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INCORPORATED
VILLAGE OF ASHAROKEN

ONE ASHAROKEN AVENUE
NORTHPORT, NEW YORK 11768

(631) 261-7098
FAX (631) 262-0462

July 28, 2015

Mr. Matthew Chlebus
N.Y.S. Department of Environmental Conservation
Division of Water
625 Broadway, 4th Floor
Albany, NY 12233-3504

Re: North Shore of Long Island
Asharoken, New York
Feasibility Study for Storm Damage Reduction Project

Dear Mr. Chlebus:

At its July 7, 2015 meeting, the Board of Trustees voted to select Alternative 1 (Beachfill Only) as its preferred option in furtherance of the referenced Feasibility Study.

Alternative 1 was selected based upon the information presented to date by the U.S. Army Corps of Engineers and the NYS Department of Environmental Conservation, and with the understanding that the Board of Trustees has the right to select a different alternative based upon additional information that becomes known following further studies and public comment.

Alternative 1 was selected based upon the further understanding that its selection does not commit the Board of Trustees to approve the Storm Damage Reduction Project.

Very truly yours,

Gregory D. Letica, Mayor
Village of Asharoken



Wednesday, February 10, 2016

Honorable Gregory D. Letica, Mayor
Village of Asharoken
Asharoken Village Hall
Asharoken, NY 11768

**RE: North Shore of Long Island, Asharoken
Suffolk County, NY
Coastal Storm Risk Management Feasibility Study
Feasibility Report, November 2015**

Dear Mayor Letica:

At the direction of the Village, I have reviewed the above report and offer the following observations and recommendations. The report is a comprehensive analysis of the Long Island Sound based coastal flooding and erosion impacting the Asharoken community. The Sand Only Alternative (Alternative 1) provides a positive benefit cost ratio (BCR) with less potential for unforeseen impacts than either of the Sand and Groin Alternatives (Alternatives 4 and 5).

There are several areas of additional attention that will help to minimize uncertainties in the final project formulation and design, including 1) sediment budget, 2) additional modeling of the observed nodal point and borrow site, 3) initial sand placement volume, 4) renourishment sand source and 5) additional project benefits.

Sediment Budget

The sediment budget prepared by the US Army Corps of Engineers (USACE) provides a good baseline for evaluating the shoreline. There are a number of uncertainties that should be addressed in the final design and contingencies developed to address these potential uncertainties.

The principal uncertainty is that the USACE considers all of the sand bypassed to be compatible with the native sands and assigns a compatibility ratio of 1.0 in the sediment budget. However, the sand provided by the power plant comes from two sources (dredging of the intake channel and upland sources). No grain size analysis of this material is provided and thus no compatibility analysis can be

First Coastal, 4 Arthur Street, Post Office Box 1212, Westhampton Beach, NY 11978
Phone: 631-288-2271, Fax: 631-288-8949 www.firstcoastal.com

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performed. It seems reasonable and appropriate that such an analysis be performed and the compatibility and overfill factors be adjusted accordingly. For example, if the bypassed sand is smaller than the native sand, the USACE may consider increasing the renourishment volumes to compensate for the amount of sand bypassed, within the bounds of the BCR.

Similarly, the USACE sediment budget is precedent on the continuance of the power plant bypassing. This assumption is based on the special condition requirement of the previous and existing USACE permits and the continuation of the same condition in future permits. The USACE should explore methods to ensure this ongoing compliance using both contingencies in the Design and Construction Phases as well as Adaptive Management in the Operations & Maintenance phase. Consideration of this issue should also be included in the Project Partnership Agreement.

Other potential uncertainties include the range of potential published sediment budgets in comparison to the USACE budget. The USACE sediment budget was compiled using both bathymetric and beach profile data with industry standard methodologies. The USACE should compile a comparison of all other published budgets to provide needed context and confirmation. There is considerable concern at the local level that the USACE sediment budget may significantly under estimate the impact of the power plant. Since it is acknowledged by all parties that the combination of the power plant outfall and the intake channel and jetties constitute an "effective littoral blockage" (Table 5: Screening of CSRM Measures, page 47), it is reasonable to provide a review of all sediment budgets and to allocate a Factor of Safety or range of values to the USACE adopted sediment budget.

Additional Modeling Needed at Nodal Point and Proposed Borrow Site

The USACE Feasibility Report provides an excellent summary of various computer modeling programs, including Genesis and EDUNE, for the performance of the beach fill and the sediment budget. The USACE should also provide computer models of the potential for wave refraction changing (concentrating) the wave energy distribution along the shoreline, as well as the potential for impact from the proposed borrow site. This the bathymetric depression offshore of the nodal point was created during the post 1962 Ash Wednesday dredging as part of Operation Five High

The USACE treatment of the Nodal Point is superficial at best. Considering both the historic shoreline changes in this area and the potential impact on the proposed beach fill, robust modeling of this feature is a reasonable and prudent endeavor. Such modeling would provide a reasoned based for augmenting fill in

this area (if deemed appropriate) or alleviate local concerns expressed by the Village and the residents based on the performance of past beach fills.

Similarly, examination of the impact that the proposed borrow area may have on wave energy distribution is a reasonable and prudent step that is common in similar situations.

Neither effort would require an extraordinary effort as the USACE has already compiled the required input data to run the other computer models.

Initial Sand Placement Volumes

The USACE provides significant rationale for the initial sand placement volume, including investigating three different beach widths and the related damages prevented versus costs incurred.

However, it seems reasonable that the USACE should also investigate augmenting the initial placement volume to reflect any changes developed through the additional analysis of the sediment budget and the additional modeling of the Nodal Point and borrow area as discussed above. These additional investigations may provide a rationale for additional sand to realize already recognized project benefits and augment the BCR.

Renourishment Sand Source

Since the USACE appears limited to a one time dredging of the borrow site, they may want to consider stockpiling sand to offset the subsequent renourishments. There appears to be sufficient sand in the borrow area to allow stockpiling and this would provide a volume of highly compatible sand for renourishment at a lower unit cost than the land based sand.

The USACE should also diligently investigate upland sand sources in addition to the sources identified in the Feasibility Report. They should also provide a verified procedure for mixing sand from various sources to achieve the desired grain size compatibility. This could include both mechanical and hydraulic mixing and placement.

Maximizing the compatibility of the renourishment sand with the initial placement should be a significant goal of the USACE project during all project phases.

Additional Project Benefits/Damages Avoided

A review of the USACE extensive Economic Analysis reveals additional Benefits/Damages Avoided that should be considered in the final project formulation. The USACE analysis of damages to structures is richly supported by the detailed inventory of structures and damages. The Village is researching the depreciated cost per square foot and has no comment at this time.

However, the analysis of other damages should be revised to reflect the actual experience of the Village over the last decade.

For example, Table 2, page 13 and Table 6, page 19 of Appendix D (Economics), uses very low estimates for bulkhead reconstruction, traffic delays, emergency services and cleanup. The Village's experience is as follows:

- Bulkhead Reconstruction - \$4.6 million between 2006 and 2012 vs. \$1.5 million estimated by the USACE
- Traffic Count – 5,147 per day or 36,029 per week vs 7,000 per week.
- Storms per year – 4 per year over the last 4 years and increasing in frequency vs 1 storm per year
- Emergency Services/Cleanup - \$32,000 per year 2006-2012 vs \$11,800 per year

For example, changing the trips per day number to reflect the verified traffic count increases annual benefits from traffic delays to \$280,600 from \$500.

Similarly, the USACE figures for stranding and evacuation are much lower than the Villages experience in these areas. The USACE analysis completely ignores the 150 peoples with disabilities. The USACE also uses the Federal per diem lodging and meals rate of \$208 per person during evacuation, which is quite low for this area of Suffolk County. Moreover, they assume that in the event of a major overtopping the road will be reopened to safe traffic within one day. The USACE estimate of \$535,000 per day for temporary housing, etc. could easily be 2 to 3 times that amount for a major northeaster lasting several days.

Finally, the area impacted by a breach may be up to 1,500 feet, which is significantly larger than the 600 feet estimated by the USACE. Thus, emergency and construction closure costs could be more than double the USACE estimate of \$354,000. The unit cost provides by the USACE analysis from RS Means are being compared to actual bid prices from the public bids contracts in the area and the Village will provide that information as it is available.

The Village recommends that the USACE refine and update these benefits/damages avoided to more closely reflect the experience based costs of the Village and this area of Suffolk County. These additional project benefits are important in capturing the true cost of overtopping and breaches of Asharoken Avenue. These benefits are also critical to provide the USACE the maximum flexibility in refining the final project formulation in light of the potential for changes based on the comments given above and others provided during the Public Comment period.

In summary, the USACE Asharoken Coastal Storm Risk Management Feasibility Study is a well-researched document that provides a sound scientific and technical basis for protecting the Long Island Sound shoreline of Asharoken. There are additions and refinements in the analysis that could allow for the reduction of identified uncertainties in both project formulation and benefit calculations.

These additions and refinements will enable the USACE to formulate an even more robust project that is more reflective of the needs identified and the benefits that can be achieved.

Sincerely,
First Coastal Consulting



Aram V. Terchunian, M.Sc.
President

ASHAROKEN, NY

- Background Information
 - Study Area
 - Study History
 - Overview of Studies Undertaken
- Borrow Areas Overview
 - Geological Setting
 - Borrow Area bathymetry, subsurface, suitability
- Results of Alternative Analysis
 - Identified sediment needs
 - Proposed use
 - Dredging Scenario
 - Cost implications
- Potential Alternate sources, as identified by NYSDEC and others
- Borrow area issues, as delineated by NYSDEC

Asharoken, Study Area



Study Purpose: Identify a long-term solution for Coastal Storm Damage Reduction for the Village of Asharoken, NY.

Overview of Studies Undertaken

- 2001 Aerial Photography April 2001
- 2001 Topographic Survey April 2001
- Environmental Scoping Document March 2002
- Screening of Alternatives Report September 2003
- Borrow Area Identification and Investigation Report January 2003
- Wind, Storm Surge and Wave Hindcast Modeling January 2003
- Sediment Transport Analysis, August 2004

- Cultural Resource and Remote Sensing Survey April 2004
- Nearshore Investigation, 2005 Finfish, Invertebrate Infauna and Water Quality Summary Report July 2005
- Long Island Sound, Borrow Area Investigation, Final 2004 July 2004
- Finfish/Epibenthic Invertebrate Summary Report July 2004
- Long Island Sound, Borrow Area Investigation, Draft February 2005
- Finfish/Epibenthic Invertebrate Summary Report, 2004 Sampling February 2005
- Long Island Sound, Borrow Area Investigation, October 2005
- Draft Finfish/Epibenthic Invertebrate Summary Report October 2005
- Long Island Sound, Borrow Area Investigation, August 2007
- Final Finfish/Benthic Invertebrate Summary Report August 2007

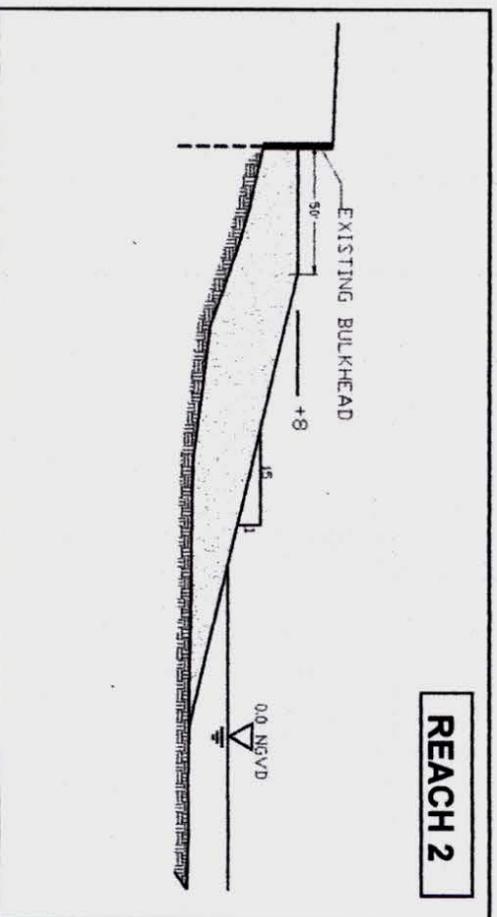
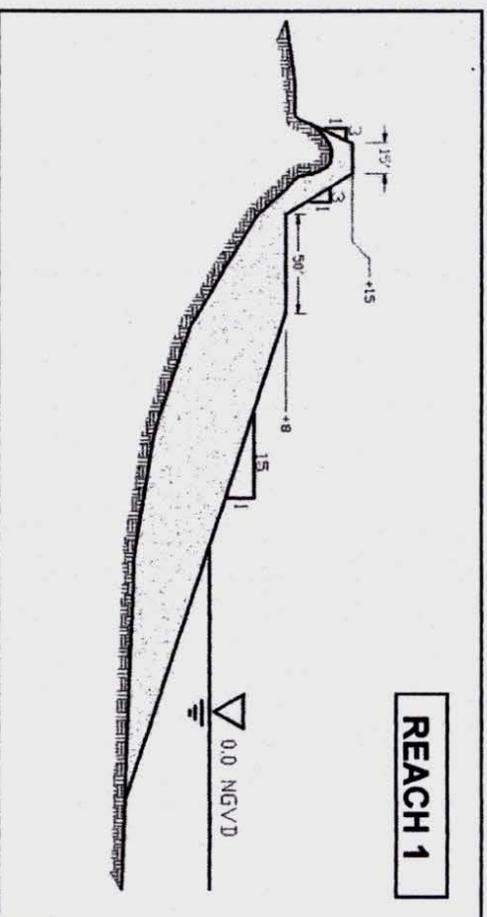
- Air Quality Analysis December 2005
- Draft Fish and Wildlife Coordination Act Report August 2005
- Draft Essential Fish Habitat Assessment November 2006
- Asharoken Feasibility Study Economic Analysis August 2006

Asharoken Alternative Results

Most Cost-effective Solution is a Beachfill Alternative.

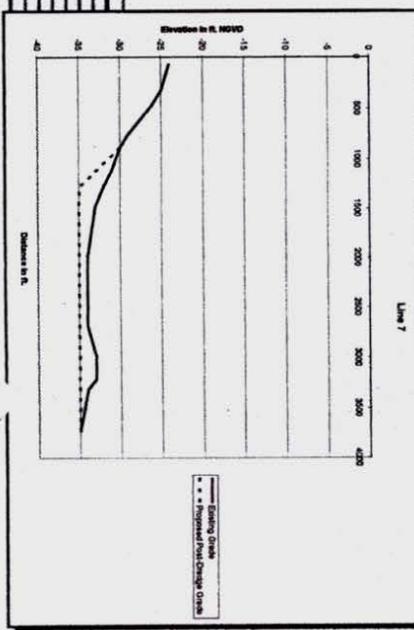
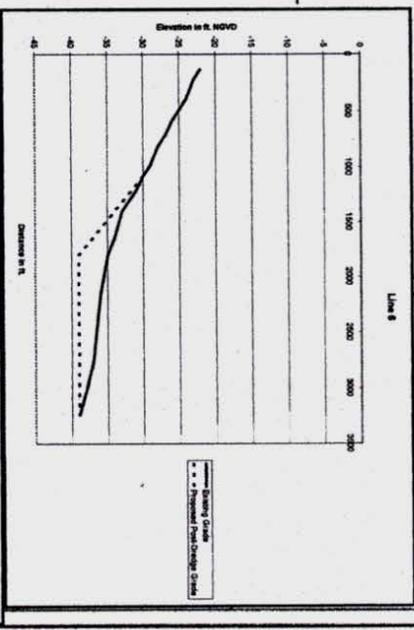
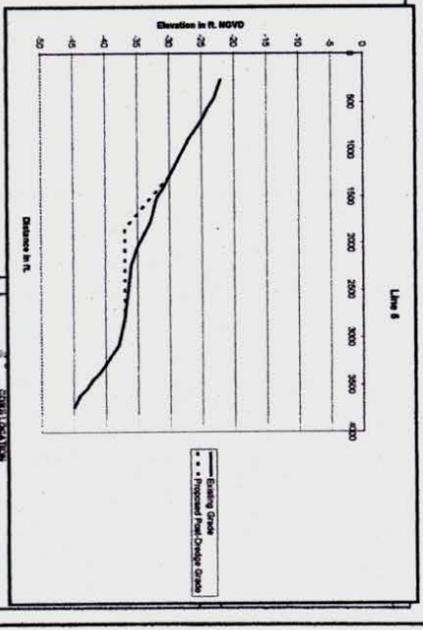
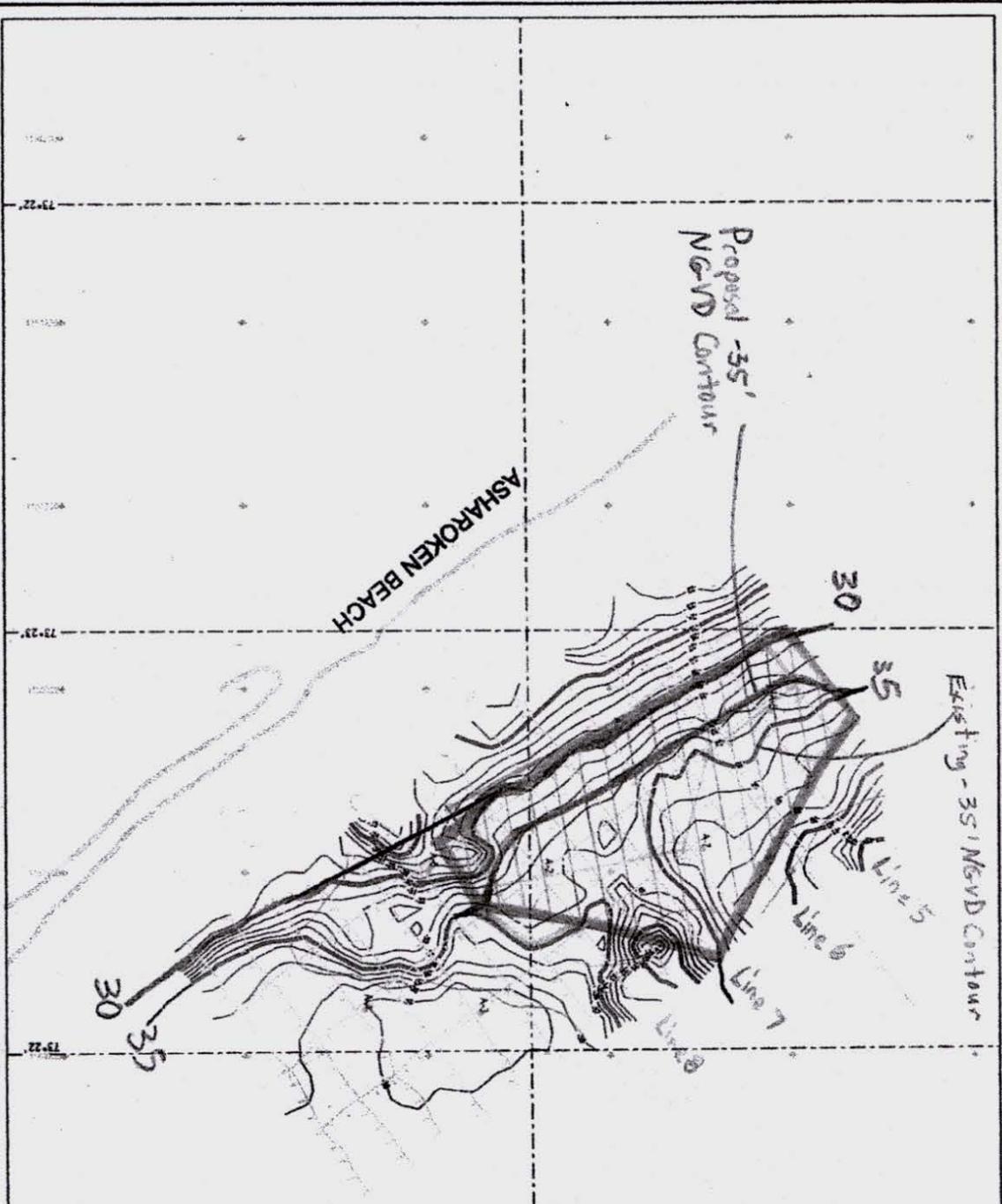
Optimal Scale includes:

