



LONG ISLAND'S
SOUTH SHORE Bayway



*Strategic Implementation and Marketing Plan
Final Report*

April 2009

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Strategic Implementation and Marketing Plan
Final Report***

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South Shore Estuary Reserve Council

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Picture a network of trails, scenic roads and bike lanes leading to the beautiful waters of Long Island's south shore bays...



Imagine a coordinated system of signs, exhibits and street improvements leading the way to the shoreline...



Envision exploring the bays, barrier beaches and tributaries alone in a kayak or with friends on a sunset cruise...



Picture Long Islanders and visitors better connected with the beauty, history and natural splendor of the South Shore Estuary...

You are experiencing the Long Island South Shore Bayway!



INTRODUCTION

The Long Island South Shore Estuary Reserve is a 500 square-mile region of shallow bays, marshes, and freshwater streams on the south shore of Long Island. This rich, scenic tidal landscape has been associated with Long Island's economy, quality of life, and identity for centuries. But over the past 50 years, significant increases in human population have changed the relationship between people and the natural environment, reducing public access to the water and impacting the quality of the natural environment. To help overcome these problems and to foster renewed appreciation of and access to the estuarine environment, the members of the South Shore Estuary Reserve Council, a partnership of government and non-government groups chaired by the New York State Secretary of State, are working together to promote restoration, stewardship, and enjoyment of the Reserve's living resources and maritime traditions.



Inlet Fishing Pier, Captree State Park.

With technical assistance from the New York State Department of State, the Reserve Council prepared a *Comprehensive Management Plan* (CMP) in 2001. The CMP establishes a consensus-based blueprint for the protection and restoration of the estuary's natural, cultural, and economic-related resources and recommends actions to improve water quality, restore and protect living resources, expand public use and enjoyment, sustain and expand the estuary-related economy, and increase education, outreach and stewardship of the Reserve.

The CMP also describes the unique characteristics of key locations within the Reserve where there are concentrations of water-dependent activities and identifies them as **Maritime Centers**. Finally, it establishes three major Reserve themes—Maritime Heritage, Protecting the Coast, and Enjoying the Estuary—to use as a basis for the management and interpretation of the Reserve's human communities and diverse habitats.

In 2004, the Reserve Council completed a visioning process for enhancing public use, enjoyment and stewardship of the Reserve based on the goals described in the CMP—and the **South Shore Bayway** concept was born. The Council envisioned an enlightening, fun, and easy-to-navigate network of recreational, historic, cultural, and naturally beautiful maritime destinations that would encourage people to promote and explore the Reserve, raise public awareness about the natural and cultural resources within the Reserve, and encourage stewardship of Reserve resources.

Meetings with key regional stakeholders and extensive research followed. The *Bayway Vision* below, paraphrased from *A Vision for the South Shore Bayway*, developed from this process:

The Bayway will be an interwoven network of existing maritime centers, parks, historic and cultural sites, community centers, and waterfronts used by pedestrians, bicyclists, boaters, and motorists. Coordinated and cohesive signs will interpret key estuary features,

offer self-guided tours, and orient Bayway residents and visitors to the many resources of the region. Trails, sidewalks, local streets, and highways will be safe. Community character will be enhanced. Scenic roads and scenic areas will be recognized. The shoreline will be accessible. There will be adequate parking, pedestrian amenities, and boating facilities. The needs of many user groups—from the young to the elderly, from waders, swimmers, and divers to canoeists, kayakers, sailors, and many others—will be met. The health of the estuary will be protected for future generations to enjoy through on-going preservation, enhancement, and monitoring.

The Maritime Centers described in the CMP are the foundation of the Bayway network. The *Bayway Vision* also described certain locations and transportation routes as **Destinations** and **Connectors**. The ultimate goal is for the Bayway to advance the implementation recommendations in the CMP by encompassing as many of the maritime-related active and passive parks, land and water trail systems, cultural and historic sites, working and recreational waterfronts, scenic roads and vistas, and natural areas in the Reserve as possible.

Once the Reserve Council developed a concise vision for the Bayway, it recommended that a *Strategic Implementation and Marketing Plan* (Plan) be prepared to move from vision to reality. The result is this document: a blueprint for creating a dynamic, cohesive network of cultural centers, recreational activities, and interpretive programs and exhibits that promotes enjoyment of the Reserve and supports the long-term stewardship of Reserve resources.

The Plan contains the following components:

The Plan contains the following components:

- *Cultural Resources Survey*: Based on the information resulting from preparing these components, the major Bayway themes previously identified in the CMP were refined into several sub-themes that more definitively address the cultural landscape, natural beauty, wildlife habitats, and recreational activities that are publicly accessible within the Reserve.

The refined themes organize the vast natural, cultural, and recreational resources that

Major Maritime Centers generally support a wide range of water-dependent uses. They generally are large enough to be tourist destinations and reflect maritime interpretive themes and activities appropriate for both local and regional audiences (see page 9).

Secondary Maritime Centers are geographically smaller in size than Major Maritime centers, more likely to attract local rather than regional visitors, and often supportive of only one or two major water-dependent activities (see page 22).

Bayway Destinations are locations within the Reserve that contain significant cultural, natural, or recreational resources that help interpret that story of the Reserve (see page 40).

Bayway Connectors are transportation routes that create a network of land and water trails, bike paths, historic parkways, rail lines, and waterways linking Maritime Centers, Destinations, and Areas Special Interest (see page 44).

Areas of Special Interest include the open, natural areas of the Reserve which feature special natural, scenic and environmental character. These areas do not fall into either the Destination or Connector category because they cover a broader geographic area rather than a specific location (see page 52).

make up the Bayway; highlight the interpretive potential of the Reserve; and indicate how stewardship can be incorporated into the protection and use of Reserve resources. They were an invaluable aid in shaping the Plan and in helping to evaluate more activities and interpretive opportunities that can, potentially, be included in the Bayway network. As a result of this focus, the Plan recommends recognition of one additional secondary maritime center, 42 new Destinations, and 22 new Connectors; creation of another category for certain **Areas of Special Interest** unique to the Reserve; and supports recognition of more Destinations and Connectors over time (see nomination form, Appendix C).

- *Capital Improvement Plan:* Because design guidelines and capital improvements in Bayway communities support appropriate public access and enhance the maritime character of the Reserve, the Plan also identifies general and site-specific projects and the potential partnerships and funding sources that may make them achievable. The projects included are the types of improvements that best support the *Bayway Vision* by making the Bayway—and the Reserve, itself—safe, accessible, sustainable, aesthetically pleasing, and structurally sound. They are summarized in a table at the end of the *Capital Improvement* section.
- *Marketing Plan:* Because creating awareness of the Bayway through visual exposure and effectively telling the Reserve story are critical for the ultimate success of the *Bayway Vision*, the Plan outlines marketing, media, and educational strategies that employ the Internet, printed materials, and other promotional possibilities.

Implementation of the Plan will ensure that the Bayway evolves into a valuable, recognizable asset to the people who visit and live on the south shore of Long Island and helps identify the south shore as a distinct maritime region. A comprehensive network of linked maritime centers, destinations, connectors, and areas of special interest will encourage enjoyment of the Reserve while simultaneously promoting stewardship of natural and cultural resources. Over time, the Bayway will become a well known feature of the south shore, linking coastal communities, water-dependent businesses, public recreational venues, natural areas, and historic sites. The Plan provides the tools necessary to realize these goals and suggests how the Bayway can respond to changing needs and conditions by incorporating new destinations and transportation routes into the Bayway network.



Western Bays of the Long Island South Shore Estuary Reserve.

BAYWAY BACKGROUND

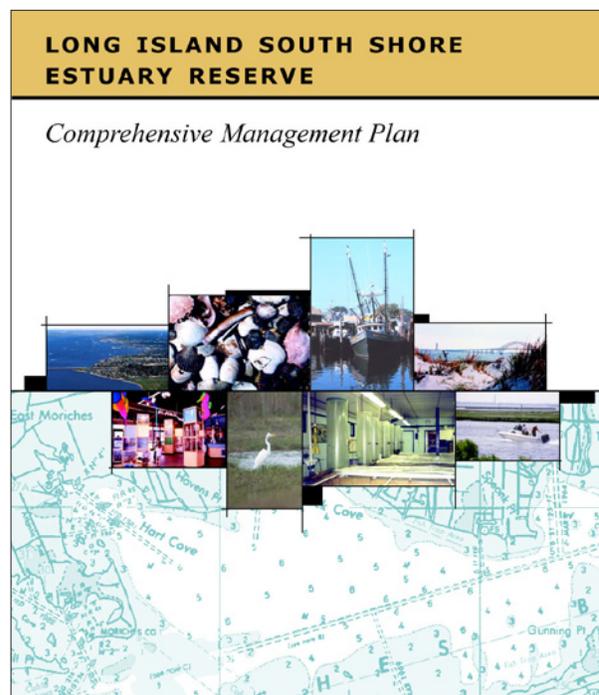
PREVIOUS RESEARCH AND REPORTS

The Plan builds on previous research and reports that identify the resources of the south shore region. These previous studies provide guidelines for developing an integrated, coordinated interpretive and wayside sign system and address how local governments can maximize the natural, cultural, and scenic resources of New York State waterfronts. The material covers a wide range of topics, from historic resources and development patterns to open space and maritime history. Taken together, this body of work illustrates, defines, and inventories the vast resources found within the Reserve and documents the diverse initiatives that have been undertaken to protect and preserve them, laying the groundwork for developing specific strategies to protect and manage these resources.

Of specific interest to the completion of the *Strategic Implementation and Marketing Plan* (Plan) were the *Maritime Centers of the South Shore Estuary Reserve* (1999); *Historical Development Patterns* (1999); *Historic, Cultural and Scenic Resources: Parts 1 and 2* (1997); *Public Access and Recreation* (1999); *Open Space Preservation Study* (2000); and *Comprehensive Management Plan* (2001).

The *Comprehensive Management Plan* (CMP) was conceived to address the health and protection of the estuary while allowing for the public's enjoyment of its treasures. It contains recommendations for the care and improvement of shellfish, birds, and wildlife habitats and identifies definitive strategies for water quality improvements. The CMP also addresses the importance of preserving open space, historic landmarks, and scenic views and vistas. Providing educational opportunities and more public access to the Reserve also are recommended. Sustaining and expanding areas with concentrations of water-dependent businesses are proposed as a means of boosting the area's economy and protecting its maritime heritage.

In 2005, a *Scenic Resources Inventory* was prepared for the South Shore Estuary Reserve Council by Dodson Associates. The scenic resources of Long Island's south shore coastal area are an essential part of the region's identity. This document, through a thorough and methodical inventory, is an important step in developing a strategy for the protection of the south shore's valuable scenic resources. Its preparation was made possible by the 1981 New York State enabling legislation that created the Coastal Management Program and the policies that manage and protect scenic resources of statewide significance.

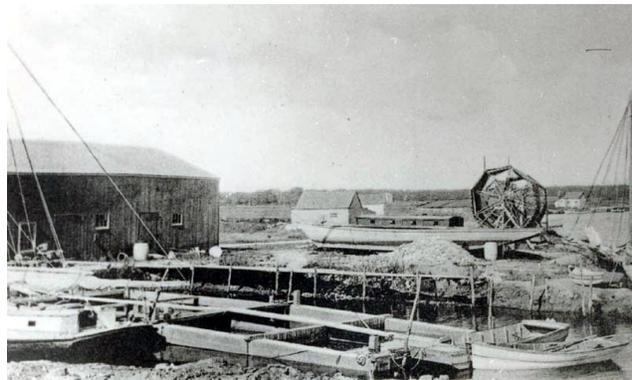


Cover, *Comprehensive Management Plan*.

Long Island Traditions, an organization dedicated to preserving Long Island’s cultural heritage, completed the *South Shore Estuary Maritime Survey Report* in 2004. The report includes an extensive survey of existing historic buildings between the hamlets of Oakdale and Brookhaven. The executive summary provides an historic overview of the water-related industries and activities that helped to shape Long Island as we know it today. Folklorists Nancy Solomon, the Director of Long Island Traditions, and John Eilertsen, Ph.D., the Executive Director of Bridgehampton Historical Society, completed *Cultural Resources of Waterfront Communities: A Guide for Planners* in 1995 to assist local communities with long-term planning strategies along the waterfront. The report offers guidelines for documenting waterfront cultural resources, and a narrative about Bay Shore serves as a case study.

The New York State Department of State, Division of Coastal Resources (DOS/DCR) also has been in the forefront of planning initiatives that can help local communities promote their waterfronts. In 2004, DOS/DCR published a guidebook entitled *Making the Most of Your Waterfront: Enhancing Waterfronts to Revitalize Communities* that addresses how municipalities can make the most of the natural, cultural, and scenic resources that are abundant along New York waterfronts. An associated DOS/DCR initiative, the Local Waterfront Revitalization Program (LWRP), provides an additional way for communities to develop and implement waterfront visions that provide access and enjoyment while simultaneously protecting valuable natural and cultural resources.

For a complete listing of all documents and materials used for the development of the *Bayway Strategic Implementation and Marketing Plan* (Plan) see the Bibliography at the end of the Plan.



Brown River Shipyard; Maritime Survey Report, Long Island Traditions.

NEW YORK STATE COASTAL RESOURCES INTERPRETIVE PROGRAM

The New York State Department of State, Division of Coastal Resources, developed the New York State Coastal Resources Interpretive Program (NYSCRIP) in 2003. NYSCRIP uses illustrative signage to interpret local, regional, and significant New York State coastal resources. Municipalities and other institutions, agencies, and organizations within the South Shore Bayway are encouraged to participate in NYSCRIP. All interpretive signage installed along the Bayway that receives funding and support through the New York State Department of State must follow NYSCRIP's prescribed Design Guidelines (http://www.nyswaterfronts.com/downloads/pdfs/NYSCRIP_FINAL_VERS_1_27_03.pdf).

Through the installation of NYSCRIP signage, Bayway visitors and residents will have access to information about how the human and natural environment interrelate and how appreciation of coastal resources sustains the regional economy, which relies on a healthy and productive estuary environment. NYSCRIP's unified signage design provides visual continuity among sign locations throughout the State and connects people from different regions of the State's waterfronts.

The NYSCRIP *Design Guidelines* address two types of interpretive signage: a three-sided kiosk and low profile signs or panels. For South Shore Bayway kiosks, a local panel provides an overview of the community in which the kiosk is located, a regional panel provides information about the South Shore Estuary Reserve, and a third unifying panel relates the community to other New York State coasts and waterways. Generally, one kiosk is installed in a community in a high-pedestrian traffic destination, such as a Maritime Center, public pier, or urban park. Low profile signs generally are installed at destinations such as parks, beaches, and nature centers, as well as along promenades and trails.

Kiosks and low-profile signage interpret coastal resources under one of the following themes:

Living on the Coast/Waterfront – Coasts and waterfronts are habitats for plants, animals and humans. This theme explores the natural rhythms of life along both natural and developed coastlines.



A kiosk installed along the Bayway under the New York State Coastal Resource Interpretive Sign Program.

Working on the Coast/Waterfront – Many waterfronts have been developed for economic purposes. While some people depend on natural resources to harvest fish and shellfish, others operate marinas, move cargo, process fish, or cater to tourism. This theme explores the many economic uses that depend on a waterfront location.

Enjoying the Coast/Waterfront – Coasts and waterfronts provide a great variety of recreational opportunities. This theme celebrates public uses such as swimming, fishing, boating, hiking, wildlife observation, and passive pursuits that provide human relaxation and rejuvenation.

Protecting the Coast/Waterfront – Coastal and waterfront resources are worth protecting. This theme is used to illustrate the measures that should be taken or have been accomplished to enhance, restore, or protect sensitive habitats and other important sites so that these sites may remain safe and naturally productive.

Natural Coasts/Waterfront – From plants and animals to intricately balanced wetlands and constantly shifting shorelines, this theme explores the natural beauty and complexity of coastal and waterfront resources.

Historic Coasts/Waterfronts – Important cultural and historic stories and landmarks are found along New York’s waterfronts. This theme celebrates historic resources dating to pre-colonization that became the birthplace of the New York State and fostered its maritime heritage and culture.

NYSCRIP provides a clear process for a community to plan interpretive signs that reflect that community’s unique identity or features. It outlines the responsibilities of the project manager, graphic designer, and interpretive text writer. In addition, NYSCRIP provides guidance for selecting appropriate locations for sign installation, estimating fabrication costs, developing interpretive concepts, conducting research, fleshing out graphic and text layout, finalizing design specifications, conducting pre-fabrication color tests, and completing an inspection of the fabricated signs.

NYSCRIP signage projects are eligible for 50/50 matching grant awards under the New York State Environmental Protection Fund Local Waterfront Revitalization Program. Funding is available on an annual basis to qualified local governments for discrete stand-alone sign projects that include all NYSCRIP project aspects.

NYSCRIP kiosks have been installed in the South Shore Bayway Maritime Centers of Freeport, Bay Shore, and Patchogue, each of which are Destinations recognized by the Reserve Council. There are numerous signs in the design and planning stage in the communities of Hempstead, East Rockaway, Oyster Bay, Babylon, Islip, Brookhaven, Patchogue, and Southampton that will implement the recommendations of the *South Shore Bayway Strategic Implementation and Marketing Plan*. Additional work is potentially needed to develop a NYSCRIP guide specifically for South Shore Bayway interpretive signs funded through New York State, as well as a region-wide implementation action strategy to determine the best match of themes with specific sites. Funding should be allocated from the Environmental Protection Fund Open Space account to achieve region-wide objectives.

CULTURAL RESOURCES SURVEY

The *Cultural Resources Survey* prepared for the Plan inventories many cultural-related resources identified within the boundaries of the Reserve by the consultants, (see *Cultural Resources Survey Map*, Appendix A) and builds on previous work completed by the Reserve Council and Reserve partners. It focuses on the six major maritime centers and 14 secondary maritime centers identified in the technical reports prepared for the CMP. The diverse water-dependent and water-related uses that continue to reflect the distinct maritime tradition of the Reserve are closely examined, as these resources provide significant opportunities to encourage stewardship through interpretation and education



Point Lookout .

The Bayway concept is rooted in an appreciation of the value of the maritime centers and the maritime heritage of the south shore that they reflect. Through implementation of the Plan, the Reserve Council intends to promote public access to these resources and to inspire stewardship of them. Whether at a boat launch, historic site, beach, foot trail, bike path, nature preserve, or a host of other venues, the Bayway will offer south shore visitors and residents a memorable recreational and educational experience.



East Rockaway; Beers Atlas of Long Island, 1873.

Historical Perspective

The rich maritime heritage of the south shore of Long Island reflects the history, settlement patterns, and economic struggles of the nation from the pre-colonial period to the present day. From small agricultural hamlets to major seaports and shellfishing centers, the waterfront communities within the Reserve are clear examples of the traditions and cycles that shaped the United States. The breadth and diversity of natural resources that distinguishes the south shore coast provided a unique setting and wealth of opportunities for the original Native American inhabitants and, later, for settlers from Europe. This legacy can still be detected in the culture, architecture, and natural features found in many Reserve communities—but it is frequently fragile and in danger of being lost.

Early Settlement and Maritime Industries

The south shore of Long Island was originally inhabited by Native Americans whose livelihood depended largely on the marine environment. Settlers from other parts of Long Island, the mainland, and Europe eventually followed. During the colonial period, most residents survived

through subsistence farming. An abundance of salt hay on nearby marshes and barrier islands provided grazing, bedding, and feed for livestock.

Agriculture remained a strong economic factor in the region throughout the 17th and 18th centuries. By the late 1800s, fin fishing and shellfishing began to drive the economy. Local residents working the waterways, who later came to be known as baymen, harvested oysters, scallops, clams, and other marine resources for sale to wholesale markets in New York City and beyond. Over time, maritime businesses associated with the fishing industry arose, such as processing and packing plants and wholesale seafood markets.



Ferry in Bay Shore; Suffolk County Long Island in Early Photographs 1867-1951.

The baymen developed a unique localized culture that included construction of small, rustic buildings on barrier islands and marshes. These structures, known as bay houses, provided places to stop overnight during fishing and waterfowl hunting expeditions. Although bay houses initially contained no heat or indoor plumbing, wood stoves and outhouses often were added over time. Several historic bay houses survive and can be observed from some vantage points within the Reserve. Some of these structures are still used by working baymen, while others are now



Little Goose Island, Seaford, 2003.

occupied as recreational retreats. Many of the surviving bay houses are maintained by descendants of the baymen who built the original structures. Many present-day occupants continue to maintain the cultural traditions of their ancestors.

As maritime activity increased, a boatbuilding industry developed along the south shore. Started primarily by baymen building their own fishing boats, the industry increased over time in response to a demand for larger, ocean-going vessels and began producing schooners, ferries, and sailing yachts for clients in New York City and beyond. Boatbuilding and shipbuilding also produced accessory businesses, such as sail making, in the area.

Urban Expansion and Resort Development

The late 1800s brought with it an influx of seasonal residents and tourists, mostly from New York City. The newcomers sought fresh air and an alternative to the hustle and bustle of an urban lifestyle, particularly in the summer. Wealthy families pioneered the movement. Attracted by

abundant resources along the south shore, they built estates and established hunting and fishing lodges including Meadowcroft in Sayville, owned by Theodore Roosevelt's cousin John Ellis Roosevelt; Idle Hour in Oakdale, owned by William K. Vanderbilt, the financier and railroad tycoon; Indian Neck Hall in Oakdale, owned by Frederick Gilbert Bourne, President of the Singer Sewing Machine Company; and the William Floyd Estate, the ancestral home of the Revolutionary War general and signer of the Declaration of Independence. Meadowcroft survives



Captree State Park and Fire Island Inlet.

as part of the Suffolk County park system; Idle Hour is part of Dowling College; Indian Neck Hall is part of St. John's University; the William Floyd Estate is part of Fire Island National Seashore.

The arrival of rail service in the 1860s opened the region to an influx of people from all walks of life. For the first time, tourists and seasonal residents could travel between New York City and Long Island with relative ease. After completion of the South Shore Railroad

in 1864, the tourist industry boomed. Large waterfront hotels with formal dining facilities, private beaches, walkways to the nearest bays, evening concerts, and other amenities rose along the coast.

Suddenly, use of the water was seen as a recreational amenity rather than as a form of subsistence. Modest summer homes began to appear on the waterfront, and recreational activities, such as pleasure boating, duck hunting, and sailboat racing, became popular among both year-round and seasonal residents. Many yacht clubs formed, and public fishing piers and swimming beaches were developed to serve the growing population.

Suburbanization and the Modern Era

The first major migration of people from New York City to Long Island occurred during the late 19th century. Suburban developments began to appear on the waterfront, along the rail line, and on estates that were divided into smaller lots to accommodate a demand for modest, year-round homes. This population trend continued throughout the first half of the 20th century and exploded at mid-century, when vast numbers of World War II veterans and their families settled throughout Long Island. Many of their children remained to raise their own families.

The steady increase in population throughout the 20th century stimulated an intense need for recreational amenities. In the 1920s, Robert Moses, New York State's first park commissioner, envisioned a massive, interconnected public park and highway system for Long Island. Corresponding with the development of the automobile, the system he set in motion provided access to a significant portion of the barrier islands, particularly Jones Island and Fire Island. Rail service, along with ferry terminals in several villages, combined with the parkway system, soon made Fire Island a national tourist destination.

In 1938, a severe hurricane ripped across Long Island, destroying many of the hotels and residences that had been constructed up to that time. Fire Island and other barrier beaches were especially hard hit, but the allure of the south shore—and the coastal environment of the barrier islands in particular—remained strong, and year-round and seasonal development continued.

During the second half of the 20th century, open land on the south shore was developed at a rapid rate. The resulting suburbanization changed many of the natural qualities that had supported the agricultural and water-dependent economies of the region, and many of the natural and scenic features that had drawn people to the south shore eroded. The commercial shellfishing industry in particular, although strong throughout much of the 20th century, has been dramatically reduced in recent decades due to the depletion of shellfish and shellfish habitat. Slowly, the traditional maritime industries practiced by baymen and the local businesses that supported them have been reduced in scope and replaced by recreational fishing and boating. Today, baymen continue to fish and hunt in the bays of the south shore, but they now share the water with large numbers of recreational boaters.

Each of the major maritime centers and secondary maritime centers recognized by the Reserve Council reflects these influences. Yet, each has a unique character of its own. As the economic climate and land uses have changed along the south shore, it has become important to document the maritime heritage of the region by protecting the natural and cultural resources that remain. Designation of historic sites, natural areas, wildlife habitats, and scenic vistas as parks, preserves, or landmarks has saved some of these resources and protected the beauty and character of the region. From boatyards that were founded in the 19th century and that still operate today to commercial fishing fleets that supply today's restaurants and markets, there remain many strong cultural links to the past that can be identified and interpreted. Many of these important resources are located within the maritime centers, while others can be found only a short distance away.

Major Maritime Centers

Major maritime centers generally support a wide range of water-dependent uses. They generally are large enough to be tourist destinations and reflect maritime interpretive themes and activities appropriate for both local and regional audiences. The CMP recognizes six major maritime centers in Nassau and Suffolk counties. These centers are gateways to many natural and cultural



Bay Houses on Neds Creek, 1989; Martha Cooper.

destinations in the vicinity and offer many opportunities for reaching the bays and waterways of the Reserve at beaches, nature preserves, boat launches, fishing piers, and public marinas.

A brief history of each maritime center, from early settlement through present day, follows.

The Village of Freeport

This maritime center is located in the Town of Hempstead, Nassau County, and encompasses Freeport Creek, Woodcleft Canal, Hudson Canal and their immediate surrounding areas.

Settlement

One of the oldest settled areas in the Reserve, Freeport was originally called Great South Woods and later Raynortown, for Edward Raynor who settled in the area in 1659. Early development centered on Freeport Creek, near Hempstead Bay. The creek was soon used to power mills that supplied the growing community with flour. In 1853, residents voted to rename the area Freeport,

a variation of Free Port, the name used by ship captains, who, during colonial times, landed their cargo without paying customs duties.



