

Map, Plan and Report
for the
Extension of the Mt. Sinai Ambulance District
to include the
Village of Port Jefferson and the Village of Belle Terre

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Description and Projected Budget for 2019

Reason for District

Critical emergency ambulance services are currently provided to residences of Mt. Sinai Ambulance District, the Incorporated Village of Port Jefferson and Incorporated Village of Belle Terre by the Port Jefferson Ambulance Company. The Port Jefferson Ambulance Company is a New York State Not-for-Profit Corporation with offices at 25 Crystal Brook Hollow Road in Mount Sinai, New York. Formed in 1959, the Port Jefferson Ambulance Company provides emergency medical services to over 20,000 residents within the two Villages and the Mt. Sinai Ambulance District.

The ambulance company currently provides these services through individual contracts with each of these three entities. The proposed extension seeks to simplify the current structure of having three separate contracts with Port Jefferson Ambulance Company to only requiring one contract with the ambulance district as proposed. Although technically the proposal is an expansion of the area contained in legal description of existing boundary Mt. Sinai Ambulance District, the proposal does not represent a change in the area, or the population¹ which Port Jefferson Ambulance Company currently provides critical emergency ambulance services to:

The new proposed district expansion results in a more efficient structure for making critical decisions on operational and financial matters. In providing critical emergency ambulance services to the residents of both Village and the Town, under the proposed new structure the need to go through three different budgeting processes, and three different Boards for operational or equipment purchase decisions would be eliminated.

The proposed expansion will greatly benefit and streamline the ambulance district and result in greater operational and logistic efficiencies. Elimination of this bureaucratic three-ring tangle is consistent with Brookhaven Town Supervisor Edward P. Romaine's goal to eliminate duplication in districts, streamline decision making and consolidate services. Governor Cuomo has equally challenged local government to eliminate these types of hydra-headed government structures in his "Municipal Consolidation and Efficiency Competition."

Operationally, the District Managers must answer to three municipalities to make a capital, equipment or operational decision. The goal of the expanded district is to remove the Village from operational responsibility and vest the power exclusively in the Town. That is the goal and intention of Town Law Article 12-A and is that way nearly throughout the Town of Brookhaven. The Board of Trustees from both Villages are in favor of and request the boundary expansion. From a budgeting perspective, the Villages are of the opinion that the Ambulance District will benefit from one entity in control and that will promote efficiency in operations, purchasing, and funding innovations for future operations.

¹ See appendix E for existing demographic data for the area of the proposed extended district.

In addition, there is significant operational challenges regarding the responsibility and payment of the LOSAP “service award program” under General Municipal Law Article 11-A that would be cured with a single level of government being responsible for both the program in the district finances. This conclusion and this plan is reinforced by the fact that the Town is currently the designated “sponsor” of the LOSAP plan, but is beholden to the Village to fund their respective portions of the plan. This proposed plan would eliminate that confusion and division of responsibility.

Lastly, there is no current contract between the Village and the Port Jefferson Ambulance Co., (the current contract expired in 2011). This time is ripe for a district expansion.

The Mt. Sinai Ambulance district once included the two Villages as currently proposed, under the name of Tri-Harbor Ambulance District. Appendix F provides the details of the history of the Tri-Harbor Ambulance District.

Map and Description of the Proposed Ambulance District:

The proposed extension of the Mt. Sinai Ambulance District will encompass the boundaries of the existing Town of Brookhaven Mt. Sinai Ambulance District, the Incorporated Village of Port Jefferson and Incorporated Village of Belle Terre. (See Appendix A and B for Map and associated legal descriptions) It will not change the population count, service levels or operational budget total.

Ambulance District Report:

The projected total budget for 2019 for the Port Jefferson Ambulance Company to provide service to the proposed expanded ambulance district is \$1,547,206.

Operating Budget	Capital Budget	Total Budget
1,466,206	81,000	1,597,206

The following is an estimate of the proposed ambulance district tax rate based on the following total 2018-2019 taxable assessed valuation of the expanded ambulance district.

Ambulance Service Area	Assessed Valuation
Belle Terre	\$2,313,838
Port Jefferson	\$22,437,217
Mt. Sinai	\$15,491,055
Total Assessed Valuation	\$40,242,110

Estimated Tax Rate: $(\$1,547,206 / \$40,242,110 \times \$1000)$ \$38.40 / \$1000 A.V.

Estimated Tax for Typical Household: $(\$3,100 \text{ A.V.} \times \$38.40 / \$1,000 \text{ A.V.})$ **\$119.04**

The estimated cost to the properties owners within the expanded Ambulance District is based on full funding of the contract costs for emergency medical service from an ad

valorem tax levied on property owners within the District as described above. The method of calculation the typical annual cost to a property owner is given in Appendix D.

The extension of the ambulance district will not have a financial impact as said extension simply consolidates the agreements with Port Jefferson Ambulance Company to provide critical emergency ambulance services, from the current structure of having three separate contracts, with the existing Mt. Sinai Ambulance District and the two villages, respectively. As outlined above, the proposed extension of the district does not represent a change in the area, operational standards or the population currently served by Port Jefferson Ambulance Company.

**MOUNT SINAI AM
DISTRICT EXP**



TOWN OF BROCTON

Proposed Expansion of the Mount Sinai
Ambulance District to include the Village of Belle Terre and the Village of Port Jefferson

VILLAGE BOUNDARY LINE

**AMBULANCE DISTRICT
BOUNDARY LINE**

Village of Belle Terre

Village of Port Jefferson

Mill Pond

St. Clair

St. James Station

Therapist

LOCATION 1



DATE: March 5, 2017

PREPARED BY:  ENGINEERING & ARCHITECTURE

Appendix B - Proposed Legal Description

Mt. Sinai Ambulance District

Note: The following legal description is the same as approved for the Tri-Harbor Ambulance District in 1995. All section, block, and lot numbers referenced have been taken from the 1985 Suffolk County Tax Maps, Brookhaven Town (District 200), and the reference to existing boundaries of the incorporated villages are as described in the legal descriptions contain in appendix C.

