

**Hashamomuck Cove
Southold, New York
Coastal Storm Risk Management
Integrated Feasibility Study/EA**

**Appendix H3
Public Comments and Responses**

Hashamomuck Cove, CSRM DRAFT FR/EA

The Draft IFR/EA was released for public review on August 16, 2016. USACE also held a Public information meeting in the Town of Southold on September 19, 2016.

Public Comments and Responses

Comments were received from 25 People (see attached letters and e-mails). Of these 6 were Statements of Support for the Project with no additional response required. Below are the specific comments extracted from correspondence received and responses to comments organized by topic.

General Comments:

Comment: Will the new dune preclude views of the Sound?

Response: No. Berm will be at elevation 6' NAVD88. This elevation is approximately 6' lower than the average bulkhead elevation (~11' NAVD88).

Comment: What happens if all homeowners don't agree to do project?

Response: The only requirement on the homeowners for a complete project as proposed is to sign temporary easements for construction and to allow public access onto the constructed beach. If an individual homeowner does not sign such an easement and allow public access, the berm could be built on either side of that property, but the overall project, at least in that particular cove, would to some degree be less effective.

Comment: What is goal of the project – road protection?

Response: Goal of the project is to reduce risk of coastal storm damages to both structures and roads.

Comment: Project is a waste of Government money as sea level change is increasing.

Response: Sensitivity of the Tentatively Selected Plan to Sea Level Rise was evaluated during the optimization phase of the project.

Comment: Public funds should not be used to protect private homes.

Response: The Selected Plan will reduce future damages to structures and roads. Pro-active implementation of the project will reduce risk of damages and potential future outlay of relief funds.

Comment: Why is project not proposed to be done off-season (between October and May)?

Response: Construction is planned throughout the year, with trucked sand being brought to coves sequentially in order to complete project in one year.

Comment: Is the berm high enough to prevent overwash (6' NAVD88) based on previous storms (Sandy, Irene, Carol)?

Response: Berm is not designed to prevent over-topping during major storm events. The berm will reduce wave energy and resulting damages. The berm is sacrificial and periodic beach re-nourishment will be required.

Comment: Consider including homes further west in project.

Response: The study area reflected the areas where County Rote 48 is at risk.

Sponsorship Related Comments:

Comment: Who is local sponsor?

Response: The sponsors are the New York State Department of Environmental Conservation and the Town of Southold.

Comment: Will Town, State, County pay their 35%? Can other funding sources be pursued?

Response: The project cannot be conducted unless the sponsor pays their share.

Comment: Does the sponsor already have the required funds?

Response: NYSDEC and the Town of Southold have provided letters of support for project. Project implementation will be subject to both the Federal and Non-Federal availability of funds.

What is the deadline for obtaining funding?

Response: Project construction funds would be required after project authorization. Project authorization follows the USACE's final recommendation report currently anticipated in 2019. Thus project funds would likely be need in 2020.

Public Access Related Comments:

Comment: Public Access should be required as public funds are being spent.

Response: Agreed. Public access is required for a Federal project.

Comment: Will demolition of any homes be required for public access?

Response: There is no demolition of homes planned under the Tentatively Selected Plan.

Comment: Public Access Parking will destroy wetlands along route 48

Response: The public access parking will not be placed in areas with wetland impacts.

Comment: Public Access will increase litter.

Response: The project can not proceed as a Federal Project unless public access is provided. Litter management will need to be addressed as part of the project.

Comment: Parking should be on the north side of Route 48 to improve safety. How many cars must be accommodated in public parking?

Response: The public access plan is provided as Appendix G. A few additional parking spaces are provided.

Comment: There should be a study on traffic increase after construction due to public access.

Response: Traffic increase due to public access is expected to be minimal because the beach is relatively minimally used and there would be no facilities in the center and eastern end of the project.

Sand Source and Placement Related Comments:

Comment: Where will the sand come from?

Response: Three potential upland sand sources have been contacted for pricing and availability. The actual source will be determined by the contractor doing the work.

Comment: State should allow dredging as sand source.

Response: For the optimized recommended plan, the quantity for initial construction and especially for renourishments is too small to make dredging material from Long Island Sound cost effective.

Comment: Seems to be less sand being placed in front of Town Beach.

Response: The size of the berm in front of Town Beach is the same as most other areas (25' Berm).

Comment: Sand volumes are underestimated using low sea level rise

Response: Re-nourishment sand volumes would likely increase if accelerated sea level rise rates occur in the future.

Alternatives Related Comments:

Comment: Homes near North Road should be bought out instead of sand renourishment.

Response: Buyouts of the 29 homes most susceptible to damage were evaluated during screening of the alternatives. Due to the high cost of shore front real estate relative to damages incurred to the structures this alternative was determined to have implementation costs that would exceed the coastal storm damages reduced.

Comment: Raise or move Route 48.

Response: Raising or moving Route 48 is not a comprehensive solution as it would not reduce damages to structures and contents of properties along Route 48.

Comment: Consider low profile groins.

Response: Groins were considered in the screening process of the Feasibility Study. They were eliminated as a feasible alternative because of historic loss of sand on down-drift side of some existing groins within Hashamomuck Cove, and regulatory opposition to hard structures below mean high water.

Comment: Rocks should be considered at base of bulkheads and groins (despite regulatory objections).

Response: Toe protection was evaluated as an Initial Alternative (see Table 7) in the Feasibility Study. It was eliminated as a viable alternative because it has a limited risk reduction effectiveness (and therefore low NED benefits) in comparison to the other alternatives. Furthermore, regulatory agencies are opposed to hard structures below mean high water.

Comment: Will existing groins affect performance of sand (stay in place)?

Response: Although they are not part of the design, the existing groins are expected to provide the same benefit they may currently provide of holding the sand in place as reflected in the existing shoreline erosion rate used in the modeling.

Construction Related Comments:

Comment: How many trucks will be expected during construction?

Response: Multiple truckloads per day for about 11 months would be needed to deliver the initial placement of sand.

Comment: Who will fix road if damaged? How would damages during construction be addressed?

Response: Any damages specifically caused by the construction of project would be remedied by the project in coordination with Non-Federal Sponsors. General wear on road that would otherwise occur are not a project impact.

Economics Related Comments:

Comment: Benefit Cost Ratio is low.

Response: Agreed, however, the BCR and net benefits show National Economic Development benefits.

Comment: Annual Benefits figure is not clearly defined (\$900,200).

- Damage Reduction of \$855,000 is ambiguous (Show Work)
- \$45,200 traffic delay benefit is based on a seemingly insignificant

Response: These figures are updated in the final report.

Comment: Discount Rate of 3.125% is too low.

Response: The discount rate for the final report will comply with U.S. Army Corps of Engineers regulations.

Comment: Costs are under-estimated due to use of historic rate of sea level rise

Response: During the optimization phase, the project was evaluated under the intermediate and high sea level rise rates to evaluate the sensitivity of the project to the sea level rise rate.

Comment: Benefits to Route 48 largely excluded in comparison to structure and contents damages

Response: These benefits have been updated during optimization and are significantly higher than in the draft report.

Environment Related Comments:

Comment: Project would introduce more deer due to garbage from public access.