Map Sources: Most data available from [NYS GIS Clearinghouse](#); Bayway Destination Points (⊗) digitized by Dodson Associates, Ltd. from May 2007 list of South Shore Estuary Reserve [online list of recognized destinations](#).

The extensive coastal plain surrounding the settlement provided fertile land for pasture and ample opportunity to harvest salt hay. The population increased as the abundance of oysters, clams, and fish in nearby waters became apparent. The availability of rail service in the mid 19th century ushered in a new era of tourism and suburbanization. Over time, most farmland and working waterfronts yielded to permanent residential development or tourism. The Woodcleft and Hudson canals were dredged, and many acres of waterfront marshland were filled in, creating the coastline that is recognizable today. Over time, the character of the Freeport waterfront changed from a distinctly working marine area to a waterfront mix of commercial and recreational activities, while surrounding farmland yielded to suburbanization.

Commerce and Industry

Grist mills and paper mills located along Freeport Creek were among the earliest businesses to be established in Freeport. Easy access to nearby bays provided ample opportunity for a budding shellfish industry founded largely on the oyster harvest. During the 18th and early 19th centuries, deep-sea fishing and boat-building businesses were established on Woodcleft and Hudson canals. Related businesses, such as sail-making and shellfish processing plants, developed, as well.

By the mid-19th century, Freeport was a booming commercial fishing port and a principal boat-building center. During the 20th century, its boat-building industry supplied vessels to many clients, including small to mid-sized ships for the United States Navy and United States Coast Guard.

Many Freeport businesses dating to the 19th century and earlier remained active throughout much of the 20th century. They were joined by water-dependent recreational businesses, including marinas, recreational boat repair and maintenance facilities, yacht dealers, and charter fishing operators. Although some commercial fishing operations remain, businesses that serve recreational users dominate today's working waterfront.



The Freeport River.

Recreation

Freeport traces its roots as a significant recreational center for maritime activities to the suburbanization that began with the arrival of rail service in the mid 19th century. Today, it is a thriving port for pleasure boating and charter boat fishing. The Nautical Mile, along Woodcleft Canal, is the hub of the waterfront, just as it was a century ago. Today, however, its focus is on waterfront tourism, with many restaurants, markets, and recreational boat slips found along the canal. The Village has implemented a variety of projects to enhance public enjoyment and access to the waterfront and to maintain the maritime character of the area through educational exhibits, interpretive signage, and new waterfront parks and pedestrian walkways.

Nearby Cow Meadow County Park and Preserve, the Town of Hempstead Marina, and the Village of Freeport's recently constructed Sea Breeze Park offer water access, spectacular views, and opportunities to enjoy the maritime character of the Reserve. Also nearby, the Freeport Historical Society presents exhibits and houses an extensive local history archive.



Freeport: Map of Long Island, Hyde & Company, 1896.

Village of Babylon

Located in the Town of Babylon, Suffolk County, this maritime center occupies the area between Carlls River in the west and Sampawams Creek in the east.

Settlement

Accessibility to Great South Bay and the Atlantic Ocean has defined the Village of Babylon for centuries. Originally referred to as Huntington South, the land was purchased from the Sumpwam Indians in 1670. Finfish and shellfish were abundant in nearby waters. Streams would soon provide power for mills that produced grain, lumber, and paper. Salt hay attracted farmers, who traveled to the area from Huntington, on the north shore of Long Island, and stayed temporarily to harvest the salt hay that was used to feed cattle. The first permanent homes were located between Carlls River and Sampawams Creek.



Handsome Avenue Babylon.



Map Sources: Most data available from [NYS GIS Clearinghouse](#); Bayway Destination Points (⊙) digitized by Dodson Associates, Ltd. from May 2007 list of South Shore Estuary Reserve [online list of recognized destinations](#).

Settlement began in earnest after 1700. Inns, markets, and other businesses rose to serve visiting farmers and, later, travelers who would stop over en-route to Southampton from New York City, a trip that took about three days. By 1800, Babylon was a hub of activity. Nathaniel Conklin built a home for his mother on the northeast corner of Main Street and Deer Park Avenue in 1803. Legend has it that Nat's mother was unhappy with the home's proximity to a nearby tavern and compared the community to the biblical Babylon. The home now stands on the northwest side of Deer Park Avenue, where it was moved in 1871

Baymen plied local waters and eventually established settlements of bay houses on nearby islands. The village became a thriving resort area when rail service arrived in the mid 19th century. Eleven hotels once could be found in the vicinity, and a trolley ran from the train station to the steamship dock, where ferries sailed to Fire Island beaches. By the end of the 19th century, development lined Sampawam Creek and extended north



Mouth of Sampawams Creek, Babylon, 2003.

swimming. Pleasure boating and recreational fishing increased in popularity. Accessory maritime businesses, including restaurants, markets, and marinas, sprang up, as well, primarily along the west side of Sampawams Creek.

Recreation

A demand for recreational activities and amenities was soon met. Private yacht and fishing clubs were founded, including the Wa-Wa-Yanda Fishing Club on Captree Island East and the Babylon Yacht Club (still in operation). Today, recreational fishing is a popular activity made possible by the close proximity of Fire Island Inlet and access to the Atlantic Ocean. Today, the Village of Babylon is known as both a working waterfront and a tourist destination with a variety of waterfront restaurants and marinas. Among the facilities in the area are Cedar Beach Marina, the Sport Fishing Education Center operated by Cornell Cooperative Extension of Suffolk County at Cedar Beach Marina, and Belmont Lake State Park. The 400-acre state park offers row boat rentals, fishing, and hiking.



Sampawams Creek, Babylon; U.S. Dept. of Agriculture aerial photograph, 1938.

along Deer Park Avenue. Following World War II, the Village burst with activity, as veterans arrived and established year-round residences.

Commerce and Industry

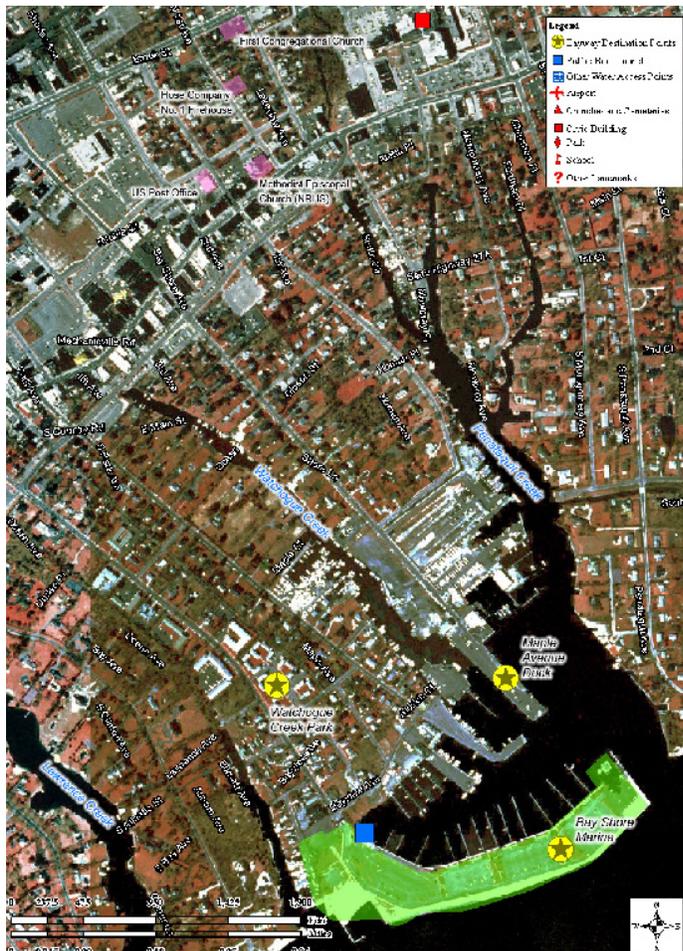
Summer resort growth prompted a shift from commercial fishing to recreation and tourism. Hotels, including the Swan, Watson, and Argyle, once lined Fire Island Avenue and Main Street. Ferries took visitors from Sampawams Point to Fire Island for fishing and

The Hamlet of Bay Shore

This maritime center is located in the Town of Islip, Suffolk County, and encompasses the Watchogue Creek and Penataquit Creek area.

Settlement

The Secatogue Indians, a subgroup of the Algonquins, were the first inhabitants of Penataquit, today known as Bay Shore. John Mowbray, who hailed from Southampton, received a patent for the land in 1708. Around the time of the American Revolution, the area was known for boatbuilding. By the 19th century, Bay Shore had become a gateway to Fire Island and a summer destination for wealthy families. When rail service arrived in the mid-19th century, hotel development increased. An 1896 *Map of Long Island* shows several hotels located in the center of the community on South Country Road, also known as Montauk Highway. Rail service also stimulated a boom in summer estates along the coast.



Map Sources: Most data available from [NYS GIS Clearinghouse](#); Bayway Destination Points (☉) digitized by Dodson Associates, Ltd. from May 2007 list of South Shore Estuary Reserve [online list of recognized destinations](#).

By the 20th century, with easier commuting to and from New York City via rail and automobile, the number of permanent residents living in Bay Shore swelled. In the early 1900s, many estates were subdivided into smaller lots, particularly in the neighboring Village of Brightwaters and along Lawrence Creek. This pattern of suburban development continued in Bay Shore and its environs throughout the 20th century.

Commerce and Industry

During the 19th century, Bay Shore thrived as a popular resort community with a working waterfront, ferry service to Fire Island, a strong business district along Main Street, and marinas along Penataquit Creek and Watchogue Creek.

Recreation

Today, Bay Shore offers a mix of marinas, commercial fishing operations, and boat yards, and there is ferry service to Fire Island—making Bay Shore a major gateway to Fire Island communities and to Fire Island National Seashore. Docks, both public and private, and waterfront restaurants are located on Ocean Avenue and along Watchogue Creek. Bay Shore Marina, a Town of Islip facility located on Watchogue Creek is, arguably, the largest public marine facility in the Reserve.

Many elements of Bay Shore’s past are evident, including historic homes and bay houses. Other historic sites, include the Bay Shore Railroad Station; the American Legion Soldiers and Sailors Memorial; the Brewster Ship Yard; Sagtikos Manor, a Suffolk County site operated as a colonial estate; and Gardiner County Park, a 300 acre site adjacent to Sagtikos Manor that was purchased by Suffolk County in 1971.



Penataquit and Watchogue creeks, Bay Shore; U.S. Dept of Agriculture aerial photograph, 1938.



Bay Shore Creek; RootsWeb, www.rootsweb.com.

The Hamlet of Sayville

This maritime center is located in the Town of Islip, Suffolk County, and encompasses the Browns Creek area.

Settlement

Members of the Algonquin Nation's Secatogue tribe originally inhabited the area that came to be known as Sayville. In 1683, William Nicoll purchased a 50,000 acre tract of land that included present-day Sayville. He named the tract Islip Grange, after his ancestral home in England.

John Edwards, a tailor from Easthampton, built the first house in Sayville in 1761. Little development followed until 1786, when a group of Congregationalists arrived. The mid-19th century brought a large influx of Dutch settlers to nearby West Sayville, but Sayville remained largely rural. A summer community of wealthy families developed during the late 19th century. Summer estates were constructed along Handsome Avenue, Edwards Avenue, and other thoroughfares. One of better known estates, Meadowcroft, located on Middle Road, belonged to Theodore Roosevelt's cousin, John Ellis Roosevelt.

The early 20th century ushered in another significant period of growth. By the 1920s, many estates had been sold and divided into smaller residential parcels. For example, in 1920, The Anchorage, a six-acre estate built in 1892 on Greene Avenue by the Hayward family, was sold and subdivided into 16 lots. The pace of such subdivisions increased throughout the 20th century as the demand for residential land grew.



Map Sources: Most data available from [NYS GIS Clearinghouse](#); Bayway Destination Points (®) digitized by Dodson Associates, Ltd. from May 2007 list of South Shore Estuary Reserve [online list of recognized destinations](#). Question-mark points digitized from examination of Hagstrom Atlas: Suffolk County 2004, Nassau County 2001.

Commerce and Industry

During the late 18th and early 19th centuries, the woodlands in and around Sayville were a major source of fuel and lumber for New York City. Sayville also developed a reputation as a major boatbuilding center, with several yards operating on Browns River Road. Sayville was known for the building and sailing of catboats, a small, highly-regarded recreational sailboat. Boatbuilding continued into the 20th century with the construction of yachts and pleasure boats for many clients located outside the area.



Boat race on the Great South Bay; East on the Great South Bay.

After the opening of the railroad in the 1860s, resort hotels were constructed on Foster Avenue, Candee Avenue, and Handsome Avenue. With the resort industry came restaurants, shops, and maritime activities, including ferry service to Fire Island. From its opening in 1901 until it burned down in 1961, the Sayville Opera House served the south shore as a regional center for the arts.

Recreation

Yachting was a popular pastime throughout the 19th century. Among the yacht clubs formed were the Sayville

Yacht Club (1901) and the Wet Pants Sailing Association (c.1920), both in operation today. The Wet Pants Sailing Association remains at its original location on Browns River Road. The Sayville Yacht Club has relocated from Sayville to Blue Point but retains its original name.

Today, Sayville offers a public beach for swimming in Great South Bay, along with a playground and tennis courts, at town-owned facilities located on Foster Avenue. Fire Island communities and Fire Island National Seashore's Sailors Haven and Sunken Forest can be reached via ferry service at the foot of River Road.

Roosevelt County Park and the Sayville Historical Society museum at the Edwards Homestead on Edwards Street are nearby.



Brown's River, Sayville, 2003.

The Village of Patchogue

This maritime center, located in the Town of Brookhaven, Suffolk County, encompasses the area surrounding the Patchogue River south of Division Street.

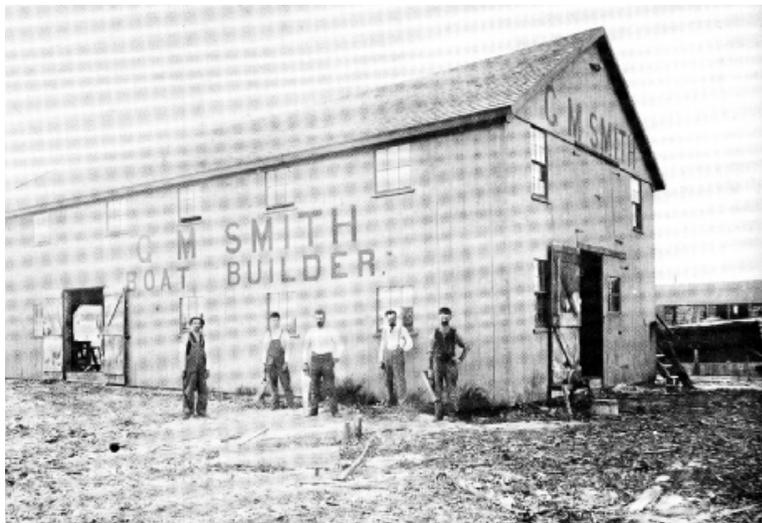
Settlement

Patchogue was a forested wilderness until 1759, when Humphrey Avery sold a portion of his woodland between the Patchogue River and Swan Neck River to Leoffer d'Leofferda. Saw, grist, cotton, and paper mills were then built along the shores of the area's many tributaries. These mills established Patchogue as a major manufacturing center and, later, a major port on the south shore. Although there was farming in the uplands, most early residents made a living by harvesting finfish and shellfish from Great South Bay



Patchogue River, Patchogue, 2003.

In the late 19th and early 20th centuries, wealthy families built summer homes and established large estates in Patchogue to escape the heat and congestion of New York City. Much of this housing stock was converted to year-round use during in the 1930s. This trend from seasonal to permanent residences continued as rail service and the automobile permitted people to move farther from the city. Urban expansion and suburbanization during the 20th century prompted the breakup of many estates.



Smith Boat Builders, Patchogue; Suffolk County Long Island in Early Photographs 1867-1951.

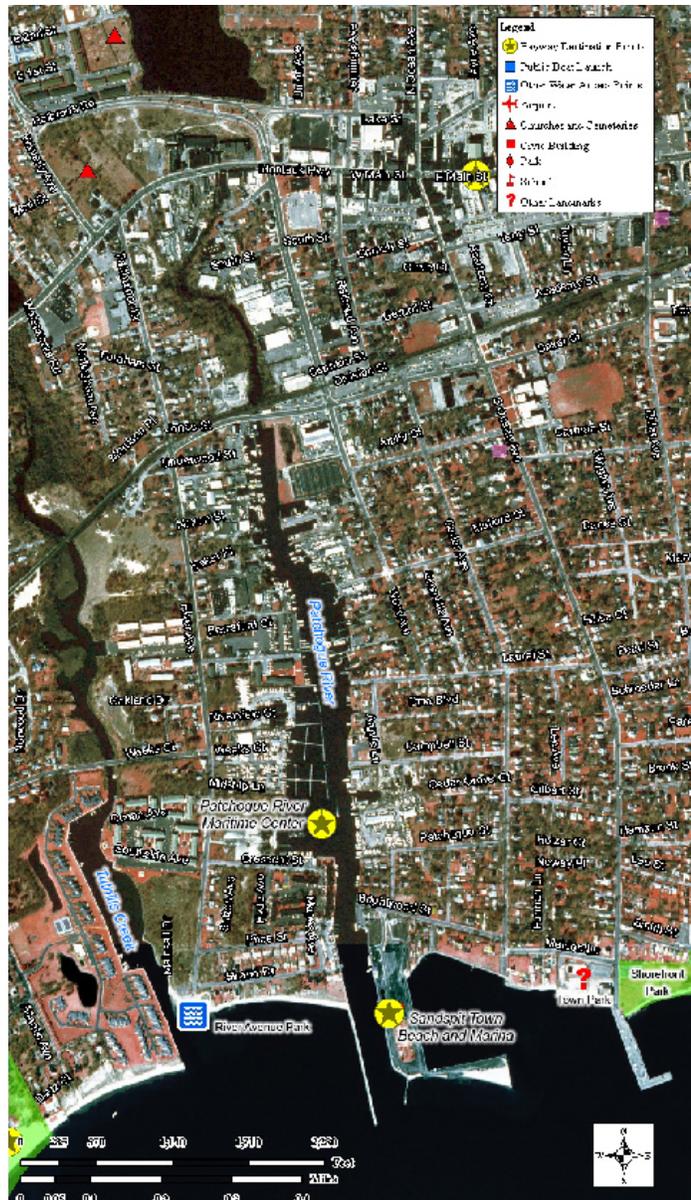
Although many of Patchogue's summer homes were modified for year-round use, a high degree of architectural integrity has been maintained. Many Victorian-style homes dating from the early 1900s can be seen on Ocean Avenue, Cedar Avenue, and Maiden Lane.

Commerce and Industry

Austin Roe built the first hotel in 1808 on East Main Street. The

Roes went on to build other hotels in the busy seaport, including the Eagle Hotel. After rail service arrived around 1869, other much larger hotels were built in the waterfront area. They included the Clifton Hotel at the end of Bay Avenue, the Mascot Hotel at the end of Ocean Avenue, the Newins Hotel and Pavilion on Bay Avenue, and the Central Hotel on West Main Street. The Newins Hotel catered to local residents, opening its beach to the public. The Central Hotel catered to water fowl hunting or “gunners.” Typical amenities included formal dining facilities, walkways to the bay, private beaches, and evening concerts.

Before rail service arrived at mid-century, most residents and merchants traveled by boat. By the 1870s several boatyards were operating in the vicinity, including the Weeks boat yard on River Road. Franklin Weeks purchased the land for the yard in small increments. By 1928, the family held all of the present property (approximately 5 acres). The business is one of the oldest, continuously operating boat yards in the nation, and the family continues to operate the yard. Gil Smith, who operated a boatbuilding shop on the east side of the Patchogue River near West Avenue and Amity Street from the late 1800s until the mid-1930s, was, arguably, the best known boat builder in Patchogue. Smith built recreational cat boats, custom sailboats crafted for use in shallow bays. Many of Smith’s boats were used in yacht races and were renowned for their speed and maneuverability.



Map Sources: Most data available from [NYS GIS Clearinghouse](#); Bayway Destination Points (⊛) digitized by Dodson Associates, Ltd. from May 2007 list of South Shore Estuary Reserve [online list of recognized destinations](#). Question-mark points digitized from examination of Hagstrom Atlas: Suffolk County 2004, Nassau County 2001.

Rowboat rental businesses, along with canvas shops, sailmakers, and fishing outfitters, were previously found along the bay. Boat storage facilities have historically occupied the east and west banks of the Patchogue River, a trend that can still be observed.

Shellfishing was a major industry from the late 1800s until the 1970s. The oyster industry peaked

around 1900. However, the number of baymen working Great South Bay out of Patchogue and other south shore communities continued to grow due to the advent of small motorized boats. The Hurricane of 1938 altered the ecology of Great South Bay, decimating the wild oyster population and ending independent oystering as a viable means of making a living. As a result, most baymen switched to clamming and fin fishing.



Lace mill, 1905; Images of America: Patchogue.

Recreation

Many visitors to Patchogue hired local residents as hunting and fishing guides, and many organizations that sponsored contests and recreational activities were formed. The South Bay Yacht Club, which sponsored sailing regattas and outings to the nearby Fire Island was located at the end of Cedar Avenue. Other local clubs sponsored fishing derbies, ice boat races, and various contests for local residents.

Patchogue has a long tradition of recreational fishing, primarily along the shoreline and near inlets connecting the bay to the ocean. Anglers clubs continue to be an important mechanism for local residents to learn about fishing techniques. Local organizations include the Lady Reelers Fishing Club and the Patchogue Fishing Club, which were founded in the 1950s.

In the early 1900s, Patchogue was a popular destination for bicyclists, or “wheelman,” from Brooklyn, Queens, and other locations.

Today, Patchogue is a seaport vibrant with restaurants and water views. The dock at Sandspit Park serves as a major gateway to the Fire Island community of Davis Park. Also on the Patchogue River since 1978, Fire Island National Seashore has operated its headquarters and ferry service to the Seashore’s Watch Hill facilities and the Otis Pike Fire Island High Dune Wilderness, the only federally designated wilderness area in New York State. Nearby, Shorefront Park, on Smith Street, provides beach access and a softball field.

The Shinnecock Canal

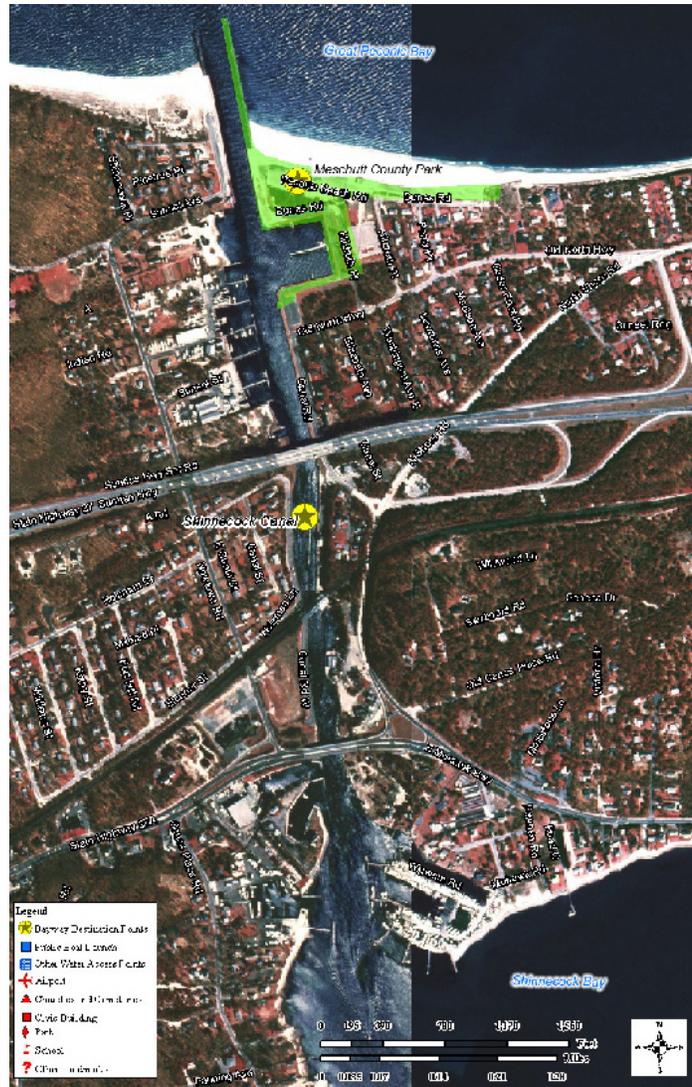
Located in the Town of Southampton, Suffolk County, this maritime center encompasses the area surrounding the Shinnecock Canal from Great Peconic Bay to Shinnecock Bay.

Settlement

Long before the canal was conceived, members of the Shinnecock Nation portaged their canoes from Peconic Bay to Shinnecock Bay at this spot, a narrow isthmus they called *Merosuck*. In 1640, a group of settlers from Lynn, Massachusetts, purchased land from the Shinnecocks and founded the Town of Southampton—and the *Merosuck* area came to be known as Canoe Place. At first, development was slow and limited to Newton Road, where the Canoe Place Inn stood along with few nearby homes. The Shinnecock Canal opened in 1892, and the 20th century ushered in a period of increasingly robust commercial and residential development. The Shinnecock Nation still owns approximately 1,200 acres in the area, including reservation land on Shinnecock and Peconic bays near the northwest end of the canal.

Commerce and Industry

The only operating navigational lock system on Long Island and the oldest continuously operating lock system in the state, the Shinnecock Canal connects Peconic Bay and Shinnecock Bay. Boaters from Long Island Sound and Peconic Bay can enter Shinnecock Bay and the Reserve via the north end of the canal without having to navigate around Montauk Point. They can then follow the Long Island Intracoastal Water Channel, which begins at the southern end of the canal, and goes westward through Moriches Bay, Great South Bay, South Oyster Bay, and Hempstead Bay to the western boundary of the Reserve at East Rockaway Inlet. The largest concentration of water dependent uses in the Town of Southampton is found in the Shinnecock Canal vicinity.