Beginning at the western most intersection of the centerlines of North Country Road (C.R.20) and Crystal Brook Hollow Road as shown on section 115;

Thence westerly, southerly, then northerly following and contiguous to the line of the existing boundary of the Incorporated Village of Port Jefferson to a point where it adjoins the line of the existing boundary of the Incorporated Village of Belle Terre at the high water mark of Port Jefferson Harbor;

Thence northerly, then easterly following and contiguous to the line of the Incorporated Village of Belle Terre to a point where it adjoins the line of the existing boundary of the Incorporated Village of Port Jefferson at the high water mark of the Long Island Sound;

Thence easterly following and contiguous to the line of the existing boundary of the Incorporated Village of Port Jefferson to a point where it adjoins the line of the existing boundary of the Mount Sinai Ambulance District;

Thence easterly across Mt. Sinai Harbor to the northwestern most point of the easterly portion of lot 1 approximately 575' +/- to a point;

Thence southerly along the westerly line of lot 1 a distance of 235 +/- to a point;

Thence southeasterly continuing along the westerly line of lot 1 a distance of 163' +/- to a point;

Thence southeasterly continuing along the westerly line of lot 1 a distance of 29 +/- to the centerline of Harbor Beach Road;

Thence easterly along the centerline of Harbor Beach Road approximately 2320 +/- to the intersection of the centerline with the centerline of Pipe Stave Hollow Road;

Thence southerly along the centerline of Pipe Stave Hollow Road approximately 1820 +/- to the intersection of the centerline with an southeasterly extension of the northerly line of block 4, lot 4 as shown on section 025;

Thence northwesterly along the westerly line of lot 4 a distance of 55' +/- to the shoreline of Mt. Sinai Harbor;

Thence southerly along the westerly line of lot 4, also being the shoreline of Mt. Sinai Harbor a distance of 460' +/- to the northern most corner of lot 5.1;

Thence southwesterly along the westerly line of lot 5.1 a distance of 27' +/- to a point;

Thence southerly continuing along the westerly line of lot 5.1, a distance of 145' +/- to the northeastern most corner of block 3, lot 5;

Thence westerly along the northerly line of lot 5, a distance of 29' +/- to the northwestern most corner of lot 5;

Thence southeasterly along the westerly line of lot 5 a distance of 148' +/- to a point;

Thence southeasterly along the southerly line of lot 5 a distance of 219' +/- to a point;

Thence southeasterly along the southerly line of lot 1.1, also being the division line between school district 7 and 8, a distance of 360 +/- to the southwestern most corner of lot 2;

Thence southeasterly along the southerly line of lot 2 a distance of 152' +/- to the southwestern most corner of lot 3;

Thence southeasterly along the southerly line of lot 3 a distance of 110' +/- to the southwestern most corner of lot 4;

Thence southeasterly along the southerly line of lot 4 a distance of 22' +/- to a point;

Thence southeasterly continuing along the southerly line of lot 4 a distance of 129' +/- to the southwestern most corner of lot 1;

Thence southeasterly along the southerly line of lot 1 a distance of 151' +/- to the southeastern most corner of lot 1 as shown on section 046;

Thence northeasterly along the easterly line of lot 1 a distance of 40' +/- to the centerline of Pipe Stave Hollow Road;

Thence southeasterly along the centerline of Pipe Stave Hollow Road as it winds and turns approximately 1540' +/- to the northern most intersection of centerline of North Country Road (C.R. 20) as shown on section 047;

Thence southerly along the centerline of North Country Road a distance of 250' +/- to the southern most intersection of centerline with the centerline of Pipe Stave Hollow Road;

Thence southeasterly along the centerline of Pipe Stave Hollow Road, also being the division line between school district 7 and 8, as it winds and turns approximately 6260' +/- to the intersection of centerline with the centerline of Nesconset – Port Jefferson Road (S.R. 25A) as shown on section 069, 095, 096 and 118;

Thence continuing southeasterly along the centerline of Pipe Stave Hollow Road as it winds and turns approximately 8850' +/- to the intersection of centerline with the centerline of Mt. Sinai - Coram Road as shown on section 142, 143, 166, 187, and 211;

Thence southeasterly along the centerline of Mt. Sinai - Coram Road approximately 1600' +/- to the intersection of centerline with the centerline of Miller Place – Middle Island Road as shown on section 233;

Thence southeasterly along the centerline of Miller Place – Middle Island Road approximately 1400' +/- to the intersection of centerline with an easterly extension of the northerly line of block 1, lot 22 as shown on section 234;

Thence westerly along the extension of the northerly line of lot 22 a distance of 25' +/- to the northeastern most corner of lot 22;

Thence continuing westerly along the northerly line of lot 22 a distance of 123' +/- to a point;

Thence southerly along the westerly line of lot 22 a distance of 281' +/- to a point as shown on section 261;

Thence westerly along the northerly line of lot 1 a distance of 412' +/- to a point on the easterly side of Mt. Sinai – Coram Road;

Thence westerly across Mt. Sinai – Coram Road a distance of 50' +/- to the northeastern most corner of block 5, lot 48 as shown on section 260;

Thence westerly along the northerly line of lot 48 a distance of 383' +/- to the easterly side of Hawthorne Street;

Thence continuing westerly across Hawthorne Street a distance of 75' +/- to the northeastern most corner of lot 41;

Thence continuing westerly along the northerly line of lot 41 a distance of 131' +/- to the northeastern most corner of lot 25;

Thence westerly along the northerly line of lot 25 a distance of 100' +/- to the northeastern most corner of lot 18;

Thence westerly along the northerly line of lot 18 a distance of 113' +/- to a point on the easterly line of lot 14;

Thence westerly across Salisbury Run Road a distance of 50' +/- to the northeastern most corner of lot 5;

Thence westerly along the northerly line of lot 5 a distance of 202' +/- to the northwestern most corner of lot 5;

Thence westerly across lot 3 and lot 4 a distance of approximately 204' +/- to the southeastern most corner of lot 1;

Thence westerly along the southerly line of lot 1 a distance of 45' +/- to a point on the easterly side of Canal Road (C.R. 111);