- For Reach 1 fronting the road: Dune (+15 ft), Berm 50 ft wide at +8 ft NGVD
- For Reach 2 fronting the bulkheads: Berm 50 ft wide at +8 ft NGVD
- Initial Construction requires 580,000 CY (presently offshore)
- Renourishment is Approximately 125,000 CY every 5 years (assumed upland material & keyspan contribution)



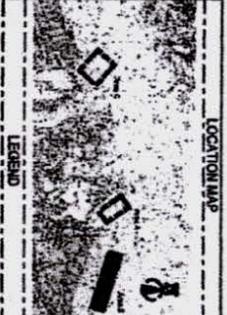
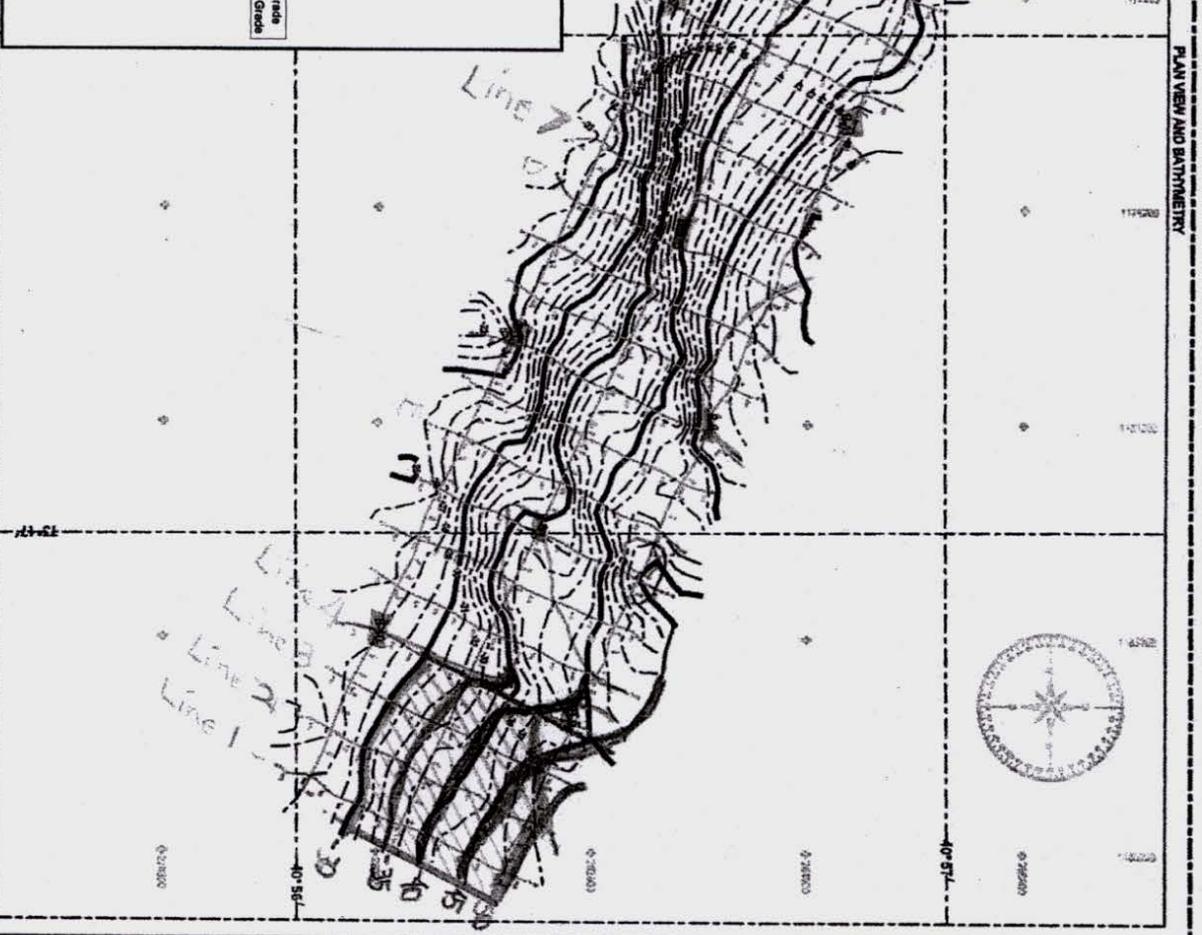
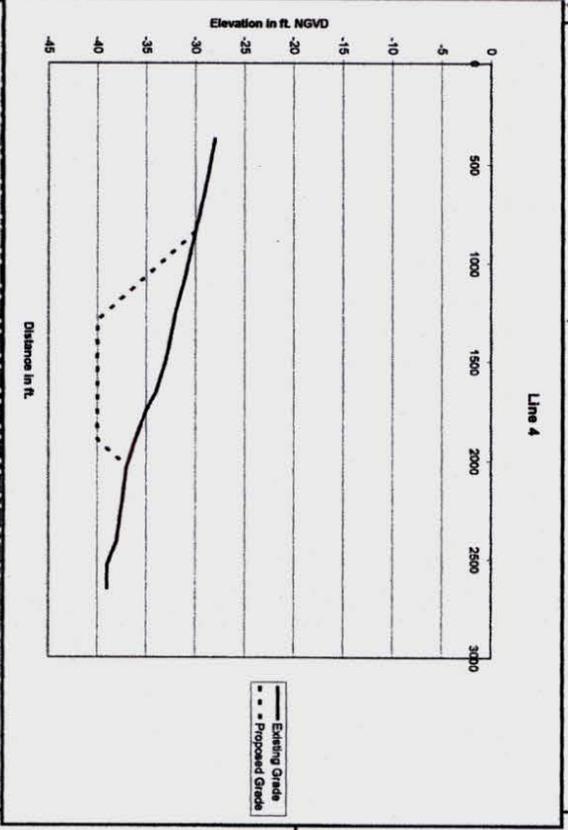
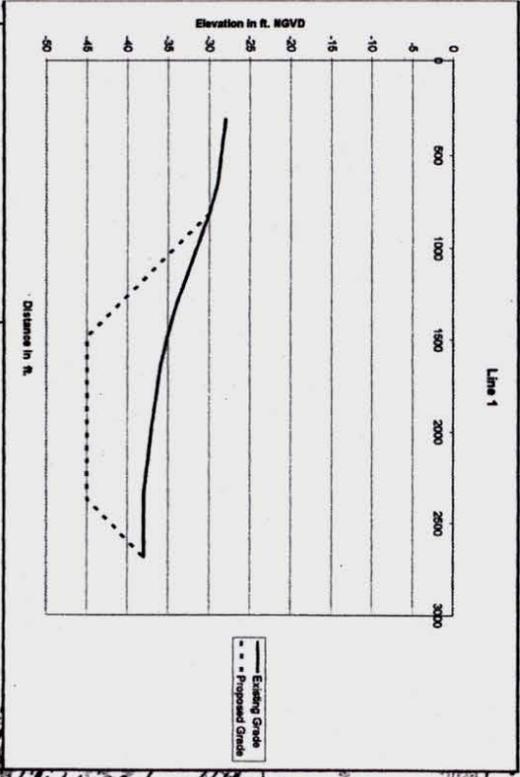
Borrow Area A, Dredging Plan

GEOLOGIC FEATURES AND SEISMIC CROSS SECTIONS



NO.	DESCRIPTION	DATE	BY	CHECKED
1	DESIGNED			
2	CHECKED			
3	APPROVED			
4	REVISION			
5	REVISION			
6	REVISION			
7	REVISION			
8	REVISION			
9	REVISION			
10	REVISION			

Borrow Area B, Dredging Plan



LEGEND

- BATHYMETRIC CONTOURS IN FEET
- INDICATION TRACK PINS AND LINE NAME
- CONG LOCATION
- Proposed Limits
- Proposed Location

SURVEY POSITIONING

PROJECT DATA

PROJECT: BORROW AREA IDENTIFICATION AND INVESTIGATION

CLIENT: OFFSHORE & COASTAL TECHNICAL CORP. INC., CHADD'S FORD, PA AND U.S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT

CONTRACTOR: ALPINE OCEAN SURVEY SERVICE, INC., NEW YORK, NY

DATE: 11/15/00

SCALE: AS SHOWN

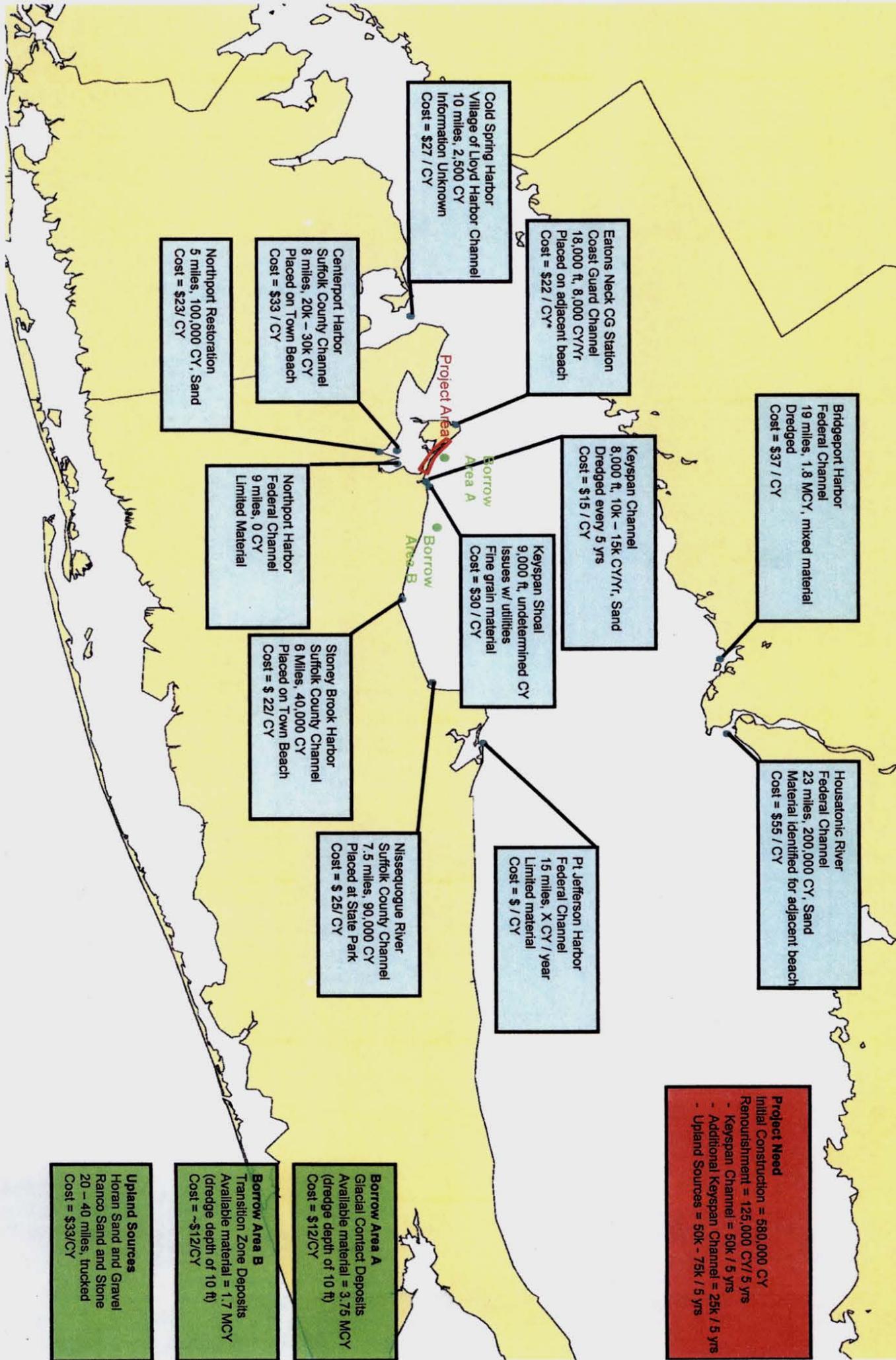
PROJECT LOCATION: Ashokan Area B Hydrography

Proposed Sand Sources

(quantities and prices to be updated)

- **Initial Construction Approx. 600,000 CY**
 - Borrow Area A or B = approx. \$12/CY
- **Renourishment, every 5 years = 125,000 CY**
 - 10,000 CY/yr from Keyspan dredging = 50,000 CY = \$0/CY
 - 5,000 CY/yr more from Keyspan = 25,000 CY = \$0/CY to \$18/CY
 - 10,000 CY/yr trucked from upland = 50,000 CY = \$33 / CY

Asharoken, NY Sand Sources Considered



Bridgeport Harbor
Federal Channel
19 miles, 1.8 MCY, mixed material
Dredged
Cost = \$37 / CY

Housatonic River
Federal Channel
23 miles, 200,000 CY, Sand
Material identified for adjacent beach
Cost = \$55 / CY

Eatons Neck CG Station
Coast Guard Channel
18,000 ft, 8,000 CY/Yr
Placed on adjacent beach
Cost = \$22 / CY*

Keyspan Channel
8,000 ft, 10k - 15k CY/Yr, Sand
Dredged every 5 yrs
Cost = \$15 / CY

Keyspan Shoal
9,000 ft, undetermined CY
Issues w/ utilities
Fine grain material
Cost = \$30 / CY

Pt. Jefferson Harbor
Federal Channel
15 miles, X CY / Year
Limited material
Cost = \$ / CY

Cold Spring Harbor
Village of Lloyd Harbor Channel
10 miles, 2,500 CY
Information Unknown
Cost = \$27 / CY

Centerport Harbor
Suffolk County Channel
8 miles, 20k - 30k CY
Placed on Town Beach
Cost = \$33 / CY

Northport Restoration
5 miles, 100,000 CY, Sand
Cost = \$23 / CY

Northport Harbor
Federal Channel
9 miles, 0 CY
Limited Material

Stoney Brook Harbor
Suffolk County Channel
6 Miles, 40,000 CY
Placed on Town Beach
Cost = \$ 22 / CY

Nissequogue River
Suffolk County Channel
7.5 miles, 90,000 CY
Placed at State Park
Cost = \$ 25 / CY

Project Need
Initial Construction = 580,000 CY
Renourishment = 125,000 CY / 5 yrs
- Keyspan Channel = 50k / 5 yrs
- Additional Keyspan Channel = 25k / 5 yrs
- Upland Sources = 50k - 75k / 5 yrs

Borrow Area A
Glacial Contact Deposits
Available material = 3.75 MCY
(dredge depth of 10 ft)
Cost = \$12/CY

Borrow Area B
Transition Zone Deposits
Available material = 1.7 MCY
(dredge depth of 10 ft)
Cost = ~\$12/CY

Upland Sources
Horan Sand and Gravel
Ranco Sand and Stone
20 - 40 miles, Trucked
Cost = \$33/CY



**Great Appalachian Storm of 1950
Beach Lot Area 413-475 Asharoken Avenue**

Damage to Akahohen Five
from NE storm Thanksgiving 1950

This weather had
Hurricane force winds but was
not a tropical Hurricane

November 1950

The Incorporated Village of Asharoken

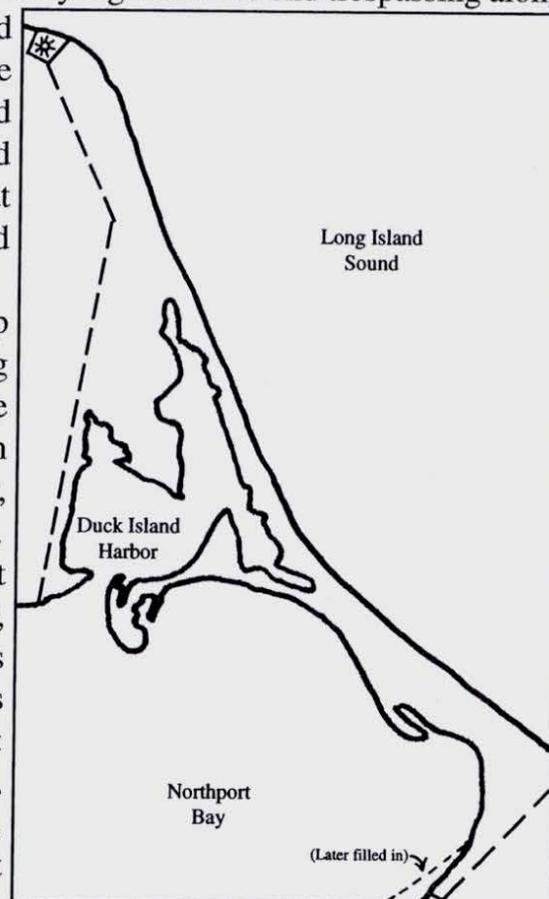
A Brief Overview

In July, 1925, members of the Asharoken & Eaton's Neck Beach Association took action to form an incorporated village. The reason for doing this stemmed from the desire of property owners to increase their control over beaches and roads. Of concern at the time were six public roads which extended laterally from what is now Asharoken Avenue to the bay and sound. The association, having no vested power, could not control public use of these roads nor pass legislation governing activities such as hunting, fishing, and parking.