Response: Town would be responsible for ensuring removal of trash.

Comment: Sand Placement may not be a sustainable alternative under Sea Level Rise

Response: During the optimization phase, the renourishment rates were re-evaluated under the intermediate and high sea level rise rates to assess the sensitivity of the project to the sea level rise rate.

Comment: Will there be vegetation planted on the dune or berm?

Response: Some vegetation of the berm is included in the plan. Details will be finalized during design phase.

Real Estate Comments:

Comment: Real Estate plan should be within report, not an appendix.

Response: Placing the Real Estate Plan in an appendix is a standard U.S. Army Corps of Engineers practice.

Comment: Who is other public owner (besides Town of Southold)?

Response: Suffolk County.

Comment: What will be impact on property values due to easements?

Response: The study has not determined this impact.

Comment: What is meant by “project does not directly serve a purpose which is in the aid of commerce”?

Response: This statement acknowledges that the project has no navigation component (navigation improvement is another U.S. Army Corps of Engineers mission area).

Comment: Has any private property been acquired by Government to date?

Response: No.

Comment: Who will file notices for easements with County Clerk?

Response: The Non-Federal Sponsor is responsible for the Real Estate acquisition.

Comment: Why aren't proposed easements starting at new mean high water mark instead of bulkheads?

Response: Easements are required all the way from the bulkheads because this is where sand placement begins.

Comment: When will homeowners be notified of easement requirements?

Response: Homeowners have in the interim been notified of easement requirements.

Comment: Will work easements and perpetual easements be required for people that do not have land on the water?

Response: No.

Comment: Are local taxes reduced because of easements?

Response: Suggest contact Town regarding local taxes.

Comment: Proposed permanent easement seems to extend past the bulkhead.

Response: This has been refined in the final report.

Comment: What is purpose of easement?

Response: The easement allows for construction and inspection of the project. Standard easement language is included in the Real Estate Plan. See appendices of IFR/EA.

Comment: Does every property owner have to agree to easement to move project forward?

Response: No.

Background Related Comments:

Comment: Can you tell me about the history of the groins?

Response: The USACE was not involved in constructing or permitting the groins along the shoreline and we have no specific information other than observations of these structures presented in the report. It is assumed that they were constructed by a local entity prior to current NYSDEC requirements that would limit this type of work.

Cultural Resources Related Comments:

Comment: There may be a historical site within or adjacent to Hashamomuck Cove.

Response: No such historical site has been identified in the study.

Town Beach Related Comments:

Comment: Snack bar should be replaced at Town Beach

Response: The Town of Southold would be the appropriate entity to address this comment. The Federal Government is not able to construct a concession facility under this project.

Comment: Will the project ensure survival of Town Beach?

Response: The project will provide initial sand placement and re-nourishment at the Town Beach.

Comment: Will Town Beach and parking lot be the future maintenance staging area?

Response: It is likely that these facilities would be used as staging areas for future re-nourishment work.

From: BEEJCHRIS@aol.com
To: [Johnson, Judith L NAE](mailto:Johnson.Judith.L.NAE)
Subject: [EXTERNAL] Can you please clear this issue up Ref: SOUTHOLD, N.Y. PROJECT
Date: Monday, September 19, 2016 3:06:33 PM

A public hearing to discuss a plan to reinforce beachfront properties at Hashamomuck Cove will be held Monday night at Southold Town Hall.

Town engineers and a representative for Congressman Lee Zeldin aren't seeing eye-to-eye
<Blocked<http://suffolktimes.timesreview.com/2016/09/70415/congressman-town-disagree-on-parking-for-hashamomuck-cove/>> about parking requirements for the \$17.7 million project proposed by the U.S. Army Corps of Engineers.

Town engineer Michael Collins has said he believes the federal government requires on-site parking due to public access requirements, which he said could only be accomplished by demolishing a home.
<Blocked<http://suffolktimes.timesreview.com/2016/09/70326/public-access-to-hashamomuck-cove-has-town-officials-concerned/>>

However, communications director for Mr. Zeldin's spokesperson Jennifer DiSiena described those those stipulations were "rumors" that are "100 percent incorrect."

The proposal includes creating three berms along the roughly 1.6 miles of coves in the Hashamomuck area and to fill them in with about 160,000 cubic yards of sand.

In addition to attending the public hearing, residents can also submit public their comments to:

Judith Johnson, project biologist, New England District Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751

PLEASE ADVISE ME ASAP AAS THE MEETING IS TONIGHT THANK YOU.

MIKE BURKE

From: BEEJCHRIS@aol.com
To: Johnson, Judith L NAE
Subject: [EXTERNAL] Can you please clear this issue up Ref: SOUTHOLD, N.Y. PROJECT
Date: Monday, September 19, 2016 3:06:33 PM

A public hearing to discuss a plan to reinforce beachfront properties at Hashamomuck Cove will be held Monday night at Southold Town Hall.

Town engineers and a representative for Congressman Lee Zeldin aren't seeing eye-to-eye
<Blocked<http://suffolktimes.timesreview.com/2016/09/70415/congressman-town-disagree-on-parking-for-hashamomuck-cove/>> about parking requirements for the \$17.7 million project proposed by the U.S. Army Corps of Engineers.

Town engineer Michael Collins has said he believes the federal government requires on-site parking due to public access requirements, which he said could only be accomplished by demolishing a home.
<Blocked<http://suffolktimes.timesreview.com/2016/09/70326/public-access-to-hashamomuck-cove-has-town-officials-concerned/>>

However, communications director for Mr. Zeldin's spokesperson Jennifer DiSiena described those those stipulations were "rumors" that are "100 percent incorrect."

The proposal includes creating three berms along the roughly 1.6 miles of coves in the Hashamomuck area and to fill them in with about 160,000 cubic yards of sand.

In addition to attending the public hearing, residents can also submit public their comments to:

Judith Johnson, project biologist, New England District Corps of Engineers, 696 Virginia Road, Concord, MA 01742-2751

PLEASE ADVISE ME ASAP AAS THE MEETING IS TONIGHT THANK YOU.

MIKE BURKE

From: John Carter <6096333@gmail.com>
Sent: Thursday, September 01, 2016 3:07 PM
To: Johnson, Judith L NAE
Subject: [EXTERNAL] re Hashamomuck Cove project proposal

Public comment on subject project:

NO public funding for beach replenishment.

Thank you.

John Carter

635 New Suffolk Avenue

Mattituck NY 11952

From: [Dianne Castaldi](#)
To: [Johnson, Judith L NAE](#)
Cc: Diannebobc@aol.com
Subject: [EXTERNAL] Hashamomuck Cove Project
Date: Wednesday, September 28, 2016 4:29:35 PM

Dear Ms. Johnson,

I would like to endorse the proposed beach re-nourishment project for Hashamomuck Cove Beach in the Southold. As a full time resident for 30 years - I have and other homeowner, tourist, & businesses use County Route 48 everyday. During storms, I have watched the erosion to the beach and have seen major damage done to structure along the cove. These structures are the buffer to the County Route 48. If County Route 48 is breached it will not only paralyze transportation in that area, but will hinder ambulances, the fire department and many other emergency services from serving the communities east of Hashamomuck Cove. This project has been a long time in planning and needs to be addressed as soon as possible; each high tide and each storm is a severe threat to the integrity of Route 48.

