

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

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Proposed FIMP Public Access Plan

Overview of Previously Implemented Public Access Plans

The Purpose of this public access plan is to describe how the public will access areas where sand will be placed, or future renourishment will take place, as a result of the implementation of the plan proposed in the Fire Island Inlet to Montauk Point (FIMP) Reformulation Study Report.

Several interim/stabilization projects within the FIMP Project area have either already been constructed or are currently under construction. These projects include Westhampton Interim, West of Shinnecock Inlet (WOSI), Fire Island Inlet to Moriches Inlet (FIMI) and Downtown Montauk (DTM). All of these projects include approved Public Access Plans that meet the requirements of the Army Corps of Engineers and New York State and therefore will be acceptable for providing public access for FIMP in their respective areas. The Public Access Plans for Westhampton Interim, WOSI, FIMI, and the DTM can be found in Appendices A, B, C, and D of this Plan, respectfully.

Areas of sand placement or renourishment under FIMP that are not included in the public access plans discussed above include Gilgo Beach, Cupsogue County Park, East Quogue, Tiana Beach, and Potato Road. Existing public access for each of these areas is described in the sections below.

Gilgo Beach

The Gilgo Beach area of the Project is located on Jones Beach Island. At the western end of the Project reach, parking is available at the Town of Babylon Gilgo Beach Park at a cost of \$30/vehicle on weekdays and \$40/vehicle on weekends. This Project reach extends east from Gilgo Beach into Gilgo State Park. No parking is available at the State Park, however 4x4 vehicle access to the beach is available via Ocean Parkway with a permit.

Cupsogue County Park

Cupsogue County Park is a 296 acre public Suffolk County Park located immediately east of Moriches Inlet. The Park provides lifeguard supervised swimming, with food concession, restrooms, a first aid center, showers, and changing rooms situated at Cupsogue's pavilion. Parking is provided at the park at a rate of \$8.00/day for residents and \$15.00/day for non-residents (2015 prices).

East Quogue

The East Quogue area of the project extends from the Quogue/Southampton Line east to Tiana Beach. The majority of the reach in East Quogue is characterized by private residential lots with residential structures immediately landward of the beach and dune

system. Public access is available at the street ends of Dolphin Lane, Triton Lane, and Mermaid lane. Parking at these street ends between July 1st and Labor Day requires a full season Southampton beach parking permit, at a cost of \$40.00 per vehicle for residents, and \$375.00 per vehicle for non-residents. Parking during the remainder of the year does not require a permit.

Tiana Beach

Tiana Beach is a Southampton Town Beach, and is open to the public. Parking at Tiana Beach requires either a Southampton full season beach parking permit (as described above), or a one-day parking permit, which can be purchased at the Park for \$25.00.

Potato Road

The Potato Road reach of the project lies on the eastern end of the Village of Sagaponack. The majority of the reach is characterized by private residential lots with residential structures immediately landward of the beach. Public access to the beach is available via Townline Road, which is also the boundary between the Village of Sagaponack and the Town of East Hampton. Parking at the road end is allowed on the East Hampton (east) side of the road with an East Hampton Town Beach Parking Permit. Permits are required for parking year round, are free to Town residents, and \$375.00 per year for non-residents.

Based on the above, adequate access is provided to the public to lands receiving sand and therefore no further public access is required for the FIMP Project.

Appendix A
Westhampton Interim Public Access Plan

APPENDIX II

PUBLIC ACCESS PLAN

1. Background

a. Purpose

The purpose of the public access plan is to describe the level of public access to the proposed dune and beach area that will be created by the U.S. Army Corps of Engineers, pursuant to the Interim Plan for Storm Damage Protection as set forth in the Technical Support Document, dated May 1994. In order for the Project to be consistent with New York State Coastal Management Program policies,¹ public access is required.

b. Scope

Geographically, the scope of the public access plan is limited to the area which lies south of Dune Road (except where related public lands are located north of Dune Road) and between Groin 15 and Cupsogue County Park.

c. Public Access Considerations

In developing a public access plan for the project site, the following considerations were used to define the type and levels of use for the area.

- 1) Value of the resource for recreational purposes;

¹ Public access policies are explained within New York State Department of State's Coastal Management Program. (See policies 19 and 20)

- 2) Sensitivity of the resource to human use and disturbance;
- 3) Compatibility of the intended use with surrounding development;
- 4) Ability to protect resources for their habitat, erosion protection and other values;
- 5) Availability of on-site management and control;
- 6) Conveniently located public accessways; and
- 7) Opportunity for diverse recreational activities.

2. Definitions

Accessways - Public pathways or corridors which provide access from a public road to the beach. These accessways shall include dune walkover structures and related improvements, as set forth in Paragraph 5(d).

Conservation Areas - Locations where human uses are generally excluded because of resource sensitivity. These areas include 1) the area subject to a conservation easement between Suffolk County and the property owners on the south side of Dune Road and 2) habitat for federally or state endangered or threatened species, bird nesting habitat, sand dunes and beach and dune vegetation.

High Use Areas - Places which provide for intensive recreational activities designed to accommodate large groups of people. These areas provide activities such as water related recreation uses, facilities and services such as bathing, bath

houses, toilet facilities, automobile parking, concession outlets, and storage and maintenance facilities. For the purpose of this plan, high use areas are Cupsogue County Park and Pikes Beach.

Intermediate Use Areas - Locations which provide for moderately intense recreational use in an area that is designed to accommodate a low concentration of people. For the purpose of this plan, facilities associated with intermediate use areas are limited to the public accessways and the improvements related thereto.

Low Use Areas - Locations which provide for low intensity recreational experiences such as beach combing, nature study, walking, running and similar transient uses. No facilities are provided within these areas.