Designing the village boundaries was a difficult task for the directors of the association. Virtually all of the property owners at Asharoken Beach desired to incorporate, however, owners on Eaton's Neck had mixed feelings. At the time, the lions share of the Neck was owned by the DeLamater heirs, the Jones heirs, and Dr. Babbott. The Jones heirs were totally against the incorporation since it would essentially give residents of Asharoken Beach, who constituted the voting majority, the ability to establish zoning and other codes on Eaton's Neck. The DeLamater heirs and Dr. Babbott felt the same way, although they fiercely desired police protection and the necessary legislation to end trespassing along the shoreline. A compromise was finally reached by drawing the village boundary to include the waterfront property of the DeLamater heirs and Dr. Babbott while excluding their upland property. The compromise also provided that one of the charter trustees of the village would be from Eaton's Neck.

In August, 1925, the proposed village map was presented to the community at a meeting organized by the association. Later that same month, the incorporation papers were filed in Albany by the association's attorney, Paul Grout, and the Village of Asharoken came into being.

The first meeting of the village was held at the residence of Victor D. Bevin in November, 1925. Six village residents whose names appeared on the original incorporation papers filed in Albany were sworn into office as follows: Walter T. Young, President; Albert H. Schraeder, Trustee; Frank L. Babbott, Jr., Trustee; Victor D. Bevin, Clerk; Oakley R. DeLamater, Street Commissioner; and Edward R. Vollmer, Treasurer. Although he declined any position in



The village boundaries incorporated the shoreline but left upland property within the Town's jurisdiction

the new village government, Captain James Moorehead, President of the A&ENB association, was instrumental in the formation of the village. From a historical perspective, it would seem that Captain Moorehead and Walter T. Young deserve most to be remembered as the founders of the village.

At this same meeting, the village board adopted "Ordinance No. 1," which created building codes, public streets, zoning districts, an official village seal & village map, a village police department, and restrictions governing commercial industries. Mr. Rudolph Ardt was appointed village patrolman, and Paul Grout was sworn in as attorney. A tax levy was also created, and procedures for village elections were reviewed.

On June 12, 1926, the board adopted "Ordinance No. 2" which governed parking, fire prevention, beaches, and health regulations. The following month, the first challenge for the new village came when Metropolitan Sand & Gravel purchased the Hall estate and proposed to erect either a dock or jetties to facilitate sand removal. On July 28th, the village board started legal action to stop the sand company. Also in 1926, the zoning board was created and the six lateral roads mentioned previously were declared closed.

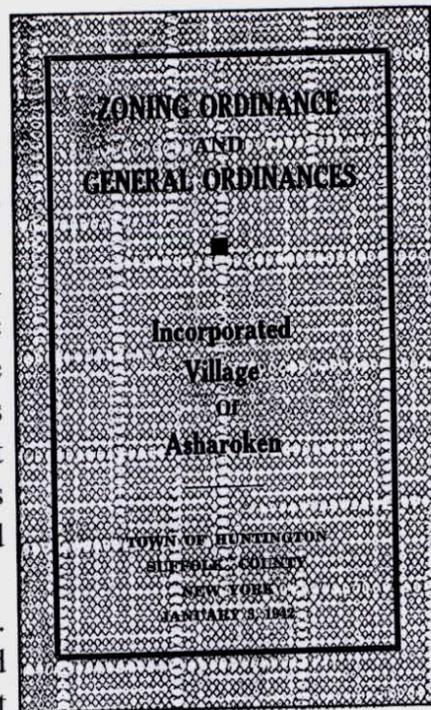
In 1928 and 1929, applications from the Northport Water Works and LILCo were approved for water and gas franchises in Asharoken. Although the water company ran their main to the schoolhouse, LILCo stopped the gas piping at Duck Island Road (#285 Asharoken Ave), since not enough homes existed beyond that to justify the installation expense.

In 1929, Asharoken Avenue was professionally paved using funds raised through a bond issue. The contractor, RWS Corporation, was also used in 1933 to build several jetties along Asharoken Avenue for erosion control.

In 1937, the trustees purchased land at the entrance of the village from Metropolitan Sand & Gravel. Later that year, the old A&ENB Association police booth was moved to this location. In 1939, a meeting room and two garages were added for a village hall (see Village Hall).

On November 29, 1941, the trustees adopted "Zoning Ordinance #3." This created an "A" and "B" zone in the village, and established road frontage, setback requirements, height restrictions for structures, etc. It should be noted that the catalyst for the new zoning laws was the expiration of the "Babbott Restrictions" (see Eaton Harbors Corp.).

From 1944 to 1950, the village board meetings were occupied with erosion problems along the sound side of Asharoken Avenue. In 1951, the village built a rock jetty in the vicinity of #489 Asharoken Avenue to curb sound side erosion. However, after damaging hurricanes in 1954 and 1960, the mayor and trustees petitioned the federal and state



A Village ordinance book

Asharoken Warns of Erosion 'Disaster'

By Art Bergmann

Riverhead—The mayor of Asharoken Village in the Town of Huntington told county officials yesterday that erosion along the coast of his North Shore community has reached serious proportions. He urged the Suffolk Board of Supervisors to help avert "the disaster which is surely coming."

Speaking before the board for more than an hour, Mayor Clayton F. Mugridge warned that the entire Northport area could suffer severe damage if a major storm slashed through Asharoken. The odd-shaped village is extremely narrow in parts, protruding into Long Island Sound to Eastern Neck from Northport. County Executive Dennison said the board was aware of the erosion problems in Asharoken but could make no promises except that the area would be studied along with several others with similar problems on both shores.

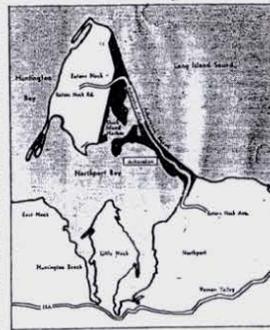
Mugridge said the easterly end of Asharoken, a strand of land which forms a barrier between the Sound and Northport Bay, has been eroded by northeast storms to a level of one to two feet above high tide. "The favor of nature is trying to wipe out this area and she hasn't far to go," the mayor said. At one point, he said he was entreating the board to "save us from the disaster which is surely coming." Asharoken has had erosion problems to some degree since its founding in the early 1900s, but today faces the worst conditions ever, Mugridge said in urging the county to help inaugurate a "10-year anti-

erosion program. He estimated the work would cost at least \$2,000,000.

Dennison said major anti-erosion work would hinge on federal and state funds in the future. The county board said it might be able to expedite an Army Corps of Engineers survey in the area, but no promises were made about quick, direct aid for the three-mile section. Dennison said later he has been studying the possibilities of establishing a county park-marina on Northport Bay, Asharoken, which he said might be of some anti-erosion help, but would by no means solve the problem.

At present, erosion studies are either in progress or planned for Suffolk's 90-mile South Shore and in Southold Town. The overall problem of damaged shore in Suffolk is expected to lead to an eventual master plan that would be tackled on a priority basis. The studies must precede state and federal legislation to make the money available for the huge task—and in most cases the procedure takes years.

In other action, the board approved retention of Riverhead engineer Alden C. Young at a cost of \$6,000 to direct the current duck pollution campaign. Of 32 duck farms in Brookhaven, Southampton and Riverhead, 22 have been found in violation of a state edict to stop polluting waterways. Establishment of duck-farm districts with a view toward winning federal aid for anti-pollution measures is being considered. The board also approved the Suffolk Water Authority's bid to buy the Historic Hills Water District in Port Jefferson for \$68,000.



Black Area Indicates Village of Asharoken

Erosion at Asharoken Beach has only occurred since about 1900. Newspaper articles, such as this one from 1961, have predicted doom and gloom for decades. From a historical perspective, the problem is caused by the sand mining of the 1880's, and is unsolvable (see Erosion). The beach has survived, however, through periodic sand replenishment projects.

government for help. In 1964, the Army Corp of Engineers replenished the entire beach.

In December, 1963, Henry S. Morgan annexed all of his estate located in the Town of Huntington's jurisdiction to the village. This move increased the tax base in Asharoken and nearly doubled the size of the incorporated village.

The period between 1965 and 1970 was dominated by the Carter Estate subdivision. Mayor Clayton F. "Ben" Mugridge favored a rezoning of the property to allow for a central road called Beach Plum Drive. Other residents, however, favored 12 "bowling alley" lots each with a separate driveway on Asharoken Avenue. In the end, Mugridge and his party were successful in the election of 1967 and the Beach Plum Drive proposal became a reality.

From 1972 to 1976, the proposed development of the Morgan Estate took precedence in village affairs. Mayor Kenneth Verzyl supported developer Otto Papparazzo's plans for cluster development in exchange for open space preservation. A group of residents, however, lead by Peter Anderson defeated Verzyl and his party in the elections of June,



The Town Board held a public hearing at the Morgan Estate to discuss the proposed annexation of the Morgan Property by the Village of Asharoken

CARRIAGE HOUSE OF MORGAN. Henry S. Morgan, right, and Mrs. Morgan, left, greet Huntington Supervisor Robert Flynn in the carriage house on Morgan's estate. Morgan wants his estate included in village limits of Asharoken.

1976. Shortly after Anderson's party took office, Paparazzo relinquished his option with the Morgans to purchase the estate. During the Anderson administration, the office of village treasurer and clerk were combined into a single position filled by Eleanor R. Berg. Additionally, longtime village attorney Miner Crary, Jr. was replaced after a dispute concerning legal fees in conjunction with the proposed Morgan Estate development.

During the 1980's, two events dominated village politics: the Sandpiper Farm litigation and the Bevin Road Area Water District. In 1982, Mayor William H. Kelly and the trustees of his party began proceedings to close down Sandpiper Farm which operated on the Morgan Estate. The board believed that the operation was more of a commercial business than a school of horsemanship. After a series of legal actions, the courts agreed, and the riding school was eventually closed in 1987. From 1984 to 1987, the village board managed to get residents of the Bevin Road area to form a water district. In doing so, county water replaced the need for individual wells on Walnut Neck. During the Kelly administration, the office of village clerk and treasurer were separated, with Dorothy Aiello becoming village clerk in 1982. The Kelly administration is also credited with the paving of Bevin Road and the renovations which have taken place at Village Hall.

Today, the village is entering another chapter in its history, namely sound side erosion. And as history would have it, the Winter Storm of 1992 has accentuated the need for a long term solution to a very old problem.

Winter Storm of 1992 -- Asharoken Avenue just south of Bevin Road. At the time of this writing, the village board has accepted a proposal to have an artificial dune erected in this vicinity by the Army Corp of Engineers.

For a more detailed history, a summary of the Asharoken Village Board Minutes 1925-1965 has been compiled and is included in the appendix of this book.

Horse School Counters Attack Levied By Mayor

By David Ambro

The letter war over the fate of Sandpiper Farms Riding School Inc. in Asharoken Village did not let up over the weekend.

Last week's report in The Observer about a heated letter writing exchange between Asharoken Mayor William Kelly and owners of the 440-acre Morgan Estate sparked a new flurry of weekend letters. A letter was circulated to residents by the Asharoken Village Board April 24 and an April 25 letter was delivered to The Observer by the horse school's operator Laurie Landeau.

"I was astonished to read Asharoken Mayor Kelly's shabby attempt to discredit my school in the April 23, edition of your newspaper," wrote Mrs. Landeau, whose letter is printed on page five. "Apparently, since the majority of the Asharoken residents are in favor of the school remaining open, he has no other alternative to justify his dictatorial behavior than character assassination."

Mayor Kelly's letter listed crimes, which he reported to have been committed by riding school employees, however, Mrs. Landeau's letter says the school was victim of the crimes listed by the Mayor.

Public agreement had been reached in principle last year by the Asharoken Village Board and Caesar Pitassy trustee for the owners of the 440-acre Morgan Estate, that the huge estate would not be developed while the riding school leased 20-acres for its operation.

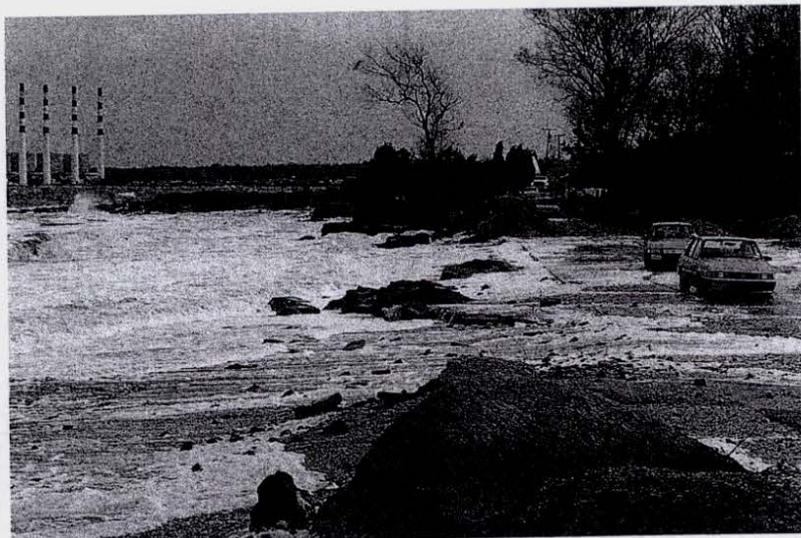
The two parties agreed to negotiate such a settlement but little happened until Asharoken Mayor William Kelly announced at the Village Board's April 6 meeting six

guidelines to serve as a point for formal negotiations.

The guidelines were: 1) the riding school pay a suitable permit fee, 2) an enforceable covenant or indenture against development of the entire Morgan Estate until the year 2000 or as long as Sandpiper exists, which ever is longer 3) complete insurance indemnification of the village, 4) annual permit renewal conditioned on past performance, 5) right of the building inspector to make an inspection of the property to insure compliance, 6) additional buildings and number of horses to be limited, 7) no food or restaurant facilities, 8) boarding of horses only for enrolled active students and no unsupervised riding and 9) no disposal of dead horses on the property.

Mr. Pitassy April 20 sent the village a letter blasting the nine guidelines and gave the board until its next meeting to agree to allow Sandpiper to continue to operate as a riding school and legitimize a riding stable built with a revoked permit. If no such agreement was reached, Mr. Pitassy warned that other alternative uses for the property, including its sale, would be seriously considered. The next village board meeting is May 4 at 8 p.m. at the Long Island Lighting Company's Northport power plant.

Many villagers and residents of Eaton's Neck, the unincorporated portion of the peninsula, fear that if the riding school is not allowed to operate the land will be developed and an overcrowded condition would exist in the narrow waterfront community.



During the most recent storms, the northern area of Asharoken beach experienced storm surge and wave attack that has caused overtopping of the dune system and erosion of the beach. This overtopping has deposited sand and debris on Asharoken Avenue, causing the road to be impassible for days (Figure 3). The overtopping also caused damage to utilities and the road bed. Asharoken Avenue was closed for days immediately after Hurricane Sandy and Hurricane Irene, making emergency response very difficult and travel for residents impossible. During the March 2010 nor'easter Asharoken Avenue's roadbed was damaged enough that fiber optic cables were exposed.

Closure of Asharoken Avenue disrupts access for the residents of Eatons Neck. The loss of access creates a safety hazard when Eatons Neck is cut off from emergency services including fire, police, and ambulance. Although there is a volunteer fire department in Eatons Neck, no additional resources are available to fight a large fire when the road is impassible. During the March 1993 nor'easter, fire fighters were unable to reach a burning residence due to flooding on Asharoken Avenue. While Asharoken Avenue was blocked during a December 1992 storm, two residents of Eatons Neck had to be evacuated by helicopter for medical treatment. Continued erosion has left additional sections of the road exposed to a potential for catastrophic failure that could require emergency evacuation of the isolated community of Eatons Neck.