Sincerely,
Dianne Castaldi
PO Box 960
Cutchogue, NY 11935

PS Sorry to send this twice but I realized after I sent the 1st email I failed to enter a subject and not sure you would open an email without a subject line

From: soundvue3@aol.com
Sent: Friday, August 26, 2016 7:11 AM
To: Johnson, Judith L NAE
Subject: [EXTERNAL] (no subject)

Ms. Johnson

The Jus Publicum wet land west of the Mattituck inlet accreted by the jetty (Blocked<http://openjurist.org/457/us/273/california-state-lands-commission-v-united-states>) part of the interstate boundary and preserved wet lands (NYS DOS documents Mattituck inlet Esturine Preseve) was transferred to private owners by a local judge using a single day survey October 12, 2006 (court record). This land previously under the Town Board of Trustees as per the Andros Patent never having been litigated.

According from my FOIL request from the ACOE they have no record of any mean high tide mark in that area.

The default decision referred to by the property owners happened after the plaintiff's paid \$10,000 to Cuomo friend and lobbyist Harry Gianoulis (see Southold Town Record)

The property transfer was accomplished with the signature of a Jack Sherwood (civilian employee) who had no authority to do so.

According to surveyor Corwin the fence was permitted by the Town of Southold and the DEC of New York State with the fraudulent use of a single tide survey. Survey mentioned no mean high tide mark and is identified as "apparent high water mark October 12, 2006" itself a misleading identification of a wrack line.

I do not disagree with the court decision to remove the established deeds of the petitioners so they can claim a water boundary identified in the court documents "a line of normally accreted land property of NYS"

None of the petitioners had any property on normally accreted land as none of the property existed before the completion of the first jetty in 1903.

The town has replied to me that Judge Emerson is completely authorized to give the critical habitat preserved by Governor Pataki in an executive order in accordance with the Rivers and Harbors Act.

See the court record itself and consider that there was over \$100,000 collected by the petitioner and the presenting attorney was married to a judge who shares an office and staff with the presiding judge.

A follow up interview with the surveyor a year later he stated to me no one ever question him. The court certified and documented survey were given to the town at an open and recorded public meeting.

The surveyor (phone number on the survey) and all of the above facts, the town elected officials or attorney's never called surveyor Corwin.

I request that you investigate all of the above and establish the public's right to the above area and restricted public access to it on Inlet Drive without having to cross private property.

John Cleary

see

From: soundvue3@aol.com
To: matthew.maraglio@dos.ny.gov
Sent: 5/18/2016 6:34:57 P.M. Eastern Daylight Time
Subj: Jus Publican

Mr. Maraglio

The Town of Southold is in complete agreement with private property owners taking over public lands by the use of a single wrack line survey authorized by an outside contractor Jack Sherwood.

According to the record the Suffolk County Real Property Office never saw his name on such documentation.

The the trustees authorize the installation of a fence frequently under tidal waters using the single wrack line survey.

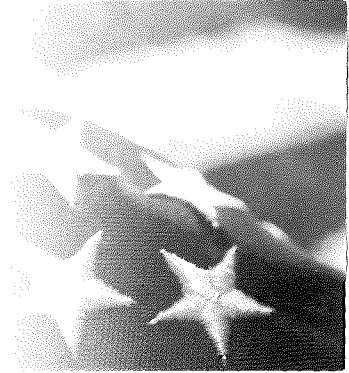
THE NYS DEC does likewise.

John Cleary

David S. Corwin, PE

639 Main St
Greenport, NY 11944-1431

631-477-0184
corwin@optonline.net



David Corwin, Greenport, NY C.O.R.W.I.N.

I own the property you are probably going to confiscate.

N.D. OBJECT PER. SAY BUT I QUESTION SAND SOURCE

Will the public hearing be held open for written comments?

The study did not address the big groins that are directing the river of sand offshore rather than letting it stay along the beach. The Levin groin in the west section and the two groins at Mulford Point. Mulford point is the approximate dividing line between the west section and the central section. That point is called out as Mulford Point on an old Coast and Geodetic Survey chart.

The works at Mulford Point date to the 1944 hurricane. Tuthill built bulkheads along that stretch and built the first rock groin there. That from his son Larry Tuthill who was a marine contractor

The Mulford Point groins were rebuilt by Latham Sand and Gravel in the late 1960s.

The groins at Mulford Point severely increased the erosion rate in the central section east of the groins. The groins are now directing the flow of sand out into deep water where it is lost.

The last time the Mulford Point groins were reconstructed the NYSDEC was not involved in wetlands and the Town of Southold Trustees relinquished their duties to protect the waters of Long Island Sound. The only regulatory agency I know of at that time was the federal government with the Rivers and Harbors Act of 1899. I have asked

about any permits for the Mulford Point groins and been told of some mythical warehouse in New Jersey.

It is my belief the groins were constructed without permits and the federal government failed the property owners east of the Mulford Point groins.

The initial stage of the project calls for about 160,000 cubic yards of compacted sand brought in by trucks. Since the sand on the trucks will not be compacted that is about 192,000 cubic yards of trucked material. That is about 4,800 truck trips. Where it is coming from is not mentioned. If one assumes the sand mine in Quogue – do they even have that much sand left?

4,800 trips at 80,000 pounds over County Road 48 are not going to do that road any good. The road in that section is built on clay and it is not uncommon to see a concrete slab heave in the spring.

A better alternative to obtain the sand would be to dredge the areas where the sand has been directed by groins or the areas where the beach sand has traveled to water depth where wave energy can no longer impact it.

Suffolk County Legislator Krupski while he was a Southold Town Trustee suggested dredging for projects such as the Hashamomuck beach nourishment.

The State of New York may have some law against dredging in Long Island Sound. If so the state needs to move into the 21st century and allow dredging for projects such as this.

The climate is warming and sea level is rising no matter the cause. Problems like beach erosion are going to become more common and methods to address these problems should be formulated now. 4,800 truckloads of sand may not be the best method.

I also note that sand has been and probably is still being dredged from Great South Bay and Moriches Bay for beach nourishment on Fire Island.

The best solution and less expensive action for the erosion at Hashamomuck Beach is to supply beach nourishment by dredging sand. The sand can then best be held in place with properly engineered low profile groins.

This isn't an idea I developed on my own. Mr. Roman Rakoczy formerly of the NYSDEC in Albany made the suggestion of trucked in sand and low profile groins ten years ago when Mr. Larry Tuthill and I visited him in Albany after a bad storm severely eroded the central cove for that area.

After the hurricane of 1938 the USACE constructed low profile groins along the beach in the area of the Southampton Bathing Corporation in Southampton. They worked very well. They filled up with sand then overtopping let the river of sand continue.

Properly engineered low profile groins work. Giant rock piles work for those upstream and destroy those downstream as has been shown, notably at Mulford Point, Goldsmiths Inlet in Peconic and the USACE groins constructed in Westhampton.

Sept. 16, 2016

Ms. Judith Johnson
Project Biologist
New England District Corps of Engineers
696 Virginia Rd
Concord MA 01742

After reading the proposed solution for Hashamomuck Cove redevelopment project I would like to offer my thoughts.

