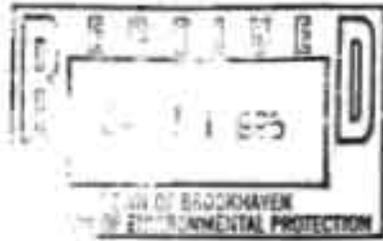


Brookhaven/South Haven Hamlet Study



November 1995



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November 1995

Prologue: Fire Place, Then and Now

By the end of the year 1687, through purchases of land from the Seatacote and Unkechogue Indians, and the consolidation of private patents granted by the English monarchy, the Town of Brookhaven had grown from a small settlement at Setauket to become the largest town on Long Island.

In those days, the population center, and the hub of social, religious and economic activity in the Town, lay at the north shore, whose bays were the ports of entry for European ships. The south shore was explored by farmers from the north seeking open spaces to raise hay and graze cattle. Attracted by large meadows of salt hay near the mouth of the Carmans River (then called the Connecticut River), these settlers also discovered abundant fishing and oystering in the Great South Bay, and learned of the opportunities for capturing whales off the south shore of Fire Island.

In a remarkable book chronicling the history of the old South Haven Church, *The Church at the South*, George Borthwick describes the arrival of the first English-speaking residents of the area we now call Brookhaven Village. It was then known as Fire Place – a term that was sometimes used indiscriminately to refer to the southern part of the town (and gave the barrier beach its current name). The name refers to the fires built to guide whaling boats crossing the bay at night. Back then, Old Inlet on Fire Island was a real inlet from the Atlantic Ocean, and the route through this inlet to landing places along the shores of the Carmans (Connecticut) River was marked at night by fires built on what we now call Long Point. Among the landing points were "Squassuck's Landing" and "Indian Landing." The former is still the favorite landing spot for Brookhaven Villagers returning from Old Inlet, and Indian point, now a part of the Wertheim National Wildlife Refuge, remains a fixture of local lore and a popular stop for canoeists on the Carmans River.

The early activities in the south led to the formation of a well-traveled road from Setauket in the north to Fire Place. Dating from about 1665, traces of this road exist today. Originally called "Road to South," its remnants can be found on some contemporary maps as "Old Town Road." It passed through our hamlet along the road now known as Fireplace Neck Road, and down what is now Bay Road. For many years, this was the most heavily traveled road in the Town.

Two hundred and some years ago, as the seeds of great social and political change took root along the eastern seaboard of North America, Brookhaven Hamlet was a thriving community, and one of the focal points for the call to revolutionary action. The Old Southaven Church stood at an important crossroads in those days – with soon-to-be Revolutionary War generals William Floyd and Nathaniel Woodhull as regular parishioners, as well as visits from Thomas Jefferson, George Washington, and James Madison. The Reverend Dr. David Rose ("Priest Rose") was minister from 1768 to 1799. Ordained at Yale Divinity School, he was a fiery leader from the pulpit. It was Priest Rose who, in the words of Rev. Borthwick, "with the authority of God behind his words, stirred the minds of the men, who listened to his preaching, to action."

management practices that can be implemented in our community and beyond, to facilitate the New York State-mandated hierarchy to reduce, reuse, recycle the components of our waste stream. A major concern is the continued expansion of the Town landfill as a regional repository for potentially toxic incinerator ash.

Squassux Landing: A Community Treasure

Centuries ago "Squassuks Landing" was something of a port of entry for the area of Long Island that was then called Fire Place. For the most recent century or so, Squassux Landing has been more a point of departure -- a mooring place for working boats, ferry boats, and pleasure boats plying the Great South Bay.

Early in this century James H. Post, one of Brookhaven Hamlet's early civic activists and benefactor, purchased the Squassux Landing property and made its shore available to local boaters. Harold Lyons of Bellport recalls that as teenagers in the mid-1920s, he and his friends had boats and kept them moored at Squassux Landing. As he puts it, "Anybody who wanted to could keep a boat there. It was run by the Village Association, but there was no fee. Later, in the thirties or forties, it cost about five dollars to keep a boat there."

In 1945, the property was deeded to the Village Association by Mr. Post's heirs, Jessie Wells Post, Helen Post Hubert, and Elisabeth Post Morrow. It has since been maintained and operated by the BVA as a nonprofit boat landing for the use of residents of Brookhaven Hamlet. The 13-acre site now has some 200 wooden docks along the river and on two manmade canals. This year marks the fiftieth anniversary of the BVA's ownership of Squassux Landing. Over these years, the Village Association has maintained the Landing in a low-key, traditional fashion, and the site is treasured by our community as much for its natural beauty as for its access to the local waters.

The history and current use of Squassux Landing is a good example of the spirit in which this planning study has been carried out. While we work hard to preserve the physical links to our region's past -- the historic places, open spaces, and unspoiled waterways -- our aim at the same time is to provide a place where families can continue to live and enjoy these unique surroundings.

**The Brookhaven/South Haven Hamlet Study Committee,
September, 1995**

Brookhaven Village Association:

Thomas W. Ludlam, President
Martin Van Lith, Chair, Land Use Committee
David Allison
Anita Cohen
Nicholas Delihias
Robert Deckers
Mike Garlin
Ken Hansen
Faith McCutcheon
Marilyn McKeown
Dennis Puleston
Karen Rowley

Post Morrow Foundation:

Thomas Williams

South Haven Civic Association:

Anne Meinhold
Terry Young
William Koop

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Chapter I: Introduction

Carrying out the Hamlet Study

This study began in March 1995, with a letter from Councilman Felix Grucci to Tom Ludlam, President of the Brookhaven Village Association, inviting the BVA to participate in the program of hamlet studies being carried out under the direction of Dr. Lee Koppelman, the Town's planning consultant. We determined early on that the study should include not just the Brookhaven hamlet, but also the adjacent hamlet of South Haven, as the two hamlets share similar community concerns and historical background, and together form a naturally contiguous ecological unit. Thus, the boundaries of the study area have been defined to extend from the Bellport Village line on the west to the Carmans River on the east, and from the Great South Bay on the south to the Sunrise Highway on the north.

At a meeting in May with the BVA Board and other representatives of the study area, Dr. Koppelman made clear the primary objectives of the Hamlet Studies. They provide an opportunity, and a challenge, for residents to focus on what it is that makes their communities unique: to define each community's vision of itself 5, 10 . . . 50 years into the future, and to determine the highest priority elements for each community in a long-term plan — a plan that will guide the Town in decisions on zoning, residential and commercial development, public services, infrastructure of streets and highways, etc.

In the months since then, the BVA, South Haven Civic Association, Post Morrow Foundation and other interested members of the community have been meeting regularly to study the area's demographics, history and economics, while reviewing zoning and land use, and soliciting community input on a wide variety of issues concerning our study area. In June, we mailed questionnaires to all households in the 11719 zip code area (which coincides nearly exactly with our study area), soliciting responses from the entire community on the core issues of this study. We received 120 replies (a 10% response) to our 23 questions, with more than 80 people adding written comments. The questionnaire, with a tabulation of the responses and a sampling of the written comments, is given in Appendixes A and B to this report.

In mid-June, after the questionnaire had been distributed, the annual General Meeting of the Brookhaven Village Association served as a forum for further public discussion, with about 70 people attending. In general, we have found widespread support within the community for the effort that has gone into this study, and we believe that there is a strong consensus of agreement with the tenor of this report, the selection of issues to be addressed, and the priorities reflected in our recommendations.



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Chapter II: Overview of the Community

1. The Natural Resources of Brookhaven/South Haven by Dennis Puleston

Brookhaven Hamlet is unusually blessed with natural resources within its boundaries. The three most important reasons for this condition are as follows:

1. **The diversity of habitats**, including the lower Carmans River and its banks, and several other bodies of salt, brackish and fresh water. A portion of the southern limits of the Hamlet form a front to the Great South Bay, with its salt marshes. Habitats also include extensive areas of deciduous woodlands, old fields and abandoned farmlands.
2. **The Hamlet's boundaries enclose several wildlife preserves**, including the 2,400 acres of the Wertheim National Wildlife Refuge. There are several other smaller but important protected lands.
3. **The determination and dedication of most of the residents of the Hamlet to retain the rural atmosphere** of their surroundings. The retention of open space has been a major factor in the preservation of the natural resources. Many landowners have resisted the monetary temptations of developers to make property available for housing, commerce, etc. The preservation of open space is also due to the activities of such organizations as the Brookhaven Village Association, the Open Space Council and, formerly, the Brookhaven Town Natural Resources Committee.

These three factors are described in more detail below.

Habitat Diversity

The Carmans River, which runs roughly north from the Great South Bay, is navigable for small boats as far north as Route 27. It supports much wildlife, both breeding and wintering waterfowl and migrating shorebirds. It also supports many species of fish, several species of aquatic turtles, blueclaw crabs and smaller mammals of several species.

At its lower reaches, the river is bounded by extensive salt marshes, spawning grounds and nurseries for many fish and other marine organisms. Many diamondback turtles nest in these marshes. Crabbing from the eastern end of Beaver Dam Road and the southern end of Bellhaven Road are major sources of recreation during late spring, all summer and early fall. Fishing is also practiced there. Menhaden (mossbunker), perch, carp and sea-run trout are also resources, providing much recreational activity.

In addition to those within the Wertheim Refuge, many strands of deciduous woodlands lie within the Hamlet, as do extensive old fields. White-tailed deer are abundant and require occasional controlled culling, since their natural predators (wolf, panther, etc.) no longer occur locally. Blueberry, beach plum, wild Concord grapes and other wild fruits are abundant. Edible

mushrooms of several species can be gathered, usually in late summer.

Several professional fishermen use the lower Carmans River (Squassux Landing) as a base for their work in nearby Bay waters. Crabs, hardshell clams, scallops, eels and other fish, including flounder, snappers, Menhaden and occasionally oysters, are harvested for the market.

Many amateur gardeners in the Hamlet take advantage of the rich, light, easily worked soil to maintain productive vegetable gardens. Fruit trees are cultivated, as well as grape arbors, raspberry and blueberry patches. There are several commercial potted and border flower farms in the Hamlet.

Also within the Hamlet are several active nests of the formerly endangered osprey. The nationwide ban on the broad-spectrum pesticide DDT in 1972 is now enabling this bird to recover from near-extinction in the northeastern U.S.

The endangered mud turtle can be found in marshy areas.

Wildlife Preserves

The **Wertheim National Wildlife Refuge** is operated by the Fish & Wildlife Service of the U.S. Department of the Interior, which administers the refuge's 2,400 acres of woodlands, marshes and waterways. Most of the area is located on the east bank of the lower Carmans River, but a sizable portion is located on the west bank, north of Beaver Dam Road and east of Old Stump Road. This area includes several small tributaries of the Carmans River. In 1967, the late Mrs. Wellington conveyed 180 acres of unspoiled meadows and salt marsh to be added to the Wertheim Refuge. This parcel is located on the lower west bank of the river and is bordered on the south by the Bay. It is a habitat for waterfowl, shorebirds and waders.