There is a severe storm-induced erosion problem along the southeastern portion of Asharoken Beach. The beach is narrow and low, and residents have constructed a nearly continuous line of private bulkheads to protect their homes. These bulkheads vary in height, construction material, and condition. Consequently, the level of performance provided by these structures is inconsistent and uncertain. Failure of these bulkheads would result severe damages to infrastructure along this portion of the Asharoken isthmus, including Asharoken Ave and approximately 70 year-round residences. During the December 1992 nor'easter most residential structures along the Long Island Sound were not directly damaged by erosion, but the privately constructed bulkheads were damaged due to erosion and wave attack. During Hurricane Sandy, waves overtopped the bulkheads resulting in localized failure and caused surface erosion and flooding of structures.

Jetties by the Northport Basin located in the Long Island Power Authority (LIPA) Northport Power Station have contributed to the long-term erosion problems west of the west jetty, although coastal effects from Long Island Sound dominate the erosion processes along the entire downdrift coastline. Since the original construction of the jetties in 1932, the shoreline just east of the jetties has experienced accretion, while the shores to the west and northwest (Asharoken Beach) have experienced continued erosion. Analysis of sediment transport around the effluent pipes and the jetties indicate that an effective littoral block is formed near the outfall. This littoral block effectively limits sediment movement from the east to west. The only sand that is currently being

bypassed around the jetties is the inlet dredge material that is placed on the beach just west of the west jetty as part of the power plant operation.

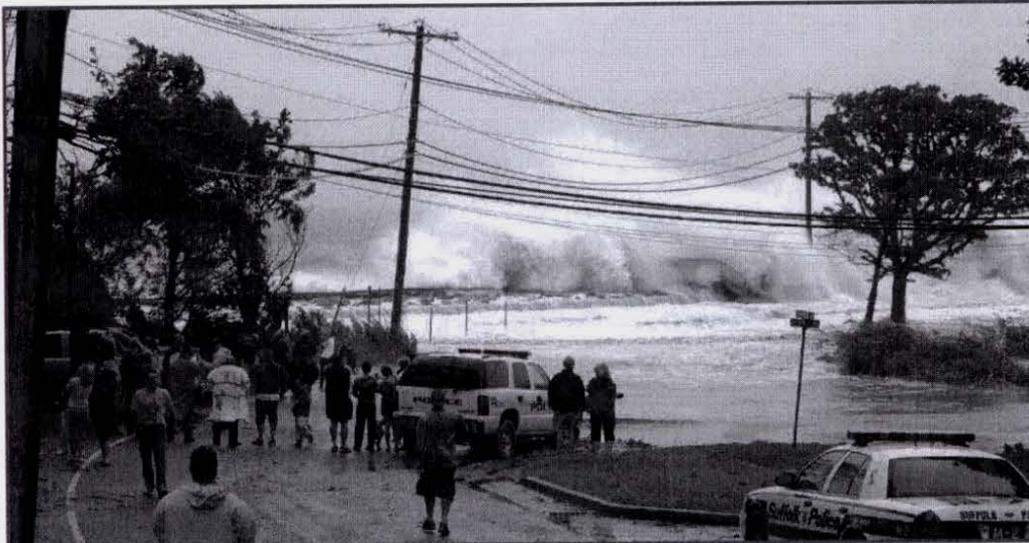


Figure 3: Residents observe flooding on Asharoken Avenue following Hurricane Irene (2011).

1.3 STUDY AUTHORIZATION

The North Shore of Long Island, New York study was authorized by the Committee of Public Works and Transportation, United States House of Representatives, adopted May 19, 1993. The study was called for after multiple storms caused significant flooding and erosion on the north shore of Long Island.

The Secretary of the Army, acting through the Chief of Engineers, is requested to review the report of the Chief of Engineers on the North Shore of Long Island, Suffolk, County, New York, published as House Document 198, Ninety-second Congress, Second Session, and other pertinent reports to determine whether modifications of the recommendations contained therein are advisable at the present time, in the interest of beach erosion control, storm damage reduction and related purposes, on the North Shore of Long Island, New York, particularly in and adjacent to the communities.

In response to extensive regional storm damage in the aftermath of Hurricane Sandy, Congress passed the Disaster Relief Appropriations Act of 2013 (Public Law [P.L.] 113-2). The Asharoken study was identified in the May 2013 Second Interim Report to Congress as a feasibility study to be completed at 100% Federal expense. This report responds to this authorization.

the 15,000 cy/year upstream source, 10,000 cy/year is being bypassed and 5,000 cy/year could potentially be tapped from the sediment fillet accumulated at east of east jetty (Cell 6), however the fillet material is far from ideal as nourishment material (too fine); therefore it is recommended that the full 10,000 cy/yr be obtained from an alternate borrow source.

4.5 Effect of Cooling Water Effluent Flow. The sediment transport pattern in the vicinity of the cooling water outfall was simulated with the application of an advanced circulation model (ADCIRC) combined with a fine-scale nearshore wave model (STWAVE). Long-term depth changes were calculated to determine the direction and distance of sediment movement. Results of model analysis indicates that sediment in the surf zone near the outfall would be carried offshore to a maximum 600 ft distance during normal operating conditions and approximately a maximum 1,800 ft during storm conditions, which might be lost permanently. The material carried up to 600 ft offshore within the active surf zone would continue its alongshore transport pattern and be deposited in the boat channel or carried inside the boat basin, to be eventually bypassed onto Asharoken Beach via dredge/disposal operation. Littoral material naturally bypassing the jetties and returned to the Asharoken Beach is minimal as evidenced by a lack of offshore bar formation across the jetties (Figure A-27). As a result, installation of an effluent flow diffusion pipe (not thermal diffusion pipe) to divert flow offshore would be ineffective to enhance natural bypassing or to significantly reduce sediment loss offshore.

4.6 Effect of Jetties. The shoreline response model GENESIS was applied to investigate the linear extent of the jetties influence on the study shoreline. The GENESIS model was validated for the time period 1995-2001 based on wave records in this period and measured shoreline positions. A hypothetical jetty removal was configured using the 2001 shoreline as a base to predict the future without jetties shoreline for a 10-year period. Model results indicate a restored shoreline similar to the pre-1932 condition. The downdrift shoreline affected by the jetties show an impact over and approximately 6,000 ft distance. However, it requires a complete removal of jetties and closing of Northport Basin for restoration to a straight shoreline.

by the jetty believed to contain not more than several tens of thousands of cubic yards of sand. Dredging records indicate that approximately 10,000 cy/year of sand had been dredged from the intake channel and basin and placed on downdrift beach periodically. In order to increase the amount of material bypassing the inlet, the rock jetties could be significantly shortened or removed to achieve this goal. However, littoral material will continue to be trapped in the dredged channel and Northport basin unless the jetties are removed and channels closed. The option of removal of the jetties will not be pursued, because it will eliminate the access necessary for the operation of the LILCO plant, and as such would not be implementable. The benefits and costs of modifying the jetties will be pursued further.

Modification to the Roadway and Utilities

Causeway. The only way to protect Asharoken Ave. through modification of the roadway would be to elevate the road on concrete pilings and build a causeway. This would protect the road by elevating and allowing overwashes to go under the road. This option would not be considered further because it would not satisfy one of the study criteria which is to protect the houses on the project shoreline.

Road Raising. This alternative would utilize the roadway as the primary protective element. The road would be raised and the protective element would be placed immediately adjacent to the roadway and be fronted by beachfill. This plan is similar to the reinforced dune plan with the dune located as far landward as possible or as part of the road to minimize cost and impacts. This option will not be evaluated further due to the same reason as causeway alternative.

The potential alternatives and the estimated conceptual costs are summarized in Table A.37 for initial screening.

Table A-37 Cost Table for Alternative Screening Elements

Potential Alternative Solution	Unit Cost	Unit	Construction Cost	Remarks
A. Non-Structural Features				
Buyout			\$50,000,000	Based on 100 Houses
Zoning			Not Costed	
Flood Proofing			Not Costed	
B. Structural Features				
Beach Nourishment (Initial + Renourish)	\$1,800	LF	\$22,320,000	Assume 12,400 Shore Length
Floodwalls without Beachfill	\$2,500	LF	\$31,000,000	Not Applicable
Rock Reinforced Dune w/Beachfill	\$3,000	LF	\$43,200,000	
Bulkhead Seawall w/Toe Protection	\$2,500	LF	\$31,000,000	Not Recommended
Groin or T-Groin Field w/Beachfill			\$45,000,000	Assume 24 Groins or 12 T-Groins
Offshore Breakwaters w/Beachfill			\$50,000,000	Assume 10 Offshore Breakwaters
Reduced Groins w/Advance Fill			\$20,000,000	Assume up to 5 Groins
C. Regional Sediment Management Features				
Sand Bypassing			\$300,000/year	Assume 20,000 cy/year
Installation of a Diffusion Pipe			\$6,000,000	Assume 6,000 LF pipe length
Modification to Jetties			\$3,000,000	Assume jetty length=1,000 ft

Note: All Costs are preliminary and subject to change due to actual site condition

3.0 PROBLEMS AND OPPORTUNITIES

3.1 PROBLEM STATEMENT

Problem definition is the detailed description of a problem. It begins with a **problem statement**, a simple assertion of what the basic problem is. The problems in the study area are:

- i. Damage to structures (including buildings, and existing coastal structures) caused by storm-induced wave attack, erosion, and flooding due to storms and high tides.
- ii. Disruption to Asharoken Avenue due to storm-induced wave attack, erosion, and flooding, closing the only route to and from the Village of Asharoken and Eatons Neck.

3.2 FUTURE WITHOUT PROJECT CONDITIONS

In the absence of a CSR project coastal forces will continue to cause narrowing and lowering of the study area beaches thereby reducing the protection currently afforded to the Village residents and causing more frequent interruptions of access to Eatons Neck via Asharoken Avenue. Those coastal forces include long-term erosion, storm recession and wave attack (including run up and overtopping of dunes and bulkheads), and storm surge inundation (Long Island Sound and Northport Bay). In the expected without project future conditions residents of Asharoken and Eatons Neck would experience increasing economic losses from storm damages. For project evaluation purposes the potential project area has been delineated into the four reaches briefly described in Section 1.5 of this report.

It is assumed that the current coastal features (jetties, groins, Section 103 project, bulkheads, etc) remain in place or are repaired as necessary. It is also assumed that the power plant will continue to operate much as it has with periodic intake channel dredged material placed on the immediate downdrift (west) shore. The average yearly quantity of dredged material will be 15,000 cy/yr as in the recent historic records.

3.2.1 Reach 1A

The primary factor affecting the future conditions and likely damages in this reach is the assumption of the future condition of the existing Section 103 Project. Over the next 50 years it is assumed that this project will be in place, and will be maintained and repaired as needed. The Section 103 project has reduced damages to Asharoken Avenue for over 15 years, but without a regular supply of littoral material, which is partially blocked by the adjacent groin, the beach has almost disappeared and even moderately high tides and waves pound on the bulkhead and the toe stone. The small remaining beach will continue to recede increasing the probability of structure failure. Increasing frequent storms will result in storm-induced overtopping, structure failure, impacts to Asharoken Avenue and damage to the road itself interrupting access to Eatons Neck. With the existing project in place, the road is subject to damages due a storm with a 10% annual

1992 storm, two residents of Eatons Neck had to be evacuated by helicopter for medical treatment. Continued erosion has left additional sections of this roadway exposed to a potential for catastrophic failure that may require evacuation of the isolated community of Eatons Neck. In the March 1993 northeaster, fire fighters were unable to reach a burning residence due to flooding on Asharoken Avenue. * FIRE

There is also a severe storm induced erosion problem along the southeastern portion of Asharoken Beach. The beach narrows towards the south and residents have constructed a nearly continuous line of private bulkheads to protect their homes. These bulkheads vary in height, construction material and condition. Consequently, the level of protection provided by these structures is inconsistent and uncertain. Failure of these bulkheads would result in damages to approximately 70 year round residences located between Long Island Sound and Asharoken Avenue. home

The existing jetties by Northport Basin have exasperated both of the problems described above. Since the construction of the jetties, the shore line just east of the jetties has experienced accretion, while the shore line west of the jetties has experienced erosion. Based on a preliminary analysis of the sand movement, it appears that the sand movement joins up with the shore line about 4000 ft west of the west jetty. Power STATION * 6000

There have also been some flooding problems related to recent storms event. During the 1992 Nor'easter, several homes on the Back Bay reported flooding problems. This flood was caused by increased tide levels and rain experienced during the storm. The 1992 Nor'easter was one of the worst storms to hit since Hurricane Carol in 1954. There were also documented flooding problems on Eatons Neck by Duck Island Harbor. The flooding levels on the houses have ranged from 1 to 4 feet in the structures.

As shown in Figure 2, the warm water effluent flow during the power plant operations is currently flowing over a weir constructed along the shoreline. There is a concern that the effluent flow has altered the natural littoral flow. The effect of the effluent flow on the littoral flow will be analyzed.

Erosion Control and Storm Protection
Asharoken, Long Island, New York

DRAFT FINAL
25 Mar 2014

across the jetties (Figure A.-19). As a result, installation of an effluent flow diffusion pipe (not thermal diffusion pipe) to divert flow offshore would be ineffective to enhance natural bypassing or to significantly reduce sediment loss offshore.

Effect of Jetties. The shoreline response model GENESIS was applied to investigate the linear extent of the jetties influence on the study shoreline. The GENESIS model was validated for the time period 1995-2001 based on wave records in this period and measured shoreline positions. A hypothetical jetty removal was configured using the 2001 shoreline as a base to predict the future without jetties shoreline for a 10-year period. Model results indicate a restored shoreline similar to the pre-1932 condition. The downdrift shoreline affected by the jetties show an impact over and approximately 6,000 ft distance. However, it requires a complete removal of jetties and closing of Northport Basin for restoration to a straight shoreline.

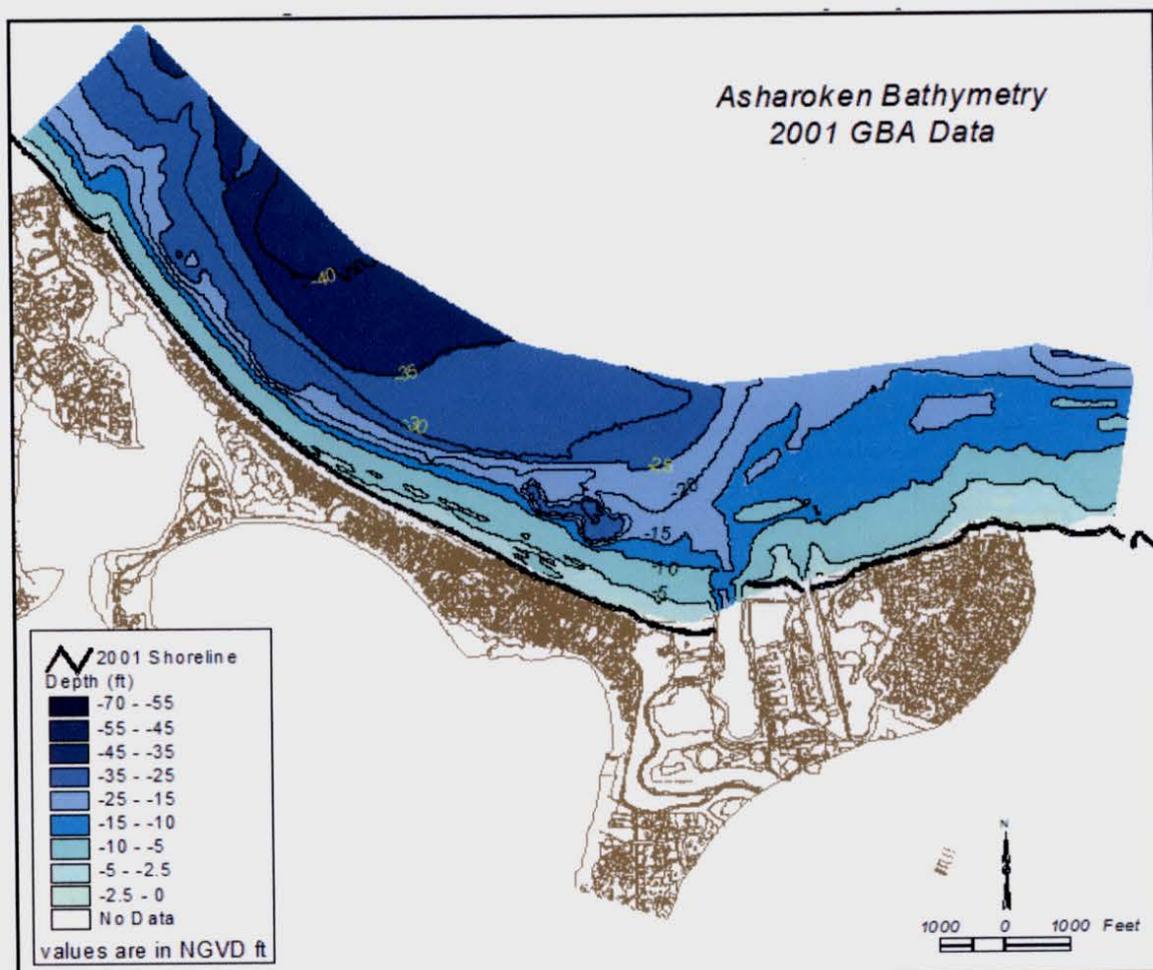


Figure A-19 Asharoken Beach offshore Bathymetry



Figure A-26 Rock Armor protection at Toe of Sheetpile Seawall, Looking East



Figure A-27 Rock Armor protection at Toe of Seawall Looking West, Note Down-drift Bluff Erosion

East Critical Erosion Area. This critical area is illustrated in Figure A-28. As shown in the figure, a row of timber sheetpile bulkhead is constructed approximately 50 ft further offshore from the natural shoreline alignment. This forward alignment promotes accelerated erosion, especially during storm when shoreline re-adjusts to its natural alignment. Figure A-29 illustrates a 50-ft beach

nourishment was quickly eroded away (in 6 months) after a 45,000 cubic yare, 50 ft berm nourishment. The cause of the rapid erosion in this area are likely due to the following:

- Sediment deficit due to blockage of updrift (east) jetties;
- Un-natural shoreline alignment of timber bulkheads;
- Deep water hole located just offshore alternating the offshore bathymetry and creating a "Nodal Point" at the center of critical shoreline, worsening the erosion condition (Fig. A-30);
- Storm waves amplify at the toe of vertical bulkhead wall causing accelerated erosion, overtopping and failure of seawall (Figures A-31, 32, 33).