I am vehemently opposed to Federal or State funding for this project. It is my understanding that public funds can not be used to fund a project on private land/property. That is exactly what is happening here, the government "bailing out" a small group of vacation home owners who are worried about their property values. This a lot of money to benefit a few dozen second home property owners with no great benefit to the public. Disguising this project as a public need is outrageous.

The thought that buying a few dozen ft. of beach front in order to call this a public project is ludicrous. This buyout will make the beach no more public than it is today, which is now very restrictive. The only access to any of this beach is through the town beach, which you have to be a town resident to use or if you know a property owner and can use their right of way for access. If you don't create "right of ways" for the general public, similar to what they have in say Wells Beach Maine, this beach will be just as restrictive as it is today.

I understand the issue with the potential danger to the infrastructure surrounding the North Road. The problem is the danger only exists for a few hundred feet just east of the Southold Town Beach. A much simpler and less expensive solution would be to "buyout" the few houses in this small area and construct a concrete breakwater. This structure would have a much longer live than the proposed "dune" and wouldn't have the additional cost of renourishment ever year or after every major storm.

Your response is generously welcome.

Robin Decker
Ferrisburgh VT 05456

From: Sheryl Tierney Finch <tsherylb@msn.com>
Sent: Tuesday, August 30, 2016 12:03 PM
To: Johnson, Judith L NAE
Subject: [EXTERNAL] Open Comment Period - Hashamomuck Cove

Dear Ms. Johnson,

I am writing to contribute to the Open Comment Period for the Hashamomuck Cove Feasibility Study and the rather draconian demands public access would impose on my fellow homeowners. My concerns fall into four buckets:

- I. Benefit/cost ratio
- II. Environmental
- III. Quality of life
- IV. Deeded Rights of Homeowners

I. Benefit/cost ratio

The purported ratio of 1.4 is low, and that is optimistic.

First, the \$900,200 figure in Annual Benefits is not clearly defined. Broken into components, a)the \$855,000 in damage reduction is ambiguous, both in the Feasibility Study and the Draft Economic Appendix; b)the \$45,200 traffic delay benefit, spread across a large denominator, is based on a seemingly insignificant 2.9 minute delay per driver. Perhaps you could point me to the exact apples-to-apples basis for the \$855,000 damage reduction used in the ratio?

Second, the benefits to Route 48 are largely excluded from the study, yet those who have politicized the issue brand this is an issue that will "impact all users of Route 48." If that were the case, why do we see detailed minutiae quantifying structure values and content values of a select group of homeowners, but little detail about the value of Route 48? I'm familiar with the popular defense that 48 could suffer water main and power issues, but that can happen anywhere on our island. Impeded road travel could be a temporary problem, as it could anywhere, but we are lucky enough to have two east-west highways for much of the North Fork. Personally, I'd be more concerned about being stranded in Orient when the causeway is cut off.

Third, let's talk math. The time value of money makes selection of a discount rate a critical assumption in a benefit/cost analysis. Yes, we have to use something, but a rate of 3.125% seems an inadequate proxy in light of the abnormally low period of interest rates at present, coupled with a time horizon of 50 years. In other words, using a more normalized, (higher) rate would drive the benefit/cost ratio even lower than the already dubious 1.4. In the presence of a stronger economy (and a higher discount rate dragging down the benefit/cost ratio) a feasibility study with such an anemic benefit/cost ratio likely would never have made its way off the desk of the Army Corps of Engineers.

Note: even before the financial crisis and the subsequent record-setting quantitative easing occurred, the proper rate to use in Federal water projects has been a subject of some controversy. (An interesting read on the subject is a 2003 research paper by Kyna Powers, Analyst, which can be found here: [Blockedhttp://research.policyarchive.org/1764.pdf](http://research.policyarchive.org/1764.pdf))

II. Environmental concerns

The Federal requirements for public access would require changes in infrastructure that would be damaging to our local environment. The proposed parking facilities would likely necessitate destruction of open green space along 48, and most lots in that region happen to be protected wetlands.

Aside from disrupting the natural habitat for animals, parking would also bring garbage, leading to increased animal activity in the area. This would exacerbate an already difficult issue that sets the North Fork apart from other Long Island regions: deer management. Today, deer are severely damaging crops of farmers trying to make a living here and supporting local agriculture. An encroaching deer population is also very dangerous to residents, particularly our children, who are at greater risk for tick-borne illnesses. Last but not least, the amount of traffic accidents caused by deer is a great concern to our region in particular, more than Westhampton Beach, more than Asharoken. Therefore, the North Fork's coexistence with the deer population makes us more sensitive to the introduction of public access measures affecting not only our people, but our animal environment as well.

III. Quality of Life

We can take the guesswork out of what public access would mean to our quality of life if we look to Westhampton Beach as an example. (For a colorful personal account, read here: [Blockedhttp://www.newsday.com/long-island/towns/west-hampton-dunes-offers-advice-to-asharoken-on-beach-restoration-1.8539538](http://www.newsday.com/long-island/towns/west-hampton-dunes-offers-advice-to-asharoken-on-beach-restoration-1.8539538))

In this Newsday interview, a local resident of Westhampton Dunes reports an increase in public urination, visiting beachgoers knocking on neighbors' doors to use their bathrooms, an increase in litter...and that is a complaint voiced by the very people this project is helping - the beach residents themselves! Imagine the ire of inland residents who do not even live on Route 48, but suddenly find public parking on their heretofore clean and quiet residential side-streets, thus having to accommodate a public nuisance while not even directly reaping the benefits of having their private property enhanced by the Town??? Unless you are planning to fly people in on a magic carpet (or at least a workable tram) the amount of litigation to fight this one measure would likely tie up this process for a lengthy period of time. This would be, in my opinion, the proverbial line in the sand.

IV. Deeded Rights of Homeowners

I realize that a handful of the homeowners are in such dire straits that they would be willing to trade anything for public assistance, even giving up portions of their deeded beach rights. Others aren't, and won't.

The easements issue unleashes a very unpalatable precedent. I have friends who own a property on the Bay, nowhere near Hashamomuck Cove, and they are already questioning the value of their so-called deeded beaches. What is the value of a deed if they have to surrender their sand at a later date? What will this do to the future value of real estate for waterfront property?

A tangential problem is that the general public has not been made aware of the easements issue, or the prospect of eminent domain. One question I have, is why is the appendix with the Real Estate Plan so impossible for the average person to find? Why is it not attached to the very Feasibility Study it is meant to support? One may go a step further, and postulate that all essential research material typically should be in the study itself, obviating the need for an appendix at all. Meanwhile, the open comment period is running out and people cannot comment adequately without all the necessary information. As an aside, I personally think that the risk of litigation increases if there is a negative outcome and homeowners had not been given adequate notice on these issues.

In summary, I respectfully submit these thoughts to your open comment period. I am sympathetic to these specific homeowners who need public assistance, but it should not be to the detriment of the general public. We should find a solution to fix the shoreline without upending the Town, its infrastructure, its residents, and its animal life. Thank you for taking the time to read this. An acknowledgement of receipt would be welcome at the e-mail provided.