Thence continuing westerly across Canal Road a distance of 250' +/- to the intersection of of the northerly side of First Street and the westerly side of Canal Street;

Thence westerly along the northerly side of First Street a distance of 543' +/- to the southeastern most corner of block 1, lot 3.1;

Thence southeasterly along the division line between fire districts G1 and L1 approximately 3840' +/- to a point on the easterly side of North Ocean Avenue crossing blocks 6 and 3 on sections 260, 259, and blocks 5, 6, 4 on section 285;

Thence continuing along the division line between fire districts G1 and L1 across North Ocean Avenue approximately 150 +/- to the northeastern most corner of block 5, lot 34.1;

Thence westerly along the northerly line of lot 34.1, also being the division line between fire districts G1 and L1, a distance of 575' +/- to a point where the fire district line leaves the northerly line of lot 34.1 as shown on section 285;

Thence northerly along the division line between fire districts G1 and L1 a distance of 960' +/- to the intersection of the fire line with an easterly extension of the northerly line of block 1, lot 5;

Thence westerly along the extension line a distance of 45' +/- to the northeastern most corner of lot 5;

Thence continuing westerly along the northerly line of lot 5 a distance of 162' +/- to the northwestern most corner of lot 5;

Thence continuing westerly along the westerly extension line of the northerly line of lot 5 a distance of 25' +/- to the northeastern centerline of Osborne Avenue;

Thence southerly along the centerline of Osborne Avenue a distance of 50' +/- to the intersection of centerline with the centerline of Worth Street;

Thence westerly along the centerline of Worth Street a distance of 183' +/- to the intersection of centerline with an extension of the easterly line of block 3, lot 7 as shown on section 284;

Thence northerly along the southern extension line a distance of 25' +/- to the southeastern most corner of lot 7;

Thence northerly along the easterly line of lot 7 a distance of 100' +/- to the northeastern most corner of lot 7;

Thence westerly along a line containing the northerly lines of lot 7 thru 15, also being the , division line between school district 7 and 3, a distance of 970' +/- to a point on the easterly side of Chestnut Street;

Thence westerly along this same line to the centerline of Chestnut Street a distance of 25' +/-;

Thence northwesterly along the centerline of Chestnut Street, also being the division line between school district 3 and 7, a distance approximately 650' +/- to the intersection of centerline with an westerly extension of the southerly line of block 4, lot 41 as shown on section 258;

Thence easterly along the westerly extension line a distance of 45' +/- to the southwestern most corner of lot 41;

Thence easterly along the southerly line of lot 41 a distance of 249' +/- to the southwestern most corner of lot 33, also being the southern most corner of lot 34;

Thence continuing easterly along the southerly line of lot 33 a distance of 188' +/- to the southeastern most corner of lot 33;

Thence northerly along the easterly line of lot 33 a distance of 150' +/- to the northeastern most corner of lot 33;

Thence continuing northerly along a line extending to the centerline of Jamar Drive a distance of 25' +/- to a point;

Thence easterly along the centerline of Jamar Drive, a distance approximately 90' +/- to the intersection of centerline with a southerly extension of the easterly line of lot 20;

Thence northerly along a the southerly extension a distance of 25' +/- to the southeastern most corner of lot 20;

Thence continuing northerly along a the easterly line of lot 20 a distance of 150' +/- to the northeastern most corner of lot 20;

Thence easterly along a the southerly line of lot 16 a distance of 30' +/- to the southeastern most corner of lot 16;

Thence northerly along a the easterly of lot 16, also being the division line between school district 3 and 7, a distance of 150' +/- to the northeastern most corner of lot 16;

Thence northerly along a northerly extension of the easterly line of lot 16 a distance of 25' +/- to the centerline of Morris Street;

Thence westerly along the centerline of Morris Street a distance approximately 20' +/- to the intersection of centerline with a southerly extension of the easterly line of lot 5;

Thence northerly along a the southerly extension a distance of 25' +/- to the southeastern most corner of lot 5;

Thence northerly along a the easterly line of lot 5 a distance of 157' +/- to the northeastern most corner of lot 5;

Thence westerly along a line containing the northerly line of lots 5, 4, 3 and 1 a distance of 740' +/- to the northwestern most corner of lot 1;

Thence continuing westerly along this same line a distance of 30' +/- to the centerline of Chestnut Street;

Thence northeasterly along the centerline of Chestnut Street , as it winds and turns approximately 2780' +/- to the intersection of centerline with an easterly extension of the northerly line of block 1, lot 14 as shown on 231;

Thence westerly along a the easterly extension a distance of 25' +/- to the northeastern most corner of lot 14;

Thence westerly along a the northerly line of lot 14 a distance of 255' +/- to the southeastern most corner of lot 10;

Thence northerly along a the easterly line of lot 10 a distance of 131' +/- to the northeastern most corner of lot 10;

Thence continuing northerly along a northerly extension of the easterly line of lot 10 a distance of 25' +/- to the centerline of Cottonwood Avenue;

Thence westerly along the centerline of Cottonwood Avenue a distance of 75'+/- to the intersection of centerline with the centerline of Aspen Street;

Thence northerly along the centerline of Aspen Street, also being the division line between school district 3 and 7, as it winds and turns approximately 970'+/- to the intersection of centerline with an southerly extension of the easterly line of block 8, lot 5 as shown on sections 209 and 208;

Thence northerly along a the southerly extension a distance of 25'+/- to the southeastern most corner of lot 5;

Thence northerly along the easterly line of lot 5 a distance of 122'+/- to a point;

Thence southeasterly continuing along the easterly line of lot 5 a distance of 15'+/- to a point;

Thence northerly continuing along the easterly line of lot 5 a distance of 30'+/- to the southeastern most corner of lot 4;

Thence northerly along the easterly line of lot 4 a distance of 108'+/- to the northeastern most corner of lot 4;

Thence continuing northerly along a northerly extension of the easterly line of lot 4 a distance of 25'+/- to the centerline of Canal Road;

Thence northwesterly along the centerline of Canal Road, also being the division line between school district 3 and 7, as it winds and turns approximately 1200'+/- to the intersection of centerline with the centerline of Hickory Street;

Thence northerly along the centerline of Hickory Street a distance of 1310'+/- to the intersection of centerline with an easterly extension of the northerly line of block 3, lot 18 as shown on section 184;

Thence westerly along the easterly extension a distance of 17'+/- northeastern to the most corner of lot 18;

Thence continuing westerly along the northerly line of lot 18 a distance of 358'+/- to the northeastern to the most corner of lot 18;

Thence continuing westerly along a westerly extension of the northerly line of lot 18 a distance of 25'+/- to the centerline of Crystal Brook Hollow Road;

Thence northwesterly along the centerline of Crystal Brook Hollow Road as it winds and turns approximately 7000'+/- to the point of beginning as shown on sections 183, 162, 139, and 115.