New York State Marshland was acquired by the State in the 1970s and consists of 234 acres of salt marsh and wet woodlands contiguous to the salt marsh conveyed to the U.S. Fish & Wildlife Service by Mrs. Wellington. Access to this area is available from the lower end of Mott Lane, south of Beaver Dam Road.

Suffolk County acquired the **Hawes Property** in July 1992, opposite the Marist Brothers retreat on the south side of South Country Road. This fine, 38-acre preserve consists of a mature hardwood area at the northern end, merging at the lower levels into wooded swampland and marsh further south. It is a good stopping-off point for migrating birds in spring and fall. On June 13, 1995, the Suffolk County Legislature voted to designate this land as the Dennis Puleston Nature Preserve.

In 1989, the Town of Brookhaven purchased the **Saltaire Property** at the far southern end of Bay Road, which consists of 18 acres of swamp woods and fresh and salt marsh, bounded on the south by the Bay. On February 23, 1995, the Town Board voted to designate this parcel as the Fire Place Nature Preserve.

has had many worthy achievements, including obtaining protection of the harbor seal in New York State, preserving sections of the Carmans River, supporting the beverage container deposit law and enhancing garbage-management practices.

In addition to the memberships in the above organizations, the Hamlet is fortunate in its many concerned residents: naturalists, conservationists and environmentalists. As already mentioned, many landowners have retained open space instead of profiting by selling their land to developers. It is this kind of love for the Hamlet and its natural resources that has contributed to the remarkably pleasant atmosphere of the community.



2. Population Demographics

The figures indicated below are derived from the *1990 Census of Population and Housing: Summary Population and Housing Characteristics, New York* (1990 CPH-1-34), published by the U.S. Department of Commerce, Economics and Statistics Administration, Bureau of the Census: Census 1990. The census figures are stated to hold for April 1990. At that date, Brookhaven County Subdivision Place (Brookhaven CDP) -- Brookhaven and South Haven effectively -- was said to have had a population of 3,118. Based on these figures, the Long Island Lighting Company projected a population of 3,137 as of January 1, 1994, i.e., an increase of 0.6% or 19 people.²

The boundaries of the Brookhaven CDP as stated by the New York Regional Bureau of the Census (by telephone communication) are the following:

North: Sunrise Highway

East: Carmans River

South: Great South Bay

West: Bellhaven Road north to Beaver Dam; west to Bellport Avenue, north to Sunrise Highway.

The total square mileage of the Brookhaven CDP land area as reported in the Census Bureau statistics is given as 6 square miles. This effectively includes all of South Haven south of Sunrise on the east and parts of "greater Brookhaven" to the west. Following the boundaries agreed to in this study, the difference between the Census Bureau's calculations (and those of LILCO) and ours would be approximately 0.9 square mile, resulting in a Brookhaven Hamlet of approximately 5.1 square miles in area. What is excluded from the BVA's determination would be that area between Belleview Avenue and Bellhaven Road, west to Bellport Avenue, north to Sunrise Highway, east to Arthur Avenue, south to Beaver Dam Road, west to Belleview, roughly 0.9 square mile.

Population as per LILCO estimate (as of January 1, 1994):

Brookhaven:	3,167
North Bellport:	8,426
Yaphank:	3,800
Shirley:	23,958

1994 Long Island Population Survey: Current Population Estimates for Nassau and Suffolk Counties. Published by LILCO, Hicksville, N.Y., July 1994.

Population total:	3,167	21- 24:	115
Median age:	37.7	25-44:	1,012
Under 5:	182	45-54:	402
Under 16:	676	55-59:	170
16 and over:	2,442	60-64:	151
18 and over:	2,348	65 and older:	382
18-20:	116		

Further determination of resident population:

Sex	M	F	Race	W	B	Native Am	Asian	Hispanic	Other
	1,568	1,550		2,933	132	13	13	50	8

Households:	1,010
Residences:	1,097
Persons per household:	2.91
Persons per family household:	3.35

Owner-occupied housing units:	856
Median value:	\$147,200
(compared with) Bellport:	\$178,100
North Bellport:	\$125,600
Yaphank:	\$132,800
Shirley:	\$123,000

Rental Units: 154

Land Area for Brookhaven CDP:	6 square miles.	Density:	519.7 per sq. mi.
	Bellport	1.5	1,714.7
	North Bellport	4.6	1,728
	Yaphank	13.7	338.5
	Shirley	10.9	2,104

Brookhaven CDP 1990 Census Miscellaneous Characteristics:

- o The median age was 37.7 compared to Brookhaven Town's 31.6.
- o The median family size was 3.32.
- o 95.5% of the housing units are stated as one-family detached compared to 80% town-wide.
- o 78% of housing is owner occupied.
- o 13% of the people indicated that they were divorced, widowed or separated.

- o 65% of the people have lived in the same house since 1985; another 20% have moved into the CDP from elsewhere in Suffolk County.
- o The mean contract rent reported was approximately \$889.
- o There are 2.16 vehicles per household.
- o Only 27 persons reported using mass transit for the journey to work.
- o 41% of the housing units have been built since 1970, 21% prior to 1949.
- o 1970-1979 were the "boom" building years (270 units).
- o 49% of the housing units are valued over \$150,000, median value of \$174,500.
- o Of 2,099 persons over 25, 68% have graduated from high school, 6.1% have an Associate's Degree, 31% a Bachelor's Degree or higher (Town 21%).
- o Of the 1,402 workers over the age of 16, 89% worked in Suffolk County. The leading occupation was Professional Specialty (419); the leading industry was Professional/Educational (319).

Chapter III: History of Brookhaven/South Haven Hamlets – The Fire Place

The land that includes what is known today as Brookhaven Hamlet was purchased from the Unkechogue Indians on June 10, 1664, by a group of thirty-nine buyers. Referred to as Old Purchase at South, the land included the western part of South Haven, all of the land in Brookhaven Hamlet and Bellport, and some land to the north. Among the buyers were Richard Woodhull, forefather of Revolutionary War hero Nathaniel Woodhull; Richard Floyd, grandfather of William Floyd, signer of the Declaration of Independence; and Samuel Dayton, who was among the first white men to live in this section. The receipt for the land is now on file in the Brookhaven Town Hall at Patchogue and shows that the buyers paid Tobaccus, the Unkechogue chief, with four coats and the sum of six pounds, ten shillings – the equivalent of about three hundred feet of wampum. After the sale, the Indians still had liberty to fish and hunt.

The part of the purchase that is today Brookhaven Hamlet was then called Fire Place. To quote Thomas R. Bayles, *The Early Years in Brookhaven Town* (1962): "The name 'Fire Place' was probably given to the tract of land lying west of the southern part of the Connecticut (Carmans) River, which extended into the bay and was known as Woodhull's Point. Fires were built here to guide the whaling boats through the inlet at night from the ocean, which was opposite here. On the banks of the river were landing places with names such as 'Indian Landing,' 'Squassacks Landing,' and 'Zack's Landing,' where the boats brought the whales to be cut up and 'tried out' for their oil and bone." Legend also has it that the fires originated with an Indian potter named Wessquassucks, and that Squassacks Landing (today Squassux) is the area which once held his kiln.

The Carmans River, which flows into the Great South Bay, was central to the life of other early inhabitants of Fire Place. In the 1800s, residents harvested ice from the river. From the marshes bordering the river, they harvested salt hay, a major crop on Long Island in the seventeenth and eighteenth centuries. That same salt hay was used to camouflage hunting blinds for winter duck shooting, which white settlers learned to do from the Indians in the nineteenth century. And, of course, fishing, oystering, scalloping, crabbing, clamming, and eeling have always been important to the people of the Carmans River area.

According to the 1860 census, those who did not look to the river for their occupation primarily engaged in farming. The tar industry was also important. Probably since before 1678, "tar-men" had lived in the area, manufacturing tar and turpentine from pine trees near the northwest corner of today's Beaver Dam and South Country roads (the area was called Tar-men's Neck).

The designation "Fire Place," which was first mentioned in the Brookhaven Town records on March 3, 1675, endured until about 1871, when residents voted to change the name to Brookhaven. Listed below are some of the historical events that took place while it was still the Fire Place:

Selected Bibliography

Bayles, Thomas R. *The Early Years in Brookhaven Town*. Privately printed, 1962.

Bigelow, Stephanie S. *Bellport and Brookhaven; A Saga of the Sibling Hamlets at Old Purchase South*. Bellport-Brookhaven Historical Society, 1968.

Borg, Pamela, and Shreeve, Elizabeth. *The Carmans River Story: A Natural and Human History*. Privately printed, 1974.

Records of the Town of Brookhaven up to 1800. Printed at the office of the Advance, Patchogue, 1880.

Shaw, Osborn. *History of Brookhaven Village*. Paper written for the Fire Place Literary Club and read by Mr. Shaw, the Town Historian, at the Brookhaven Free Library, October 5, 1933.

Chapter IV: Land Use in the Hamlet

1. Guiding principles – Brookhaven Village Association Zoning and Development Policy

Brookhaven Hamlet lies entirely within the Brookhaven Town-defined Critical Environmental Area, and much of the Hamlet is within the New York State-defined coastal area. We are also the largest historic district (settled in 1678) in Brookhaven Town. See Plate 2.

The Brookhaven Village Association believes that the pastoral, semi-rural character of the community is one of its most important assets. Another is its water resources: Bordered on the east by the wild and scenic Carmans River and on the south by the Great South Bay, and with the mostly protected 2.5-mile-long Beaver Dam Creek running through the middle, our Hamlet is surrounded by a wetlands environment. We believe that any development that takes place within the Hamlet should preserve these assets as much as possible.

The BVA's comments on any proposed development will be based on the following criteria which are designed to further that above aim:

- o **Wetlands.** No development should take place on wetlands, either construction of buildings or any kind of fill. Existing filled wetlands should be restored. State and Town wetland laws should be strictly enforced, particularly provisions pertaining to setbacks from wetlands. Furthermore, if proposed developments contain wetlands, these wetlands should not be included in yield calculation and no wetlands should be destroyed in exchange for the creation of other wetlands.

- o **Agricultural property.** The BVA encourages the continuation of agricultural use of farmland within the Hamlet. We would like to encourage farmers who have decided to sell or develop their land to first meet with groups such as the Peconic Land Trust who can council farm owners on ways to preserve open land while still having the same economic results. We also encourage farmers to look into Suffolk County's Farm Preservation program, in which they could sell development rights to the County.

- o **Trees.** Strict adherence to the Brookhaven Town Tree Law, which requires a permit to remove trees from all commercial and industrial property and residential parcels in excess of two acres.

- o **Roadways.** In order to preserve the rural character of the Hamlet we wish to avoid wide roads with curbing. Because the Hamlet is an historic district, developers have the option to go either with the standard 50-foot-wide road and curbs or with country lanes, such as the ones we presently have. We also feel that street lights are not in keeping with the rural character of the community.

