

# Public Walkway Along Huntington Harbor

*Site Reconnaissance, Feasibility Study, Construction Requirement Analysis, Concept Plan, Design Report*

December 2007

Prepared For:  
Town of Huntington  
Department of Maritime Services



New York State Department of State  
(NYSDOS)

Prepared By:





## 1. Project Description

The Town of Huntington desires to revitalize the Huntington Harbor shoreline by creating a public walkway along the waterfront. The proposed Harbor Walkway will improve pedestrian access to the shoreline; tie together existing parks; and develop new parkland along the waterfront. This project will attract visitors, and add economic strength to the surrounding neighborhood and the Town of Huntington overall.

The key to creating a desirable destination where people will want to go and spend time is establishing continuity and identity. Establishing continuity is achieved by improving pedestrian access to the waterfront, connectivity, safety and comfort and by consolidating and centralizing car parking to gain the maximum available green space along the waterfront. Establishing an identity is achieved by utilizing a consistent palette of rich materials, interpreting local history, referencing the surrounding context through design and improving site amenities for visitors.

The Town of Huntington engaged The RBA Group (RBA) to study the harbor area and develop a proposed route for the Huntington Harbor Walkway. This report presents the results of RBA's feasibility study, site reconnaissance, construction requirement analysis, concept plan and design report.

The RBA Group began their work with an intensive site reconnaissance effort that included field visits and review of existing data received from the Town of Huntington, Suffolk County and various agencies. This data was documented in site reconnaissance maps and photographs. RBA's next step was to clarify project goals and objectives and identify constraints to implementation of those objectives. Finally, based on our data analysis and with input from the Town, The RBA Group developed a draft conceptual master plan for the Huntington Harbor Walkway. The draft conceptual master plan is both described in text and illustrated in map form. A more detailed conceptual design, described in words, renderings and elevations, has been developed for six specific locations within the overall limits of the Harbor Walkway.

The project is described from west to east, starting at Mill Dam Marina and ending at Halesite Park.



This document was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.



PREPARED FOR:  
THE TOWN OF HUNTINGTON

HUNTINGTON HARBOR MASTER PLAN / HUNTINGTON, NY

PREPARED BY:  
**The RBA Group** ENGINEERS ARCHITECTS PLANNERS  
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## 2. Site Reconnaissance

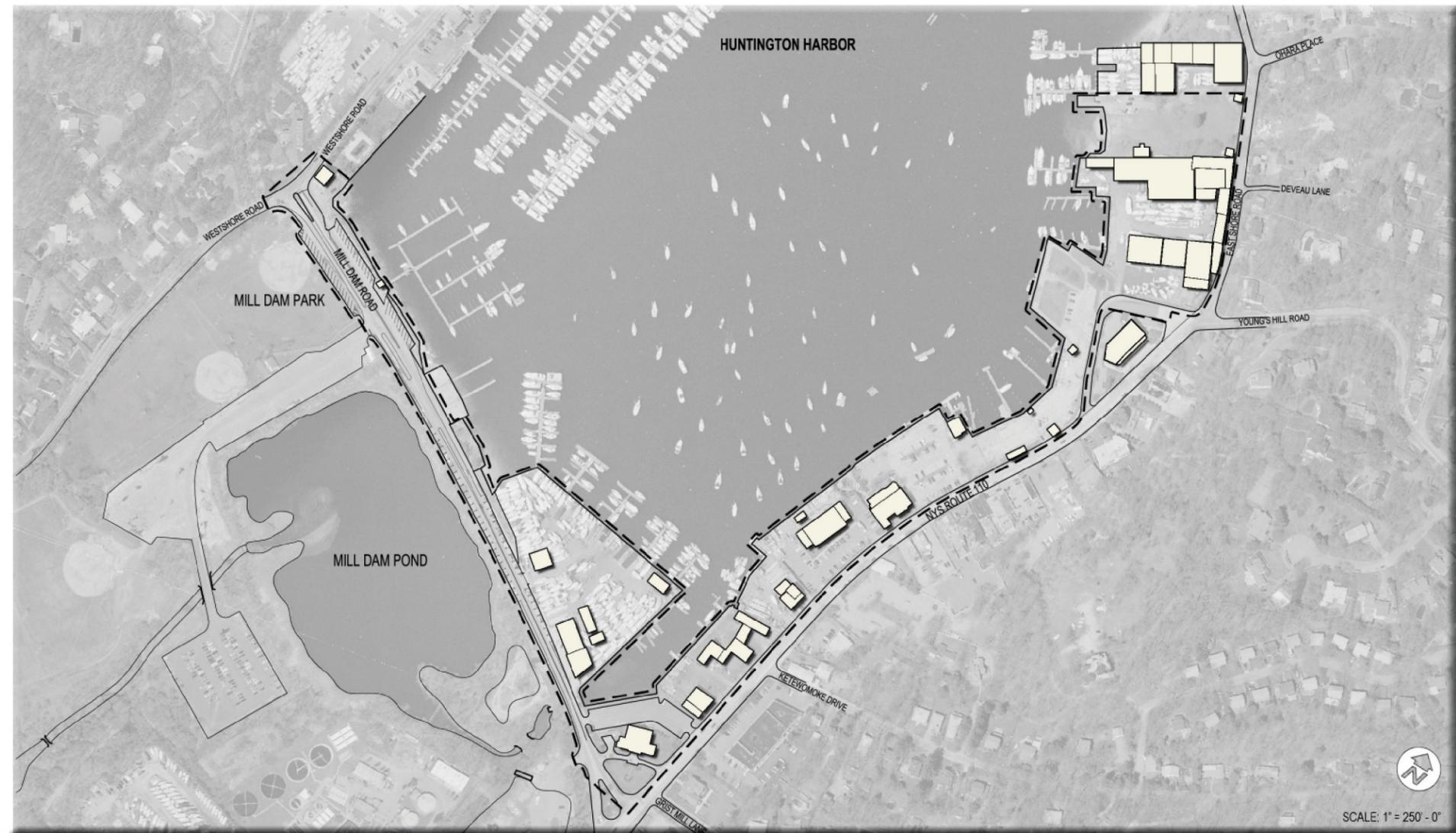
The shoreline area studied in this project is bounded by all of Mill Dam Road to the south, and NYS Route 110 to the east. The project limits begin at the intersection of West Shore Road and Mill Dam Road, follows Mill Dam Road east to the intersection with NYS Route 110 and continues north along NYS Route 110 to East Shore Road. The study area ends and includes Halesite Park on East Shore Road. The length of the shoreline area studied is approximately three quarters of a mile long.

The RBA Group conducted a thorough site reconnaissance of the project area and recorded existing conditions on a series of maps, included on the following pages. Since no topographic survey accurately depicting existing site conditions for the project area was available, the information collected is superimposed on the most current aerial photographs of the area. The area studied is limited to the properties located between the roadways mentioned above and the shoreline. However, adjacent development projects and concerns, where identified and taken into consideration when forming this plan and they are described herein.

The following information was collected and is documented on the maps in this chapter or included in the Appendix of this study:

- Identification of ownership and lease status of any parcels that maybe partially incorporated into the design
- Surface & subsurface soil conditions (See Appendix)
- Mature trees
- Wetlands (See Appendix)
- Surface water
- Natural features within 25 feet of project location
- Man made structures
- View corridors
- Known or suspected archeological resources/sites (See Appendix)
- Flood hazards and boundaries (See Appendix)
- Existing green space
- Planned/future capital projects
- Existing municipal parking
- Bulkhead condition (See Appendix)
- Utilities (See Appendix)
- Storm water management (See Appendix)
- Sewer district (See Appendix)

Existing Building      Project Boundary



Aerial photograph of Huntington Harbor

It should be noted that what is depicted as the existing Mill Dam Road in the following site reconnaissance maps is actually the finished redesign and associated improvements that are currently under construction by Suffolk County, planned to be completed by the end of 2007.



Interesting View



Existing Tree



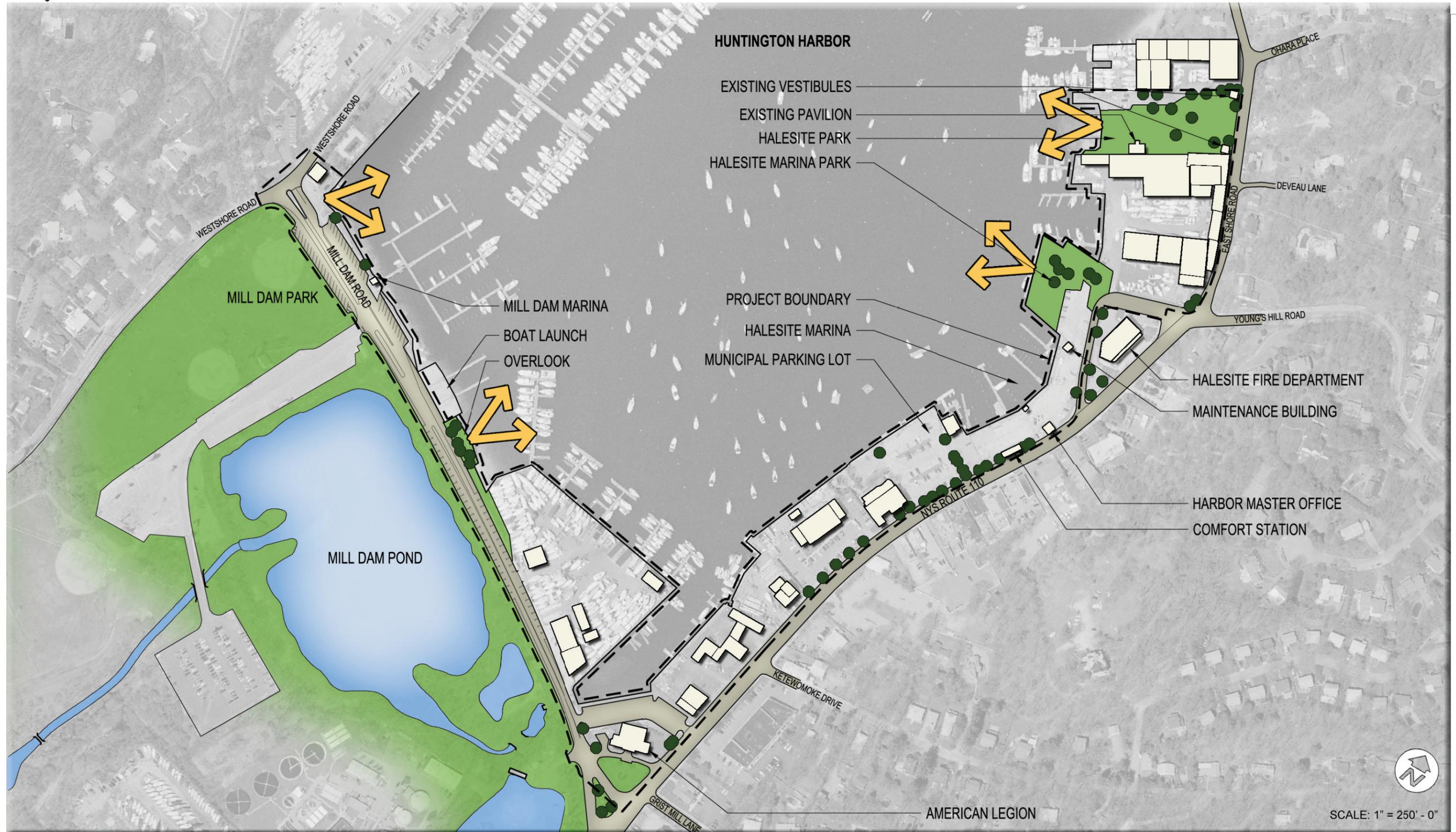
Existing Municipal Park



Project Boundary



Existing Building



SCALE: 1" = 250' - 0"

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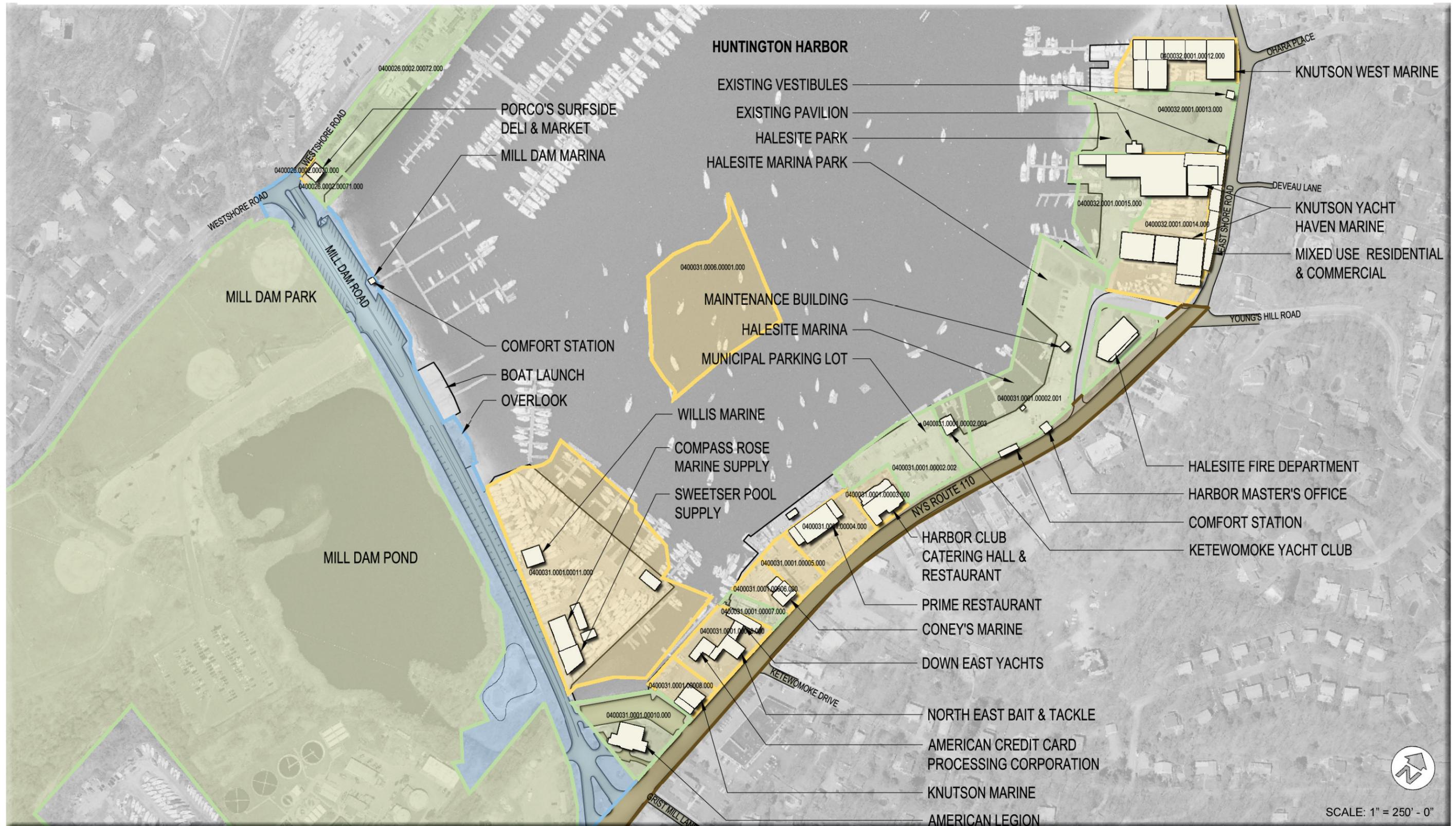
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— New York State Owned Property    
 — Town Owned Property    
 — Privately Owned Property    
 — Suffolk County Owned Property    
  Existing Building    
 0400031.0001.00011.000 Tax Number



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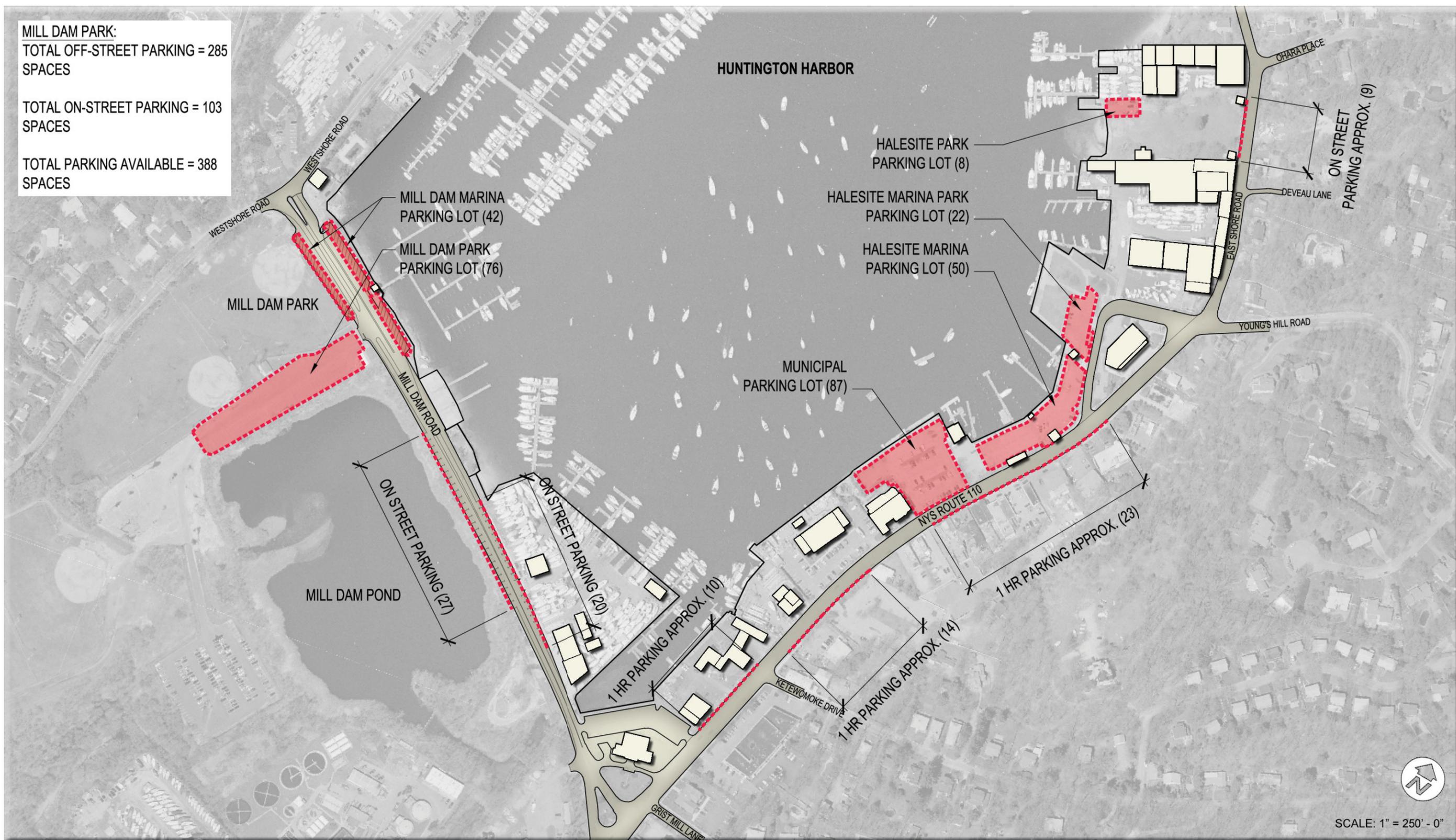


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- - - Existing Off-Street Parking     
 - - - Existing On-Street Parking     
 (22) Marked Parking Spaces     
 APPROX. (23) Unmarked On-Street Parking Spaces     
 Existing Building



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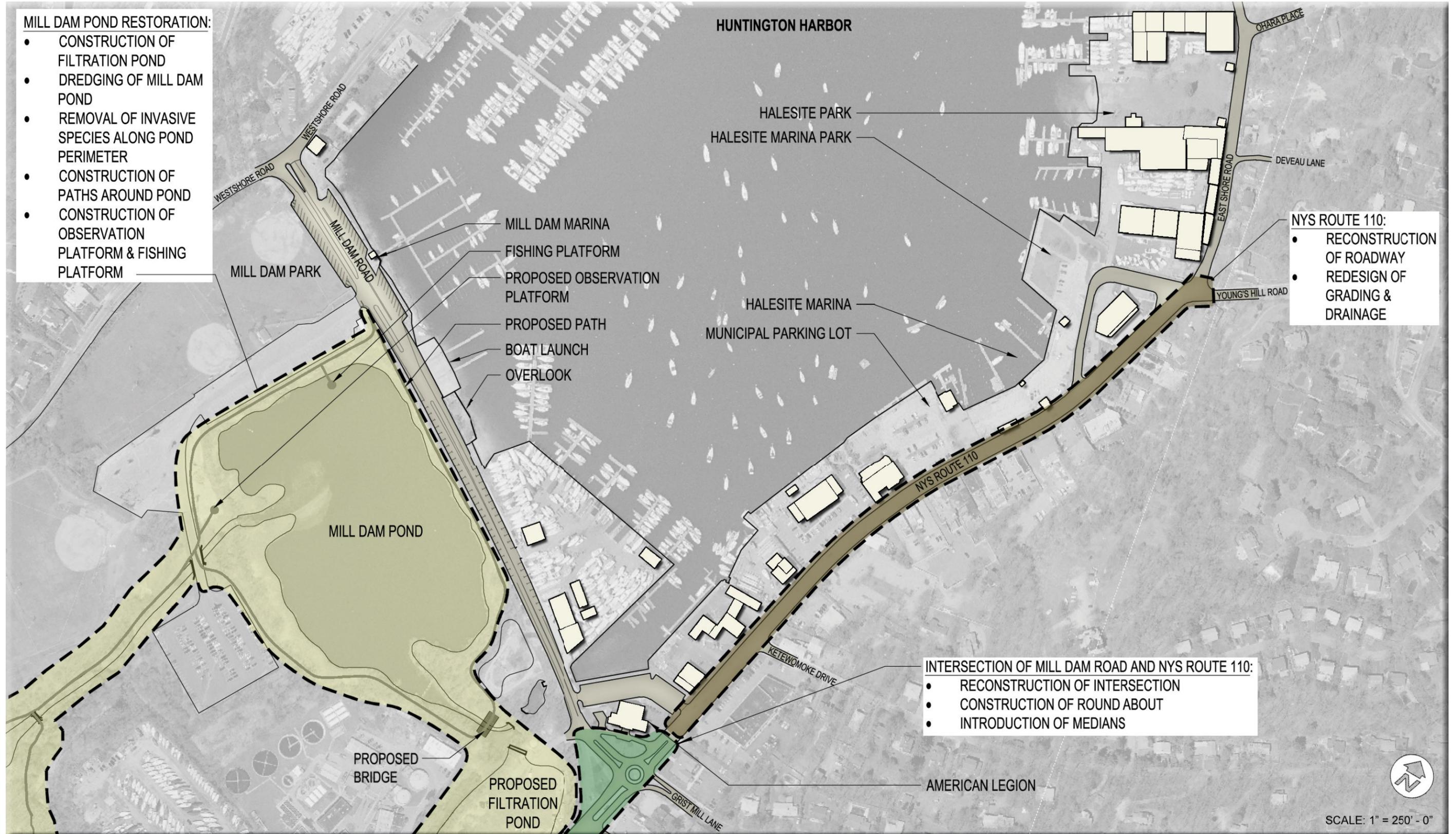


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Existing Building      Planned / Future Capital Project



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### 2.5 HISTORIC AND ARCHEOLOGICAL RESOURCES:

Although the Huntington Harbor area has a rich history dating back as far as the original European settlement of the town, the construction of a harbor walkway is not expected to have an impact on historical or archaeological resources.