Appendix C - Existing Legal Descriptions

The following are the existing legal of description of the three entities considered in the proposed ambulance district expansion:

Mt. Sinai Ambulance District

Note: All section, block, and lot numbers referenced have been taken from the 1985 Suffolk County Tax Maps, Brookhaven Town (District 200)

Beginning at the western most intersection of the centerlines of North Country Road (C.R.20) and Crystal Brook Hollow Road as shown on section 115;

Thence northeasterly along the centerline of North Country Road a distance of 237' +/- to the eastern most intersection of the centerline with the centerline of Crystal Brook Hollow Road;

Thence northerly along the centerline of Crystal Brook Hollow Road, also being the division line between school district 6 and 7, approximately 5150' +/- to a point where the division line leaves the centerline of Crystal Brook Hollow Road as shown on sections 093, 092, and 066;

Thence northerly across block 3, lot 2.1 along the division line between school district 6 and 7 approximately 1220' +/- to the northeastern most corner of lot 2.1 as shown on section 044;

Thence along the division line between the Incorporated Village of Port Jefferson and the Town of Brookhaven the following courses as shown on sections 044 and the Village of Port Jefferson Tax Map District 0206 on sections 006 and 004;

1. N 10° 26'26" E at a distance of 1027.67' +/- to a point;
2. along an arc of a circle bearing to the right having a radius of 416.84' +/- and a arc length of 389.06' +/- to a point;
3. N 63° 55'26" E at a distance of 446.41' +/- to a point;
4. N18° 30'34" W at a distance of 487.52' +/- to a point;
5. N29° 52'34" W at a distance of 1278.63' +/- to a point;
6. N84° 58'34" W at a distance of 123.90' +/- to a point;
7. N73° 10'34" W at a distance of 425.75' +/- to the intersection of the division line between the incorporated Village of Port Jefferson and the Town of Brookhaven with the westerly shoreline of Mt. Sinai Harbor:

Thence northerly along the westerly shoreline of Mt. Sinai Harbor approximately 970' +/- to the northeastern most point of the westerly portion of block 1, lot 1 as shown on section 006;

Thence easterly across Mt. Sinai Harbor to the northwestern most point of the easterly portion of lot 1 approximately 575' +/- to a point;

Thence southerly along the westerly line of lot 1 a distance of 235+/- to a point;

Thence southeasterly continuing along the westerly line of lot 1 a distance of 163' +/- to a point;

Thence southeasterly continuing along the westerly line of lot 1 a distance of 29 +/- to the centerline of Harbor Beach Road;

Thence easterly along the centerline of Harbor Beach Road approximately 2320 +/- to the intersection of the centerline with the centerline of Pipe Stave Hallow Road;

Thence southerly along the centerline of Pipe Stave Hallow Road approximately 1820 +/- to the intersection of the centerline with an southeasterly extension of the northerly line of block 4, lot 4 as shown on section 025;

Thence northwesterly along the westerly line of lot 4 a distance of 55' +/- to the shoreline of Mt. Sinai Harbor;

Thence southerly along the westerly line of lot 4, also being the shoreline of Mt. Sinai Harbor a distance of 460' +/- to the northern most corner of lot 5.1;

Thence southwesterly along the westerly line of lot 5.1 a distance of 27' +/- to a point;

Thence southerly continuing along the westerly line of lot 5.1, a distance of 145' +/- to the northeastern most corner of block 3, lot 5;

Thence westerly along the northerly line of lot 5, a distance of 29' +/- to the northwestern most corner of lot 5;

Thence southeasterly along the westerly line of lot 5 a distance of 148' +/- to a point;

Thence southeasterly along the southerly line of lot 5 a distance of 219' +/- to a point;

Thence southeasterly along the southerly line of lot 1.1, also being the division line between school district 7 and 8, a distance of 360 +/- to the southwestern most corner of lot 2;

Thence southeasterly along the southerly line of lot 2 a distance of 152' +/- to the southwestern most corner of lot 3;

Thence southeasterly along the southerly line of lot 3 a distance of 110' +/- to the southwestern most corner of lot 4;

Thence southeasterly along the southerly line of lot 4 a distance of 22' +/- to a point;

Thence southeasterly continuing along the southerly line of lot 4 a distance of 129' +/- to the southwestern most corner of lot 1;

Thence southeasterly along the southerly line of lot 1 a distance of 151' +/- to the southeastern most corner of lot 1 as shown on section 046;

Thence northeasterly along the easterly line of lot 1 a distance of 40' +/- to the centerline of Pipe Stave Hollow Road;

Thence southeasterly along the centerline of Pipe Stave Hollow Road as it winds and turns approximately 1540' +/- to the northern most intersection of centerline of North Country Road (C.R. 20) as shown on section 047;

Thence southerly along the centerline of North Country Road a distance of 250' +/- to the southern most intersection of centerline with the centerline of Pipe Stave Hollow Road;

Thence southeasterly along the centerline of Pipe Stave Hollow Road, also being the division line between school district 7 and 8, as it winds and turns approximately 6260' +/- to the intersection of centerline with the centerline of Nesconset – Port Jefferson Road (S.R. 25A) as shown on section 069, 095, 096 and 118;