GREATER BROOKHAVEN HAMLET STUDY AREA



LEGEND

- Unknown Land Use Code
- ▨ Agricultural
- ▤ Low Density Residential
- ▥ Medium-Low Density Residential
- ▧ Medium-High Density Residential
- ▩ Vicaral Land
- Retail Commercial
- ▦ Commercial
- ▨ Recreation-Commercial
- ▩ Institutional
- ▧ Industrial
- ▥ Public Services-Util
- ▤ Preserves-Open Sp
- ▣ Active Recreation

BELLPORT BAY

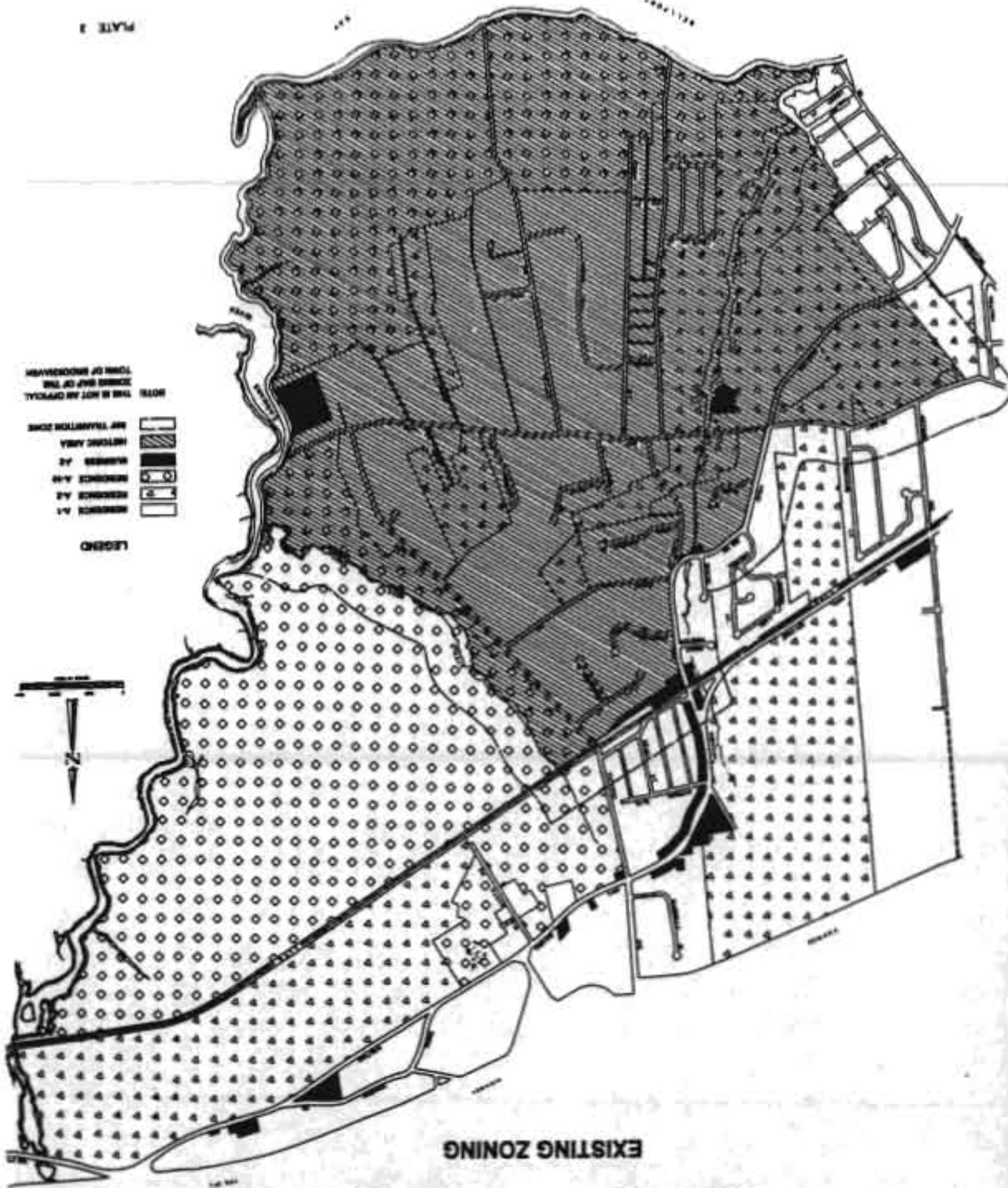
Voted on each year since 1988 by the Board of Management. The above version was voted on April 12, 1995.

2. Residential zoning: upzoning efforts with the Town

Ever since Brookhaven Town released its 1987 Land Use Plan, the Zoning & Development Committee, the forerunner to the BVA's current Land Use Committee, worked to have the whole Hamlet upzoned. The committee's request was for all publicly held lands to be upzoned to A10, all lands along stream corridors to be A5, and the rest of the Hamlet to be A2. See Plate 3.

After several years of working with Town Planning officials, and aided by a 1990 Long Island Regional Planning Board study of the Beaver Dam Creek, in July of 1991 the following 436.23 acres were upzoned by the Town Board. (They are listed in the same block format the town used to make its determination. All areas were upzoned from A1 to A2 unless otherwise noted):

- 1.) 9.2 acres of NYSDEC land east of the end of Bay road (north of the three houses on Ocean Place), to A10. (Resolution DD-47)
- 2.) A 13.8-acre tract, east of Old Town Road, just south of Sunrise Highway, in the headwaters of the Beaver Dam Creek. (Resolution DD-81)
- 3.) All 183.65 acres in the headwaters of the Beaver Dam Creek, bordered on the north by Sunrise Highway, on the east by Old Town Road, on the south by Montauk Highway and on the west by Carnegie Avenue (a "paper street"). This block affected about 50 different property owners. The majority of land is owned by State, County, or Town government and about 20 acres by the Brookhaven Fire Department. The only person living within this block is Mrs. Waldron, who said that she did not oppose the upzoning. (Resolution DD-82)
- 4.) All 45.1 acres of the Bellport High School. (Resolution DD-83)
- 5.) 13.1 acres, belonging to Nash, McCutcheon, Tooker and the Post Morrow Foundation, north of the Beaver Dam Road bridge on the creek. (Resolution DD-84)
- 6.) All 12.2 acres of the Brookhaven Elementary School on Fire Place Neck Road. (Resolution DD-85)
- 7.) 33.7 acres owned by Puleston, Clement and Barry, located mostly north of Locust. (Resolution DD-86)
- 8.) 74.2 acres, about 80% of the land starting at the Old South Haven Church, bordered by South Country Road and Beaver Dam Road, west to and including the Marist Brothers property. (Resolution DD-87)



GREATER BROOKHAVEN HAMLET STUDY
BROOKHAVEN
NEW YORK
EXISTING ZONING

LEGEND

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

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9.) 3 acres of NYSDEC land at the end of Bellhaven Road, to A10. (Resolution DD-88)

10.) 9.6 acres along Chapel Avenue, belonging mostly to former BVA president Al Hotchkin. Hotchkin spoke at the public hearing complaining that upzoning should not be spot but rather Hamlet-wide. (Resolution DD-90)

11.) 30.88 acres at the west end of Bay Road half belonging to the town (formally Saltaire) and half to NYSDEC, to A10. (Resolution DD-93)

12.) 20 acres on Burnett Lane, referred to as "Historic Brookhaven," owned by Nancy Lee of Bellport. (Resolution DD94)

While we appreciate the Town's efforts for the above 1991 upzoning, we still do not understand why the Town decided to do spot upzoning rather than a blanket upzoning of the whole Hamlet since it lies entirely within the Town-defined Critical Environmental Area. It should be noted that, despite all the landowners involved in the above upzoning, there was no opposition from anyone, only support at the public hearing. Several times since the 1991 upzoning, the BVA has reiterated its request to the Department of Planning, to no avail, to have all remaining parcels two acres and larger in the South Shore Critical Environmental Area upzoned to A2.

3. Preserved land in hands of Town, County, State and Federal Governments

Despite the loss of the Post Point Farm to development, during this past decade, there have been many positive accomplishments for our community, including the following:

- o County purchased the Robinson Duck Farm.
- o Town purchased the 18-acre former Saltaire property.
- o Former Saltaire Property became the Fire Place Nature Preserve.
- o 440-acres within the Hamlet were upzoned.
- o County acquired the former Hawes Property.
- o Former Hawes Property became the Dennis Puleston Nature Preserve.
- o Post Morrow Foundation announced intent to preserve Beaver Dam Creek.
- o NYS legislature enacted BVA idea -- the South Shore Estuary Reserve Act.

The following is a breakdown of preserved lands within our study area:

Federal.....	1,000 (approximately half of the 2400-acre Wertheim Refuge)
State.....	234 acres
County.....	154 acres
Town.....	28 acres
<u>Foundation.....</u>	<u>62 acres</u>
Total.....	1,688 acres

Additionally, there are a number of acres acquired mostly through tax defaults. In the headwaters of Beaver Dam Creek, this land includes about 35 acres of mostly Suffolk County land, as well as some New York State and Brookhaven Town land, while another 35 to 40 acres of County land is found near the Oaklawn Cemetery. In other parts of the Hamlet, the Town also owns four acres used for three recharge basins and a small park. See Plate 4.

4. Preservation along Beaver Dam Creek: Post Morrow Foundation

The Post family's ties with the Brookhaven and South Haven community extend back to Revolutionary times. The records of the Old South Haven Church indicate that James Post, who came from Southampton after the Revolution, was a trustee of the church in the late 1700s.

It was his descendant, James Howell Post, whose philanthropy gave us our beautiful library, the land for our churches and cemetery, and who, through his leadership in the BVA, created our Fire Department and Ambulance Company. After his death, his heirs deeded the 13-acre site along the Carmans River known as Squassux Landing, to the BVA.