A-28 East Critical Erosion Area

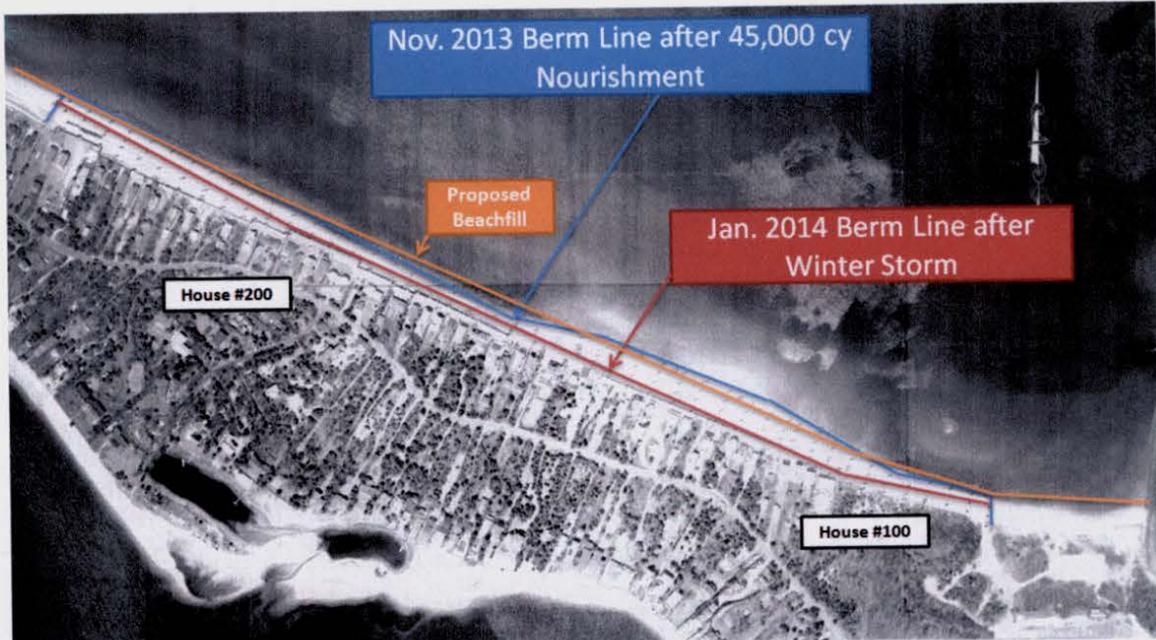


Figure A-29 Post-Nourishment Storm Erosion

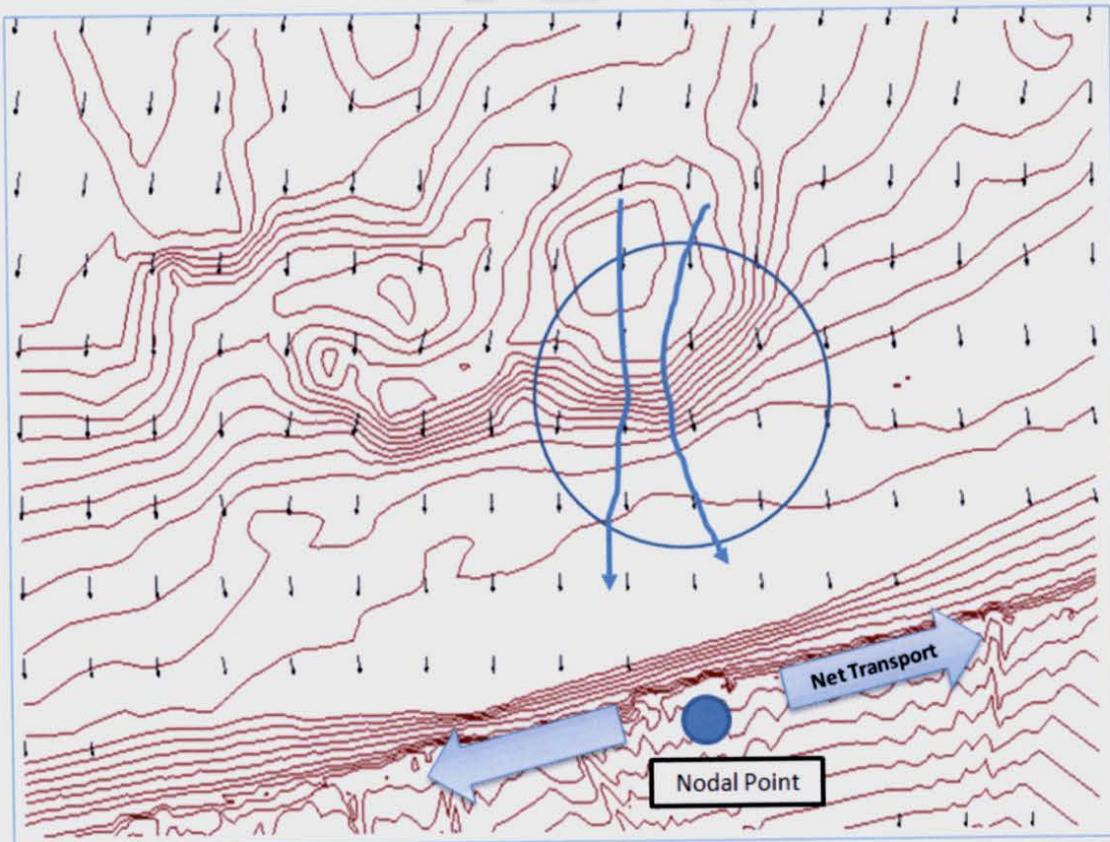


Figure A-30 Illustration of Nodal Point



Figure A-31 Beach and Toe Erosion near House #100, Looking East

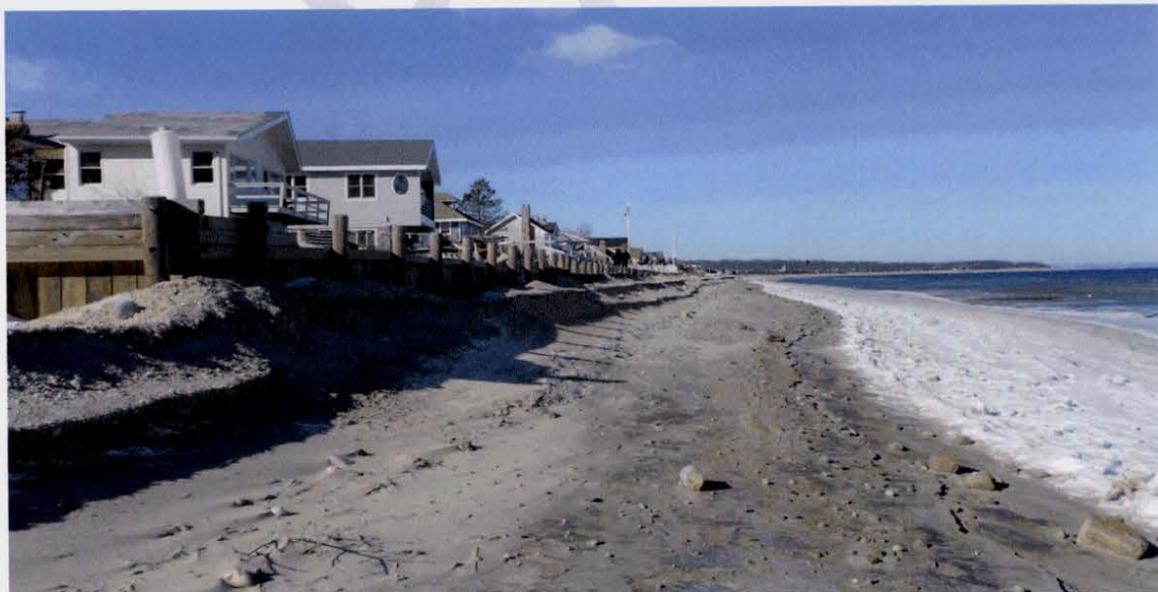


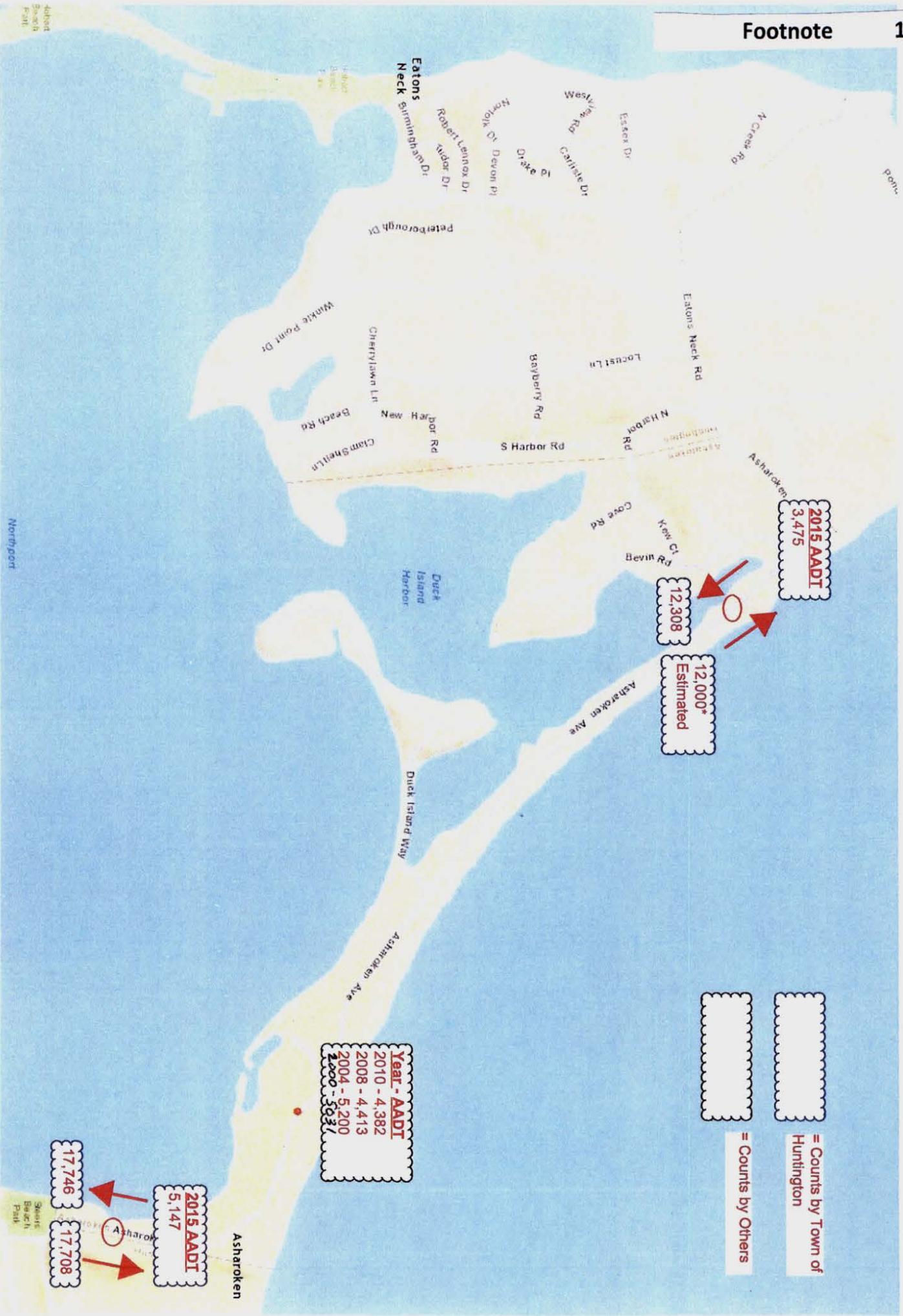
Figure A-32 Beach and Toe Erosion at East Critical Area, Looking West



Figure A-33 Beach and Toe Erosion near House #200, Looking West

EXISTING CONDITION DAMAGE ESTIMATES

(Updating Work On-going)



2015 AADT
3,475

12,308

12,000*
Estimated

Year - AADT
2010 - 4,382
2008 - 4,413
2004 - 5,200
2000 - 5,037

2015 AADT
5,147

17,746
17,708

[Empty callout box]

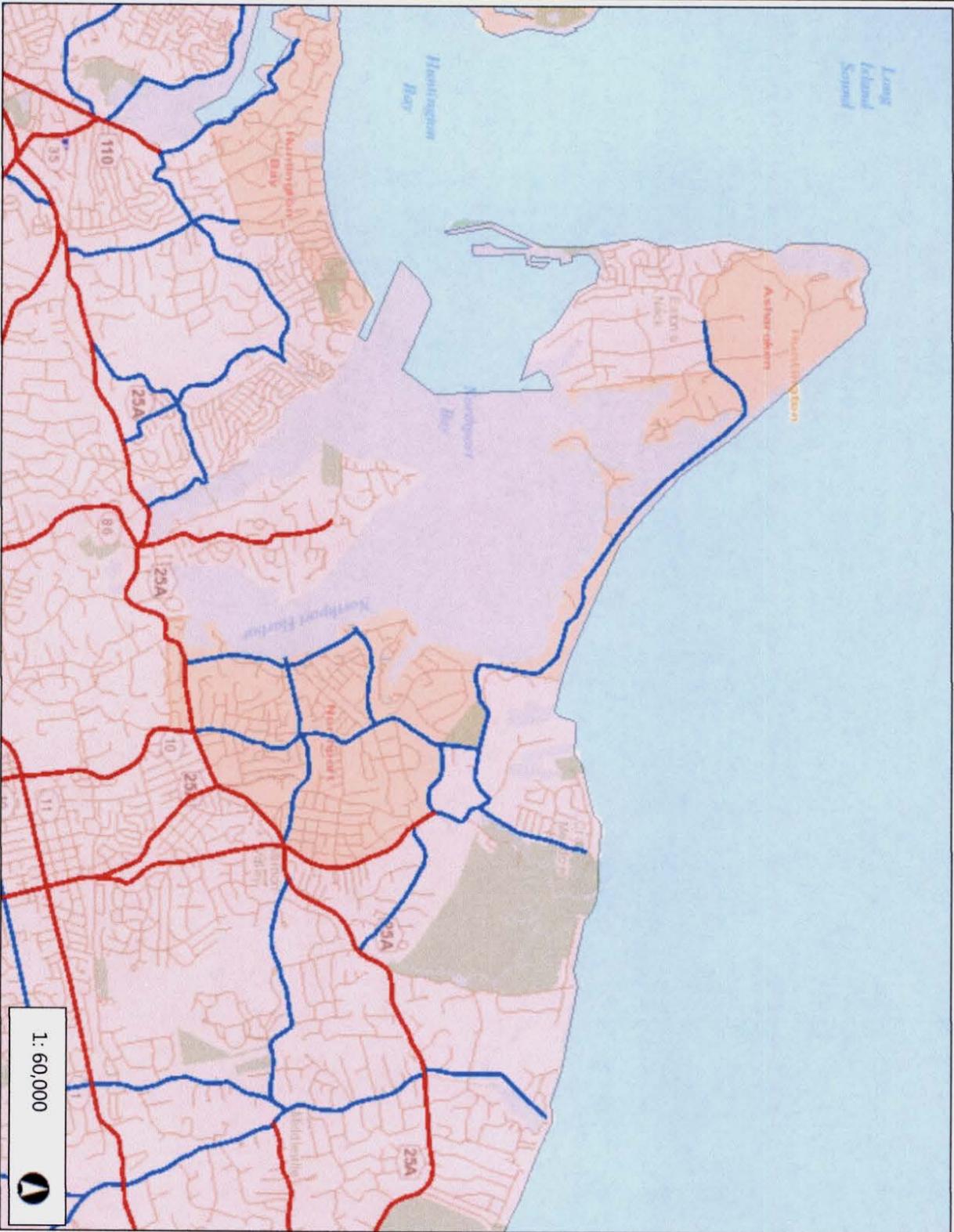
= Counts by Town of Huntington
= Counts by Others

Northport

Asharoken Beach Park



Your Organization | Village of Asharoken - Road Classification



1: 60,000



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THIS MAP IS NOT TO BE USED FOR NAVIGATION

NAD_1983_UTM_Zone_18N
© Latitude Geographics Group Ltd.