Thence continuing southeasterly along the centerline of Pipe Stave Hollow Road as it winds and turns approximately 8850' +/- to the intersection of centerline with the centerline of Mt. Sinai - Coram Road as shown on section 142, 143, 166, 187, and 211;

Thence southeasterly along the centerline of Mt. Sinai - Coram Road approximately 1600' +/- to the intersection of centerline with the centerline of Miller Place – Middle Island Road as shown on section 233;

Thence southeasterly along the centerline of Miller Place – Middle Island Road approximately 1400' +/- to the intersection of centerline with an easterly extension of the northerly line of block 1, lot 22 as shown on section 234;

Thence westerly along the extension of the northerly line of lot 22 a distance of 25' +/- to the northeastern most corner of lot 22;

Thence continuing westerly along the northerly line of lot 22 a distance of 123' +/- to a point;

Thence southerly along the westerly line of lot 22 a distance of 281' +/- to a point as shown on section 261;

Thence westerly along the northerly line of lot 1 a distance of 412' +/- to a point on the easterly side of Mt. Sinai – Coram Road;

Thence westerly across Mt. Sinai – Coram Road a distance of 50' +/- to the northeastern most corner of block 5, lot 48 as shown on section 260;

Thence westerly along the northerly line of lot 48 a distance of 383' +/- to the easterly side of Hawthorne Street;

Thence continuing westerly across Hawthorne Street a distance of 75' +/- to the northeastern most corner of lot 41;

Thence continuing westerly along the northerly line of lot 41 a distance of 131' +/- to the northeastern most corner of lot 25;

Thence westerly along the northerly line of lot 25 a distance of 100' +/- to the northeastern most corner of lot 18;

Thence westerly along the northerly line of lot 18 a distance of 113' +/- to a point on the easterly line of lot 14;

Thence westerly across Salisbury Run Road a distance of 50' +/- to the northeastern most corner of lot 5;

Thence westerly along the northerly line of lot 5 a distance of 202' +/- to the northwestern most corner of lot 5;

Thence westerly across lot 3 and lot 4 a distance of approximately 204' +/- to the southeastern most corner of lot 1;

Thence westerly along the southerly line of lot 1 a distance of 45' +/- to a point on the easterly side of Canal Road (C.R. 111);

Thence continuing westerly across Canal Road a distance of 250' +/- to the intersection of of the northerly side of First Street and the westerly side of Canal Street;

Thence westerly along the northerly side of First Street a distance of 543' +/- to the southeastern most corner of block 1, lot 3.1;

Thence southeasterly along the division line between fire districts G1 and L1 approximately 3840' +/- to a point on the easterly side of North Ocean Avenue crossing blocks 6 and 3 on sections 260, 259, and blocks 5, 6, 4 on section 285;

Thence continuing along the division line between fire districts G1 and L1 across North Ocean Avenue approximately 150 +/- to the northeastern most corner of block 5, lot 34.1;

Thence westerly along the northerly line of lot 34.1, also being the division line between fire districts G1 and L1, a distance of 575' +/- to a point where the fire district line leaves the northerly line of lot 34.1 as shown on section 285;

Thence northerly along the division line between fire districts G1 and L1 a distance of 960' +/- to the intersection of the fire line with an easterly extension of the northerly line of block 1, lot 5;

Thence westerly along the extension line a distance of 45' +/- to the northeastern most corner of lot 5;

Thence continuing westerly along the northerly line of lot 5 a distance of 162' +/- to the northwestern most corner of lot 5;

Thence continuing westerly along the westerly extension line of the northerly line of lot 5 a distance of 25' +/- to the northeastern centerline of Osborne Avenue;

Thence southerly along the centerline of Osborne Avenue a distance of 50' +/- to the intersection of centerline with the centerline of Worth Street;

Thence westerly along the centerline of Worth Street a distance of 183' +/- to the intersection of centerline with an extension of the easterly line of block 3, lot 7 as shown on section 284;

Thence northerly along the southern extension line a distance of 25' +/- to the southeastern most corner of lot 7;

Thence northerly along the easterly line of lot 7 a distance of 100' +/- to the northeastern most corner of lot 7;

Thence westerly along a line containing the northerly lines of lot 7 thru 15, also being the , division line between school district 7 and 3, a distance of 970' +/- to a point on the easterly side of Chestnut Street;

Thence westerly along this same line to the centerline of Chestnut Street a distance of 25' +/-;

Thence northwesterly along the centerline of Chestnut Street, also being the division line between school district 3 and 7, a distance approximately 650' +/- to the intersection of centerline with an westerly extension of the southerly line of block 4, lot 41 as shown on section 258;

Thence easterly along the westerly extension line a distance of 45' +/- to the southwestern most corner of lot 41;

Thence easterly along the southerly line of lot 41 a distance of 249' +/- to the southwestern most corner of lot 33, also being the southern most corner of lot 34;

Thence continuing easterly along the southerly line of lot 33 a distance of 188' +/- to the southeastern most corner of lot 33;

Thence northerly along the easterly line of lot 33 a distance of 150' +/- to the northeastern most corner of lot 33;

Thence continuing northerly along a line extending to the centerline of Jamar Drive a distance of 25' +/- to a point;

Thence easterly along the centerline of Jamar Drive, a distance approximately 90' +/- to the intersection of centerline with an southerly extension of the easterly line of lot 20;

Thence northerly along a the southerly extension a distance of 25' +/- to the southeastern most corner of lot 20;

Thence continuing northerly along a the easterly line of lot 20 a distance of 150' +/- to the northeastern most corner of lot 20;

Thence easterly along a the southerly line of lot 16 a distance of 30' +/- to the southeastern most corner of lot 16;

Thence northerly along a the easterly of lot 16, also being the division line between school district 3 and 7, a distance of 150' +/- to the northeastern most corner of lot 16;

Thence northerly along a northerly extension of the easterly line of lot 16 a distance of 25' +/- to the centerline of Morris Street;

Thence westerly along the centerline of Morris Street a distance approximately 20' +/- to the intersection of centerline with a southerly extension of the easterly line of lot 5;