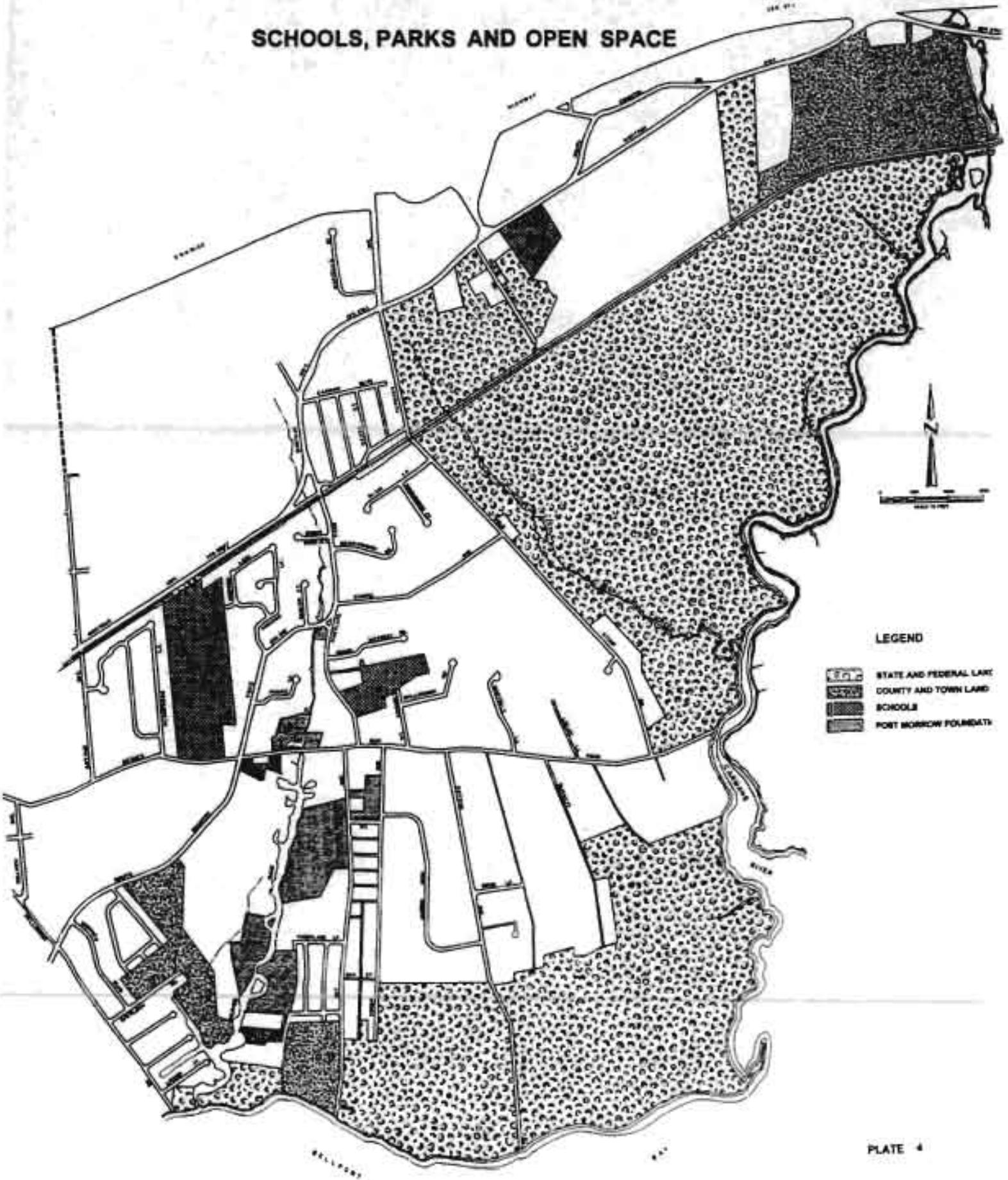
The concept of establishing a perpetual organization to preserve the Hamlet was planned by his daughter, Elisabeth Post Morrow, and her husband Thomas Morrow, but it was not until after Thomas Morrow's death that his wife formed the Post Morrow Foundation in 1969. The purpose of the foundation is "... to preserve and conserve the historic, rural countryside of Brookhaven, South Haven and Bellport. . . ."

The Foundation owns about 60 acres, of which 50 acres are adjacent to the Beaver Dam Creek. Plans are under way for a wetlands restoration project on foundation property, to be conducted jointly with the U.S. Department of Interior's Fish & Wildlife Service. A nature trail has been built to the south of the Morrow home and a joint effort is now under way between the PMF, Bellport High School Students for Environmental Quality, the Town of Brookhaven DEP and the BVA to create a management plan for the 18-acre Fire Place Nature Preserve on the Great South Bay near the mouth of the Beaver Dam Creek, with an eye toward having a trail system connecting the preserve to the PMF land.

GREATER BROOKHAVEN HAMLET STUDY

BROOKHAVEN NEW YORK

SCHOOLS, PARKS AND OPEN SPACE



LEGEND

- STATE AND FEDERAL LAND
- COUNTY AND TOWN LAND
- SCHOOLS
- PORT MORROW FOUNDATA



Lonmann's
Farm

Chapter V: Land Use Issues

1. Lohmann Farm

Recently, Mr. Henry Lohmann, whose family has owned and operated the 48-acre farm between the Beaver Dam Creek and South Country Road since 1952, was awarded the Long Island Farm Bureau's Amherst Davis Memorial Farmer Citizen of the Year Award. Unfortunately for our community, Mr. Lohmann, the last active vegetable truck farmer in the Hamlet, is retiring and has submitted a proposal for a 16-lot subdivision called Sea Breeze Farms.

It has always been the hope of environmentalists, civics and planners, that this land, because of its proximity to the Beaver Dam Creek and because it is contiguous to both the PMF and the Dennis Puleston Nature Preserves, would be preserved through government acquisition.

The Lohmann Farm was proposed for acquisition in the 1986 NYS Environmental Quality Bond Act, along with the Bay Road Wetlands, which was purchased in 1989 and is now the Fire Place Nature Preserve, and the Robinson Duck Farm, purchased in 1991 (all within this hamlet study area).

2. Headwaters of Beaver Dam Creek

a. Fire Department property

Ever since the Long Island Regional Planning Board (LIRPB) released its study of the Beaver Dam Creek in January of 1991, titled *Evaluation of Land Use Impacts on Environmental Quality in Urban and Semi-Rural Streams Tributary to Great South Bay*, the Brookhaven Village Association has been encouraging the Town, County and State to act on the report's recommendations. We note particularly Chapter 6, "Recommended Actions" on page 4:

– Preserve the Stream corridor in the northern [headwaters] portion of the study area through exchange of ownership (i.e. private to public) or transfer of development rights (TDR). This will require cooperation and agreements for replatting old filed subdivisions and the exchange of parcels owned by Suffolk County, the Town of Brookhaven, the Brookhaven Fire District and private parties . . .

We agree with this recommendation, as we will reiterate in the recommendations of this study. The Fire Department is currently completing an Environmental Impact Statement for its proposal to build a ballpark and recreation area on the 13 acres it owns in the headwaters section of the Beaver Dam Creek.

b. 10-acre parcel

Another bullet under the LIRPB's above-mentioned recommendations on page 5 states:

- o North of Montauk Highway, the headwaters of the Beaver Dam Creek flow through a vacant, privately owned 9.5 acre parcel (SCTM 200-932-02-87). This land should be preserved through TDR, or through acquisition if necessary, to protect freshwater wetlands and stream water quality.

Again, we agree with the recommendation of the LIRPB report and will include it in the recommendations of this study. In addition, we recommend that the town rezone this lot to A10 to protect the headwaters of the Beaver Dam Creek. However, to the best of our knowledge, there is currently no money available in State, County or Town coffers for land acquisition, so it seems that TDR might be the best means available to preserve this land. Perhaps with the help of the LIRPB, a meeting could be arranged between the owners, Town DEP and the Post Morrow Foundation to discuss the future of this parcel.

c. DOT property

The BVA has been advocating, to no avail, the transfer of an 8.4-acre parcel owned by the NYS Department of Transportation, SCTM 200-902-02-01, to the Post Morrow Foundation, with the stipulation that it be kept forever wild. In 1991, then Assemblyman Bill Bianchi sent letters on our behalf to the New York State DEC and the NYS Department of Parks to see if this land could be transferred from the DOT to either one of these agencies. Neither the Parks Department nor the DEC was interested. Original DOT plans were to use this site for drainage purposes, but, currently, the DOT has no plans for construction here.

3. Southaven Properties

Since 1990, the BVA and the South Haven Civic Association have been working with the Open Space Council to have the federal government acquire the last remaining unprotected property in the scenic portion of the southern Carmans River watershed, an acquisition that would complete the northern boundary of the Wertheim Refuge. This 128-acre, ecologically diverse parcel known as Southaven [SIC] Properties is located next to the South Haven School and straddles the headwaters of the Yaphank Creek. Current development plans propose 64 houses, but the landowner is willing to sell to an interested party, such as the Federal government.

Our preservation efforts are endorsed and fully supported by local, state and federal legislators. We also have the support of the U.S. Fish and Wildlife Service and the Nature Conservancy. Because this land is included in the scenic designation of the Wild, Scenic and Recreational Rivers Act, because it straddles the 10-acre headwaters of the Yaphank Creek, because it is so environmentally unique and because we feel this land must be insulated from development, we recommend that it be rezoned from A2 to A5. This will be our top recommendation in the Summary and Recommendations section of this study.

6. Use of Open Space between Montauk and Sunrise Highways from Varney's Restaurant to Old Town Road.

The one-mile stretch of Montauk Highway between Cemetery Road and Old Town Road in Brookhaven Hamlet is a rare remaining example of old Long Island highway vista, with forest on the north and the railroad running parallel to it on the south. The area between Montauk and Sunrise Highways, almost completely forested, is perhaps the most difficult in our study area to address, and it should be noted that most of this land is in County and Town hands. The land is too close to the Landfill to recommend housing and too environmentally sensitive for industrial use. Its best use is exactly what it is now -- a natural buffer between civilization and the landfill. Much of this land is already publicly owned, and we recommend that the Town and County continue acquiring parcels in this area, either through tax defaults or outright acquisition.

However, there is one current use in this area that does seem appropriate -- the Oaklawn Cemetery. The subject of future land use was brought up at the Oaklawn Cemetery Association's June 12, 1995, meeting, and their board of directors voted unanimously to include in this report a recommendation that future land use planning for the area from Cemetery Road eastward, be considered for cemetery use. We would like to recommend that an effort be made to consolidate all the public land between Montauk and Sunrise Highways, from Cemetery Road to Carnegie Avenue (paper street), and use TDRs to swap this land with privately held land in the headwaters section of the Beaver Dam Creek, including the Fire Department property and the above-mentioned 9.5-acre parcel straddling the headwaters of the creek. The Post Morrow Foundation has expressed an interest in helping with this endeavor and perhaps with future management of this land.

7. Brook Store

For 180 years a landmark in Brookhaven, the Brook Store is located on the Beaver Dam Creek along South Country Road. The original store was opened in 1815 by Elizabeth Ellison and, for the last century, was alternately known as Valentine's or the Brook Store. Until the 1970s the Post Office was in a part of the building, which also at one time or other had in it a barber shop, general store, liquor store and boarders.

The Brook Store is located on the only J2-zoned piece of property along South Country Road between Bellport Village and the business district at the end of South Country Road near Montauk Highway. We recommend that this be rezoned to A1, which would be compatible with surrounding land use as well as appropriate for stream corridor protection objectives, and would help protect this historic structure. However, the current owner, Linda Majowka, said that she had successfully fought off such an attempt by the town in 1987. Majowka, while sympathetic to concerns about stream corridor protection, said that there was no reason to rezone since there are regulatory agencies that would prevent the Brook Store from future inappropriate use. She cited as an example the recent denial of her request to sell ice cream.

8. Coastal Area and 100-year Floodplain.

After the devastating Hurricane Andrew hit the Florida coast in 1992, insurance companies began to redline coastal districts including much of the area covered in this study. We feel that this is another reason to upzone the entire CEA to at least A2 and that no new development should be allowed within the 100-year floodplain.

9. No Commercial Centers Between Bellport and Shirley.

A concern that residents of South Haven and Brookhaven share is the potential commercialization of the area south of Sunrise Highway between Bellport and Shirley. The trend seems to be endless strip malls following Sunrise Highway east from New York City. Commercial development of this area would be costly to the Economic Development Zone in Bellport and to the already devastated J3 area near exit 58 in Shirley. Commercial development would also put pressure on the State to add a service road on the south side of Sunrise Highway, which would be totally inappropriate for the Carmans River area.