Public Access - The right and ability of the public to physically reach and use public coastal lands and waters.

Public Lands - Lands held by the State, County or local government in fee simple or less than fee simple ownership to which the public has access, including underwater lands and the foreshore.

3. The Interim Project

The work associated with the interim project is described in Appendix I of the Stipulation.

4. Property Ownership

The parties to the Rapf litigation have indicated a desire to resolve disputed title and boundary issues concerning property ownership in the project area. A boundary line agreement will be entered into by the appropriate Government Parties and the plaintiff class members. The boundary line will essentially be the seaward toe of the proposed dune. The property north (landward) of the boundary line will be owned by the private upland owners, except where publicly owned lands exists. The property south (seaward) of the boundary line will be owned by New York State initially, and upon completion of the interim project, Suffolk County.

Based on the above jurisdictional and authorization matters, the following ownership patterns will occur as a result of the interim project:

a. Dune Road to Seaward Toe of Dune

The private property between Dune Road and the seaward toe of the dune will remain in private ownership. As noted below, the dune area, while privately owned, will be subject to a conservation easement. This public access plan does not impose any restrictions on the ability of property owners adjacent to the restored beach to rebuild structures existing on their property, except for the dune and the area 25 feet landward of the dune. Further, this public access plan does not prohibit a property owner adjacent to the restored beach from constructing a

private dune walkover structure oriented over the dune onto the beach. All landowners and members of the public will only be permitted to obtain access by using private or public dune walkover structures, except where accommodations are made for beach access at public beach facilities.

b. The Dune

The dune created as a result of the interim project will remain in private ownership, but will be subject to a permanent conservation easement. Additionally, pursuant to applicable Coastal Erosion Hazard Area Act regulations or local implementing law, a twenty five foot buffer inland of the landward toe of the dune will be created and will be considered part of the dune and subject to the conservation easement. The purpose of the conservation easement is to exclude building on the dune and to protect the dune from human and development impacts that could impair the integrity and stability of the dune. No uses will be allowed on the dune except for the construction of public and private dune walkover structures as described in Paragraph 5. As protection for the dune, snow fencing or other type of fencing may be installed along the landward toe of the dune.

c. The Restored Beach

The beach created by the project extending from the seaward toe of the dune to the mean high water mark of the Atlantic Ocean will become the property of Suffolk County. Such

ownership shall be subject to any easement in favor of the Trustees of the Freeholders and Commonality of Southampton under the Dongan Patent. Additionally, such ownership obligation is limited to maintaining the walkways, and continuing as a participant in the Project.

5. Accessways and Dune Walkover Structures

a. Location of Accessways

The locations of the Accessways are described in Appendix V of the Stipulation. This plan affirms the right of access to the restored beach by all members of the public at the public accessways.

b. Size of the Accessways and Related Features

The accessways will vary in size depending on site characteristics and the need to control access, however, such accessways should be large enough to accommodate a dune walkover structure that is at least six (6) feet in width. The improvements to the accessways will be limited to dune walkover structures, bicycle racks, fencing, vegetation, trash receptacles and informative signage which, at a minimum, clearly indicates that the public accessways are available for public use without charge. All structures and improvements will be designed to minimize effects on the dune and adjacent residences. Access for the physically handicapped will be provided at Cupsogue County Park and at Pikes Beach in accordance with standards prescribed

by the Americans with Disabilities Act and any other applicable laws.

c. Ownership and Use of Accessways

The owner or owners of the land to be used for accessways will transfer ownership to properties comprising the public accessways to Suffolk County, but will reserve a right of access and use of the public accessways. Before commencement of the project, the property owners will convey title to the accessways to the County of Suffolk. The use of the accessways shall be in accordance with County laws, but shall always be open to the public between sunrise and sunset.

d. Dune Walkover Structures

Dune walkover structures will be placed at the public accessways and oriented over the dune to protect and maintain the integrity and stability of the dune. The dimensions of the public dune walkover structures will be commensurate with the capacity of the use area in which it is located, but shall be at least six (6) feet wide. The design of walkover structures will encourage use of the accessway and may include overlooks, and other related improvements set forth in Paragraph 5(b).

e. Private Walkover Structures.

The property owners shall have the right to construct private dune walkover structures in accordance with Article 34 of Environmental Conservation Law and any applicable local laws. Such structures shall not violate the integrity of the dune in

shape or dimension and shall be built to incorporate a clear opening of six feet high by six feet wide in the 25 foot buffer zone, as described at Paragraph 4(b).

6. Levels of Use, Circulation Patterns and Conservation Areas

a. Use of Existing Public Parks

Under this public access plan, the levels of use at given areas are characterized as either high, intermediate or low level. Cupsogue County Park and Pikes Beach will accommodate high public use, while the public accessways and beach area will provide intermediate to low level use. Conservation areas will be managed for protection of sensitive natural resources and may include exclusion of human uses. Cupsogue County Park and Pikes Beach will provide the sole locations for the recreational and ancillary use facilities including concession outlets, storage structures and public restrooms.

b. Circulation Patterns

Primary circulation patterns will originate from Cupsogue County Park and Pikes Beach. Small and large circulation loops will be established as a result of using Cupsogue County Park, Pikes Beach and the public accessways. An example which illustrates the expected circulation patterns is attached as Exhibit A.

c. Conservation Areas

Areas providing habitat for federally or state endangered or threatened species, dune areas, and areas supporting

dune or beach vegetation are considered "conservation areas." These areas, which may be temporally limited based on nesting and growth seasons, are located within the area bounded on the south by the Atlantic Ocean, on the north by the northern toe of the dune line, on the west by the boundary between the Towns of Southampton and Brookhaven, and on the east by a line running north/south through the westernmost groin of a series of 15 groins on the Barrier Island. Conservation areas will be managed for protection of sensitive natural resources and may include temporal exclusion of human uses. In order to protect the integrity and erosion protection values of the dunes or beach vegetation, access through dune or beach vegetation conservation areas is limited to public or private boardwalk and dune walk-overs. Conservation areas providing habitat for federally or state endangered or threatened species are to be protected and managed for the welfare of these species, as well.