Since the establishment of the Town of Huntington the southern end of the harbor has been used for maritime and industrial purposes. In early years this was the location of the Huntington mill, which ground the grain of local farmers. The harbor was the primary means of transportation of goods and people until the arrival of the railroad, and still remained an important transportation link into the 20th century. Recreational visitors came by boat from New York City, and goods such as coal continued to be shipped by sea. Although Huntington has always had shipyards, it was never a whaling or fishing port, so while there were many fishing boats there were not many buildings used by the fishing industry. When Huntington began to suburbanize many of the harbor properties converted from maritime industrial to service industrial properties such as auto repair shops and contractor's yards, although some continued to be used for manufacturing. Recreational boating uses began to dominate the harbor. In recent years there has been demand to convert industrial uses to commercial uses to take advantage of the surrounding wealthy community and the convenience of shopping here compared to downtown Huntington village.

Most of the historical buildings have been demolished as their uses became obsolete. Some buildings are the second or third building on their site. Buildings were also affected by physical changes in the harbor. The mill was moved northward twice as sedimentation filled in the southern portion of the harbor. The old mill buildings were demolished and most of the land around them covered by fill to create dry land that is now developed. A lot of fill was also used to shore up the land along the current harbor boundaries. Archaeological studies would only be fruitful in areas where significant ground disturbance is proposed.

The construction for a project such as the Harbor Walkway is not expected to disturb any archaeological resources. However, archaeological studies should be considered on a site-by-site basis if significant excavation is proposed on a particular property. Historical records would also have to be consulted to determine the prior site uses.

The New York State Historic Registration Office Geographic Information System for Archeology and National Register Map, as well as associated information from the SHPO website, have been included in the Appendix for the purpose of general reference.

### 2.6 EXISTING UTILITIES:

It is acknowledged that the exact locations of above and below ground utilities will need to be located on a case-by-case basis for each property, which is associated with any proposed establishment of the Harbor Walkway, as well as proposals for areas adjacent to the Harbor Walkway. Utility providers including those of oil or natural gas, telecommunications, and fiber optics are regularly expanding and upgrading their services which often includes relocation of infrastructure equipment and materials. For these reasons utility companies generally require associated notification of commencement of such projects. Existing infrastructure records that were made available at the time this report was prepared have been included in the Appendix for reference, however, they are not intended to serve construction purposes or to be assumed accurate for any engineering design. The locations of below and above ground infrastructure at each property will need to be addressed at the time in which each property is being undertaken for the Harbor Walkway.





Looking northeast at Mill Dam Marina. Head-in parking at Mill Dam Marina currently prohibits visual contact with the water. This section of Mill Dam Road has no sidewalk.



Looking northwest on Mill Dam Road. Mill Dam Road is a two lane road with parking on each side of the road. However, it is paved rather excessively.



Looking across Mill Dam Road at Overlook Park. This Park is basically the only existing green space with site furniture and shade trees on Mill Dam Road.



Looking at the American Legion Hall from Route 110: The American Legion Hall is situated at a key location at the intersection of Mill Dam Road and NYS Route 110.



Looking northeast across the parking lot of the American Legion. The parking lot is closed to the public and only opens for functions at the American Legion.



Looking south on the west side of NYS Route 110 at the intersection of Ketewomoke Drive. Currently there is no sidewalk on the west side of NYS Route 110. This area also experiences flooding problems.

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Looking northwest across NYS Route 110 at North East Bait & Tackle store. Several properties along this section of the Harbor are privately owned and access to the water is prohibited to the public.



Looking at Prime from NYS Route 110. This is one of the two restaurants facing the waterfront within the entire study area of the Harbor.



Looking northeast on the outdoor deck of Prime. The Town has access to an 8 foot easement along the waterfront, which interlaces with the restaurant's outdoor seating.



Looking south at the Harbor Club from the municipal parking lot. The Harbor Club is a restaurant and catering hall situated at the waterfront, next to Prime, another restaurant.



Looking northeast at the municipal parking lot located adjacent to the Harbor Club restaurant. Water access for the public is possible, but there are no amenities to encourage visiting this area and strolling along the waterfront.



Looking at the Ketewomoke Yacht Club from NYS Route 110. This is a private yacht club situated between a municipal parking lot and Halesite Marina.

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Looking out to the harbor from Halesite Marina. The entire Marina lot is paved and without any landscaping to soften the hard surfaces.



Looking east from Halesite Marina to NYS Route 110. The existing comfort station is in poor condition and needs to be renovated. The current location blocks the water view from NYS Route 110.



Looking west at Halesite Marina Park. This park is one of the two parks along the Harbor with site amenities and some mature trees.



Looking west at Halesite Marina Park from NYS Route 110. Halesite Fire Department is to the left. The expansive pavement of the road dominates this site.



Looking southeast from Halesite Park along East Shore Road. East Shore Road is a quiet two lane road with on-street parking and a sidewalk on the west side.



Looking west through Halesite Park's iron fence facing the Harbor. This park has great potential due to its mature trees and the expansive lawn area.

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### 3. Constraints

Several constraints prohibit visitors to Huntington Harbor from visiting and strolling along the waterfront:

#### 3.1. Mill Dam Road

The only amenity along Mill Dam Road is a delicatessen at the intersection of Mill Dam Road and West Shore Road. The delicatessen provides some seating outside, but it appears under utilized due to the rather unpleasant surrounding environment which consists of broken asphalt pavement and haphazardly parked cars.



Mill Dam Road is an excessively wide two-lane road with curb side parking on both sides. Head-in parking at Mill Dam Marina block views to the water. At Mill Dam Marina, there is only a narrow strip of grass between the expansive parking area and the bulkhead leaving no room for visitors to stroll. This area also lacks a sidewalk. No site furniture is associated with Mill Dam Road, other than at the small Overlook Park, which has two benches. The concrete bulkhead has failed in many areas and the shoreline is deteriorating.

Further southeast, Willis Marine and the adjoining shops block visual contact with the water for the passers-by. The sidewalk is squeezed between the tall marina fence and Mill Dam Road with the curb side parking on Mill Dam Road. Adding to the “unpleasant atmosphere” is the collection of rusted boat stands parked on the grass strip between fence and sidewalk.



#### 3.2. NYS Route 110

The existing sidewalk along the eastern section of Mill Dam Road ends at the American Legion Hall. The parking lot in the rear of the hall is closed off to the general public and is only used for American Legion functions.

There is no sidewalk on the west side of NYS Route 110 from the American Legion Hall to Prime. There is, however, a sidewalk on the east side of the road. NYS Route 110 is a two-lane road with parallel parking on one side and a very narrow shoulder. Traffic volumes are significant, making it difficult to cross the road as a pedestrian during peak hours.



Several properties along NYS Route 110 are privately owned and prohibit physical and/or visual access to the waterfront for the public. Most of the commercial businesses are marine related, but not all require direct waterfront access (for example American Credit Card Processing Corporation and North-East Bait & Tackle).

Public access to the waterfront is limited at the municipal parking lot and there are no amenities to invite people to visit and stroll. The lot consists of a large paved area with no landscaping, other than a single lonely tree, to soften the hardscape and provide shade. Ketewomoke, another private yacht club, blocks public access to the water north of the municipal parking lot.



The Halesite Marina parking lot offers no amenities or landscaping as well. Halesite Marina Park is the only landscaped lot on NYS Route 110 where the public has access to the waterfront. While the park has some mature trees and lawn areas, it is still dominated by the parking lot.

#### 3.3. Halesite

Halesite Park lays hidden between two active marinas in a residential neighborhood. There is limited parking available on the street in front of the Park. The small municipal parking lot of Halesite Park at the bottom of the hill is mainly used by the adjacent Knutson West Marine.

The park is somewhat visually disconnected from the rest of the harbor and does not serve as a compelling destination for passive recreation. During all of RBA's site visits, only two visitors were observed in the park (it seems to lack a reason for existence).



The sidewalk from Halesite Marina Park to East Shore Road to Halesite Park is discontinuous, making it difficult for pedestrians to navigate the waterfront. The existing retaining wall, overlook structures and large stair cases at the entrance to the park along East Shore Road are in poor condition. The existing pavilion on the southeast side of the park is also very run down. The existing concrete bulkhead has failed and caused the shore line to erode.



#### 4. Objectives

The following objectives guided the development of the draft conceptual master plan for the proposed Harbor Walkway. The objectives are listed without any hierarchy.

- Create a signature public open space, distinct to the Town of Huntington
- Develop the Harbor Walkway along the shoreline wherever possible
- Create maximum public access to the waterfront
- Develop a design that is conscious of the environment and least intrusive to the natural processes.
- Develop numerous outdoor 'rooms' connected by a consistent palette of materials and furnishings.
- Design a setting that will accommodate people of all ages, backgrounds and interests
- Develop accessible outdoor space
- Design the Harbor Walkway in concert with adjacent developments
- Provide public amenities along the Harbor Walkway
- Increase landscaped areas wherever possible
- Offer short and long-term solutions where the proposed walkway does not follow the waterfront
- Create visual interests along the Harbor Walkway
- Carefully consider key views to the water from the surrounding roadways

#### 4.1. Harbor Walkway Elements

A unique Harbor Walkway identity will be defined by the consistent use of the following uniform design elements:

- Pavement
- Benches
- Trash receptacles
- Light posts
- Railing
- Design Elements
- Signage

All Harbor Walkway elements are selected to be similar in nature to the existing streetscape elements in Huntington Village.

##### 4.1.1. Pavement:

While a walkway along the harbor is traditionally connected with a boardwalk and a wood surfacing, this project is better served using

pavers. The walkway does not run continuously along the waterfront. The proposed path width and layout will vary. Unit pavers are easier and less expensive to install over a stable subgrade. Pavers offer greater flexibility in how they may be used and require less long-term maintenance.

The need for a pervious concrete paving unit that allows water to permeate the soil has become increasingly important. The use of permeable pavers has been proven to be very beneficial. Erosion and storm water runoff are reduced; water quality is improved; and project costs for drainage and retention systems are reduced.

A highly durable and excellent permeable paver for municipal projects is Aqua-Loc paver from Hanover Pavers. Aqua-Loc is a permeable interlocking paver, which provides 10.6% open space allowing water to infiltrate the ground at a rate of 7" to 8" per hour depending on the method of installation. This paver can be installed mechanically to save time and reduce costs.

The appearance of this paver is consistent with the Town's recent revitalization effort of Huntington Village's sidewalks.



Aqua-Loc unit paver, manufactured by Hanover Pavers



##### 4.1.2. Bench

In the absence of a typical 'Town of Huntington'-bench (several different styles of bench are in use throughout the Village and its parks), it is recommended that a unique bench be chosen for consistent application throughout the Harbor Walkway project. Because the surrounding architectural environment is a thorough mix of old and new, a neo-traditional bench, with a bit of a contemporary look is recommended. The selected bench, called Plainwell, comes in wood or aluminum and is manufactured by Landscape Forms. The wood model Plainwell bench is recommended over the aluminum model.

Recycled Plastic is another option that the Town may wish to pursue.



Plainwell bench, manufactured by Landscape Forms.

##### 4.1.3. Trash Receptacle

The matching trash receptacles to the bench, also manufactured by Landscape Forms is called Plainwell Litter Receptacle and also comes in wood or aluminum. The wood model trash receptacle is recommended for the Harbor Walkway.



#### 4.1.4. Light Posts

The light posts currently used in the municipal parking lot are also placed throughout Heckscher Park in Huntington. Using the same fixture throughout the Harbor Walkway will provide continuity.



Light Post, Huntington Harbor

#### 4.1.5. Railing

The existing wood railing in the sections of the harbor that are currently accessible to the public are in bad condition and will need to be replaced. A railing with a lighter appearance is recommended. This will match the selected site furniture and the existing light posts. A combination of steel and wood is recommended. To the right are some selected photographic examples of railings from other projects.

has chosen to give these spaces an elliptical form to further unify the overall design of the proposed walkway. Four such locations occur along the walkway.



Harbor Walkway, Sea Cliff



River Park South, New York

#### 4.1.6. Design Elements

In conceptualizing the Huntington Harbor Walkway, the master plan attempts to create a public open space facility that is unique and special. The consistent use of the materials and furniture styles detailed above will help to establish a consistent 'look' for the Huntington Harbor Walkway. Because, however, the circuitous alignment, constantly changing geometry and mixed architectural context surrounding the proposed walkway combine to challenge the concept of continuity, The RBA Group have sought to exploit all possible opportunities to create small 'rooms' along the waterfront where people will be encouraged to stop and linger and enjoy the views. The RBA Group have sought to design these 'moments' along the walkway such that they relate to each other in scale and appearance. Therefore, RBA



Hudson River Park, New York

#### 4.1.7. Signage

Instructive signage directing pedestrians to harbor amenities and attractions along the waterfront will be established consistent with the aforementioned Harbor Walkway design elements. Additionally, the town is planning the implementation of an educational/interpretive sign kiosk at Halesite Marina Park as part of a Coastal Resources Interpretive Program for Huntington's waterfront under the Local Waterfront Revitalization Program for Huntington Harbor.

**5. Planning Considerations and Responses**

**5.1. Overview**

The preferred layout of the Harbor Walkway is described starting at the intersection of Mill Dam Road with West Shore Road heading northeast and ending at Halesite Park.

Starting at the southwestern corner of the project area, the Harbor Walkway follows the shoreline along Mill Dam Road to Willis Marine. Willis Marine is privately owned and blocks public access to the water. The Harbor Walkway has to continue on the sidewalk along Mill Dam Road to the American Legion Hall. The properties to the north of the American Legion Hall are also privately owned and thus the Harbor Walkway must again follow the adjacent roadway, in this case, NYS Route 110. At Prime, the walk leads to the waterfront following along the property line to Coney's Marine. The Harbor Walkway follows the waterfront on an easement through the outdoor seating area of the restaurant to the Municipal Parking Lot. The walkway crosses the parking lot of the Ketewomoke Yacht Club to the Halesite Marina parking lot and Halesite Marina Park. The connection to Halesite Park – at least in the interim - is created by extending the Harbor Walkway on the sidewalk up the hill past the Halesite Fire Department and turning north onto East Shore Road towards Halesite Park.

**5.2. Harbor Walkway - Design Approach**

The proposed Harbor Walkway starts at the intersection of West Shore Road with Mill Dam Road at Porco's Streetside Deli Market. This delicatessen is the only grocery shop on this side of the shore and is fairly busy, especially during lunchtime. It is a great attraction for the harbor walk and is incorporated into the design. Outdoor seating is currently offered, but barely used.

In order to create a pedestrian friendly environment it is recommended that the landscaped area along the shoreline to be increased. The head-in parking on the shore side of Mill Dam Road is eliminated and replaced by parallel parking. By eliminating the striped medians on Mill Dam Road, the road can be shifted further south. These measurements create an approximately 50 foot wide strip of land that can be transformed into parkland. The Harbor Walkway follows the bulkhead. A meandering outline to the landscaped areas creates cozy niches of various sizes for seating and recreation.

An informal edge with broad steps and large boulders replicate the natural shoreline, create additional interest, and offer informal seating opportunities (see image below). The width of the paved walk varies between 10 and 20 feet.



Streams - by Artist Athena Tacha

A sidewalk is introduced on the north and south side of Mill Dam Road and striped crosswalks help consolidate pedestrian crossing of the roadway which currently is spread out and haphazard.

At the boat launch, the harbor walk continues as a 10 foot wide sidewalk along Mill Dam Road. At Overlook Park, the Harbor Walkway follows the existing bulkhead. The pavement needs to be widened to a minimum of 10 feet. By eliminating the striped median on Mill Dam Road the road can shift 20 feet to the south. The newly gained space is incorporated into the Overlook Park as an additional landscaped area.

East of the Overlook Park, Mill Dam Road narrows. The privately owned Willis Marine is to the north of the road and prohibits public access to the waterfront as well as visual access to the water. The remaining space between the property lines of Willis Marine marked by a six feet high chain link fence and the curb line of Mill Dam Road varies in width and does not allow a continuous design for this section of the harbor walk. The Harbor Walkway runs along Willis Marine as a 10 foot wide sidewalk along the curb line. The remaining portion of the right-of-way is landscaped with low shrubs and columnar shaped shade trees to buffer the visual impact of the large fence and the stacked boats (see Section/Elevation B-B' on next page). The

sidewalk is paved with the typical Harbor Walkway pavement to emphasize the continuity of the route despite the change in scenery. The 5 foot wide sidewalk on the south side of Mill Dam Road continues along the parallel parking lane and ends at the filtration pond to connect to the Mill Dam Pond trails. A crosswalk across Mill Dam Road connects these trails with the Harbor Walkway. Wayfinding signage provides advertisement and direction to Mill Dam Pond Park.

The Mill Dam Pond Revitalization project will complement the implementation of the Harbor Walkway by being one of the harbor amenities and attractions. Directional wayfinding signs referencing Mill Dam Pond Park should complement the interpretive/educational kiosk the Town of Huntington is planning at Halesite Marina Park. Case study examples of wayfinding signs are shown below.

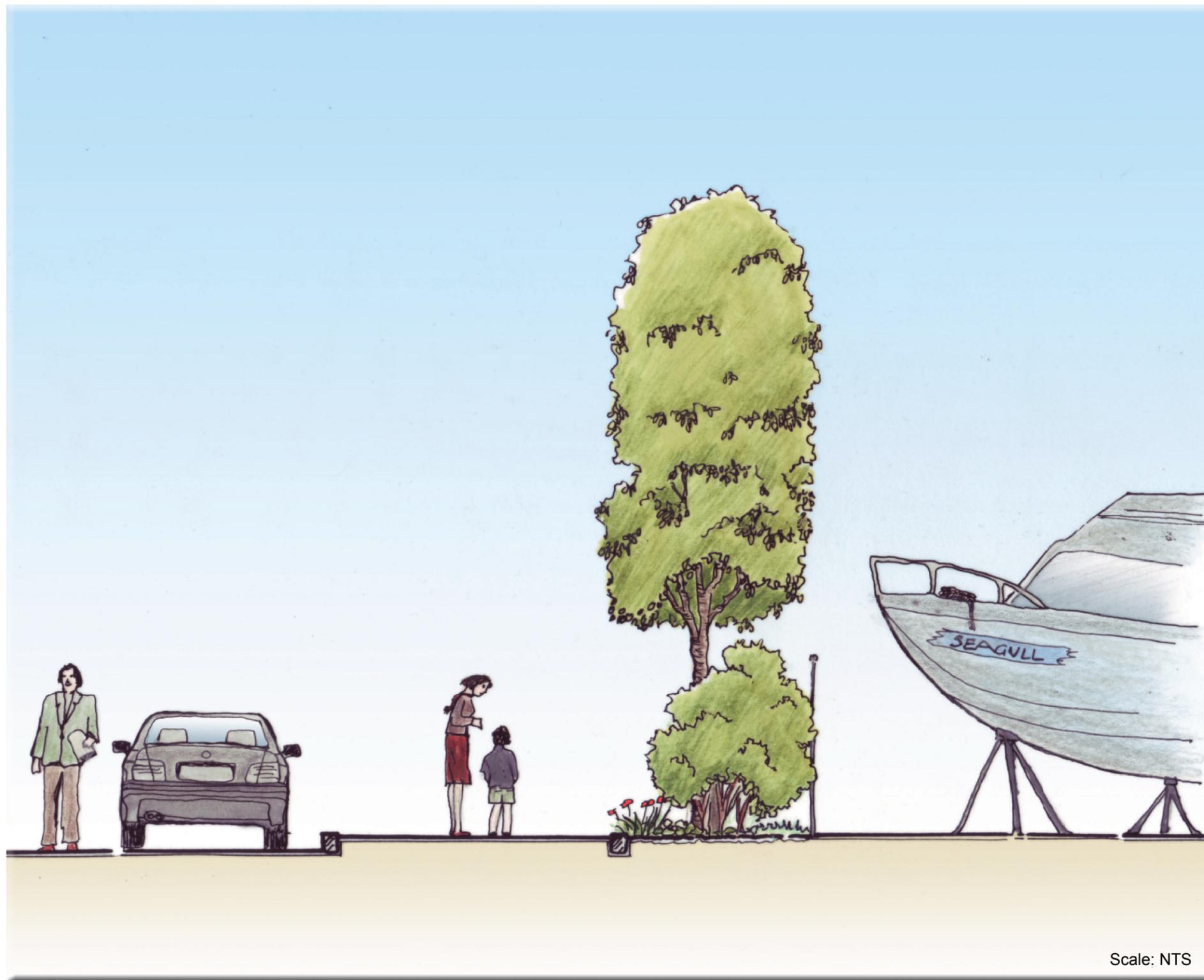


Identification And Orientation Signs for Bronx River Greenway - Design by Studio L' Image



Standard New York City Parks Department Directional Signs

Directional Signs - Brooklyn Children's Museum - Design by Liebowitz Gould



Section/Elevation B-B': Mill Dam Road at Willis Marine

At the American Legion Hall, the Harbor Walkway follows the bulkhead. This is the first opportunity to view the water after passing Willis Marine. The minimum width of the walk on this property should be 12 feet and at its widest location a monument honors all men and women of Huntington who have served in the Armed Forces. A landscaped planting bed creates a buffer to the parking lot and softens the geometric outlines of this lot.

The properties north of the American Legion Hall are privately owned and occupied by the following businesses: Knutson Marine, American Credit Card Processing Corporation, North-East Bait & Tackle, Down East Yachts, and Coney's Marine. The Harbor Walkway continues on NYS Route 110 past these businesses. Proposed through this section is a new sidewalk on the west side of NYS Route 110 with a minimum width of 7 feet, paved with the typical Harbor Walkway pavement to emphasize the continuity of the walk despite the change in scenery (see Section/Elevation D-D' on next page).

As a long-term solution, the Town of Huntington should attempt to acquire some or all of the non-water dependent, privately owned properties, in particular the American Credit Card Processing Corporation and North-East Bait & Tackle. These businesses do not require a waterfront location to conduct business. Down East Yachts is located on Town owned property and thus an agreement concerning public access may be easier to realize as a function of future lease renewal negotiations. The business activities at the Knutson and Coney's Marine require direct access to the water and contribute significantly to the maritime character of Huntington Harbor.

The long-term solution for this section of the Harbor Walkway is for the Town to acquire an easement for an 8 foot wide walk along the bulkhead on the Knutson Marine property. The long-term solution for the property to the north, which is occupied by the American Credit Card Processing Corporation and North-East Bait & Tackle, is acquisition by the Town. These locations would be a great spot for a restaurant with outdoor seating facing the harbor. An easement through Coney's Marine is not feasible due to safety concerns and before entering Coney's Marine property the Harbor Walkway would turn back to NYS Route 110.