Legend

- Functional Class**
- RURAL**
- (01) Principal Arterial Interstate
 - (02) Principal Arterial Expressway
 - (04) Principal Arterial Other
 - (06) Minor Arterial
 - (07) Major Collector
 - (08) Minor Collector
- URBAN**
- (11) Principal Arterial Interstate
 - (12) Principal Arterial Expressway
 - (14) Principal Arterial Other
 - (16) Minor Arterial
 - (17) Major Collector
 - (19) Minor Collector
- Urban Areas
 - Hospital
 - Airport location
 - Highway Exit - NYC
 - Highway Exit
 - Population < 2,499
 - 1912M_TSP
 - StreetSegments 1:24,001 to 1:
 - Street
 - Interstate
 - 900 Route

Notes

Village of Asharoken - ASDRP



1: 239,999



This map is a user-generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

NAD_1983_UTM_Zone_18N
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Legend

- Functional Class**
- RURAL**
- (01) Principal Arterial Interstate
 - (02) Principal Arterial Expressway
 - (04) Principal Arterial Other
 - (06) Minor Arterial
 - (07) Major Collector
 - (08) Minor Collector
- URBAN**
- (11) Principal Arterial Interstate
 - (12) Principal Arterial Expressway
 - (14) Principal Arterial Other
 - (16) Minor Arterial
 - (17) Major Collector
 - (18) Minor Collector
- Urban Areas**
- Population > 2,500
 - 1:912M_TSP
- StreetSegments 1:235000 to 1:**
- Interstate
 - US Highway
 - State
- FerryLines**
- Area Hydrography 1:235,000 to**
- City
 - Town

Notes

Village of Asharoken - ASDRP

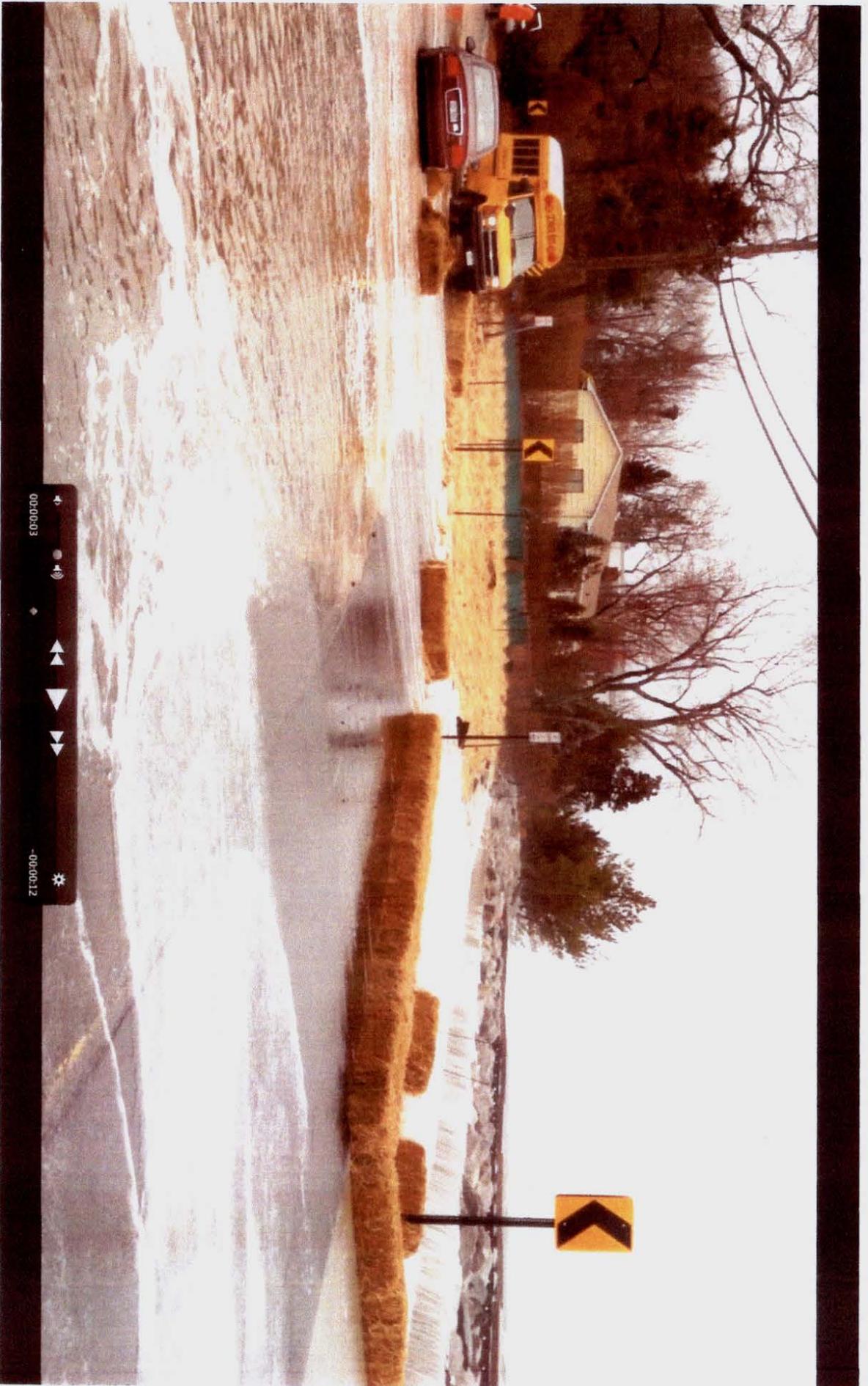
THIS MAP IS NOT TO BE USED FOR NAVIGATION



6000' 11 1/2 hrs

SEAWHALL - POP UP STORM

JAN 12, 2012



Major Coastal Flooding Events at Asharoken Avenue Seawall Area Between 1/1/12-1/23/16

DATE	TIME EVENT		POLICE INVOLVEMENT	# OF POLICE OFFICERS ASSIGNED	LENGTH OF TIME ROAD CLOSED	NOTES
	BEGAN	ENDED				
1/12/2012	0930	1600	6.5 hours	3	.5 hours	TOH Highway & private vendor cleared roadway. Stranded vehicle removed by tow truck.
4/22/2012	2200	0400	6 hours	4		Rocks and sand and debris removed by TOH Highway.
10/28/2012	1600	11/15/2012	19 days	9	22 hours	Super Storm Sandy flooded the roadway at the seawall. Total access to the area was cut off by this flood, preventing the passage of both emergency and civilian traffic between Eaton's Neck and the mainland. This condition created a substantial risk to public safety, as fire trucks could not respond to the area and ambulances could not reach the hospital.
11/7/2012	800	1900	11 hours	5	4 hours	Restoration activities connected to Sandy repairs.
12/26/2012	2030	530	9 hours	5	4.75 hours	Nor'easter caused coastal flooding. Private contractor removed debris so road could be opened.
2/8/2013	1600	2/9/2013	32 hours	6		There was road flooding during the blizzard Nemo, but the TOH Highway Department stationed a pay loader at the seawall to help keep the road open.
2/27/2013	1100	1600	5 hours	2	.5 hours	TOH Highway Department cleared sand and debris from roadway, due to considerable road flooding.
3/6/2013	1600	3/7/2013	28 hours	5	6 hours	Private contractor cleared rocks, sand and debris from coastal flood.
4/12/2013	1000	1500	5 hours	3	1.25 hours	Coastal flooding forced a road closure. TOH Highway Department cleared roadway. Northport FD responded and rescued two elderly motorists trapped in their car by flood waters.
6/8/2013	1800	2400	6 hours	3	0	Tropical Storm Andrea arrived causing heavy tropical rains. Waves crashed over the road in the vicinity of the sea wall.
1/2/2014	1200	1/3/14 1600	28 hours	6	0	A winter storm arrived bringing high winds and heavy snow. Splash over occurred at the seawall.
1/21/2014	1400	1/22/14 1600	26 hours	4	0	A winter storm brought high winds and heavy snow, splash over occurred in the vicinity of Bevin Road.
2/13/2014	500	2100	16 hours	4	0	A Nor'easter winter storm, splash over occurred at the seawall.
1/26/2015	1200	1/26/15-1/28/15 0800	44 hours	5	9 hours Governors Travel Ban	Winter Storm Juno (a blizzard) arrived. Splash over at the seawall, a State of Emergency was declared by TOH and NYS Governor imposed a travel ban from 2300 hrs on January 26, 2015 through 0800 hours on January 27, 2015.
10/2/2015	1200	10/4/15 1800	54 hours	9	0	A Nor'easter arrived bringing high winds and heavy rain, splash over at the seawall occurred causing motorists to run off the roadway and into the shoulder, had to be towed out. Roadway flooding impeded traffic at times and the TOH sent equipment to remove sand and debris from the roadway. At high tides officers maintained presence at the seawall for traffic control.
1/23/2016	800	1/24/16 1600	32 hours	8	2.0 hours	Winter Storm Jonas (a blizzard) arrived bringing high winds and approx. two feet of snow. Extra officers were summoned to duty to cope with the situation. There was splash over at the seawall necessitating a road closure on January 23rd. Town of Huntington Highway Department plowed snow, removed debris, and sanded the roads.

Damages from past storms

2012	FEMA DR-4085 Tropical Storm Sandy					
FHWA	Road Damage asphalt	\$ 7,800.00		10/29/2012		
FHWA	Road Damage	\$ 16,244.00		10/29/2012		
FHWA	Repair of 1340LF of Dune	\$ 147,479.00		10/29/2012		
FHWA	Repair of Dune	\$ 14,766.00		10/29/2012		
FHWA	Debris clean up	\$ 3,000.00		10/29/2012		
FEMA 4085	Damage to Village Hall	\$ 593,172.00		10/29/2012		
FEMA 4085	Emergency Services	\$ 105,119.00		10/29/2012		
FEMA 4085	Damages to Sluice	\$ 3,407.89		10/29/2012		
FEMA 4085	Trailer	\$ 13,110.00		10/29/2012		
FEMA 4085	Debris	\$ 19,783.78		10/29/2012		
2011						
FEMA-DR 4020 Hurricane Irene						
FEMA-4020	Damages	\$ 4,982.10		8/26/2011		
FEMA-4020	Emergency Services	\$ 14,089.12		8/26/2011		
FEMA-4020	Debris	\$ 3,530.31		8/26/2011		
FEMA-4020	Damage to crossover	\$ 5,943.07		8/26/2011		
2010						
FEMA-DR 1899 Tropical Storm						
FEMA-1899	Damages	\$ 27,239.58		3/13/2010		
FEMA-1899	Damages	\$ 3,559.00		3/13/2010		
FHWA	Shoulder, road and dune	\$ 353,941.00		Mar-10		
ACOE	Seawall Repair	\$ 3,000,000.00				
2009						
FEMA-DR 1869 Storm IDA						
FEMA 1869	Damages	\$ 3,669.00		11/1/2009		
FEMA 1869	Damages	\$ 6,551.00		11/1/2009		
ACOE	Damage to the sea wall	\$ 33,159.00		11/1/2009		This project was denied under FEMA, because it was a USACE project
2007						
	Nor'easter damaged seawall	\$ 50,000.00		Repaired in 2008		USACE used 100% emergency federal funding to repair the structure after a 2007 fall nor'easter storm event. Construction repairs occurred in 2008 in two phases. The structure is USACE so it is not eligible for FEMA funding.
2006						
FEMA DR-2006 Ernesto Tropical Storm						
ACOE	Damage to the sea wall	\$ 180,000.00		9/2/2006		Per Mayor Kelly the cost to repair the seawall was \$180000 to repair the damage noted in December 2006
1992						
Total		\$ 4,610,544.85		\$ 768,424.14		Total amount of damages over six storms equals \$768424 a year.
1992 Storm DR-974						
FEMA-974	1993 Storm	\$ 102,045.00		7/6/1994		
FHWA	1993 Storm	\$ 160,500.00		3/25/1993		
ACOE	Seawall	\$ 5,000,000.00		Approximate		Project 103 completed in 1997
Total		\$ 14,483,634.70				

ASDRP Coorespondence

Sent from the following groups

Officials

- | | |
|--|------------|
| 1 Congressman Israel | |
| To: Lieutenanct General Thomas P. Bostick
(letter dated 2015 intended to be 2016) | 1/28/2016 |
| 2 Supervisor Frank Petrone | |
| To Lieutenanct General Thomas P. Bostick | 12/16/2015 |
| 3 Suffolk County Legislature Dr. W. Spencer | |
| To Lieutenanct General Thomas P. Bostick | 1/19/2016 |
| 4 Mayor Greg Letica | |
| To: Congressman Israel via email | 12/14/2015 |
| 5 Mayor George Doll -Northport Village | |
| To: Congressman Israel | 12/1/2015 |
| 6 Mayor Greg Letica | |
| To:Congressman Steve Israel | 11/16/2015 |
| 7 Supervisor Frank Petrone | |
| To: Senator Chuck Schumer | 9/17/2014 |
| 8 Assebyman Andrew Raia | |
| To: Governor Cuomo | 8/14/2015 |
| To: Lieutenant General Thomas P. Bostick | 8/26/2015 |
| 9 Legislature William Spencer | |
| To: Colonel David Caldwell | 7/26/2015 |
| Public Safety | |
| 10 Eaton's Neck Fire District | |
| To: Army Corps of Engineers & NYSDEC | 12/9/2015 |
| 11 Eaton's Neck Fire Department | |
| To: Congressman Steve Israel | 11/24/2015 |
| 12 Suffolk County Police Department | |
| To: Congressman Steve Israel | 11/4/2015 |
| 13 Northport Police Department | |
| To: Congressman Steve Israel | 10/21/2015 |
| 14 Asharoken -Officer-in-Charge | |
| To: Congressman Steve Israel | 10/14/2015 |
| 15 Northport Fire Department | |
| To: Congressman Steve Israel | 9/18/2014 |
| To: Assemblyman Raia | 9/18/2014 |
| To: Senator Gillibrand | 9/18/2014 |
| To: Senator Carl Marcellino | 9/18/2014 |
| To: Senator Schumer | 9/18/2014 |
| 16 Emergency Manager -William Raisch | |
| To: Congressman Steve Israel | 9/30/2015 |
| Utilities | |
| 17 SCWA-Chairman James Gaughran | |
| To: Congressman Steve Israel | 9/10/2015 |
| Other | |
| 18 Eaton's Harbors Corporation | |
| To: Mr. Ruben ACOE | 1/25/2016 |
| 19 Northport East Northport School District | |
| To: Congressman Steve Israel | 12/11/2015 |
| 20 Visting Nurse Service & Hospice of SC. | |
| To: Congressman Steve Israel | 9/25/2015 |
| 21 POENB | |
| To: Congressman Steve Israel | 9/4/2015 |
| To: Supervisor Frank Petrone | 9/4/2015 |

DISTRICT OFFICE:

534 BROADHOLLOW ROAD, SUITE 302
MELVILLE, NY 11747
PHONE: (631) 777-7391
PHONE: (516) 505-1448
PHONE: (718) 875-1675
FAX: (631) 777-7610



WASHINGTON OFFICE:

2457 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
PHONE: (202) 225-3335
FAX: (202) 225-4669
www.house.gov/israel
Twitter: @RepSteveIsrael

Congress of the United States
House of Representatives

STEVE ISRAEL
Third District, New York

January 28, 2015

513
2016

Lieutenant General Thomas P. Bostick
Commanding General and Chief of Engineers
Army Corps Headquarters
U.S. Army Corps of Engineers
441 G Street NW
Washington, DC 20314-1000

Dear Lt. General Bostick:

Thank you for the work the Army Corps of Engineers has done to address the flooding and erosion impacting Asharoken and Eaton's Neck in the Town of Huntington in my congressional district. I am writing to urge you to respond expeditiously to the attached letter sent to you on December 16, 2015 by Huntington Supervisor Frank Petrone. The letter is focused on community concerns pertaining to the location and quantity of public access points for the Asharoken Storm Damage Reduction Plan.

I respect the many investments the Army Corps has made to protect Asharoken Avenue over the years and ensure safe passage for residents. I do agree that we need a long-term solution to ensure the coastline is protected. The Asharoken Storm Damage Reduction Plan seeks to protect and preserve the Village of Asharoken and the surrounding communities. I recognize that the Army Corps of Engineers is in the process of compiling public comments on this project and that this process does take time for careful review. However, I want to ensure the Corps is providing timely responses to the residents.

I respectfully request that you address the concerns Supervisor Petrone raised in his letter as soon as possible. I appreciate your attention to this matter and the focus the Corps has placed on fortifying the many coastal communities that I represent. Thank you for your consideration as the winter months bring storms and the Corps commitment is critical to my constituents.

Sincerely,

Steve Israel
Member of Congress



Town Hall • 100 Main Street
Huntington, NY 11743-6991

Phone: (631) 351-3030
Fax: (631) 424-7856
FPetrone@huntingtonny.gov

FRANK P. PETRONE
Supervisor

December 16, 2015

Lieutenant General Thomas P. Bostick
Commanding General and Chief of Engineers
Army Corps Headquarters
U.S. Army Corps of Engineers
441 G Street NW
Washington, DC 20314-1000

Dear Lt. General Bostick:

I want to thank you for the work the Army Corps of Engineers has done to address the flooding and erosion issues in the Village of Asharoken and the surrounding area. Upon reviewing the Asharoken Storm Damage Reduction Plan released on November 25, 2015, I would like to share my thoughts with regard to "public access points" that are required every half mile.

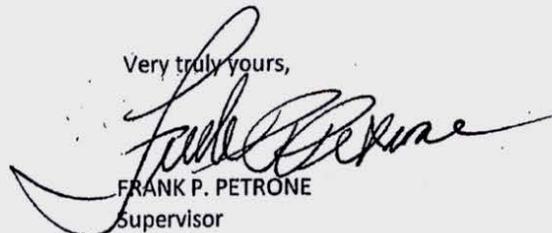
I certainly understand the need to spend public dollars on public spaces. This applies at the Town level as well. It is a harder notion for me to accept that this implies a need for the mandatory establishment of access points that would *have* to be located on private property. This would mean disrupting the homes and lives of local residents to a far greater extent than would result from creating public access on discreet parts of the beach under public ownership.

In addition, the beach at Asharoken is a very low-use beach and the project anticipates it will remain so. Aside from the disruption caused by the debate over intermediate access, the potential benefit from such access is so minor that the expenditure of additional money and effort on this aspect of the plan may, at best, be categorized as unwarranted.