Map Sources: Most data available from [NYS GIS Clearinghouse](#); Bayway Destination Points (⊗) digitized by Dodson Associates, Ltd. from May 2007 list of South Shore Estuary Reserve [online list of recognized destinations](#).

Recreation

Many restaurants, marinas, hotels, charter fishing operators, and commercial fishing businesses can be found in the Shinnecock Canal vicinity. The Town of Southampton has purchased much of the land along the west side of the canal to develop as a public park and marina. Meschutt County Park, at the northeast corner of the canal on Dunes Road, offers direct beach access, a boat launch, and a playground.



Marina facilities, Shinnecock Canal, Town of Southampton.



Meschutt County Park, Town of Southampton.

Secondary Maritime Centers

The CMP describes secondary maritime centers as geographically smaller in size than major maritime centers, more likely to attract local rather than regional visitors, and often supportive of only one or two major water-dependent businesses and activities. Fourteen such maritime centers are currently recognized. A description of their settlement patterns, maritime heritage, and key water-dependent uses follows.

The Hamlet of Oceanside

This maritime center is located in the Town of Hempstead, Nassau County, and encompasses a primarily industrial portion of the community between Hog Channel and the Long Beach Branch of the Long Island Rail Road.

Settlement

There is evidence that Native Americans lived in the Oceanside area during the pre-colonial period. In the 1640s, settlers from Connecticut arrived. Oceanside remained a small hamlet throughout the 18th century. Major growth began with the arrival of rail service and built to a crescendo in the 1950s with an influx of World War II veterans.



Ted's Fishing Station, Bayside Drive, Point Lookout.

Commerce and Industry

Access to the Atlantic Ocean, as well as proximity to rail service, provided the infrastructure for Oceanside to develop as an industrial shipping port. Today, Oceanside is a port for the storage and distribution of petroleum and the only industrialized maritime center in the Reserve. Storage and distribution facilities for petroleum products are located on the east side of Hog Island Channel near the Long Beach Branch of the Long Island Rail Road, the Barnum Island Channel, and the intersection of Lawson and Daly boulevards. The area is locally known as “Oil City.” A number of non-water dependent industrial uses also are found near the Oceanside waterfront.

According to the U.S. Army Corps of engineers, medium-sized tankers with an average length of 250 feet make more than 500 trips annually to Oceanside terminals, delivering about 7.8 million barrels of petroleum products that are then distributed throughout Long Island.



Oceanside Maritime Center; Microsoft Virtual Earth, maps.live.com.

Recreation

Although largely industrial, the Oceanside waterfront includes some scattered boat berths and marina facilities serving recreational and commercial vessels. Marina facilities are on the Hog Island Channel and East Rockaway Channel, including some in a residential area near Weidner Avenue. Some substantial wetlands, including North Meadow and East Meadow, are located west of Hog Island Channel; they make up a significant part of West Hempstead Bay. There are several parks in the vicinity, including the Oceanside Marine Nature Study Area on Slice Drive.

The Hamlet of Point Lookout

Located in the Town of Hempstead, Nassau County, this maritime center occupies the eastern end of Long Beach Island; it is surrounded by water on all sides except the west, where it is bounded by Malibu Beach Park.

Settlement

Due to its proximity to the Jones Inlet, Point Lookout was settled primarily by baymen as a stopover and fishing spot. Originally only accessible by ferry from Freeport, and with no sewer facilities or public water supply, the area developed slowly. An 1896 *Map of Long Island* shows only 10 cottages on the south side of the island along the ocean and the Point Lookout Hotel on the north side by the bay.

Year-round development began in the 1930s after construction of the Loop Parkway. Today, Point Lookout is a small residential community.

Commerce and Industry

The commercial fishing fleet that operates out of Point Lookout is, arguably, the largest commercial fishing fleet in the Reserve. Point Lookout is a desirable location for the fleet because of the community's proximity to Reynolds Channel and Jones Inlet, which provide direct deep-water access to the Atlantic Ocean. Point Lookout also supports a surf clam industry, including processing plants and commercial markets. There are also wholesale and retail fish markets, packing companies, and seafood restaurants.

Recreation

Point Lookout is a home base for several charter fishing operations, including Scotty's and Ted's fishing stations on Bayside Drive. For recreational boaters and fishermen, the Town of Hempstead operates the East and West marinas located on the Loop Parkway. A public fishing pier is located at West Marina. Several charter and party vessels operate from East Marina.

Malibu Beach and Park, a Town of Hempstead facility, borders much of Point Lookout at its west. The Lido Beach Marine Conservation Area, is also managed by the Town of Hempstead, further west of the hamlet; it offers pedestrian trails and views of Hempstead Bay tidal marshes and shorebird habitat.

The Hamlet of Merrick

This maritime center is located in the Town of Hempstead, Nassau County. It includes the enclave of water dependent facilities in a densely developed residential area adjoining Merrick and Carmans Coves on East Hempstead Bay.

Settlement

Merrick developed as a small trading center that could be reached easily through Jones Inlet. Development occurred mostly on the waterfront. In the 1860s, a Methodist camp stood at Merrick and Camp avenues. Although the camp is long gone, its circular streets and development pattern are still distinguishable in contemporary street patterns. A significant population boom did not occur until after World War II.

Commerce and Industry

Recreational boating was a primary economic activity in Merrick throughout the 19th and 20th centuries. Maritime businesses, including marinas, boatyards, and restaurants, developed on Whaleneck Drive along Carman's Cove. The Sunrise Yacht Club, a private boating establishment, also operates on Whaleneck Drive.



Hempstead Bay, Merrick, 2003.

Recreation

Waterfront parks include town-operated Newbridge Road Park and Norman J. Levy Park and Preserve. The Merrick Road Park Golf Club is located on Merrick Bay at Clubhouse Road.

The Hamlet of Seaford

This maritime center, located in the Town of Hempstead, Nassau County, encompasses the area between Cedar and Seamans Creeks.

Settlement

Seaford is and has historically been primarily a residential community. Maps from 1873 and 1896 indicate that settlement was concentrated at the northern end of Seaford Creek and along Montauk Highway, also known as South Country Road. During the 20th century, Seaford expanded north along Cedar and Seamans creeks to Merrick Road. Many homes have private docks on man-made canals. The area designated as the secondary maritime center was largely undeveloped until the 20th century.



Seaford Creek, Seaford, 2003.

Commerce and Industry

As noted above, Seaford developed primarily as a residential community.

Recreation

Seaford hosts a recreational boating community served by maritime businesses along Island Channel Road and Ocean Avenue, where there are some marina facilities. It is adjacent to Jones Beach Causeway, which provides access to Jones Beach State Park via automobile and includes a bicycle path. Many people walk, skate, or bike to Jones Beach from Cedar Creek Park on Merrick Road, a Nassau County facility east of Wantagh Avenue. A fishing pier and Seamans Neck Park, a Town of Hempstead facility on South Seamans Neck Road, provide access to Seamans and Seaford creeks.

The Village of Amityville

Located in the Town of Babylon, Suffolk County, this maritime center includes the area in the vicinity of Narrasketuck, Amityville, and Woods Creeks.

Settlement

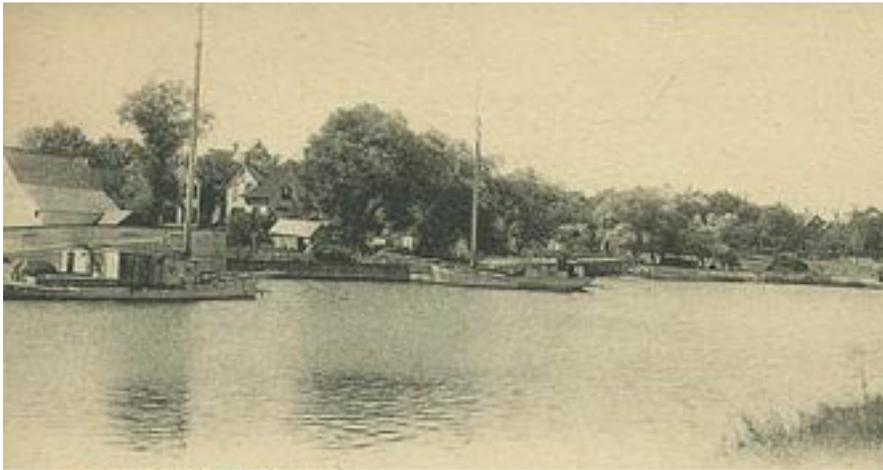
Settled in the 17th century by farmers who grazed livestock and harvested salt hay in the vicinity, Amityville developed slowly throughout the 18th and 19th centuries. The arrival of rail service stimulated additional population growth, and the community expanded with residential development along the shore and creeks.

Commerce and Industry

Shellfishing and boat building soon joined farming as major economic activities. By the turn of the 20th century, several hotels lined Albany Avenue, including the Kings and Wrights hotels and the Fountain House. These hotels and other businesses catered to summer visitors and tourists. In the 20th century, Paul Ketcham, Sr., built a specialty boat for local waters called the Ketcham Skiff. Starting in the 1940s, Paul and his son made more than 70 of these boats. The Ketcham Boatyard is still operates and is run by Paul Ketcham, Jr.

Recreation

Pleasure boating was a major recreational activity in Amityville throughout the 19th and 20th centuries. The Unqua-Corinthian Yacht Club, incorporated in 1900, still operates on Great South



Creek in Amityville; ePodunk, www.Epodunk.com.

Bay near Bayside Park at the southern end of Richmond Avenue. Several marinas and boatyards are located on Clocks Avenue along Narrasketuck Creek. There also is water access at the Municipal Beach Complex, which includes a beach, boat ramp and fishing pier, located at the end of South Bayview Avenue.

Village of Lindenhurst

This maritime center, located in the Town of Babylon, Suffolk County, includes the area around Neguntatogue Creek.

Settlement

During the pre-colonial period, the Secatogue and Massapequa Indians hunted in the Lindenhurst vicinity. The area now known as Lindenhurst was first settled in the late-17th century by farmers from Huntington, located to the north, who came for the salt hay that they could harvest. It continued to develop as a farming community throughout the 18th century. The arrival of rail service stimulated a period of residential growth. In the 1870s, a large number of German immigrants settled in the area. They built schools, churches, and many businesses. The population boomed during the 1950s and 1960s.

Commerce and Industry

Marina facilities, waterfront restaurants, and boat sales and repair facilities are located along the western side of Neguntatogue Creek. Commercial maritime activities have been driven largely by recreational boating, and Lindenhurst arguably supports the highest concentration of recreational vessels in the Town of Babylon.

Recreation

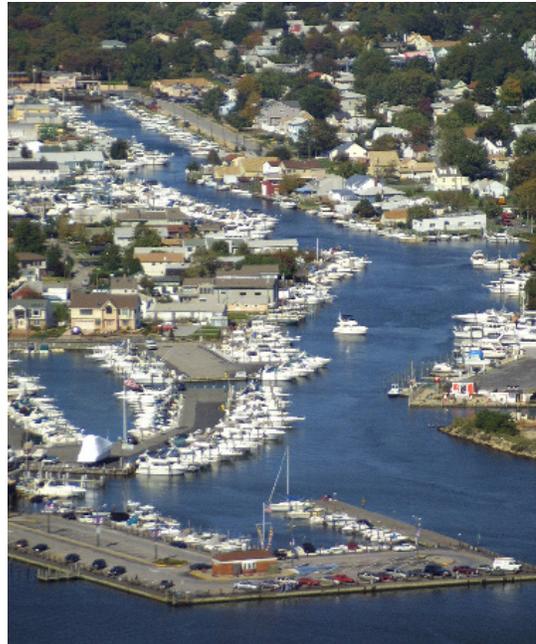
Pleasure boating is the primary marine-related activity in Lindenhurst. The town-owned Venetian Shores Park on Granada Parkway includes facilities for fishing, swimming, and picnicking, as well as a boat launch, playground, and ball fields.

Hamlet of West Babylon

Located in the Town of Babylon, Suffolk County, this maritime center includes the west side of West Babylon Creek area along Bergen Avenue.

Settlement

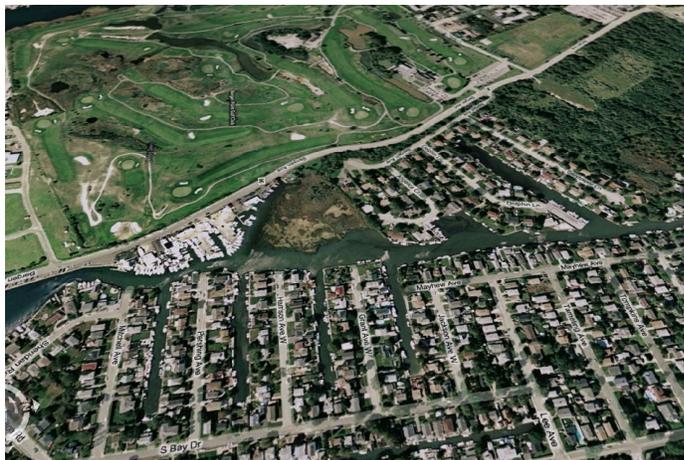
West Babylon grew slowly as a small resort community along West Babylon Creek throughout much of the late 19th and early 20th centuries. Several canals were cut into Santapogue Point at that time, and more permanent residential development followed.



Neguntatogue Creek, Lindenhurst Maritime Center, 2003.

Commerce and Industry

West Babylon does not have a sustained tradition of commercial marine activity. In 1924, Jack Bulk, an immigrant from the Netherlands, purchased the 19th century Bergen Estate, and converted it into a tulip farm. Throughout the 20th century, the hamlet developed a reputation for growing tulips. A windmill built on the farm around 1929 became a regional icon, and the community held a tulip festival every spring. The farm, located at the junction of Montauk Highway and Bergen Avenue, closed in 1981.



West Babylon Maritime Center; Microsoft Virtual Earth, maps.live.com.

Recreation

Today, a small marina and waterfront restaurant operate on the west side of West Babylon Creek at the end of Bergen Avenue. Great South Bay can be seen at the south end of Bergen Avenue and the Bergen Point Country Golf Club. The east side of the creek, including the Santapogue Point area, is a densely developed residential neighborhood.

Captree Boat Basin and Vicinity

Located in the Towns of Babylon and Islip, Suffolk County, this maritime center is at the eastern tip of Jones Island, near the Fire Island Inlet.

Settlement

The western end of Fire Island and the eastern end of Jones Island now terminate in the Captree Boat Basin vicinity, creating Fire Island Inlet and a passage from the bays of the south shore to the Atlantic Ocean. Fire Island Inlet has migrated more than five miles between 1826, when the Fire Island Lighthouse was constructed, and 1941, when the inlet was stabilized. Several low-lying bay islands also are located in the Captree Boat Basin area. They include Captree Island, Havemeyer Island, Oak Island, and Sexton Island (see Appendix A, Areas of Special Interest Map). Captree Island East was settled by baymen in the late 18th and early 19th centuries. The baymen leased the land from the Town of Islip, harvested salt hay, used the island as a base for fishing and hunting, and constructed bay houses. Of the many bay houses that were once located on Captree Island, about 15 remain on Captree Island East.

At end of the 19th century, Captree Island was still accessible only by boat. Today, Robert Moses Causeway bisects the island and links it to the mainland. The bridge completed by 1954 connects Captree and Jones islands. The bridge completed in 1964 connects the causeway to the western tip of Fire Island. The causeway provides access to Robert Moses State Park on Fire Island and Captree State Park on Jones Island.

Commerce and Industry

Located on a man-made channel in Captree State Park, the Boat Basin is adjacent to Fire Island Inlet. According to the *Maritime Centers Technical Report*, the largest fleet of charter fishing and excursion boats in the Reserve can be found at this location.



Fisherman's Walk, Captree Boat Basin.

Recreation

Captree State Park offers open boat fishing and charter boat services, fishing piers, a beach, boat ramp, picnic area, and comfort stations. Nearby on Fire Island, Robert Moses State Park contains five miles of ocean beach for swimming, fishing, and surfing; fishing piers, picnic areas, and an 18-hole pitch and putt golf course; and access to the Fire Island Lighthouse and visitor center and museum from Parking Field 5.

Orowoc Creek

This maritime center is located in the Town of Islip, Suffolk County, and encompasses the Athasca Road peninsula and extends west to Degnon Boulevard.

Settlement

Orowoc Creek is located on the border of the hamlets of Bay Shore and Islip and empties into Great South Bay at Great Cove. It is one of the few Reserve tributaries that extends as far north as Montauk Highway. The land around Orowoc Creek was originally cultivated as farmland. In the 19th century, a commercial area developed on the east side of the creek and estates developed along the west side. Significant residential growth occurred during the 20th century.

Commerce and Industry

According to the *Maritime Centers Technical Report*, Orowoc Creek is one of the most historic commercial fishing areas on Long Island. During the 19th century, the harvesting and processing of Blue Point Oysters and Doxsee Clams was a major economic activity; Great Cove is referred to as Doxsees Cove on the 1853 Chace *Map of Suffolk County*. During this period, the Doxsee family owned and operated a clam canning factory that shipped to all parts of the United States. The Chace Map indicates that the Doxsees owned a large tract of land on the west side of the southern portion of the river. Later in the century, according to the 1896 *Atlas of Suffolk County*, the Doxsee family owned land farther north along the creek near Montauk Highway.



Bob Doxsee and Fishing Boat; Long Island Traditions, www.longislandtraditions.org.

Several paper mills, boatyards, and lumberyards could be found along the creek during the 19th century. By 1896, estates that had been located on the west side of the creek had been replaced by commercial enterprises, such as the Islip Lumber Yard. During the early 20th century, land use at the mouth of the creek near Great South Bay shifted from marine-related activities to residential development. However, some water-related uses continued along the northern portion of the creek near Montauk Highway.

Recreation

Many accomplished skippers from the area acquired sailing experience on Great South Bay during the 1800s, including Leander Jeffrey, Nathaniel O. Clock, and Hank Haff, who all went on to become America's Cup winners. With a record rivaled today only by Dennis Connor, Captain Haff, who won four America's Cup races between 1881 and 1885 as either captain or tactician, was inducted into the America's Cup Hall of Fame in 2004. The population boom of the late 19th and early 20th centuries stimulated an interest in recreational boating. Yachts were built at shipyards on the creek and sailed out of the Olympic Club on nearby Awixa Creek. Pleasure

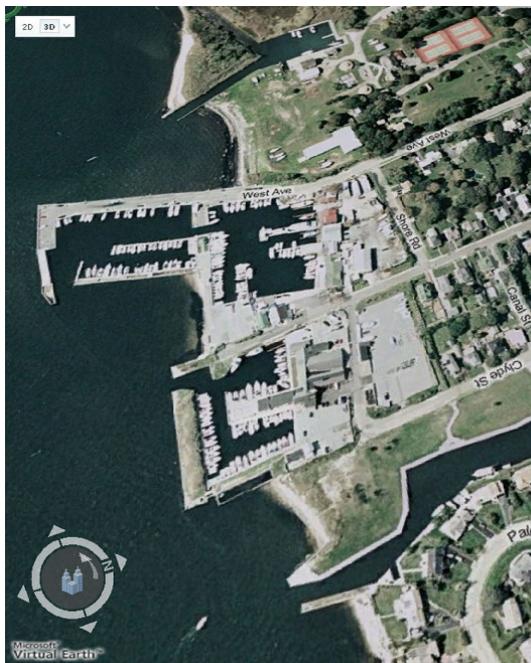
boating remains the primary recreational activity in Orowoc Creek. There are several commercial maritime businesses related to boating and boat maintenance, as well as two public boat launches and town docks on the east side of the creek at Maple and Raymond Streets.

The Hamlet of West Sayville

Located in the Town of Islip, Suffolk County, this maritime center encompasses the bay front bounded by Suffolk County Park and Golf Course on the west and Green Creek on the east.

Settlement

Settled as a suburb of Sayville, much of the area known today as West Sayville was owned for centuries by the Greene family. In the mid-19th century, the Greenes sold a significant portion of their holdings to Dutch immigrants, who began oystering in the area. Subsequent development occurred primarily on the western shore of Green Creek and on Atlantic Avenue. The area still contains many homes occupied by baymen. Development continued throughout the late 19th and 20th centuries, with a significant boom during the second half of the 20th century.



West Sayville Maritime Center, Microsoft Virtual Earth, maps.live.com.

Commerce and Industry

West Sayville became a major center for harvesting and packing oysters. Dutch oystermen and their descendants dominated the industry. Jacob Ockers, who established a business at the end of Atlantic Avenue, was arguably the most successful and well known of the group. The enterprise he founded later achieved international renown as the Blue Points Company, named for the type of oyster harvested from the 13,000 acres of Great South Bay bottomland which it owned.

The Hurricane of 1938 smothered the oyster beds in sand and ended oystering in Great South Bay and the region, ushering in a new era of clam harvesting.

Clam houses, along with associated processing, canning and shipping facilities, were prevalent along Green Creek well into the 20th century. Many commercial shellfish operations on West and Atlantic avenues operated until the late 20th century, and many working baymen are still based in West Sayville. Several structures on Atlantic Avenue once used as oyster houses survive and have been converted to other uses.

In 2002, the majority of the Blue Points underwater land was donated to the Nature Conservancy. The Nature Conservancy purchased the remaining acreage in 2004 and has seeded more than 250,000 hard clams on these bottomlands in an ongoing ecosystem restoration project.



Bluepoints Oyster Company; The Sayville Library Historic Image Collection, www.sayville.suffolk.lib.ny.us.

Recreation

The Town of Islip operates a public dock and marina at the end of West Avenue. There also are commercial boat storage and marine-related facilities. The West Sayville Golf Club is located on the former Bourne Estate; its clubhouse was the estate mansion. The Long Island Maritime Museum is housed in what was once the Bourne Estate carriage house. The collection contains many historic boats, oyster houses, a bayman's cottage, and artifacts. Green Creek County Park is located on Green Creek at Clyde Street.

The Hamlet of Center Moriches

Located in the Town of Brookhaven, Suffolk County, this maritime center encompasses the area along Mud, Senix, Areskonk, and Orchard Neck Creeks.

Settlement

Center Moriches developed primarily as a summer retreat for the wealthy. Estates and large summer homes with private water access were built along the shores of Mud, Senix, Areskonk, and Orchard Neck creeks. Many of these large parcels have been maintained to the present. The Masury Estate (c. 1898), was located at the end of Old Neck Road. The estate's ballroom building survives on a 1.5 acre parcel owned by the Holiday Beach Property Owners Association; it serves as the group's clubhouse and is on the New York State and National registers of historic places.

The 1896 Hyde & Company *Map of Long Island* shows two large hotels on Moriches Bay at the end of Union Avenue. Later maps show the Moriches Yacht Club at this location.

Commerce and Industry

As noted above, Center oriches developed primarily as a summer retreat.

Recreation

Today, many private docks line the Mud, Senix, Areskonk, and Orchard Neck creeks. A town dock is located at the end of Union Avenue on Areskonk Creek. A public boat launch is available at Laura Lee



Mud and Senix Creeks, Center Moriches; U.S. Dept. of Agriculture aerial photograph, 1938.

Park on Orchard Neck Creek, east of the maritime center. Bellview Beach offers public swimming on Moriches Bay at Laura Lee Drive.

The Terrell River County Nature Preserve, a 260 acre site located on Moriches Bay and adjacent to the Terrell River, offers opportunities for birding, hiking, biking, and horseback riding. The Haven's House Museum on Chet Sweezy Lane near the nature preserve houses the Moriches Bay Historical Society. The William Floyd Estate, a federally landmarked site under the jurisdiction of Fire Island National Seashore, is located west of the maritime center in nearby Mastic Beach.

The Hamlet of East Moriches

The East Moriches Maritime Center, located in the Town of Brookhaven, Suffolk County, encompasses Tuthill Cove, Hart Cove, and portions of Maple and Atlantic Avenues.

Settlement

East Moriches was first inhabited by Native Americans. During the colonial period, it was an agricultural hamlet. The pace of development was slow until the population boom of the late



Postcard, "The House by the Sea," East Moriches.

19th and 20th centuries, when estates and homes with large lots dominated. Today the low density residential development pattern remains, and the shorelines of the coves retain much of their historic character.

Commerce and Industry

Commercial development began with grist and paper mills and expanded to include duck farming. According to *A Brief History of East Moriches*, the community became a tourist

destination in the late 19th century. Several hotels are indicated on the 1896 Hyde & Company *Map of Long Island*, including the Beach View Hotel and the Tuttle Point House. Both were located on Tuthill Cove overlooking Moriches Bay. Many of the hotels built in East Moriches during the late 19th and early 20th centuries were destroyed by the Hurricane of 1938.

Recreation

The coves of East Moriches contain many private docks. Commercial marinas operating on Atlantic Avenue and Maple Street cater to recreational boating. A town boat launch on Hart Cove at Maple Avenue provides access to Moriches Bay for crabbing and fishing, as well as boating. Additional boat launching facilities are available on Moriches Island Road. The United States Coast Guard maintains a station on the promontory between Tuthill Cove and Hart Cove.

Seatuck Cove

This maritime center is located in the Towns of Brookhaven and Southampton, Suffolk County. It comprises a relatively small area of commercial marine development in the Hamlet of Eastport at the mouth of the East River, which drains first into Seatuck Cove and then into Moriches Bay.

Settlement

Many small farms operated in the Seatuck Cove and the East River vicinity throughout the 18th and 19th centuries. The arrival of rail service in the late 19th century and the end of World War II triggered two major residential development booms.



Dock, South Bay Avenue, Seatuck Cove.

Commerce and Industry

Duck farming, along with its environmental challenges (particularly on water quality), gradually came to dominate the agricultural economy of the area. According to the

1995 *Town of Southampton Comprehensive Plan*, by 1915, thirty of the 90 duck farms operating in Suffolk County were located along the East River and other creeks of Eastport. Today, few commercial duck farms remain.

Recreation

Use of the waterfront in the Seatuck Cove and East River area is primarily recreational. The Town of Southampton dock is located at the end of Bay Avenue at the mouth of East River.

Shinnecock Inlet

Located in the Town of Southampton, Suffolk County, this maritime center sits just west of the inlet on the bay side of Westhampton Beach Island.