The Harbor Walkway heads back to the waterfront at Prime, following the property line to Coney's Marine. Currently a grass strip separates the properties. The walkway follows along this

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Scale: NTS

Section/Elevation D-D': NYS Route 110 at Coney's Marine



Harbor Walkway at the Prime Restaurant

grass strip to the end of the parking lot. From there the walk leads to one side of Prime Restaurant where it joins an existing sideway entrance to the outdoor seating area in the back of Prime. As an alternative solution the walkway could cut right through the entry drive into the parking lot. Typical Harbor Walkway pavement, lighting and furnishings are used throughout the property to accentuate the walk and assure pedestrian safety in and next to the parking lot. At the rear of the restaurant, the walkway continues along the waterfront along the existing easement through the restaurant's property as a seven foot wide esplanade. The decorated outdoor seating area of the restaurant invites strollers to pause and relax (see picture of existing conditions on this page).

The Harbor Walkway continues to the municipal parking lot, where its width increases again to its typical 12 feet. In this stretch the walkway runs parallel to the bulkhead. Plantings buffer people strolling from the parking lot.

From here the Harbor Walkway crosses through the Ketewomoke Yacht Club parking lot as a 10 foot wide walk. The location of this

crossing is in close proximity to the clubhouse.

The Harbor Walkway continues into Halesite Marina as a meandering promenade. Weaving the walk into a wide planting buffer creates numerous outdoor rooms and offers various seating arrangements. The Marina parking lot is restructured by relocating and combining the public comfort station and the Harbor Master's office.

The Harbor Walkway continues past the new Harbor Master's office to Halesite Marina Park where it follows the bulkhead to Knutson Yacht Haven Marine. The walk widens to 20 feet along the west side of the park and returns to a 12 foot wide promenade along its sides. A cantilevered platform in the shape of an ellipse is the dynamic focal point of the park. It provides an area for events like wedding ceremonies and Town announcements.

Since the property to the north of Halesite Marina Park is occupied by the Knutson Yacht Haven Marine, the Harbor Walkway has to head away from the waterfront. The Harbor Walkway turns into a 7 foot wide sidewalk and follows the narrowed road along the Halesite Fire Department. The final destination of the Amityville/Huntington Harbor bus route is located right here at Halesite Marina Park and a bus shelter is incorporated into the extended Harbor Walkway. A tree lined planting bed provides a buffer to the adjacent marina.

Along East Shore Road the Harbor Walkway turns into a narrow 5 foot wide sidewalk. The existing narrow right-of-way and the hilly conditions do not allow the accommodation of a wider sidewalk. However, the typical pavement will guide the visitors to Halesite Park, the final destination of the Harbor Walkway.

Halesite Park offers a great view of the Harbor. It is a beautiful setting with expansive lawn areas and mature trees. However, the park lacks a sense of destination, a connection with the rest of the harbor activities, and parking space.

A sense of destination can be provided by refurbishing and establishing a food concession in the existing pavilion at the bottom of the park.

A connection with the rest of the Harbor Walkway is created by repeating not only the materials and furnishings used throughout but also repeating the elliptical form utilized at the other important public open spaces created throughout the Harbor Walkway. A large level plaza is proposed for the spot in front of the concession stand, offer-

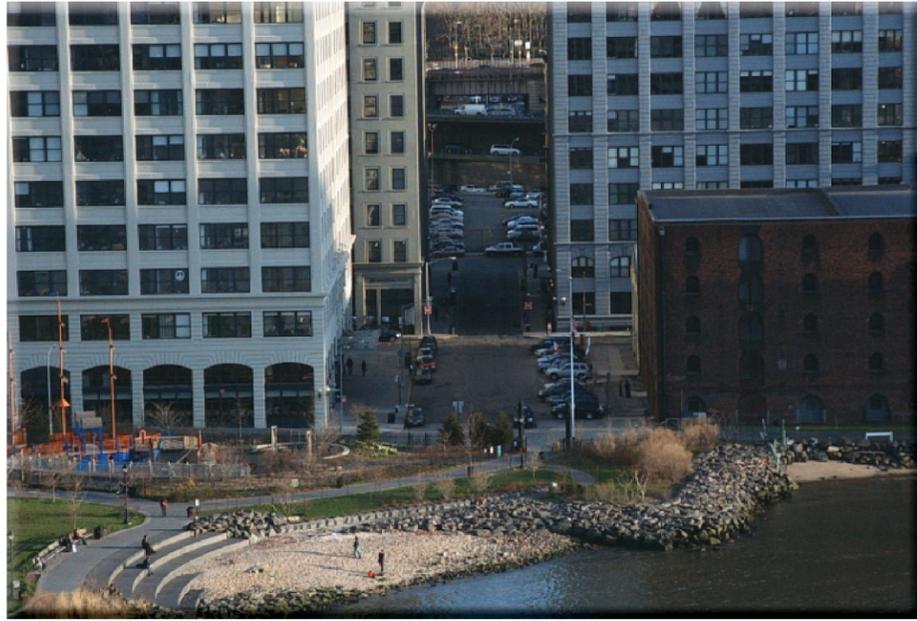
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Dumbo Park, Brooklyn

ing room for activities and seating.

On the water side of the park steps lead down to the water offering an opportunity for the public to get their hands and feet wet (see image on this page). The steps are flanked by a timber boardwalk on each side.

On the hillside, the step theme is repeated this time carved into the hill, dying into the slope on each side. The steps function as retaining walls for level terraces above the plaza as well as offering additional informal seating.

A public comfort station is situated next to the concession stand. The existing parking near Knutson West Marine is formalized, additional head-in parking is provided on East Shore Road.

As a long-term solution for this section of the Harbor Walkway the Town should work out an agreement with the Knutson Yacht Haven Marine. The property along the waterfront here is actually owned by the Town of Huntington and leased by the Marina. A walkway would be an ideal connection for this short section of the walkway from Halesite Marina to Halesite Park.

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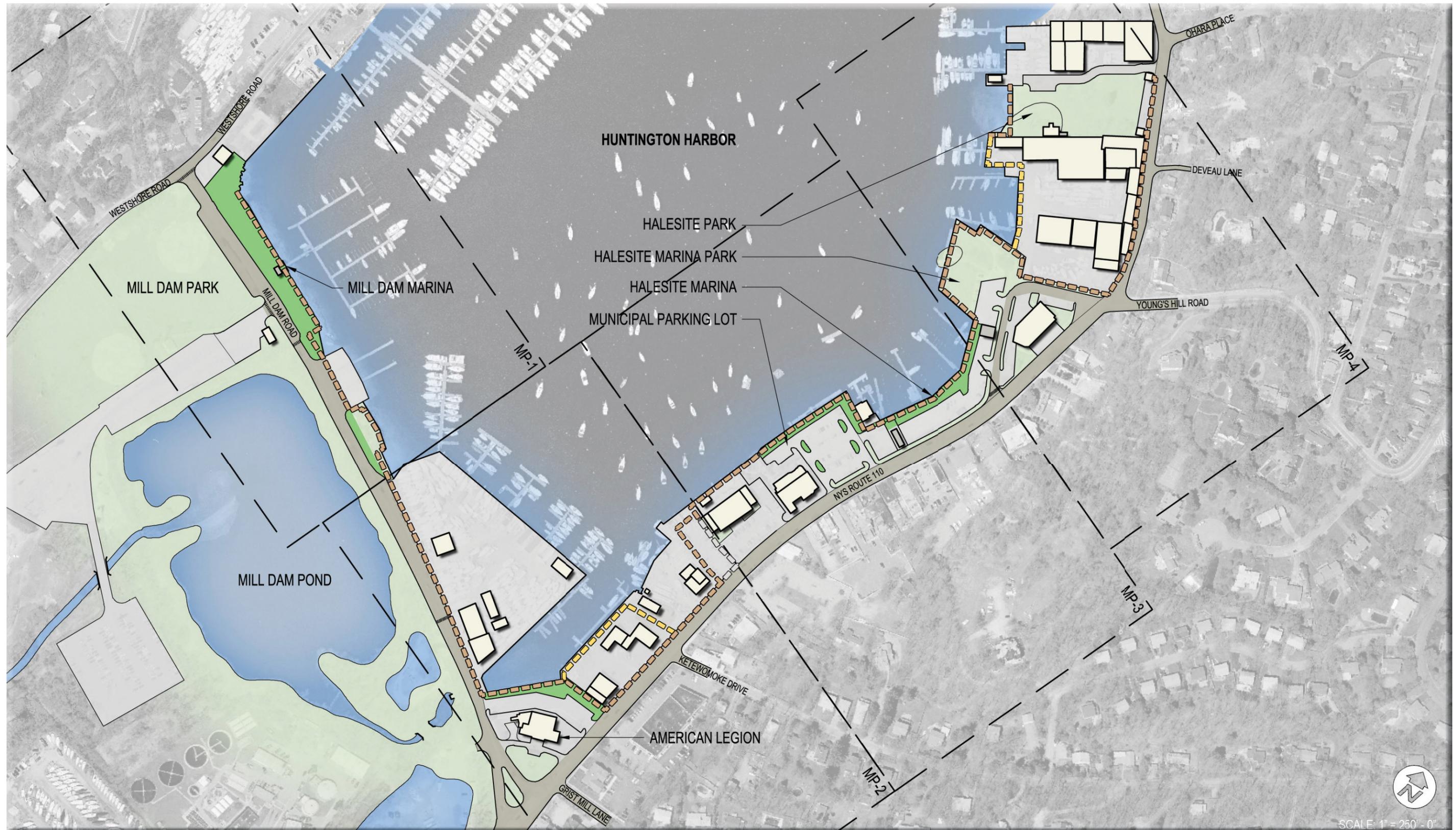
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Existing Building  
  Proposed Building  
  Existing Municipal Green Space  
  Proposed Municipal Green Space  
  Proposed Harbor Walkway  
  Proposed Harbor Walkway Expansion  
   Detail Plans



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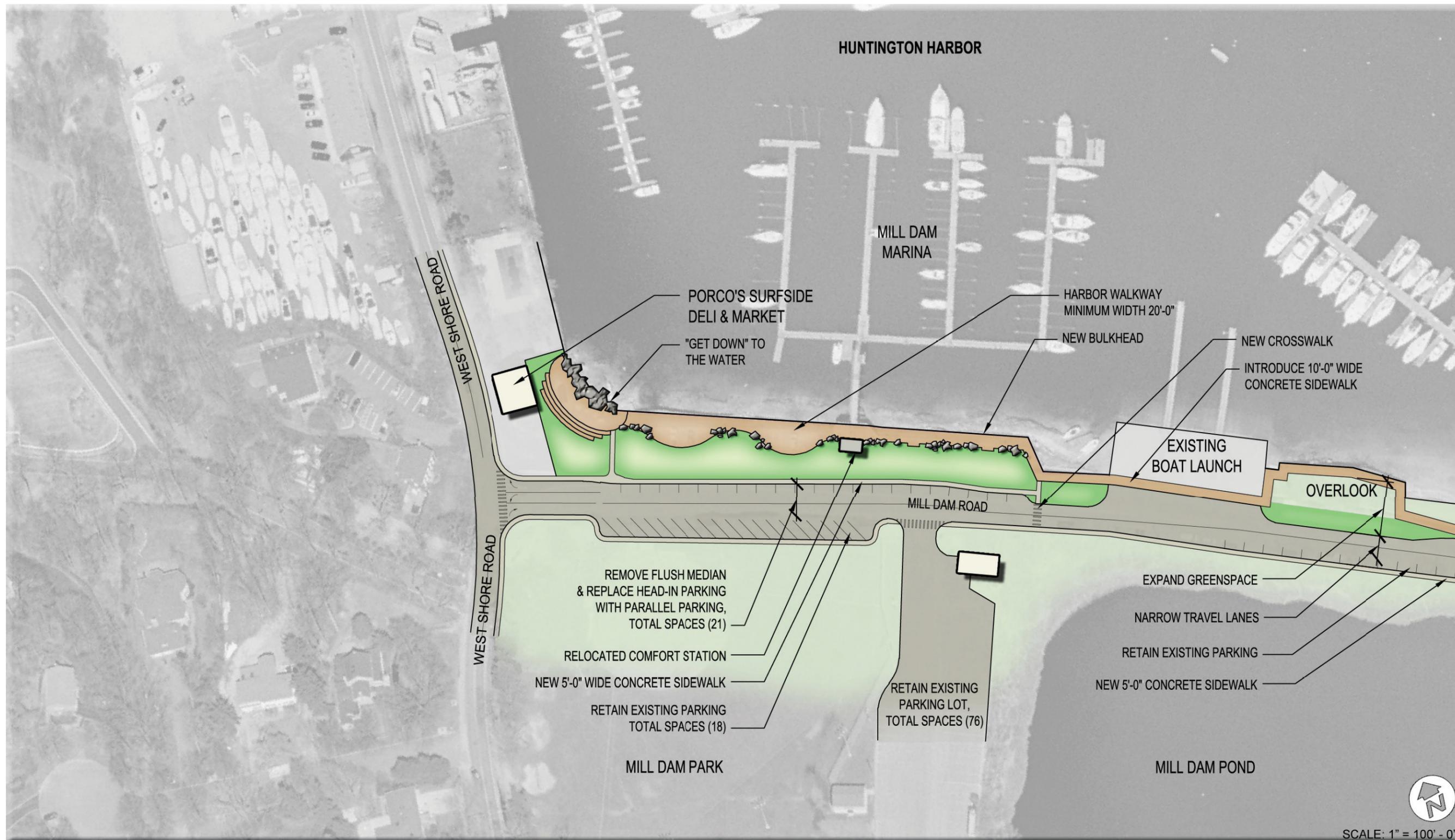


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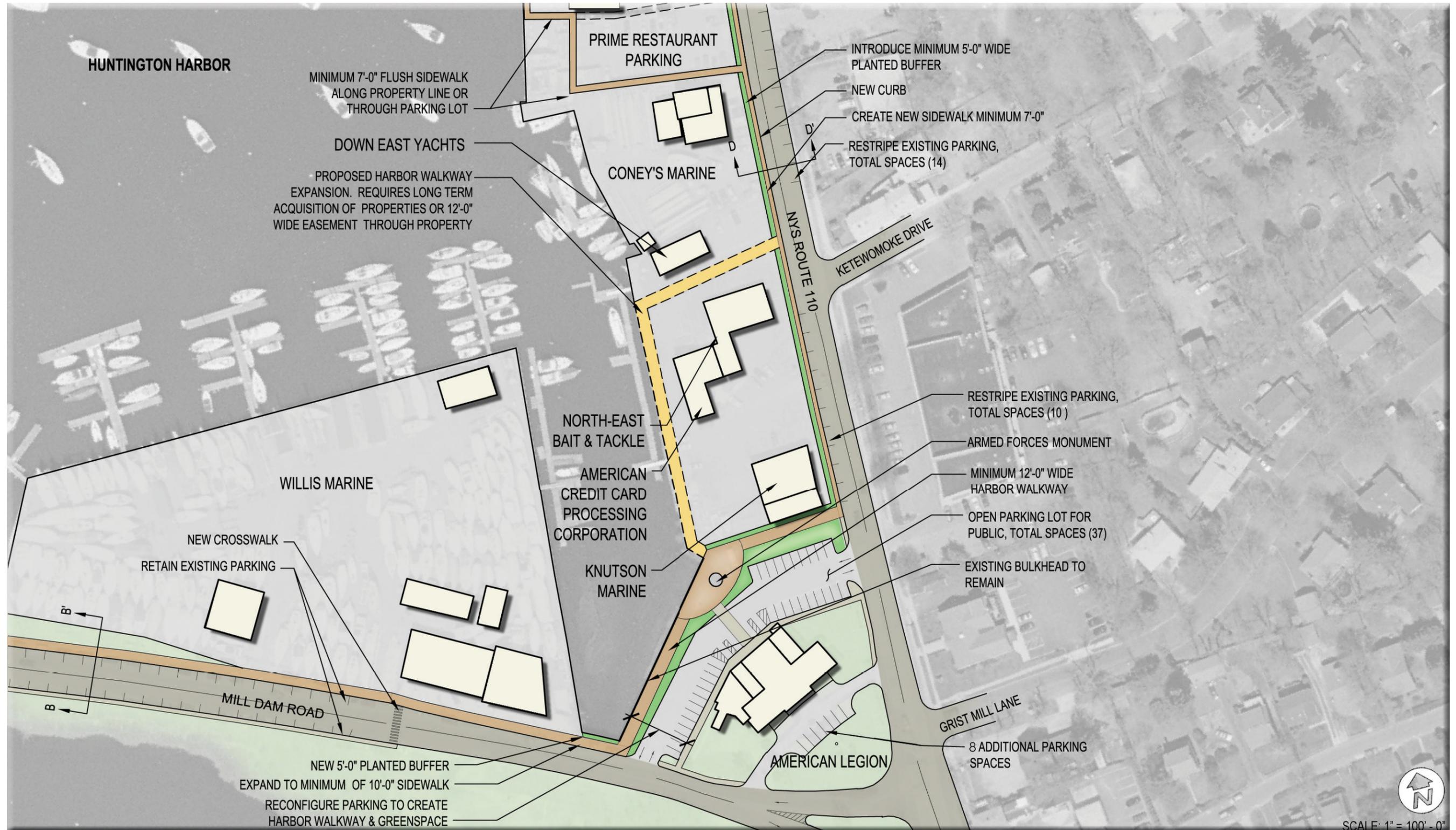
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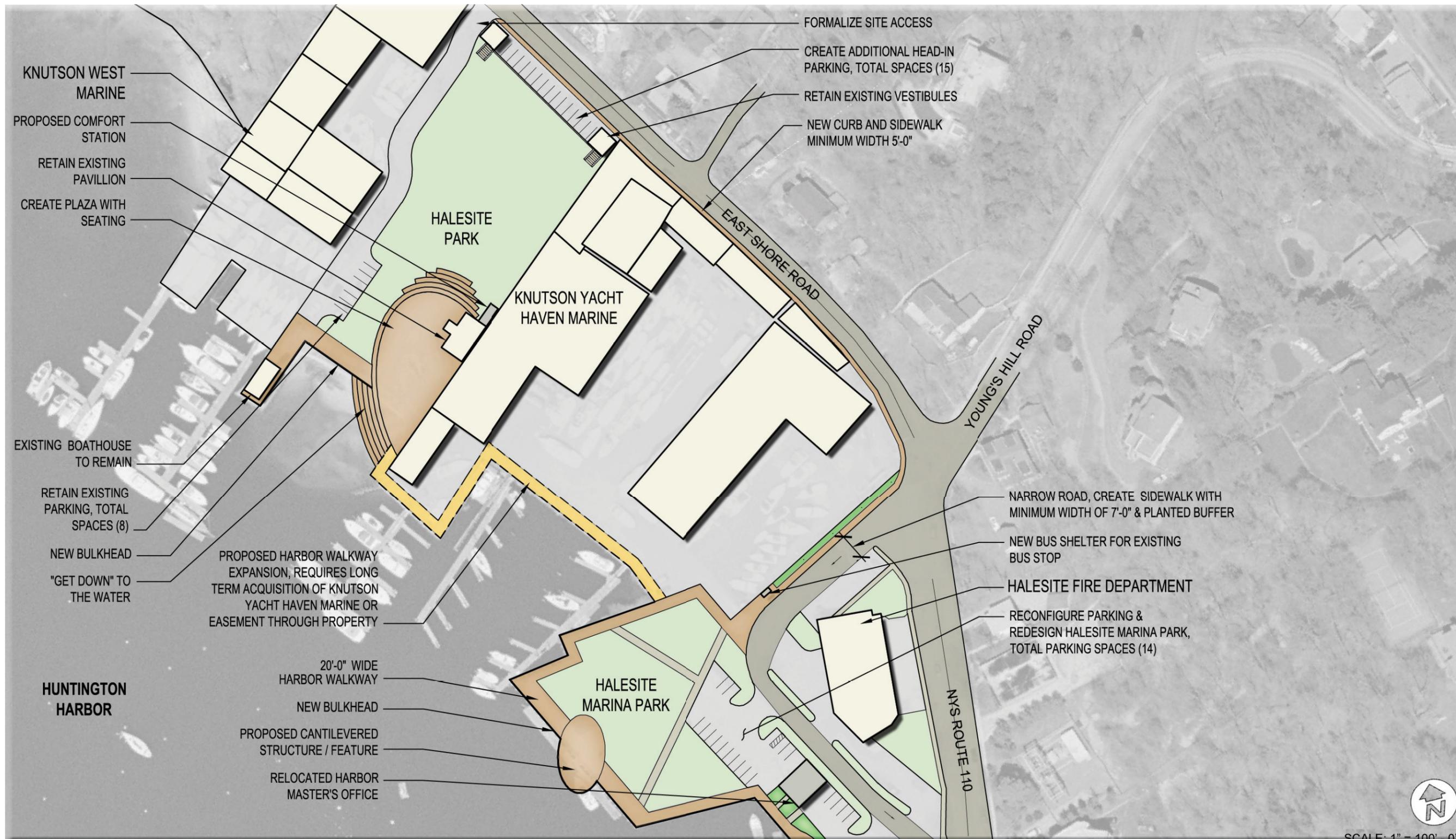


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SCALE: 1" = 250' - 0"

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### 6.1. Mill Dam Road Design Cross Section

By eliminating the head-in parking and striped medians, Mill Dam Road can shift further south and the newly gained land will be transformed into parkland.

