 0300 037006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2012.39	0.05
0200 72100 0200 011000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10088.75	0.23
0200 72100 0300 029005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2109.62	0.05
0200 72100 0400 006002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1996.86	0.05
0200 72100 0300 014001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2009.10	0.05
0200 72100 0300 037007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1879.43	0.04
0200 72100 0400 006003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2159.33	0.05
0200 72100 0300 029004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1858.91	0.04
0200 72100 0300 014002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1922.05	0.04
0200 72100 0300 037008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2134.35	0.05
0200 72100 0100 019000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	15955.63	0.37
0200 72100 0300 029003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2155.28	0.05

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0200 72100 0400 006004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1869.67	0.04
0200 72100 0300 014003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2266.08	0.05
0200 72100 0300 037009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1818.18	0.04
0200 72100 0300 008000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	17988.03	0.41
0200 72100 0400 006005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2209.14	0.05
0200 72100 0300 029002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1884.28	0.04
0200 72100 0300 014004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2154.62	0.05
0200 72100 0300 037010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2157.80	0.05
0200 72100 0200 042000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2008.55	0.05
0200 72100 0300 029001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2132.63	0.05
0200 72100 0400 006006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2096.09	0.05
0200 72100 0300 014005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2114.30	0.05
0200 72100 0300 036001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1958.19	0.04
0200 72100 0200 043000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9933.71	0.23
0200 72100 0200 012000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	24203.91	0.56
0200 72100 0300 028007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1955.99	0.04
0200 72100 0400 006007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2051.96	0.05
0200 72100 0200 024000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6012.53	0.14

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0200 72100 0300 014006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2093.43	0.05
0200 72100 0300 036002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2002.29	0.05
0200 72100 0300 028006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2072.77	0.05
0200 72100 0400 006008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2091.31	0.05
0200 72100 0300 014007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2096.75	0.05
0200 72100 0300 036003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2013.90	0.05
0200 72100 0400 006009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2067.78	0.05
0200 72100 0300 028005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2029.99	0.05
0200 72100 0300 014008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2166.40	0.05
0200 72100 0300 036004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1929.24	0.04
0200 72100 0400 006010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2151.19	0.05
0200 72100 0300 028004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1982.39	0.05
0200 72100 0200 023000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9974.47	0.23
0200 72100 0300 014009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2005.03	0.05
0200 72100 0300 036005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2029.40	0.05
0200 72100 0100 021000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19979.96	0.46
0200 72100 0300 028003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2077.77	0.05
0200 72100 0100 022000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20168.33	0.46

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0200 72100 0400 007001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2025.97	0.05
0200 72100 0300 014010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2159.31	0.05
0200 72100 0200 044000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4029.17	0.09
0200 72100 0300 036006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1877.68	0.04
0200 72100 0300 028002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1898.69	0.04
0200 72100 0400 007002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1938.58	0.04
0200 72100 0300 013001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2095.92	0.05
0200 72100 0300 036007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1984.68	0.05
0200 72100 0100 024000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19908.26	0.46
0200 72100 0300 028001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2031.47	0.05
0200 72100 0400 007003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2067.06	0.05
0200 72100 0500 011000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	36455.71	0.84
0200 72100 0300 013002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2083.92	0.05
0200 72100 0300 036008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2029.60	0.05
0200 72100 0200 045000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4101.17	0.09
0200 72100 0300 009000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2116.93	0.05
0200 72100 0400 007004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2098.41	0.05
0200 72100 0300 027003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2019.76	0.05

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0200 72100 0300 013003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2047.49	0.05
0200 72100 0300 036009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1956.58	0.04
0200 72100 0300 010000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19833.67	0.46
0200 72100 0300 027002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1979.94	0.05
0200 72100 0400 007005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2095.32	0.05
0200 72100 0200 022000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	11738.54	0.27
0200 72100 0300 013004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2065.70	0.05
0200 72100 0300 036011	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2026.05	0.05
0200 72100 0200 046000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3950.56	0.09
0200 72100 0500 005001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	2425.99	0.06
0200 72100 0300 027001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2133.11	0.05
0200 72100 0400 008001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2137.03	0.05
0200 72100 0100 023000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16129.22	0.37
0200 72100 0400 008002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2044.46	0.05
0200 72100 0400 008003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1960.37	0.05
0200 72100 0400 008004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2072.20	0.05
0200 72100 0400 008005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2020.30	0.05
0200 72100 0300 013005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2261.64	0.05