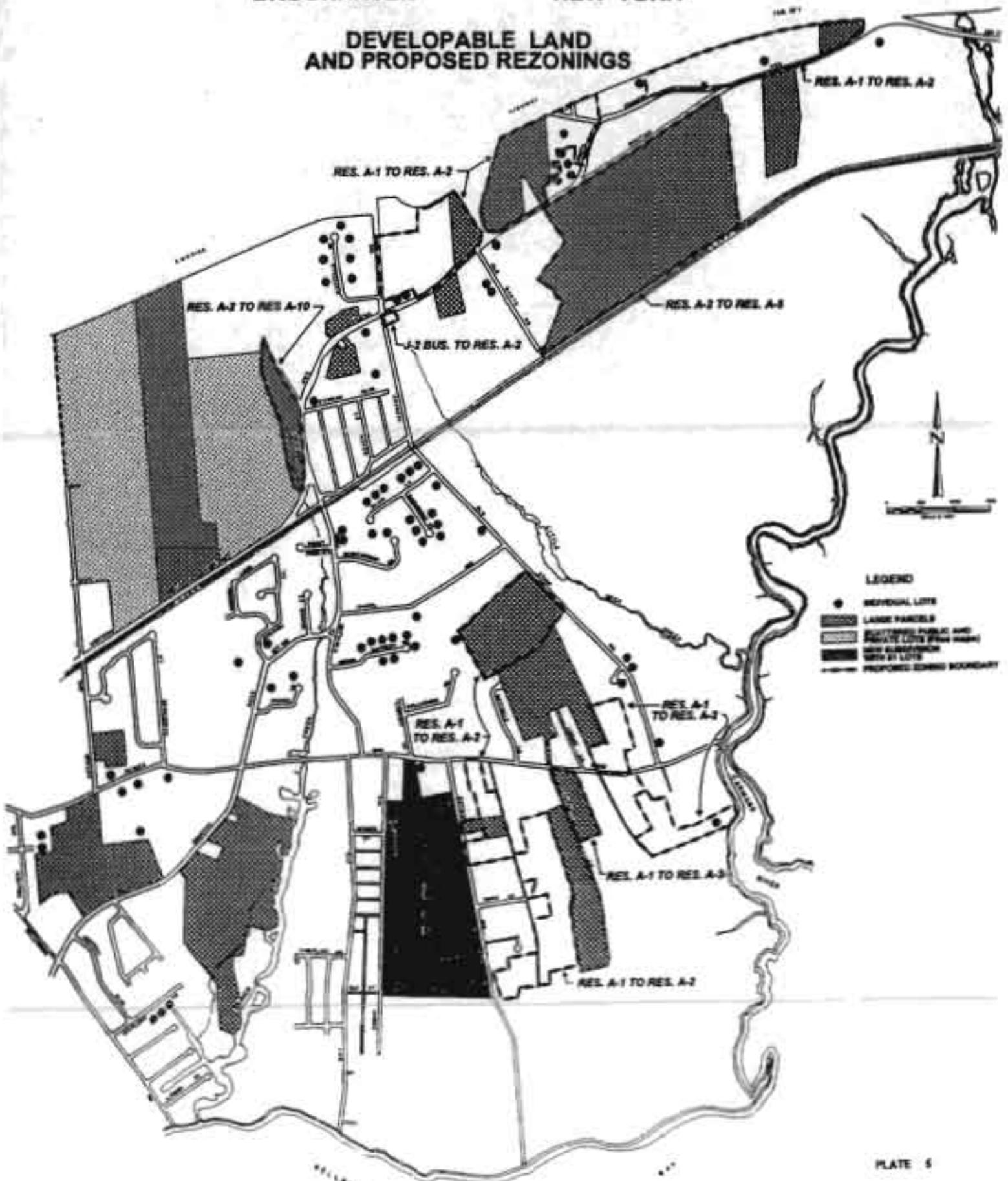
We also specifically recommend that the lots to the east and behind the existing J2 area along the south side of Montauk Highway, SCTM# 0200-932-03 lots 14.1, 18.1 and 18.2, and SCTM# 0200-902-04 lots 1,2,3 remain residential.

10. Remove J2 from Wertheim Wildlife Refuge property on southeast corner of Yaphank Avenue and Montauk Highway. See Plate 5.

GREATER BROOKHAVEN HAMLET STUDY

BROOKHAVEN NEW YORK

DEVELOPABLE LAND AND PROPOSED REZONINGS



Chapter VI: Issues Regarding "Greater Brookhaven" Impact Areas

1. The Brookhaven Town Landfill and Waste Management Issues

Boaters on the Great South Bay, observers from Fire Island dunes, drivers on the Sunrise Highway – all have come to recognize the Brookhaven Town Landfill as a major new feature of the Long Island landscape – often dominating the horizon and certainly dominating the list of local environmental concerns within our study area.

More than a decade ago, it was recognized that leachate from the landfill has been advancing in a plume through the groundwater south toward the Bay, contaminating wells and threatening the waters of the Beaver Dam Creek and, ultimately, the Bay itself. As a direct result of this contamination of the groundwater, Brookhaven Town began the subsidized installation of public water along residential streets in the affected area. This installation has been completed in Brookhaven Hamlet; it has not yet been undertaken in South Haven, which is equally affected.

Odors from the landfill have been a major problem in our study area, at one point prompting then Governor Cuomo to dispatch Richard Kessel to investigate the matter and expedite the Town's efforts to mitigate the problem. More important, serious concerns about elevated rates of respiratory ailments at the nearby Frank P. Long School and the Horizon Village residential development have raised the issue of a direct impact on the health of local citizens due to emissions from the landfill.

For the past two years, the Town has been moving ahead with plans to expand the landfill, nearly doubling its present size, through the construction of Cell 5. This new cell will serve primarily as a repository of incinerator ash, to meet the requirements of the Intermunicipal Agreement between Brookhaven and Hempstead Towns (the "ash-for-trash" deal). Citizens of Brookhaven and South Haven Hamlets have actively opposed this deal, primarily for two reasons: 1.) The expansion of the landfill and its continued use to stockpile ash, with its known high content of toxic components, further threatens the health and environment of our community; and, 2.) this use of the landfill, as a highly effective revenue engine fueled by garbage, skews the economics of waste management in Brookhaven Town in such a way as to discourage efforts at recycling and reducing the overall waste stream.

We believe that the solid waste management plan (SWMP) adopted by the Town (and accepted by the State DEC) is deficient, and that communities such as ours can play a valuable role in helping to improve it. As an example, in 1992, the BVA Board proposed that the Hamlet become the site of a pilot program for a pay-by-weight, or "pay as you throw" approach to garbage collection, whereby residents would pay a specified amount for each pickup of non-recyclable waste, based on weight or container size. Pickup of recyclables would be free. In other communities, this scheme had proven successful in reducing the amount of residential garbage in the waste stream, while producing significant savings in

garbage fees for participating households. A questionnaire distributed in the community by the BVA in 1993 got a significant (over 70 responses mailed back) and overwhelmingly positive response. We met with Supervisor LaMura, then-Commissioner of Waste Management James Heil, and Councilman Felix Grucci to discuss the possibility of implementing such a pilot program. To our great disappointment, the Town was not willing to follow through. Worse, under the current contract with its carters, the Town has actually reduced the rate of recycling pickups.

We list here some of the measures not included in the Town's SWMP, that have been repeatedly proposed by taxpayers and citizens groups, and that have been successfully implemented in other nearby towns, and should be called for under New York State's mandated hierarchy of reduce, reuse, recycle as a guiding principal of municipal waste management:

a. A Don't Bag It Program. "Don't Bag It", or "Just Mow It" programs eliminate trash because grass clippings are not collected. Rather, they require homeowners to leave the grass clippings on their lawns or, if they are collected, to compost them at home. In neighboring Islip Town, four million dollars are saved each year by this program; in Smithtown, their program saves about \$600,000. Brookhaven Town has recently adopted such a program, on a voluntary basis. The Town has announced plans to make the program mandatory within a year. We applaud this effort, and strongly urge the Town government to continue to support this program.

b. Home Composting. Home composting is an acceptable way to get rid of kitchen sink wastes, leaves, weeds and grass clippings. Monies are available in State grants to institute composting programs but the Town has not organized them.

c. Pay-by-Weight Program. Pay-by-weight programs clearly reduce the amount of trash put out for public collection. Southold, Shelter Island and Southampton Towns all have adopted pay-by-weight programs. Estimates by the Southampton Town Supervisor suggest that pay-by-weight programs can reduce the amount of garbage by about 40%. The Hamlet of Brookhaven has repeatedly asked the Town to use its community to plan a pilot program of this type, but the Town has refused.

d. Commercial Source Separation Program. The Town has failed to initiate a Town-wide commercial recycling program similar to the red can, curbside source separation program set up in residential areas. Curiously, such a program would not only increase recycling and be consistent with the State priorities, but it would also implement a January 1, 1989, Town law (Chapter 46, Sec. 1-20), which requires that all commercial, industrial, and institutional establishments source separate their waste.

e. Encourage More Recycling. Currently, the Town of Brookhaven is in the process of entering into an agreement with an outside contractor (Star Recycling, of Brooklyn, N.Y.) to construct and operate a mixed-waste recycling facility at the Town landfill site. Rather than abdicate its recycling responsibility in favor of a commercial facility that profits from increased

waste, the Town should adopt an aggressive recycling program that involves its citizens in the kind of activities listed above: A program that makes more effective use of Brookhaven's Materials Recycling Facility (MRF) through source-separation by households, businesses, and institutions; a program in which an involved citizenry is properly informed about the costs of waste management -- informed that costs of the MRF, where the source-separated recyclables go, are about \$58/ton, while the cost of incineration at Hempstead amounts to about \$120/ton, and a Don't-Bag-It program costs less than \$10/ton. A waste-management program that truly encourages recycling at the source would save the Town money, reduce the amount of waste, and thereby reduce the need for energy-intensive mixed-waste recycling facilities that mine our garbage, at great cost, for stuff that shouldn't have been put there in the first place.

With regard to the expansion of the landfill, this past March, a New York State Administrative Law Judge, Kevin J. Casutto, presided over a sequence of hearings regarding the Town's application to build and operate Cell 5. Arguments against the granting of a permit were made by attorneys representing the residents of Horizon Village, by the Environmental Defense Fund and Sierra Club, and by a coalition of local civic groups (including the BVA), with Parent-Teacher Associations and school officials from the South Country and Longwood school districts. Attorneys for Brookhaven Town and the New York State DEC argued in favor of the expansion.

In the end, Judge Casutto ruled that there were no substantive issues that warranted further judicial process. However, in his ruling, Casutto noted that the potential for fugitive ash dust escaping from the landfill does raise "very legitimate public health concerns." The ruling notes that the Town's testing and monitoring of the environmental impact of the existing Cell 4 has been inadequate, and, "Ingestion of dust particulates must be addressed because of the proximity of the Horizon neighborhood and the likelihood of ingestion of dust and dirt particulates by residents, including children, in neighborhoods nearby." The ruling adds a new condition to the permit to operate Cell 5. The Town is directed to begin air monitoring immediately, and the DEC staff is required to evaluate the monitoring plan and its results, and determine, after one year, whether the permit needs further modification or, possibly, should be revoked.