7. Parking Accommodations and Road Improvements

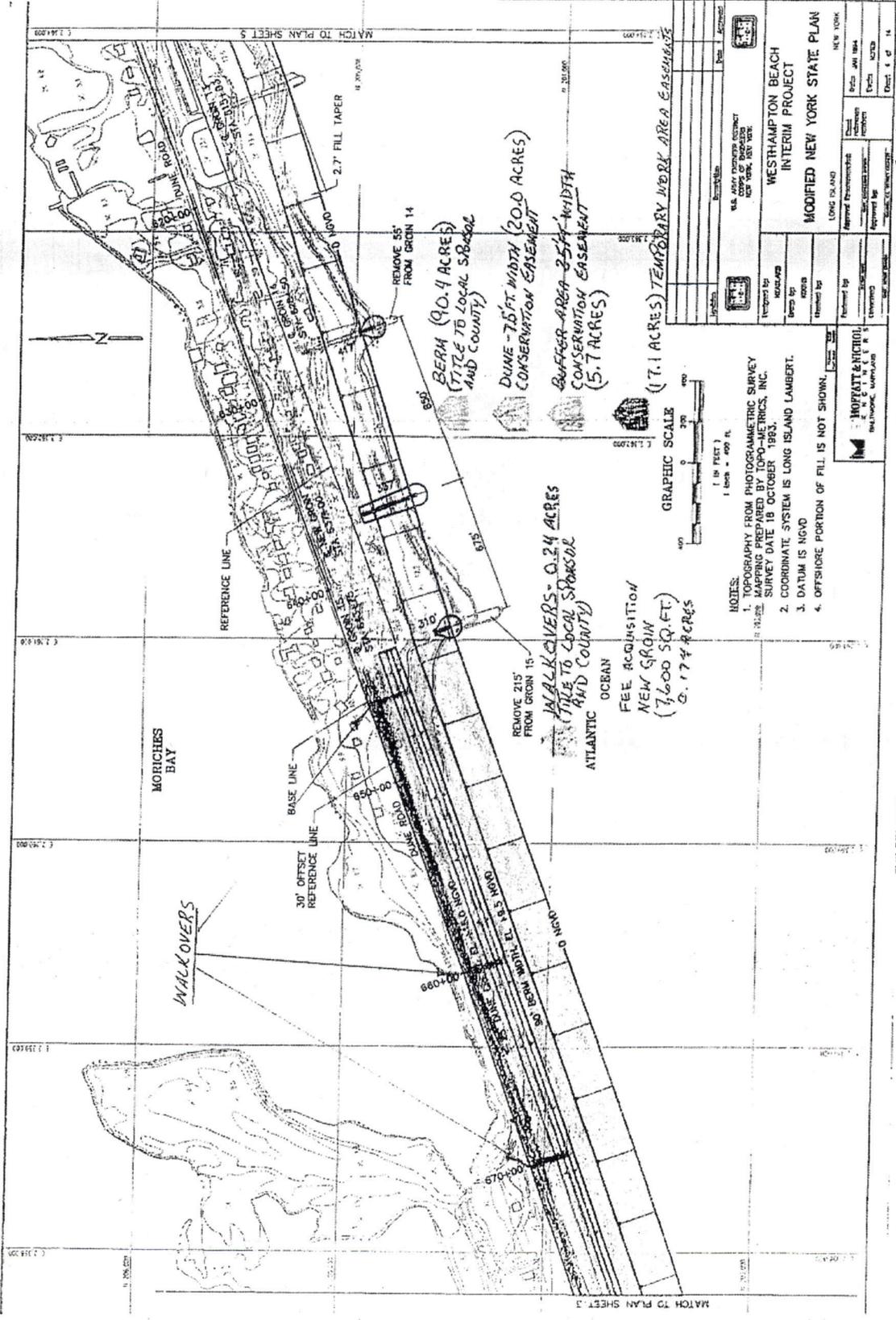
Vehicle parking will be available at Cupsogue County Park and at the reconstructed Pikes Beach. No residency restrictions will be imposed on the availability of parking. Parking will be provided on a first-come-first-serve basis. The fee for parking at Cupsogue County Park and Pikes Beach for non-residents will be on par with the charge for local residents. In addition, vehicle pull-off areas will be provided at the northern end of the accessways on the Dune Road right-of-way to allow individuals to

be dropped off or picked up at the accessways. Each such pull-off area shall have an east-west dimension of at least 20 feet and a north-south dimension of 8 feet from the southerly side of Dune Road. Traffic will be limited to Dune Road and other public roadways and the two public parks. No vehicular access will be allowed on the beach, except for emergencies, for authorized maintenance and management activities, and for other authorized uses.

Bicycle and pedestrian traffic shall be accommodated throughout the project area. No parking will be allowed at the vehicle pull-off areas, except to drop off or pick-up. In addition, directional and informative signage will be placed at the public accessways to identify the availability of public access and provide general information regarding direction to the beach and hours of use.

APPENDIX D

PUBLIC ACCESS PLAN



- NOTES:
1. TOPOGRAPHY FROM PHOTOGRAMMETRIC SURVEY MAPPING PREPARED BY TOPO-METRICS, INC. SURVEY DATE 18 OCTOBER 1983.
 2. COORDINATE SYSTEM IS LONG ISLAND LAMBERT.
 3. DATUM IS NGVD
 4. OFFSHORE PORTION OF FILL IS NOT SHOWN.

