

DOWNTOWN MONTAUK
DOWNTOWN MONTAUK STABILIZATION PROJECT

TECHNICAL SUPPORT DOCUMENT
EVALUATION OF A STABILIZATION PLAN FOR COASTAL STORM RISK
MANAGEMENT

PUBLIC ACCESS PLAN

U.S. Army Corps of Engineers

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TABLE OF CONTENTS

1.0 SCOPE.....3

2.0 PURPOSE4

3.0 SUMMARY OF FEDERAL POLICY.....5

4.0 SUMMARY OF NEW YORK STATE POLICY6

5.0 TRAFFIC AND TRANSPORTATION7

6.0 LAND AND WATER USES7

7.0 PUBLIC ACCESS EVALUATION & CONCLUSION.....14



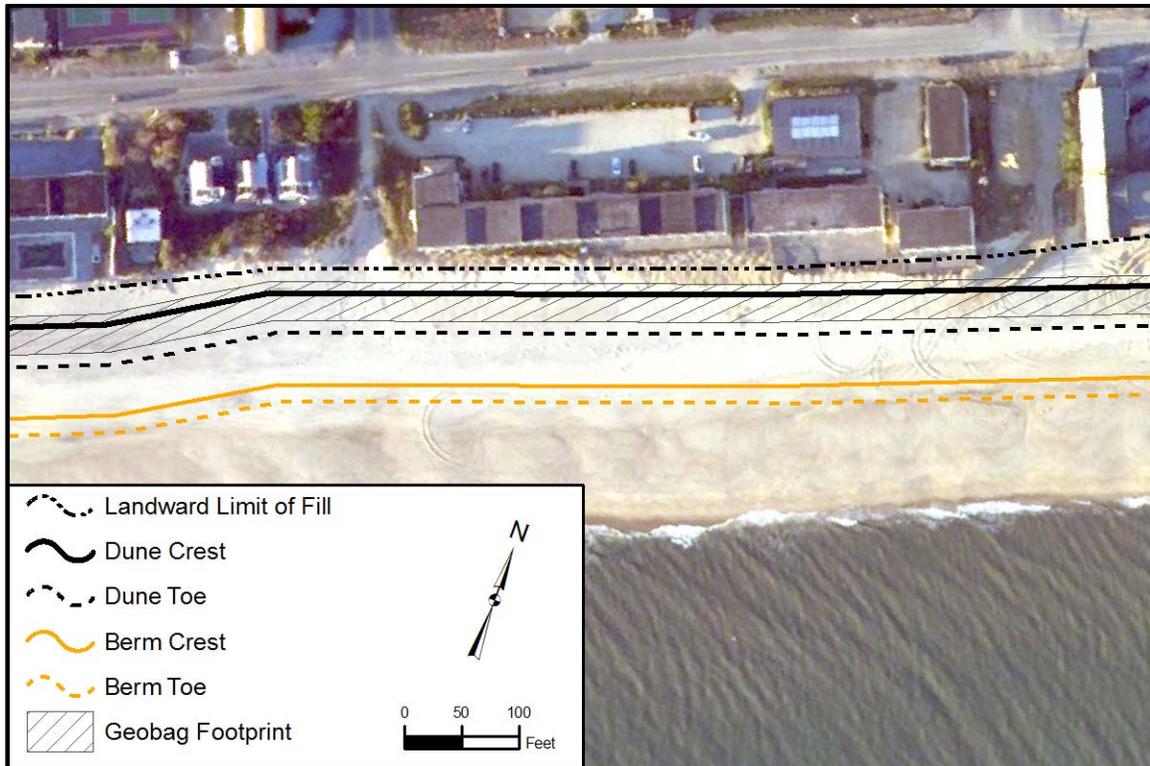
LIST OF TABLES

Table 1: Downtown Montauk Marinas12



1.0 SCOPE

The Atlantic Coast of Long Island, Downtown Montauk Reach - Stabilization Project - Technical Support Document (Downtown Montauk Stabilization) project proposes constructing 3,100 feet of reinforced dune extending from South Emery Street to Atlantic Terrace Motel and tapers into high dunes at both ends of the Project Area. The extent of the proposed plan was selected to provide protection to all of the shorefront commercial buildings in Downtown Montauk.