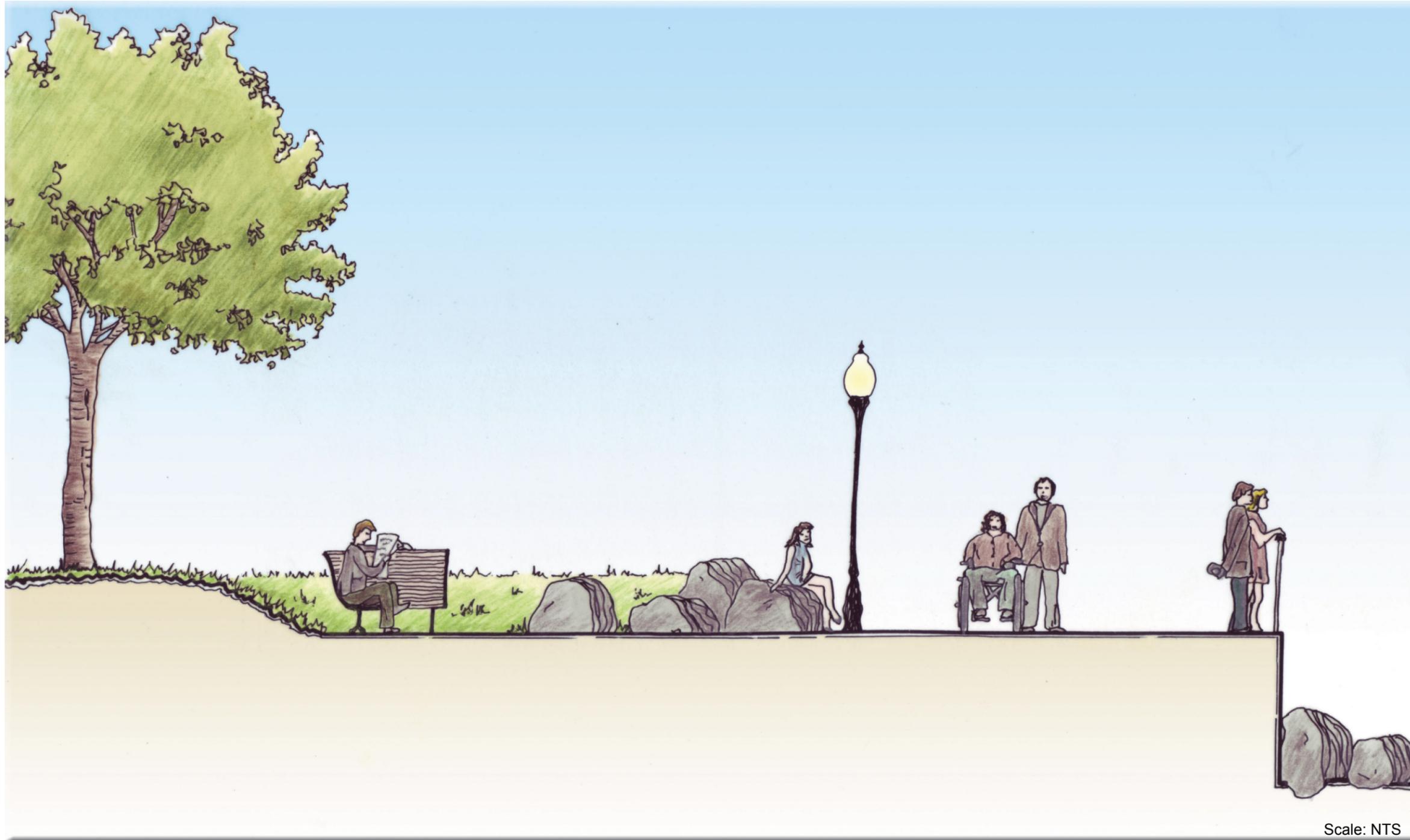
The Harbor Walkway is scaled spaciously and its meandering outline creates interesting 'outdoor rooms'. An informal edge with the green space is studded with boulders as a reminder of the former natural shoreline. The boulders also serve as informal seating; formal seating is offered in the semi-circular 'outdoor rooms'.

Large trees provide shade for the promenade (see Section/Elevation A-A' on this page).

A series of broad steps lead to a plaza set a couple of feet lower than the Harbor Walkway. Large boulders and rip-rap replace the bulkhead allowing informal water access. The terraced amphitheater style steps function as informal seating with a view of the harbor suitable for outdoor dining (the delicatessen is adjacent) and/or viewing performances.

The former comfort station has been moved slightly to the south to allow continuous flow of the Harbor Walkway along the waterfront.

The head-in parking on the north side of Mill Dam Road at Mill Dam Marina is eliminated and replaced by parallel parking. This will result in a net loss of 3 parking spots. A 5 foot wide sidewalk and a new curb are introduced along the road. Additional head-in parking is offered on the south side of Mill Dam Road. The Park and Marina visitors share the parking lot in Mill Dam Park. Striped crosswalks connect both sides of the street.



Section/Elevation A-A': Mill Dam Marina

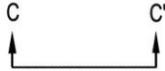
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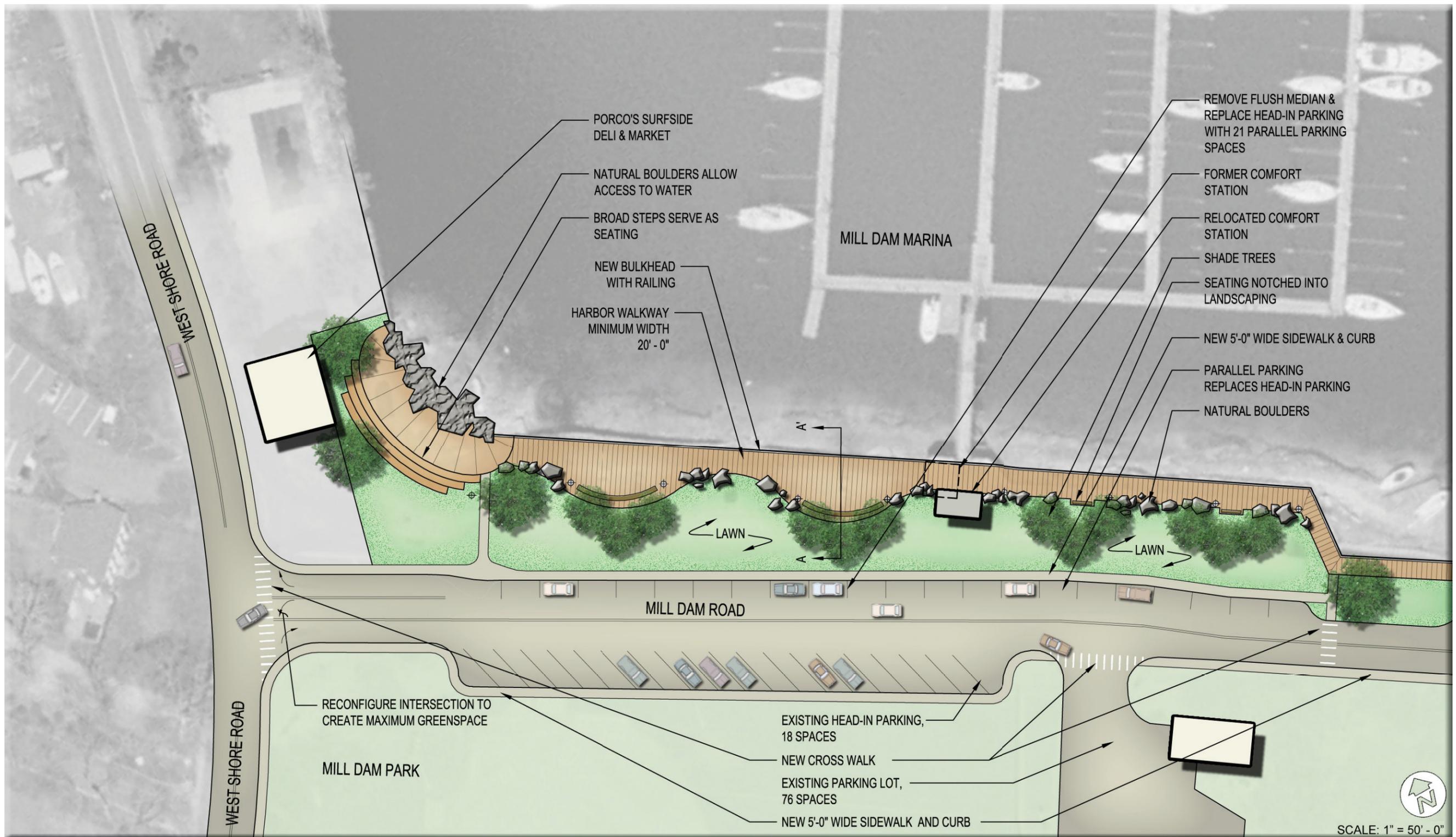


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### 6.3. American Legion Design Cross Section

The 12 foot wide promenade opens into an elliptical plaza. This proposed public open space comes at an important point in the overall Harbor Walkway. The access to the waterfront at the American Legion site is important because it is flanked on either side by sections of the Harbor Walkway where waterfront access is not possible. It is also important because it is the 'knuckle' in the route, the point where the orientation of the walkway shifts and views of the harbor change dramatically. Therefore, the plaza offers a unique vantage point. The bit of esplanade proposed for behind the Hall is also the part closest to downtown and as such may receive more visitors arriving by foot.

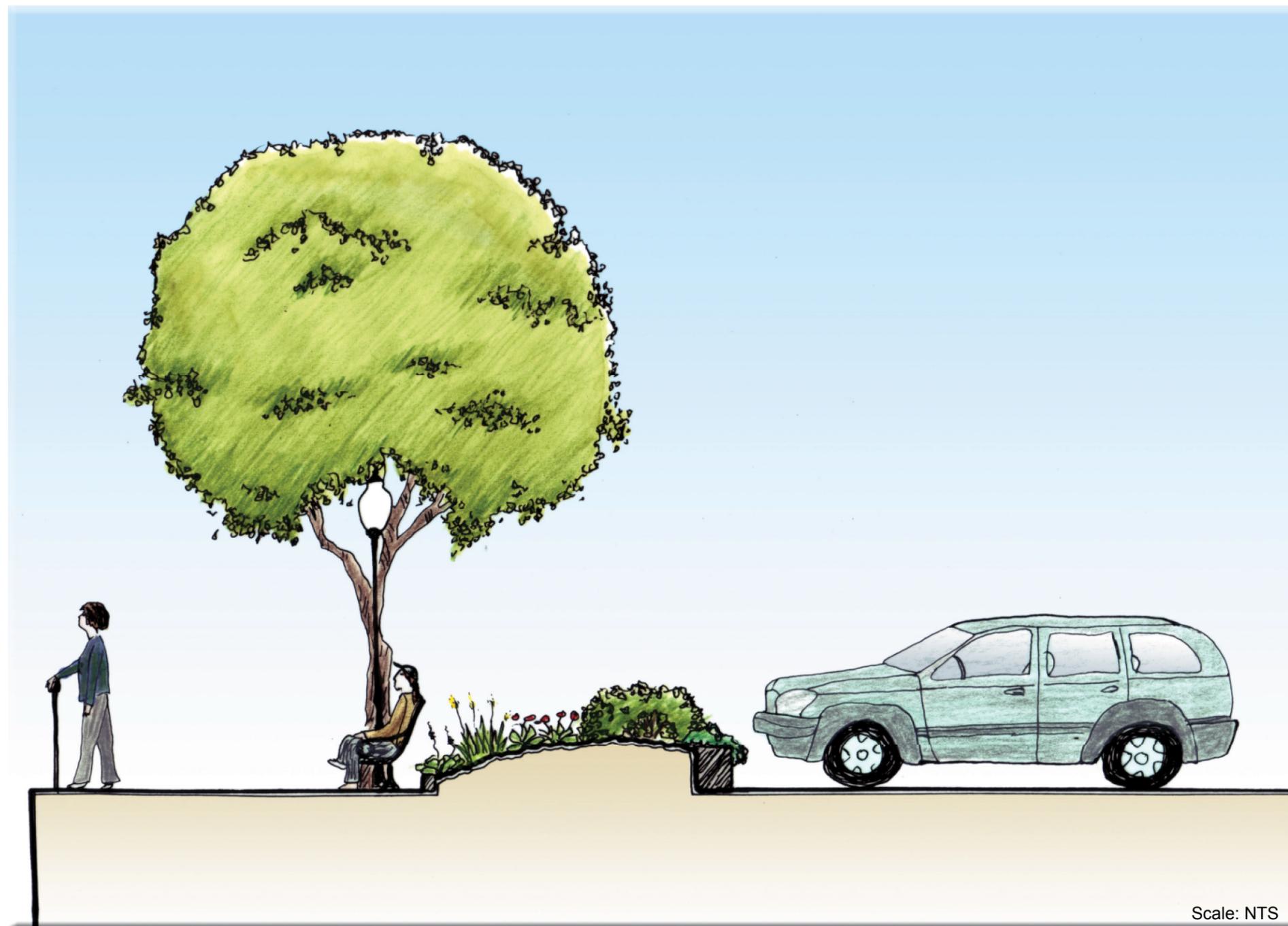
An interesting long-term strategy for this site maybe for the Town to find a new site for the American Legion at future lease negotiations and convert the hall into a museum or community room or visitor center.

A monument honoring all men and women who have served in the armed forces serves as the focal point of the elliptical plaza planned for this location. If the Harbor Walkway were to eventually continue along the waterfront through Knutson Marine, the connection would be from this plaza.

Flowering trees are planted in a straight line along the Harbor Walkway; reinforcing the alignment of the promenade while providing shade for visitors. Benches are facing the waterfront (see Section/Elevation C-C' on this page). A passageway through the planting buffer connects the Harbor Walkway with the parking lot and the American Legion.

In order to insert the harbor walk and create some green space along the waterfront at the American Legion Hall, the parking lot needs to be reconfigured. The introduction of any green space, regardless how small, unavoidably leads to the elimination of one row of parking. Most of the eliminated parking stalls have been replaced by introducing additional parking in the front of the building. However, the introduction of a green buffer between the Harbor Walkway and the parking lot was considered a priority, therefore the number of available parking spaces has been reduced from the existing 55 to 45. The parking lot is currently closed off to the public and serves only events in the American Legion Hall. It is recommended to open the parking lot for the general public and only close it for events in the Hall.

The sidewalks along Mill Dam Road and NYS Route 110 have been extended to the entrance of the American Legion Hall.



Scale: NTS

Section/Elevation C-C': American Legion

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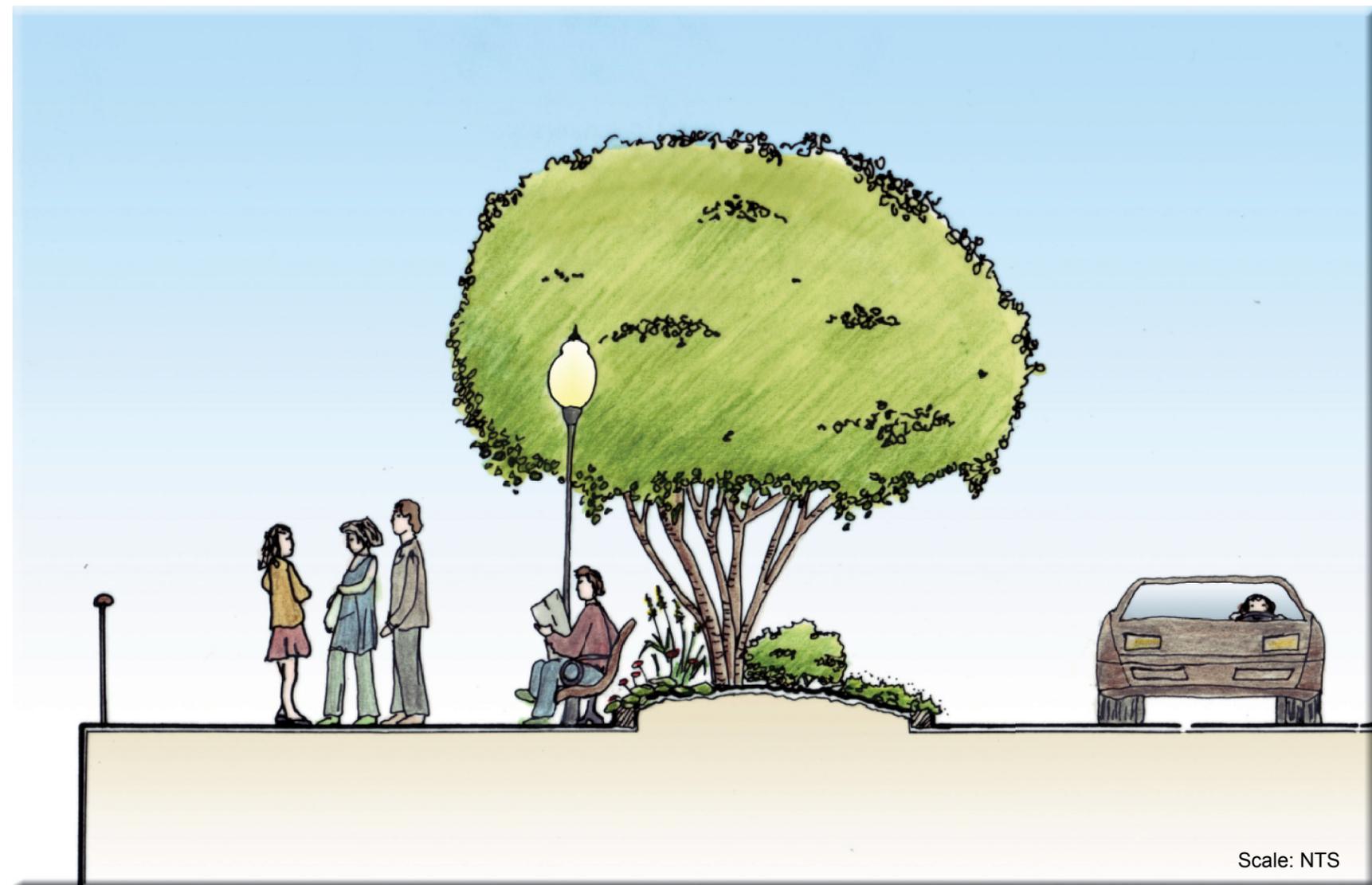
### 6.5. Municipal Parking Design Cross Section

The Harbor Walkway is a 12 foot wide promenade along the bulkhead and is separated from the parking lot by a narrow planting buffer (see section E-E' on this page). The parking lot is reconfigured to accommodate the Harbor Walkway with its amenities. The redesigned parking lot provides room for 88 cars (parking lot previously designed for 87 cars).

Pedestrian access to the parking lot is possible at several locations. Benches are inserted into the planting bed facing the waterfront.

A new sidewalk with curb is introduced along NYS Route 110 to continue the sidewalk from the Harbor Club further north. The existing trees along the road are in poor condition and are replaced by columnar trees. The canopy of these trees will stay rather narrow but will still provide shade and separation between the busy road and the parking lot.

Tree lined planting islands are introduced at the end of each parking isle to reduce the heat generated by the parking lot surface, soften the visual impact of this expansive hard surface and provide shade. The trees have a high canopy to avoid blocking views to the water.



Section/Elevation E-E': Municipal Parking

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Proposed Harbor Walkway    
  Proposed Harbor Walkway Expansion    
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### 6.7. Halesite Marina Design Cross Section

The Harbor Walkway follows the bulkhead. A meandering outline creates 'outdoor rooms' various sizes and gives the illusion that the walk is interwoven with the proposed adjacent planting bed. Three openings in the planting bed offer connections to the parking lot.

The parking lot needs to be reconfigured to make room for the proposed green space by eliminating one row of parking. The new design works with only one isle in the middle of the parking lot, versus an isle on each side of the parking lot in the current layout. This changed design is able to accommodate 52 cars, versus 50 in the current layout.

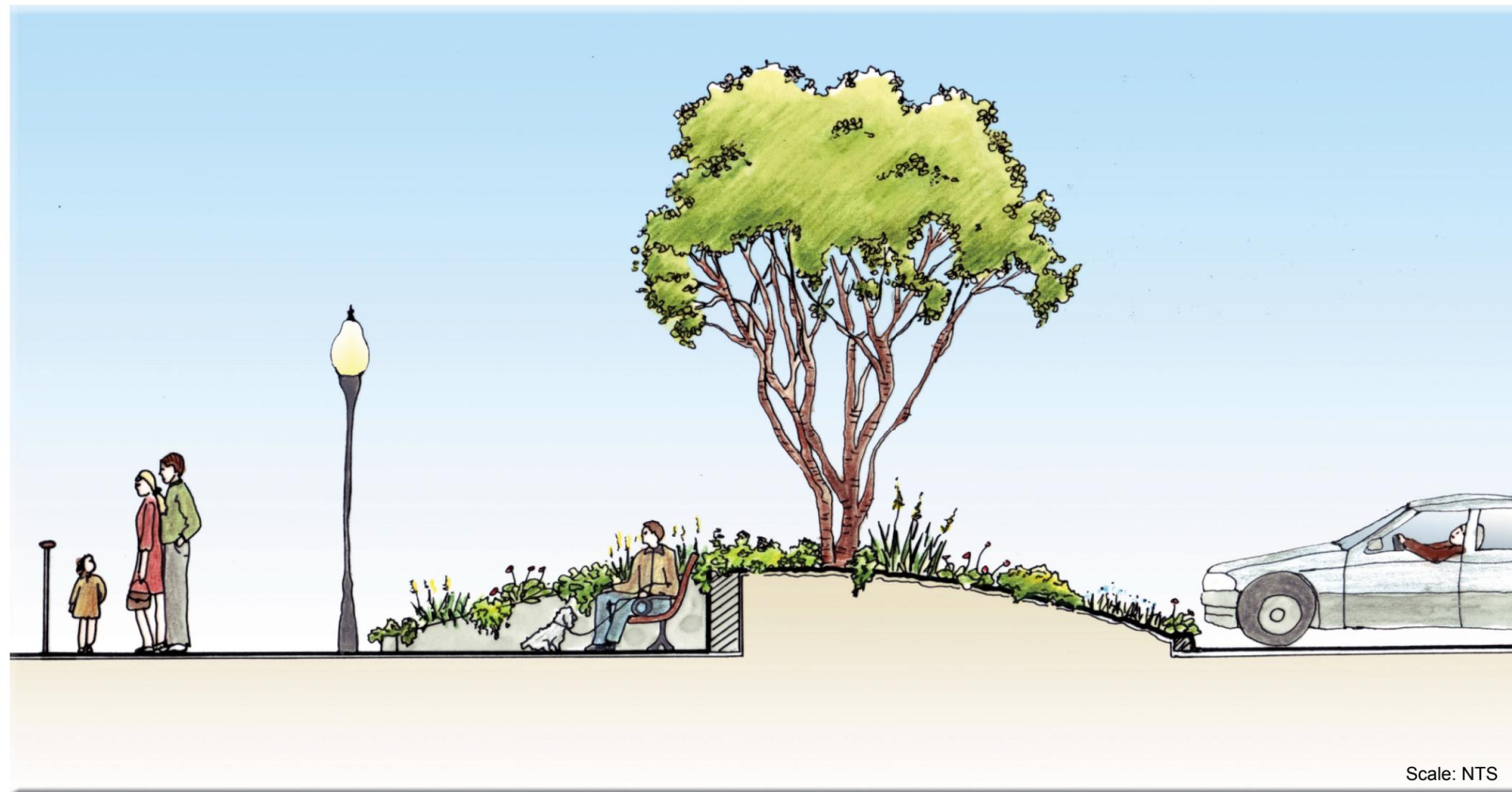
The width of the proposed green space was maximized and designed as a generous planting bed varying in width between 10 to 20 feet. The typical Harbor Walkway pavement continues across the parking lot out to the sidewalk along NYS Route 110.

Flowering multi-stemmed trees provide shade for the seating arrangements on the promenade as well as screening from the parking lot. The under planting does not exceed 24 inches in height so as not to block views of the water from cars in the parking lot. Rows of benches line the semi-circular rooms and can accommodate several individual visitors or whole families (see Section/Elevation F-F' on this page).

The comfort station has been relocated to the south end of the

property. The Harbor Master's office building is a combination of office space and maintenance storage and is relocated to the north of the site at the location of the existing maintenance building. The relocation and combination of these buildings opens the view out onto the water from NYS Route 110 while defining the Marina space.

A new 5 foot wide sidewalk and curb are introduced on the west side of NYS Route 110 to continue the sidewalk from the south on this side of NYS Route 110. A striped crosswalk connects this new sidewalk with the existing one on the north-east side of Halesite Fire Department. New shade trees line the parking lot along NYS Route 110.