I recognize that there must be public access to the beach, which can be accomplished by access at the end-points. I respectfully request that you reconsider the current plan's access requirements and develop one that balances, what I believe are, legitimate concerns of the residents with the overriding public purpose of stabilizing Asharoken Avenue, the only land link to our population living on Eaton's Neck, and the imperative to promote better public access to the nation's waterways.

I trust the Army Corps, the Village and the Town can work together to achieve these goals. Thanking you for your consideration, I am

Very truly yours,



FRANK P. PETRONE
Supervisor

cc: Hon. Steve Israel



SUFFOLK COUNTY LEGISLATURE
COUNTY OF SUFFOLK

WILLIAM R. SPENCER, M.D.
LEGISLATOR 18TH DISTRICT

CHAIR
HEALTH COMMITTEE

VICE-CHAIR
WAYS & MEANS COMMITTEE

MEMBER
PUBLIC SAFETY COMMITTEE



15 PARK CIRCLE, SUITE 209
CENTERPORT, N.Y.
11721

PHONE: (631) 854-4500
FAX: (631) 854-4503

E-MAIL: william.spencer@suffolkcountyny.gov
WEBSITE: <http://legis.suffolkcountyny.gov/do/do18/do18.html>

Lieutenant General Thomas P. Bostick
Commanding General and Chief of Engineers
Army Corps Headquarters
U.S. Army Corps of Engineers
441 G Street NW
Washington, DC 20314-1000

January 19, 2016

Dear Lt. General Bostick,

As the Suffolk County Legislator for the 18th Legislative District encompassing the Village of Asharoken and Eaton's Neck, I am thankful for the leadership of the Army Corps of Engineers. Your attention and work toward mitigating the beach erosion eating away Asharoken Beach, threatening Asharoken Avenue as well as addressing the issues compromising the seawall on Asharoken Avenue, have been vitally important to the well-being of the community.

While the progress of this project has hinged on the issue of public access, I want to emphasize the public benefit/need this project will provide for the more than 2,000 residents of Eaton's Neck. Being the only road that serves as access to the Eaton's Neck Peninsula, it is critical for the safety and functioning of the residents that the Asharoken Storm Reduction Project proceed and the road, which is dependent on the beach, be fortified.

I remain hopeful that a sensible compromise will be reached that imposes the least amount of disruption to the local residents, while still providing the required access. I want to reiterate my encouragement to all parties involved to continue to work with each other to see to it that this project moves forward.

Thank you for your attention to this matter. If I can be of any further assistance, feel free to reach out to me at your earliest convenience.

Sincerely,

Dr. William R. Spencer
Suffolk County Legislator
18th Legislative District

cc:

Senator Charles E. Schumer
Senator Kirsten Gillibrand
Congressman Steve Israel
Dr. Gregory Letica, Mayor of the Village of Asharoken



INCORPORATED
VILLAGE OF ASHAROKEN
ONE ASHAROKEN AVENUE
NORTHPORT, NEW YORK 11768

(631) 261-7098

December 14th, 2015 (Sent via email) FAX (631) 262-0462

Dear Congressman Israel,

I appreciate all of your help and support for the Village of Asharoken in trying to get the ASDRP off the ground. The Village feels strongly that the requirement of public access to our private property as well as shouldering the total local cost share is inequitable due to the enormous benefit that the non-incorporated community of Eaton's Neck would receive. I have reviewed the economic appendix of the draft feasibility study and I would like to share an observation with you.

In the ACOE economic analysis it appears that one critical component of the economic benefit of the ASDRP to Eaton's Neck has been left out. There is no calculation to the likely reduction of property values should Asharoken Avenue be damaged, breached or just perceived as a unreliable and vulnerable means of access to Eaton's Neck. According to the ACOE there are 575 non Asharoken homes in EN and a reduction in value of \$100,000 per house as a result of a storm would cause a reduction in net worth of \$57,500,000 to these properties. This is potentially an optimistic calculation.

The ACOE has told the Village that as of now the economic benefit of protecting the road is only 30% of the total benefit. If the \$57,500,000 is added as a benefit of protecting the road the proportion of road protection would rise substantially. Therefore bolstering the Village's argument that the public benefit of this project has to be recognized as protecting the road and not public access to the beach.

The ASDRP should be recognized as a solution to a regional problem not just one limited to Asharoken. Public access to the private beaches in Asharoken and sole local cost sharing will be very difficult for Asharoken residents to accept. Should these two factors stop the project, the residents of Eaton's Neck will be denied the benefits they need and deserve.

In closing, thank you again for your support and help.

Regards

Mayor Greg Letica



VILLAGE *of* NORTHPORT

INCORPORATED IN 1894

224 Main Street, Northport, New York 11768, 631-261-7502, fax: 631-261-7521

December 1, 2015

Honorable Steve Israel
534 Broadhollow Rd
Suite 302
Melville, NY 11747

Dear Congressman Israel:

I am writing to support the Village of Asharoken's request for federal assistance with respect to storm surge reduction and shore front restoration.

Asharoken Avenue is a two-lane roadway and is part of the Federal Highway System, it provides the only vehicle access to the 1,500 residents of Eaton's Neck and the United States Coast Guard Station Eaton's Neck. Several times over the past years the Long Island Sound has breached the road stranding the residents of Eaton's Neck along with the families living at the Coast Guard Station.

Asharoken Avenue also provides a right of way for utilities such as gas, electric, water, and cable based communications, which could be damaged and rendered unusable in the event of another breach. A number of Eaton's Neck residents are dependent upon these utilities for daily life-sustaining support. Residents also are dependent on other services such as Meals- On -Wheels or ambulette services for daily dialysis and/or doctors' appointments. In the event of another breach these daily services would be in jeopardy. The Northport Fire Department has acquired a high water rescue vehicle to service areas such as this but there is a limit to its capabilities.

The Northport Fire Department and ambulance service is under contract to protect the Village of Asharoken. The Northport Fire Department also provides dispatch services along with mutual aid to the Eaton's Neck Fire Department. The Northport and Asharoken police Departments also respond to each other's emergencies as necessary. These services would be in jeopardy if Asharoken Avenue is breached.

There are currently public waterfront access at Asharoken Beach just to the south of the Village and further to the west known as Hobart Beach (Sand City) these beaches serve both residents and non-residents. Both of these recreational areas have resources for boat launching, supervised swim areas, life guard stations, and comfort facilities.

However there are additional public benefits to preventing a breach. These additional public benefits are both economic and effect quality of life. The Asharoken isthmus is a protective barrier of the entire

Huntington Bay complex (Huntington Bay, Northport Bay, Huntington Harbor, Northport Harbor, Lloyd Harbor and Centerport Harbor).

This complex is populated on its shores with homes, private businesses, and public facilities that include parks, marinas, and a Waste Water Treatment Plants. It is also filled with recreational and commercial boats, pump-out boats, and a few emergency response boats.

Asharoken, the protective barrier, reduces the erosive forces of storms and also tempers the everyday forces present in the Long Island Sound. This creates the 'protective water' that has allowed for the extensive development, and recreational and commercial uses that contribute to not only the surrounding properties but the entire Villages of Asharoken, Northport, Lloyd Harbor, and the Town of Huntington.

If left alone, nature will surly succeed in breaching not only Asharoken Avenue but a large portion of the Village itself. This breach will have dire consequences for the whole Huntington Bay Complex and the economic health of the greater community..

It is important to reach an agreement and move forward with a plan to protect Asharoken, Eaton's Neck and the greater Northport Bay area.

Sincerely,

A handwritten signature in black ink, appearing to read "George J. Doll Jr.", written in a cursive style.

George J. Doll Jr
Mayor

Cc: Gregory Letica, Mayor Asharoken Village
Frank Petrone, Huntington Town Supervisor



INCORPORATED
VILLAGE OF ASHAROKEN

ONE ASHAROKEN AVENUE
NORTHPORT, NEW YORK 11768

(631) 261-7098
FAX (631) 262-0462

Congressman Steve Israel
534 Broadhollow Road, Suite 302
Melville, NY 11747

November 16, 2015

Dear Congressman Israel:

The Village of Asharoken believes that the public benefit of the Asharoken Storm Damage Reduction Project should be the protection of Asharoken Avenue and not public access to Asharoken's private beaches. Asharoken Avenue is the only means of getting to Eaton's Neck where many Town of Huntington residents live. The safety and well being of thousands of people depends on Asharoken Avenue being open regardless of the weather.

The Village in conjunction with the Town of Huntington conducted a traffic study this summer and determined that approximately 5,100 cars pass Village Hall daily. The Village also has older traffic studies going back almost 15 years which are similar to this year's analysis. Additionally, research into the functional classification of the road has determined that Asharoken Avenue is an Urban Major Connector. Together these two pieces of information underscore just how important Asharoken Avenue is and advance the case that there is a substantial public benefit of protecting Asharoken Avenue.

The Village has often been told by the US Army Corps of Engineers and the NYS Department of Environmental Conservation that it should use the Westhampton Dunes Project as a guide for ours. This is not a fair comparison. A study of Dune Road in WHD, that the Village acquired, showed that on an average basis over 3 days in June of 2015 28 cars used the road daily. Additionally, Dune Road has the functional classification of Rural Minor Arterial. Finally, Dune Road does not lead to a highly populated area of another township but rather ends at Cupsoque County Park. In Westhampton Dunes it seems that the restoration of the beach was much more biased toward private property protection and that the public benefit could only be justified by public beach access.

It is interesting to note that Westhampton Dunes has only 55 year round residents while Asharoken and Eaton's Neck have over 2000. This fact should again emphasize just how critical year round road protection is.

The importance of protecting Asharoken Avenue has to become the public benefit of the ASDRP. To date, the ACOE and NYSDEC have not been convinced of this. I am respectfully asking that you work

with Village of Asharoken and the Town of Huntington to work toward a compromise agreement that will allow the ASDRP to be completed. One possible option to explore would be to get the project re-classified as a Road Protection plan instead of a Beach Nourishment Plan. Your support and assistance would really be appreciated and would help assure the safety of all of the families that rely on Asharoken Avenue for their transportation needs.

Regards

Dr. Gregory Letica
Mayor Village of Asharoken



Town Hall • 100 Main Street
Huntington, NY 11743-6991

Phone: (631) 351-3030
Fax: (631) 424-7856
FPetrone@huntingtonny.gov

FRANK P. PETRONE
Supervisor

September 17, 2014

Hon. Charles Schumer
780 Third Avenue
Suite 2301
New York, NY 10017

Dear Senator Schumer:

I am writing in support of the Village of Asharoken's request for federal assistance with respect to storm surge reduction and shore front restoration. I am also asking for serious consideration of the generous public benefit compliance strategy proposed by Asharoken.

The Village is requesting funding for the Asharoken Storm Reduction Plan (ASRP) in order to stabilize, strengthen and rebuild the dunes and barrier beach protecting Asharoken Avenue. This narrow two-lane roadway is part of the Federal Highway System and provides the only land access to the Eaton's Neck peninsula, and its 1,500 Town of Huntington residents, and is the only highway access to supply and provision the United States Coast Guard Station on Eaton's Neck.

Asharoken Avenue has been breached during critical storm events in recent years and is highly vulnerable to future breaches. This vulnerability imperils the health and safety of every resident living at the western end of Asharoken Avenue and the health and safety of the families living at the federal Coast Guard installation. The Avenue will continue to breach going forward unless a more permanent fix is employed. Further breaches will only lead to the spending of additional Federal dollars to mitigate the damage; without fully addressing the problem.

The Army Corps of Engineers and New York State Department of Environmental Conservation are currently interpreting extant statute to imply that acceptance of federal assistance requires Asharoken to provide public access to over 2-miles of privately owned beach front that borders Asharoken Avenue. While the benefits of replenishing sand on portions of the beach accessible to private property owners is acknowledged, the project goal and primary objective is to provide for protection and stabilization of a Federal Highway System Road, Asharoken Avenue.

The Town of Huntington currently provides public waterfront access at Asharoken Beach, immediately east of the Village line, and at Hobart Beach, also known as Sand City, on Eaton's Neck. Both facilities provide ample public parking, amenities and life guard protection for bathers, none of which are or would be available on most the Asharoken isthmus regardless of the success of the proposed ASRP.



The Village is sensitive to the law's public access requirement and is willing to provide access paths to the beach at approximate half-mile intervals on Village owned land. The Village also believes it can provide both access and public parking at the easternmost end of the beach where there is a stretch of approximately 1,000 feet without any homes. This land is owned and controlled by both the Village as well as Town of Huntington, who has ample parking available at the Town's Soundview Boat Ramp parking lot, which is contiguous to the Asharoken Village line.

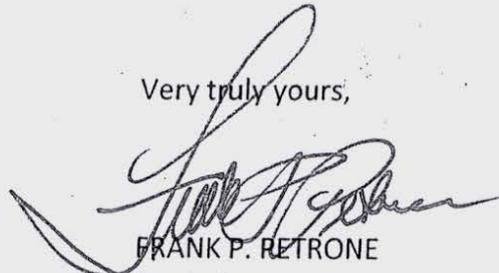
The creation of a "new" public beach combined with the project's paramount purpose to gird Asharoken Avenue against storm surges should be recognized as upholding the public benefit requirement. Keeping Eaton's Neck and the Coast Guard Station accessible during storms and emergencies is without question the paramount benefit.

In addition to the creation of a new public beach, the Village's cost share on this project could be as high as \$3-million (in addition to 15% of the cost of periodic sand replenishments). In the alternative, Asharoken could abandon its coastal protection and resiliency project and leave Asharoken Avenue vulnerable to the vicissitudes of Nature.

Such an outcome would be counter to the interests of the Army Corps of Engineers, the United States Coast Guard, the State of New York, the Department of Environmental Conservation and the Town of Huntington.

I would urge all parties to reach a consensus on a viable and workable plan that can protect Asharoken Avenue, provide a new point of public access and protect the rights of private property owners and taxpayers in the Village of Asharoken who will bear a sizeable part of the cost burden.

Very truly yours,



FRANK P. RETRONE
Supervisor

cc: Mayor Greg Letica



ANDREW P. RAIA
Assemblyman 12th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

August 14, 2015

DEPUTY MINORITY WHIP
RANKING MINORITY MEMBER
Committee on Health
COMMITTEES
Banks
Environmental Conservation
Housing
Rules
MINORITY REPRESENTATIVE
Legislative Council on
Health Care Financing

Honorable Andrew M. Cuomo
Governor of New York State
NYS State Capitol Building
Albany, NY 12224

Dear Governor Cuomo,

I am writing to you to follow up my August 26, 2014 letter to the Army Corps of Engineers regarding the Asharoken Storm Reduction Project and the stipulations for receiving the Federal funds needed to complete the project. I have enclosed a copy of my original correspondence for your reference. As I stated previously, many residents of Asharoken Village are concerned about the public access requirement for the project which the Army Corps of Engineers generally requires as a prerequisite for its construction projects.

The Asharoken Storm Reduction Project is a unique restoration project, as Asharoken's narrow beaches and limited road access make for an exceptionally fragile community of about 300 homes. The effects of Hurricane Sandy in this area were exponentially more destructive since Asharoken Avenue, the only road running through Asharoken, is dependent on its protective beach, which was damaged by the storm. Asharoken Avenue is also the only road leading to the area of Eatons Neck, whose population of over 2,000 residents is dependent on the preservation of this road.

It has come to my attention that Breezy Point, a beach community at the outermost tip of Rockaway Peninsula, had plans to undergo a similar construction project from the Army Corps of Engineers to fortify its beaches and residential areas. In order to qualify for the federal money needed to protect the beaches, Breezy Point, much like Asharoken, would have to open its private beaches to the public.

However, Breezy Point, citing difficulties with the project including the need for opening public parking areas and restrooms in a densely settled area, transferred the coordination of the Breezy Point restoration to the Hazard Mitigation Grant Program. This program is still federally funded, but is overseen by the Federal Emergency Management Agency (FEMA), rather than the Army Corps of Engineers. The change in management to FEMA has now removed the requirement of public access for Breezy Point beach.

As I understand it, many of the very concerns cited for this change in project management are mirrored in the community of Asharoken. Narrow beaches, dense population, limited parking, and privacy concerns are all qualities shared by these two communities. For this reason, I see no reason why similar action cannot be taken with respect to the coordination of the Asharoken Storm Reduction Project.

Additionally, the Asharoken Storm Reduction Project is set to protect more than just the beaches of Asharoken residents. The project protects Asharoken Avenue, which is the sole access road for the community of Eaton's Neck, the Coast Guard Auxiliary, and the Eaton's Neck Fire Department. Given the importance of Asharoken Avenue for this entire community, it is unfair for the burden of the restoration project to fall solely on the backs of the Asharoken residents.

For these reasons, I urge you to consider endorsing a change in management of the Asharoken Storm Reduction Project to FEMA, as this change can serve as an amicable solution which better suits our community needs. Your efforts to help facilitate this change would be a positive step on your part to enhance the quality of life and public safety of our Asharoken and Eaton's Neck residents.

Sincerely,



Andrew P. Raia
Member of Assembly

Cc: Lieutenant General Thomas P. Bostick
U.S. Senator Charles Schumer
U.S. Senator Kristen Gillibrand
New York State Senator Majority Leader John J. Flanagan
New York State Senator Carl L. Marcellino
Huntington Town Supervisor Frank Petrone
Huntington Town Councilman Eugene Cook
Asharoken Village Mayor Dr. Gregory D. Leticia
Eaton Harbors Corporation



ANDREW P. RAIA
Assemblyman 12th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

DEPUTY MINORITY WHIP
RANKING MINORITY MEMBER
Committee on Health
COMMITTEES
Banks
Environmental Conservation
Housing
Rules
MINORITY REPRESENTATIVE
Legislative Council on
Health Care Financing

August 26, 2014

Lieutenant General Thomas P. Bostick
Commanding General and Chief of Engineers
441 G Street NW
Washington, DC 20314-1000

Dear Lieutenant General Bostick,

I am writing to you in regards to the Asharoken Storm Reduction Project and the stipulations for receiving the federal funds needed to complete the project. I applaud the NYSDEC and the U.S. Army Corps. Of Engineers for the efforts made to preserve Asharoken Beach as well as the main Federal Highway in this area, Asharoken Avenue. However, it has been brought to my attention that many residents in Asharoken are concerned about the requirements for using Federal funds for the project, mainly the opening of Asharoken beach to public access.