The core of dune consists of 14,171 bags each weighing 1.7 tons of Geotextile Sand Containers (GSC) with filled dimensions of approximately 5.5 ft long, 3.5 ft wide, and 1.5 ft tall. For greater stability the GSCs are aligned with the long side perpendicular to the shoreline with an overlap of 50% of the filled width. The GSCs are stacked along the existing dune at a 1V:2H slope. The GSCs extend from a toe elevation of +3 ft to a crest elevation of +13.5 ft NGVD. In order to increase the resiliency of the design and reduce the potential for undermining, the proposed design includes a 45 foot wide berm cap at +9.5 ft NGVD. The additional sand will provide protection to the toe of the structure and decrease the likelihood of exposure of the GSCs during small storm events.



2.0 PURPOSE

A public access evaluation requires a two-step process. The first step is to describe and tabulate the existing degree of public access. The second step is to assess whether the existing public access is adequate or if additional facilities are needed with the proposed project in place. Relevant guidelines specifying the criteria under which the adequacy or inadequacy of public access is assessed are described below.



3.0 SUMMARY OF FEDERAL POLICY

[Department of the Army, ER 1165-2-130, dated 15 June 1989, Federal Participation in Shore Protection, paragraph 6h.] It is Corps policy to participate in the additional costs for placing beach-quality sand or other suitable material onto adjacent beaches or near shore providing that the beaches involved must be open to the public. Project beaches will not be limited for use by only a segment of the public; they must be open to all visitors regardless of origin or home area. Reasonable public access must be provided in accordance with the recreational use objectives of the particular area. However, public use is construed to be effectively limited to within one-quarter mile from available points of public access to any particular shore.

Additionally, nearby parking facilities, on free or reasonable terms, should be within a reasonable walking distance to the beach. Lack of sufficient public parking with reasonable public access to the beach will preclude federal participation. Items of local cooperation require the sponsor to provide necessary access roads, parking areas, and other public use facilities open and available to all on equal terms. However, even though the lack of such facilities may constrain beach use, it is not the intent to require that facilities be provided to meet all demand situations, but only that public use and access not be precluded by the lack of existing facilities due to local practices and/or unique situations.

Nonetheless, a visitor to an area should be reasonably assured of parking near the access point on an average day. Any evaluation should discuss the availability of access points and public parking along the entire length of shore in which Federal participation is proposed. If reasonable access and parking for non-residential users is not available within reasonable walking distance to the beach, they must be provided by the sponsor, or Federal participation limited to those areas where access and parking area reasonable available.

Further, in the event public access points are not within one-half mile of each other, either an item of local cooperation specifying such a requirement and public use throughout the project life must be included in project recommendations or the cost sharing must be based on private use.



4.0 SUMMARY OF NEW YORK STATE POLICY

[State of New York Coastal Management Program: Policy 19 – Protect, maintain, and increase the level and types of access to public water-related recreation resources and facilities; and Policy 20 – Access to the publicly-owned foreshore and to lands immediately adjacent to the foreshore or the water’s edge that are publicly-owned shall be provided and it shall be provided in a manner compatible with adjoining uses.]

Policy 19: This policy calls for achieving balance among the following factors: (1) the level of access to a resource or facility, (2) the capacity of a resource or facility, and (3) the protection of natural resources. Imbalance among these factors tends to be in the urban areas of the state, and can generally be attributed to limited access. Access to water-related recreational resources, such as public beaches, will be given priority for improvement.

Policy 20: This policy states that access should be provided to coastal areas where there are limited or no recreational facilities that provide specific water-related recreational activities. Access should be provided for numerous activities and pursuits that require only minimal facilities, such as walking, biking, bird watching, photography, and fishing. Furthermore, the State will not undertake or fund any project which increases access to a water-related resource or facility that is not open to all members of the public.