Section/Elevation F-F': Halesite Marina

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**6.9. Halesite Marina Park Design Cross Section**

The park's pathway system is being shifted slightly to the south to increase the size of the lawn area adjacent to the waterfront. This shift also creates a more dynamic access to the park from NYS Route 110. The parking lot is shifted to the south and decreased in size to 14 spaces. The net loss of parking spaces is 8. The curb cut is shifted 10 feet to the south-east to maximize the park area. The previous cut-through to Halesite Marina is closed due to the new location of the Harbor Master's office building.

The Harbor Walkway runs along the bulkhead as a 12 foot wide

promenade and widens to 20 feet along the east side of the park. A cantilevered platform in the shape of an ellipse is the dynamic focal point of the park. It provides an area for events like weddings and/or sponsored happenings. A large permanently installed shade sail functions as a stage cover and provides architectural definition to the public open space component of this section of the Harbor Walkway (see image and Section/Elevation G-G' on this page).

Built-in seating blocks set the framework for formal seating and provide permanent informal seating opportunities. Additional seating is offered on picnic tables in the lawn. All existing trees remain and additional trees are aligned along the east side of the park.



Shade Sail Structure



Section/Elevation G-G': Halesite Marina Park

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### 6.11. Halesite Park Design Elements

Halesite Park offers great views in a tranquil setting of mature trees and lawn. The park, however, lacks a sense of destination and feels disconnected from the rest of the harbor.

A sense of destination can be provided by refurbishing the existing roofed pavilion at the bottom of the park and establishing a concession stand there.

A connection with the rest of the Harbor Walkway is established by creating another elliptically shaped public open space on the waterfront. This space may be surfaced with a variety of materials including, grass, pavers or compacted stone screenings. A flush band of pavers defines the edge of this flat plaza. The plaza offers a defined room for activities and seating (see Section/Elevation H-H' on next page).

The area, currently gently sloped, is made leveled through the insertion of broad steps into the hillside creating shallow landscaped terraces. The steps are carved into the hill and die into the slope on each side. The steps function as retaining walls for the level plaza and also function as relaxed informal seating (see image at lower



P. Friedberg Steps, Central Park, New York

left). It is recommended that these steps be utilized for the placement of a series of simple play structures for young children and/or sculptors.

On the west side, the plaza leads down to the water over a series of broad steps that are bordered by a boardwalk on the north west side. The boardwalk is located on top of the reconstructed bulkhead and leads out to the existing boathouse.

A public comfort station is situated next to the concession stand. The existing parking near West Marine is formalized. Additional parking is provided on East Shore Road. The existing retaining wall along the road is in very poor structural shape. It is replaced by

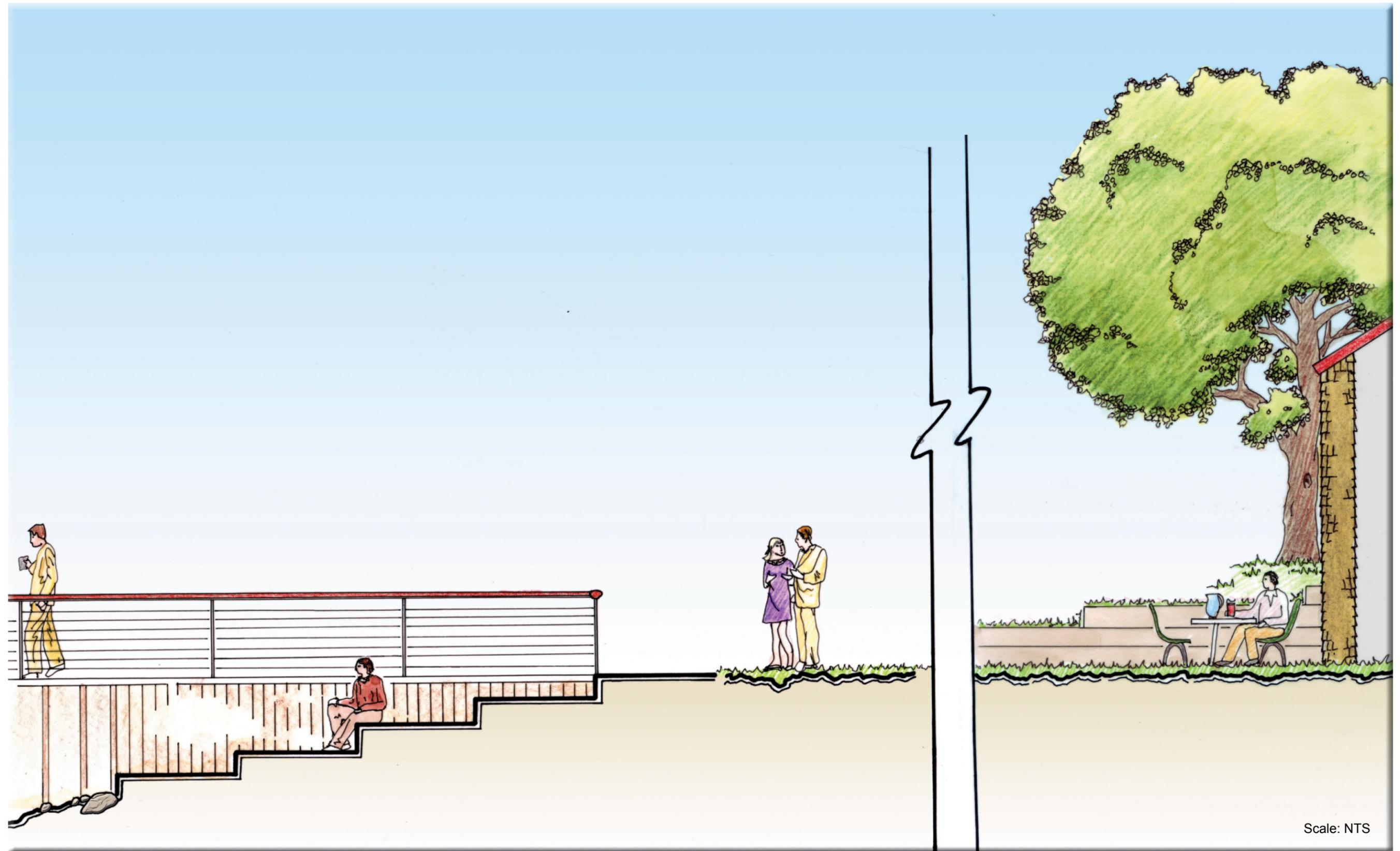


P. Friedberg Slide, Central Park, New York

relocating it further into the park to create room for head-in parking in between the two gateway buildings into the park.

All existing trees are maintained with the exception of the few trees that are in conflict with expanding and formalizing the access drive along the north side of the park and the additional parking along East Shore Road.

An adventure playground is built into the slope in the shade of the large existing Beech trees. Starting near the eastern gate house play features are strung in a line down the hill located on the lawn terraces that step down to the plaza (see image at lower right)



Section/Elevation H-H': Halesite Park

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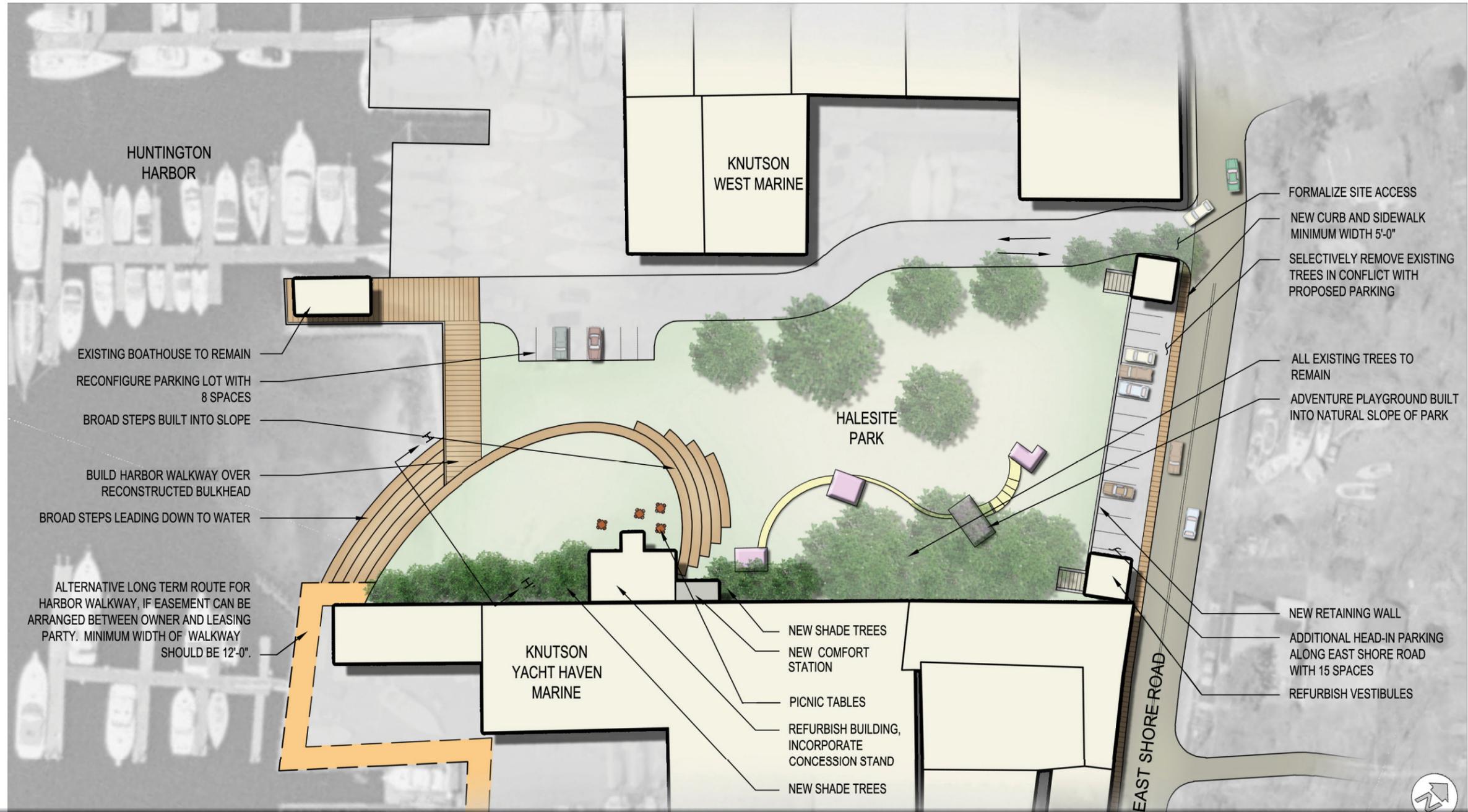
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LEGEND

DATE 07/06/2007 **DRAFT**

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## 7. Construction Requirements

### 7.1. Visual Bulkhead Analysis

The RBA Group engaged Savik and Murray, LLP, a local engineering firm with expertise in the design of marine structures, to comment on the condition of the existing bulkhead and adjacent upland associated with the recommended route for the Harbor Walkway. Savik and Murray, LLP also aided in determining the feasibility of establishing new bulkheads, as well as identifying potential waterfront esplanade construction opportunities along the recommended route for the Harbor Walk. The complete Savik and Murray, LLP Engineering Report is located in the Appendix of this document.

The majority of the existing bulkheads throughout the project area are in very poor condition. In certain areas of the project, such as the western section of Mill Dam Road and at Halesite Park, concrete walls, which historically had been functioning as bulkheads, have fallen into disrepair and have completely failed. In other areas along the recommended route for the Harbor Walkway, such as Halesite Marina and Halesite Marina Park, clear signs of bulkhead failure were observed, including failing pavement, decaying piles, and bulkhead bulging. The only two properties located within the study area where the bulkhead appeared to be in satisfactory condition are the American Legion and the Ketewomoke Yacht Club properties, both of which have been fitted with a steel bulkhead in recent years. Suffolk County is currently planning to budget for the replacement of the bulkhead at Overlook Park and Mill Dam Marina for 2008.

### 7.2. Construction Priorities

In order to determine the exact condition of the bulkhead at the municipal parking lot, Halesite Marina and Halesite Marina Park, borings of the piles need to be taken, the existing dead men tested, and the soils of the adjacent upland tested to determine if repair work could prolong the life of the existing bulkhead or if full reconstruction of the bulkhead is the only viable solution.

For the purposes of this study, it is assumed that the bulkhead on all municipal properties within the study area will need to be replaced, with the exception of the steel bulkhead at the American Legion and Ketewomoke Yacht Club. This work should absolutely be undertaken before any construction starts on the proposed Harbor Walkway in those specific areas.

### 7.3. Permit Requirements

All proposed work within 300 feet of tidal waters requires approval by the following regulatory agencies:

- NYS Department of Environmental Conservation (NYSDEC)
- U.S. Army Corps of Engineers (ACOE)
- NYS Department of State (NYSDOS)

Additionally, the Town of Huntington may require internal permitting depending on the specific project requirements and/or location.

A permit application for any proposed construction within the project area is to be submitted to the NYSDEC, who will in turn forward such application to the ACOE as well as the NYSDOS. However, the aforementioned permitting process can be more efficiently expedited by directly submitting original applications to all three regulatory agencies simultaneously. It is recommended that any application for bulkhead repair or replacement be submitted to all agencies together with the application for the proposed Harbor Walkway construction.

The reconstruction of the failed concrete bulkheads on Mill Dam Road and at Halesite Park should be prioritized, since it is more difficult to get approval for a new bulkhead from the Department of Environmental Conservation where none currently exists. In-kind replacement of an existing but failing bulkhead is typically not a problem.

The bulkhead has not been moved from its current location along the entire length of the proposed Harbor Walkway, with one exception. At Halesite Park, the existing deteriorated concrete wall is extending out into the water to the southern end of the park. The design follows this extension, but the steps leading down to the water protrude slightly to create a sheltered bay environment with the boardwalk on the northern end of Halesite Park.

Additionally, any proposed projects located at Halesite Park will need to be referred to the NYSHPO for review and approval, as Halesite Park is located with the East Shore Road National Register Historic District. Proposed projects are to be mailed to:

New York State Historic Preservation Office  
Peebles Island Resource Center  
P.O. Box 189  
Waterford, NY 12188-0189

### 7.4. Project Schedule

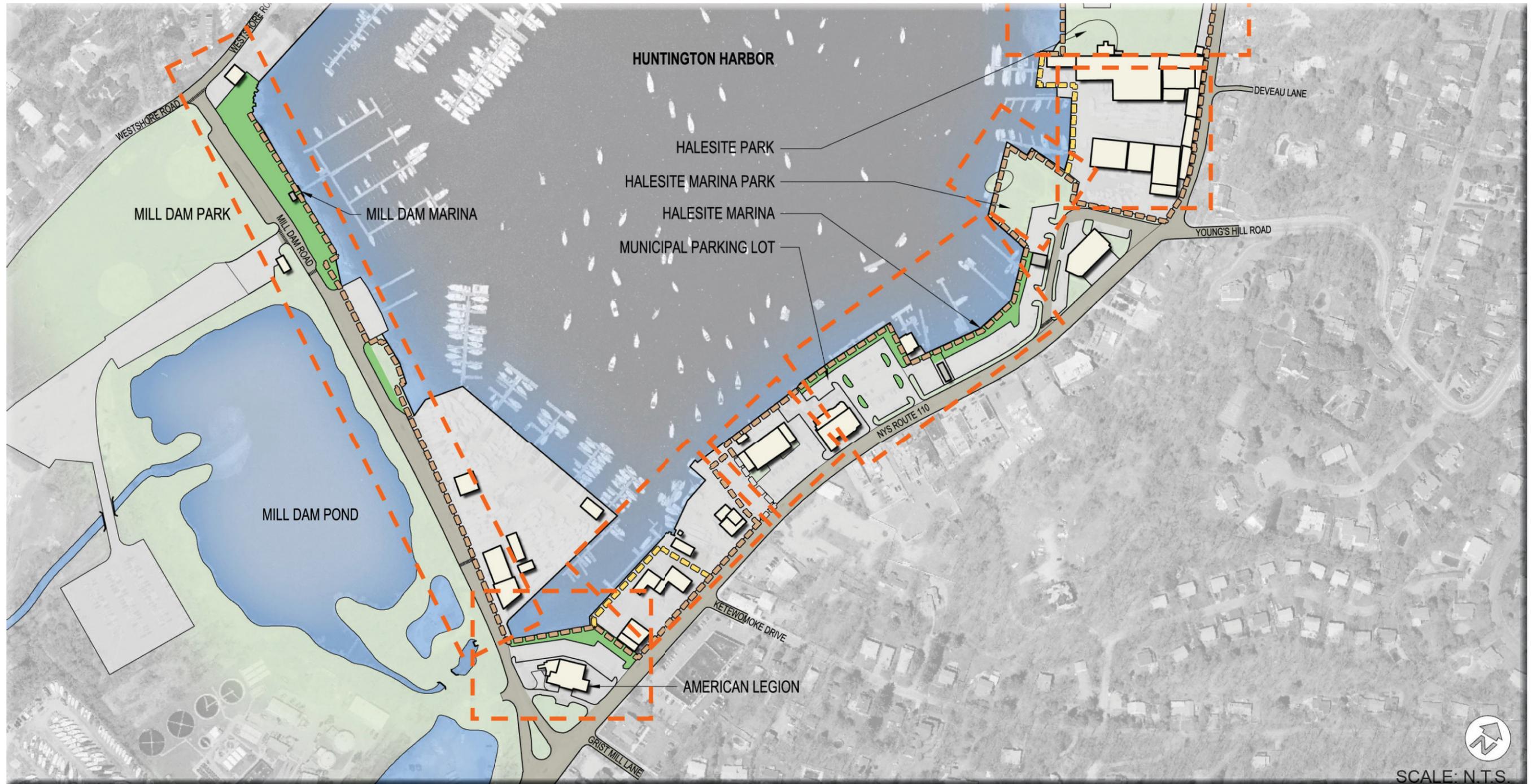
The average time frame to get permits from the three Departments for this type of work is approximately 6 months.

The best time to do any type of bulkhead work is winter. The project would have to be constructed in stages due to the extent of the work. A contractor experienced in the construction of marine structures can typically build a maximum of 60 feet of bulkhead per day, including excavation, construction and backfill.

The project is designed so that it may be completed as a whole, or in individual phases as circumstances may warrant (as depicted by the Project Phases Map on the following page).



Existing Building  
  Proposed Building  
  Existing Municipal Green Space  
  Proposed Municipal Green Space  
  Proposed Harbor Walkway  
  Proposed Harbor Walkway Expansion  
  Detail Plans



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PREPARED FOR:  
THE TOWN OF HUNTINGTON

HUNTINGTON HARBOR MASTER PLAN / HUNTINGTON, NY

PREPARED BY:  
**The RBA Group** ENGINEERS ARCHITECTS PLANNERS  
 ONE HUNTINGTON QUADRANGLE MELVILLE NY 11747  
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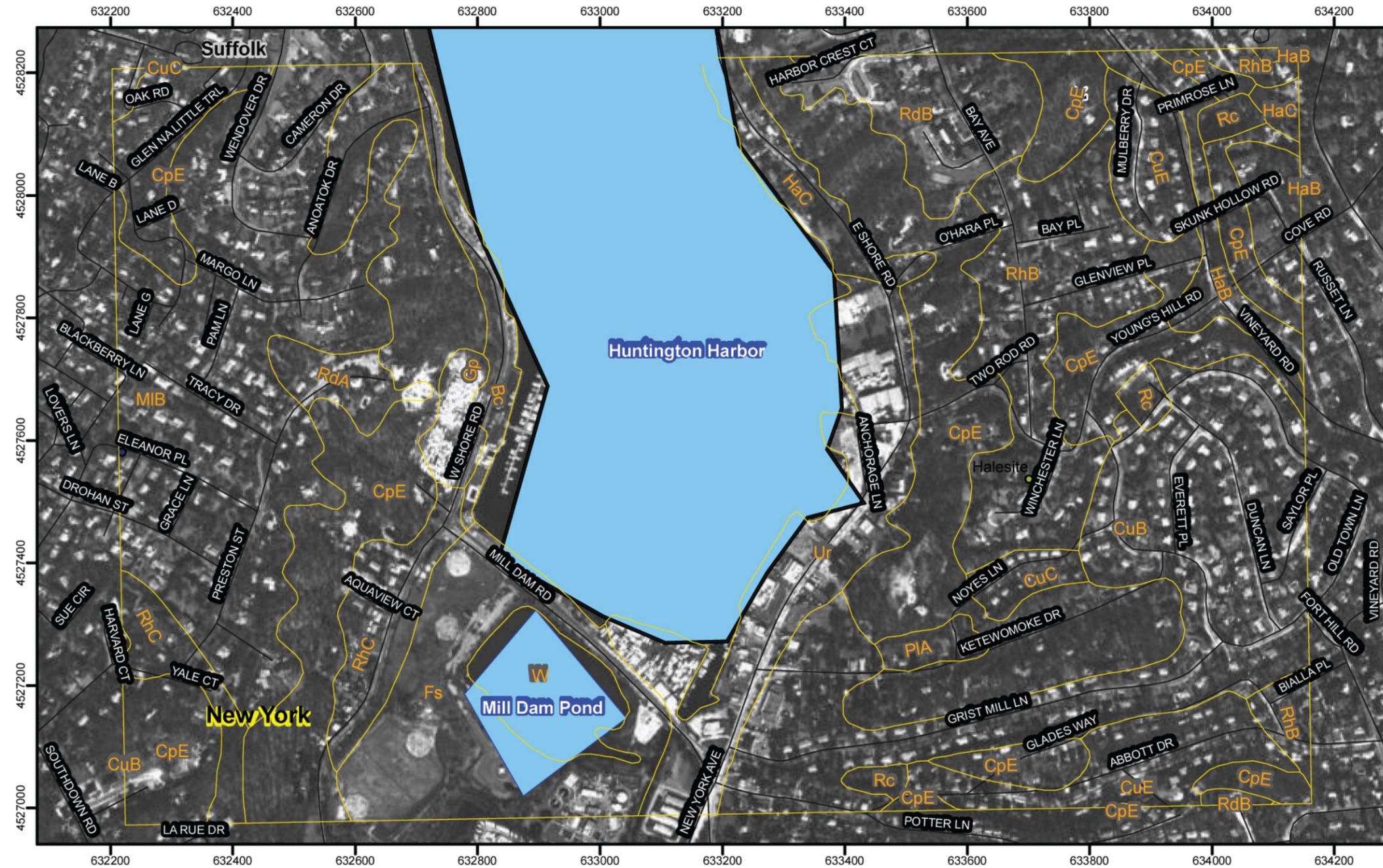
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SOIL SURVEY OF SUFFOLK COUNTY, NEW YORK

Huntington Harbor Soil Map



MAP LEGEND

- Soil Map Units
- Cities
- Detailed Counties
- Detailed States
- Interstate Highways
- Roads
- Rails
- Water
- Hydrography
- Oceans