Sent from my iPad

From: [McCormick, Susan D \(DEC\)](#)
To: [Falt, Daniel T NAN02](#); [Johnson, Judith L NAE](#); [Blumeris, Barbara R NAE](#); [Servidone, Anna \(DEC\)](#)
Subject: [EXTERNAL] Fwd: Hashamomuck Cove Southold Feasibility Study
Date: Friday, September 30, 2016 6:50:24 PM

FYI

Sent from my iPhone

Begin forwarded message:

From: Debbie Grillos <djyenna4@aol.com <<mailto:djyenna4@aol.com>> >
Date: September 30, 2016 at 5:25:15 PM EDT
To: susan.mccormick@dec.ny.gov <<mailto:susan.mccormick@dec.ny.gov>>
Subject: Hashamomuck Cove Southold Feasibility Study

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

To: Susan McCormick
NYSDEC

Please be advised that I am a homeowner of the Town of Southold and my property lies along Hashamomuck Cove. I use County Road 48 on a regular basis, both to get to my property, as well as to access stores and services in both Southold and Greenport and along the East End.

I wholeheartedly support the "Hashamomuck Cove Southold, New York, Coastal Storm Risk Management Feasibility Study Draft Integrated Feasibility Report & Environmental Assessment July 2016". The beach erosion has been progressively worsening, and County Road 48 is in danger of being breached with the next big storm. This would negatively impact anyone living between Southold Town and the East End of Long Island, as it would severely limit access to needed services as well as hamper evacuation routes in the event of a disaster.

It is imperative that the plan move forward to restore the beach and protect the road.

Thank you for your attention to this matter.

Sincerely,

Debbie Grillos

Comments on the Hashamomuck Cove, Proposal, Southold, NY

The Army Corps of Engineers (ACOE) proposal to mitigate coastal erosion at Hashamomuck Cove is ill-advised and will prove to be a measure by which tax payer money will be flushed into the sea. The only benefit of spending this proposed 18 million dollars, will be to delay the destruction of property that it was supposedly designed to protect. It should not be considered as a solution to coastal erosion but a postponement.

Coastal communities, world-wide, are under unrelenting attack by a rising ocean. Most peer-reviewed scientists forecast a sea level rise of 1 foot +/- a few inches by 2050 and is expected to rise 3 to possibly over 6 ft by 2100. For the Hashamomuk Cove proposal, the ACOE choose to use a low estimate of sea level rise, of approximately 4 inches by 2065, which the agency used to calculate the volume of sand necessary to nourish the Hashmomuck Cove beaches for the next 50 years. This sea level rise estimate used by the ACOE is disingenuous as it is at odds with the most recent science which finds sea level rise accelerating which will increase the rate which sand will be removed from the beach. This means that the ACOE proposal may underestimate the volume of sand necessary to maintain the beach over the next 50 years. This would force a more frequent sand re-nourishment which will inflate the cost of the project over time.

This Hashamomuk Cove proposal is biased toward what the ACOE is lawfully mandated to do which is to maintain and protect the nation's coasts and navigable waterways. This may limit what options the ACOE can entertain which would be in the best interests of Southold Town. The purported purpose of this project is that by protecting the properties which adjoin Route 48 from coastal erosion will secondarily be beneficial to protect Route 48 from erosion and closure. The ACOE has less interest in seriously exploring other options which are outside their agency lawful domain. This comment was strengthened when ACOE representative Gene Brickman admitted that other options such as the selective raising of Route 48 or moving Route 48 landward are not in the agencies responsibility which suggests these options received minimal attention. The tax payer would be better served if project attention was directly focused on protecting the integrity of Route 48 for the long term rather than the shorter term protection of a few adjoining properties.

Sincerely, Charles D Hardy

POB 1143

Southold, NY 11971

From: [Harriet Katz](#)
To: [Johnson, Judith L NAE](#)
Subject: [EXTERNAL] Town Beach
Date: Thursday, September 22, 2016 3:16:51 AM

Unfortunately, I could not attend the mtg. in Southold. But, I am interested in the possibility of revitalizing Town beach. I use this title as spelling Hashmamock (?) correctly is a sometimes thing for me.

In any event, have the Town, county and state governments been approached re the cost? What are the initial reactions to possibly paying for the 35%?

Can you tell me the history of who requested the groins, particularly the one just to the East of Town beach? And, why were they approved, because one does not need to be an engineer to know they would transport the public beach's sand to other locations?

I once inquired about this at the ACE, and was greeted by a particularly nasty response to my inquiry.

I had been thinking in terms of maybe the Town could enter into a ground lease with a private entity, for the construction of a snack bar/bathrooms bldg. The joint venture and rent from the ground lease perhaps, over time, could defray a small portion of such a huge cost. Such a joint venture might be permitted as saving a public beach and encouraging its use, is a public purpose.

In any event, could I be put on a list to be notified of the mtgs. in the future.

Thank you.

Harriet Katz
Hatchkatz@aol.com
Cohoes, NY
GHS 65

Susan.McCormick@dec.ny.gov

Noreen.D.Dresser@US9CE.army.mil

Lauren.Standish@town.Southhold.NY.US

September 28, 2016

RE: TOWN BEACH (part of the Hashamomuck Cove Project)

Dear Ms. McCormick:

Thank you for forwarding a copy of the USACE report w/ Appendices. It certainly is a huge undertaking reflecting a lot of work. That said, my perusal of the documents raise some questions and comments that I was hoping someone could either answer, or correct if my understanding is wrong...It is a lot of detail to take in.

I am sharing this letter with some of my classmates ('65) and others, who share my interest in seeing Town Beach restored to its former state so that other generations can experience its glorious summers. I ask Ms. Standish to share copies of this letter with the Supervisor and members of the Town Board.

As more second homers are turning to the Greenport area it is increasingly important to preserve in a usable state access to public beaches. If the beach is brought back, perhaps the town can enter into a ground lease with a private entity or in some other manner, restore a snack shack with bathrooms.

1. The "nourishment" (bringing in sand) of Town Beach, and the immediate offshore area appears to be much narrower than in front of other properties.
2. The damaging nature of the groins does not seem to be addressed. Am I correct? If this is not attended to, even with the Berm system and nourishment, will the "nourishment" of Town Beach last for more than 5 years? The report already suggests that more nourishment will be needed throughout the Project area every 5 to 10 years.

3. Is the main purpose just to protect the road traversing the Town Beach area (a worthwhile goal in and of itself), and is there also a concomitant goal to ensure the survival of Town Beach?
4. I am concerned that Town Beach and its remaining parking lot will be merely a staging area for the initial work, and future maintenance of the 76 private properties.
5. APPENDIX F, REAL ESTATE PLAN: This appendix raises some questions.

Paragraph bI, pg 2: In addition to Southold Town, who is the other Public Property owner?

Paragraph bIII, pg. 2: Have the contractor and/or upland source been identified?

Page 4: What does the top paragraph mean when it says "...this project does not directly serve a purpose which is in the aid of commerce."?

Paragraph 20: Has any private property been acquired by ACE or any government or government entity already?

Paragraph 21, pg. 6: Have all or part of the 2 public and/or private parcels been acquired already, prior to the July (I think it is, 2017) timeline?