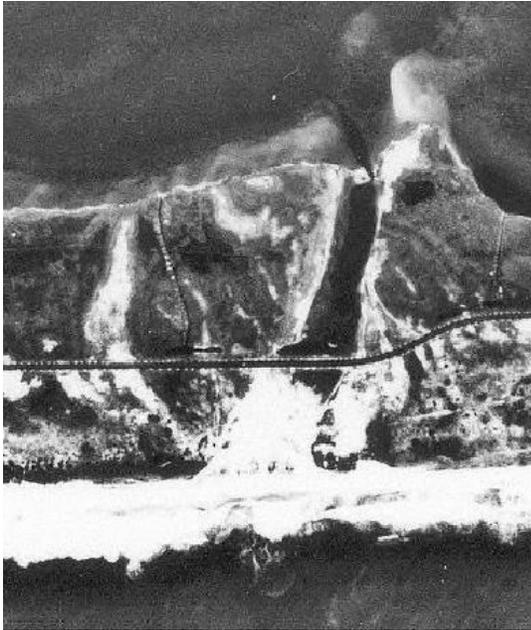


County Park East, Shinnecock Inlet, Town of Southampton.

Settlement

The narrow barrier islands along Long Island's south shore are continually shaped and reshaped by storms, surf, and currents, discouraging permanent settlement in many areas. From time to time, these natural forces open and close inlets that connect the Atlantic Ocean with the bays between the barrier islands and the mainland. Such inlets maintain water quality by permitting the bays to flush. They also create access to the open ocean.

From the mid-17th century, several attempts were made by settlers from nearby communities to dig through the barrier island in the vicinity of the today's Shinnecock Inlet. The current inlet was created by the Hurricane of 1938, a legendary storm that destroyed property, claimed lives, and reconfigured the Atlantic coast into a shape that can still be recognized today. According to the *United States Army Corps of Engineers Coastal Engineering Manual* published in 2002, the breach may have occurred at a spot where the Shinnecock and Peconic Bay Canal Company had excavated in 1896. A jetty built to help stabilize the inlet in the 1940s and periodic dredging keep the inlet open.



Shinnecock Inlet prior to the hurricane of September, 1938; U.S. Dept of Agriculture aerial photograph, 1938.

Commerce and Industry

Before the breach created the inlet, the area was part of a long, narrow barrier island known for a life-saving station that is documented on many period maps. Once the inlet was sufficiently stabilized in the 1950s, a vibrant commercial fishing industry developed. Today, Shinnecock Inlet is a short cut to the Atlantic Ocean for boaters from the eastern bays of the Reserve, and the Peconic Bay, via the Shinnecock Canal (see page 21). A large commercial fishing fleet, second on the south shore only to Point Lookout, operates out of the inlet through an agreement with the Town of Southampton. According to *Fishing Ports of the Mid-Atlantic*, the fleet contains about 30 boats, and the chief catch is squid. The U. S. Coast Guard maintains a station at the end of Ponquogue Point near the Old Ponquogue Bridge.

Recreation

Shinnecock Inlet County Park East contains a municipal dock, commercial dock, local fisherman's cooperative, and a private marina. The park, includes a long stretch of ocean beach and a public fishing pier. The Town of Southampton operates Ponquogue Beach across from the Ponquogue Bridge on Beach Road. A public boat launch, fishing access, scuba diving area, natural area with interpretive materials, picnic area, and handicapped accessible gazebo are available across from the town beach at Old Ponquogue Bridge Marine Park.

Potential Secondary Maritime Centers

Based on the research conducted for the Cultural Resources Survey, an additional secondary maritime center is recommended for recognition by the Reserve Council.

Village of East Rockaway

This proposed secondary maritime center is in the Town of Hempstead, Nassau County, and includes the area located along the East Rockaway Channel and Mill River to Atlantic Avenue.

Settlement

East Rockaway developed as a maritime trading center in the 17th century due to its proximity to New York City via the East Rockaway Inlet, once known as the Hog Inlet. Seventeenth-century and 18th-century, settlements formed around East Rockaway Creek and grew steadily for nearly three centuries. Development peaked shortly before the arrival of rail service north of East Rockaway, which shifted commerce from the water to rail. Thereafter, East Rockaway developed a recreational and residential character. Later, construction of the Long Beach Branch of the railroad brought rail service closer to East Rockaway, stimulating more noncommercial development.

Commerce and Industry

John Haviland opened the first mill in East Rockaway in 1688 on East Rockaway Creek (today, it's known as the Mill River). The shipment of livestock and goods to and from New York City soon became an important component of the economy. Mills, bakeries, lumber yards, and shipyards along Mill River served the many farmers and sailors drawn to the area. Beginning in the early 19th century until the 1920s, the Davison family operated a lumber yard in the vicinity. The old lumber mill building has since been moved, and part of the mill site currently operates as Davison's Boat Yard.

In the 1860s, the availability of rail service north of East Rockaway diminished the role of marine commerce and the importance of the East Rockaway as a trading port. Thereafter, East Rockaway developed an economy based more on recreational and residential services.



Talfor Boat Basin, East Rockaway.

Recreation

East Rockaway offers many amenities, including parks, restaurants, and marine-related businesses. Most water-related recreational activities are centered around Talfor Boat Basin, a public plaza and promenade, located on East Rockaway Creek where the Haviland Mill once stood. Completed by the village with state funding in 2005, the park offers public docking facilities, a fishing pier, a paved plaza and pavilion area, public gardens, and a boardwalk at the water's edge. The Haviland Mill now stands nearby at Memorial Park on Woods Avenue, where it was moved, and is operated by the village as the Old Grist Mill Museum.

Conclusion

The extensive cultural resources within the maritime centers reflect the maritime traditions and activities that shaped the region. Although the original patterns of settlement and early subsistence economies are similar across the Reserve, each maritime center retains its own unique character. Throughout the 19th and 20th centuries, particularly, some communities became known for maritime-related industries, such as boatbuilding or shellfishing, or were developed primarily as resorts for visitors from New York.

Communities such as Freeport, Patchogue, Sayville and Amityville were boatbuilding centers, for example, while others, such as West Sayville and Orowoc Creek, were known primarily for shellfish harvesting and processing. By the turn of the 20th century, many communities were better known for their summer homes, wealthy visitors, and recreational boating opportunities than for industry. Babylon and other hamlets or villages that had been major centers for working baymen also became summer retreats, and their economies shifted from primarily commercial marine industries to primarily tourism and recreation.



Oyster Fleet; Maritime Survey Report, Long Island Traditions.

The post World War II population boom brought profound changes to Long Island's south shore, shifting the economy from maritime-related businesses to recreation-related businesses. Access to the water for the enjoyment of a variety of recreational activities became a driving economic force. Most maritime centers promote these uses today. They offer residents and visitors access to ocean and bay beaches, fishing piers, wildlife habitat, scenic vistas, boat launches, and marinas. In addition, nearby facilities at Fire Island National Seashore and the New York State and local parks include many acres of scenic, natural, and historic areas. Many of these facilities reflect the cultural heritage and historic landscape from which the maritime traditions of the Reserve grew and which make the Reserve one of the most unique cultural landscapes in the nation.

The preservation of the distinct maritime character of the communities in the Reserve is an essential component of protecting Long Island's maritime heritage and cultural resources. The improvements outlined in this SIMP are complimentary and have been compiled to help achieve this goal. The Reserve Council hopes they will help to preserve and revitalize the unique coastal character of Reserve communities for many future generations.

For a map of many of the cultural resources in the Reserve mentioned in this document, see *Appendix A: Cultural Map*.

BAYWAY THEMES

As can be seen from the *Cultural Resources Survey*, the Reserve is rich in natural, scenic, and historic resources linked by shared maritime traditions. The Bayway is envisioned as a network of maritime centers, destinations, connectors, and Areas of Special interest through which people can experience and enjoy these resources.



*Long Island Maritime Museum,
West Sayville.*

To help achieve this goal, the Reserve Council developed and adopted three major Bayway Themes—**Maritime Heritage, Protecting the Coast, and Enjoying the Estuary**—that organize the Bayway network into cohesive areas of interest reflecting the many ways people can use and appreciate the Bayway and that help visitors and residents of the Reserve develop an understanding of the critical natural and scenic resources in this valuable estuarine environment. For the purposes of strategic planning, the three major themes have been further refined based on the findings of the *Cultural Resources Survey* and relevant document review. The themes and subthemes are crafted to be consistent with the NYS Coastal Resources Interpretive Program (NYSCRIP).

Maritime Heritage/Cultural

The south shore of Long Island has a rich maritime history that is recognizable throughout the region in its village centers, working waterfronts, natural systems and wildlife areas, and historic and cultural institutions. This unique mix of resources provides an opportunity for residents and visitors to understand and appreciate the maritime resources that provided food, shelter, and recreational opportunities for many generations of Long Islanders.

Sub-themes:

- Historic Settlement Patterns:
 - Native American
 - English and European Colonization
 - Summer Estates / Resort Development
 - Suburbanization / Post-WWII Boom
- Commerce and Industry:
 - Shellfishing / Fin fishing
 - Boat Building
 - Baymen / Bay Houses
- Historic Leisure Activities:
 - Hunting / Fishing
 - Boating
 - Beaches / Water Access
 - Public Parks / Tourism
 - Parkways

Protecting the Coast/ Natural

The 500 square miles of tidal estuaries constituting Long Island's south shore bays are the heart and soul of the Bayway. This vast network of marshes, bays, sandflats, barrier beaches, and rivers offers tremendous potential for expanded public waterfront access, low impact recreation, and education in coordination with continued conservation of fragile marine resources. The environmental health and scenic integrity of Long Island is of utmost importance to the Reserve. Increasing population and development pressures continually threaten to undermine the water



Marshland, Western Bays, Town of Hempstead.

quality, wildlife habitat, and scenic character of the region. It is critical that residents and visitors to the Reserve become informed about the issues that threaten the resources that make the Long Island's south shore so unique.

Sub-themes:

- Environmental Education:
 - Improving Water Quality
 - Pollution and Run-off Control
 - Protecting Marshland, Sensitive Areas and Habitats
 - Preserving Wildlife Corridors
- Protecting Scenic Quality
 - Stewardship
 - Public Access to the Estuary

Enjoying the Estuary/ Recreational

Millions of people flock to the south shore bays and barrier islands annually to enjoy the recreational, natural, scenic, and cultural resources that the Reserve has to offer. Within the region, there are diverse activities and attractions for all ages, lifestyles, and ability levels. From boating along the shore and tributaries of the Reserve to lounging at the beach, fishing in the surf, or sailing on the bays, people can find many ways to relax and enjoy the many wonders found in the Reserve.

Sub-themes:

- Water Access and Use:
 - Marinas and Yacht Clubs
 - Piers
 - Beaches
- Public Parks and Preserves:
 - Active Recreation:
 - Sports Fields
 - Golf Courses
 - Hiking, Horseback Riding,
 - Cross Country Skiing and



Paddler enjoying a Great South Bay creek.

Water Trails
Fly Fishing
Passive Recreation:
Bird Watching and Wildlife Watching
Scenic Tours

- Tourism:
 - Maritime Heritage
 - Economic Generators
 - Village Centers
 - Eco Tours
 - Interpretive Programs
 - Nature Centers

IMPLEMENTATION

The following implementation strategy outlines an approach that will begin to achieve the *Bayway Vision*, an interwoven network of maritime centers, destinations, connectors, and areas of special interest based on information gathered in the *Cultural Resources Survey* (see pages 6 to 36) and on *Bayway Themes* (see pages 37 to 39). The strategy includes key capital improvements that will enhance the Bayway and identifies potential partnerships and funding opportunities that may make these improvements possible.

New destinations, connectors, and areas of special interest can be nominated by an individual, municipality, government agency, non-profit, or community organization. The Reserve Council then reviews the nomination application for compatibility with adopted Bayway guiding principles and acts on the nomination (see nomination form, Appendix C).

DESTINATIONS

Bayway destinations are locations within the Reserve that contain significant cultural, natural, or recreational resources that help interpret that story of the Reserve; they offer the opportunity to increase public understanding and appreciation of the natural and human history of the region. There are currently 42 Bayway destinations recognized by the Reserve Council. They have been broken down into categories that best illustrate Bayway themes. Although many destinations could have been included in more than one category, each is listed only one time. For a map of the recognized and proposed Bayway destinations listed below, see *Appendix A: Bayway Destination Map*.



Sayville Historical Society Farmhouse; Maritime Survey Report, Long Island Traditions.

Recognized Destinations

Maritime Heritage/ Cultural

East Rockaway Grist Mill Museum, Village of East Rockaway, Town of Hempstead, Nassau County
Sagtikos Manor, West Bay Shore, Town of Islip, Suffolk County

Fire Island Lighthouse, Fire Island National Seashore, Town of Islip, Suffolk County

Bayard Cutting Arboretum State Park, Great River, Town of Islip, Suffolk County

Long Island Maritime Museum, West Sayville, Town of Islip, Suffolk County

Patchogue River Maritime Center, Village of Patchogue, Town of Brookhaven, Suffolk County

Bellport-Brookhaven Historical Society, Village of Bellport, Town of Brookhaven, Suffolk County

Carman's River Maritime Center, Hamlet of Brookhaven, Town of Brookhaven, Suffolk County

William Floyd Estate, Fire Island National Seashore, Town of Brookhaven, Suffolk County

Protecting The Coast/ Natural

Oceanside Marine Nature Study Area, Hamlet of Oceanside,
Town of Hempstead, Nassau County
Lido Beach Marine Conservation Area, Hamlet of Point
Lookout, Town of Hempstead, Nassau County
Norman J. Levy Park and Preserve, Hamlet of Merrick,
Town of Hempstead, Nassau County
Theodore Roosevelt Nature Center at Jones Beach, Hamlet
of Wantagh, Town of Hempstead, Nassau County
John F. Kennedy Sanctuary and Preserve, Hamlet of Oyster
Bay, Town of Oyster Bay, Nassau County
Gardiner County Park, West Bay Shore, Town of Islip,
Suffolk County
Sailors Haven/Sunken Forest, Fire Island National Seashore,
Town of Brookhaven, Suffolk County
Connetquot River State Park, Town of Islip, Suffolk County
Southaven County Park Preserve, Hamlet of Brookhaven,
Town of Brookhaven, Suffolk County
Otis Pike Fire Island High Dune Wilderness, Fire Island
National Seashore, Town of Brookhaven, Suffolk
County



Dunes, Fire Island National Seashore

Enjoying The Estuary/ Recreational

Talfor Boat Basin/White Cannon Park, Village of East Rockaway, Town of Hempstead, Nassau
County
Waterfront Park on Reynolds Channel, City of Long Beach, Town of Hempstead, Nassau County
Zach’s Bay at Jones Beach State Park, Hamlet of Wantagh , Town of Hempstead, Nassau County
Hempstead Lake State Park, Hamlet of West Hempstead, Town of Hempstead, Nassau County
The Nautical Mile on Woodcleft Avenue, Village of Freeport, Town of Hempstead, Nassau
County
Sport Fishing Education Center, Village of Babylon, Town of Babylon, Suffolk County
Oak Beach Park, Village of Babylon, Town of Babylon, Suffolk County
West Islip Marina Park, West Islip, Town of Islip, Suffolk County
Watchogue Creek Park, Bay Shore, Town of Islip, Suffolk County
Bay Shore Marina, Bay Shore, Town of Islip, Suffolk County
Maple Street Dock, Islip, Town of Islip, Suffolk County
Islip Beach, Islip, Town of Islip, Suffolk County
Captree State Park, Islip, Town of Islip, Suffolk County
Robert Moses State Park, Islip, Town of Islip, Suffolk County and Village of Babylon, Town of
Babylon, Suffolk County
East Islip Marina Park, East Islip, Town of Islip, Suffolk County
Heckscher State Park, East Islip, Town of Islip, Suffolk County
Connetquot River Preserve State Park, Oakdale, Town of Islip, Suffolk County
Timber Point County Park, Great River, Town of Islip, Suffolk County
West Sayville Dock, West Sayville, Town of Islip, Suffolk County

Green Creek County Park, West Sayville, Town of Islip, Suffolk County
 Sayville Beach Park and Marina, Sayville, Town of Islip, Suffolk County
 Bayport Beach, Bayport, Town of Islip, Suffolk County
 Smith Point County Park and the Shirley Marina, Hamlet of Shirley, Town of Brookhaven,
 Suffolk County
 Shinnecock East County Park, Village of Southampton, Town of Southampton, Suffolk County
 Old Ponquogue Bridge Marine Park, Village of Southampton, Town of Southampton, Suffolk
 County
 Shinnecock Canal, Village of Southampton, Town of Southampton, Suffolk County

Potential Destinations

Organizing the recognized Bayway destinations by theme and mapping them pointed to some geographic and thematic gaps across the Reserve. The 40 destinations below address these gaps and are recommended for recognition.

Maritime Heritage/ Cultural

Long Island Marine Education Center, Village of Freeport, Town of Hempstead, Nassau County
 Lauder Museum (Amityville Historical Society), Village of Amityville, Town of Babylon,
 Suffolk County
 Babylon Historical and Preservation Society, Village of
 Babylon, Town of Babylon, Suffolk County
 Roosevelt Estate County Park, Sayville, Town of Islip,
 Suffolk County
 Edwards Homestead (Sayville Historical Society), Sayville,
 Town of Islip, Suffolk County
 Manor of St. George, Shirley, Town of Brookhaven, Suffolk
 County
 Haren’s House (Moriches Bay Historical Society), Hamlet
 of Center Moriches, Town of Brookhaven, Suffolk
 County
 Tuthill House Museum (Westhampton Historical Society),
 Hamlet of Westhampton Beach, Town of Brookhaven,
 Suffolk County
 Old Schoolhouse Museum, Hamlet of Quogue, Town of
 Southampton, Suffolk County
 Shinnecock Culture Center and Museum, Village of
 Southampton, Town of Southampton, Suffolk County



Windsurfing, Great South Bay.

Protecting the Coast/ Natural

Cow Meadow County Park and Preserve, Village of Freeport, Town of Hempstead, Nassau
 County
 Carman’s Pond Park, Hamlet of Merrick, Town of Hempstead, Nassau County
 Meroke Preserve, Hamlet of Bellmore, Town of Hempstead, Nassau County
 Newbridge Road Park, Hamlet of Bellmore, Town of Hempstead, Nassau County

Tackapausha Preserve, Hamlet of Seaford, Town of Hempstead, Nassau County
Massapequa Park and Preserve, Hamlet of Massapequa, Town of Oyster Bay, Nassau County
Indian Island County Park and Preserve, Hamlet of Copiague, Town of Babylon, Suffolk County
Brookside County Preserve, Sayville, Town of Islip, Suffolk County
Terrell River County Nature Preserve, Hamlet of Center Moriches, Town of Brookhaven, Suffolk County
Quogue Wildlife Refuge, Hamlet of East Quogue, Town of Southampton, Suffolk County

Enjoying the Estuary/ Recreational

East and West Marinas, Hamlet of Point Lookout, Town of Hempstead, Nassau County
Seamans Neck Park, Hamlet of Seaford, Town of Hempstead, Nassau County
Cedar Creek Park, Hamlet of Seaford, Town of Hempstead, Nassau County
Amityville Beach Complex, Village of Amityville, Town of Babylon, Suffolk County
Tanner Park/Amity Harbor, Hamlet of Copiague, Town of Babylon, Suffolk County
Green Park/Venetian Shores Beach, Hamlet of West Babylon, Town of Babylon, Suffolk County
Belmont Lake State Park, Village of Babylon, Hamlets of North Babylon/West Babylon, Town of Babylon, Suffolk County
West Sayville Country Club and Charles R. Dominy County Park, West Sayville, Town of Islip, Suffolk County
Barrett Beach, Fire Island National Seashore, Town of Brookhaven, Suffolk County
Corey Beach, Hamlet of Blue Point, Town of Brookhaven, Suffolk County
Davis Park, Fire Island, Town of Brookhaven, Suffolk County
Watch Hill, Fire Island National Seashore, Town of Brookhaven, Suffolk County
Great Gun Beach, Fire Island, Town of Brookhaven, Suffolk County
Sandspit Beach and Marina, Village of Patchogue, Town of Brookhaven, Suffolk County
Shirley Beach, Hamlet of Shirley, Town of Brookhaven, Suffolk County
Union Avenue Dock, Hamlet of Center Moriches, Town of Brookhaven, Suffolk County
Atlantic Avenue Park, Hamlet of East Moriches, Town of Brookhaven, Suffolk County
Village Marina and Yacht Basin, Village of Westhampton Beach, Town of Southampton, Suffolk County
Sears-Bellows County Park, Hamlet of East Quogue, Town of Southampton, Suffolk County
Meschutt Beach County Park, Hamlet of Hampton Bays, Town of Southampton, Suffolk County
Cupsogue Beach County Park, Hamlet of Westhampton, Town of Southampton, Suffolk County

CONNECTORS

Connectors are transportation routes that create a network of land and water trails, bike paths, historic parkways, rail lines, and waterways linking maritime centers, destinations, and areas special interest (see page 52). The network eventually will include a variety of transportation modes that accommodate pedestrians, bicyclists, boaters, and motorists. For a map of Recognized and Proposed Bayway connectors, see *Appendix A: Bayway Connectors Map*.

Recognized Connectors

Two connectors are recognized by the Reserve Council:

Long Island Greenbelt Trail (Heckscher State Park to Lakeland County Park)

The Long Island Greenbelt Trail is an 11 mile hiking trail that traverses many habitats and offers views of ponds, marshes, bays, and streams. The trail is free and open to the general public; tolls or resident passes may be required for parking. Hikers may begin at Heckscher State Park, open from 7 a.m. until sunset daily. Other trailheads can be found at Connetquot River Preserve State Preserve and Lakeland County Park. For more information contact the Long Island Trail Conference at (631) 360-0753, ligreenbelt@verizon.net, or <http://www.hike-ligreenbelt.com/page/page/952893.htm>.

How to Get There via Auto: Follow Southern State Parkway to its eastern most end where it becomes Heckscher Parkway and ends at Heckscher State Park. The trailhead is accessed from Parking Field 7 in the Park.

How to Get There via Train: Take the Montauk Branch of the Long Island Rail Road to the Great River Station – it is one block from the trail.

How to Get There via Bus: Suffolk County Transit bus routes S-40 and S-54 cross the trail.

Sayville to Sunken Forest Ferry Route

Sayville Ferries (516-589-0810 or

<http://www.pagelinx.com/sayvferry>)

serves Sunken Forest at Fire Island National Seashore via the Hamlet

of Sayville to Sailors Haven on Fire Island. A key feature of the Sunken Forest is a 1.5 mile boardwalk that winds through several unique ecosystems.



Heckscher Park, entrance to Long Island Greenbelt Trail.

How to Get There via Auto: Take the Long Island Expressway to exit 62 south for Route 97. Follow 97 south to the Montauk Highway West (Route 85). Take a left onto McConnell Ave, then right onto Middle Road (Route 65). Turn left onto Foster Ave, another left onto Terry Street, then

right onto River Road. The ferry terminal's address is 41 River Road. There is a daily parking fee for those traveling to the ferry by automobile.

How to Get There via Train: Take the Montauk Branch of the Long Island Rail Road to the Sayville Station – it is a little over a mile to the terminal. Taxi and bus connections may be obtained at this station.

How to Get There via Bus: Suffolk County Transit bus route S-40 will get you closest to the terminal.

Potential Connectors

There are 25 Bayway connectors recommended for nomination, organized below by transportation method.



Robert Moses Bridge.

eastern end of the Reserve.

By Motor Vehicle:

The entire Bayway can be accessed via three major west-east routes:

Southern State Parkway, which connects Hempstead Lake State Park in the western portion of the Reserve Heckscher State Park in the central portion of the Reserve

Sunrise Highway (Route 27), which runs from East Rockaway in the western portion of the Reserve to Shinnecock Hill at the

Merrick Road/Montauk Highway (Route 27A/80), which runs from Rockville Center, in the western portion of the Reserve, to Lindenhurst as Merrick Road and from Lindenhurst to Southampton, at the eastern end of the Reserve, as Montauk Highway.

Other automobile routes:

Ocean Parkway is an east-west route that crosses Jones Island from Meadowbrook State Parkway in Nassau County to Robert Moses Causeway in Suffolk County.

In Nassau County:

Meadowbrook State Parkway is a north-south route that connects Jones Beach State Park with the Freeport/Merrick area. Meadowbrook State Parkway can be accessed via:

- Northern State Parkway at exit 31
- Southern State Parkway at exit 22

Loop Parkway connects Lido Beach/Point Lookout to Meadowbrook State Parkway and Jones Beach State Park. Loop Parkway is accessed via the Meadowbrook State Parkway or from Lido Boulevard in Hempstead.

Jones Beach Causeway connects Jones Beach State Park with the Seaford/Bellmore area. The causeway is at the southern end of Wantagh State Parkway, which can be accessed via:

- Northern State Parkway, exit 33
- Southern State Parkway, exit 27

In Suffolk County:

Robert Moses Causeway connects the Captree State Park and Vicinity Maritime Center and Robert Moses State Park with West Islip. The causeway can be accessed via:

- The Southern State Parkway, exit 40
- The Sunrise Highway (Route 27), exit 41
- Route 27A, exit C2

William Floyd Parkway connects Fire Island and Smith Point County Park with the Shirley/Mastic area. The parkway can be accessed via:

- Long Island Expressway (I-495), exit 68
- Sunrise Highway (Route 27), exit 58

Beach Lane connects the Village of Westhampton Beach in the Town of Southampton to the barrier island. Beach Lane is accessed from the Montauk Highway (Route 80). Take the Montauk Highway to Mill Road in Westhampton Beach (Route 71), go left on Main Street and your next right is Beach Lane.

Ponquogue Avenue/Bridge connects the Shinnecock Inlet Maritime Center, the barrier island, and Shinnecock County Park to Hampton Bays. Ponquogue Avenue is accessed from Montauk Highway (Route 80). Take Montauk Highway to Route 32 (Ponquogue Ave) in Hampton Bays. Follow Route 32 to the Ponquogue Bridge and the barrier island.



In season, ferries to Fire Island run regularly from Bay Shore, Sayville, and Patchogue.