2. VID Industries

Over the years, the Brookhaven Village Association has been concerned about VID Industries, a demolition debris recycling company located on a 40-acre site between the Long Island Rail Road and Beaver Dam Road, approximately 250 feet west of Arthur Avenue in Brookhaven Hamlet. Approximately 30 acres of this site is an old sand and gravel pit, which is at or near groundwater level. This site, zoned L1, is adjacent to a residential area, zoned A1.

In December of 1983, VID withdrew its application to dump waste materials. However, a follow-up inspection on January 31, 1984, by Thomas Cramer of Brookhaven Town's Department of Environmental Protection found eight violations, including home heating oil tanks, motor oil drums, engine blocks, buried fuel storage tank, three liquid storage tanks and 11 abandoned heavy-equipment vehicles. Subsequently, the Town recommended: "Any homes

with private well water lying southeast of the site and northwest of the Beaver Dam Creek should request that SCDHS test their drinking water annually."

Since then, VID has been operating as a wood and concrete recycling company. However, in 1993, despite overwhelming community opposition, VID was granted a special permit to operate a transfer station. Immediately, homeowners living near VID Industries, later joined by the Brookhaven Town Board, sued the BZA to revoke this special permit on the grounds that the BZA did not properly adhere to the Town's land use guidelines. Although the residents won in State Supreme Court, VID is currently appealing the decision.

We are very concerned about the outcome of the Appellate Court's decision in this case. Despite the Town's recent effort to move transfer stations from L1 to L2, and its consideration in creating a special T-District zoning category, if VID wins its appeal it will be grandfathered into the old zoning category, and we most likely will have a transfer station in our community. And, with the recent U.S. Supreme Court decision preventing towns from restricting garbage flow, the VID operation could supplant the landfill as our community's biggest problem.

3. Town of Brookhaven Local Waterfront Revitalization Program

In response to the federal government's 1972 Coastal Zone Management Act, New York State issued a Waterfront Revitalization Program, which mandates 44 policy statements that must be followed if the local municipalities decide to adopt their own LWRP (municipalities with coastal shoreline may develop their own waterfront revitalization program in accordance with State requirements).

Brookhaven's draft environmental impact statement on the LWRP outlines eight Local Implementation Districts, (although this hamlet study is concerned mostly with the southern portion of LID II), and offers suggestions specific to each in terms of land use -- which areas should be targeted for open space, housing and business -- rezoning recommendations and environmentally sensitive land to be purchased. According to page ix of the report: "Once the Town of Brookhaven has a State-approved LWRP, the town's LWRP will replace the State Coastal Management Program. . . . All future actions at all levels of government will be guided solely by the Brookhaven coastal policies contained in the LWRP."

Stated on page v of the DEIS, the Brookhaven LWRP seeks to achieve four goals:

1. The preservation of significant environmental resources and ecological habitats, with priority given to the protection of surface waters and groundwater reserves.
2. Balancing the need for developing additional water-dependent facilities and restoring and/or improving existing water-dependent uses, with increased concern for environmental protections.
3. Providing additional opportunities for public access to the Brookhaven waterfront,

and improving existing facilities and means of access.

4. Maintaining and enhancing the characteristics of the waterfront and harbor and south shore bay areas (historic, cultural, recreational, economic or aesthetic), that contribute to the quality of life of Town residents.

Comments on the Draft Local Waterfront Revitalization Program

Dr. Koppelman suggested that we comment on the Draft Local Waterfront Revitalization Program as part of our Hamlet study. Our study area is essentially the southern part of LID II of the Brookhaven Town LWRP. The draft LWRP report describes LID II as:

... a diversity of ecologically sensitive areas. The Carmans River system provides valuable fish and wildlife habitats. The river, its wetlands, and associated tributaries (Little Neck Run, Yaphank Creek, Big Fish Creek, and Fish Creek) form an extensive riverine ecosystem. The Carmans River and Beaver Dam Creek are State designated Significant Coastal Fish and Wildlife Habitats. . . .

LWRP Boundary in LID II

We would like to see the boundary of the LWRP in LID II follow more closely the boundary of the Town's Critical Environmental Area. The Town's CEA boundary in our study area runs eastward along Montauk Highway from the eastern end of Old South Country Road in South Haven, just as does the LWRP boundary. But where the Critical Environmental Area boundary turns northward at Old Town Road and goes to Sunrise Highway, then west to Cemetery Road and finally south to the Bay, the LWRP boundary turns south from Montauk Highway at Old Stump Road to Beaver Dam Road, then west on Beaver Dam to South Country, then southwest toward Bellport. Doing this misses half of the Beaver Dam Creek and all of its headwaters. We would like to recommend changing the LWRP boundary in this area in such a way as to protect the whole Beaver Dam Creek. See Plate 6.

It is interesting to note that in the draft report map showing an overview of all eight LIDs in Brookhaven Town, the boundary line in LID II is shown following Montauk Highway with an northward extension over the headwaters of the Beaver Dam Creek. Was this the original plan? Why was it changed to follow the more southerly Beaver Dam Road? If one of the goals of the LWRP is the preservation of significant environmental resources and ecological habitats, with priority given to the protection of surface waters, then an effort should be made to include the undeveloped, forested headwaters of this tidal creek in the program.

The following quote is from the LIRPBs 1990 pollution control study, also aimed at spurring long-range improvement of water quality in the Great South Bay, under "Recommended Actions' on the Beaver Dam Creek:



↑
North

**Proposed LWRP Boundary
for the Beaver Dam Creek**

- o Preserve the Stream corridor in the northern [headwaters] portion of the study area through exchange of ownership (i.e., private to public) or transfer of development rights (TDR). This will require cooperation and agreements for replatting old filed subdivisions and the exchange of parcels owned by Suffolk County, the Town of Brookhaven, . . . and private parties . . .

- o North of Montauk Highway, the headwaters of Beaverdam Creek flow through a vacant, privately owned 9.5 acre parcel. This land should be preserved through TDR, or through acquisition if necessary, to protect freshwater wetlands and stream water quality.

We think the LWRP should endorse these recommendations by way of including the upper creek and headwaters within the LID II boundary. We suggest the following (see map, next page): Beaver Dam Road to Fire Place Neck Road, running north continuing along South Country Road to Old Town Road to Sunrise, then west to Carnegie (paper street), south along Carnegie across Montauk Highway following southerly route along west boundary of Bellport High School to Beaver Dam Road, then east to South Country Road and continuing along original LWRP boundary.

Update Status of Parcels Recommended for Acquisition

It seems that the LWRP used former County Executive Michael LoGrande's 1986 Report to the Suffolk County Legislature: *Proposed Acquisition of Lands for the New York State Environmental Quality Bond Act* to define the areas within LID II. The LWRP needs to be updated on this subject to reflect the fact that 3-1/2 of the five listed "important areas for acquisition" are no longer applicable and that the current number-one priority on Long Island, according to the Nature Conservancy, Audubon Society and the civics preparing this report, is the above-mentioned Southaven Properties. The report should be corrected as follows:

- o Southaven Properties (see page 17 of this report).

This parcel is situated at the headwaters of Yaphank Creek, a major tributary of the Carmans River which supports a viable population of brook trout. The eastern mud turtle, designated as "threatened" in New York State, is also found here and it is an historic nesting site for the threatened osprey. The entire site is designated "scenic" under the New York State Wild, Scenic and Recreational Rivers Act. Acquisition would complete the northern boundary of the Wertheim Wildlife Refuge.

- o On page II-52, the parcel that both the LWRP and the State call the Beaver Dam Creek Wetlands (~50-acres) is locally known as the Lohmann Farm. Both the Peconic Land Trust and the BVA have met with Mr. Lohmann, and he is not interested in selling to a government agency at this time. However, it should be noted that, thanks to the efforts of County Legislator Herb Davis and the Post Morrow Foundation, the 50 acres of wetland and creek frontage to the west of the Lohmann Farm is now preserved.

o There is also a 15-acre parcel, adjoining the Lohmann Farm on the east, which has creek frontage and is owned by the Ljungquist family of Brookhaven Hamlet. Both the Lohmann Farm and the Ljungquist parcels are included in the recommendations, Chapter IV, page 12, to change their classification from RES1 to OSR. The combination of existing preserved land with the Lohmann Farm and Ljungquist parcel would total 108 acres of preserved, undeveloped land on the west side of the lower Beaver Dam Creek. With the Post Morrow Foundation controlling the majority of land on the east side of the river, the lower 1.1 miles of the Beaver Dam Creek would be protected in perpetuity.

Also, in reference to policy #26, please make a correction in chapter III, page 76, which states: ". . . there are no agricultural lands within the coastal regions of the Town. . ." Henry Lohmann's is an active farm.

Delete Suggestion of Recreational Area at the End of Bay Road

One of the proposals for acquisition in draft LWRP was the "Bay Road wetlands." This parcel was acquired by the Town in 1989 and, in a February 1995 Town Board Resolution, was added to the Town's Nature Preserve program as the Fire Place Nature Preserve. We hope this negates the draft LWRP's recommendation in Chapter III, page 60: "This land is suitable for public access to bay waters and to the sandy beach front for passive recreational purposes, and could provide access to the conservation area." (Note: The report is in conflict with itself by having suggested, in Chapter II, page 53, acquisition of this parcel because of its wetlands value. This wetland forest, where the depth to groundwater is between zero and two feet throughout, is surrounded by 169 acres of NYS wetlands on the east, Bellport Bay on the south, and the Beaver Dam Creek wetlands on the west.)

It is important to point out that there is no place to park unless wetlands are destroyed to provide for parking. This is not like Mirimar Park or Shirley Beach where the sandy beach extends inland for hundreds of feet and continually slopes upward away from the beach. The "sandy beach" the draft LWRP describes is more of a narrow sand bar with wetlands immediately behind it. The bay is shallow for hundreds of feet from the shore and is not suitable for swimming, fishing or boating. This is an environmentally fragile area without a possible location on site to build a parking lot or restroom facilities (i.e., there are no sewer systems in the Hamlet, and it would be impossible to have a septic system in a area where the average depth to groundwater is about one foot). We are also disturbed by the statement ". . . provide access to the conservation area.' Is the LWRP advocating people trampling over the wetlands by foot or with recreational vehicles?

We would also like to also point out that the end of Bay Road is now easily accessible to the public, and it is rare to see it used as a beach.

Changes in and About Squassux Landing

The BVA owns and operates Squassux Landing, a 13-acre boat basin, open to all members of the community, on the Carmans River. In Chapter II, page 54, the LWRP recommends that our marina be rezoned from J2 to "Waterfront." In Chapter IV, page 12, the report again recommends "the land use for Squassux Landing should be changed from COM to MCOM."

While there is generic definition of these categories on page V-13, we have been informed by the Town of Brookhaven that currently no such zoning category exists. While the BVA thinks the concept of having both Squassux Landing and other marinas rezoned from J2 to "Marine Commercial" or "waterfront" as defined in the LWRP is a good idea, we would need to know the consequence of this, if any, on the current operation of Squassux Landing, and we would like to see this change of zone enacted as law and on the books before endorsing such a change.