Map Unit Legend Summary

Suffolk County, New York

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
Bc	Beaches	6.8	1.1
CpE	Carver and Plymouth sands, 15 to 35 percent slopes	135.6	22.9
CuB	Cut and fill land, gently sloping	60.9	10.3
CuC	Cut and fill land, sloping	3.3	0.6
CuE	Cut and fill land, steep	20.5	3.5
Fs	Fill land, sandy	31.7	5.4
Gp	Gravel pits	4.0	0.7
HaB	Haven loam, 2 to 6 percent slopes	13.1	2.2
HaC	Haven loam, 6 to 12 percent slopes	9.6	1.6
MIB	Montauk soils, graded, 0 to 8 percent slopes	73.2	12.4
PIA	Plymouth loamy sand, 0 to 3 percent slopes	2.5	0.4
Rc	Recharge basin	4.0	0.7
RdA	Riverhead sandy loam, 0 to 3 percent slopes	5.1	0.9
RdB	Riverhead sandy loam, 3 to 8 percent slopes	15.9	2.7
RhB	Riverhead and Haven soils, graded, 0 to 8 percent slopes	34.8	5.9
RhC	Riverhead and Haven soils, graded, 8 to 15 percent slopes	16.6	2.8
Ur	Urban land	30.4	5.1
W	Water	10.2	1.7



USDA Natural Resources

Web Soil Survey 1.1

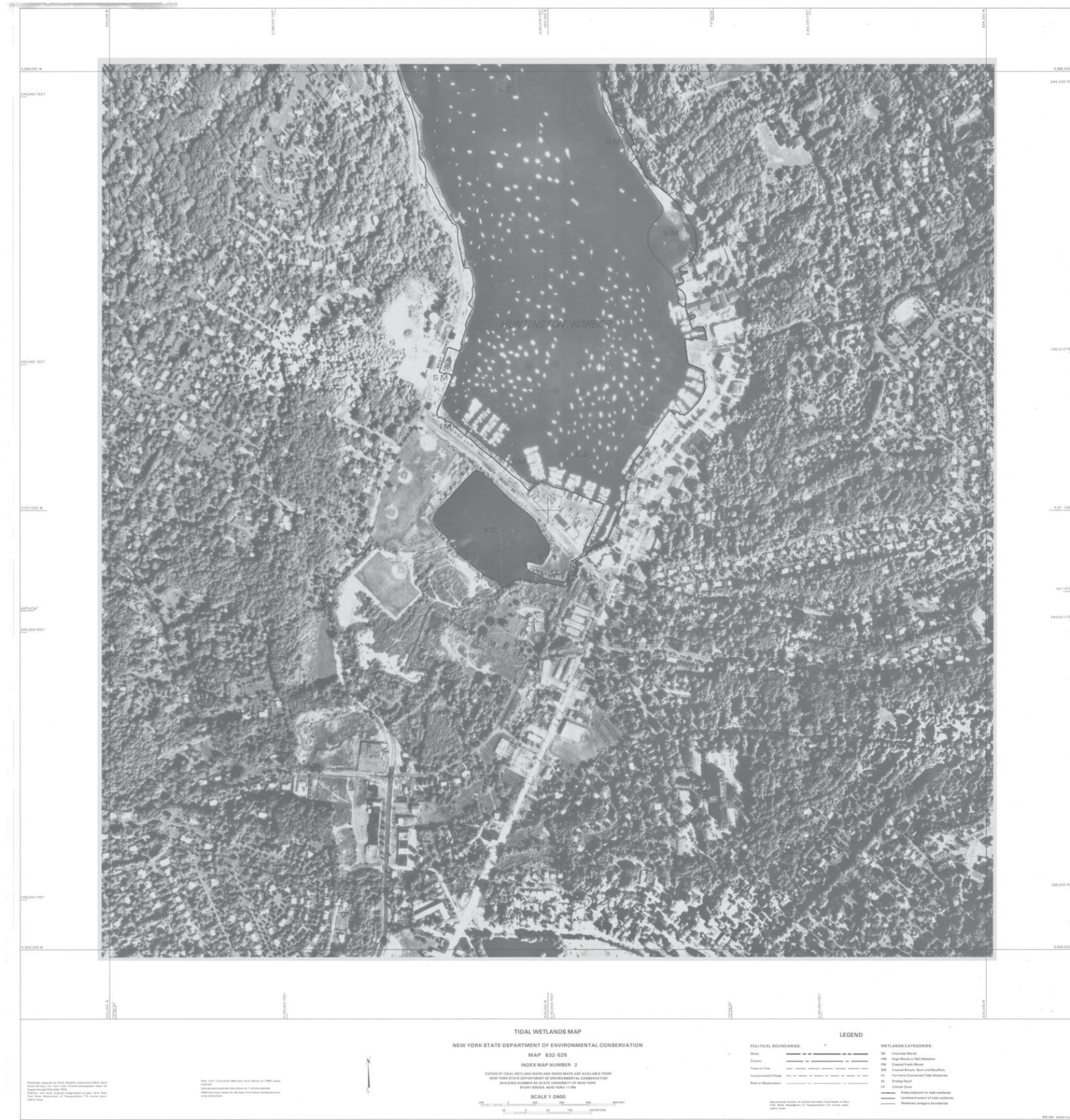
3/5/2007

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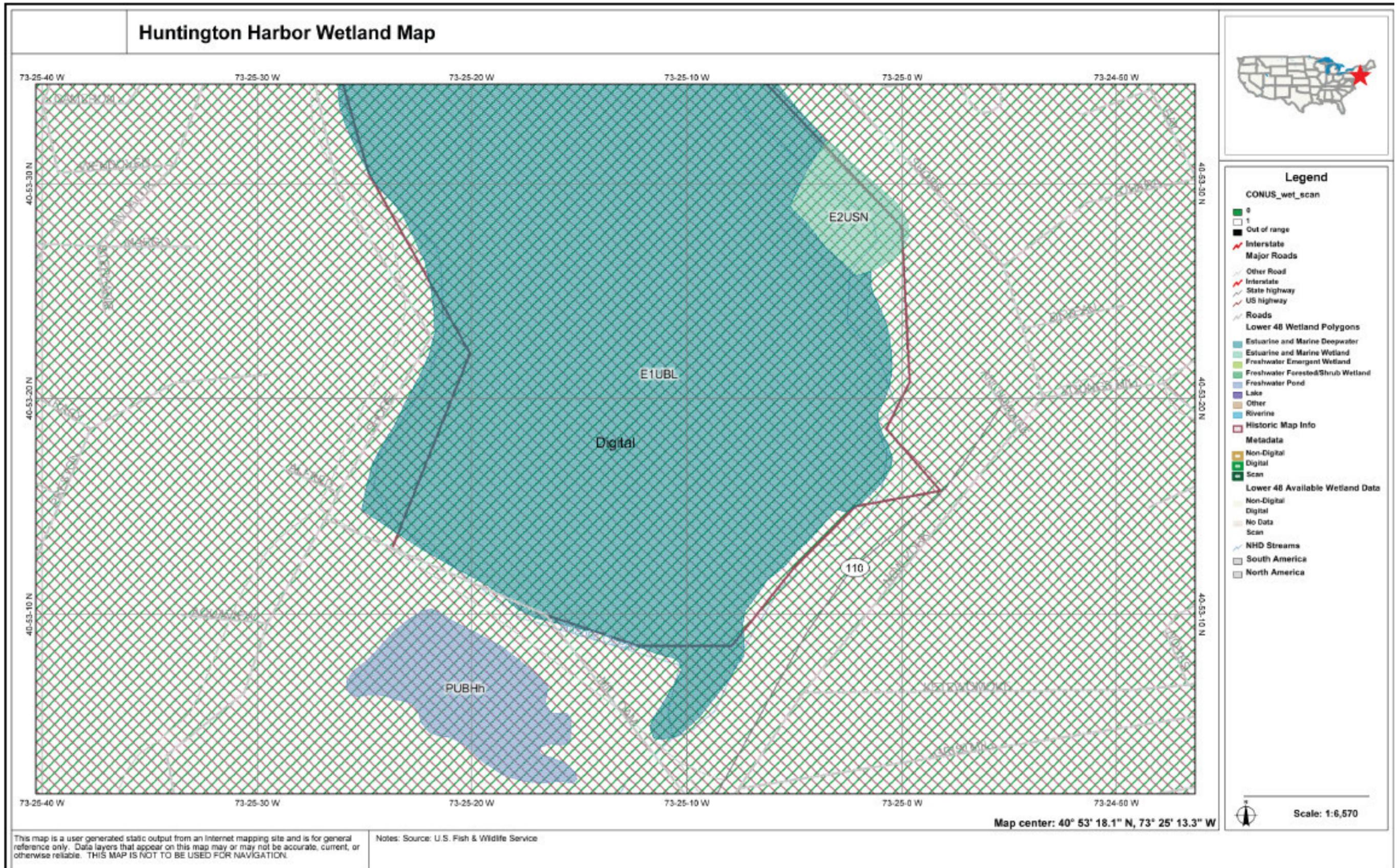


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**The New York State Historic Registration Office Geographic Information System  
for Archeology and National Register**

**Archeological Sensitivity GIS Database**

From: [http://www.nysparks.state.ny.us/shpo/disclaimers/disclaimer\\_gis.htm](http://www.nysparks.state.ny.us/shpo/disclaimers/disclaimer_gis.htm)

The Archeological Sensitivity Maps for New York State define areas within the state where the discovery of archeological sites is predicted. These areas also contain the locations of all known sites that are included in the SHPO Archeological Site files and the New York State Museum Archeological Site files. The exact locations are not displayed on the SHPO Archeological Site since they are protected from disclosure by Section 304 (16 USC 4702-3) of the National Historic Preservation Act of 1966 and Section 427.8 of the implementing regulations for the State Historic Preservation Act of 1980. This information can only be accessed at the SHPO in accordance with the SHPO's Policy on Access to Files, Data, and Information.

**Legal Disclaimer**

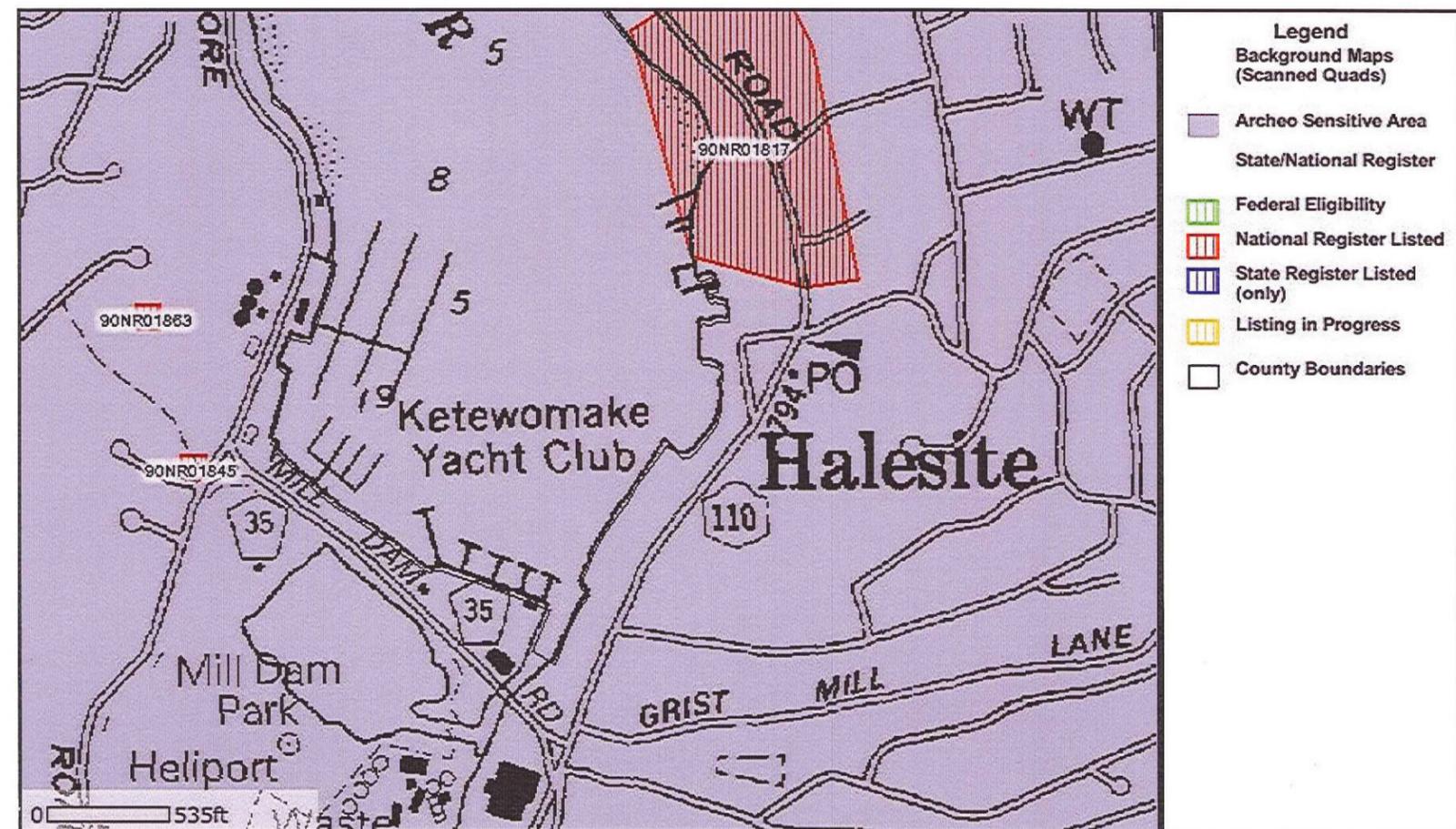
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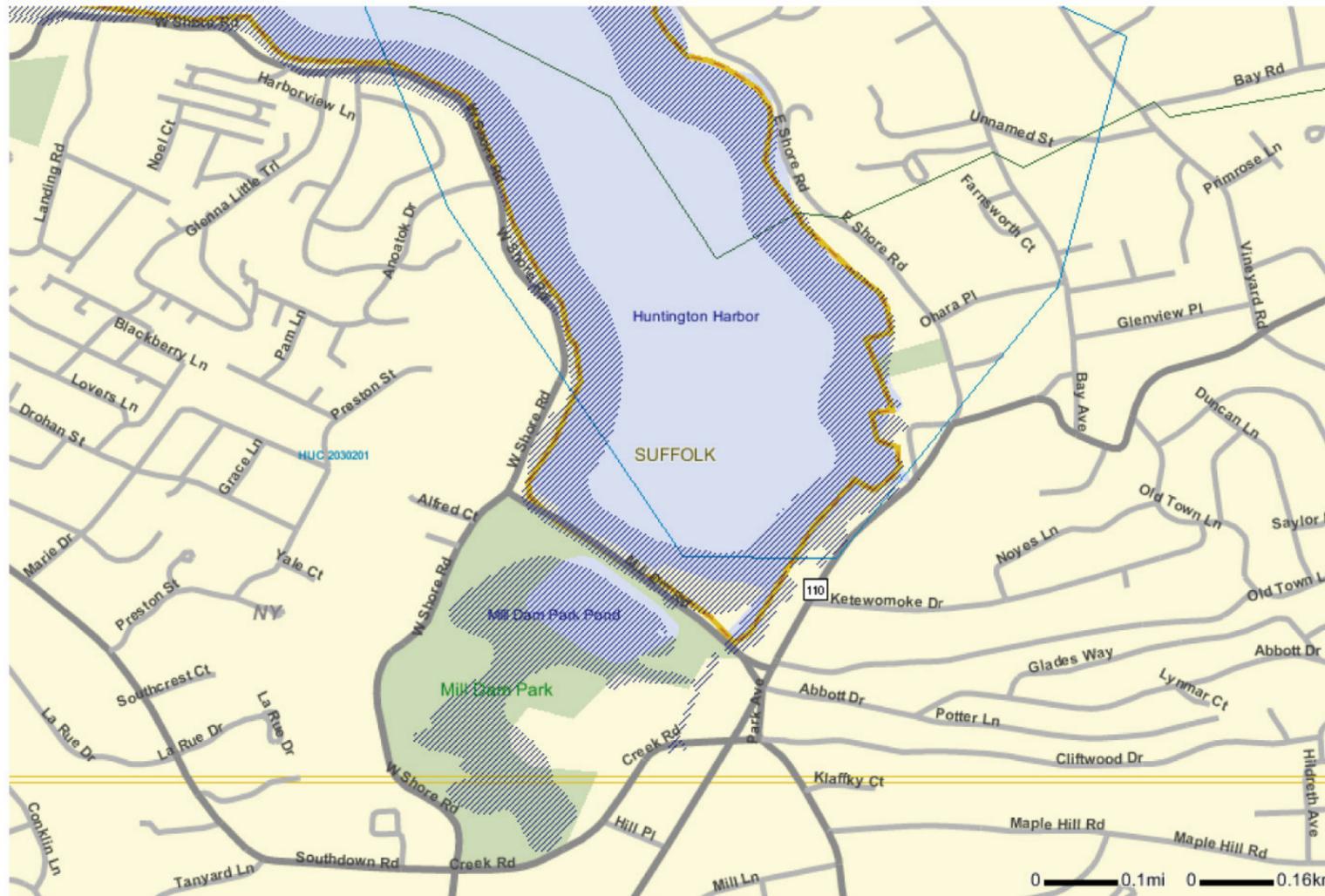
<http://www.oprhp.state.ny.us/nr/main.asp>



December 13, 2007

Disclaimer: This map was prepared by the New York State Parks, Recreation and Historic Preservation National Register Listing Internet Application. The information was compiled using the most current data available. It is deemed accurate, but is not guaranteed.

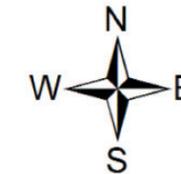




Mapping Information Platform

## Huntington Harbor Flood Map

This Map Is For Advisory Purposes Only



Monday, 5 March 2007 13:39

### Legend

(cont)			



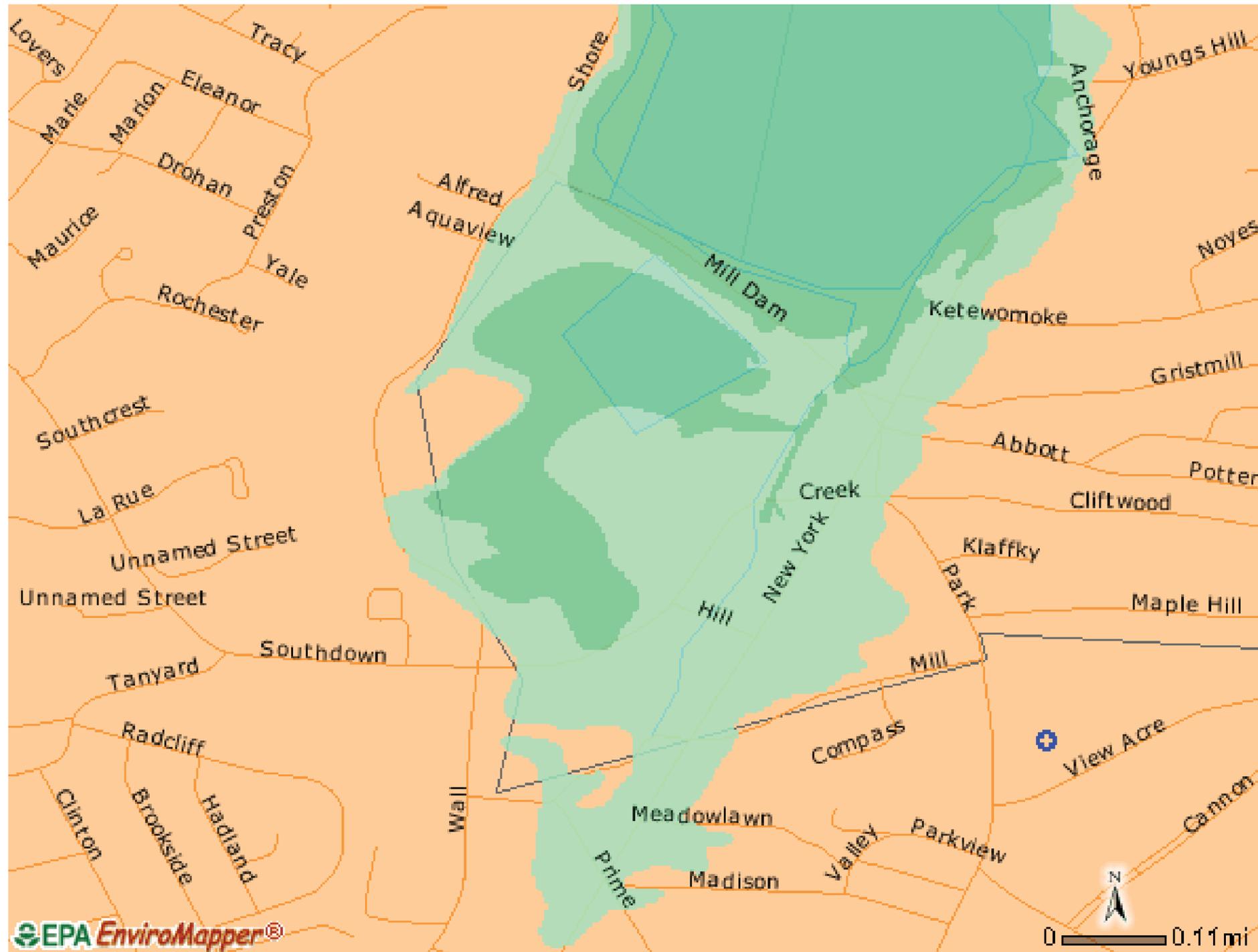
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# Window to My Environment

Contact Us | Online Help | Background

EPA Home > Where You Live > Window to My Environment > Mapping Result



**LEGEND**

- Schools
- Churches
- Hospitals
- Cities
- Streets
- Major roads
- Local streets
- Water bodies
- Streams
- City boundaries
- Counties

- Special Flood Hazard Area
- Moderate Flood Hazard Area

EPA EnviroMapper®

0 0.11 mi

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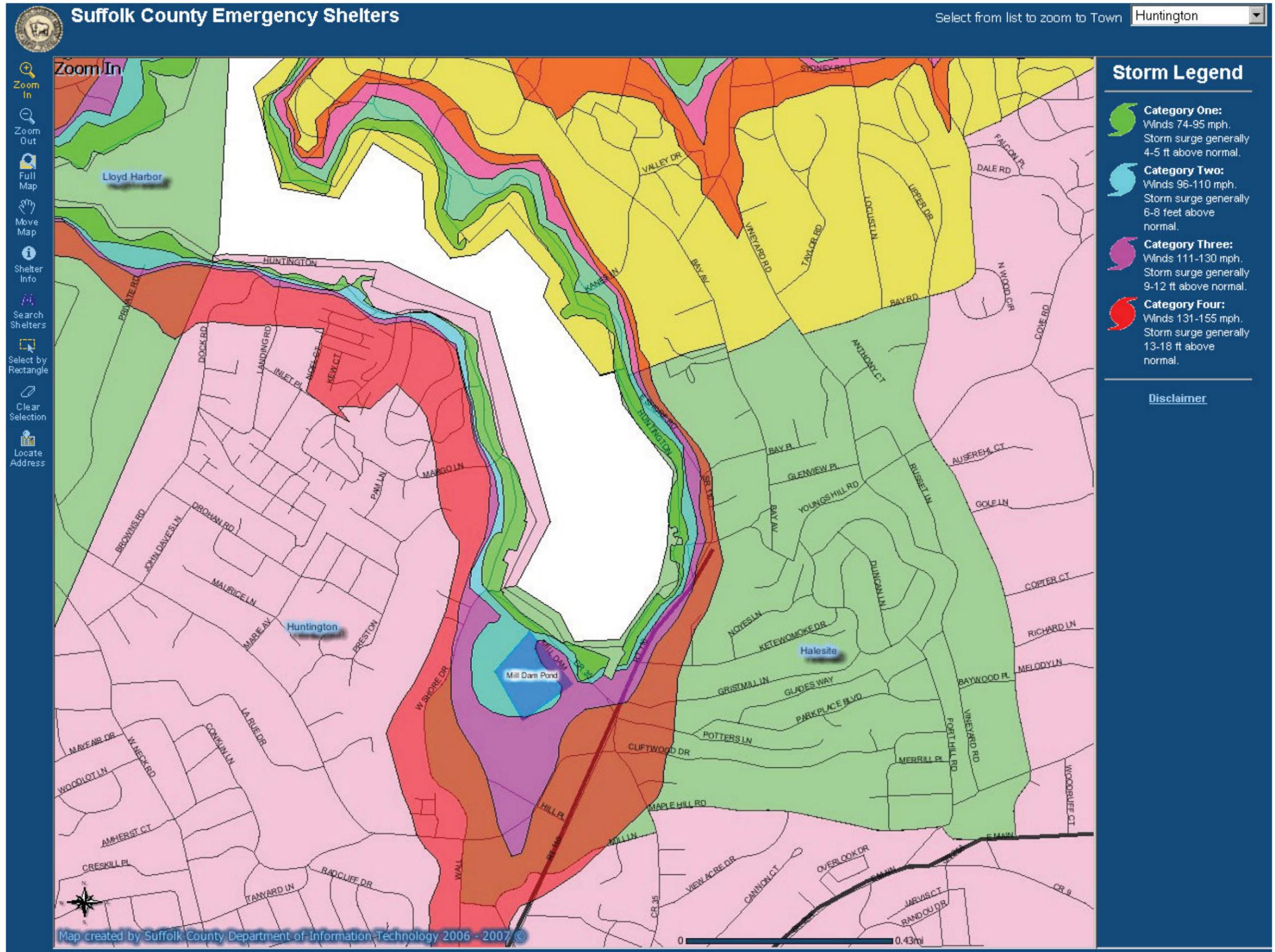


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# ENGINEERING REPORT

## PUBLIC WALKWAY ALONG HUNTINGTON HARBOR

### EXISTING CONDITIONS REPORT

Prepared by:



2150 Smithtown Avenue, Suite 5  
Ronkonkoma, New York 11779  
(631) 467-7775

## PUBLIC WALKWAY ALONG HUNTINGTON HARBOR

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**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**INTRODUCTION**

At the request of the RBA Group we have made a field visit and evaluation of the existing bulkheads and other structures along the Huntington Harbor Shore at the following locations:

- Halesite Park
- Halesite Marina Park
- Halesite Marina
- Municipal Park
- American Legion Hall
- Mill Dam Marina

The purpose of the field visit was to review the condition of the existing structures and to evaluate the uplands adjacent to the existing structures for the future project referred to as Public Walkway Along Huntington Harbor.