Thence northerly along a the southerly extension a distance of 25' +/- to the southeastern most corner of lot 5;

Thence northerly along a the easterly line of lot 5 a distance of 157' +/- to the northeastern most corner of lot 5;

Thence westerly along a line containing the northerly line of lots 5, 4, 3 and 1 a distance of 740' +/- to the northwestern most corner of lot 1;

Thence continuing westerly along this same line a distance of 30' +/- to the centerline of Chestnut Street;

Thence northeasterly along the centerline of Chestnut Street , as it winds and turns approximately 2780'+/- to the intersection of centerline with an easterly extension of the northerly line of block 1, lot 14 as shown on 231;

Thence westerly along a the easterly extension a distance of 25'+/- to the northeastern most corner of lot 14;

Thence westerly along a the northerly line of lot 14 a distance of 255'+/- to the southeastern most corner of lot 10;

Thence northerly along a the easterly line of lot 10 a distance of 131'+/- to the northeastern most corner of lot 10;

Thence continuing northerly along a northerly extension of the easterly line of lot 10 a distance of 25'+/- to the centerline of Cottonwood Avenue;

Thence westerly along the centerline of Cottonwood Avenue a distance of 75'+/- to the intersection of centerline with the centerline of Aspen Street;

Thence northerly along the centerline of Aspen Street, also being the division line between school district 3 and 7, as it winds and turns approximately 970'+/- to the intersection of centerline with an southerly extension of the easterly line of block 8, lot 5 as shown on sections 209 and 208;

Thence northerly along a the southerly extension a distance of 25'+/- to the southeastern most corner of lot 5;

Thence northerly along the easterly line of lot 5 a distance of 122'+/- to a point;

Thence southeasterly continuing along the easterly line of lot 5 a distance of 15'+/- to a point;

Thence northerly continuing along the easterly line of lot 5 a distance of 30'+/- to the southeastern most corner of lot 4;

Thence northerly along the easterly line of lot 4 a distance of 108'+/- to the northeastern most corner of lot 4;

Thence continuing northerly along a northerly extension of the easterly line of lot 4 a distance of 25'+/- to the centerline of Canal Road;

Thence northwesterly along the centerline of Canal Road, also being the division line between school district 3 and 7, as it winds and turns approximately 120'+/- to the intersection of centerline with the centerline of Hickory Street;

Thence northerly along the centerline of Hickory Street a distance of 1310' +/- to the intersection of centerline with an easterly extension of the northerly line of block 3, lot 18 as shown on section 184;

Thence westerly along the easterly extension a distance of 17' +/- northeastern to the most corner of lot 18;

Thence continuing westerly along the northerly line of lot 18 a distance of 358' +/- to the northeastern to the most corner of lot 18;

Thence continuing westerly along a westerly extension of the northerly line of lot 18 a distance of 25' +/- to the centerline of Crystal Brook Hollow Road;

Thence northwesterly along the centerline of Crystal Brook Hollow Road as it winds and turns approximately 7000' +/- to the point of beginning as shown on sections 183, 162, 139, and 115.

Village of Port Jefferson

Beginning at a point on the easterly high water line of Port Jefferson Harbor where the land now or formerly of Acker adjoins the existing line of the Incorporated Village of Belle Terre;

Thence easterly, southerly, then northerly following and contiguous to the line of the Incorporated Village of Belle Terre to a point where the centerline of Nonowantuck Trail intersects the high-water line of the Long Island Sound;

Thence easterly along said high-water line of the Long Island Sound to the northeasterly corner of land now or formerly of N. K. Winston Co;

Thence southeasterly along the easterly line of N. K. Winston Co. along the high-water line of Mt. Sinai Harbor and a line in the Mt. Sinai Harbor as a agreed by the Trustees of the Town of Brookhaven and N. K. Winston Co. to a point;

Thence southwesterly the following courses:

1. S 74° 47' 30" W, at a distance of 446.41 feet to a point;
2. along an arc of a circle bearing to the right having a radius of 416.84' +/- and a arc length of 389.06' +/- to a point;
3. S 21° 18' 30" W, at a distance of 1072.67 feet to a point;

Thence westerly in a straight line to the intersection of the centerline of Crystal Brook Hollow Road and Oak Wood Road;

Thence southerly in straight line through land now or formerly of Harbor Hills Inc. to the centerline of Old Post Road, which point marks the northwesterly corner of land now or formerly of Druss;

Thence southerly along the westerly line of lands of said Druss and the easterly line of lands of Harbor Hills Inc. to a point;

Thence southerly and still along the westerly boundary of lands now or formerly of Druss and the easterly line of lands of U.F.S.D. #6, Scraggy Hill School site;

Thence easterly and still along lands now or formerly of Druss and land now or formerly Catholic Home property to a point;

Thence southerly along the easterly boundary of the Catholic Home property and land now or formerly of Downs and the westerly boundary of Carga to a point;

Thence easterly along the northerly line of land now or formerly of L. Davis to the centerline of Pine Hill Road;

Thence westerly along the centerline of Pine Hill Road to the northeasterly corner of the unfiled Map of Laurel Center, Section 2;

Thence southerly along the easterly boundary of Map of Laurel Center to the southerly side of Highland Avenue;

Thence easterly and southerly along the westerly boundary of L. Davis Estate and the property line dividing land of Bennett and Brown to the centerline of North Country Road;

Thence still southerly along the easterly line of Map of Youngs Place to the northerly rail of the Long Island Railroad;

Thence westerly along the northerly rail of the Long Island Railroad to a point where the extension, southerly of the westerly boundary of the Map of Belle Terrace and easterly boundary of land now or formerly of Bernagozzi would intersect;

Thence northerly along such division line to the centerline of Old Post Road;

Thence westerly along the centerline of Old Post Road to the intersection of the centerline of California Avenue;

Thence northerly along the centerline of California Avenue to the point where said centerline of California Avenue intersects the existing Westerly line of the Port Jefferson Fire District;

Thence northerly and westerly following the existing Port Jefferson Fire District line to a point in the southerly boundary line of the Incorporated Village of Poquott and the northerly line of the Long Island Lighting Company, which point is also defined as being 485.06 feet easterly from a monument set in the easterly line of Washington Avenue as measured along the northerly line of said Long Island Lighting Company;

Thence easterly along the southerly boundary line of the Incorporated Village of Poquott to the high water line in the westerly side of Port Jefferson Harbor;

Thence southerly and easterly along said high water line to the point or place of beginning.