By Water:

From Points Inland:

The Connetquot River flows into Great South Bay between East Islip on the west bank and Oakdale on the east bank. Destinations along the river include the Bayard Cutting Arboretum and Timber Point County Park, where there is a parking lot and boat launch. Great South Bay destinations near the mouth of the river include Heckscher State Park in East Islip and the Long Island Maritime Museum in West Sayville.

To Fire Island from the Mainland:

Bay Shore: The Bay Shore Ferry (631-665-3600 or <http://www.fireislandferries.com>) serves the Fire Island communities of Kismet, Saltaire, Fair Harbor, Dunewood/Atlantique, Ocean Beach, Seaview, and Ocean Bay Park. Check the Fire Island Ferries web site for schedules and rates.

How to get there via Auto: Take the Southern Parkway to Exit 42 south-Fifth Avenue, make a left at the stop sign and then right onto Fifth Avenue south. Take Fifth Ave to the first traffic light after LIRR tracks. Make a left onto Union Boulevard. Turn right at 3rd light onto Fourth Avenue. Continue approximately 1/3 mile past second set of traffic lights (Fourth Ave becomes Maple Ave.) The Main Terminal (Ocean Beach) is the first terminal on the left. Seaview/Ocean Bay Park terminal is on the right side of Maple Avenue.

How to get there via Long Island Rail Road: Take the Montauk Branch to the Bay Shore Station. Check the LIRR web site for schedules. The station is about a mile from the ferry.



View of Shinnecock Inlet from Shinnecock East County Park.

Sayville: The Sayville Ferry serves the Fire Island communities of Cherry Grove, Fire Island Pines, Water Island, and Sailors Haven facilities within Fire Island National Seashore (631-589-0810 or <http://www.pagelinx.com/sayvferry>).

How to get there via Auto: Take the Sunrise Highway to exit 49 toward Route 93/Lakeland Ave/Ronkonkoma/Sayville. Turn right onto Lakeland Avenue. Turn left onto Route 85/Route 27A, and immediately right onto Route 65 E (South Main Street/Middle Road). Turn right onto Foster Avenue, left onto Terry Street then right onto River Road. There will be a large parking lot on your right and the Ferry is down the road on your left..

How to get there via Long Island Rail Road: Take the Montauk Branch to the Sayville Station. Check the LIRR web site for schedules. The station is about 1.5 miles from the ferry.

Patchogue: The Davis Park Ferry Company (631 475-1665 or <http://www.davisparkferry.com>.) from the Patchogue Maritime Center, serves the Fire Island community of Davis Park and Watch Hill facilities within Fire Island National Seashore.

How to get there via Auto: Take the Sunrise Highway to exit 52 for Route 19S/Waverly Avenue. Take a left on West Main Street (Route 85), and a right onto West Avenue/Clare Rose Boulevard; the Watch Hill terminal is on the right. To reach the Davis Park terminal at Sandspit Park, continue south on West Avenue, turn left at Laurel Street, right at Cedar Ave, right at Brightwood Street, and left at Beach Ave. The Ferry Terminal is at Sandspit Park.

How to get there via Long Island Rail Road: Take the Montauk Branch to the Patchogue Station. Check the LIRR web site for schedules. The station is about a mile from the ferry.

From Great Peconic Bay and the North Fork:

The Shinnecock Canal at the Shinnecock Canal Maritime Center connects Shinnecock Bay and Great Peconic Bay. It provides access to Meschutt County Park, Old Ponquogue Bridge Marine Park, and Shinnecock East County Park.

From the Atlantic Ocean:

Four inlets through the barrier islands connect the Atlantic Ocean and the bays between the barrier islands and Long Island. From west to east, they are:

- Jones Inlet, which provides access to the Western Bays and several Bayway destinations, including East Marina and West Marina in Point Lookout and The Nautical Mile in Freeport.
- Fire Island Inlet, which is between two Bayway destinations, the Captree State Park and Vicinity Maritime Center and Robert Moses State Park; it provides access to the Great South Bay.
- Moriches Inlet, which provides access to Moriches Bay and destinations such as the William Floyd Estate in Mastic Beach and the Terrell River County Nature Preserve in Center Moriches.
- Shinnecock Inlet provides access to Shinnecock Bay and several Bayway destinations in the area, including the Long Island State Pine Barrens Preserve in East Quogue and the Shinnecock Canal.

By Bike/Foot:

The New York State Department of Transportation (DOT) *Long Island Bikeways Guide*, last published in 2001, is being updated and no longer available. For more information on local bike trails call the Regional DOT Office at (631) 952-6632.



Bicycling the Wantagh State Parkway Share Use Path.

Proposed connectors include:

Wantagh State Parkway Bike Path (Ellen Farrant Memorial Bikeway)

This bikeway and walking trail travels approximately 5 miles, between Cedar Creek Park and Jones Beach State Park. The path was constructed in 1929 along the northbound lanes of the Jones Beach Causeway.

How to get to Cedar Creek Park via automobile: Take the Wantagh State Parkway to exit W6 (Merrick Road

East). The entrance to the park comes up shortly on your right. Continue until you see a parking field in front of a covered picnic area. The entrance to the trail is to the right of the picnic area. Call the park at (516) 571-7470 for more information.

Nassau-Suffolk Greenbelt Trail

The Nassau-Suffolk Greenbelt Trail offers 17 miles of bike and hiking paths. The trails are easily accessed from Massapequa County Preserve at Merrick Road, Parkside Boulevard, Walker Street, or the Massapequa Railroad Station.

How to get there via automobile: Take the Sunrise Highway (Route 27) to Ocean Avenue in Massapequa. For more information contact the Long Island Greenbelt Trail conference at (631) 360-0753.

By Public Transportation:

Public Transportation can be used to access many of Bayway destinations. The following section describes the available options available.

Long Island Rail Road

The Bayway can be accessed from several stations along the railroad's Babylon, Long Beach, and Montauk Branches. Taxi service and bus service are available at each station. The Metropolitan Transit Authority web site (<http://www.mta.info>) posts current schedules and an interactive map of stations. The following list of stations provides access to recognized Bayway destinations and maritime centers:

- *East Rockaway Station* (Long Beach Branch at Ocean Avenue and Davison Plaza off Atlantic Avenue)—Less than one-half mile to the East Rockaway Grist Mill Museum, Talfor Boat Basin, and White Cannon Park .
- *Oceanside Station* (Long Beach Branch at Lawson Boulevard and Weidner Avenue)—Less than a mile to the East Rockaway Grist Mill, Talfor Boat Basin, and White Cannon Park; two miles to the Oceanside Marine Nature Study Area.
- *Freeport Station* (Babylon Branch at Henry Street and Freeport Plaza)—Connects to Long Island Bus for access to Jones Beach State Park via route JB62 (summer only) and the Freeport Maritime Center via route N62; the Norman J. Levy Park and Preserve is about a mile walk or taxi ride from the station.
- *Bay Shore Station* (Montauk Branch at Park Avenue and Oak Street)—About one mile to the Bay Shore Maritime Center, Watchogue Creek Park, Maple Avenue Dock, Bay Shore Marina, and Fire Island ferries.
- *Great River Station* (Montauk Branch at Connetquot and Hawthorne Avenues)—One block to the Long Island Greenbelt Trail. Use the Greenbelt Trail to enjoy a convenient two-mile hike or bike ride to Heckscher State Park and Connetquot River State Park Preserve, or one-half mile to the Bayard Cutting Arboretum State Park.
- *Sayville Station* (Montauk Branch at Lakeland Avenue and Depot Street)—About 1.5 miles to the Sayville and West Sayville maritime centers. Destinations accessible from the station include the Long Island Maritime Museum, West Sayville Dock, Green Creek County Park, Sayville Beach Park and Marina, and Fire Island ferries.



East Rockaway railroad station; Metropolitan Transportation Authority, www.mta.info.

- *Patchogue Station* (Montauk Branch at the corner of Ocean Avenue and Division Street)—The Davis Park ferry is about one mile; the Watch Hill ferry is about two blocks.
- *Mastic-Shirley Station* (Montauk Branch at William Floyd Parkway and Northern Boulevard)—Connects to Suffolk County Transit buses, where in summer travelers can ride the 7E south to Smith Point County Park.
- *Hampton Bays Station* (Montauk Branch at Springville and Goodground Roads)—Connects with Suffolk County Transit bus routes S10D/10E and S92. From this station, travelers can reach Old Ponquogue Bridge Marine Park (about four miles), Shinnecock East County Park (about four miles), Meschutt County Park (2.5 miles), and the Shinnecock Canal Maritime Center (2 miles).

These Long Island Rail Road Stations are near the following destinations and maritime centers:

- *Merrick Station* (Babylon Branch at Sunrise Highway and Merrick Ave)—Near Meroke Preserve, Carman’s Pond Park, and Newbridge Road Park (and two miles to the Merrick Maritime Center).
- *Seaford Station* (Babylon Branch at Sunrise Highway and Jackson Ave)—Near Tackapausha Preserve.
- *Massapequa Station* (Babylon Branch at Sunrise Highway and Broadway)—Near Massapequa Park and Preserve (also near the Seaford Maritime Center).
- *Amityville Station* (Babylon Branch at Oak and John Streets)—About two miles to Amityville Beach Complex, Tanner Park, and Amity Harbor (also near the Amityville Maritime Center and Lauder Museum and Amityville Historical Society).
- *Lindenhurst Station* (Babylon Branch at Wellwood and East Hoffman Avenues)—Two miles to Indian Island County Park, Green Park, and Venetian Shore Beach (also near the Lindenhurst and West Babylon maritime centers).
- *Babylon Station* (Babylon Branch at Deer Park and Railroad Avenues)—Near Belmont Lake State Park (also the Babylon Historical and Preservation Society and Babylon Maritime Center).
- *Bellport Station* (Montauk Branch at Montauk Highway and Station Road)—The station is about one mile from the Village of Bellport.

Long Island Bus

Long Island Bus (<http://www.mta.info>) serves Nassau County.

- The *N19* begins at the Freeport Railroad Station and travels to Merrick, Bellmore, Wantagh, Seaford, Massapequa, Massapequa Park, Amityville, Copiague, Lindenhurst and Babylon.
- The Freeport Railroad Station also connects with bus access to Jones Beach State Park via *JB62* (summer only) and the Freeport Maritime Center via *N62*.
- The *N36* links the Lynbrook Railroad Station to the Freeport Railroad Station via East Rockaway, Oceanside and Baldwin Harbor. This route also connects to the *N15*, which terminates in Long Beach

Suffolk County Transit

Suffolk County Transit <http://www.sct-bus.org> covers the Bayway from Amityville to the Shinnecock Canal.

- From the Babylon Railroad Station, travelers can take the *S47* in the summer to Captree State Park and Robert Moses State Park. The *S40* is also accessed from this station and services Bay Shore, Islip, Great River, Oakdale, Sayville, Bayport and the Patchogue Railroad Station.
- From the Patchogue Railroad Station, travelers can ride the *S66* to Bellport, Brookhaven, Mastic, Moriches, Center Moriches and East Moriches. This route also connects to the *S90*, serving Remsenburg, Westhampton Beach, Quogue, and East Quogue. The *S90* further connects to the *S10D/10E* routes servicing Hampton Bays and the *S92* servicing Shinnecock Hills and Southampton.
- From the Mastic-Shirley Railroad Station, travelers can ride the *7E* in the summer to Smith Point County Park and Fire Island.



Suffolk County Transit bus; Suffolk County Transit Bus, www.sct-bus.org.

AREAS OF SPECIAL INTEREST

The vast, open maritime landscapes of the south shore bays are at the core of the Estuary Reserve. Immediately adjacent to one of the largest metropolitan areas in the country, they remain a vast, scenic, relatively unspoiled landscape of salt marshes, beaches, sand flats, tidal rivers, and extensive areas of shallow open water. Largely unknown and inaccessible to the public, this diverse maritime landscape offers great potential for carefully managed access based on ecological, low-impact principles.

These open, natural areas of the Reserve do not fall into either the Destination or Connector category because they cover a broader geographic area rather than a specific location. To recognize their importance, a new category called areas of special interest is recommended. Areas of special interest feature these expansive, generally natural landscapes, which include areas of special natural, scenic, and environmental character. Eight areas of special interest are proposed for nomination and Reserve Council recognition. All have been identified as Significant Coastal Fish and Wildlife Habitats by the New York State Department of State and as having the highest possible scenic quality by the *Scenic Resource Inventory* completed in 2004. Areas of special interest may contain maritime centers, destinations, and connectors.



Bay House in the marshland of the Western Bays, Town of Hempstead.

The proposed areas of special interest are:

Hempstead Bays

The tidal marshlands, shoals, and mudflats of the Hempstead Bays are a significant natural feature of the Reserve. They are unique, offer magnificent scenic vistas, and play an important role in maintaining water quality and wildlife habitat and offer magnificent scenic vistas. A non-motorized vessel, such as a canoe or kayak, is generally

necessary to explore many of these areas. There are, however, designated navigation channels allowing for limited motorized vessel access. Some 30 bay houses are located in the area.

Cedar, Oak, Havemeyer, Captree, and Sexton Island Area

The area surrounding these five islands contains significant tidal marshland, shoals, and mudflats, as well as a variety of other natural, scenic, and cultural features; the beaches along the edges of these islands provide opportunities to experience the natural beauty of the area and to engage in passive recreational activities such as bird watching and sight seeing.

Cedar Island and Oak Island, in the Town of Babylon, represent the resort history of the barrier islands. Some 40 historic bay houses, which have been an integral part of the south shore landscape since the 19th century survive on Captree, Havemeyer, and Sexton islands. Although privately owned and leased, these important cultural resources can be viewed and appreciated

from the water. The area can be explored from tour or charter boats that leave from Captree Boat Basin or the villages of Babylon and Bay Shore or from small non-motorized watercraft (kayaks or canoes).

The last pound net fishery on the eastern seaboard operated on Havemeyer Point Island, known locally as Fisherman’s Island, until the 1980s. The technique involved trapping fish in nets suspended from a line of stakes sunk into the ocean bottom. Many of the original buildings constructed by the island’s three fish companies survive and can be seen from the state boat channel near Captree State Park. The descendants of company founders remain on the island and are working to preserve the island’s history.



Bay Houses, Havemeyer Island, Great South Bay.

Connetquot River Corridor

The Connetquot River provides an opportunity to explore the unique ecosystem of a river corridor that has been largely preserved in its natural state from Great South Bay inland due to the establishment of Connetquot River State Park Preserve; the Bayard Cutting Arboretum at Bayard Cutting Arboretum State Park is located along the river corridor, as well. The wildlife habitats evident along the river present visitors with an experience vastly different from that of the barrier islands and bays.

The Connetquot River corridor can be explored on established hiking trails, including a portion of the Long Island Greenbelt Trail. The New York State Wild, Scenic, and Recreational Rivers System Act classifies the portion of the river north of Sunrise Highway as a recreational river. The portion of the river south of Sunrise Highway is suitable for non-motorized vessels. Boat rentals and interpretive materials could potentially be provided.

Carmans River Corridor

The Carmans River corridor extends from Great South Bay inland to Middle Country Road (Route 25), north of the Long Island Expressway. A large portion of the river corridor, and a majority of the land around the tidal portion of the river, is permanently protected as the Wertheim National Wildlife Refuge (which has an extensive trail system) and South Haven County Park. The river is accessible from these facilities and can be navigated in small boats. Several tributaries that branch off from the river are best explored by non-motorized vessels or small motorboats.

Moriches Bay Shoreline

Moriches Bay lies between Mastic Beach in the west and Westhampton in the east. The shoreline is dotted with many creeks and coves. Exploration of these ancillary waterways is important to understanding the environmental health and history of the bays and the region. Access to these creeks and coves, as well as to the bay, itself, via small motorized or non-motorized vessels is important to develop a full understanding of and appreciation for the significance of these features. The Terrell River County Nature Preserve on the Forge River can be accessed from the water.

Shinnecock Bay Shoreline

Several tributaries, including Penniman, Phillips, Weesuck, Smith and Wells creeks, drain into Shinnecock Bay from the mainland (Long Island) side of the Ponquogue Bridge. The bay's southern boundary includes the barrier islands and Shinnecock Inlet. The area's natural beauty is stunning. These tributaries and coves could, potentially, be explored from tour and charter boats based at the Shinnecock Canal and Shinnecock Inlet maritime centers. The Old Ponquogue Bridge Marine Park has a fishing pier, interpretive displays, and other recreational amenities on both sides of the bay.

Fire Island-East End

The section of Fire Island from Smith Point in Brookhaven to Moriches Bay in Southampton is a rare example of a relatively pristine barrier island. The 11 mile stretch of the island protected as Fire Island National Seashore (FINS) is accessible to the public by boat or on foot, including Great Gun Beach, an East Moriches town park. Several Suffolk County parks flank FINS, and Moriches Inlet connects Moriches Bay with the Atlantic Ocean. The Otis Pike Wilderness Area, the only federally designated wilderness area in New York State, is located nearby. It extends seven miles, from Smith Point to the Hamlet of Davis Park. Public access to this portion of Fire Island is available at several locations, and there is a system of trails throughout FINS. This Area of Special Interest also includes Cupsogue Beach County Park on Westhampton Beach Island, which is accessible from the eastern end of Route 89 in Westhampton, and by boat.



Fire Island National Seashore across from Hart's Cove.

Open Bays

South Oyster Bay, Great South Bay, Narrow Bay, Moriches Bay, Quantuck Bay, Shinnecock Bay

The open water between Long Island and the barrier islands is an area of unique and exceptional beauty. The proximity of these sheltered, open bay waters and the ocean beyond was largely responsible for the establishment of human communities along the south shore of Long Island



Heading out to open water.

and the transportation between these communities. Today, the open water of the bays still provides unparalleled opportunities for fishing, sailing, and wildlife observation (such as birding).

For a map of the areas of special interest, see *Appendix A: Areas of Special Interest Map*.

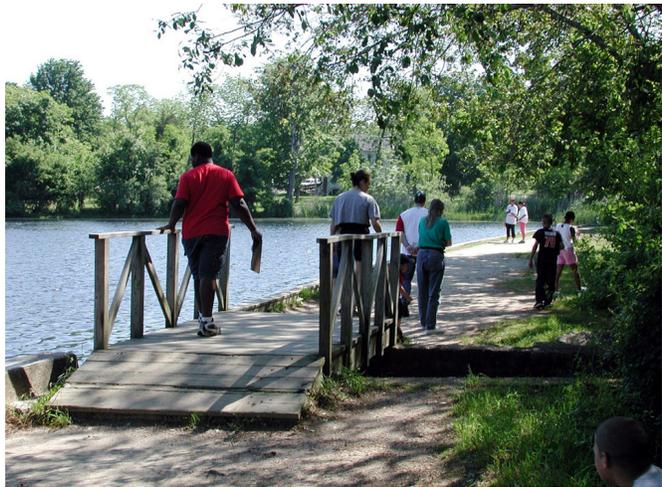
CAPITAL IMPROVEMENT PLAN

Prepared by River Street Planning

The capital improvements included in this section suggest projects that will help implement the goals established in the *Comprehensive Management Plan (CMP)*—particularly the desire to expand public use of the Reserve; encourage public enjoyment, appreciation, and stewardship of Reserve facilities and natural features; and increase appropriate tourism.

A series of goals and actions were developed to guide the capital improvements included: the goals were developed based on input from an Advisory Committee, the vision and goals of the CMP, the *Vision for the South Shore Estuary Reserve*, and the *Cultural Resources Survey* included in this report; the actions were developed from information gathered on field visits and input received from local governments, state agencies, and community residents familiar with maritime centers, destinations, connectors, and areas of special interest. The intent is to develop a list of achievable suggested capital improvements to encourage appropriate visitation and access to the Bayway. A matrix presents details about each action and its associated goals, including possible implementation steps, project partners, and funding sources, in a reference chart.

Appropriate access to public shorelines and upland areas in the Reserve is vital to the success of the Bayway. In many communities, limited access has hindered the use of waterways and upland areas. Better access can be accomplished by improving existing publicly accessible facilities and/or developing new ones. The Capital Improvement Plan suggests



Enjoying a local waterfront park.

projects to develop new or improve existing marinas, boat launches (including put-in sites for kayaks and canoes), foot trails, and bike paths. Some projects improve transportation linkages or parking facilities. Others focus on signage that will help direct people and educate them about the Bayway and the Reserve, amenities (such as comfort stations) that will provide an increased level of service, or aesthetic improvements (such as landscaping).

GOAL 1: Improve interpretive signage consistent with New York State Coastal Resources Interpretive Program (NYSCRIP) guidelines and wayfinding signage throughout the Bayway.

A comprehensive system for interpretive and way-finding and signage will improve the visitor experience and provide a clear visual program for navigating the Bayway. The wayfinding system should have a unified design and be organized along regional and local lines to direct people

easily throughout the Bayway. Wayfinding signage should be coordinated with the Bayway website and marketing materials. Interpretive signage should be consistent with NYSCRIP guidelines to provide the public with as cohesive a visual experience as possible.

Action 1.1: Install interpretive and wayfinding signage at important destinations in the Village of East Rockaway, Town of Hempstead.

Way-finding signage is needed in East Rockaway to direct visitors from Bayway connectors, including the Long Island Rail Road and Long Island Bus, to the Talfor Boat Basin and the Grist Mill Museum.

Action 1.2: Install wayfinding signage along Sunrise and Montauk Highways and local intersections to direct visitors to Bayway destinations.

Wayfinding signage along Sunrise and Montauk highways, which run in an east-west direction through many Bayway maritime centers, would help direct visitors to their Bayway objectives. Presently, existing signage varies widely from one Bayway community to another. Some communities have virtually no signs, while others have attractive, helpful ones. Signs should be installed in communities that lack them.

Action 1.3: Identify boundaries of Fire Island National Seashore.

The water boundaries of FINS should be surveyed and marked by buoys in the Great South Bay.



NYSCRIP interpretive kiosk, Freeport.



Attractive, informative signage could point visitors toward Bayway Destinations and provide guidance about appropriate use and stewardship. This sign guides visitors through Lincoln, RI in the Blackstone River Valley National Heritage Corridor.

GOAL 2: Develop new boat launches to improve access to the open water, canals and rivers.

The boating opportunities in the Reserve are tremendous and diverse. The development of additional boat launches is important to increase access to the water throughout the Bayway. The most pressing need is for launch sites that accommodate non-motorized vessels (kayak and canoes), particularly in tidal streams and rivers and along appropriate bay shorelines. There also is a need to provide water access for larger groups of people. This could be accomplished through the development of scenic and cultural group water tours to be conducted by shallow draft charter boats.



Example of an existing boat launch in a typical canal-oriented neighborhood.

Action 2.1: Development of Kayak/Canoe Launch in the Village of Patchogue, Town of Brookhaven.

This project would include site evaluation and selection, design, and construction of a public kayak/canoe launch. Though there are no provisions for a canoe/kayak launch at this time, the public expressed support for such a project at a public hearing for the

Patchogue Local Waterfront Revitalization Plan. At the June 2007 Patchogue Seafair, more than 200 fair participants launched kayaks from the Fire Island National Seashore (FINS) property near a new interpretive kiosk developed by the New York State Department of State/Division of Coastal Resources, South Shore Estuary Reserve, Village of Patchogue and Fire Island National Seashore utilizing New York State Coastal Resources Interpretive Signage Program (NYSCRIP) guidelines.

Action 2.2: Development of Kayak/Canoe Launch in Maxine Postal Park in the Village of Amityville, Town of Babylon.

The project at the 1.13 acre park adjacent to Great South Bay would include site evaluation and selection, design, and construction (see Action 4.3 for other proposed improvements at Maxine Postal Park).

Action 2.3: Development of Kayak/Canoe Launch in the Village of East Rockaway, Town of Hempstead.

The project would include site evaluation and selection, design, and construction.

GOAL 3: Improve access to, and amenities for, existing marinas and boat launches.

Most maritime center communities contain at least one marina or public boat launch, but the user amenities, aesthetic appeal, and ease of access at these facilities varies widely. Some marinas require refurbishment to continue providing safe, convenient access for boaters. Possible projects include improving jetties, parking areas, and streetscapes, and adding amenities such as trash receptacles, and lighting. A comprehensive dredging plan for maintaining safe water passage is needed.

Action 3.1: Improve Mascot Dock in the Village of Patchogue, Town of Brookhaven.

Possible projects include redesigning and redeveloping the public space, connecting the dock to a larger walking trail, expanding gazebo space, and installing interpretive signage. Boardwalk improvements are also needed, along with the installation of benches, trash receptacles, and plantings.

Action 3.2: Improve the Sandspit jetty in Sandspit Park in the Village of Patchogue, Town of Brookhaven.

Sandspit Park provides access to and parking for ferry serving the community of Davis Park on Fire Island and includes a bathing beach and public marina. The jetty is failing, allowing much of the sediment previously blocked by the jetty and utilized for the Sandspit Park bathing beach to drift into the Patchogue River. As the river is now being dredged (which will provide better access for boaters), repair of the jetty is timely to maintain dredged water depth in the river and existing bathing beaches.



Entrance to a community waterfront park.

Action 3.3: Maintain safe water passage across Great South Bay to Fire Island National Seashore bayway destinations.

GOAL 4: Improve existing community parks and create opportunities for new ones.

Existing community parks often require enhancements to provide a quality visitor experience and to respond to increased demand. Bayway parks should offer active and passive recreational opportunities and access to waterfront areas while simultaneously protecting natural resources. Possible improvement projects may include rehabilitation of buildings, landscaping, and/or installation or refurbishment of boardwalks, comfort stations, and kayak/canoe launches. Opportunities to develop new parks; protect open space, viewsheds, and natural environments; and preserve historic sites should be maximized.

Action 4.1: Improvements at Amityville Village Beach, Village of Amityville, Town of Babylon.

Amityville Village Beach is a 16 acre park fronting Great South Bay. Possible improvements include rehabilitation of the existing pavilion and concession areas, including the restrooms, kitchen facilities, and the boardwalk; a “spray park;” interpretive signage; and streetscape enhancements.

Action 4.2: Improvements at the village pool facilities in the Village of Babylon, Town of Babylon.