In Chapter IV, page 17, there is a recommendation to "improve fishing access at Squassux Landing road end." Currently, the residents in that area are up in arms over the total lack of code enforcement at the eastern end of Beaver Dam Road. Despite repeated requests for police protection and calls for help to the Town, blaring car horns and "boom-boxes" are still active at 3 a.m., along with screeching tires, piles of garbage, prostitutes and drug dealers. The BVA feels that the suggestion of planned additions at the end of Beaver Dam Road should be deleted from the LWRP, and in its place recommends that the Town post one of its Code Enforcement vehicles there seven days a week, from 11 P.M. to 6 A.M., to make shouldering this waterfront access point less of a burden on our community and to encourage its use for water-related activities.

Below are listed a number of minor corrections we would like to see made on pages II-51 through II-55 of the DEIS:

B. Existing Land Use and Zoning

In this section it should be added: Because the Carmans River and Beaver Dam Creek have been designated Significant Fish and Wildlife Areas by the NYSDOS, Personal Water Craft (Jet Skis, etc.) should be prohibited from both of these rivers.

And: The recently installed road storm drain pipe system installed by the Town of Brookhaven Highway Department at the end of Beaver Dam Road, which empties directly into the Carmans River, should be removed. Also, the storm drain pipe installed in a new development on Prairie Lane, which goes directly into the Beaver Dam Creek, should be removed. Swales and dry wells would provide better filtering before entering directly into the surface waters of these rivers.

And: Dredged spoiled sites, especially on public lands, should be rehabilitated.

Also, on page II-54 ". . . Erosion and flooding are not a problem in LID II" This should be reworded to read ". . .not critical problems. . . ." At least once a year the houses at the end of Bay Road and on River Lane are flooded, as is Squassux Landing (see photo of October 1991 flood).

D. Public Access and Recreation

This section missed the fact that the area between Montauk Highway and Sunrise Highway is the main access point for canoes along the Carmans River. Canoes can be launched on the east side by the public access parking lot and ramp provided by the NYSDEC and on the west side by Carmans River Canoe, the largest commercial canoe livery on the river.

E. Underutilized and Abandoned Sites

The report states: "The Carmans River could probably support additional canoeing without adversely affecting its environmental quality." In the July 28, 1990, headline Newsday story "Rolling on the Rivers," Art Cooley, secretary of the board of the Environmental Defense Fund, warned that if the trend toward increased use continues, it could pose environmental problems, saying, "You could put a mob of 50 canoes out there and scare away the wildlife." However, the article seemed to say that canoe users were generally kind to the environment and that officials didn't think canoe users are a problem.

F. Fishing

The DEIS states: "There is no commercial fishing or shellfishing undertaken in LID II." We have five commercial fishermen working out of Squassux Landing, and there are another half dozen or so leaving from the Beaver Dam Creek daily. In the LID II section of the Great South Bay, there are hundreds of commercial crab pots as well as gill nets and commercial pound nets along the shore between the Beaver Dam Creek and Carmans River.

G. Hunting

The DEIS states: "Hunting is not pursued in LID II. The wetlands are important waterfowl habitats." Waterfowl hunting is extensive along the Beaver Dam Creek and sections of the bay shoreline. Because of the decline in migratory waterfowl, as well as to be consistent with the general habitat protection that characterizes LID II, the LWRP should suggest that waterfowl hunting not be pursued in the Beaver Dam Creek and along the mainland shoreline in LID II.



River Lane



Chapter VII: Summary and Recommendations

As this report has made clear, Brookhaven and South Haven are primarily residential communities. The people who live within this study area in fact share a very strong sense of community -- a communal identity that is based primarily on the unique natural resources of the area.

The two Hamlets encompass one of the most environmentally sensitive areas in Brookhaven Town. Lying within the drainage basin of the Carmans River valley and the Beaver Dam Creek, the area includes two of Long Island's finest unspoiled wetland corridors along the shores of these rivers and is bounded on the south by pristine marshlands and forests along the shores of the Great South Bay and the Carmans River estuary. About one third of the land within the study area is held in public or private trust to maintain its primeval state -- including Town and County nature preserves, New York State-preserved wetlands, a Federal wildlife preserve, and a private foundation actively engaged in the acquisition and preservation of wetlands tracts along the Beaver Dam Creek.

Historically, much of the land has been devoted to farming, and many large farm tracts remain as open meadows, although only a few farms remain active. Boating, both commercial and recreational, has been an essential part of the daily activity in this area since its earliest times, and this is still the case. The study area includes Brookhaven Town's largest Historic District designation. The principal roads through the area can be traced back to pre-Revolutionary thoroughfares, and are still maintained as narrow, tree-lined rural streets. In the words of Arthur Danto, essayist, scholar, and Brookhaven resident, the Hamlet's boundaries "include an area with so unmistakable a character that when one has entered it, there is an immediate awareness of being in a place different in feeling from what surrounds it."

It is this sense of place that draws the local population together and that, in large measure, defines this community of approximately 3,000 residents who otherwise represent a diverse spectrum of backgrounds, occupations, age groups and economic classification. The highest priority recommendations of this study are those aimed at maintaining this sense of community by maintaining the essentially rural character of the two Hamlets and preserving the area's open spaces, wetlands, waterways, and natural resources. Our recommendations are in keeping with the principles of the Brookhaven Village Association's Zoning and Development Policy (see Ch. IV, Sec. 1, p. 13, of this document), which was first adopted in 1988, and has been reviewed and voted on by the BVA Board of Management each year since. Our recommendations are also consistent with, and in many cases directly reflect, the findings of the Long Island Regional Planning Board regarding the Beaver Dam Creek corridor in its 1990 study, *Evaluation of Land Use Impacts on Environmental Quality in Urban and Semi-Rural Streams Tributary to Great South Bay*.

We have addressed the matter of commercial uses of land within the study area. We have found a broad consensus within the community -- as reflected in the responses to our questionnaire, and in the opinions voiced at public meetings -- that there is no need to expand

the amount of land available for future commercial development. There is a concern that certain properties within the two Hamlets are vulnerable to downzoning, which would create unwanted industrial zones and shopping centers. (No one responding to our questionnaire expressed dissatisfaction with the availability of shopping in the area, while many expressed their alarm and outrage over the proliferation of empty strip malls and vacant shopping center space in the surrounding area.) We also find examples in the study area where the proposed "Marine Commercial" zoning designation may be more appropriate than existing J-2 zoning; however, we make no specific recommendations in this regard as we feel that this proposed new zoning designation needs to be more precisely specified, and its consequences for landowners better understood.

In recommending extensive land preservation in the study area, along with no further expansion of commercial land use, we are mindful of concerns by some in the community that this might have an adverse economic impact by reducing or slowing the growth of tax revenue. We have found that, when given some thoughtful study, such concerns are readily put to rest. We are persuaded by statements such as that by the Dutchess County Planning Department, in a publicly distributed memo (1991): "More and more studies are showing that conserving open land and choosing carefully those areas that should be developed is not contrary to economic health, but essential to it. Preserved lands require very little in the way of tax-supported services (birds don't send their children to school); giving land conservation a high priority encourages more cost-efficient development; open space protection saves public funds by preventing development of hazardous (e.g., flood-prone) areas; conserving land allows nature to continue its valuable work, such as the recharge and purification of groundwater; open space increases the value of nearby or adjacent property."

Finally, throughout the process of preparing this Hamlet Study, there was much discussion of "quality of life" issues. Many of these issues are endemic to modern life in our society, and on Long Island in particular. Items such as taxes, LILCO rates, and the quality of schools are the most frequently cited examples. These are not matters that can be solved at the very local level of this study. There are, however, things happening in the areas surrounding our Hamlet's boundaries that have a direct impact and need to be addressed. One of the chief among these is the operation of the Brookhaven Town landfill, and, by extension, the long-term solid waste management plan for the Town. This matter is addressed in our recommendations.

Recommendations:

1. Southaven Properties: Upzone from A2 to A5

This 128-acre, ecologically diverse parcel straddles the headwaters of the Yaphank Creek and lies adjacent to the northern boundary of the Wertheim Federal Wildlife refuge. It is the last remaining large, unprotected property in the scenic portion of the southern Carmans River watershed. Current development plans propose 64 houses, but the landowner has indicated a willingness to sell to the federal government. Efforts to preserve this land through public acquisition are endorsed and fully supported by local, state and federal legislators. We also have the support of the U.S. Fish and Wildlife Service and the Nature Conservancy. Because

this land is included in the scenic designation of the Wild, Scenic and Recreational Rivers Act, because it straddles the 10-acre headwaters of the Yaphank Creek, because it is so environmentally unique, and because we feel this land must be insulated from development, we recommend that it be rezoned from A2 to A5 and that efforts be strongly increased to preserve this land through transfer of development rights or through acquisition by public or private agencies. We would also like the Town Board to pass a resolution supporting the prospect of the U.S. Fish & Wildlife Service acquiring this parcel.

2. Land North of Montauk Highway in the Study Area, including the Headwaters of the Beaver Dam Creek

In order to preserve the critical northern portion of the Beaver Dam Creek corridor, as defined by the Town's South Shore Critical Environmental Area, we recommend that the Town and County cooperate with each other and with private interests to consolidate all vacant land near the headwaters of the creek through exchange of ownership, acquisition through tax defaults, or transfer of development rights (see discussion in Ch. V, Sec. 2, p.18, of this report). Certain parcels are of particular concern:

— **The parcel owned by the Brookhaven Fire District**, which is planning to develop it as a recreational area (ballfield). Several suggestions have been made by the BVA, and by the Town Planning Department, for exchanges of ownership to provide another suitable site for this activity. These discussions should continue, as we believe there are suitable alternative sites, such as the land now owned by the Town or County to the north and east of the Oaklawn Cemetery.

— **The vacant, 9.5-acre parcel (SCTM 200-932-02-87) immediately north of the Montauk Highway**, through which the headwaters flow. We recommend that this lot be rezoned to A10 to further protect the headwaters.

— **The 8.4-acre parcel owned by N.Y.S. Department of Transportation (SCTM 200-902-02-01)**, adjacent to the Sunrise Highway in the headwaters area. The DOT has no plans for construction here. We propose that this property be transferred to the Post Morrow Foundation with the stipulation that it be kept forever wild.

The remainder of the area between Montauk and Sunrise Highways, west of the headwaters, is perhaps the most difficult in our study area to address. It is almost completely forested, and serves as a natural buffer between populated areas and the landfill. It is too environmentally sensitive for industrial use, and too close to the landfill to recommend housing. The existing Oaklawn Cemetery is an appropriate use, and may be expanded. There are possible sites here for the kind of recreational space that the Fire District is seeking.

3. VID Industries

This 40-acre site, zoned L1, is adjacent to a residential neighborhood, and uses an old sand and gravel pit for recycling of demolition debris. A decision on granting a permit to operate a

7. Complete the installation of public water in areas where residential wells are threatened by contamination from the landfill leachate spreading through the groundwater.

See discussion in Ch. VI, Sec. 1, p. 23, of this report. The installation of public water is complete in Brookhaven Hamlet, but has not begun in South Haven.