Paragraph 21b, pg 6: I think there is a historical site within or adjacent to Hashamomuck Cove. During the revolution one of the armies were going to traverse this area to get to Peconic Bay, or, something to that effect. I am told there is a plaque in the area. Let me know if more details are wanted and I can refer you to my source of information. The Southold and Greenport Historical Societies might be a good place to check etc.

APPENDIX F: TEMP. WORK EASEMENT AND PERPETUAL BEACH STORM DAMAGE REDUCTION EASEMENT: WILL THIS INVOLVE PEOPLE WHO DO NOT HAVE LAND ON THE WATER? WHO WILL TAKE RESPONSIBILITY FOR FILING ALL OF THE NOTICES IN THE COUNTY CLERK'S

OFFICE OF THESE 76 (OR SO) EASEMENTS AGAINST ALL OF THE EFFECTED
PROPERTIES AND DEEDS?

I realize there are a lot of questions. If it is convenient for you I can meet you at your office in Albany as I live in Cohoes. What is the deadline for comments, and will there be other meetings? Thank you for your attention to this matter.

Sincerely,

Harriet Katz

518-542-5622 (c)

From: [kirby.corwin](#)
To: [Johnson, Judith L NAE](#)
Subject: [EXTERNAL] hashamonack cove.
Date: Tuesday, September 20, 2016 11:40:51 PM

hey judith. i bet you are glad you don't live in h.c. i have been sent articles by a n.y. friend about the proposed project to save the beach there. had to chime in....as a kid my brother david and i had lots of fun there. my grandfather built both lasko's house and another to the west. there was probably 100ft. of beach at low tide with a sidewalk my grandpa built probably 100 ft. from the road. in my mind the trouble started with northville in river head building a huge jetty in the early 50's. in the 60's the beach really started to retreat. david talks about west end jetties contributing also; he is probably correct. brinkman i think said groins work if properly designed and built. he must live in a static world cuz i don't see it that way. i worked for a marine contractor for several years there in the early 70's and have definitely seen what groins jetties etc. can do. but tidal currents are not static. i figure go ahead with the project one way or another because the people you basically work for blow so much money in, well, questionable ways why not?? as an aside i live on cook inlet alaska in a small fishing village which sank 6 ft. in the 1964 earthquake that devastated anchorage. the acoe came in blasted a couple hills down(including the russian orthodox cemetery-they are still pissed) and filled in the waterfront. in the 80's they had to have a private contractor come in and redo as they had lost 10 ft. of a 20 ft. high bank of shot rock. but then again we have 22 ft. tides here. i think the entire insurance industry as well as many others are gonna be changing the rules with the global warming thing. but as we say in alaska-bring it on!! good luck kirby corwin

From: Lynnask@aol.com
Sent: Thursday, September 15, 2016 6:51 AM
To: Johnson, Judith L NAE; Falt, Daniel T NAN02
Cc: susan.mccormick@dec.ny.gov; hashamomuckcove@aol.com
Subject: [EXTERNAL] (no subject)

Good Morning Judith,

My name is Lynn Laskos and I am the spokesman for the Hashamomuck Cove Families, However this email is only and solely the concerns of the Laskos' family and not the collective concerns of the group. I wanted to thank the ACOE and the DEC on an outstanding job with the comprehensive plan. No doubt hours and hours of efforts were put into this and we appreciate it.

After reading the plan, I have a few concerns/questions. I am sure once we meet on Monday and hear more, I will have other questions/concerns.

Funding

- * Currently there is no local sponsor – Who's is supposed to advocate for us?
- o If we do not receive the commitment from the local sponsor(s) by July 2017 to start the project, what happens?

Agreement and participation:

- * If homeowners cannot all agree, how does this project move forward?

Public Access

- * Currently the central cove does not outline a public access area. Where is this going to be proposed?
- * How wide (feet) is expected? How many cars/parking lot needed
- * The Supervisor of Southold made a comment in the news that houses would need to be bulldozed. Is that true?

Easements –

- * Why would the easements be placed up against our bulkheads and not from the new mean high-water mark
- * What happens if homeowners object to this?

Spoils:

- * Currently proposal is to bring spoils in by truck, wouldn't it be more cost effective and easier to dredge?

Damage:

- * During construction, how would damages be compensated for? Do you use a rating standard? If so which one?

Again, thank you for all the hard work and I look forward to meeting you on Monday at the Southold Town Hall.

Regards,

Lynn Laskos

55915 County Road 48

Southold, NY 11971

lynnlask@aol.com <mailto:lynnlask@aol.com> / HashamomuckCove@aol.com
<mailto:HashamomuckCove@aol.com>

631-765-3086

PATRICIA C. MOORE

Attorney at Law
51020 Main Road
Southold, New York 11971

Tel: (631) 765-4330
Fax: (631) 765-4643

September 29, 2016

Eugene Brickman, P.G.
US Army Engineer District, New York
eugene.brickman@usace.army.mil

Susan McCormick
NYSDEC
susan.mccormick@dec.ny.gov

RE: HASHAMOMUCK COVE

Dear Mr. Brickman and Ms. McCormick:

My family and I are in support of the significant efforts made by your agencies to study the situation of Hashamomuck Cove and we support the preservation of the properties as well as the public benefit to preserve the important infrastructure of roads and utilities within the Town of Southold.

The communities along the Long Island Sound have been in place for generations, they have withstood hurricanes and storms, but their continued existence will rely on your efforts and implementation of the recommended protections.

It is not just private homes being protected, County Road 48 will be protected. The entire Town of Southold should be concerned with the preservation of Hashamomuck Cove. CR 48, is the sole vehicular access to one half of the Town of Southold. Loss of CR 48 does not only affect Hashamomuck Cove, or the Hamlets of East Marion, Orient and Cross Sound Ferry. There are numerous communities west of Greenport, located off of CR 48, with no access to the Main Road.

Loss of CR 48 as it is today would necessitate an alternative road to provide access west of East Marion. The Town of Southold and New York State would be forced to condemn land west of Greenport to provide for an alternate access to the Main Road (NY State Rt. 25). If Hashamomuck Cove and CR 48 is not protected, then the alternative is that your multiple agencies would be faced with building a new road which crosses protected wetlands, at a cost of many millions of dollars, to provide an access onto Route 25 west of the Village of Greenport.

Re: Hashamomuck Cove
September 29, 2016
Page 2

The impacts go beyond Hashamomuck Cove and they are not alone in their fight. Their fight should be recognized as a fight to preserve the entire community of Southold.

The studies are just the beginning, action is necessary before it is too late.

Thank you for all your efforts.

A handwritten signature in black ink, appearing to read 'Patricia C. Moore', with a long, sweeping horizontal line extending to the right.

Patricia C. Moore

c: Congressman Lee Zeldin c/o Mark Wooley District Director
Mark.Woolley@mail.house.gov

Scott Russell
Supervisor Town of Southold
Scott.Russell@town.southold.ny.us

Al Krupski
Suffolk County Legislator
Al.Krupski@suffolkcountyny.gov

Lynn Laskos
Hashamomuckcove@aol.com

From: Nofo Momma <nofomomma@yahoo.com>
Sent: Friday, August 26, 2016 1:19 PM
To: Johnson, Judith L NAE
Subject: [EXTERNAL] Apologies, email now fixed

Dear Ms. Johnson,

I am a mother and homeowner in Southold and I wish to voice my concerns via the open comment period related to the Hashamomuck Cove Feasibility Study.