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0200 72100 0300 026005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1966.59	0.05
0200 72100 0300 026004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2099.36	0.05
0200 72100 0300 026003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1966.66	0.05
0200 72100 0300 026002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1967.94	0.05
0200 72100 0300 026001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1927.73	0.04
0200 72100 0300 025005	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1966.65	0.05
0200 72100 0300 025004	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2061.12	0.05
0200 72100 0300 025003	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1986.25	0.05
0200 72100 0300 025002	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1915.73	0.04
0200 72100 0300 025001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2101.26	0.05
0200 72100 0300 013006	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2448.60	0.06
0200 72100 0200 047000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9933.35	0.23
0200 72100 0300 013007	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1938.32	0.04
0200 72100 0300 013008	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2003.01	0.05
0200 72100 0300 013009	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1928.50	0.04
0200 72100 0300 013010	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2024.98	0.05
0200 72100 0200 013000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19963.49	0.46
0200 72100 0500 003000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	12938.99	0.30

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0200 72100 0200 021000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9917.89	0.23
0200 72100 0500 005020	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	45114.83	1.04
0200 72100 0200 048000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20035.51	0.46
0200 72100 0100 029000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3955.38	0.09
0200 72100 0300 035000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9031.20	0.21
0200 72100 0100 028000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19749.93	0.45
0200 72100 0300 031000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9997.80	0.23
0200 72100 0300 011000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9983.65	0.23
0200 72100 0100 030000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16141.70	0.37
0200 72100 0100 025000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	13936.20	0.32
0200 72100 0200 020000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9907.99	0.23
0200 72100 0300 034000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	11126.07	0.26
0200 72100 0100 027000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	18051.47	0.41
0200 72100 0300 032000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	8015.53	0.18
0200 72100 0200 014000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6026.74	0.14
0200 72100 0300 012000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19954.38	0.46
0200 72100 0200 019000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10002.40	0.23
0200 72100 0200 015000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4130.16	0.09

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0200 72100 0100 026000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3924.92	0.09
0200 72100 0200 049000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16139.37	0.37
0200 72100 0200 016000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	5934.25	0.14
0200 72100 0100 031000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20210.72	0.46
0200 72100 0200 018000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9847.57	0.23
0200 72100 0100 032000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	17908.33	0.41
0200 72100 0200 017000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10002.09	0.23
0200 75800 0100 025000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9857.97	0.23
0200 75800 0100 024000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	8238.96	0.19
0200 75800 0100 023000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19810.73	0.45
0200 75800 0200 044000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	11604.08	0.27
0200 75800 0200 024000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9789.52	0.22
0200 75800 0200 023000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9881.48	0.23
0200 75800 0200 001000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9981.53	0.23
0200 75800 0100 019000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20113.38	0.46
0200 75800 0200 025000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4037.71	0.09
0200 75800 0200 043000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	21693.57	0.50
0200 75800 0100 022000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20310.67	0.47

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0200 75800 0200 022000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1936.19	0.04
0200 75800 0200 002000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4073.83	0.09
0200 75800 0200 021000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	7973.12	0.18
0200 75800 0200 026000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3944.47	0.09
0200 75800 0100 021000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19427.92	0.45
0200 75800 0200 003000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	5971.02	0.14
0200 75800 0200 027000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4025.61	0.09
0200 75800 0200 020000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4046.48	0.09
0200 75800 0100 020000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16099.12	0.37
0200 75800 0200 028000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3778.80	0.09
0200 75800 0200 004000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3979.12	0.09
0200 75800 0200 019000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10068.31	0.23
0200 75800 0200 029000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4117.89	0.09
0200 75800 0200 005000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10163.97	0.23
0200 75800 0200 051001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6379.98	0.15
0200 75800 0200 030000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	4016.73	0.09
0200 75800 0200 050000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10174.66	0.23
0200 75800 0200 042000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	5819.95	0.13

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0200 75800 0200 031000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	5852.25	0.13
0200 75800 0200 018000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9882.95	0.23
0200 75800 0100 018000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19848.57	0.46
0200 75800 0100 016000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19766.11	0.45
0200 75800 0200 006000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	5926.20	0.14
0200 75800 0200 041000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9982.95	0.23
0200 75800 0200 049001	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	15287.12	0.35
0200 75800 0100 015000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19767.85	0.45
0200 75800 0200 032000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9910.34	0.23
0200 75800 0200 007000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3977.93	0.09
0200 75800 0200 017000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	12082.68	0.28
0200 75800 0100 017000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16034.95	0.37
0200 75800 0200 008000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6071.23	0.14
0200 75800 0200 040000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3873.97	0.09
0200 75800 0200 033000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9908.06	0.23
0200 75800 0200 039000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	6007.64	0.14
0200 75800 0200 009000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	12006.52	0.28
0200 75800 0200 016000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	7977.58	0.18