The Village of Babylon pool is located on Great South Bay; a deteriorating bulkhead separates the pool and the bay. Proposed improvements include removing the existing bulkhead and replacing it with a new system.

Action 4.3: Improvements at Maxine Postal Park in the Village of Amityville, Town of Babylon.

Proposed improvements include installation of a paved exercise area, a gazebo, a kayak/canoe launch (see Action 1.2), more parking spaces, and landscaping.

Action 4.4: Create a nature center at Rider Avenue Park in the Village of Patchogue, Town of Brookhaven.

Located opposite Shorefront Park, Rider Avenue Park is comprised of three baseball fields, two small ponds, and a natural tributary corridor. A nature center is proposed for this location, and the park is a destination along the proposed *Grand Patchogue Trail* (see Action 5.1.)

Action 4.5: Construct a fishing pier at Oak Beach Park, Hamlet of Oak Beach, Town of Babylon.

The Town of Babylon has undertaken several rehabilitation activities at Oak Beach Park, located at Fire Island Inlet, including 800 feet of new bulk head, 500 feet of walkways, refurbishment of the existing pier, and development of the beach area for non-motorized sports (including kayaking and windsurfing). The town also has considered building a second fishing pier in the southeast portion of the park, known as a prime spot for fishing. The project is discussed in the special area management plan for Oak Beach Park, and a preliminary design has been prepared.



Public piers provide access for fishing and strolling.

Action 4.6: Enhancements at Tanner Park in the Hamlet of Copaigue, Town of Babylon.

Located on Great South Bay, Tanner Park contains the town beach, senior center, ball fields, and hiking trails. Possible enhancements include a new band shell in the southwest area of the park, a day dock for transient boaters, interpretive exhibits, and signage along the boardwalk.

Action 4.7: Improvements at Santapogue Creek Restoration Site, Village of Lindenhurst in the Town of Babylon.

The Santapogue Creek Restoration Site is a three-acre site on a small peninsula on the west side of Santapogue Creek, where the town, in cooperation with Suffolk County, began a wetland restoration project in 1996. The Town of Babylon would like to improve the site's entrance by landscaping with indigenous plants and installing interpretive signage.



Trails such as this provide alternative ways to navigate and experience the Bayway.

GOAL 5: Develop a network of pedestrian walkways, hiking, bicycling and water trails throughout the Bayway connecting destinations and areas of special interest.

Developing a network of footpaths will provide increased recreational access along the waterfront and throughout the Bayway. Footpaths linked to existing trails and pedestrian walkways near Bayway destinations and areas of special interest will create an interconnected, easier-to-use recreational system.

Action 5.1: Creation of the Grand Patchogue Trail.

The Grand Patchogue Trail would link several water bodies with existing or planned trails, including Great Patchogue Lake, the Patchogue River, Mascot Dock, Shorefront Park, Rider Avenue Park, and Four Sister's Park.

The proposed trail would follow the south shore of the Great Patchogue Lake (where Suffolk County is creating a park) to the north end of the planned Patchogue Riverwalk or to Division Street. The Riverwalk would follow the southern portion of the Patchogue River beginning at the Fire Island National Seashore entrance on Division Street, with an alternate route starting further east on Division Street at the Long Island Rail Road Train Station. Design assistance is needed to link the Riverwalk to Sandspit Park, Mascot Dock, Shorefront Park, Rider Avenue Park, and north to the wetlands at Four Sister's Park. The total length of the proposed trail would be approximately two miles. The trail would include interpretative signage about the historical and environmental significance of the area.

Action 5.2: Creation of a trail system within Rider Avenue Park in the Village of Patchogue, Town of Brookhaven.

The proposed nature trail system would be installed around the wetlands area. A nature center also is proposed (see Action 7.2).

Action 5.3: Development of the Nassau County Water Trail.

Site evaluation and selection, interpretive signage, printed materials, routes, and improvements for a non-motorized water trail in the Nassau County portion of the Bayway to include appropriate village, town, county, state, and federal facilities. The water trail (or blueway) will increase the opportunity to explore and appreciate near-shore and tributary waters in a low-impact manner that protects plants, animals, and ecosystems. It is anticipated that a well developed blueway trail system will become a regional destination for non-motorized boating. Eventually, the blueway will link to a similar non-motorized water trail in Suffolk County.

Action 5.4: Wantagh Parkway shared use path extension.

This shared use bike path would extend non-motorized access to the Reserve and to Jones Beach State Park beyond the Reserve's northern Nassau County boundary. Several routes have been proposed. One alternative terminates at Cantiague Park, a county-operated facility in Hicksville; another terminates in the Hofstra University vicinity via Salisbury Road and Eisenhower Park, a county-operated facility in Westbury and Uniondale.

GOAL6: Work with the New York State Office of Parks, Recreation and Historic Preservation, the National Park Service, and the New York State Department of Transportation to enhance important state and national park Bayway destinations and areas of special interest.

Improvements would include additions to hiking trails; boat launches, basins, and marinas; and signage consistent with New York State Coastal Resources Signage Program (NYSCRIP) whenever possible.



Bicycling at Heckscher State Park.

Action 6.1: Expand the Heckscher State Park Bicycle Path, East Islip, Town of Islip.

Named in 2005 as one of ReserveAmerica's top 100 campgrounds in the nation, Heckscher State Park is visited by more than one million people annually. Twenty miles of trails attract hikers, cyclists, and cross-country skiers. Swimmers can take a dip in Great South

Bay or a swimming pool. There are picnic areas, a boat launch, playing fields, a playground, and 69 camp sites. Only vehicles under 11 feet high can enter the campgrounds.

The existing bike path from the hamlets of Great River and East Islip leads users into the park to Field 6, located along Great South Bay. The proposed bike path extension would lengthen the existing path three miles through the park. It would provide access from the campground to other areas within the park, meander through a variety of habitats, offer views of the Great South Bay, and connect with the Greenbelt Trail.

Action 6.2: Rehabilitate Heckscher State Park Boat Basin and Ramp.

Boaters who travel to destinations within the Bayway and anglers who come to the area to fish and crab utilize this boat basin. Dredging and boat ramp repair would ensure continued access.

Action 6.3: Repair eastern boat basin in Robert Moses State Park.

The park has approximately five miles of ocean beach. Visitors can swim and surf, as well as fish in the surf or from piers. A day-use boat basin can accommodate 40 boats. There also are picnic areas and an 18-hole pitch & putt golf course. Currently, the New York State Office of Recreation, Parks, and Historic Preservation is in the initial phase of evaluating the boat basin for needed repairs.

Action 6.4: Inspect and repair the fishing pier at Captree State Park.

Located at the eastern tip of Jones Beach Island, Captree State Park is a well known fishing area. Facilities include a picnic area and boat basin with charter boats available for fishing, scuba diving, sightseeing, and other activities. The fishing pier on the north side of the park requires evaluation and repair, as erosion has forced a section to be closed.

Action 6.5: Install interpretative signage consistent with New York State Coastal Resources Interpretive Signage Program at New York State Parks within the Bayway.

New interpretive signs would highlight the natural and cultural history of each park, especially at Zach's Bay and at bayside fishing piers at Jones Beach, Robert Moses State Park, Captree State Park, and Heckscher State Park. Information about salt marsh ecology, bird migration flyways, monarch butterfly migration, marine life, the history of the area, and other topics pertinent to Bayway themes will be included.

Action 6.6: Install the Ocean Parkway Bike Path.

The 14.4 mile shared-use path will link Wantagh State Parkway in the west with Robert Moses State Causeway in the east. The shared-use path would generally consist of a four-meter wide asphalt concrete path that would accommodate non-motorized traffic in both directions and be separate from the travel lanes of Ocean Parkway. Primary users would include bicyclists, walkers, runners, and in-line skaters. The proposed shared-use path will also be ADA compatible.

Action 6.7: Parking Lot Improvements at selected state parks.

Robert Moses State Park receives approximately 3.5 million visitors each year who come to the park to sunbathe, swim, fish, hike, and bird watch. Belmont Lake State Park also is heavily used, receiving 400,000 visitors annually. The parking areas at both of these parks have aged and are in need of repair and resurfacing.

Action 6.8: Rehabilitate aging structures at selected state parks.

Many of the functional historic structures in state parks need repair and rehabilitation to continue to provide a quality experience and to maintain the cultural heritage that they reflect. Needed projects include rehabilitation of the grist mill dating from the 1700s and buildings dating from the 1800s at Connetquot River State Park Preserve; the bathhouse and pools at Heckscher State Park; and comfort stations at Hempstead Lake State Park and Jones Beach State Park. In addition, the Jones Beach water tower requires a makeover, including repairs to the structure, replacement of the copper roof, and a facelift of the brick façade. The tower is an icon for Jones Beach and supplies water to restrooms, bathhouses, and other buildings in the park.

Action 6.9: Construct Fire Island National Seashore Visitor Education Center in Patchogue.

Action 6.10: Install interpretive and wayside signage at Fire Island National Seashore destinations; nominate additional destinations.

GOAL 7: Promote and preserve cultural resources.

The enhancement of cultural sites, museums and exhibits which promote public education and interpretation of the region's history is important to the preservation of the Bayway's cultural resources. Good wayfinding and interpretive signage throughout the Bayway can help to orient and educate the public throughout the region. Presently, the level and quality of signage varies dramatically from community to community. A coordinated system of signage is desirable. Partnerships with state, local, and federal agencies can help avoid duplication and clutter that would detract from the aesthetic appeal of the surrounding area.

Action 7.1: Implement capital improvements and interpretive enhancements to the Fire Island Lighthouse, Fire Island National Seashore.

The Fire Island Lighthouse is operated and maintained by the Fire Island Lighthouse Preservation Society (FILPS) under the jurisdiction of the National Park Service as part of Fire Island National Seashore. FILPS is currently fundraising to construct a building to display the facility's original First Order Fresnel Lens. Needed improvements include interpretative exhibits, refurbishment of the existing dock, and replacement of the boardwalk from the parking area to the lighthouse.

Action 7.2: Implement capital improvements for the Long Island Maritime Museum, Hamlet of West Sayville, Town of Islip.

The Long Island Maritime Museum's priorities for 2008 include development of specific educational programs and expansion of historic properties. The museum's goal is to achieve the sense of a working historic waterfront of the early 20th century through exhibits of period vessels and lifestyles. Period buildings at the site include the Penney Boat Shop, William Rudolph Oyster House, and small craft building. Projects to be completed by the summer of 2008 include a functioning marine railway and a permanent boat shop over the railway. Educational programs under development include hands-on and digital environmental and historical exhibits and



The Long Island Maritime Center grounds.

curricula for visitors age 5 to adult. Labs are designed to meet New York State curriculum standards.

Among the possible projects are creation of a marine life exhibit, Mainsail Theater in the museum's main building, garden at the Bayman's Cottage, and interactive exhibit for children. The Mainsail Theater would include a viewing area with a screen and projector to utilize existing photo and film resources on such topics as hurricanes, races, and historic vessels. The Bayman's Cottage garden would include utilitarian plants that were

frequently cultivated in the late 19th century and would depict the food and cooking practices of Dutch inhabitants. Currently, the museum does not have an interactive play exhibit for children. Because hands-on interactive elements are so effective, the museum is seeking funds for an appropriate wooden boat to be used as a play area. The museum also is installing a new activity area for which computers, aquariums, books, and craft materials are needed.

Action 7.3: Implement improvements at the William Floyd Estate.

Install Bayway interpretive wayside exhibits at the William Floyd Estate.

GOAL 8: Improve parking facilities throughout the Bayway.

Parking is necessary to adequately sustain public access, but using valuable waterfront land or nearby business district properties for motor vehicle parking is not necessarily the most appropriate use of the land in waterfront areas. As a result, parking needs are often deferred until the lack of parking significantly impairs public access. In addition, existing parking facilities are often designed with little regard for the character of the area.



A parking lot with permeable pavement, vegetation and pedestrian-scale lighting.

Parking needs within the Bayway should be addressed. Alternatives to surface parking lots, which monopolize land, should be explored. Use of off-site parking lots with park-and-rides and parking garages also should be considered. Parking facility enhancement designed to compliment the character of the area, such as techniques to make facilities safer and pedestrian- and cyclist-friendly, should be implemented. Landscaping should be used to improve the environmental and aesthetic appeal of parking facilities. Incentives for shared parking projects should be provided whenever possible.



Pedestrian amenities, such as sidewalks, street trees, benches and lighting, affect how people use transportation centers.

GOAL 9: Improve transportation linkages to maritime centers, destinations, areas of special interest, and connectors.

In order to further expand access to Bayway destinations, additional transportation linkages should be developed. Such links could include shuttles from Long Island Rail Road stations to Bayway destinations and other connectors, enhancements to railroad stations, more public docks and ferry landings, and installation of bike paths and footpaths

Action 9.1: Develop a public transportation plan to bring visitors to the Fire Island Lighthouse, Fire Island National Seashore.

Currently there is no direct transportation link to take visitors to the Fire Island Lighthouse. Visitors can reach this destination, hiking about a mile, from Robert Moses State Park Parking Field #5 or the Fire Island community of Kismet. A transportation feasibility study detailing the

options for linkages should be conducted. (For other Fire Island Lighthouse projects see Action 6.1).

Action 9.2: Any project proposed by the Long Island Rail Road or Metropolitan Transportation Authority to improve railroad stations in the Bayway.

Enhancements to the visitor experience at LIRR stations, including interpretive signage and bike lockers.

Action 9.3: Improve access to Fire Island National Seashore ferry terminal site in Patchogue

Enhance access from Long Island Rail Road to Patchogue River and to Fire Island National Seashore.

GOAL 10: Enhance the character and functionality of the Bayway waterfront.

More attractive Bayway maritime centers, destinations, connectors, and areas of special interest would enhance the Bayway experience, bring more people to the region, and encourage Bayway business owners to increase investment in their businesses. Streetscape improvements should develop a safe and pleasant environment for visitors and are best implemented with coordinated designs that may include guidelines for lighting, signage, trash receptacles, bike racks, newspaper stands, benches, planters, tree grates, and so on. Street trees and other landscaping improvements are important to soften the streetscape and create a comfortable pedestrian setting. Decorative pavers in sidewalks and at crosswalks are attractive and can be used to direct pedestrians and control automobile traffic. Public art is another streetscape component that should be used to develop a sense of place.



A public walkway provides access along the water in Vancouver.

Action 10.1: Secure select waterfront properties for potential restoration and public use

Suitable waterfront parcels should be purchased and/or protected to contribute to the implementation of the Bayway Plan.

Representative Bayway Capital Improvement Projects

The Bayway Capital Improvement Project Table that follows contains representative short-term projects that are consistent with Bayway plan objectives and have potential to be implemented within the five-year planning horizon of the *Bayway Strategic Implementation and Marketing Plan*. The projects were suggested by existing Bayway partners. The table summarizes the actions identified in the *Capital Improvement Plan* (see page 56) and identifies specific steps for implementing capital projects, along with possible partners and funding sources. The funding sources category identifies a variety of existing programs and government agencies through which Bayway partners may research planning and project funding assistance (see Appendix B for a description of funding sources; a key to the abbreviations used for each funding source is located at the end of the table). Local government capital project budgets and project funding assistance directly through specific legislative appropriation are not individually identified but can serve as important sources of project support. It is hoped that the table will prove to be a helpful guide for Bayway partners as they plan for the future.

Representative Bayway Capital Improvement Projects (All projects are considered to be short-term actions implementable within 5 years)					
Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
GOAL 1: IMPROVE INTERPRETIVE SIGNAGE CONSISTENT WITH NEW YORK STATE COASTAL RESOURCES INTERPRETIVE SIGNAGE PROGRAM GUIDELINES AND WAYFINDING SIGNAGE THROUGHOUT THE BAYWAY					
1.1 Install signage in East Rockaway	Provide signage within East Rockaway to direct visitors to Bayway destinations, (Talfor Boat Basin and East Rockaway Grist Mill Museum,) from the Long Island Rail Road and Long Island Bus	<ul style="list-style-type: none"> Identify locations for sign placement Signage should be consistent with NYSCRIP guidelines. Secure funding Create and install signage 	Village of East Rockaway, Town of Hempstead, NYS DOT, LI SSER, NYS DOS	Village of East Rockaway, Town of Hempstead, NYS DOT, LI SSER, NYS DOS	NYS DOS EPF NYS OPRHP EPF
1.2 Install signage at key locations	Provide signage on Sunrise and Montauk Highways and key intersections to direct visitors to Bayway destinations	<ul style="list-style-type: none"> Identify destinations for which the signage will be used and key intersections for sign placement Signage should be consistent with New York State Coastal Signage Program guidelines & National Park Service wayfinding sign guidelines. Secure funding Create and install signage 	All Bayway communities along highways	Municipalities, Suffolk County, NYS DOT, LI SSER, NYS DOS, Fire Island National Seashore	NYS DOS EPF NYS OPRHP EPF, NPS

Representative Bayway Capital Improvement Projects (All projects are considered to be short-term actions implementable within 5 years)					
Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
1.3 Identify boundaries of Fire Island National Seashore	Mark water boundaries of Fire Island National Seashore in the Great South Bay	<ul style="list-style-type: none"> Survey boundaries Procure markers Install marker buoys 	Towns of Brookhaven & Islip, Villages of Ocean Beach & Saltaire, Suffolk County, NYS, Fire Island National Seashore	Town of Brookhaven, Town of Islip, Village of Ocean Beach, Village of Saltaire, Suffolk County, NYS, Fire Island National Seashore	NPS
GOAL 2: DEVELOP NEW BOAT LAUNCHES TO IMPROVE ACCESS TO THE OPEN WATER, CANALS AND RIVERS.					
2.1 Siting and construction of Kayak/canoe launch	Create a public kayak/canoe launch location	<ul style="list-style-type: none"> Determine appropriate site(s) along the Patchogue River Develop design plans for launch and cost estimates Secure funding for project Secure permits as needed Bid project Construct boat launch 	Village of Patchogue	Village of Patchogue, Town of Brookhaven, Suffolk County, NYS DEC, NYS DOS/LI SSER, NYS OPRHP, Army Corps of Engineers, Fire Island National Seashore	Design and Construction: NYS DOS EPF, NYS OPRHP EPF, NYS DOT, FHWA
2.2 Siting and construction of Kayak/canoe launch	Create a public kayak/canoe launch location in Maxine Postal Park	<ul style="list-style-type: none"> Develop design plans for launch and cost estimates Secure funding for project Secure permits as needed Bid project Construct boat launch 	Village of Amityville	Village of Amityville, Town of Babylon, Suffolk County, NYS DEC, NYS DOS/LI SSER, NYS OPRHP	Design and Construction: NYS DOS EPF, NYS OPRHP EPF
2.3 Siting and construction of Kayak/canoe launch	Create a public kayak/canoe launch location	<ul style="list-style-type: none"> Develop design plans for launch and cost estimates Secure funding for project Secure permits as needed Bid project Construct boat launch 	Village of East Rockaway	Village of East Rockaway, Town of Hempstead, Nassau County, NYS DEC, NYS DOS/LI SSER, NYS OPRHP	Design and Construction: NYS DOS EPF, NYS OPRHP EPF

**Representative Bayway Capital Improvement Projects
(All projects are considered to be short-term actions implementable within 5 years)**

Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
GOAL 3: IMPROVE ACCESS TO, AND AMENITIES FOR, EXISTING MARINAS AND BOAT LAUNCHING FACILITIES.					
3.1 Redesign and redevelop the public space at Mascot Dock	Enhancements include: benches, solar and regular closed trash receptacles, boardwalk improvements, plantings, additional gazebo space, interpretive signage, and connecting Mascot Dock to a larger walking trail.	<ul style="list-style-type: none"> • Develop design plans and cost estimates • Secure funding for projects as resources become available • Bid portions of project requiring construction as needed • Make boardwalk improvements and add gazebo space • Purchase new park furniture • Develop interpretive signage 	Village of Patchogue	Village of Patchogue, Town of Brookhaven, Suffolk County, NYS DOS/ LI SSER, NYS DOT/FHWA, NYS OPRHP	Design: NYS DOS EPF, NYS DOS NYSCRIP, NYS OPRHP EPF, NYSDOT/FHWA Acquisition/ Construction: NYS OPRHP EPF, NYSDOT/FHWA, Signage: NYSCRIP
3.2 Renovate the Sandspit Jetty	Redesign and reconstruct the east jetty at Sandspit Park.	<ul style="list-style-type: none"> • Develop design schematics and cost estimates • Secure funding for project • Secure permits as needed • Bid project • Renovate jetty 	Village of Patchogue	Village of Patchogue, Town of Brookhaven, Suffolk County, NYS DOS/LI SSER, NYS DOT/FHWA, NYS OPRHP, NYS DEC, Army Corps of Engineers	Design and Construction: NYS DOS EPF, NYS OPRHP EPF

Representative Bayway Capital Improvement Projects (All projects are considered to be short-term actions implementable within 5 years)					
Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
3.3 Maintain safe water passage across Great South Bay to Fire Island National Seashore bayway destinations	Dredging of channels into Old Inlet, Watch Hill, Barrett Beach, Sailors Haven, Fire Island Lighthouse. Installation of new channel markers and buoys.	<ul style="list-style-type: none"> Complete FINS Comprehensive Dredge Materials Plan Complete compliance documents Secure permits Secure funding Bid Project Dredge channels Install new buoys 	Fire Island National Seashore	Town of Brookhaven, Town of Islip, ACOE, USFWS, NMFS, NYS DEC, NYS DOS, USCG, Fire Island National Seashore	NPS, NYS DOT, FHWA
GOAL 4: IMPROVE EXISTING COMMUNITY PARKS AND CREATE OPPORTUNITIES FOR NEW ONES.					
4.1 Amityville Village Beach	Rehabilitation of the existing pavilion and concession areas including restrooms and kitchen facilities, boardwalk, “spray park”, signage, and streetscape enhancement.	<ul style="list-style-type: none"> Develop a park redevelopment plan including illustrations Secure funding for park improvements Bid portions of project requiring construction as needed Rehabilitate pavilion, concession areas and restrooms etc Develop interpretive signage Install streetscape enhancements 	Village of Amityville	Village of Amityville, Town of Babylon, Suffolk County, NYS DOS/LI SSER, NYS OPRHP	Design and Construction: NYS DOS EPF, NYS OPRHP EPF Signage: NYSCRIP, NYS OPRHP EPF
4.2 Replace Village of Babylon Pool Bulkhead and improve parking lot	Replace existing bulkhead surrounding the Village Pool and adjacent parking area	<ul style="list-style-type: none"> Develop design and construction plans and cost estimates for bulkhead replacement Secure Funding Obtain necessary permits Bid project Replace bulkhead Re-stripe and repave parking lot 	Village of Babylon	Village of Babylon, Town of Babylon, Suffolk County, NYS ORPHP, Army Corps of Engineers	Bulkhead: NYS DOS and OPRHP EPF Parking lot: Village budget

**Representative Bayway Capital Improvement Projects
(All projects are considered to be short-term actions implementable within 5 years)**

Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
4.3 Maxine Postal Park	Installation of a paved exercise area, gazebo, kayak/canoe launch, parking spaces, and landscaping including tree shrubs and other indigenous plant life	<ul style="list-style-type: none"> • Develop a park redevelopment plan including illustrations • Obtain necessary permits • Secure funding for park improvements • Bid portions of project requiring construction (boat launch, gazebo) • Create parking and paved exercise area • Install landscaping 	Village of Amityville	Village of Amityville, Suffolk County, Army Corps of Engineers, NYS DOS/LI SSER, NYS OPRHP	Design and Construction: NYS DOS EPF, NYS OPRHP EPF
4.4 Develop a Plan for a Nature center at Rider Avenue Park	Develop a plan for a nature center at Rider Avenue Park	<ul style="list-style-type: none"> • Conduct a market analysis to determine feasibility of developing a Nature Center • If market analysis is favorable, develop a Business Plan for the Nature center • Complete Design development and solicit developer 	Village of Patchogue	Village of Patchogue, Town of Brookhaven, Suffolk County, NYS DOS/LI SSER, NYS OPRHP	NYS OPRHP EPF, NYS DOS EPF
4.5 Construct a fishing pier at Oak Beach Park	Install a second fishing pier along the southeast portion of the park	<ul style="list-style-type: none"> • Finalize design plans for the fishing pier and cost estimates • Secure permits as necessary • Secure funding for construction • Bid project as needed • Construct pier 	Town of Babylon	Town of Babylon, Suffolk County, NYS DOS/ LI SSER, NYS OPRHP, Army Corps of Engineers	Design and construction: NYS DOS EPF, NYS OPRHP EPF

Representative Bayway Capital Improvement Projects (All projects are considered to be short-term actions implementable within 5 years)						
Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources	
4.6a Tanner Park Enhancements	Construct a day dock and add kiosks and signage along the boardwalk at Tanner Park	<ul style="list-style-type: none"> Design and establish cost estimates for day dock construction Obtain necessary permits for dock facility Secure funding for dock Bid and construct dock project Develop content for kiosks and signage Secure funding for signage and kiosks 	Town of Babylon	Town of Babylon, Suffolk County, Army Corps of Engineers, NYS DOS/ LI SSER	Dock Design and Construction: NYS DOS EPF, NYS OPRHP EPF Interpretive Kiosks/Signage: NYSCRIP	
4.6b Install a band shell at Tanner Park	Install a band shell in the southwest portion of the park for outdoor concerts	<ul style="list-style-type: none"> Design band shell and obtain cost estimates for construction Secure funding Bid project as needed Construct band shell 	Town of Babylon	Town of Babylon, NYS OPRHP	NYS OPRHP EPF	
4.7 Improvements at Santapogue Creek Restoration Site	Improve gateway with plantings and install interpretative signage	<ul style="list-style-type: none"> Secure funding for plantings Develop content for signage and design Secure funding for signage 	Town of Babylon	Town of Babylon, Suffolk County, NYS DOS, NYS DEC	Signage: NYSCRIP	
GOAL 5: DEVELOP A NETWORK OF PEDESTRIAN WALKWAYS, HIKING, BICYCLING AND WATER TRAILS THROUGHOUT THE SSER CONNECTING DESTINATIONS AND AREAS OF SPECIAL INTEREST						
5.1 Create the Grand Patchogue Trail	Create a trail linking Great Patchogue Lake, Patchogue River, Mascot Dock, Shorefront Park, Rider Avenue Park, Four Sister's Park	<ul style="list-style-type: none"> Identify trail segments Design trail segments and develop cost estimates Obtain permits as necessary Secure funding for each segment Construct trails 	Village of Patchogue, Suffolk County	Village of Patchogue, Town of Brookhaven, Suffolk County, Fire Island National Seashore, NYS DOS/LI SSER, NYS OPRHP	Design and construction: NYS DOS EPF, NYS OPRHP EPF, OPRHP Recreational Trails Program, DOT FHWA	