5.0 TRAFFIC AND TRANSPORTATION

Downtown Montauk is the major business area in the Study Area. The town is divided by Montauk Highway and extends south to the Atlantic Ocean. There are wide variety of year-round commercial establishments in addition to the seasonal motels and resort units. The business district includes supermarkets, banks, clothing stores, gas stations, restaurants, bars, pharmacies, repair shops and other establishments traditionally found in business centers. Institutional facilities, including churches and a library, are located along Montauk Highway in the eastern portion of the business district. A municipal ball field complex borders the northern portion of the downtown area. The downtown area is laid out in a grid of 40 foot by 100 foot lots separated by wide public roads and alleyways. There is limited public transportation and the cost of housing is extremely high.

5.1 *Public Transportation*

The Long Island Rail Road provides train service to Penn Station, and Hampton Jitney provides bus service to Manhattan. Suffolk Transit's 10C and seasonally-operated S94 bus routes serve the village. The 10C connects the village with East Hampton, and the Amagansett, East Hampton and Montauk Long Island Rail Road stations on the Montauk Branch, and the seasonally-operated S94 connects the village with the Montauk Point Light. Small planes can fly into the Montauk Airport.

5.2 *Private Transportation*

Due to time constraints, many visitors use private taxi services to reach the ferry terminals from train stations. For New York City residents who want alternative private transportation to Downtown Montauk, several companies provide bus service between Manhattan and the ferry terminals. Approximately 5 percent of the total traffic is provided by taxi.

5.3 *Parking*

About 70 percent of all traffic arrives by private automobile. The beaches in Montauk are:

1. Kirk Beach
2. Hithers Hill State Park
3. Gin Beach (Bayside)
4. Ditch Plains Beach
5. Nicks Beach
6. South Lake (Bayside)



7. Nicks Beach or South Edgemore

Parking at the beaches is restricted, with town beach parking permits required at all town beaches except Kirk Park Beach in Downtown Montauk which has free parking year round. Hither Hills State Park requires a vehicle entrance fee of \$10 daily. The town has multiple municipal parking lots where a service called “Free Rides” shuttles patrons to the beach. Free Ride is an environmentally friendly shuttle service that uses GEM electric vehicles. The service is supported by its sponsors and completely free to ride. All town beaches also support bike racks which are free of charge.

A town beach parking permit is free for town residents and \$375 per year for non-residents. Many hotels and motels provide permits for their guests.

Permits to drive four-wheel drive vehicles on the town beaches can be obtained free to East Hampton Town property owners who have proof of residency, they cost \$275 per year for non-residents. By law, vehicles must stay off the beaches between 10am-6pm from May-September.



6.0 LAND AND WATER USES

This description of land and water uses characterizes the existing conditions in the vicinity of the project site. To determine existing conditions and assess the potential for impacts, the study area has been defined as the Town of Easthampton.

6.1 Land and Water Uses

Montauk is a major tourist destination and has six state parks. It is particularly famous for its fishing, claiming to have more world saltwater fishing records than any other port in the world.^[2] Located 20 miles (32 km) off the Connecticut coast, it is home to the largest commercial and recreational fishing fleet in New York State.

Six state parks are in Montauk. They are, from west to east:

- Hither Hills State Park
- Shadmoor State Park
- Montauk Downs State Park
- Amsterdam Beach State Park
- Camp Hero State Park
- Montauk Point State Park

In addition, there is a Suffolk County park near Montauk, several Town of East Hampton parks and several Nature Conservancy areas.

6.1.1 Recreation

Visitors appreciate Montauk for its abundance of recreational land and water activities. Generally, the bayside beaches are roped off swimming areas near the town's marina or dock; therefore, these areas tend to attract families with children. Other than swimming, popular water sports include surfing, sea kayaking, windsurfing, water skiing, canoeing, and sailing. Area businesses rent windsurfing boards hourly, and stores on the mainland sell and rent other equipment, such as sea kayaks and jet skis.