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TAX MAP NUMBER	ZONE	NY_CD	LANDUSE	FIRE DISTRICT	SCHOOL DISTRICT	AREA S.F.	ACRES
0200 75800 0200 038000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10266.05	0.24
0200 75800 0200 034000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10139.20	0.23
0200 75800 0100 011000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20036.91	0.46
0200 75800 0100 012000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19720.90	0.45
0200 75800 0200 010000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	5984.90	0.14
0200 75800 0100 014000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19799.80	0.45
0200 75800 0200 015000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	3981.96	0.09
0200 75800 0200 037000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9968.10	0.23
0200 75800 0200 014000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2190.12	0.05
0200 75800 0200 035000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9889.94	0.23
0200 75800 0200 011000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2091.28	0.05
0200 75800 0100 013000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	16011.87	0.37
0200 75800 0200 013000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	10054.61	0.23
0200 75800 0200 012000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	9986.84	0.23
0200 75800 0100 010000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	20045.65	0.46
0200 75800 0100 008000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19794.95	0.45
0200 75800 0100 007000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	19832.92	0.46
0200 75800 0100 009000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	15883.81	0.36

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0200 75800 0300 016000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	12945.49	0.30
0200 75800 0300 015000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	2726.52	0.06
0200 75800 0300 014000	A1	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE	1547.97	0.04
0200 68200 0300 004000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	12458.43	0.29
0200 68200 0300 009000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	14266.93	0.33
0200 59400 0200 003002	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	790705.04	18.15
0200 59400 0200 006000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	206728.84	4.75
0200 68300 0100 004000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	5068.40	0.12
0200 68300 0100 004000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	5068.40	0.12
0200 68300 0100 004000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	935.04	0.02
0200 68300 0100 005000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	5000.09	0.11
0200 68300 0100 005000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	5000.09	0.11
0200 59300 0300 007001	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	331102.96	7.60
0200 59300 0300 007001	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	331102.96	7.60
0200 59400 0200 001001	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	54187.58	1.24
0200 59300 0300 008000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	1082.22	0.02
0200 59300 0300 008000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	1082.22	0.02
0200 68300 0100 006000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	51943.70	1.19

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0200 68300 0100 006000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	51943.70	1.19
0200 68300 0100 003000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	14892.34	0.34
0200 68300 0100 003000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	14892.34	0.34
0200 68300 0100 001000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	7199.70	0.17
0200 68300 0100 001000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	7199.70	0.17
0200 68200 0300 001000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	48115.22	1.10
0200 68200 0300 001000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	48115.22	1.10
0200 68300 0100 002000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	5000.06	0.11
0200 68300 0100 002000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	5000.06	0.11
0200 68200 0300 002000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	8787.11	0.20
0200 68200 0300 002000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	8787.11	0.20
0200 68300 0100 011000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	50001.43	1.15
0200 68300 0100 011000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	50001.43	1.15
0200 68300 0100 007000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	5000.06	0.11
0200 68300 0100 007000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	5000.06	0.11
0200 68300 0100 009000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	49741.36	1.14
0200 68300 0100 009000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	49741.36	1.14
0200 68300 0100 008000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	15000.47	0.34

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0200 68300 0100 008000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	15000.47	0.34
0200 68200 0300 003000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	896.61	0.02
0200 68200 0300 003000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	896.61	0.02
0200 68200 0300 004000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	28006.04	0.64
0200 68200 0300 004000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	28006.04	0.64
0200 68200 0300 040000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	77132.95	1.77
0200 68200 0300 040000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	77132.95	1.77
0200 68300 0100 010000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	7499.93	0.17
0200 68300 0100 010000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	7499.93	0.17
0200 68300 0100 013000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	15000.24	0.34
0200 68300 0100 013000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	15000.24	0.34
0200 68200 0300 009000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	14253.39	0.33
0200 68200 0300 009000	A1	311	VACANT	Easport FD	EASTPORT UNION FREE	14253.39	0.33
0200 56200 0500 001000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	49617.27	1.14
0200 56200 0500 008000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	11736.32	0.27
0200 56200 0500 009000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	8536.05	0.20
0200 56200 0500 007000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	20001.30	0.46
0200 56200 0500 010000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	19999.69	0.46