The following is the results of our efforts.

**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE PARK**

Halesite Park is located along the east shoreline of Huntington Harbor. It is nestled between Knutson West Marine to the north and Knutson Yacht Haven Marine to the south. Also to the south is the Halesite Marina Park to be discussed below.

To the right is a photo taken from the pier section of the existing facility looking back to the southeast. The shoreline in this area contains an existing concrete wall that has failed. You will note to the east of the concrete wall is a construction fence that appears to be intended to keep the general public away from a potentially hazardous area.



A close up of the southern portion of photo above reveals a drainage pipe discharging directly into the Harbor. The erosion in front of the wall contributes to its undermining and eventual failure. The age of the structure (based on the field visit only) is also a contributing factor.



To the left is an area of the shoreline along the southern portion of Halesite Park. The shoreline is protected by rock that was either placed there as planned facility and is failing or placed there as an emergency situation to keep the uplands intact. You will note the building in the background is the Knutson Marina Yacht Sales building.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE PARK  
(continued)**

The photo to the right is a view of the southerly property line of the Park and the combination steel and wood bulkhead separates Knutson Yacht Haven Marine from Halesite Park. It appears from our field visit that this section of bulkhead belongs to Knutson Yacht Haven Marine.



The photo to the left is a view standing on the pier section of the Park and looking at the north west corner of the bulkhead that outlines the pier. The floating docks in the background are part of Knutson West Marine. This photo represents the condition in this area. The existing bulkhead has failed causing the soil material behind the wall to erode into the Harbor and exposing the tie rods for the dead man system.



To the left is a photo taken from the easterly side of the pier looking west. The existing concrete walkway is in poor condition and has settled in areas. The bulkhead wall is not straight. The ground adjacent to the bulkhead has also settled. All this is related to the poor condition of the bulkhead that is reflected in photos above and below.

**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE PARK  
(continued)**

The photo to the right (below) is taken from the easterly portion of the pier and looking south along the concrete wall mentioned above. There is severe erosion at this location. You can see in the photo below (left) that this is an area where rain water run-off is allowed to flow through a swale and pipe network.



The photo to the left indicates a failure along the north side of the pier. This view is from the Knutson West Marine looking in a westerly direction.

**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE PARK  
(continued)**

The photo to the right indicates a same failure along the north side of the pier as does the photo above. This view is from the Knutson West Marine looking in a easterly direction. An earlier photo shows this failure from the landward side of the pier.

The bulkhead along this entire area should be replaced as soon as possible.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE MARINA PARK**

Halesite Marina Park is located along the east shoreline of Huntington Harbor. It is south of Halsite Park and situated between Knutson Yacht Haven Marine to the north and Halesite Marina to the south (to be discussed later).



The photo to the left is a view of the wall looking south while standing on the floating platform in front of the wall. This is a general photo of the wall in this area. Close ups of various sections along this view are further described below.



Several issues are presented in this photo. The large gap between adjoining sheets as well as a decaying pile. The gaps in the sheeting attribute to the failed pavement above that will be shown in subsequent photos.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE MARINA PARK  
(continued)**

These photos (left and right) were intended to show the decay at the ends of and along the length of the butt blocks used to attach adjoining wales.



The photo to the left indicates compression of the wale behind the washer. The compressed section of the wale is exposed to the water and is decaying.

**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE MARINA PARK  
(continued)**



The pile in the photo to the left has lost a significant amount of its strength. Note the plate washer above and to the right is not compressed and is in better condition than the situation discussed above.

The pile to the right is also decayed, the bolt exposed and also the pile is flexed.



The pipe penetration to the left was flowing at the time of the evaluation. It was not raining at the time. It is possible that groundwater and/or saturated soils behind the bulkhead remaining from high tide are flowing out through the pipe. This appears to be a large surcharge force on the bulkhead.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE MARINA PARK  
(continued)**



We discussed above how the sheeting had gaps in it that was allowing soil to be washed out from behind the wall. The effect of this wash out is indicated in the photo to the left where along the entire length of the bulkhead the asphalt is failing along the walls edge. The extent of the voids beneath the pavement is unknown. This photo is a view looking south to north.



This photo is a view looking north to south.

Either the concrete shown in the photo to the right is the support concrete for the fence post or has been added to the depression to curtail its continuing settlement. This section of bulkhead should be replaced in the near future.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE MARINA**

Halesite Marina is located along the east shoreline of Huntington Harbor. It is south of Halsite Marina Park and situated north of Katewomoke Yacht Club which in turn is north of the Municipal Parking Lot (to be discussed later).



The photo to the left is a view of the wall looking east while standing on the floating platform in front of the wall. This is a general photo of the wall in this area. The pile to the left in the photo is under stress and is severely bulging at the middle wale. This bulkhead is in slightly better condition than the previous section but should be replaced prior to constructing the proposed improvements.



Drainage lines penetrate the bulkhead wall. The butt blocks in this photo have been recently replaced.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE MARINA  
(continued)**

A pile showing signs of decay similar to other piles previously mentioned.



The photo (right) shows the expanse of pavement, building and utilities immediately behind the bulkhead to the north.



One of the utility components of the marina is its water supply to the moored boats. The utility is immediately adjacent to the bulkhead.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
HALESITE MARINA  
(continued)**



Sewers are also present at the Marina. This Pump Station is at the Municipal Parking Lot Bulkhead.



The photo (left) shows the expanse of pavement immediately behind the bulkhead to the south. The building in the background is the Katewomoke Yacht Club.



A steel bulkhead forms the northern property line of the Katewomoke Yacht Club. It is in good condition. It is presumed that this bulkhead is owned and maintained by the Yacht Club.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
MUNICIPAL PARKING LOT**

The Municipal Parking Lot is located along the east shoreline of Huntington Harbor. It is south of the Halsite Marina and situated north of the Harbor Club.



The photo to the left is of a pump out station that was referred to earlier in the discussions regarding Halsite Marina.



The area behind the bulkhead appears to have recently been improved with curbs, drainage, walkway and lighting.

**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
MUNICIPAL PARKING LOT  
(continued)**



As indicated in earlier discussions there are areas where the wales are being compressed by the plate washers as indicated to the right. The area around the wale is showing signs of decay.

The pile along the bulkhead in the photo to the right is bowed out and the outer wood fibers are beginning to fail.



The pile to the left is cracked allowing water penetration to the core of the pile where there is limited, if any, treatment to protect the pile.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
MUNICIPAL PARKING LOT  
(continued)**



Gaps in the sheeting are allowing soils behind the bulkhead to wash through. This in turn will lead to failures in the pavement, drainage and lighting behind the bulkhead. As discussed above some of the area behind the bulkhead appears to be relatively new.



This section of bulkhead should be replaced as soon as possible.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
AMERICAN LEGION**

The American Legion site is located at the northwest corner of Mill Dam Road and NYS Rt. 110. To the north of the American Legion site is Knutson Marine and to the west is the culvert that connects Mill Dam Pond with Huntington Harbor.



The photo to the left is the culvert that connects Mill Dam Pond with Huntington Harbor. The photo was taken from the Harbor side.

The photo to the right is taken from the culvert looking north into the Harbor.



The photo to the left is looking north at the parking lot of the American Legion site. The building in the background is Knutson Marine.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
AMERICAN LEGION  
(continued)**



The series of photos above were taken from the Sweet Pool Supply property to the west of the Mill Dam culvert discussed above. The photos are of the steel sheet bulkhead along the northwesterly property line of the American Legion site. The bulkhead appears to be relatively new and in good condition.

**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
MILL DAM MARINA**

Mill Dam Marina is located along the north side of Mill Dam Road. The Marina is at the southern end of Huntington Harbor. Porco's Surfside Deli & Market is to the west of the Marina and Willis Marine is to the east of the Marina.



The photo to the left is the westerly portion of the Mill Dam Marina. The gable wall in the background protects the private business along West Shore Road.

The photo to the right is looking west along Mill Dam Road. Below are photos of the concrete block wall shoring up the earth and parking area as well as Mill Dam Road in the background.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
MILL DAM MARINA  
(continued)**



The photos above show the wall and the photo to the right is a close up of a failed section. Undermining of the wall is also visible along the length of the wall, that will lead to failure.



The series of photos to the left are of the comfort station towards the westerly end of the Marina. The comfort station is adjacent to the parking lot just off of Mill Dam Road.



The comfort station is supported by a timber bulkhead that is in a state of disrepair. The photo to the left is taken from the water side of the comfort station looking in a southerly direction at the west side of the rear of the comfort station.

**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
MILL DAM MARINA**



This photo is the east side of the rear of the comfort station. It shows the continuation of the bulkhead supporting the comfort station. To the left in the photo is the continuation of the concrete wall discussed above.



This photo is taken from the comfort station looking east towards the boat launching ramp (in the background). The concrete wall continues along the north side of Mill Dam Road to the launching ramp.

The photo to the right is taken from the launching ramp looking east. The bulkhead in the background is Willis Marine. To the right, in the photo, is a concrete wall that protects a walkway and seating area further to the right. This is more clear in the photos below.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
MILL DAM MARINA  
(continued)**

Below are three photos of the wall supporting the walk and seating area above. The wall has failed in many areas. The entire bulkhead along this area should be replaced as soon as possible.



**PUBLIC WALKWAY  
ALONG  
HUNTINGTON HARBOR**

**SITE EVALUATION  
CERTIFICATION**

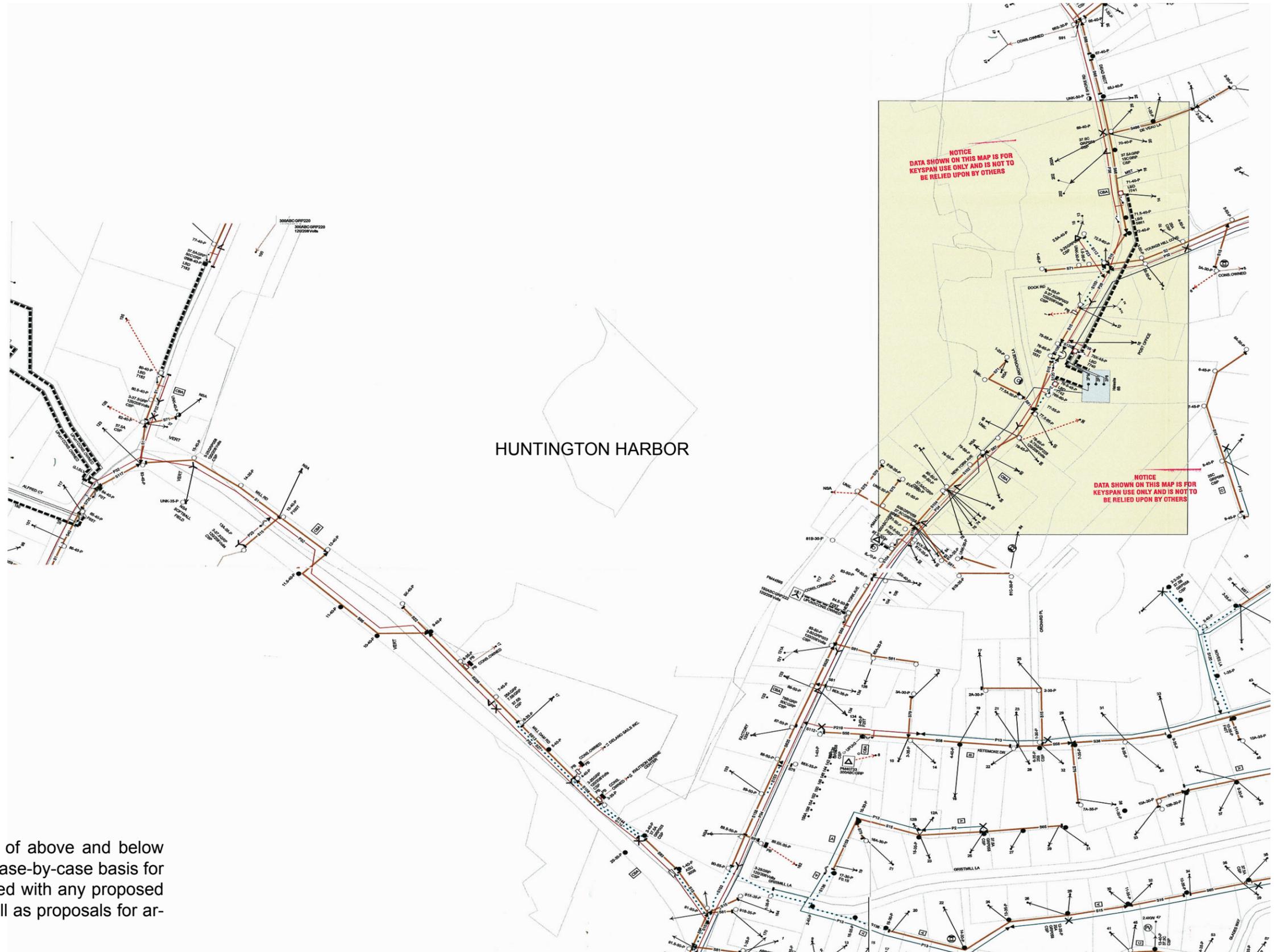
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This report was prepared under the supervision of Daniel Falasco, P.E.

Daniel Falasco, P.E.  
New York State License No. 56999

June 28, 2007  
Date





It is acknowledged that the exact locations of above and below ground utilities will need to be located on a case-by-case basis for each property individually, which is associated with any proposed establishment of the Harbor Walkway, as well as proposals for areas adjacent to the Harbor Walkway.

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HUNTINGTON HARBOR MASTER PLAN / HUNTINGTON, NY

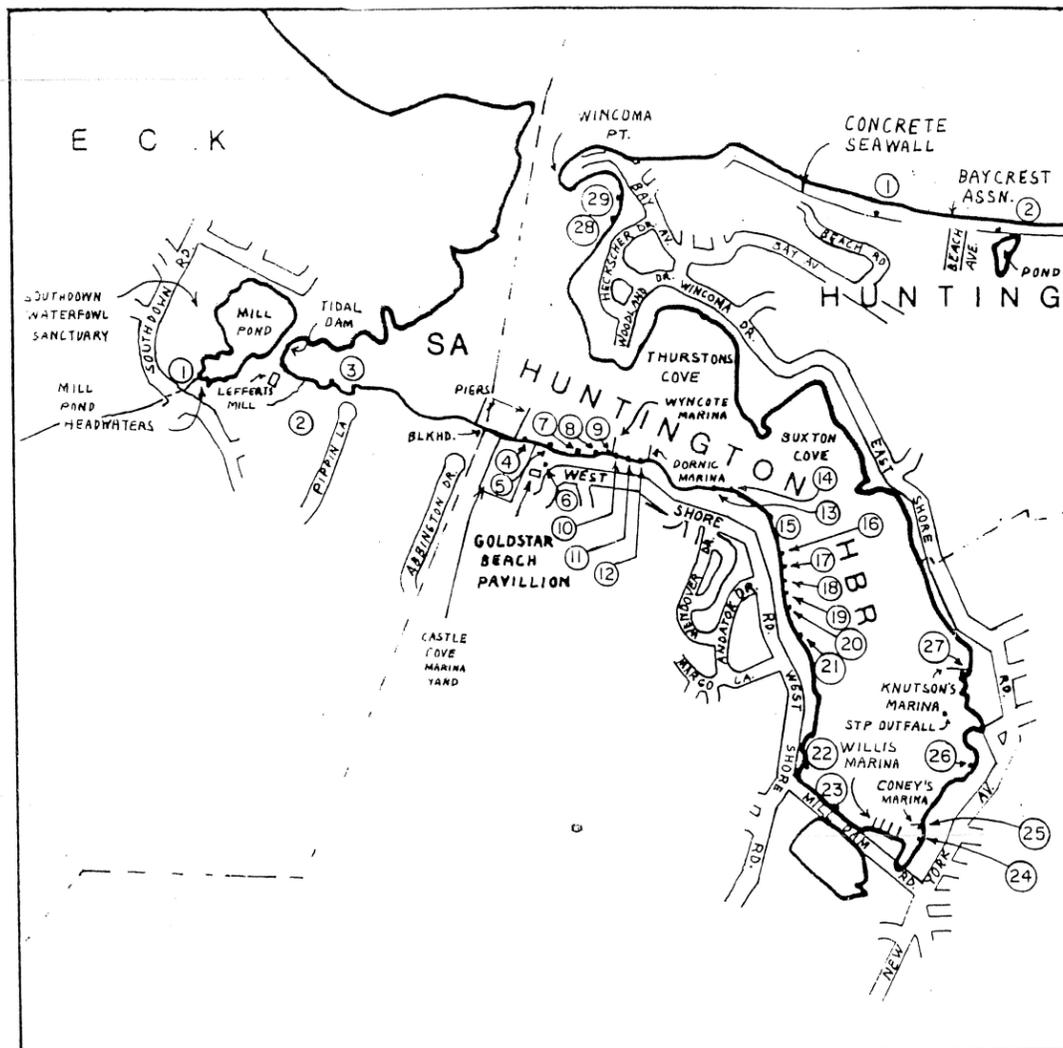
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# STORMWATER MANAGEMENT/ TIDAL WATER QUALITY REMEDIAL STUDY

FOR

## TOWN OF HUNTINGTON

FIGURE 9.1- HUNTINGTON HARBOR OUTFALL SITES



OUTFALL OR CULVERT #	LOCATION	SIZE DIAMETER	TYPE	COMMENT	DRY WEATHER FLOW RATE GPM
<b>HUNTINGTON HARBOR</b>					
1	Under East Pier	12"	Concrete		0.58
2	East of Goldstar Beach	18"	Concrete		1.56
3	East of Goldstar Beach	18"	Concrete		2.64
4	Southwest of Pavillion	10"	Concrete		3.0
5	Upgradient of D		Spring		0.2
6	Under West Pier	15"	Concrete		Not Recordable
7	Shore below Pippins Lane	18"	Concrete		dry
8	Stream west of Lefferts Mill	-	Stream		3.48
9	Influent stream to Mill Dam Pond	-	Stream		3.6
10	Between Dornic & Wynocote Marinas	5' across 1/4" deep	Stream	Visible at low tide only	8.6
11	Next to #10	-	Trickle	Visible at low tide only	0.5
12	East of 10 & 11 under pier	19"	Iron	Visible at low tide only	6
13	Across from Wendover Drive	18"	Concrete		7
14	Southeast of Wendover Drive	18"	Steel		0.75
15	Trickle under road	-		Visible at low tide only	1
16	North of Anoatak Drive	18"	Concrete		dry
17	Next to 16	18"	Concrete		1.5
18	Next to 17	18"	Concrete		2.5
19	Across from Anoatak Drive	18"	Concrete		12
20	South of Anoatak Drive	24"	Steel		15
21	North of Margo Lane	21"	Iron		dry
22	Coming out of Bulkhead south of Marina	12"	PVC		dry
23	West of ramp at Willis Marina	18"	Steel		dry
24	North of Mill Dam Draw Bridge	12"	Steel		dry
25	South of Coney's Marina	6"	PVC		dry
26	Harborside Realty parking lot	12"	PVC		dry
27	Knutson's Marina Bulkhead	24"	Steel		dry
28	Seawall in Wincoma Point	18"	Concrete		dry
29	Next to 28	18"	Concrete		dry
STP	In harbor west of Halesite Firehouse	36"		Based on 2.2 MGD flow and 1989 DMR avg's.	1.5x10 <sup>3</sup>

AUGUST 1992

**fanning, phillips & molnar**  
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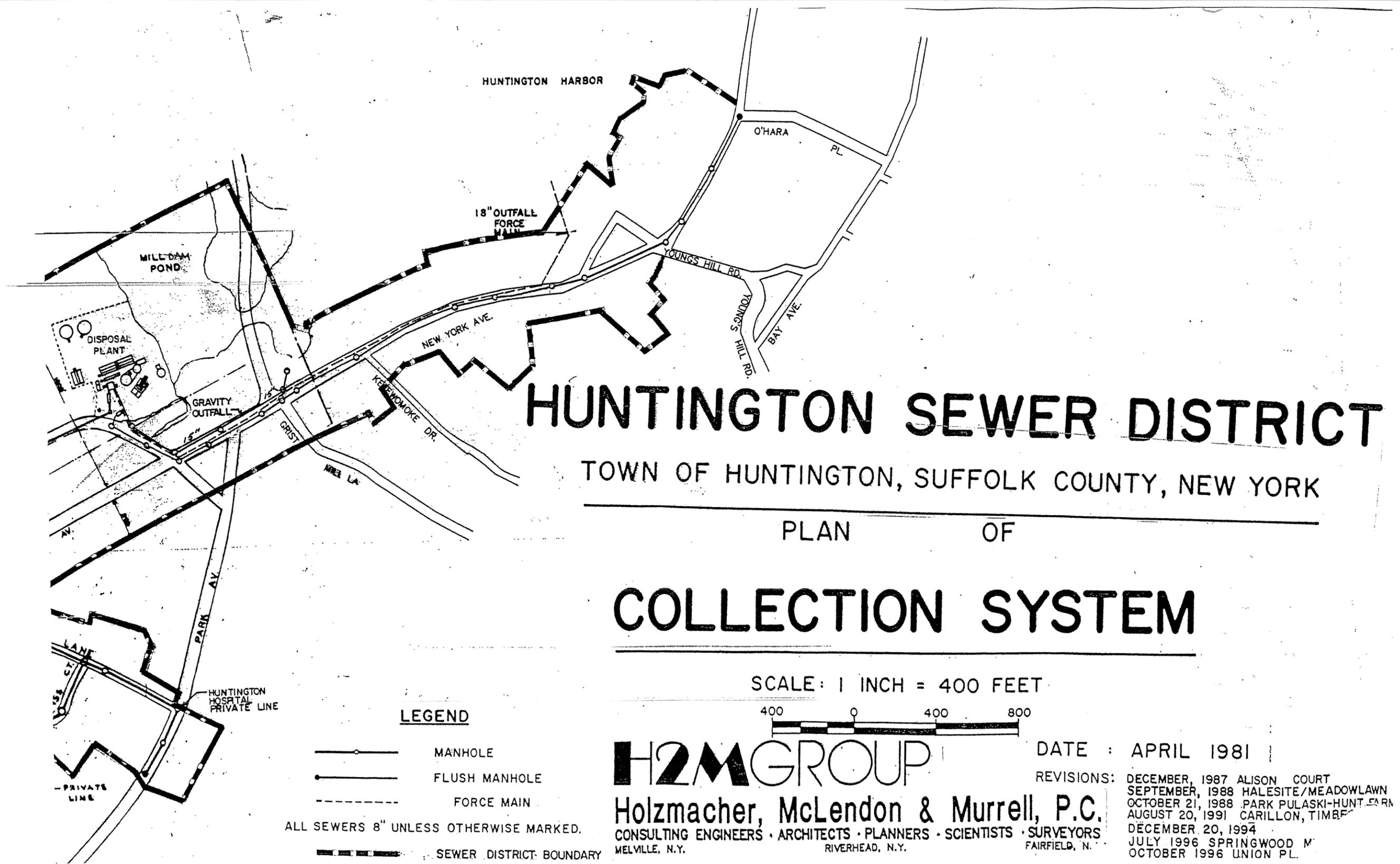
This document was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.