8. Implement citizen-monitored air and water testing for landfill emissions.

The New York State DEC's administrative hearings regarding the Town's permit to construct and operate Cell 5 of the landfill have resulted in specific recommendations by Judge Kevin J. Casutto regarding monitoring of potential health and environmental impacts of the long-term stockpiling of incinerator ash at the landfill site. As discussed in Ch. VI of this report, our study area is among the communities most directly threatened by fugitive ash dust and groundwater leachate pollution from the landfill. We assert that it is imperative for the Town, County, and State to implement the health-impact studies, air monitoring, and groundwater monitoring proposed at the DEC hearings.

9. Implement recommendations given in Ch. VI of this report for improved waste management in Brookhaven Town.

o Prompt implementation of the mandatory phase of the Town's recently announced "Don't Bag It" program to remove lawn clippings and other yard debris from the waste stream currently being incinerated and land-filled.

o Inauguration of a pay-by-weight program to provide a sound economic basis to reduce the residential solid waste stream.

o A more effective use of Brookhaven's Materials Recycling Facility through source separation of recyclables by households, businesses and institutions, including a Town-wide commercial source separation program similar to the red can curbside collection program now in place for residences.

Appendix A

Resident questionnaire evaluated by Dr. Lee Koppelman's office.

Resident Questionnaire

More than 100 responses were received to a twenty-three point survey distributed throughout the community. In addition to the check-off answers relating to satisfaction and concern, there was room for personal comment. The responses were detailed and provided positive and negative emphasis on the residents concerns and attitudes.

Table 1 contains the numerical tabulation of the check-off responses.

Table 2 contains the translation of the numerical responses into percentages.

Table 3 is a consolidation numerically and percentage of satisfaction and concern. Obviously, as satisfaction increases, concerns decrease. There is, as expected, an inverse relationship.

One overall conclusion is that the citizens are overwhelmingly satisfied with Brookhaven Hamlet as a place to live (82%), and as a place to raise children (73%). They are also pleased with shopping (78%), proximity to jobs (71%), and garbage pickup (66%). Yet, the response relative to the Hamlet as a place to grow old clearly indicates a strong concern for the future.

The school system evoked a strong negative reaction (26% satisfaction). Waste management and water pollution, vandalism, litter, taxes and LILCO rates were overwhelmingly negative, ranging from 2% to 17% satisfaction, or conversely as high as 94% concern.

These views were corroborated by their detailed written responses. The positive features shared by the residents stress the bucolic, scenic and historic ambience, and the proximity to the marine environment. One should also note the strong expression of appreciation for friendly and community conscious neighbors.

The negative views were strongly against the high level of school taxes which is reflected in their negative attitudes towards the school system.

The Brookhaven landfill was also criticized -- not an unusual response.

The balance of the complaints were less generally expressed and are identified in the Summary of Comments following Table 3.

Table 1
Brookhaven Hamlet - Resident Questionnaire
Numerical Responses

	Very satisfied	Satisfied	Somewhat Concerned	Very Concerned
Our community as a place to live	59	29	16	1
Our community as a place to raise children	38	40	15	6
Our community as a place to grow old	26	25	31	21
Our school system	6	22	29	40
Our community's parks and recreation	28	48	19	7
Shopping in this area	25	59	13	3
Housing	27	57	9	7
Proximity to jobs	26	50	13	5
Traffic	17	41	29	15
Public transportation	4	37	28	19
Attention given this area by town officials	4	27	34	31
Zoning patterns and decisions	2	32	29	32
Pine Barrens	6	30	22	37
Open space	9	30	21	42
Waste management (Town recycling, landfill, etc.	4	15	25	62
Water pollution	3	13	35	49
Noise	13	45	27	16
Garbage pickup	16	55	24	10
Graffiti	3	18	43	39
Vandalism	1	17	51	34
Litter	1	16	40	49
Electric rates	1	1	19	82
Taxes	1	5	13	84

Table 2
Brookhaven Hamlet - Resident Questionnaire
Response by Percentage

	Very satisfied	Satisfied	Somewhat Concerned	Very Concerned
Our community as a place to live	55	27	15	1
Our community as a place to raise children	35	37	14	6
Our community as a place to grow old	24	23	30	20
Our school system	6	20	27	37
Our community's parks and recreation	26	45	18	7
Shopping in this area	23	55	12	3
Housing	25	53	8	7
Proximity to jobs	24	47	12	5
Traffic	16	38	27	14
Public transportation	4	35	26	18
Attention given this area by town officials	4	25	32	30
Zoning patterns and decisions	2	30	27	30
Pine Barrens	6	28	20	35
Open space	8	28	19	39
Waste management (Town recycling, landfill, etc.)	4	14	23	58
Water pollution	3	12	33	46
Noise	12	42	25	15
Garbage pickup	15	51	22	9
Graffiti	3	17	40	36
Vandalism	1	16	48	32
Litter	1	15	37	46
Electric rates	1	1	18	77
Taxes	1	5	12	79

Table 3
Brookhaven Hamlet - Resident Questionnaire
Consolidated Responses by Number and Percentage

	----- Satisfied -----		----- Concerned -----	
	#	%	#	%
Our community as a place to live	88	82	17	16
Our community as a place to raise children	78	73	21	20
Our community as a place to grow old	51	48	52	49
Our school system	28	26	69	64
Our community's parks and recreation	76	71	26	24
Shopping in this area	84	78	16	15
Housing	84	78	16	15
Proximity to jobs	76	71	18	17
Traffic	58	54	44	41
Public transportation	41	38	47	44
Attention given to this area by town officials	31	29	65	61
Zoning patterns and decisions	34	32	61	57
Pine Barrens	36	34	59	55
Open space	39	36	63	59
Waste management (Town recycling, landfill, etc.)	19	18	87	81
Water pollution	16	15	84	79
Noise	48	45	43	40
Garbage pickup	71	66	34	32
Graffiti	21	20	82	77
Vandalism	18	17	85	79
Litter	17	16	89	83
Electric rates	2	2	101	94
Taxes	6	6	97	91

Summary of Comments

Positive Features

1. The high quality of the rural scenic ambience of the community.
2. The historic aspects of the community.
3. The access to the Great South Bay and marine related activities.
4. The friendly and neighborly attitudes of the residents.

Negative Features

1. The high level of school taxes.
2. The Brookhaven landfill.
3. The need for more sidewalks and bikeways.
4. The high cost of LILCO rates.
5. The need for improved garbage removal.
6. The need to control development; in particular, strip malls and large stores should be prohibited.
7. The need to control graffiti.
8. The excessive amount of empty stores.
9. The need for improved mosquito control.
10. The need for improvements, particularly pedestrian walkways on Beaver Dam Road.
11. The need for increased police protection.
12. The need for more public water.
13. The need for increased youth facilities and programs.
14. The need to improve the public dock.
15. The need to control traffic speed on the Montauk Highway .
16. The need to regulate and control illegal multiple residences.
17. The need to provide sidewalks to the elementary school.

Note from the Brookhaven/South Haven Hamlet Study Committee

Regarding the "Negative Features" listed above:

o Item #3 -- The committee believes that "The need for more sidewalks and bikeways" is placed too high on this list and is also redundant, since sidewalks are also mentioned in item #17.

o Item #14 -- The committee feels that community would like to see the dock *policed*, rather than improved.

Appendix B

Comments from the Community, excerpted from many of the comments included in responses to the BVA's questionnaire:

"We enjoy the rustic nature of the area and would hope that we are not inundated with small strip malls or large stores."

"No more developing!"

"We live in a fragile community that is being threatened by the shortsightedness of our elected officials. To alleviate some costs to the Town at large, they continue to 'sell' landfill space to Hempstead. The continued growth of this facility directly threatens the health and welfare, as well as the economic value, of our community. This is a special place in Brookhaven Town. It is quiet and relatively untouched by the rapid growth around us. This too is threatened and must be protected."

"Daffodils on Beaver Dam: nice; litter at end of Beaver Dam: horrible, especially type. The police should patrol noise, litter and traffic from high school, car radios' volume should be lower, village residents should drive slower, the shoulder on beaver Dam should be widened for walking purposes."

"We love our Brookhaven Hamlet! We're very fortunate to be living in a quiet, secluded area. What we like the least is probably what all of the other residents are most concerned about: the landfill."

"We must do everything we can to curb more development. . . . And definitely no shopping malls. We already have far too many in the general area, and already many of the older ones are being replaced by newer ones. We need to encourage more of the smaller, locally supported businesses, and keep out the big chain stores even though they may be able to offer cheaper prices for their merchandise. Let's encourage local entrepreneurship and thereby benefit our community."

"Brookhaven Hamlet is a lovely place to live. I cannot retire here with LILCO rates, school taxes (highest anywhere with minimal scholastic achievements for students), exorbitant garbage rates, or what I need as a household. My kids can't live and buy in Brookhaven. We don't need to build more stores, homes, condos, etc. We need to refurbish what's out there now and leave the open land and woods as they are."

"Brookhaven Hamlet, with its diverse population is a good place to live, but a combination of high taxes, electrical rates and mosquitoes will be driving us away in the near future. Long Island has changed markedly in the 35 years we have been here. The proliferation of

shopping malls, both large and small, is making the Island one long outlet center with no apparent zoning restrictions or planning. There is litter everywhere – N.Y. is the dirtiest state in the nation."

"Bike trails alongside busy roads such as Montauk Hwy. and South Country Road would be beneficial. . . . The poor condition and lack of attention paid to North Bellport and the section of Montauk Highway east of Station Road is disheartening. More loans for improvement, economic incentives and social/community action would go a long way. . . . Improve and use existing infrastructures instead of building/expanding new facilities."

"Less development. Maintain the historic district and nature of the Hamlet. We are an environmentally sensitive area and should remain as undeveloped as possible."

"I'd like to maintain as much open space as possible – keep development and suburban sprawl to a minimum. I think the opening of cell 5 will decrease property values and, as Hamlet residents, we should get tax rebates to offset the inconvenience of having a dump in our backyards. . . ."

"No more development south of Montauk Hwy. We don't want street lights or sidewalks or other 'improvements' even if they were free."

"Best: Community is rich in history, friendly people, slow to change and beautiful. Worst: Street noise (loud music), destruction of private property (mailboxes), graffiti (on signs) and mosquitoes! Change: Would like a mailbox by library."

"More responsible zoning!"

"I like the quiet and 'small town' atmosphere. The biggest problem we face is maintaining the quality of life and affordability of living here. If we drive around our community, we see many homes for sale. Many people are leaving, going where they get more for their money. We have to evaluate what is important to the community and work towards those goals within our means. Continued expansion of the 'dump' has effectively killed any hope of this community ever being what it was. Our futures have been sacrificed for political expediency. School taxes are way too high for an average district."

"The open space, waterways (rivers and bays) and semi-rural character are the community's most important assets and the main reason we have chosen to live here. Our biggest concern is the spread of the suburban and commercial sprawl and our Town's government decision to use the landfill on our northern border as a money-making operation."

"LILCO has got to have some competition to reduce rates. The area is great, but I cannot afford to live here after I retire due to taxes and LILCO."

"BH is a really beautiful area under attack by mediocrity on all sides. Going to movies, shopping, etc., one must go out into the rank obscenity of Sunrise Hwy., Patchogue, etc. Too