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0200 56200 0500 006000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	40001.10	0.92
0200 56200 0200 029000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	456217.29	10.47
0200 56200 0500 002000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	24683.47	0.57
0200 56200 0500 005000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	19999.39	0.46
0200 56200 0500 011000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	19999.99	0.46
0200 56300 0300 003000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	10000.34	0.23
0200 56300 0300 004000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	5000.07	0.11
0200 56200 0500 004000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	19998.74	0.46
0200 56200 0500 012000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	20000.75	0.46
0200 56300 0300 002000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	10000.35	0.23
0200 56200 0500 003000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	40004.30	0.92
0200 56300 0300 006000	A2	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	22747.43	0.52
0200 72100 0500 012000	B	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	39236.68	0.90
0200 72100 0500 013000	B	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	24979.64	0.57
0200 72100 0500 014000	B	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	22650.01	0.52
0200 75800 0200 058005	B	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	25934.92	0.60
0200 56200 0200 036000	HF	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	54310.36	1.25
0200 68500 0100 004001	NHH	311	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	350310.68	8.04

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TAX MAP NUMBER	ZONE	NY_CD	LANDUSE	FIRE DISTRICT	SCHOOL DISTRICT	AREA S.F.	ACRES
0200 68400 0400 001001	NHH	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	166670.31	3.83
0200 68400 0400 002000	NHH	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	40153.77	0.92
0200 68400 0300 008000	PRCHC	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	315287.88	7.24
0200 68400 0300 009000	PRCHC	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	190263.57	4.37
0200 68400 0400 001001	PRCHC	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	736051.23	16.90
0200 68400 0400 002000	PRCHC	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	505586.87	11.61
0200 68400 0400 003000	PRCHC	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	182608.88	4.19
0200 72100 0600 002000	PRCHC	311	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	3685.22	0.08
0200 72100 0500 005003	A1	312	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	203614.31	4.67
0200 59400 0100 006000	A1	314	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	220538.16	5.06
0200 59400 0200 001001	A1	314	VACANT	Easport FD	EASTPORT UNION FREE EASTPORT UNION FREE SCHOOL	54187.58	1.24
0200 59300 0200 006000	A2	322	VACANT	Eastport FD	EASTPORT UNION FREE DIS	434783.32	9.98
0200 68500 0100 001001	A1	330	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	388088.34	8.91
0200 68400 0500 001000	A1	330	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	92588.91	2.13
0200 72100 0500 006001	A1	330	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	874567.54	20.08
0200 75800 0200 045002	A1	330	VACANT	East Moriches FD	EAST MORICHES UNION FREE EAST MORICHES UNION FREE	250362.90	5.75
0200 68500 0100 013001	PRC	330	VACANT	East Moriches FD	EAST MORICHES UNION FREE SCHOO	947332.43	21.75
0200 56200 0500 013000	A2	340	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	125961.12	2.89

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0200 56200 0200 035000	A2	340	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	385130.20	8.84
0200 56300 0300 005000	A2	340	VACANT	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	350643.71	8.05
0200 75800 0200 057000	B	432	COMMERCIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	13450.03	0.31
0200 72200 0100 001000	J2	432	COMMERCIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	70352.70	1.62
0200 72100 0500 007000	J2	432	COMMERCIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	9932.77	0.23
0200 59300 0100 013001	J5	432	COMMERCIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	28429.46	0.65
0200 72200 0100 001000	A1	433	COMMERCIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	502430.15	11.53
0200 75800 0200 046000	J2	433	COMMERCIAL	East Moriches FD	EAST MORICHES UNION FREE	15887.03	0.36
0200 56300 0300 001001	A2	449	COMMERCIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	793824.26	18.22
0200 59300 0100 010000	A2	449	COMMERCIAL	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	35470.03	0.81
0200 72100 0500 007000	A1	484	COMMERCIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	8274.91	0.19
0200 72100 0500 008000	J2	484	COMMERCIAL	East Moriches FD	EAST MORICHES UNION FREE SCHOO	204933.20	4.70
0200 75800 0200 045001	J2	484	COMMERCIAL	East Moriches FD	EAST MORICHES UNION FREE	53937.60	1.24
0200 72100 0500 005019	A1	631	COMMUNITY SERVICE	East Moriches FD	EAST MORICHES UNION FREE SCHOO	47527.03	1.09
0200 59300 0300 001000	A1	821	PUBLIC SERVICE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	81545.16	1.87
0200 68500 0100 010001	A1	821	PUBLIC SERVICE	East Moriches FD	EAST MORICHES UNION FREE SCHOO	88418.71	2.03
0200 59400 0200 007000	A1	821	PUBLIC SERVICE	Easport FD	EASTPORT UNION FREE	215244.74	4.94
0200 59300 0300 003000	PRC	853	PUBLIC SERVICE	Eastport FD	EASTPORT UNION FREE SCHOOL DIS	274295.49	6.30