1976 Annexation to Village of Port Jefferson

Starting at a point where the now easterly boundary of the Incorporated Village of Port Jefferson intersects the northerly side of North Country Road (known as land of Henningsen);

Thence easterly along the northerly side of North Country Road to a point where said right of way intersects with the westerly right of way of Crystal Brook Hollow Road;

Thence northerly along the westerly side of Crystal Brook Hollow Road to the southwest corner of the intersection of Crystal Brook Hollow Road and Oakwood Road, said point being a point on the Incorporated Village of Port Jefferson boundary line;

Thence westerly and southerly along the now Incorporated Village boundary to the point or place of beginning.

Village of Belle Terre

Beginning at a point where the northerly line of East Broadway is intersected by the westerly line of lands owned by Phillip Curran;

Thence running westerly along the northerly line of East Broadway following the turns therein a distance 660.54 feet to a point where the said northerly line of East Broadway is intersected by the easterly line of lands of the Estate of A.J. DeWick;

Thence running in a northerly direction along the easterly line of the lands of the Estate of A.J. DeWick to the northeasterly corner of said lands;

Thence running westerly along the northerly boundary line of the lands of the Estate of A.J. DeWick, Joseph Vandell, Leon DeWick, Estate of Frank Baylis, Estate of Hamilton Baylis and Estate of J.E. Baylis, to the easterly shore of Port Jefferson Harbor at high water mark;

Thence northerly along the easterly shore of Port Jefferson Harbor at high water mark, a distance of 6,903 feet to the center line of Anchorage Road ;

Thence running easterly and along the centerline of Anchorage Road, to where the same intersects the centerline of Cliff Road;

Thence running northerly along the centerline of Cliff Road and the continuation thereof in a straight line to a point in the boundary line between the land of Seaboard Sand and Gravel Company and premises known as the "Reservation";

Thence running North $38^{\circ} 52'$ East 430 feet be the same or less, to the high water mark of Long Island Sound;

Thence running southeasterly along the shore of the Long Island Sound at high water mark, a distance of 4,370.73 feet to the centerline of Nonowantoo Trail;

Thence southerly along the center line of said Trail as the same winds and turns to a point in said centerline formed by the intersection thereof with the northerly line of the lands of Edward Lyons prolonged;

Thence following coursed and distances as follow:

1. *S 56° E at a distance of 170' +/- to a point;*
2. *S $89^{\circ} 31' 20''$ E at a distance of 313' +/- to a point;*
3. *S $1^{\circ} 9' 10''$ W at a distance of 627.20' +/- to a point;*
4. *S $63^{\circ} 32' 10''$ W at a distance of 840.99' +/- to a point;*
5. *S $16^{\circ} 18'$ E at a distance of 860.35' +/- to a point;*
6. *S $4^{\circ} 3'$ E at a distance of 693' +/-;*
7. *S $16^{\circ} 40'$ W at a distance of 1,914.18' +/- to a point;*
8. *S $83^{\circ} 52'$ W at a distance of 132.78' +/- to a point;*
9. *S $84^{\circ} 10'$ W at a distance of 234.01' +/- to a point;*
10. *S $21^{\circ} 4'$ W at a distance of 137.36' +/- to point or place of the beginning;*

Appendix D – Typical Annual Cost Methodology

A) Total Cost for Ambulance Service

The contract costs of \$1,547,206 is based on the Port Jefferson Ambulance total budget to provide ambulance services to both Villages and the Mt. Sinai Ambulance District, presented to Town of Brookhaven for 2019, and as adjusted by the Town Comptroller to meeting the mandatory NYS budget cap of 2.00%.

Port Jefferson Ambulance Company 2019 Projected Total Budget / NYS Budget Cap		
Operating Budget	Capital Budget	Total Budget
\$1,466,206	\$81,000	\$1,547,206

B) Tax Rate for Ambulance District Property Owners

The tax rate is calculated by dividing the contract cost for ambulance services (\$1,547,206) by the most recent total taxable assessed value for the property in the two Villages and Mt. Sinai Ambulance District (\$40,242,110), resulting in a tax rate of \$38.40 per \$1000 of assessed value. This information was obtained from the Town of Brookhaven Tax Assessor, for use in the 2019 FY budgeting.

C) Estimated typical annual cost to a property owner in the expanded District

This is calculated by multiplying the Tax Rate for District Property Owners by the typical value of a benefited property in the Ambulance District territory. Town Law §209-a defines “typical property” as “a benefited property having an assessed value that approximates the assessed value of the mode of the benefited properties situated in the district that would be required to finance the cost.” The mode, or most frequently occurring assessed value in the proposed Ambulance District in the latest completed final assessment roll (2018) is \$3,100. Therefore, the typical annual cost to a typical property owner within the expanded district will be \$119.04. ($\$38.40 / \$1,000 \text{ A.V.} \times \$3,100 \text{ A.V.}$)