Generally, I am sympathetic to the needs of those few neighbors in the Cove who, after many generations, now find themselves in this situation. However, upending the local environment and stretching local infrastructure for public access is not the solution. The current plan has a low benefit/cost ratio, in which a few will reap financial gains at the expense (and to some degree, the detriment) of others.

Specifically, here are my concerns:

1) PUBLIC INFRASTRUCTURE -

In order to accept the funds we need to make the beaches public. Aside from the obvious quality of life issues that will accompany that, there is a serious environmental concern - the surrounding wetlands. The Feasibility Study includes a proposal to put public parking on residential streets. The areas in question are two residential vacant lots. The big problem here is that in addition to being green spaces, these lots contain freshwater wetlands. So, to tear down these natural estuaries in order to put down public parking lots would be an abomination. For your easy reference, the parcels in question are

A) 1000-44-3-4.3 - It is a 54.01 acre parcel, with 16.53 acres of freshwater wetlands. That is 30.1% of the parcel. Furthermore, within this, there is a Freshwater Emergent Wetland, which should not be disturbed.

B) 1000-44-4-1 - this is a small 1.79 acre parcel, but 1.63 of the acres, or 91%, are freshwater wetlands.

The beach nourishment is nothing more than borrowing from Peter to pay Paul...save the beach and destroy the wetlands. This contributes to the low benefit cost/ratio of the proposal.

Suggested action: Keep the parking contained to the north side of Route 48, adjacent to the properties of the residents this project will directly benefit. This has the additional advantage of safety, as pedestrians would not need to cross the busy highway on foot.

2) EASEMENTS -

The 115 page feasibility study referenced a Real Estate plan that is actually Appendix F for the report, but it is not easily located on the Internet. After much digging, I was able to locate it. Imaging my surprise to see the details for the 79 private parcels referenced in the separate feasibility document, identified by tax map number, acreage, and easement acreage, that will require easements on the property to give access to the public. Even more distressing is that the homeowners of the 79 private parcels **HAVE NOT YET BEEN NOTIFIED** of the easements that would be required of them in order to facilitate this project. It is astounding to me that we are partway through the comment period and the pertinent details have not been communicated to the public to enable them to comment accurately. Why was the appendix not attached to the study itself?

Proposed action - make this information easily available ASAP so people are well informed enough to comment during open period. This will also help gridlock later on when the non-federal sponsor attempts to get people on board with the public access plan.

3) NO USE STUDY HAS BEEN CONDUCTED-

What will be the impact on our local roads, infrastructure, and quality of life if these beaches are made public? What kind of traffic increases will we be looking at? How will we keep beach goers safe if they need to cross Route 48 on foot to get from parking to the beach? Will we build footbridges? We are shooting blind and signing up for a 50 year maintenance project with an incomplete set of facts.

Proposed action - conduct a use study

Thank you for your time and consideration.

From: Mitch Pally <Mitch@libi.org>
Sent: Thursday, September 15, 2016 9:45 AM
To: Johnson, Judith L NAE
Subject: [EXTERNAL] public access and parking lots for dune projects

On Long Island at the moment, there are two dune projects being reviewed, one in the Town of Southold and one in the Village of Ashroken.

In Ashroken, the Corps of Engineers has taken the position that both public access and parking lots are required for federal money to be used for the dunes.

In the Town of Southold, comments have been made that no public access or parking lots are required for the federal money to be used for the dunes.

Can you let me know if these comments are correct and if so how the public access and parking lots issues are different in the two projects.

Thank you very much.

Mitchell H. Pally

Chief Executive Officer

Long Island Builders Institute

From: Kathleen Phelan <katphelan@optonline.net>
Sent: Thursday, September 08, 2016 7:58 PM
To: Johnson, Judith L NAE; Falt, Daniel T NAN02
Subject: [EXTERNAL] Hashamomuck Cove Coastal Storm Risk Management Feasibility Study

September 9, 2016

Ms. Judith Johnson, Project Biologist
Mr. Daniel Falt, Project Manager

Hashamomuck Cove Coastal Storm Risk Management Feasibility Study

As a resident of Hashamomuck Cove residing in Reach 8, the most vulnerable area, I am pleased with your choice of beach nourishment as the solution to our erosion problem. As a resident for 8 1/2 years I have watched the high tide on a calm summer day reach further and further inland. It is now only about 5 feet from my bulkhead. Last Monday, at the height of Hermines northeast winds, LI Sound was crashing into my bulkhead for hours before, during and after high tide. This is a normal tide for my neighbors to the East.

My concerns -

Finances

August 2016 Appendix F identifies the NYSDEC as the local sponsor.
Is this sponsor responsible for all of the 35% local funding?
Does the NYSDEC have this funding?
Is it allocated for this project?
If not, who is responsible for obtaining the funding?
What resources might be available?
When does the process for seeking the funding begin?
Is there a deadline for obtaining the funding?

Easements

Are easements bought from each property owner?
Are local Real Estate taxes reduced because of this?
Does every property owner have to agree to giving an easement?

Public Access

How large an area in each cove is necessary?
How many parking places are needed?

I have some other concerns and curiosities but these will probably be the most difficult to resolve.

I am anxiously looking forward to the information session on September 19 at Southold Town Hall and am hopeful that all those interested will then have a better understanding of the study. I also look forward to meeting some of the ACOE staff that have stayed with us to see this plan come into being. My neighbor Lynn Laskos speaks so highly of you all.

Thank you for your work and efforts on our behalf.

Kathleen Phelan
55355 CR 48
Southold, NY 11971

631-472-0131

From: [McCormick, Susan D \(DEC\)](#)
To: [Johnson, Judith L NAE](#); [Falt, Daniel T NAN02](#); [Servidone, Anna \(DEC\)](#); [Blumeris, Barbara R NAE](#)
Subject: [EXTERNAL] FW: Hashamomuck Cove, Southold, NY
Date: Friday, September 30, 2016 2:30:20 PM

More comment

From: Ron Reeve [<mailto:rr77777@carolina.rr.com>]
Sent: Friday, September 30, 2016 11:11 AM
To: McCormick, Susan D (DEC) <susan.mccormick@dec.ny.gov>
Subject: Hashamomuck Cove, Southold, NY

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear Susan – as a homeowner in Southold and a frequent user of County Road 48, I strongly support the actions recommended in the "Hashamomuck Cove Southold, New York, Coastal Storm Risk Management Feasibility Study Draft Integrated Feasibility Report & Environmental Assessment July 2016" report.

I appreciate whatever you can do to address this situation before it becomes a much more serious and expensive issue for our area.

Thank you!

Ron Reeve

415 Hilltop Path, Southold, NY

From: [Melissa Stockholm](#)
To: [Johnson, Judith L NAE](#)
Subject: [EXTERNAL] Hashamomuch cove project
Date: Monday, September 19, 2016 9:42:05 AM

A couple question.

Will there be vegetation planted on the dune?