U.S. ARMY DISTRICT OFFICE WEST HAMPTON BEACH NEW YORK, NEW YORK	
Project No.	100-1000
Drawn by	W. J. [unclear]
Checked by	[unclear]
Approved by	[unclear]
Date	10/18/83
Scale	1" = 400'
Sheet No.	3
Project Name	WEST HAMPTON BEACH INTERIM PROJECT MODIFIED NEW YORK STATE PLAN
Location	LONG ISLAND NEW YORK
Project No.	100-1000
Drawn by	[unclear]
Checked by	[unclear]
Approved by	[unclear]
Date	10/18/83
Scale	1" = 400'
Sheet No.	3

FIGURE NO. 3

Appendix B
West of Shinnecock Inlet Public Access Plan

ATLANTIC COAST OF LONG ISLAND
FIRE ISLAND INLET TO MONTAUK POINT, NEW YORK
INTERIM PROJECT WEST OF SHINNECOCK INLET
STORM DAMAGE REDUCTION PROJECT

PUBLIC ACCESS PLAN

**Appendix H
Public Access Plan**

1. Background

a. Purpose

The purpose of the public access plan is to describe public accessibility to the proposed dune and beach area that will be created as a result of the proposed Fire Island Inlet to Montauk Point, NY, West of Shinnecock Inlet Interim Storm Damage Reduction Project. In order for the project to conform with Federal and State regulations, public access is required.

b. Scope

The geographic scope of this public access plan includes the beachfront areas which shall be provided beachfill in accordance with the recommended storm damage protection plan for the area west of Shinnecock Inlet. The project is divided into two separate sections. The primary section spans 4,000 feet immediately west of Shinnecock Inlet and the secondary spans 8,000 to 14,000 feet west of Shinnecock Inlet.

2. Shoreline Ownership Category and Project Benefits

In accordance with ER 1165-2-130, all of the shores within the geographic scope of this project are considered to be under the general category of "Publically Owned and/or Privately Owned with Public Benefits" for the purpose of Storm Damage Reduction. Recreational benefits are considered to be incidental for the storm damage reduction purpose of this project. The project in its entirety is located within the boundaries of Suffolk County Park Property.

3. Definitions

Conservation Areas - Locations where human uses are generally excluded because of resource sensitivity. These areas include the areas subject to a dune conservation easement, which will be appropriately fenced and vegetated to ensure the integrity of the protective dune.

Beach - The zone of unconsolidated material that extends landward from the low water lie to the place where there is marked change in material or physiographic form, or to the line of permanent vegetation.

Public Benefits -- Benefits resulting from public recreational use and the prevention of damage to publicly-owned facilities.

Public Use - Available for use by any and all of the general public on equal terms.

Storm Damage Reduction Benefits - Benefits from the prevention of damages to Federal and Public property and facilities (i.e. lands and/or structures, except non-Federal public lands dedicated to park and conservation use) and developed private property and facilities due to shore erosion and/or tidal inundation.

4. The Proposed Project

The primary placement area (4,000 feet west of Shinnecock Inlet) includes a beach berm at +9.5 feet NGVD backed by a dune at +15 feet NGVD. The secondary area (8,000 to 14,000 feet west of the inlet) has cross-sections that currently meet the interim project requirements. However, advance fill is proposed in this area to offset long term erosion rates. Both the primary and secondary areas will receive beach nourishment.

5. Public Access Plan

The location of the interim project (including the primary and secondary areas) is within the boundaries of Suffolk County Park Property. The park, and existing park infrastructure currently provide sufficient public access to meet the Federal requirements for public access.

Appendix C
Fire Island Inlet to Moriches Inlet Public Access Plan

**FIRE ISLAND INLET TO MORICHES INLET
FIRE ISLAND STABILIZATION PROJECT**

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

PUBLIC ACCESS PLAN

U.S. Army Corps of Engineers

June 2014

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1.0 SCOPE

The Atlantic Coast of Long Island, Fire Island Inlet to Montauk Point, NY Storm Damage Risk Reduction Reformulation Study - Fire Island Inlet to Moriches Inlet Reach - Stabilization Project - Technical Support Document (Fire Island Stabilization) project proposes constructing beach dunes and berm, intermittently along the area from Robert Moses State Park to Smith Point Park. This barrier island project area falls within Robert Moses State Park, Fire Island National Seashore (FIIS) and Smith Point Park. The majority of the project area has no public roads, with vehicular traffic confined to the state and county park areas at either end of the island (Robert Moses State Park is west of the Fire Island Lighthouse while Smith Point County Park is east of the Smith Point Visitor Center). The primary mode of travel between these two points is walking. (A detailed description of the unique infrastructure, transportation, and economic and social interrelationships with the FIIS and the mainland shore is discussed in subsequent paragraphs here to follow.)



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 FIRE ISLAND NATIONAL SEASHORE GENERAL MANAGEMENT PLAN AND ENVIRONMENTAL IMPACT STATEMENT.

The majority of the project area is encompassed within the Fire Island National Seashore Boundaries. Public Access within this publically owned area has been established based upon the Fire Island National Seashore General Management Plan, and EIS, which has been developed based upon park guidelines for management of the National Park System. The General Management Plan addresses access within six management units, including Fire Island Lighthouse, Sunken Forest, Talisman, Watch Hill, Old Inlet, and Smith Point West. The FIIS GMP establishes these areas as low recreational use areas, and has specifically established access to these areas, in promoting usage by visitors seeking this type of recreation.



5.0 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.