**Representative Bayway Capital Improvement Projects
(All projects are considered to be short-term actions implementable within 5 years)**

Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
5.2 Create a Trail system within Rider Avenue Park	Develop a nature trail in and around wetlands in Rider Avenue Park.	<ul style="list-style-type: none"> • Design trail and develop cost estimates • Secure funding • Secure permits as necessary • Construct trails 	Village of Patchogue	Village of Patchogue, Town of Brookhaven, Suffolk County, NYS DOS/ LI SSER, NYS OPRHP, NYS DEC	Design and construction: NYS DOS EPF, NYS OPRHP EPF, OPRHP Recreational Trails Program
5.3 Develop Nassau County Water Trail	Develop a water trail (or blueway) for non-motorized boating in the Nassau County portion of the Bayway	<ul style="list-style-type: none"> • Evaluate and select trail routes and access sites, identify needed site improvements • Design wayfinding and interpretive signage and printed materials, and site improvements • Obtain permits as necessary • Secure funding for improvements • Construct trail improvements and install signage 	Towns of Hempstead and Oyster Bay	Nassau County, Towns of Hempstead and Oyster Bay	Design and construction: NYS DOS EPF, NYS OPRHP EPF, OPRHP Recreational Trails Program
5.4 Create a bike path	Develop bike path extending the existing Wantagh shared use path beyond the Reserve's northern boundary in Nassau County	<ul style="list-style-type: none"> • Design trail and develop cost estimates • Secure funding • Secure permits as necessary • Construct trails 	Town of Hempstead, Town of Oyster Bay	Nassau County, Town of Oyster Bay, Town of Hempstead	Design and construction: NYS DOS EPF, NYS OPRHP EPF, OPRHP Recreational Trails Program, DOT FHWA

Representative Bayway Capital Improvement Projects (All projects are considered to be short-term actions implementable within 5 years)					
Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
GOAL 6: WORK WITH THE NEW YORK STATE OFFICE OF PARKS, RECREATION AND HISTORIC PRESERVATION, THE NATIONAL PARK SERVICE, AND THE NEW YORK STATE DEPARTMENT OF TRANSPORTATION TO ENHANCE IMPORTANT STATE AND NATIONAL PARK BAYWAY DESTINATIONS AND AREAS OF SPECIAL INTEREST					
6.1 Bike Path in Heckscher State Park	Extend bike path for three miles through the park.	<ul style="list-style-type: none"> Design bike path and obtain cost estimate Construct bike path 	NYS OPRHP	NYS OPRHP	NYS OPRHP
6.2 Heckscher State Park	Improvements to Heckscher State Park will be made by dredging the boat basin, repairing the boat ramp	<ul style="list-style-type: none"> Dredge boat basin Obtain cost estimates for repairing boat ramp Repair boat ramp 	NYS OPRHP	NYS OPRHP, Army Corps of Engineers	NYS OPRHP
6.3 Robert Moses State Park	Repair eastern boat basin	<ul style="list-style-type: none"> Evaluate existing condition of the basin Develop a rehabilitation plan for improvements include cost estimates. 	NYS OPRHP	NYS OPRHP, Army Corps of Engineers	NYS OPRHP
6.4 Captree Island State Park	Repair fishing pier	<ul style="list-style-type: none"> Inspect and repair fishing pier 	NYS OPRHP	NYS OPRHP, LI SSER	NYS OPRHP
6.5 Install interpretative signage within the state parks	The interpretative signs will highlight the natural and cultural history of the state parks Zach's Bay at Jones Beach, Robert Moses, Captree, Heckscher State Parks	<ul style="list-style-type: none"> Develop signage and content consistent with New York State Coastal Resources Interpretive Signage Program Create and install signage 	NYS OPRHP	NYS OPRHP, LI SSER	NYS OPRHP

**Representative Bayway Capital Improvement Projects
(All projects are considered to be short-term actions implementable within 5 years)**

Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
6.6 Install the Ocean Parkway Bike Path	14.4 mile shared-use path linking Wantagh State Parkway with Robert Moses State Causeway.	<ul style="list-style-type: none"> This project is in development; Construction is expected to begin in Spring 2010. 	Towns of Hempstead, Oyster Bay and Babylon	New York Metropolitan Transportation Council (NYMTC).	Federal and state funding has been received for this project.
6.7 Parking Lot Improvements at selected state parks	Repair, resurface aged parking lots	<ul style="list-style-type: none"> Identify parking lots in need of repair/resurfacing Develop plans and cost estimates Secure permits and funding Complete projects as funding is secured 	NYS OPRHP	NYS OPRHP, LI SSER	NYS OPRHP
6.8 Rehabilitate aging structures at selected state parks	Repair, rehabilitate aging historic structures	<ul style="list-style-type: none"> Identify rehabilitation projects Develop plans and cost estimates Secure permits and funding Complete projects as funding is secured 	NYS OPRHP	NYS OPRHP, LI SSER	NYS OPRHP
6.9 Fire Island National Seashore Visitor Education Center	Construct a sustainable, energy-efficient, multi-agency visitor education center in Patchogue adjacent to FINS Patchogue.	<ul style="list-style-type: none"> Secure funding to purchase additional land as identified in FINS General Management Plan and Patchogue River Maritime Plan Revise building plans or procure new design and plans Complete compliance documents for review 	Village of Patchogue, Fire Island National Seashore	Village of Patchogue, Fire Island National Seashore, Patchogue Chamber of Commerce, USF & WS.	NPS, Private Donations, Other Funding Sources

Representative Bayway Capital Improvement Projects (All projects are considered to be short-term actions implementable within 5 years)					
Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
6.10 Install interpretive and wayside signage at Fire Island National Seashore destinations and communities; nominate additional destinations	Evaluate and install signage within the Seashore and at communities within the Seashore. Create signage for trailheads into Fire Island Wilderness. Expand boardwalks, rest shelters and benches along select access routes. Identify new potential destinations.	<ul style="list-style-type: none"> • Submit nominations for additional sites • Complete NPS compliance documents (where needed) • Secure funding for development and construction 	Town of Brookhaven, Town of Islip, Village of Ocean Beach, Village of Saltaire, Fire Island National Seashore, NYS DOS / LI SSER	Town of Brookhaven, Town of Islip, Village of Ocean Beach, Village of Saltaire, Fire Island National Seashore, NYS DOS / LI SSER	NPS Centennial Challenge Funding and other sources, private donations, NYS DOS
GOAL 7: PROMOTE AND PRESERVE CULTURAL RESOURCES.					
7.1 Implement capital improvements and interpretive enhancements to the Fire Island Lighthouse Site	Install interpretive exhibits at the Lens Building; replace the boardwalk from the parking area and annex dock; refurbish dock	<ul style="list-style-type: none"> • Develop content and signage design and cost estimates • Secure Funding • Complete NPS compliance documents • Create and install signage 	Fire Island National Seashore	Fire Island National Seashore, Fire Island Lighthouse Preservation Society, NYS DOS/LI SSER, NYS OPRHP	NYS CRIP, NYS OPRHP EPF

**Representative Bayway Capital Improvement Projects
(All projects are considered to be short-term actions implementable within 5 years)**

Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
7.2 Implement capital improvements for the Long Island Maritime Museum	Creation of a marine life exhibit, creation of the Mansail Theater, creation of a historic garden at Bayman's Cottage, creation of an interactive play exhibit for children, and new educational materials are needed.	<ul style="list-style-type: none"> • Develop a Capital Improvement Plan for the Museum • Identify major and minor projects and develop cost estimates • Secure financing • Complete projects as financing is secured 	Town of Islip, West Sayville	Long Island Maritime Museum, West Sayville, Town of Islip, Suffolk County, NYS OPRHP	NYS OPRHP EPF
7.3 Implement capital improvements and interpretive enhancements to FINS's William Floyd Estate	Install interpretive signage/exhibits at the William Floyd Estate	<ul style="list-style-type: none"> • Develop content and signage design and cost estimates • Secure Funding • Complete NPS compliance documents • Create and install signage 	Fire Island National Seashore	Fire Island National Seashore, NYS OPRHP, NYS DOS/LI SSER	NPS, NYSCRIP, NYS OPRHP EPF?
GOAL 8: IMPROVE PARKING FACILITIES THROUGHOUT THE BAYWAY.					
Identify and develop alternatives to surface parking lots, including use of off-site parking lots with park-and-rides and parking garages, and parking facility enhancements designed to compliment the character of specific locations, including pedestrian and cyclist-friendly projects and landscaping.					

Representative Bayway Capital Improvement Projects (All projects are considered to be short-term actions implementable within 5 years)					
Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
GOAL 9: IMPROVE TRANSPORTATION LINKAGES TO MARITIME CENTERS, DESTINATIONS, AREAS OF SPECIAL INTEREST, AND CONNECTORS.					
9.1 Fire Island Lighthouse Transportation Plan	Develop a public transportation plan to the Lighthouse	<ul style="list-style-type: none"> Secure funding for Transportation Plan Bid project Develop Plan Submit for review as part of FINS' revised General Management Plan 	Town of Babylon, Town of Islip, Fire Island National Seashore	Town of Babylon, Town of Islip, Fire Island National Seashore, Fire Island Lighthouse Preservation Society, Suffolk County, MTA/LIRR, NY Metropolitan Transportation Council, NYS OPRHP (Captree Island & RMSP)	NYS DOT FHWA, NYS DOS EPF/Quality Communities, NYS OPRHP EPF
9.2 Long Island Rail Road or Metropolitan Transportation Authority Project	Any project proposed by the LIRR or MTA to improve railroad stations in the Bayway, including interpretive signage and bike lockers.				
9.3 Improve Access to FINS ferry terminal site in Patchogue	Enhance access from LIRR to Patchogue River and to FINS	<ul style="list-style-type: none"> Environmental Assessment for ferry terminal improvements completed in 2003 and federal and state permits obtained in 2008. Ferry terminal building is being replaced in 2008-09 Memorandum of Agreement signed between NPS and Village of Patchogue for site improvements Secure funding Bid bulkhead replacement project Enlarge walkway down Division Street Add benches, lighting, interpretive signage 	Village of Patchogue, Fire Island National Seashore	Village of Patchogue, Fire Island National Seashore, Patchogue Chamber of Commerce, Suffolk County, MTA/LIRR, NY Metropolitan Transportation Council	NYS DOT FHWA, NYS DOS

**Representative Bayway Capital Improvement Projects
(All projects are considered to be short-term actions implementable within 5 years)**

Action	Project Description	Implementation Steps	Applicable Municipalities	Project Partners	Potential Funding Sources
GOAL 10: ENHANCE THE CHARACTER AND FUNCTIONALITY OF THE BAYWAY WATERFRONT.					
10.1 Secure waterfront properties for potential restoration and public use	Work with local organizations to purchase or protect appropriate parcels of land that will contribute to implementation of Bayway plan.	<ul style="list-style-type: none"> Identify suitable waterfront parcels Submit requests or nominations to appropriate organization 	Town of Brookhaven, Town of Islip, Village of Ocean Beach, Village of Saltaire, Fire Island National Seashore	The Nature Conservancy (TNC), Fire Island Land Trust, Trust for Public Lands, Fire Island National Seashore	LWCF, Donations, state & federal grants

Key to Partner and Funding Source Abbreviations in Matrix

- FHWA = Federal Highway Administration
- LI SSER = Long Island South Shore Estuary Reserve Office
- LWCF = Land and Water Conservation Fund Federal grant program
- MTA/LIRR = Metropolitan Transit Authority/Long Island Rail Road
- NPS = National Park Service
- NYSCRIP = New York State Coastal Resources Interpretive Program
- NYS DOS = New York State Department of State
- NYS DOS EPF = Environmental Protection Fund Grant Program through the New York State Department of State
- NYS OPRHP = New York State Office of Parks, Recreation and Historic Preservation
- NYS OPRHP EPF = Environmental Protection Fund Grant Program through the New York State Office of Parks, Recreation and Historic Preservation

Project Partners and Funding Sources

The establishment of partnerships is vital to the implementation of the Capital Improvement Plan. Because many of the proposed activities will affect other organizations, a partnership coalition will increase the likelihood of funding success. Project partners may include local and county governments, adjacent communities, regional planning and conservation organizations, state and Federal agencies, academic institutions, the business community, resident and property owners in the surrounding area, community groups, and nonprofit organizations.

The implementation matrix highlights potential funding sources for each activity. These funding sources include Federal, state, regional, and local resources that can help communities with the implementation of projects that will enhance the Bayway.

For detailed information regarding specific partners and funding opportunities, see *Appendix B: Partners and Funding*.

MARKETING PLAN

Prepared by Smith and Jones

Establishing and building public awareness of the Bayway as an enlightening and fun to explore network of recreational, historic, cultural, and naturally beautiful maritime locations and routes requires the use of best marketing communications practices. Chief among these practices is the development of a visual identity that will become recognizable and understood by the public in a wide variety of venues and situations. Effective exposure of this visual identity and telling the story of the Bayway in an efficient and compelling manner is the goal of the marketing plan. The Bayway's main marketing element is a website. The key to maximizing the website is to focus on affordable, integrated, low-cost methods for directing people to the site. The following methods will produce an economical, cost-effective approach for meeting these goals.

Road Show

Target

Bayway cultural, historical, recreational destination staff and related municipal leaders.

Strategy

Introduce this key target to the Bayway identity and the "toolkit" that will help build awareness.

Tactic

A Road Show

Rationale

Securing the participation of the leaders and staff of the actual organizations and destinations that make up the Bayway is a critical first step in building an identity. It is a simple and effective way to create understanding among those who will be actively promoting the Bayway and will foster a sense of ownership, unity, and advocacy going forward. A "road show" of meetings during which the visual identity, website, and brochure are introduced to the groups is recommended. A discussion of what the Bayway is, what it means, and how the audience can play a role in building awareness ensures that those responsible for communicating with the public will present a consistent message.

- Introduce interpretive staff to the Bayway: what it is, what it means, and how the people who visit play a role.
- Introduce interpretive staff to outreach tools and the Bayway team; explain how the program will work.
- Host familiarization (FAM) tours of all sites for media and other stakeholders.

Public Relations

Target

The local, regional, and (potentially) national media and tourism industry professionals.

Strategy

Introduce the concept of the Bayway to these important groups and encourage press coverage and promotion.

Tactic

Press release campaign targeting a wide range of media on key angles related to the core themes of the Bayway.

Rationale

With limited resources, both human and financial, it will be important to leverage the media to help bring the Bayway message to key user groups. To that end, a comprehensive campaign targeting consumer and vertical publications (publications that focus on travel, leisure, paddling, fishing, hiking, bird watching, eco-tourism, outdoor sports, environmental and other Bayway-related editorial content), electronic news media, and daily print publications can go a long way, and, potentially, reach a large number of people. Current sources for media contact information can be found online, as well as in directories such as *Standard Rate & Data Services* (SRDS) and *Bacon's Media Directories*. There are many possible press angles to pursue, including environmental, tourism, recreational, and cultural topics. A combination of local and regional press placements that drive a significant amount of web traffic at the early stage of launch is envisioned.

Website

Target

People in the New York City and Long Island geographic markets, people in other regions with potential visitors to the New York City and Long Island metropolitan region, and other interested individuals; the website provides a reach that is, potentially, national and even global.

Strategy

Provide a wide range of information to this group and inspire them to benefit from all the Bayway offers.

Tactic

Build a website to deliver a constantly growing and changing set of words and images.

Rationale

No other marketing communications tool will reach potential audiences as well or as efficiently as a well constructed website. Using a “web 2.0” platform that leverages the best practices for using the Internet to communicate with target markets (including a Content Management System,

or CMS, for easy updating, editing, and creation of text and visual content) will allow for a best-in-class platform to reach a wide range of audiences. This website will enable the information on the site to be managed simply and effectively.

Drive to Web Campaign

Target

Consumers in the New York City and Long Island geographic market, consumers in other geographic markets with potential visitors to the New York City and Long Island metropolitan region, and other interested individuals.

Strategy

Direct this audience to the Bayway website, where website visitors can learn about what the Bayway is and how it can be enjoyed.

Tactic

A drive-to-web campaign incorporating:

- 1) Online banner ads strategically placed on other websites accepting free and paid advertising, focusing on sites that promote:
 - Regional news.
 - Environmental issues.
 - Travel & leisure.
 - All geo-targeted to NYC market.
- 2) Paid online banner ads placed on “Banner ad networks,” which sell advertising across many sites. Examples of companies that offer network banner ad placements include Tacoda, Blue Lithium, and Tribal Fusion. These companies incorporate behavioral retargeting (serving ads based on a user’s search history) and pixel placement technologies (serving a cookie to track a person’s web usage) to narrow the audience and convert banner ad exposure to click through (visitation to the Bayway site).
 - All geo-targeted within the Tri-States area.
 - Select sites that deliver a high click through rate for banner ads and employ behavioral retargeting (techniques for capturing contact information from website visitors so that information can be sent to these visitors after they leave the website).
- 3) Aggressive link program:
 - Through online searching and community networking, identify and cross link (put a link on the Bayway website in return for a link to the Bayway website) with any/all relevant sites where cross linking can provide a meaningful audience.
 - Recreational sites.
 - Environmental sites.
 - Publication sites.
- 4) Search Engine Optimization (SEO)—SEO relates to the examination of a website for technical barriers that might prevent a search engine from accessing the website’s content and then identifying the most relevant site content and improving significant elements (primarily the

page's browser title) in order to help the search engine index the content most effectively. Because we proposed using a “web 2.0” platform to build the Bayway website that has been constructed as a component of this Plan, the navigation and content of the site was optimized as it was built and will be maintained going forward. The SSER staff will be able to add content and maintain the site, while ensuring that the site is “searchable and findable” by the major search engines. Two key elements will ensure this:

- A Content Management System (CMS)
- Staff training on CMS and vendor support to keep it working properly.

5) Outbound Email Program:

- Utilizing a low-cost outbound email service such as Constant Contact® or Emma®, we recommend a regular outbound email campaign targeted at those who have signed up (opted-in) for email updates or otherwise indicated interest in news about upcoming activities within the Bayway.

6) Collateral Piece: Media outreach tool, such as a brochure (see below)

Rationale

Investment in a website can be maximized using relatively straightforward tactics at relatively low costs. It is recommended that a combination of tools be explored to direct traffic to the website and to capture data. Some of these tactics may not necessarily require funds additional to those used to create this Plan. In fact, only banner ads would require an additional investment; cost could be controlled by limiting the geographical area in which ads are run. A great deal can be learned about interested audiences and how to better reach them by using banner ads and monitoring click through metrics utilizing a free tool such as Google Analytics.

An aggressive link program is much simpler. The core navigation used for the site that has been constructed as a component of this Plan is designed to benefit from linking to external sites to a large degree. (Google search results are impacted by the number of links in a website.) Links can be established in conjunction with destination partners, as well as other relevant websites. Search Engine Optimization is a pre-requisite with any site being built using “best practices” and is built into the CMS for the Bayway site.

Collateral Piece (Media Outreach Tool)

Target

Consumers in the New York City and Long Island geographic market, consumers in other geographic markets with potential visitors to the New York City and Long Island metropolitan region, and other interested individuals.

Strategy

Communicate with this audience in relevant places where people are looking for relevant information about things to do and see.

Tactic

Create an outreach tool (in this case a brochure) and distribute it in logical, relevant sites. (For example, on the New York State Thruway, at each Bayway destination, at local chambers of commerce offices/kiosks, at information booths for travelers, etc.).

Rationale

While relatively traditional, a brochure will be a critical element in the communications strategy for the Bayway. The main rationale for its use lies in its ability to be distributed in places where people are actively doing things or searching for information in an “offline” fashion. The message and design of the pamphlet will be integrated with other strategies and will help reinforce the visual identity of potential and actual visitors in a meaningful way.

Educational Outreach

Target

Professional and volunteer educators in and around the Reserve.

Strategy

Incorporate the Bayway and its story into the educational and outreach materials used throughout the Reserve.

Tactic

Take advantage of opportunities to integrate estuary issues into curricula, literature, websites, and field trips used by schools, municipalities, and community and environmental groups.

- Target materials and topics to regional educators and leaders of relevant groups (such as scouts, bird watchers, and hikers).
- Create slide shows and web pages with maps, thematic interpretations, and information about how students play a role in maintaining the integrity of the estuary.
- Create other types of outreach tools targeted to various Bayway audiences via word of mouth.

Rationale

Finding ways to impact the younger generation of active learners (and learners in general) is a key means of creating awareness of the Bayway and stewardship of Reserve resources. Professional and volunteer educators require localized tools to help them present meaningful information about local issues and resources. Making inroads with these educators offers the possibility of a long-term Bayway audience with a lifelong connection to the Reserve.

Signage/Way-finding

Target

People who live in or visit the Bayway.

Strategy

Increase awareness by exposing Reserve visitors and residents to the visual identity of the Bayway in the places where people are actually experiencing firsthand what the Bayway has to offer.

Tactic

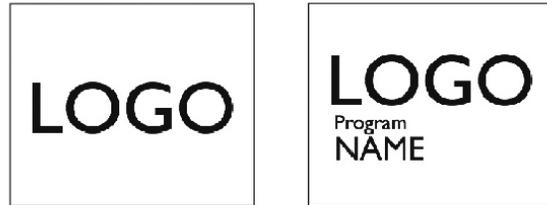
Incorporate interpretive signage and way-finding systems into appropriate environments on both land and water.

Rationale

Coordinated signage at key locations is one of the best ways to convey the Bayway identity and concepts. We envision signage on major thoroughfares, at the entrances to municipalities, and at maritime centers, destinations, connectors, and areas of special interest. Working with municipal highway departments, as well as with the New York State Department of Transportation (where applicable), signs will be posted at appropriate locations to ensure that visitors and residents are aware that they are in the Bayway. The signs will deliver helpful identification, directional, and/or interpretive information and, wherever possible, should be integrated with the New York State Coastal Resources Interpretive Program. Potential signage and way-finding strategies are illustrated on pages 88 and 89.

SSR Hierarchy Primary System Possibilities

Identifiers - as signage = you have arrived at destination

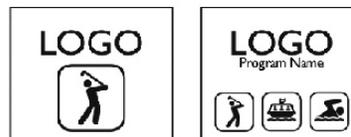


Way Finding - directional signage = usually accompanied by arrow

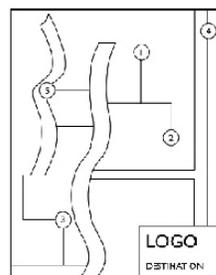


SSR Hierarchy Primary Sub-System Possibilities

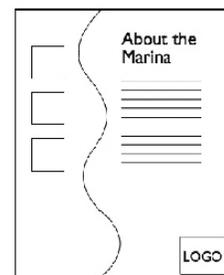
with SEGD symbols

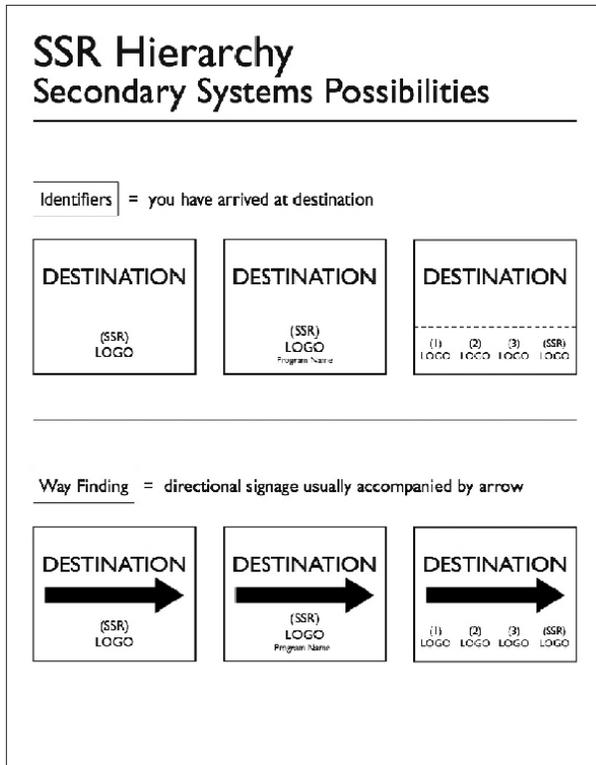


with diagram/map



with interpretive panel





Special Events

Target

People attending events held at sites within the Reserve.

Strategy

Increase awareness of the Bayway by “piggybacking” on established events.

Tactics

Find ways to introduce the Bayway and tell its story at cultural events and regional events:

- Exhibits and handouts at public gatherings.
 - Sponsor events related to the Bayway or held in the Bayway.
 - Partner with local media players, such as Newsday, Cablevision, WLIW, or radio stations, to sponsor events, such as a mini-earth day, about the Reserve.
 - Participate (via a booth, etc.) in events held at parks within the Reserve, particularly to target younger adults.
- Tag events with the phrase, *You’re in the Bayway*.

Rationale

Participating in special events already scheduled within the Bayway can reach relatively large numbers of people over a short period of time at a relatively low cost. When a public event is taking place within the Bayway, local press releases can provide a quick explanation of how to learn more about the event by directing listeners to the Bayway web site. A dramatic increase in awareness can be achieved through repeated and consistent announcements, which can further be enhanced through information tables, exhibits, banners and signs produced by sponsors, event hosts, or the Reserve Council.

Potential Merchandising

- Stickers and decals for cars, windows, and so on—for example oval “Euro Stickers” such as those used by the Adirondack Mountain Club (ADK) or Outer Banks, North Carolina (OBX).
- Items with the Bayway Logo (hats, fleece vests, mugs, etc.).
- Posters of various Bayway locations.
- Wallpaper for computer screens.