PREPARED FOR:  
THE TOWN OF HUNTINGTON

HUNTINGTON HARBOR MASTER PLAN / HUNTINGTON, NY

PREPARED BY:  
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# HUNTINGTON SEWER DISTRICT

TOWN OF HUNTINGTON, SUFFOLK COUNTY, NEW YORK

PLAN OF

## COLLECTION SYSTEM

SCALE: 1 INCH = 400 FEET



**LEGEND**

- MANHOLE
  - FLUSH MANHOLE
  - FORCE MAIN
  - PRIVATE LINE
  - SEWER DISTRICT BOUNDARY
- ALL SEWERS 8" UNLESS OTHERWISE MARKED.

**H2M GROUP**  
**Holzmaacher, McLendon & Murrell, P.C.**  
 CONSULTING ENGINEERS · ARCHITECTS · PLANNERS · SCIENTISTS · SURVEYORS  
 MELVILLE, N.Y. RIVERHEAD, N.Y. FAIRFIELD, N.Y.

DATE : APRIL 1981  
 REVISIONS:  
 DECEMBER, 1987 ALISON COURT  
 SEPTEMBER, 1988 HALESITE/MEADOWLAWN  
 OCTOBER 21, 1988 PARK PULASKI-HUNTINGTON  
 AUGUST 20, 1991 CARILLON, TIMBER  
 DECEMBER 20, 1994  
 JULY 1996 SPRINGWOOD M  
 OCTOBER 1996 UNION PL.

This document was prepared for the New York State Department of State with funds provided under Title 11 of the Environmental Protection Fund.

**617.20  
Appendix A  
State Environmental Quality Review  
FULL ENVIRONMENTAL ASSESSMENT FORM**

**Purpose:** The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

**Full EAF Components:** The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

**THIS AREA FOR LEAD AGENCY USE ONLY**

**DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions**

Identify the Portions of EAF completed for this project:  Part 1  Part 2  Part 3  
Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which will not have a significant impact on the environment, therefore a **negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore a **CONDITIONED negative declaration will be prepared.\***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore a **positive declaration will be prepared.**

\*A Conditioned Negative Declaration is only valid for Unlisted Actions

\_\_\_\_\_  
Name of Action

\_\_\_\_\_  
Name of Lead Agency

\_\_\_\_\_  
Print or Type Name of Responsible Officer in Lead Agency      Title of Responsible Officer

\_\_\_\_\_  
Signature of Responsible Officer in Lead Agency      Signature of Preparer (if different from responsible officer)

website \_\_\_\_\_ Date \_\_\_\_\_

**PART 1--PROJECT INFORMATION  
Prepared by Project Sponsor**

**NOTICE:** This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action Mill Dam Road and N.Y.S. Route 110, Huntington, Suffolk County

Location of Action (include Street Address, Municipality and County)  
Huntington Harbor Shore Line, Mill Dam Road, and N.Y.S. Route 110, Huntington, Suffolk County

Name of Applicant/Sponsor Town of Huntington, Department of Maritime Services

Address 100 Main Street, RM# 307

City / PO Huntington State NY Zip Code 11743

Business Telephone (631) 351-3192

Name of Owner (if different) \_\_\_\_\_

Address \_\_\_\_\_

City / PO \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Business Telephone \_\_\_\_\_

Description of Action:

The Town of Huntington desires to revitalize the Huntington Harbor shoreline by creating a public walkway along the waterfront. The proposed Harbor Walkway will improve pedestrian access to the shoreline; tie together existing parks; and develop new parkland along the waterfront. This project will attract visitors, and add economic strength to the surrounding neighborhood and the Town of Huntington overall.

The purchasing of private property might be part of this process. The construction will involve the replacement of most of the existing bulkheads within the project area, the development of new parkland along the waterfront. The construction of a paved walkway with its associated amenities (benches, lighting, railing) as well as the construction of sidewalks along the existing roads.



Please Complete Each Question--Indicate N.A. if not applicable

**A. SITE DESCRIPTION**

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use:  Urban  Industrial  Commercial  Residential (suburban)  Rural (non-farm)  
 Forest  Agriculture  Other Recreational

2. Total acreage of project area: 22.8 acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	_____ acres	_____ acres
Forested	_____ acres	_____ acres
Agricultural (Includes orchards, cropland, pasture, etc.)	_____ acres	_____ acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	_____ acres	_____ acres
Water Surface Area	_____ acres	_____ acres
Unvegetated (Rock, earth or fill)	_____ acres	_____ acres
Roads, buildings and other paved surfaces	<u>19.55</u> acres	<u>18.55</u> acres
Other (Indicate type) <u>Parks &amp; Landscaped Areas</u>	<u>3.25</u> acres	<u>4.25</u> acres

3. What is predominant soil type(s) on project site? Ur, Fs
- a. Soil drainage:  Well drained \_\_\_\_\_% of site  Moderately well drained 100% of site.  
 Poorly drained \_\_\_\_\_% of site
- b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? \_\_\_\_\_ acres (see 1 NYCRR 370).
4. Are there bedrock outcroppings on project site?  Yes  No
- a. What is depth to bedrock \_\_\_\_\_ (in feet)
5. Approximate percentage of proposed project site with slopes:  
 0-10% 100%  10- 15% \_\_\_\_\_%  15% or greater \_\_\_\_\_%
6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places?  Yes  No
7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks?  Yes  No
8. What is the depth of the water table? \_\_\_\_\_ (in feet)
9. Is site located over a primary, principal, or sole source aquifer?  Yes  No
10. Do hunting, fishing or shell fishing opportunities presently exist in the project area?  Yes  No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered?  Yes  No

According to:

Identify each species:

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)  
 Yes  No

Describe:

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?  
 Yes  No

If yes, explain:

Portions of the projects site are presently used as parks and marinas.

14. Does the present site include scenic views known to be important to the community?  Yes  No

15. Streams within or contiguous to project area:

N/A

a. Name of Stream and name of River to which it is tributary

16. Lakes, ponds, wetland areas within or contiguous to project area:

Mill Dam Pond, Pond

b. Size (in acres):

Mill Dam Pond, approximately 7.5 Acres



17. Is the site served by existing public utilities?  Yes  No
- a. If YES, does sufficient capacity exist to allow connection?  Yes  No
- b. If YES, will improvements be necessary to allow connection?  Yes  No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304?  Yes  No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617?  Yes  No
20. Has the site ever been used for the disposal of solid or hazardous wastes?  Yes  No

**B. Project Description**

1. Physical dimensions and scale of project (fill in dimensions as appropriate).
- a. Total contiguous acreage owned or controlled by project sponsor: 22.8 acres.
- b. Project acreage to be developed: 4.0 acres initially; 4.0 acres ultimately.
- c. Project acreage to remain undeveloped: N/A acres.
- d. Length of project, in miles: N/A (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed. N/A %
- f. Number of off-street parking spaces existing 285; proposed 339
- g. Maximum vehicular trips generated per hour: 54 (upon completion of project)?
- h. If residential: Number and type of housing units:
- |            | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially  | _____      | _____      | _____           | _____       |
| Ultimately | _____      | _____      | _____           | _____       |
- i. Dimensions (in feet) of largest proposed structure: 12 height; 30 width; 40 length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? 5500 ft.
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? 0 tons/cubic yards.
3. Will disturbed areas be reclaimed  Yes  No  N/A
- a. If yes, for what intended purpose is the site being reclaimed?
- 
- b. Will topsoil be stockpiled for reclamation?  Yes  No
- c. Will upper subsoil be stockpiled for reclamation?  Yes  No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? 0 acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?  Yes  No
6. If single phase project: Anticipated period of construction: 24 months, (including demolition)
7. If multi-phased:
- a. Total number of phases anticipated 8 (number)
- b. Anticipated date of commencement phase 1: 02 month 2010 year, (including demolition)
- c. Approximate completion date of final phase: 04 month 2020 year.
- d. Is phase 1 functionally dependent on subsequent phases?  Yes  No
8. Will blasting occur during construction?  Yes  No
9. Number of jobs generated: during construction 10; after project is complete 2
10. Number of jobs eliminated by this project 0
11. Will project require relocation of any projects or facilities?  Yes  No

If yes, explain:

12. Is surface liquid waste disposal involved?  Yes  No
- a. If yes, indicate type of waste (sewage, industrial, etc) and amount \_\_\_\_\_
- b. Name of water body into which effluent will be discharged \_\_\_\_\_
13. Is subsurface liquid waste disposal involved?  Yes  No Type \_\_\_\_\_
14. Will surface area of an existing water body increase or decrease by proposal?  Yes  No

If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain?  Yes  No
16. Will the project generate solid waste?  Yes  No
- a. If yes, what is the amount per month? \_\_\_\_\_ tons
- b. If yes, will an existing solid waste facility be used?  Yes  No
- c. If yes, give name \_\_\_\_\_; location \_\_\_\_\_
- d. Will any wastes not go into a sewage disposal system or into a sanitary landfill?  Yes  No



e. If yes, explain:

17. Will the project involve the disposal of solid waste?  Yes  No

a. If yes, what is the anticipated rate of disposal? \_\_\_\_\_ tons/month.

b. If yes, what is the anticipated site life? \_\_\_\_\_ years.

18. Will project use herbicides or pesticides?  Yes  No

19. Will project routinely produce odors (more than one hour per day)?  Yes  No

20. Will project produce operating noise exceeding the local ambient noise levels?  Yes  No

21. Will project result in an increase in energy use?  Yes  No

If yes, indicate type(s)

22. If water supply is from wells, indicate pumping capacity N/A gallons/minute.

23. Total anticipated water usage per day N/A gallons/day.

24. Does project involve Local, State or Federal funding?  Yes  No

If yes, explain:

Town of Huntington, New York State Department of State

25. Approvals Required:

		Type	Submittal Date
City, Town, Village Board	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Town of Huntington	N/A
City, Town, Village Planning Board	<input type="checkbox"/> Yes <input type="checkbox"/> No		
City, Town Zoning Board	<input type="checkbox"/> Yes <input type="checkbox"/> No		
City, County Health Department	<input type="checkbox"/> Yes <input type="checkbox"/> No		
Other Local Agencies	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Suffolk County	N/A
Other Regional Agencies	<input type="checkbox"/> Yes <input type="checkbox"/> No		
State Agencies	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	NYSDEC	N/A
		NYSDOS	N/A
		NYSHPO	N/A
Federal Agencies	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	U.S. Army Corps of Engineers	N/A

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision?  Yes  No

If Yes, indicate decision required:

- |   |   |  |                                      |
|---|---|--|--------------------------------------|
| <input type="checkbox"/> Zoning amendment | <input type="checkbox"/> Zoning variance    | <input type="checkbox"/> New/revision of master plan | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> Site plan        | <input type="checkbox"/> Special use permit | <input type="checkbox"/> Resource management plan    | <input type="checkbox"/> Other       |



2. What is the zoning classification(s) of the site?

C-9 Harbor Use

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

N/A

4. What is the proposed zoning of the site?

C-9 Harbor Use

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

N/A

6. Is the proposed action consistent with the recommended uses in adopted local land use plans?  Yes  No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

C-6 General Business  
C-12 Professional  
I-4 Light Industry  
R-5 Residence  
R-7 Residence  
R-10 Residence  
R-80 Residence  
R-MS Medical Services

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile?  Yes  No

9. If the proposed action is the subdivision of land, how many lots are proposed? N/A

a. What is the minimum lot size proposed? \_\_\_\_\_

10. Will proposed action require any authorization(s) for the formation of sewer or water districts?  Yes  No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)?

Yes  No

a. If yes, is existing capacity sufficient to handle projected demand?  Yes  No

12. Will the proposed action result in the generation of traffic significantly above present levels?  Yes  No

a. If yes, is the existing road network adequate to handle the additional traffic.  Yes  No

**D. Informational Details**

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

**E. Verification**

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name \_\_\_\_\_ Date \_\_\_\_\_

Signature \_\_\_\_\_

Title \_\_\_\_\_

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.



**PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE**  
Responsibility of Lead Agency

**General Information (Read Carefully)**

- 1 In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable?** The reviewer is not expected to be an expert environmental analyst.
- 1 The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- 1 The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question. The number of examples per question does not indicate the importance of each question.
- 1 In identifying impacts, consider long term, short term and cumulative effects.

**Instructions (Read carefully)**

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

**Impact on Land**

1. Will the Proposed Action result in a physical change to the project site?

NO  YES

**Examples that would apply to column 2**

- |  | 1<br>Small to<br>Moderate<br>Impact | 2<br>Potential<br>Large<br>Impact | 3<br>Can Impact Be<br>Mitigated by<br>Project Change     |
|--|-------------------------------------|-----------------------------------|--|
| • Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | <input type="checkbox"/>            | <input type="checkbox"/>          | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Construction on land where the depth to the water table is less than 3 feet.   | <input type="checkbox"/>            | <input type="checkbox"/>          | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Construction of paved parking area for 1,000 or more vehicles.   | <input type="checkbox"/>            | <input type="checkbox"/>          | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface.   | <input type="checkbox"/>            | <input type="checkbox"/>          | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Construction that will continue for more than 1 year or involve more than one phase or stage.  | <input checked="" type="checkbox"/> | <input type="checkbox"/>          | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| • Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year.                         | <input type="checkbox"/>            | <input type="checkbox"/>          | <input type="checkbox"/> Yes <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
--	-------------------------------------	-----------------------------------	--

- Construction or expansion of a sanitary landfill.    Yes  No
- Construction in a designated floodway.    Yes  No
- Other impacts:    Yes  No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO  YES

- Specific land forms:    Yes  No

**Impact on Water**

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

NO  YES

**Examples that would apply to column 2**

- Developable area of site contains a protected water body.    Yes  No
- Dredging more than 100 cubic yards of material from channel of a protected stream.    Yes  No
- Extension of utility distribution facilities through a protected water body.    Yes  No
- Construction in a designated freshwater or tidal wetland.    Yes  No
- Other impacts:    Yes  No

4. Will Proposed Action affect any non-protected existing or new body of water?

NO  YES

**Examples that would apply to column 2**

- A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease.    Yes  No
- Construction of a body of water that exceeds 10 acres of surface area.    Yes  No
- Other impacts:    Yes  No



	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
5. Will Proposed Action affect surface or groundwater quality or quantity? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			
<b>Examples that would apply to column 2</b>			
• Proposed Action will require a discharge permit.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires use of a source of water that does not have approval to serve proposed (project) action.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires water supply from wells with greater than 45 gallons per minute pumping capacity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction or operation causing any contamination of a water supply system.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will adversely affect groundwater.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Liquid effluent will be conveyed off the site to facilities which presently do not exist or have inadequate capacity.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action would use water in excess of 20,000 gallons per day.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will likely cause siltation or other discharge into an existing body of water to the extent that there will be an obvious visual contrast to natural conditions.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will require the storage of petroleum or chemical products greater than 1,100 gallons.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will allow residential uses in areas without water and/or sewer services.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action locates commercial and/or industrial uses which may require new or expansion of existing waste treatment and/or storage facilities.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
6. Will Proposed Action alter drainage flow or patterns, or surface water runoff? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			
<b>Examples that would apply to column 2</b>			
• Proposed Action would change flood water flows	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action may cause substantial erosion.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action is incompatible with existing drainage patterns.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will allow development in a designated floodway.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>IMPACT ON AIR</b>			
7. Will Proposed Action affect air quality? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			
<b>Examples that would apply to column 2</b>			
• Proposed Action will induce 1,000 or more vehicle trips in any given hour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will result in the incineration of more than 1 ton of refuse per hour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will allow an increase in the amount of land committed to industrial use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will allow an increase in the density of industrial development within existing industrial areas.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<b>IMPACT ON PLANTS AND ANIMALS</b>			
8. Will Proposed Action affect any threatened or endangered species? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			
<b>Examples that would apply to column 2</b>			
• Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No



	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?  
 NO  YES

Examples that would apply to column 2

	1	2	3
• Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**IMPACT ON AGRICULTURAL LAND RESOURCES**

10. Will Proposed Action affect agricultural land resources?  
 NO  YES

Examples that would apply to column 2

	1	2	3
• The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**IMPACT ON AESTHETIC RESOURCES**

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)  
 NO  YES

Examples that would apply to column 2

	1	2	3
• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES**

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?  
 NO  YES

Examples that would apply to column 2

	1	2	3
• Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Any impact to an archaeological site or fossil bed located within the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No



	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**IMPACT ON OPEN SPACE AND RECREATION**

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?  
 NO  YES

**Examples** that would apply to column 2

- The permanent foreclosure of a future recreational opportunity.    Yes  No
- A major reduction of an open space important to the community.    Yes  No
- Other impacts:    Yes  No

**IMPACT ON CRITICAL ENVIRONMENTAL AREAS**

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?  
 NO  YES

List the environmental characteristics that caused the designation of the CEA.

**Examples** that would apply to column 2

- Proposed Action to locate within the CEA?    Yes  No
- Proposed Action will result in a reduction in the quantity of the resource?    Yes  No
- Proposed Action will result in a reduction in the quality of the resource?    Yes  No
- Proposed Action will impact the use, function or enjoyment of the resource?    Yes  No
- Other impacts:    Yes  No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
<b>IMPACT ON TRANSPORTATION</b>			
15. Will there be an effect to existing transportation systems? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			
<b>Examples</b> that would apply to column 2			<input type="checkbox"/> Yes <input type="checkbox"/> No
• Alteration of present patterns of movement of people and/or goods.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will result in major traffic problems.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

**IMPACT ON ENERGY**

16. Will Proposed Action affect the community's sources of fuel or energy supply?  
 NO  YES

**Examples** that would apply to column 2

- Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality.    Yes  No
- Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use.    Yes  No
- Other impacts:    Yes  No

**NOISE AND ODOR IMPACT**

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?  
 NO  YES

**Examples** that would apply to column 2

- Blasting within 1,500 feet of a hospital, school or other sensitive facility.    Yes  No
- Odors will occur routinely (more than one hour per day).    Yes  No
- Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures.    Yes  No
- Proposed Action will remove natural barriers that would act as a noise screen.    Yes  No
- Other impacts:    Yes  No



	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
<b>IMPACT ON PUBLIC HEALTH</b>			
18. Will Proposed Action affect public health and safety? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			
• Proposed Action may cause a risk of explosion or release of hazardous substances (i.e. oil, pesticides, chemicals, radiation, etc.) in the event of accident or upset conditions, or there may be a chronic low level discharge or emission.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action may result in the burial of "hazardous wastes" in any form (i.e. toxic, poisonous, highly reactive, radioactive, irritating, infectious, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Storage facilities for one million or more gallons of liquefied natural gas or other flammable liquids.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action may result in the excavation or other disturbance within 2,000 feet of a site used for the disposal of solid or hazardous waste.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts: <div style="border: 1px solid black; height: 20px; width: 100%;"></div>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
<b>IMPACT ON GROWTH AND CHARACTER OF COMMUNITY OR NEIGHBORHOOD</b>			
19. Will Proposed Action affect the character of the existing community? <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES			
<b>Examples that would apply to column 2</b>			
• The permanent population of the city, town or village in which the project is located is likely to grow by more than 5%.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The municipal budget for capital expenditures or operating services will increase by more than 5% per year as a result of this project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will conflict with officially adopted plans or goals.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will cause a change in the density of land use.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will replace or eliminate existing facilities, structures or areas of historic importance to the community.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Development will create a demand for additional community services (e.g. schools, police and fire, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Proposed Action will set an important precedent for future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will create or eliminate employment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts: <div style="border: 1px solid black; padding: 5px;">Improve character of community, aesthetically and environmentally.</div>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES			

If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3



**Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS**

**Responsibility of Lead Agency**

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

**Instructions** (If you need more space, attach additional sheets)

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is **important**.

To answer the question of importance, consider:

- ! The probability of the impact occurring
- ! The duration of the impact
- ! Its irreversibility, including permanently lost resources of value
- ! Whether the impact can or will be controlled
- ! The regional consequence of the impact
- ! Its potential divergence from local needs and goals
- ! Whether known objections to the project relate to this impact.

Reset