6.0 TRAFFIC AND TRANSPORTATION

Access to the project area is provided through a network of state and county roads and ferry lines. The Robert Moses Causeway on the west and the William Floyd Parkway on the east provide vehicular connections between Fire Island and the bay shore of Long Island. Both roads intersect Montauk Highway (Route 27A), which is a major connector through developed areas of the south shore of Long Island. North of Route 27A is two major east west highways: the Sunrise Highway (Route 27) and the Long Island Expressway (Interstate 495).

The Robert Moses Causeway provides access over the Great South Bay to Captree State Park, and then over the Fire Island Inlet to Robert Moses State Park. The William Floyd Parkway (County Route 46) provides access over Narrow Bay to Smith Point County Park and the FINS Smith Point Visitor Center. The estimated daily traffic count on Route 46 exceeds 30,000 cars.

6.1 Access to South Shore/Ferry Terminals.

Approximately 6.3 million visitors travel to Fire Island each year, of which about 1.2 million visitors travel to Fire Island by ferry. Of the Fire Island visitors traveling by ferry each year, approximately 70 percent travel to the ferry terminals by private automobile and 30 percent travel on the Long Island Rail Road. A small percentage of visitors from New York City access the south shore by private coach service.

6.1.1 Public Transportation

Ferry operators estimate that 30 percent of total ferry traffic arrives via the Long Island Rail Road (LIRR). The Montauk Route of the LIRR stops at Bay Shore, Sayville and Patchogue, the three terminals from which all Fire Island ferries depart. Diesel trains servicing the Montauk Route seat about 110 people per car and hold up to 1,000 standing passengers.

Suffolk County Transit Service (SCTS) runs a public bus route along Montauk Highway, with stops near the Bay Shore, Sayville, and Patchogue train stations. The Bay Shore and Sayville stops are approximately 1 mile (a 15 minute walk) from the ferry terminals. The Patchogue stop is within walking distance of the ferry terminal at Watch Hill, and 1 mile (a 15 minute walk) from the Davis Park terminal. This service is running at 50 percent capacity and is used primarily by Long Island residents traveling to and from work. SCTS also runs a feeder route to Smith Point County Park, with year round and seasonal service.

6.1.2 Private Transportation

Due to time constraints, many visitors use private taxi services to reach the ferry terminals from train stations. In Bay Shore, Tommy's Taxi provides taxi and bus service between the train station and ferry terminal, coordinating with train arrival and ferry departure times. There is also a taxi service. Colonial Transportation in Sayville specializes in ferry transportation service for the Fire Island pines and Cherry grove. The Sayville Ferry Service provides transport between Sayville on Long Island's south shore and Fire Island at Fire Island Pines, Cherry Grove, Sailors Haven and Water Island, Long Island Railroad (LIRR) from Penn (or Atlantic) to Sayville, and is also available for freight transport. In Patchogue, four taxi services provide service from the



Patchogue train station to the Davis Park ferry terminal. Visitors to the Watch Hill ferry departing from Patchogue walk the short distance from the train station to the terminal. This service is currently running at capacity.

For New York City residents who want alternative private transportation to Fire Island, several companies provide bus service between Manhattan and the ferry terminals. Approximately 5 percent of the total traffic to Bay Shore is provided by taxi.

6.1.3 Private Automobile/Ferry Parking

About 70 percent of all Fire Island ferry traffic arrives by private automobile. Traffic reaches the three terminals by the extensive network of Long Island highways, and a more detailed description of this system is provided below. Adjacent to the terminal is one of several private lots (Fire Island Ferries estimates capacity at 2,500 3,000 cars, including valet parking) or the Town of Islip's public lot one (1) mile north, which holds about 700 cars. The parking is sufficient, although the lots, with capacity for more than 3,500 cars, are full on summer weekends. Anecdotally, ferry operators have said that they have not received capacity shortage complaints and drivers can generally find parking. In Sayville, the many private lots around the terminal provide space for more than 500 cars. Similar to Bay Shore, the parking lots are full on weekends, but capacity is sufficient. When the private lots are full, some visitors use the municipal lot reserved for Islip residents only. Capacity of this lot is unknown. In Patchogue, 154 space parking at the Federal lot for the Watch Hill terminal is free, and the private parking lot at Davis Hill provides space for about 300 cars. Both lots are near capacity on weekends.

6.2 Access from the Bay Shore of Long Island to Fire Island

6.2.1 Ferry Traffic

According to the US Army Corps of Engineers Navigation Data Center, an average of approximately 1.2 million visitors traveled on ferries between Fire Island and the south shore each year. Three public ferry companies operating under federal concessions provide public access to Fire Island: Fire Island Ferries from Bay Shore, Sayville Ferry Service in Sayville, and the Davis Park Ferry Company in Patchogue. Fire Island Ferries services the communities of Kismet, Saltaire, Fair Harbor, Dunewood, Atlantique, Ocean Beach, Seaview, and Ocean Bay Park. Fire Island Ferries accounts for approximately 65 percent of total ferry traffic. The company's 12 boats can carry up to 3,300 passengers. The Sayville Ferry Service transports visitors to Cherry Grove, Fire Island Pines, Sailors Haven/Sunken Forest, Talisman/Barrett Beach and Water Island. With 7 boats carrying a total of about 1,400 passengers, Sayville Ferry Service accounts for about 25 percent of total ferry traffic. The Davis Park Ferry Company, which services Watch Hill and Davis Park, carries about 10 percent of all ferry traffic. Davis Park Ferry Company has 5 boats with a capacity of about 1,000 passengers. Two private ferry services, between Bay Shore and Point O' Woods (run by Bay Point Navigation, Inc.) and between the Village of Bellport and Bellport Beach, are run exclusively for the residents of those communities, and account for about one (1) percent of total ferry traffic.