The project area features a wide array of fish species plus shellfish and crabs, each of which has a designated prime season. Consequently, local sport fishing is an activity for which the area is well known. In addition, several local charter companies offer deep sea fishing excursions in the Atlantic.

Amsterdam Beach Preserve

This 200-acre park was a joint purchase by NY State, Suffolk County, and the Town of East Hampton. A passive use park, the land stretches from Ranch Road at Indian Field on the east to



the Montauk Association houses to the west. It is bordered on the north by Montauk Highway and extends southward to the Atlantic Ocean and the ocean beach. It is situated near other protected lands, such as Shadmoor, Montauk Point, and Camp Hero State Parks. Fifty-four acres of tidal and freshwater wetlands are interspersed throughout maritime shrublands. This natural topography is called "Montauk Moorlands", and provides critical habitat to several rare and endangered species such as the northern harrier, the spotted turtle and the Cooper's hawk, and hosts several species of spring migrating birds and other shore birds.

Camp Hero State Park

This 755-acre State Park formerly housed U.S. Army and U.S. Airforce bases. Several buildings, bunkers, batteries, and an old radar building (a National Historic Site) remain, although they remain off limits to the public. Roads cross the park, along with an extensive system of trails for hiking, bicycling, and horseback riding, a beach used by surfers and surfcasters, and an old maritime forest. Located a half mile west of the Montauk Point Lighthouse, the park includes two small parking fields; fee is \$8. Open daily year round from sunrise to sunset.

Hither Hills State Park

Located four miles west of the Village of Montauk on the Old Montauk Highway, with a two and a half mile beach along the Atlantic Ocean and 1,755 acres of parkland. Hither Hills has 168 campsites along with hiking and nature trails. Open year round from sunrise to sunset. Camping fees for NY State residents are \$28/day weekdays and \$32/day weekends — \$28/day weekdays, \$32/day weekends; non-residents \$56 weekday and \$64 a day for weekends.

Hither Woods Preserve & Lee Koppelman Nature Preserve Kirk Park

These two preserves and adjacent Hither Hills State Park are Montauk's prime mountain biking areas, located north of the Montauk Highway between Napeague and the Village of Montauk with 40 miles of trails

Kirk Park

A beautiful three-acre park maintained by the Montauk Village Association, located just west of the Village, includes Fort Pond, the second largest freshwater lake on Long Island. Freshwater fishing permitted.

Montauk Downs State Park

A 160-acre park

Montauk Mountain

A six-acre preserve area maintained by the Nature Conservancy.



Montauk Point State Park

This 724-acre park, at the site of the Montauk Point Lighthouse, is great for bird watching year round and seal watching in the winter months. Daily parking costs \$8. The Montauk Point Lighthouse, a museum run by the Montauk Historical Society, is open to the public daily in season.

Shadmoor State Park

Located two miles east of the Village on Montauk Highway, this 99-acre tract of land has a half mile of ocean frontage where tall clay cliffs plunge down to a pebble strewn beach. If you are coming by car, park in the parking lot at the entrance to the park. About 30 percent of Shadmoor is freshwater wetlands with several small ponds hidden in the thickets. Trails and dirt roads lead to the bluffs from the entrance on Montauk Highway.

Montauk County Park

Two entrances: one at the end of East Lake Drive just north of the airport, where the park office is located, and the other at Third House, three miles east of the Village on Montauk Highway. A total of 1,126 acres features three and a half miles of nature trails suitable for hiking, five miles of bridle paths, freshwater fishing and canoeing at Big Reed Pond, surfcasting on the outer beach, and hunting in the winter, in season.

Walking Dunes

Part of Hither Hills State Park on the east side of Napeague Harbor, the Walking Dunes can reach a height of 80 feet and are slowly moving southeast.