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APPENDIX A: Maps

(located in a separate portable document format file)

APPENDIX B: Partners and Funding

*(The following information is a modified version of the NYS Department of State Division of Coastal Resources **Local Waterfront Revitalization Program Guidebook: Making the Most of Your Waterfront**. It has been modified to include only those partners and funding sources relevant to the South Shore Estuary Reserve Region.)*

Regional Organizations

Due in part to the geographic diversity of New York State, many regional planning and environmental organizations can be found. The New York State Association of Regional Councils (<http://www.dos.state.ny.us/lists/rgcoplan.html>) foster coordination among neighboring communities and provide a regional approach to issues crossing municipal boundaries. The New York State Metropolitan Planning Organization for the region, the New York Metropolitan Transportation Council (<http://www.nysmtc.org>), provides regional planning assistance.

Nonprofit Organizations

There are several not-for-profit organizations specializing in waterfront planning and revitalization. The Waterfront Center (<http://www.waterfrontcenter.org>) and The Metropolitan Waterfront Alliance (<http://www.waterwire.net>) are good starting points. The New York Planning Federation (<http://www.nypf.org>) has information on planning and zoning for local communities

A source of assistance is local land trusts. Community-based land trusts are experts at helping interested landowners find ways to protect their land in the face of ever-growing development pressure. The Land Trust Alliance provides a full array of advice on land trusts and how they can help communities (<http://www.lta.org>). The Open Space Institute protects significant recreational, environmental, agricultural, and historic landscapes in New York State (<http://www.openspaceinstitute.org>). The Trust for Public Land (<http://www.tpl.org>) can be another resource for information. Local land trusts in your area should be contacted as well. The American Farmland Trust (<http://www.farmland.org>) should be contacted if your community had agricultural resources.

Some conservation organizations may be useful in providing information on protecting or restoring natural habitats and river or stream corridors. The Conservation Foundation (<http://www.conservationfoundation.org>) provides assistance on land and watershed protection. The Society of Wetland Scientists (<http://www.sws.org>) provides links to other wetlands organizations. The National Audubon Society (<http://www.audubon.org>), The Nature Conservancy (<http://www.tnc.org>), and the Sierra Club (<http://www.sierraclub.org>) are also good sources of information and assistance.

Resource specific organizations may be useful. These include the Association of State Floodplain Managers (<http://www.floods.org>), the Center for Watershed Protection (<http://www.cwp.org>), and the Nature Conservancy (<http://www.nature.org>).

Parks, greenways, trails, heritage corridors and other public spaces are important elements in waterfront planning and implementation. The Project for Public Spaces (<http://www.pps.org>) and

the New York Parks and Conservation Association (<http://www.nypca.org>) are useful resources. The Center for Livable Communities (<http://www.lgc.org>) and Partners for Livable Communities (<http://www.livable.com>) provide information on enhancing community quality, and restoring and renewing communities. The Sustainable Communities Network (<http://www.sustainable.org>) and Smart Growth (<http://www.smartgrowth.org>) are also good resources.

If a community's waterfront area contains historic properties, the National Trust for Historic Preservation can be an important partner. The Trust is a national nonprofit organization that provides leadership, education and advocacy to save America's diverse historic places and revitalize communities. On its website, the Trust (<http://www.nthp.org>) provides details of its programs. It also provides links to other programs that can help with your rehabilitation.

The Trust's National Main Street Program (<http://www.mainstreet.org>) seeks to help communities revitalize their traditional commercial areas, using historic preservation and grass roots-based economic development. It serves as the nation's clearinghouse for information, technical assistance, research and advocacy on preservation-based commercial district revitalization.

Another good historic preservation partner is the Preservation League of New York State. This non-profit organization is dedicated to the protection of New York's diverse and rich heritage of historic buildings, districts, and landscapes. On its web site, the Preservation League (<http://www.preservenys.org>) provides details of its own small grant program and summaries of other grant programs that deal with the historic preservation aspects of community vision.

Universities

The Council for Community Design Research is an outreach program within the State University of New York, College of Environmental Science and Forestry (SUNY ESF) Faculty of Landscape Architecture. The Council works in partnership with communities, elected officials, agencies and nonprofits to provide technical assistance, educational programs, and research projects that build community capacity to manage sustainable futures. SUNY ESF prepared the SUNY Sourcebook of Community Assistance Programs (<http://la.esf.edu/ccdr>). The SUNY Sourcebook provides a list of SUNY-wide resources to address your redevelopment issues.

Cornell University through Cooperative Extension (<http://www.cce.cornell.edu>) and the Community and Rural Development Institute (<http://www.cardi.cornell.edu>) provides assistance to communities. The Community and Rural Development Institute (CaRDI) located at Cornell University has partnered with Penn State University to create the Community and Economic Development Toolbox (http://www.cardi.cornell.edu/cd_toolbox_2/cdindex.cfm). This web site contains a wide variety of resources and information that can strengthen community capacity and provide you with information that will help in your redevelopment project. The Pace University's Land Use Law Center (<http://www.law.pace.edu/landuse/>) provides assistance on the development of sustainable communities in New York State. The Western New York Regional Information Network (<http://www.rin.buffalo.edu>) is a service of SUNY Buffalo's Institute of Local Governance and Regional Growth.

State and Federal Agencies

Many New York State agencies provide an array of technical and financial assistance that can support the redevelopment of abandoned buildings and sites from planning through implementation. The New York State Quality Communities Clearinghouse Web Site (<http://www.dos.state.ny.us/qc/home.shtml>) is an easy-to-use directory or ‘portal’ to these State agencies with brief descriptions of services and links to the appropriate agency web site pages. Organized by “Quality Communities Principles,” the web site provides guidance on state agency funding programs that can help you to redevelop your building or site.

The Department of State’s Division of Coastal Resources can provide assistance on all aspects of waterfront and community revitalization to help you make the most of what your waterfront has to offer. The Division can provide technical and financial assistance to help communities expand public access, reinvigorate urban waterfronts, restore habitats, protect scenic resources, preserve historic resources, manage water uses, improve water quality, protect against flooding and erosion and strengthen local economies (<http://www.nyswaterfronts.com>). The Division of Coastal Resources should be the first place to contact if you are interested in revitalizing your waterfront.

The federal government offers a range of economic development programs to distressed urban and rural communities for economic renewal. The online Catalog of Federal Domestic Assistance (<http://www.cfda.gov/>) provides access to a database of all federal programs available to State and local governments, domestic public, quasi-public, and private profit and nonprofit organizations and institutions; specialized groups; and individuals. This database can be searched to find grant and funding opportunities meeting the requirements for your waterfront project.

The National Oceanic and Atmospheric Administration (NOAA) is the source of a wealth of information relevant to waterfront communities and coastal managers. It is through NOAA that many of the nation’s coastal management goals are addressed. NOAA works to protect marine fisheries and endangered species, produces charts to aid in air and nautical navigation, and partners with states to protect coastal resources. State and local coastal resource managers are one of NOAA’s primary customers, as their programs play an important role in determining the fate of the nation’s coastal resources. NOAA’s Coastal Services Center maintains information on “Funding Opportunities for Coastal Managers” by compiling information on a variety of federal and other grant programs of interest (<http://www.csc.noaa.gov/text/grant.html>).

To carry out NOAA’s responsibilities under the Coastal Zone Management Act, OCRM works directly with coastal states and territories to support the development of new Coastal Management Programs and National Estuarine Research Reserves, provide technical and financial assistance to coastal program and reserve operations, and promote coastal stewardship on a variety of critical coastal issues. Such issues include: coastal habitat protection and restoration; coastal hazards; public access to the shore for recreation; sustainable development of coastal communities, including urban waterfronts; and polluted runoff.

The nation's coasts are managed by the coastal states and territories through the federal Coastal Zone Management Program (CZMP). Authorized by the Coastal Zone Management Act of 1972, this program is administered by the Office of Ocean and Coastal Resource Management (OCRM) (<http://coastalmanagement.noaa.gov/>) within NOAA's National Ocean Service (NOS). NOS can provide a source of support and information for coastal management. NOS provides a foundation for coastal and ocean science, management, response, restoration and navigation (<http://www.nos.noaa.gov>). Also included in NOS is the Coastal Services Center (<http://www.csc.noaa.gov/>). The Center serves coastal resource managers and the state coastal programs bringing information, services, and technology to the nation's coastal resource managers.

The CZMP (<http://coastalmanagement.noaa.gov/czm/>) is a federal-state partnership dedicated to comprehensive management of the nation's coastal resources, ensuring their protection for future generations while balancing competing national economic, cultural and environmental interests. It addresses policy issues and provides state coastal management programs with technical and financial assistance in implementing their programs. New York's partnership with the federal government is managed by the Division of Coastal Resources.

State and Federal Programs by Topic:

Waterfront Access and Recreation

New York State

- Waterfront projects related to park acquisition, park development, or trail development, the New York State Office of Parks, Recreation and Historic Preservation may be able to help (<http://www.nysparks.state.ny.us/grants/>). Through the Environmental Protection Fund and, in some cases in partnership with federal grant programs, grant assistance is provided to municipalities (including state agencies) and nonprofit organizations:
 - a) through the Parks Program for the acquisition and/or development of parks and recreational facilities and for the protection of open space;
 - b) through the Acquisition Program for all three program areas for projects where acquisition is of more importance than development; and
 - c) through the Recreational Trails Program the acquisition, development, rehabilitation and maintenance of trails and trail-related projects.

Federal

- The National Park Service Land and Water Conservation Fund Program can provide funding assistance for the acquisition, development and/or rehabilitation of outdoor park and recreation facilities. Funds are available to municipal public agencies and Indian tribal governments (<http://www.nps.gov/nrcr/programs/lwcf/index.html>).
- The National Park Service Rivers, Trails, and Conservation Assistance Program can provide assistance to conserve rivers, preserve open space, and develop trails and greenways (<http://www.nps.gov/rtca/>).
- The National Park Service Federal Lands to Parks Program helps communities create new parks and recreation areas by transferring surplus Federal land to state and local governments (<http://www.nps.gov/flp/>).

- U.S. Coast Guard can provide assistance with maritime law enforcement (<http://www.uscg.mil/tcyorktown/le/MLE/index.htm>).
- The Center for Watershed Protection has publications which can assist you in both assessing the problems and crafting solutions (<http://www.cwp.org/>).

Historic Resources

New York State

- If your waterfront project includes a historic property, the New York State Office of Parks, Recreation and Historic Preservation may be able to help (<http://www.nysparks.state.ny.us/grants/>). Through the Environmental Protection Fund and, in some cases in partnership with federal grant programs, grant assistance is provided to municipalities (including state agencies) and nonprofit organizations:
 - a) through the Historic Preservation Program for the acquisition and/or rehabilitation of properties listed on the National or State Registers of Historic Places; and
 - b) through the Heritage Areas Program Areas to fund facilities, exhibits and programs in legislatively designated Heritage Area.
- The New York State Council on the Arts (NYSCA) is a state funding agency that can provide support for activities of nonprofit arts and cultural organizations (http://www.nysca.org/public/artresources_arch.html).

Federal

- The National Park Service administers grant programs focused on cultural resources and historic preservation (<http://www.cr.nps.gov/helpyou.htm#grants>), as well as the Land and Water Conservation Fund, managed in New York by the Office of Parks, Recreation and Historic Preservation, which is intended to create and maintain a nationwide legacy of high quality recreation areas and facilities, and stimulate non-federal investments in recreation resources (<http://www.nps.gov/ncrc/programs/lwcf/index.html>). The National Park Service's Heritage Preservation Services (<http://www2.cr.nps.gov/welcome.htm>) helps individuals and communities identify, evaluate, protect and preserve historic properties for future generations. It provides a broad range of products and services, financial assistance and incentives, educational guidance, and technical information in support of this mission. If you're working with a historic building, Heritage Preservation Services will be able to help with almost every aspect of your project, from planning and evaluation to repair and rehabilitation.
- The Advisory Council on Historic Preservation can provide assistance related to the preservation, enhancement and productive use of our nation's historic resources (<http://www.achp.gov>).

Scenic Resources

New York State

- Department of Transportation (DOT) can provide assistance related to State Scenic Byways (<http://dotweb2.dot.state.ny.us/scenic/descript.html>).
- The Office of Parks, Recreation and Historic Preservation (OPRHP) can provide assistance related to the protection of historic landscapes: <http://www.nysparks.com./field/techpres/>.

Federal

- U.S. Department of Transportation Federal Highway Administration can provide assistance with the federal Scenic Byways Program (<http://www.byways.org/>).

Natural Resources

New York State

- In recent years, the centerpiece of New York's environmental program has been the \$1.75 billion Clean Water/ Clean Air Bond Act, which New Yorkers approved overwhelmingly in November 1996. Coordinated and managed by the Department of Environmental Conservation, the bond act provides funding for projects to protect and restore New York's environment (<http://www.dec.state.ny.us/website/bondact/index>).
- National Sea Grant has programs in the coastal states providing research, education and outreach relevant to coastal issues ranging from fisheries, environmental quality, development and coastal processes (<http://www.nsgo.seagrant.org/>). Long Island information is available through SUNY Stony Brook Sea Grant (<http://www.seagrant.sunysb.edu>). Great Lakes information is available through Cornell University Sea Grant: (<http://www.cce.cornell.edu/seagrant/>). Sea Grant can provide assistance with research, education and outreach relevant to coastal issues ranging from fisheries, environmental quality, coastal processes and development.
- The Environmental Facilities Corporation's (EFC) mission is to promote environmental quality by providing low-cost capital and expert technical assistance to municipalities, businesses and State agencies for environmental projects in New York State. Its purpose is to help public and private entities comply with federal and State environmental requirements (<http://www.nysefc.org>). EFC's primary activities are the State Revolving Funds (SRF), the Industrial Finance Program (IFP), Technical Advisory Services (TAS) and the 1996 Clean Water/Clean Air Bond Act Financial Assistance to Business (FAB). EFC also administers the NYS Clean Vessel Assistance Program to increase the availability, public awareness and public use of pumpout stations for marine recreational vessels (<http://www.nysefc.org/newweb9/CVAPHome.htm>).

Federal

- The National Oceanic and Atmospheric Administration (NOAA) Fisheries can provide assistance related to protecting and maintaining the health of coastal marine habitats (<http://www.nmfs.noaa.gov/index.html>).
- The United States Fish and Wildlife Service administers a variety of important natural resource protection and land management grant programs, including Coastal Wetland Conservation Grants, North American Wetlands Conservation Act (NAWCA) grants, and Endangered Species Grants (<http://grants.fws.gov/>).
- The United States Environmental Protection Agency (USEPA) provides grant funding (<http://www.epa.gov/ebtpages/econgrants.html>) for projects ranging from wetland protection and restoration, environmental education, water quality improvement, environmental justice, and brownfield redevelopment.

APPENDIX C: Long Island South Shore Bayway Nomination Forms

Nomination of South Shore Bayway Destinations and Connectors

The South Shore Bayway is envisioned as a dynamic network of recognized **Destinations** and **Connectors** where residents and visitors can enjoy, explore, and experience the heritage, natural beauty, and recreation resources of the Long Island South Shore Estuary Reserve. Maritime centers, parks, cultural and historic sites, museums, natural areas and waterfronts will be connected together by road corridors and trails from western Hempstead through Southampton Village.

The nomination process described here is intended to encourage open and wide participation by those people—hikers, paddlers, bikers, and explorers of natural and maritime history—who will enjoy the Bayway’s benefits. Early review of the nomination process by the South Shore Estuary Reserve Council called for an inclusive approach to creating the Bayway. The process, as proposed here, calls on diverse stakeholder groups to be active participants in the nomination of **Destinations** and **Connectors** for formal recognition and inclusion in the Bayway. The South Shore Estuary Reserve Council looks forward to and encourages expanded participation in the Bayway to include the wide array of community-based organizations on Long Island.

Bayway Destinations, Connectors, Themes, and Partners

Bayway Destinations are sites that tell the story of the cultural and natural resources of the Reserve. By experiencing the Bayway’s many facets, with the aid of the interpretive kiosks and wayside exhibits, people understand and appreciate that the health of the estuary is dependant on their efforts to respect, conserve, and restore its resources.

Bayway Connectors are trails, bike paths, roadways, water trails, ferry routes and other transportation modes traveled by pedestrians, bicyclists, boaters and motorists to and between Bayway **Destinations**.

Bayway Themes address the Reserve’s culture, natural resources, and recreation opportunities. The Bayway themes include: Maritime Heritage; Protecting the Coast; and, Enjoying the Estuary. Merrick Road/Montauk Highway serves as the major east-west roadway **Connector**. The maritime centers of Freeport, Bay Shore, Patchogue, and the Shinnecock Canal serve as initial **Destinations** to introduce people to the Reserve’s maritime heritage. Initial **Destinations** to interpret protection of the coast are located at the new Town of Hempstead Lido Beach Nature Area, Town of Oyster Bay JFK Sanctuary, Town of Babylon Oak Beach Park, and Town of Brookhaven Beaver Dam Creek.

Bayway Partners are the owners (or owner's agents) of Bayway **Destinations** and **Connectors**, and include governments and nonprofit organizations. Bayway partners voluntarily participate in the Bayway and promote the interpretation of resources that are linked together thematically or geographically. Additions to the Bayway are made as **Destinations** and **Connectors** are recognized by the South Shore Estuary Reserve Council.

Bayway Partners will have their recognized **Destinations** and **Connectors** listed on the Bayway portion of the South Shore Estuary Reserve website and in Bayway promotional literature. Visitors will be able to access a comprehensive guide of activities in the Reserve. Partners will receive technical assistance from the South Shore Estuary Reserve Office. Municipal-sponsored projects that improve Council-recognized Bayway enhancement projects are eligible for financial assistance through the Environmental Protection Fund's Local Waterfront Revitalization Program administered by the Department of State.

Implementing the Bayway

The Bayway is being implemented by all who benefit from a regional framework for a Reserve-wide coordinated interpretive system. **Destinations** and **Connectors** are eligible to be nominated for inclusion in the Bayway. The South Shore Estuary Reserve Council encourages neighborhood associations, cycling and paddling clubs, community service organizations, and others to help local governments and nonprofit organizations identify and nominate maritime centers, trails, bikeways, parks, museums, cultural and historic sites, visitor and interpretive centers, and special places for formal recognition as components of the Bayway. The owner (or owner's agent) of a facility must be a party to the nomination process. Nominations prepared by nonprofit organizations or county, non-local government agencies are strongly encouraged to inform the local government for which the proposed Bayway **Destination** or **Connector** is located of the nomination for submission.

The South Shore Estuary Reserve Council will expand and maintain the South Shore Estuary Reserve website as a promotional tool for the Bayway and will include participating **Destinations** and **Connectors** in the website. The Council will include the name of **Destination** or **Connector** in Bayway maps and guides as they are produced. The Council will provide the owner (or owner's agent) of **Destinations** or **Connectors** with regular updates via the South Shore Estuary Reserve website, email, or other means on development of the Bayway. The Council will include the owner (or owner's agent) of the **Destination** or **Connector** in Bayway Work Group meetings and other forums for communicating about development of the Bayway.

Becoming a Bayway Partner

Bayway **Destination** or **Connector** nominations come from nonprofit organizations, local, State, or federal government agencies and are submitted to the South Shore Estuary Reserve Office. To be considered for inclusion in the Bayway, each nomination form must have support of the owner (or the owner's agent) of a facility and be signed by the owner's chief executive (or the owner's agent).

Bayway Nomination Process

The South Shore Estuary Reserve Office reviews each **Connector** and **Destination** nomination package to verify the information, compare the proposed **Destination** or **Connector's** nomination package with the Council's guiding principles for the Bayway, and prepare a recommendation for the Council. Upon review and deliberation of the merits of the nomination package, the Council will recognize new **Destinations** and **Connectors** within the Bayway.

Guiding Principles

The Council, in giving recognition, will encourage the owner (or owner's agent) of the **Destination** or **Connector** to adhere to the following guiding principles:

1. Bayway Destinations and Connectors should be open to the general public.
2. Bayway partners should promote stewardship of estuary resources through interpretive material, exhibits, and programs that tell the South Shore Estuary Reserve's story.
3. Public access at recognized Bayway Destinations should be an appropriate level for the facility, compatible with natural resource values, and enhanced through the development of new access opportunities, where needed.
4. Bayway partners should seek to link programs with one another through common themes or geographical location.
5. Bayway partners are encouraged to provide information about their Destination or Connector for inclusion in the Bayway website and establish a link with the site. Periodic and timely updates should be provided to the South Shore Estuary Reserve Office on programs and events.
6. Bayway partners are encouraged to promote efforts to sustain and enhance the economic viability of the estuary-related economy.
7. Bayway partners are encouraged to develop opportunities to engage volunteers in resource restoration or conservation activities to build broader involvement in conservation and stewardship of the estuary.
8. Bayway partners are encouraged to improve watershed health by using best management practices, such as reduced or eliminated use of fertilizers and using native plants for landscaping, to the maximum extent practicable.
9. Bayway partners should display and maintain Bayway signage in a prominent location at the site entry and/or main visitor facility.
10. Bayway partners should include the Bayway logo (when available) or graphics in brochures, maps, guides, interpretive exhibits, and signs which they produce.

Promoting the Bayway

The Bayway will be promoted on the South Shore Estuary Reserve website which will host a virtual exploration of places, activities, and events and will be complemented by printed maps and guides. Bayway visitors will be able to develop their own tour of the estuary based on a theme or a specific geographic area.

Submitting Nomination Forms

Before submitting a nomination form, preparers are encouraged to become familiar with the following documents: Long Island South Shore Estuary Reserve Comprehensive Management Plan; and New York State Coastal Resources Interpretive Program (NYSCRIP). These documents can be accessed from the Reserve website at: www.estuary.cog.ny.us or obtained from the Reserve Office.

Nomination forms should be submitted 30 days prior to a Council meeting.

Nomination preparers should attach any letters of support or other information that will aid in the review of the nomination form. Completed nomination forms should be submitted to:

South Shore Estuary Council
South Shore Estuary Reserve Office
300 Woodcleft Avenue
Freeport, NY 11520
(516) 378-2879 (fax)

For questions regarding the preparation of a nomination form, please contact the South Shore Estuary Reserve Office at (516) 378-2825.

Long Island South Shore Bayway Nomination Form

Please complete this cover sheet and attach answers to the questions on pages 6 or 7 for a Destination or Connector, respectively.

1. This application is for a Bayway: **Destination** **Connector**

2. Name of the proposed **Destination** or **Connector**:

3. Physical address of proposed Bayway **Destination** or name of proposed **Connector**:

4. State and County Legislative Districts in which the proposed Bayway **Destination** or **Connector** is located:

5. Name of the organization or agency submitting the nomination form:
Primary contact person:
Mailing address:

Phone and fax numbers:
Email address: Website address:

6. Owner (or owner's agent) of the proposed **Destination** or **Connector** (if different from above):

Primary contact person:
Mailing address:

Phone and fax numbers:
Email address: Website address:

7. The submission of this nomination form and recognition by the Council of a **Destination** or **Connector** to the South Shore Bayway shall not be construed as binding on either party to provide funding, compensation, or reimbursement.

8. Name of owner's (or owner's agent) Chief Executive:

10. Signature of owner's (or owner's agent) Chief Executive: Date Signed:

For a Bayway DESTINATION, please provide brief answers to the following questions:

11. Destination Attributes

What are the South Shore Estuary Reserve features associated with the proposed **Destination**? Why is the **Destination** important? Why is your site an appropriate site to be included along the Bayway? Provide website links and/or samples of brochures, maps, and photographs. Is there currently any special designation (e.g., historic, conservation area) for the proposed **Destination**? Describe any capital improvement needs at the proposed **Destination**.

12. Interpretive Themes

Which Bayway interpretive theme(s) does the proposed **Destination** best exemplify? Describe existing interpretation offered at the proposed **Destination**. What theme(s) is currently being interpreted and what media and/or programming currently exists? Describe any planned improvement and interpretive materials to be used. Be specific.

13. Visitor Information

What is the primary target audience (e.g., school-aged children, families, senior citizens)? What is the annual schedule of operation (e.g., year-round, seasonal)? What is the current visitation level? How will the proposed **Destination** accommodate increased use? Describe existing or proposed visitor amenities (e.g., access to the shore, rest facilities, handicapped accessible features, on site refreshments, distance to business area).

14. Site Management

Who is responsible for the daily and long-term operation of the site?

15. Proposed **Destination**'s relation to the South Shore Estuary Reserve

How does the proposed Bayway **Destination** currently relate to other places in the region? What potential exists to cooperate or link with other regional sites?

16. Meeting South Shore Estuary Reserve Guiding Principles

How is stewardship of the estuary emphasized? In what ways would your inclusion in the Bayway promote South Shore Estuary Reserve education and outreach efforts or other Bayway guiding principles?

17. Supporting Documentation

Please provide any statements supporting this information.

For a Bayway CONNECTOR, please provide a brief answer to the following questions:

11. **Connector Attributes**

What are the South Shore Estuary Reserve features associated with the proposed **Connector**? Why is the **Connector** important? What South Shore Estuary Reserve **Destination(s)** or feature(s) will be physically linked by the proposed connecting route? Is there currently any special designation(s) (e.g. scenic roadway) for the proposed **Connector**? What **physical access** is available for the visitor to use along the connector route (e.g., trail heads, boat launch, picnicking)? Describe any capital improvement needs at the proposed **Connector**.

12. **Interpretive Themes**

What Bayway theme(s) will be featured along the **Connector**? Why is the **Destination(s)/feature(s)** being linked important? Describe any interpretation currently offered along the proposed connector route. Provide website links and/or samples of trail maps, trail guides, brochures, and photographs of interpretive signage.

13. **User Information**

What user group(s) (e.g., pedestrian, bicyclist, boater, driver, public transportation user) will be primarily served by the connecting route?

14. **Site Management**

Who is responsible for the daily and long-term maintenance and operation of the **Connector**?

15. **Supporting Documentation**

Please provide any statements supporting the nomination.