6.2.2 *Private Transportation*

Private transportation is the predominant method of access to Fire Island, with approximately 5.2 million visitors (70 percent of total visitors) accessing the island by automobile. Approximately 3.8 million visitors travel to Robert Moses State Park annually and over 1.5 million visitors travel to Smith Point County Park on an annual basis. Private access is also provided by private boat, water taxi, bicycle and seaplane. Additional information is provided discussed in the “Access” section, below.

6.3 **On Island Circulation**

The only vehicular traffic currently on Fire Island is at the western and eastern ends of the island. Vehicular access to Fire Island is allowed at Robert Moses State Park and Smith Point County Park; other areas on the island are vehicle accessible only by a special permit issued by the towns, villages and the National Park Service. Due to the lack of roadway infrastructure and prohibition of cars, travel around the island is an access issue. While on the island, day visitors can venture to neighboring communities by water taxi or on foot. Vehicles without a special permit are prohibited in the Fire Island National Seashore.

Water taxis provide convenient lateral transportation between the communities. The sandy “Burma Road” provides a route for construction, utility, and pedestrian traffic between the communities. Segments of Burma Road are difficult for pedestrian transportation because of the large distance separating several communities. In addition, the sandy composition of Burma Road makes bicycle use difficult.



7.0 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, primary and secondary study areas within Suffolk County have been defined. The primary study area encompasses Fire Island in its entirety, extending from Fire Island Inlet east to Moriches Inlet. Surrounding Fire Island along its 32 mile length are the Great South Bay to the north, the Atlantic Ocean to the south, and the inlets to the west and east. The secondary study area on the southern bay shore of Long Island was also defined. It is generally bounded by the Montauk Highway to the north, Great South Bay to the south, Robert Moses Causeway to the west, and Harts Cove in East Moriches to the east. The secondary study area also includes the eastern tip of the Jones Beach/Gilgo Beach barrier island and Captree Island, both of which lie north of Robert Moses State Park at the western end of Fire Island. This secondary study area includes parts of the Towns of Babylon, Islip (including the incorporated Village of Brightwaters), and Brookhaven (including the incorporated Villages of Patchogue and Bellport).

7.1 Land and Water Uses on Fire Island

The 2,940 acre island is narrow, with widths ranging from a few hundred feet at Talisman to a ½ mile at Saltaire. From west to east Fire Island comprises Robert Moses State Park, 17 residential beach communities, and Smith Point County Park, which are located within FINS. Since World War II, the island has boomed into a renowned summer destination for New York City and Long Island residents. Consequently, its developable land is almost completely built. The uninhabited remainder of the island has been federal park land since Congress authorized enabling legislation for FINS in 1964. This law allowed NPS to acquire land on Fire Island through donations and condemnation, a process that was complete by the mid 1970's.

7.1.1 Recreation

Visitors appreciate Fire Island for its abundance of recreational land and water activities. Each community has a beach for bay or ocean swimming, and sometimes both. Thirteen communities have lifeguard protected beaches on the ocean and seven have bayside life guard protection. 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. In Saltaire and Ocean Beach, the beach areas are next to the village parks, bay beaches, and commercial areas. 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 in the Great South Bay and Atlantic Ocean is an activity for which the area is well known. In addition, several local charter companies on Captree Island and the mainland offer deep sea fishing excursions in the Atlantic.

Fire Island has a variety of land sports facilities, such as tennis courts and softball fields. Bicycles are commonly used for access and recreation. Along with the option of riding along the beach, bicyclists can use the concrete or sand paths connecting the communities. Bicycles are available



for rental at local markets and hardware stores. Runners and walkers are provided with many opportunities for activity by the miles of beach, inland paths and boardwalks. Each residential community is generally self sufficient regarding recreation. The convenience of local facilities suggests that residents rarely use the adjacent federal facilities. Following is a description of each public recreation area, and the facilities included in each.

Robert Moses State Park, at the west end of the island, has public beaches, picnic areas, comfort stations, and concessions. Full lifeguard protection is provided in the summer season, and fishing areas are designated outside the swimming area. Within the Fire Island National Sea shore, three major recreational areas are open to the public: Sailors Haven, Watch Hill, and Smith Point. Sailors Haven is the site of the Sunken Forest, a 300 year old preserve, which features an elevated boardwalk for public access. Sailors Haven has a 47 slip marina, snack bar, and souvenir shop. Watch Hill is the largest FINS site, featuring a 183 slip marina, restaurant, grocery and souvenir shop. Along with lifeguard protection on its Oceanside beach, Watch Hill has 25 camping facilities open from May through October. Along with these major recreational areas, a small public facility with a picnic area and restrooms exists at Talisman, the island's most narrow point.

Smith Point Park, located on the barrier island of Fire Island, is a haven for sportsmen, surfers and beach lovers. The park has an adjoining camping facility that attracts both Suffolk County residents and tourists each summer. The park extends from the east end of the Fire Island Wilderness portion of the National Seashore to a strip of Town of Brookhaven parkland running between this park and the west side of Cupsogue Beach County Park which occupies both ends of Moriches Inlet. The Fire Island Wilderness Visitor Center is located at the southernmost end of William Floyd Parkway, adjacent to Smith Point County Park. This is Fire Island National Seashore's eastern gateway to the Otis Pike Fire Island High Dune Wilderness, the only federally designated wilderness area in New York State.

Further, on July 17, 1996, TWA Flight 800, a Boeing 747-131 en route from New York City to Paris, France and Rome, Italy, crashed at sea 14 miles (23 km) away from the park; all passengers and crew were killed. The TWA Flight 800 International Memorial was dedicated in a 2-acre (8,100 m²) parcel immediately adjoining the main pavilion at the park on July 14, 2004.