6.1.2 Community Services

The National Park Service is responsible for policing conservation laws on federal property, and the U.S. Coast Guard enforces boat safety regulations in surrounding waters.

6.1.3 Marinas

As shown in Table 1, Downtown Montauk has 11 marinas that accommodate a total of over 900 boats. About half of the slips are leased on a transient basis, and the remainder is leased by the season. Only two facilities, those at Robert Moses State Park and at Seaview, operate year round. Half of the marinas, include amenities such as grocery or supply stores. East Lake Marina is only a short walk to Montauk Airport.



Table 1: Downtown Montauk Marinas

Name	Location	Seasonal Year-Ro	Transient Berths	Total B	Amenities ¹
Montauk Marine Basin	426 West Lake Dr.	YR		150	G, M, F
Sportsmans Dock	414 West Lake Drive	S		NA	
Uihleins Marina & Boat Re	444 West Lake Drive	S		40	
Rick's Crabby Cowboy C Marina	435 East Lake Dr.	S		22	
Gone Fishing Marina	467 East Lake Dr.	S		180	G, M, F
Snug Harbor Resort & Mar	3 Star Island Rd	S		90	
East Lake Marina	507 East Lake Drive	S		20	
Star Island Yacht Club	Star Island Rd	YR		130	G, M, F
Montauk Yacht Club Res Marina	32 Star Island Rd.	YR		232	
Diamond Cove Marina	364 West Lake Dr	S		NA	
Offshore Sports Marina	408 Westlake Drive	S		43	
Total				907	

Note: ¹ Groceries, Marine supplies, Fuel

6.1.4 Access

Access to Montauk is provided by Montauk Highway (Route 27A) and the Sunrise Highway (Route 27), which are two major connectors through the south shore. North of Route 27A is two major east west highways: the Northern State Parkway and the Long Island Expressway (Interstate 495).



Hampton Jitney

The motor coach line service operates 365 days a year between Montauk and Metro New York (including the airports). In addition, Hampton Jitney limousines, charters and tour coaches operate regularly throughout the northeastern US and Canada. Location: 395 County Road 39A - Southampton, NY

Suffolk Transit Bus

The Suffolk Transit 10C Bus provides public transportation with pick-ups at the Bus Shelter near the corner of S. Euclid Ave. & Embassy St. near the Public Restrooms and the Police Station. The 10C provides connecting service with S92 (East Hampton), S94 (Montauk - Summer Only) and 10B (East Hampton). Location: S. Euclid Ave. - Montauk, NY.

Montauk Airport is a privately owned, public use airport located three nautical miles northeast of the central business district of Montauk, in Suffolk County, New York, United States



7.0 PUBLIC ACCESS EVALUATION & CONCLUSION

An evaluation of sufficient public access must be completed with the knowledge that complications may arise because of numerous criteria which could contradict each other.

7.1.1 Existing Public Access meets Federal Standards

Since there are adequate parking facilities for the general public, the requirements for parking as specified in ER 1165-2-130, paragraph 6h.(2) meet the federal guidelines and the Planning Guidance Notebook, ER 1105-2-100. Suitable public access is required for any areas where Federal expenditure of funds will be utilized for beach restoration.

Three (3) pedestrian wood constructed dune crossings at Emery, Embassy and Edgemere roads and two (2) vehicular crossings at Edison and Essex (constructed utilizing a sand aggregate mix) have been identified and included in the project. The following figure shows the pedestrian and vehicular access points. The analysis of public access indicates that the areas where sand is being placed is fully accessible and in compliance with ER 1165-2-130.

The provisions for access as required in ER 1165-2-130, paragraph 6h.(3) generally specify that public access points be no further than one-half mile from each other in order to justify federal participation. However, paragraph 6h.(3) specifically states that "Reasonable public access must be provided in accordance with the recreational use objectives of the particular area. Since the recreational use objectives of the study area are unique, it is therefore concluded that no additional public access is needed with the proposed Downtown Montauk, 3,100 linear foot Stabilization project in place.