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0200 68400 0500 004000	NA			East Moriches FD	EAST MORICHES UNION FREE SCHOO	13257.96	0.30
0200 72200 0100 001400	NA			East Moriches FD	EAST MORICHES UNION FREE SCHOO	31150.49	0.72

APPENDIX-B
Open Space Priorities List

**POSSIBLE PRIORITY OPEN SPACE TARGET AREAS
IN ORDER OF TOP PRIORITY**

Criteria used to prioritize areas that should be preserved or protected include:

- presence, quality, and quantity of environmental and aesthetic resources;
- adjacency to existing open space so as to promote the creation of larger, unified, and more environmentally meaningful spaces;
- location within critical environmental areas such as the Central Pine Barrens, NYSDEC and Town of Brookhaven wetlands jurisdictional areas, the South Shore CEA or other significant environmental areas that have valuable and sensitive resources that must be protected;
- potential for providing community benefits such as public access, outdoor recreational opportunities, and maintenance of visually attractive and publicly visible aesthetic resources;
- size of the property with larger properties preferred to smaller properties in order to maximize ecological and open space benefits; and
- inclusion on the Town’s open space acquisition target list.

The following is a list of open space target areas in order of priority. The prioritization criteria used, is by necessity, somewhat subjective. Therefore, the list provided below is

considered one, of perhaps several, reasonable priority sequences.

- 1) Fifty-seven acres of undeveloped agricultural land (sod farm) located at the southwest corner of CR 55 and Head of Neck Road in Manorville (SCTM#: 200-593-1-9);
- 2) All or part of a large undisturbed tract of woodlands located along the west side of CR 51, south of Sunrise Highway in East Moriches, that contains numerous properties, including many substandard old filed map lots. Three tax lots (SCTM#: 200-684-2-44, 45, and 46) located adjacent to the northeast corner of the “Oaks” subdivision in East Moriches which if developed may require access through the Oaks subdivision or if the Oaks is acquired for open space, through open space. This area includes parcels that comprise the proposed “Oaks” subdivision and land situated north of the Manorville Branch Road/CR 91 “paper” right-of-way;
- 3) Twenty-acres of woodlands located along Toppings Path in Manorville (SCTM#: 200-593-2-6; 562-2-35; 562-5-13 and paper right-of-way);
- 4) The 30-acre Ringhoff farm property at the southwest intersection of CR 51 and CR 111 in Manorville (SCTM#: 200-563-3-1.1, 1.2, 2, 3, 4, 5, and 6);
- 5) The 26-acre (*Dream Come True*) horse farm located in Manorville at the northwest corner of the intersection of CR 51 and CR 55 (Eastport Manor Road) (SCTM#: 200-593-2-5);

6) The 21.7-acre sod field located in the Central Pine Barrens area between Long Road and Jodi Drive in Manorville (SCTM#: 200-562-2-30);

7) The 10.3-acre woodland adjacent to and east of the sod field between Long Road and Jodi Drive in Manorville (SCTM#: 200-562-2-29);

8) Small tracts of land totaling seven acres adjacent to the large sod farm at the southwest corner of CR 55 and CR 51 (SCTM#: 200-593-1-10, 11.1 and 11.2);

9) Fifteen-and-one-half acres of farmland located east of Eastport Manor Road, north of CR 51 and opposite Manorage Gate (SCTM # 593-2-1);

10) Nine-acres of land adjacent to preserved farmland on Eastport Manor Road in Manorville (SCTM#: 200-562-2-34).

In addition, to the above, there are two possible areas of open space that should be automatically considered as part of the pending review of proposed development at the Eastport Meadows site. This includes protection of the existing 17.3-acre woodlands located between the airport and Eastport Meadows site and consideration of 10 to 30 acres of public parkland at the north end of the site along Sunrise Highway. Alternatives for acquisition include: dedication as a public benefit in connection with a subdivision application on the remainder of the property, or municipal acquisition by the County and/or Town.