East of Watch Hill is the Otis G. Pike Wilderness Area, which was established by Congress in 1980. Within this wilderness are several ecosystems through which visitors hike, canoe, kayak and camp. The National Park Service is currently proposing to designate additional property as part of the Wilderness Area and in the process has removed several residential and agricultural structures from these territories. Back country hikers and campers register at the Watch Hill visitor center. Smith Point County Park is to the east of the Wilderness Area and is technically within the boundaries of FINS, but is managed by the Suffolk County Parks Department. The 6 mile long park has public beach access, a visitor center, and camping facilities for 75 vehicles. Most of the recreational areas are found in the vicinity of the terminus of William Floyd Parkway.

The Town of Islip manages several parks on Fire Island exclusively for its residents' use. Atlantique Town Beach offers many amenities such as a 157 slip public marina, restrooms, grill area, basketball court, handball court, and playgrounds. Until recently, the town also managed Barrett Beach, a facility near Tallisman with a marina, playground, and picnic facilities. In 1998, the title for this property was transferred to NPS. Long term plans have not yet been determined for jurisdiction of the park. The Town of Brookhaven manages two public beaches, Leja Beach in Davis Park and Great Gun Beach in Smith Point County Park. Leja Beach has a public marina,



picnic area, swimming beach, and playground. Great Gun Beach has a life guard protected swimming area, playgrounds, and restrooms. The municipality of Bellport manages a beach within the wilderness area. The area has a private dock, visitor center/concession building, and oceanfront picnic deck. Access to Bellport Beach is provided by the Bellport ferry.

7.1.2 Community Services

The communities have powers that are similar to cooperatives or condominiums. They also act like hamlets. Many communities have individual volunteer fire and ambulance services, and several communities have doctors available. Suffolk County provides police coverage of the island, and the Ocean Beach Police Department and Saltaire Security enforce local ordinances. 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.

7.1.3 Marinas

As shown in Table 1, Fire Island has 10 marinas that accommodate a total of 1,000 boats. About half of the slips are leased on a transient basis, and the remainder are leased by the season. Only two facilities, those at Robert Moses State Park and at Seaview, operate year round. Half of the marinas, including both FINS facilities, include amenities such as grocery or supply stores.



Table 1: Fire Island Marinas

Name	Location	Seasonal or Year-Round	Transient Berths	Total Berths	Amenities ¹
RMSP Boat Basin	RMSP	YR	40	40	G, I, M
Kismet Inn and Marina	Kismet	S		100	
Atlantique Marina	Atlantique	S	157	157	
Ocean Beach Marina	Ocean Beach	S	17	130	
Sea View Marina	Sea View	YR	50	50	
Flynn's Marina/Restaurant	Ocean Bay Park	S	36	47	G, I
Sailor's Haven Marina	Sailors Haven	S		47	G, I, S
Fire Island Pines Marina	Fire Island Pines	S		85	
Davis Park Marina	Davis Park	S		250	G, I
Watch Hill FINS Marina	Watch Hill	S		183	G, I
Total			300	1089	

Note: ¹ Groceries, Ice, Marine supplies, Snacks.

7.1.4 Access

According to the Fire Island Association's Recreation and Access Plan, approximately 6.5 million people visited Fire Island. About 74 percent of total visits were by private automobile to Robert Moses State Park on the west end or Smith Point County Park on the east end. The remaining 26 percent traveled by ferry or private boat to the central area of the island where residential communities and Fire Island National Seashore visitors' centers are found. Three public ferry companies provide public access for approximately 1.2 million visitors to Fire Island, and two private ferries provide service to Point O' Woods and Bellport Beach exclusively for their residents. Although the transportation service to the island is adequate for its current visitor numbers, concern about the high price of travel (on average \$15.00 per person, round trip by ferry) between the island and the mainland has been expressed.

Access to Fire Island by automobile is provided by the Robert Moses Causeway on the west and the William Floyd Parkway on the east. Both roads intersect 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). The Robert Moses Causeway, which is an extension of the Sagtikos State Parkway, provides access over the Great South Bay to Captree State Park and over the Fire Island Inlet to Robert Moses State Park. Traffic to Smith Point County Park turns south off Route 27A to the William Floyd Parkway (County Route 46), which provides access over Narrow Bay.

Robert Moses State Park is open year round. Its four parking fields have a capacity of 5,796 cars. Average annual attendance at the park is 3.5 million persons, with an average weekday attendance between 20,000 30,000 and a weekend average of 50,000 per day. Occasionally, the



beach reaches capacity and overflow traffic is rerouted to Jones Beach. At Smith Point County Park, the lot capacity is 5,000 cars. During busy summer weekends, the lot is generally about two thirds full. More than 100,000 cars enter the parking lot annually, and 1.8 million individuals visit the park, making it the most heavily used Suffolk County park facility.

Docking facilities for private boats are located in many communities, including Atlantique, Seaview, and Fire Island Pines. Talisman/Barrett Beach and Water Island, which were previously accessible only by private boat, are now serviced by ferry; however, private boat remains the most common form of access to that area. Communities, such as Lonelyville and Oakleyville, which have no direct ferry service, are accessible only by private boat.

Two alternative modes of travel used by a small number of visitors to Fire Island are seaplane and bicycle. The only seaplane landing is the public landing at the Fire Island Pines harbor. The William Floyd Parkway bridge over the Narrow Bay to Smith Point offers the only bicycle access to Fire Island, with a bicycle/pedestrian lane providing access to the county park and FINS Wilderness Area visitors' center. The Robert Moses Causeway to Robert Moses State Park is too narrow to accommodate a bicycle lane.