Appendix E - 2016 Demographic Data

Subject	Port Jefferson		Belle Terre		Mount Sinai	
	Totals	Percent	Totals	Percent	Totals	Percent
SEX AND AGE						
Total population	7,795	100%	725	100%	12,362	100%
Male	3,785	48.6%	365	50.3%	5,948	48.1%
Female	4,010	51.4%	360	49.7%	6,414	51.9%
Under 5 years	266	3.4%	26	3.6%	785	6.4%
5 to 9 years	424	5.4%	45	6.2%	922	7.5%
10 to 14 years	565	7.2%	59	8.1%	940	7.6%
15 to 19 years	451	5.8%	57	7.9%	757	6.1%
20 to 24 years	363	4.7%	4	0.6%	691	5.6%
25 to 34 years	937	12.0%	26	3.6%	1,058	8.6%
35 to 44 years	820	10.5%	100	13.8%	1,524	12.3%
45 to 54 years	1,369	17.6%	124	17.1%	1,839	14.9%
55 to 59 years	440	5.6%	42	5.8%	1,041	8.4%
60 to 64 years	500	6.4%	67	9.2%	758	6.1%
65 to 74 years	1,141	14.6%	109	15.0%	1,278	10.3%
75 to 84 years	340	4.4%	50	6.9%	603	4.9%
85 years and over	179	2.3%	16	2.2%	166	1.3%
Median age (years)	45.6	(X)	48.9	(X)	41.3	(X)
18 years and over	6,196	79.5%	545	75.2%	9,173	74.2%
21 years and over	5,971	76.6%	538	74.2%	8,837	71.5%
62 years and over	1,930	24.8%	217	29.9%	2,503	20.2%
65 years and over	1,660	21.3%	175	24.1%	2,047	16.6%
18 years and over	6,196	6,196	545	545	9,173	9,173
Male	2,974	48.0%	257	47.2%	4,426	48.3%
Female	3,222	52.0%	288	52.8%	4,747	51.7%
65 years and over	1,660	1,660	175	175	2,047	2,047
Male	791	47.7%	80	45.7%	890	43.5%
Female	869	52.3%	95	54.3%	1,157	56.5%

Source: US Census

Appendix F - History of the Mt. Sinai Ambulance District and Tri-Harbor Ambulance District

Mt. Sinai Ambulance District was created by Town Board resolution dated July 1, 1986, having a boundary as described in the legal description filed with the certified copy of said resolution recorded in the Office of the Clerk of Suffolk County having liber and page number 10072 pg 563.

At the request of the Village of Port Jefferson and Village of Belle Terre, the Town Board by resolution, and pursuant to the requirements of Article 12A of NYS Town Law, extended the boundary of the Mt. Sinai Ambulance District to include the two villages and renamed the district Tri-Harbor Ambulance District, in August of 1995.

A review of the record indicates that after the creation of the Tri-Harbor Ambulance District, the Villages of Port Jefferson and Belle Terre were disappointed in the tax structure financing the District. Prior to the formation of the district, the Villages and the Mt. Sinai Ambulance District each contracted with the Port Jefferson Ambulance Company separately for ambulance services. The Port Jefferson Ambulance Company allocated each entity a percentage of the company's budget based on the population of each entity. Thus, the Village of Belle Terre paid 14% of the budget, the Village of Port Jefferson 35%, and Mt. Sinai 51%. After the creation of the District, each entity paid base on an ad valorem tax structure, as prescribed by law. Thus, according to assessed value, the Village of Belle Terre paid 6% of the budget, the Village of Port Jefferson 60%, and Mt. Sinai 34%.

At the request of the Village of Port Jefferson and Village of Belle Terre the Town Board by resolution dated October 31, 1997, and pursuant to the requirements of Article 12A of NYS Town Law, authorized the dissolution of the Tri-Harbor Ambulance District, whereby eliminating the two villages from said district, and reestablishing the original the boundary and name of the Mt. Sinai Ambulance District as created in 1986.

As with all governmental operations, to successfully provide the maximum value and operational efficiency for the taxpayers, government must be prepared to account and adapt change. If this case, it is the municipalities' joint opinion that it is no longer operationally efficient to have the Ambulance District be governing three different boards in three different budget reviews/cycles and three different capital expenditures procedures. The goal of the revised district boundaries is to promote efficiency and savings by having the district be answerable only to the Town in accordance with the provisions of Town Law Article 12-A.

PUBLIC NOTICE

NOTICE IS HEREBY GIVEN that pursuant to New York State Town Law Section 209-d, a public hearing will be held by the Town Board of the Town of Brookhaven at the Town Auditorium at One Independence Hill, Second Floor, Farmingville, New York, on the 20th day of November, 2018, at 5:30 P.M., to consider the proposed extension of the Mount Sinai Ambulance District boundaries to include the Incorporated Villages of Belle Terre and Port Jefferson.

Pursuant to Section 209-c a Map, Plan and Report prepared by KPC Planning Services, 16 Library Avenue, Westhampton Beach, New York 11978, stating the proposed method of financing and containing the boundary description of the proposed extension of the Mount Sinai Ambulance District shall be available for review in the Town Clerk's Office for public inspection Monday through Friday, 9:00 a.m. to 4:30 p.m. at least ten (10) days, but no more than twenty (20) days prior to the scheduled Public Hearing, and shall also be available on the official website of the Town of Brookhaven.

Pursuant to the requirements of Section 209-d, the estimated cost to the typical property owner in the first year following the proposed extension of the district based on currently available estimated data is as follows:

Cost to Typical Taxpayer for New Ambulance District ¹			
Taxing Jurisdiction	Rate per 100 of AV	AV Mode	Estimated Rate
Combined	\$3.84	3100	\$119.04

Cost difference to Typical Tax Payer by former Taxing Jurisdiction ¹

(based upon current available data estimates)

Taxing Jurisdiction	Current		Proposed	
	Rate per 100 of AV	Tax	Rate per 100 of AV	Tax
Mt Sinai Ambulance (TOB)	\$5.09	\$173.04	\$3.84	\$130.56
Belle Terre Village	\$2.15	\$128.98	\$3.84	\$230.40
Port Jeff Village	\$2.30	\$92.07	\$3.84	\$153.60

1- Information is based upon the Town of Brookhaven's Assessed Valuations and not the Villages of Port Jefferson and Belle Terre.

At said public hearing, any persons interested in the matter of the proposed extension of the boundaries of the Mount Sinai Ambulance District to include the Incorporated Villages of Belle Terre and Port Jefferson, at the Villages' request, and to rename the Mount Sinai Ambulance District the Tri-Harbor Ambulance District shall be given the opportunity to be heard. Such extension, if approved by the Town Board of the Town of Brookhaven, shall become effective December 31, 2019.

Dated: Farmingville, New York

DONNA LENT, TOWN CLERK
TOWN OF BROOKHAVEN