If standing on the existing land adjacent to the beach, will the sound be visible or will the dune height be to great?

Any response will greatly appreciated.

Thanks for your help.

Melissa Stockholm
Southold NY

From: Nancy Swett <nancyswett@gmail.com>
Sent: Tuesday, September 13, 2016 4:18 PM
To: Johnson, Judith L NAE
Subject: [EXTERNAL] Supporting Public Access to Beaches: Hashamomuck Cove

Dear Ms. Johnson,

After reading an article in the local Suffolk Times ("Congressman rep, town disagree on parking for Hashamomuck Cove," Sept 9, 2016) about a proposed plan by the Army Corps of Engineers for a beach renourishment project, I have to comment for the record. I encourage the Army Corps of Engineers to stand firm in its requirement for beach parking there that does not require people to cross the street. Taxpayer money will be used for this project, and it's only right that everyone gets something out of it, not just the residents of Hashamomuck Cove. Beach access is becoming more and more difficult everywhere, including the Town of Southold. Many politicians will come to the defense of wealthy seaside residents. If our government agencies don't stand firm about guaranteeing Americans' rights and access on our coastlines, then public access will be increasingly choked off. These cases may be precedent-setting as we head into an era of sea rise.

Sincerely,

Nancy Swett

Jamesport, NY

From: Ray Tamayo <raytamayo@hotmail.com>
Sent: Thursday, September 15, 2016 7:24 AM
To: daniel.t.fall@usace.army.com; Johnson, Judith L NAE
Subject: [EXTERNAL] Hashamomuck Cove Project questions and comments

Thank you for your review of the issues associated with Hasamomuck Cove in Southold NY. It was a job well done and well documented. I have several comments and questions and hope to see you both at Monday's meeting.

My info:

Ray Tamayo

54505 Route 48

Southold, NY 11971

1000-52-1-9

raytamayo@hotmail.com

Located in the are described as the West Cove

The paper discusses rocks at the base of the bulkheads and groins. If the writers believe these are helpful for the future retention of sand they should be done over the objections of the Town of Southold. They are general objections and not specific to the project anyway plus the Town does not appear to be providing any funding. You could take it out of the large contingency.

My property totals ,72 acres but the permanent easement is .215 acres (almost 1/3 of total property). This permanent easement would seem to go well past the bulkhead. What is the purpose for such a large easement and what is the general purpose regardless of size?

Why do this project between May and Oct at the height of the season? Why not Oct to May?

Who is responsible for damages (like to private bulkheads or stairs) or injury due to some kind of

accident?

What would be the general size of the public access points for the central and east coves? How many parking spaces?

Thanks and see you Monday.

Ray Tamayo



US Army Corps
of Engineers®
New York District

Hashamomuck Cove Feasibility Study

Public Information Meeting

Southold Town Hall, 53095 Main Road

September 19, 2016



Department of
Environmental
Conservation

Would you like to speak
at tonight's meeting?

YES NO

— Comments & Questions —

PRINT NEATLY

Name: PETER TERRANOVA

E-mail: PS-TERRANOVA@HOTMAIL.COM

Tel. 732-267-3025

- High
- ① IS 6' BERM NAVD88 ENOUGH? TO PREVENT OVERWASH?
 - ② WHAT WAS (SANDY) (IRENE) (CAROL 1954) SEA LEVEL HEIGHT + WAVE HEIGHT?
 - ③ ~~It~~ Will PROTECT INCLUDE SEA GRASS (VEGETATION) TO HELP STABILIZE BERM?

— See Reverse Side —

From: [Falt, Daniel T NAN02](#)
To: [Johnson, Judith L NAE](#); [Blumeris, Barbara R NAE](#); [Wales, Nathanael T NAN02](#)
Subject: FW: [EXTERNAL] Hashamomuck Cove Project
Date: Thursday, September 29, 2016 9:52:15 AM

FYI

-----Original Message-----

From: Alex Vasilakis [<mailto:alexvas@verizon.net>]
Sent: Thursday, September 29, 2016 9:47 AM
To: Falt, Daniel T NAN02 <Daniel.T.Falt@usace.army.mil>
Cc: Demetrios & Carolyn Vasilakis <Taki.vasilakis@gmail.com>
Subject: [EXTERNAL] Hashamomuck Cove Project

Dan:

I attended the meeting regarding the Hashamomuck Cove Project on September 19th. First, thank you for the time to explain the project. We have a house at 21625 Soundview Avenue (on the West Cove) and are really interested in this project coming to fruition.

Based on the images on the proposal, it seems you are ending the project about a house away from us. Please consider extending the project a little further west as we have seen a tremendous amount of erosion of the last few years.

In 2010 we had to build a new bulkhead because the original one collapsed. When the new bulkhead was erected the water during high tide did not touch the bulkhead. Today, high tide is now about three feet high onto the bulkhead. We are concerned that if this keeps up we would need to instal another taller bulkhead in the near future. As your research has found, this is a very expensive project for an individual to take on. We have owned the house since 1988 and at that time we actually had to walk to the water during high tide, so we are very concerned about the rate of erosion.

Again, we would like you to consider moving the project further west to minimize the erosion we have seen over the last few years. Please do not hesitate to contact me with any questions via email or I can be reached at 516 384 3576.

Sincerely,

Alex Vasilakis

From: [McCormick, Susan D \(DEC\)](#)
To: [Johnson, Judith L NAE](#); [Blumeris, Barbara R NAE](#); [Falt, Daniel T NAN02](#); [Servidone, Anna \(DEC\)](#)
Subject: [EXTERNAL] FW: Hashamomuck Cove Feasibility Study Support
Date: Friday, September 30, 2016 2:56:09 PM

FYI

-----Original Message-----

From: Mary Yuelys [<mailto:maryyuelys@gmail.com>]
Sent: Friday, September 30, 2016 2:30 PM
To: eugene.brickman@usace.army.mil; McCormick, Susan D (DEC) <susan.mccormick@dec.ny.gov>;
Mark.Woolley@mail.house.gov; scott.russell@town.southold.ny.us; Al.Krupski@suffolkcountyny.gov
Cc: Hashamomuckcove@aol.com
Subject: Hashamomuck Cove Feasibility Study Support

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Dear

US Army Engineer - Eugene Brickman,
NYS DEC - Susan McCormick,
Congressman - Lee Zeldin c/o Mark Wooley District Director, Supervisor Town of Southold -Scott Russell Suffolk
County Legislator - Al Krupski

I have been a Hashamomuck Cove homeowner in the town of Southold for 52 years. I am writing to inform you that I am in full support of the "Hashamomuck Cove Southold, New York, Coastal Storm Risk Management Feasibility Study Draft Integrated Feasibility Report & Environmental Assessment, July 2016".

We are very appreciative for the support of all our officials and to the Army Corp of Engineers for all their work thus far.

In the time we have lived on the Cove we have witnessed the steady erosion of the beaches and bluffs. We have also witnessed the annual increase in traffic on County Road 48. These days the road is much more heavy traveled and is now the 'thruway' of the North Fork. The erosion is not only threatening the homes and businesses along the Cove but also County Road 48 itself.

Thank you again for all your help regarding this matter.

Sincerely,
Mary Yuelys
56005 North Road