Great Gun Beach, a Town of Brookhaven beach at Smith Point, is currently only accessible by private boats, and docking facilities are available for the day only. It is also accessible via 4 wheel drive vehicle or on foot from Smith Point County Park. Brookhaven's comprehensive plan discusses the possibility of ferry service from Mastic or Center Moriches to this area.



8.0 PUBLIC ACCESS EVALUATION

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.

8.1.1 Robert Moses State Park

The existing level of access into Robert Moses State Park meets the Federal Requirements for access, being open to all visitors regardless of origin or home area.

8.1.2 Fire Island National Seashore (FIIS)

Based upon coordination with FIIS representatives, existing public access on Fire Island is consistent with the management plan for Fire Island National Seashore. This plan involves a careful balance of making federal lands available and usable to the public while protecting and perpetuating the environmental features and values. As a result, the majority of Federal properties are classified as low recreational use areas. Within the remainder of the project area, access to the beach is provided, as discussed above, primarily through ferry access. The available transportation pathways, including trains, buses, private automobile, allow equal access to the mainland ferry terminals and therefore also access to the barrier island.

8.1.3 Smith Point County Park

The existing level of access into Smith Point County Park meets the Federal Requirements for access, being open to all visitors regardless of origin or home area.

8.1.4 Existing Public Access meets Federal Standards

Since there is adequate parking facilities for the general public at both the ferry terminals and at Robert Moses and Smith Point Parks, 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.

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. This is obviously not the case for Fire Island, per se. However, paragraph 6h.(3) specifically states that “Reasonable public access must be provided in accordance with the recreational use objectives of the particular area.”[*underlining added for emphasis*] Since the recreational use objectives of FIIS are unique, and specifically for low recreational usage, it is therefore concluded that no additional public access is needed with the proposed Fire Island Stabilization project in place.



9.0 CONCLUSION

Suitable public access is required for any areas where Federal expenditure of funds will be utilized for beach restoration. Analysis and acceptability of public access on Fire Island is complicated by the unique nature of the project area, including both the fact that the project area is largely within a national park, and that there is limited vehicular access to the majority of the area. Typically, public access analysis focuses on alongshore access relative to available parking areas. In the areas of Robert Moses State Park, and Smith Point County Park, the existing access clearly meets Federal and State Requirements. Within the boundary of FIIS, the existing public access has been established based upon the Fire Island National Seashore General Management Plan and EIS, which established a visitor usage pattern consistent with the park objectives (including low recreational usage areas). As the existing public access has been established by the NPS under its own EIS, the intent of the Stabilization project is not to change the existing access, but to ensure that existing access is acceptable, recognizing the park objectives. Analysis of the existing public access, as detailed in this Public Access Plan, indicates that the area is generally accessible and in compliance with ER 1165-2-130,



Appendix D
Downtown Montauk Public Access Plan

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

October 2014

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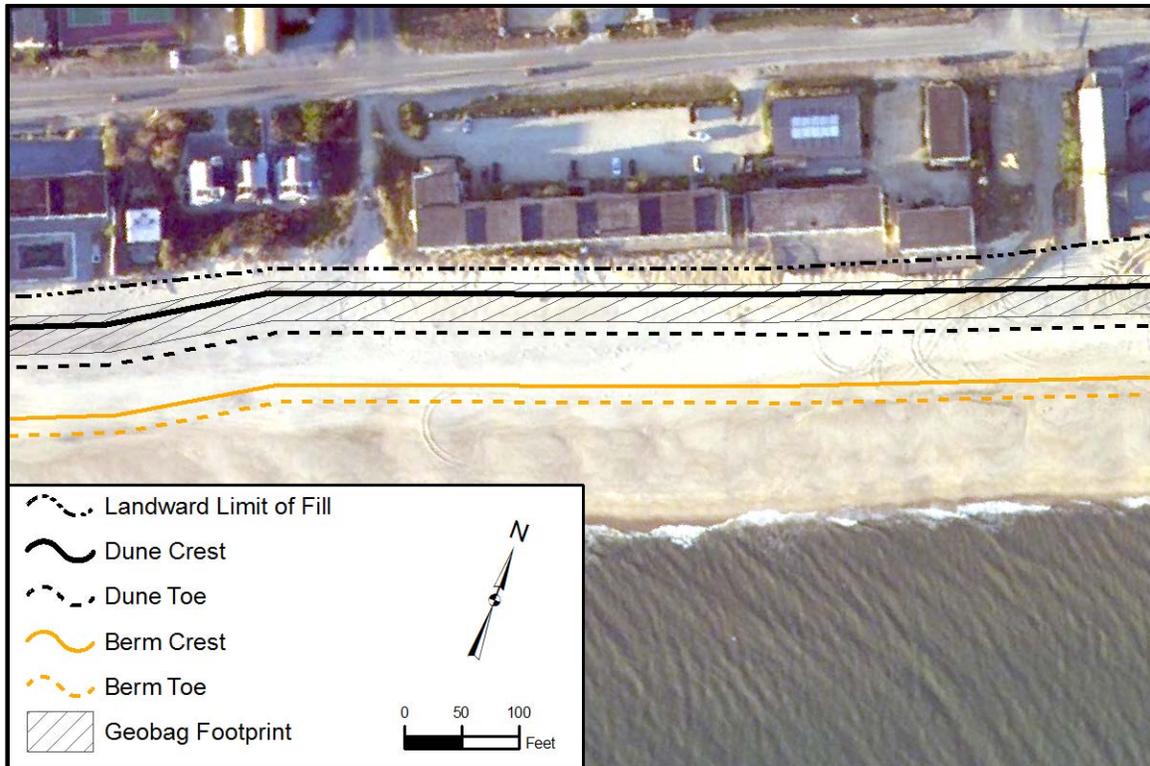
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Table 1: Downtown Montauk Marinas12



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.