Citing the liability and privacy issues associated with public beach access, the residents of Asharoken have contacted my office to explore the possibilities of finding other compromises to amicably fulfill the requirements of receiving Federal funds for the storm reduction project. The residents of Asharoken are willing to establish buffer zones extending seaward from the bulkheads and the existing dunes which could be considered private, and have the rest of the beach open to the public. This compromise could eliminate the privacy and liability concerns of the residents and still satisfy the requirements for receiving the Federal funds.

Additionally, many residents have pointed out that the main objective of the Asharoken Storm Reduction Project is to ensure the preservation of Asharoken Avenue. As the sole road leading to the area of Eaton's Neck, a U.S. Coast Guard Station, and the Eaton's Neck Fire Department, it is imperative to keep this road in the best condition possible. Considering that the road serves so many more than simply the residents of Asharoken, I do not think it is equitable to have only the residents of Asharoken shouldering the burden of cost and the donation of their beach to the public.

In short, due to the public benefit of the Asharoken Storm Reduction Project for thousands of residents outside of Asharoken Village, I believe it is perfectly reasonable for the U.S. Army Corps. Of Engineers and the Federal Government to compromise and establish these private buffer zones. I have enclosed a letter from Dr. Greg Letica, Mayor of Asharoken, for your reference which outlines the sentiments of the Asharoken residents. I hope through these efforts

we are able to find an amicable solution to this situation. If I can be of any assistance in this matter please do not hesitate to contact me directly and I thank you in advance for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "Andrew P. Raia". The signature is written in a cursive style with a prominent flourish at the end of the word "Raia".

Andrew P. Raia
Member of Assembly

SUFFOLK COUNTY LEGISLATURE
COUNTY OF SUFFOLK

WILLIAM R. SPENCER, M.D.
LEGISLATOR 18TH DISTRICT

CHAIR
HEALTH COMMITTEE

VICE-CHAIR
GOVERNMENT OPERATIONS, PERSONNEL, HOUSING,
& CONSUMER PROTECTION COMMITTEE

MEMBER
PUBLIC SAFETY COMMITTEE



15 PARK CIRCLE, SUITE 209
CENTERPORT, N.Y.
11721

PHONE: (631) 854-4500
FAX: (631) 854-4503

E-MAIL: william.spencer@suffolkcountyny.gov
WEBSITE: <http://legis.suffolkcountyny.gov/do/do18/do18.html>

Colonel David A. Caldwell
Commander of NY District, USACE
New York District Public Affairs
26 Federal Plaza, Rm 2113
New York, NY 10278

July 26, 2015

Dear Colonel Caldwell,

I am writing in support of the Asharoken Storm Reduction Project which would provide federal assistance to restore and stabilize the barrier beach on the north side of Asharoken Avenue. This project, would not only protect the homes of area residents, but would guard against future damage to an essential road that serves as the only land access way to the Eaton's Neck Peninsula.

Many residents have voiced their concerns over the public access requirements and the implications that access to the beach would have on their rights as property owners. I understand that there has been much discussion on this issue, however, an agreement has yet to be reached that would allow this project to move forward.

I am hopeful that a sensible compromise will be made that balances the needs of village residents and the public benefit requirements under the Shore Erosion Control Law. I urge all parties involved to continue to work with each other to see that this is completed. Thank you for your attention to this matter. If I can be of any further assistance, feel free to reach out to me at your earliest convenience.

Sincerely,

Dr. William R. Spencer
Suffolk County Legislator
18th Legislative District

cc:

Lieutenant General Thomas P. Bostick, Commanding General and Chief of Engineers, USACE
Senator Charles E. Schumer
Senator Kirsten Gillibrand
Dr. Gregory Letica, Mayor of the Village of Asharoken

COUNTY OF SUFFOLK



STEVEN BELLONE
COUNTY EXECUTIVE

EDWARD WEBBER
POLICE COMMISSIONER

POLICE DEPARTMENT

November 4, 2015

Congressman Steve Israel
534 Broadhollow Road
Suite 302
Melville, N.Y. 11747

Congressman Israel:

I would like to express my support for the Asharoken Storm Damage Reduction Project (ASDRP) currently being undertaken by the United States Army Corps. of Engineers. As I am sure you are aware, Asharoken Avenue is the only road providing access to Eatons Neck and the Second Precinct provides police service to the residents of this community.

During severe weather events and high tides when there is an over wash on Asharoken Avenue, the safety of these residents is put at significant risk since police and other first responders may not be able to access the community.

As commanding officer of the Second Precinct, I respectfully request that you give the ASDRP a high priority and do all you can to ensure it is properly funded and completed.

Very truly yours,

Christopher Hatton, Inspector
Commanding Officer, 2nd Precinct

cc: Frank Petrone, Supervisor, Town of Huntington
Dr. Gregory Letica, Mayor of Asharoken ✓

CH:lc



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NORTHPORT POLICE DEPARTMENT

224 Main St., Northport, New York 11768

PHONE 631.261.7500 FAX 631.261.1249 EMAIL POLICE@NORTHPORTNY.GOV

BILL RICCA
CHIEF OF POLICE

October 21, 2015

Congressman Steve Israel
534 Broadhollow Road
Melville, NY 11747

Dear Congressman Israel,

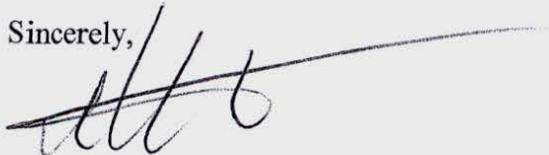
As Chief of the Northport Police Department, I would like to take this opportunity to stress upon you the importance of the United States Army Corps of Engineers' Storm Damage Reduction Project on Asharoken Avenue in our adjoining jurisdiction, Asharoken Village.

Over the past two decades there has been a recurring problem with Asharoken Avenue being washed over by the Long Island Sound. These frequent wash overs have resulted in the closure of Asharoken Avenue. Members of my department have historically provided Mutual Aid to the Asharkoen Police and thus I have witnessed countless times that this road had to be closed for this reason.

Asharoken Avenue is the only access to the northern portion of Asharoken Village and to all of Eaton's Neck. When these wash overs occur, over 1,500 residents are totally cut off from main land Long Island. This means they cannot shop for food, pick up medical supplies or medication and that fuel to heat their homes cannot be delivered. More importantly, emergency services such as police, fire and EMS cannot respond to the affected areas. Additionally, there is an active United States Coast Guard base on Eaton's Neck which also becomes isolated with each wash over.

It is my belief that not completing the Asharoken Storm Damage Reduction Project in a timely fashion would be detrimental to public safety. Please feel free to contact me if you have any questions on this or any other matter.

Sincerely,



Bill Ricca
Chief of Police

Cc: Frank Petrone, Supervisor, Town of Huntington
Dr. Gregory Letica, Mayor of Asharoken

SERVING THE PEOPLE OF NORTHPORT FOR OVER 100 YEARS

VILLAGE OF ASHAROKEN



MELVIN A. ETTINGER
POLICE COMMISSIONER

RAYMOND C. MAHDESIAN
OFFICER-IN-CHARGE

POLICE DEPARTMENT

October 14, 2015

Congressman Steve Israel
534 Broadhollow Road
Suite 302
Melville, NY 11747

Dear Congressman Israel,

I write to you today of the importance of the Asharoken Storm Damage Reduction Project (ASDRP) that is currently being undertaken by the United States Army Corps of Engineers (USACE) to secure and protect the single-access roadway, Asharoken Avenue. As the lead public safety agency for the village, the Asharoken Police Department has repeatedly been involved in weather-related hazardous, unsafe, high risk and emergency conditions on Asharoken Avenue. As APD Officer-in-Charge for 23 years, I can tell you that conditions along the roadway have deteriorated and continue to worsen due to the proximity of the Long Island Sound waters to the roadway. There is over-topping and significant splash-over at the seawall area when conditions are merely high tide and windy. There are 1500 residents who traverse this area daily. Asharoken Avenue is a very busy roadway with 5,137 daily trips in both directions recorded in a recent traffic-counter survey.

It is of the utmost importance that Asharoken Avenue remains open at all times. This single-access route to Eaton's Neck is truly a life-line that must be maintained so that ambulance and fire service can be provided without interruption, especially during storms. In addition, the police department also provides emergency services and is usually the first to arrive at medical and fire emergencies. Moreover, the police department has the added duty to protect residents from crimes that are associated with blackouts caused by storm conditions. Homes that are suddenly left vacant because of emergency (storm) conditions require increased patrols. It is absolutely vital that the police are able to reach all areas of the village to provide all aspects of police service, not just medical and fire emergencies.

Also, United States Coast Guard Station, Eaton's Neck is impacted. With a staff of more than 50, it is essential that the station be accessible and that operations are secure to fulfill its mission as first responders in emergencies as well as a critical base for Homeland Security.

The biggest concern for APD is the ongoing hazardous conditions along the roadway during nor'easters. Road conditions deteriorate rapidly with traffic limited to one lane. Road closures are not uncommon. The community as a whole is disrupted. I attach a list of road closures and hazardous conditions for your consideration.

As Asharoken's best and strongest advocate over many years, I urge you to have the USACE recognize that the protection of the roadway is the public benefit to the project, not public access to the restored beach. The restored beach will protect and shore up the roadway.

Please do all you can to have the USACE recognize the public benefit of protecting Asharoken Avenue. It is truly a public safety issue.

Sincerely,



Raymond C. Mahdesian
Officer-in-Charge
Asharoken Police Department
1 Asharoken Avenue
Northport, NY 11768

cc: Frank Petrone, Supervisor, Town of Huntington
Dr. Gregory Letica, Mayor of Asharoken

Major Coastal Flooding Events at Asharoken Avenue Seawall Area Between 1/1/12-1/23/16

DATE	TIME EVENT		POLICE INVOLVEMENT	# OF POLICE OFFICERS ASSIGNED	LENGTH OF TIME ROAD CLOSED	NOTES
	BEGAN	ENDED				
1/12/2012	0930	1600	6.5 hours	3	.5 hours	TOH Highway & private vendor cleared roadway. Stranded vehicle removed by tow truck.
4/22/2012	2200	0400	6 hours	4		Rocks and sand and debris removed by TOH Highway.
10/28/2012	1600	11/15/2012	19 days	9	22 hours	Super Storm Sandy flooded the roadway at the seawall. Total access to the area was cut off by this flood, preventing the passage of both emergency and civilian traffic between Eaton's Neck and the mainland. This condition created a substantial risk to public safety, as fire trucks could not respond to the area and ambulances could not reach the hospital.
11/7/2012	800	1900	11 hours	5	4 hours	Restoration activities connected to Sandy repairs.
12/26/2012	2030	530	9 hours	5	4.75 hours	Nor'easter caused coastal flooding. Private contractor removed debris so road could be opened.
2/8/2013	1600	2/9/2013	32 hours	6		There was road flooding during the blizzard Nemo, but the TOH Highway Department stationed a pay loader at the seawall to help keep the road open.
2/27/2013	1100	1600	5 hours	2	.5 hours	TOH Highway Department cleared sand and debris from roadway, due to considerable road flooding.
3/6/2013	1600	3/7/2013	28 hours	5	6 hours	Private contractor cleared rocks, sand and debris from coastal flood.
4/12/2013	1000	1500	5 hours	3	1.25 hours	Coastal flooding forced a road closure. TOH Highway Department cleared roadway. Northport FD responded and rescued two elderly motorists trapped in their car by flood waters.
6/8/2013	1800	2400	6 hours	3	0	Tropical Storm Andrea arrived causing heavy tropical rains. Waves crashed over the road in the vicinity of the sea wall.
1/2/2014	1200	1/3/14 1600	28 hours	6	0	A winter storm arrived bringing high winds and heavy snow. Splash over occurred at the seawall.
1/21/2014	1400	1/22/14 1600	26 hours	4	0	A winter storm brought high winds and heavy snow, splash over occurred in the vicinity of Bevin Road.
2/13/2014	500	2100	16 hours	4	0	A Nor'easter winter storm, splash over occurred at the seawall.
1/26/2015	1200	1/26/15-1/28/15 0800	44 hours	5	9 hours Governors Travel Ban	Winter Storm Juno (a blizzard) arrived. Splash over at the seawall, a State of Emergency was declared by TOH and NYS Governor imposed a travel ban from 2300 hrs on January 26, 2015 through 0800 hours on January 27, 2015.
10/2/2015	1200	10/4/15 1800	54 hours	9	0	A Nor'easter arrived bringing high winds and heavy rain, splash over at the seawall occurred causing motorists to run off the roadway and into the shoulder, had to be towed out. Roadway flooding impeded traffic at times and the TOH sent equipment to remove sand and debris from the roadway. At high tides officers maintained presence at the seawall for traffic control.
1/23/2016	800	1/24/16 1600	32 hours	8	2.0 hours	Winter Storm Jonas (a blizzard) arrived bringing high winds and approx. two feet of snow. Extra officers were summoned to duty to cope with the situation. There was splash over at the seawall necessitating a road closure on January 23rd. Town of Huntington Highway Department plowed snow, removed debris, and sanded the roads.



Eaton's Neck Fire Department

55 EATON'S NECK ROAD, NORTHPORT, NY 11768

631-757-8932 PHONE 631-757-8953 FAX

RICHARD P. RIZZUTI
First Assistant Chief

PAUL A. BORONOW
Chief of Department

STEVEN ZULAWSKI
Second Assistant Chief

November 24, 2015

Congressman Steve Israel
534 Broad Hollow Road
Suite 302
Melville, NY 11747

Re: Asharoken Sea Wall Issue

Dear Congressman Israel:

I am the Chief of the Eaton's Neck Fire Department and am writing to you regarding the repeated flooding and breach of the Seawall on Asharoken Avenue near Bevin Road in Asharoken Village, a safety and response issue that is greatly troubling to our fire department. I wrote to you and other elected officials back in the Fall of 2014, but wanted to communicate our position once again as I know that there has been continued discussions regarding developing a remedy for the situation.

As you know, the seawall has been repeatedly breached, with the road being flooded and undermined, which halts all traffic in and out of Eaton's Neck. While such a breach used to be an occasional occurrence, it is now happening with great frequency, which results in the closing of the road for hours at a time. During Superstorm Sandy, the roadway was undermined, access was halted on and off of Eaton's Neck, and heavy equipment was needed to clear the road.

The Eaton's Neck Fire Department provides emergency medical and fire protection on Eaton's Neck and to parts of Asharoken. Eaton's Neck is a peninsula that has one road in and out, Asharoken Avenue, which runs directly parallel to the seawall in question. When the road is breached, we cannot get our ambulance out to the hospital, greatly endangering the residents we serve. When we have fires, we depend on the mutual aid services of the local fire



Eaton's Neck Fire Department

55 EATON'S NECK ROAD, NORTHPORT, NY 11768

631-757-8932 PHONE 631-757-8953 FAX

RICHARD P. RIZZUTI
First Assistant Chief

PAUL A. BORONOW
Chief of Department

STEVEN ZULAWSKI
Second Assistant Chief

departments, and their ability to travel unimpeded past the seawall is a critical function of our protecting our fire district and community members (as is our passing the seawall to assist them with their fires and medical emergencies). In the past, when the seawall has been breached, we have had to send our firefighters to the seawall location to assist with getting residents out of the homes adjacent to the seawall and motorist emergencies, as well as to assist in clearing the road and getting the traffic going again (as we critically need the road passable to perform our mission). With the current condition of the seawall, such a response by our department puts our members unduly in harm's way.

It is our understanding that there is currently a plan on the table entitled the Asharoken Storm Damage Reduction Project to address the seawall issues. From our standpoint, the greatest benefit to the public in such a project would be the protection of the road so as to protect the lives of all Asharoken and Eaton's Neck residents that live in the vicinity and to the West of the seawall. Without Asharoken Avenue being passable at all times, the safety of the residents and the Eaton's Neck Fire Department first responders are at risk and may well be compromised.

Paul A. Boronow
Chief of Department
Eaton's Neck Fire Department

cc: Asharoken Mayor Greg Letica
Senator Carl Marcellino
Supervisor Frank Petrone



Eaton's Neck Fire District

Board of Fire Commissioners

John Alessi
Brian Gorman

Philip Whiter
Alfred Zelenka

Dec 9, 2015

To: Army Corps of Engineers, NYS DEC

Subject: Comments on Asharoken Storm Damage Reduction Project

The Board of Fire Commissioners for the Eaton's Neck Fire District wishes to provide comment to the subject project and endorse the proposal put forward in the Feasibility Report dated November 2015. The Eaton's Neck Fire District covers approximately 80% of the land mass and 75 % of the population on Eaton's Neck. The Fire District is responsible for the protection of life and property of its 1,400 residents. Because Eaton's Neck can become isolated from necessary resources if the road is breached by storm, we have a keen interest in the outcome of your deliberations and want to voice our position in support of our residents.

First, thank you for conducting such a thorough and comprehensive report. This serves well to remove the assumptions and antidotal discussion that has surrounded this issue for years. The facts that are laid out in the report provide all of the evidence that is needed to make sound decisions for the public.

The Feasibility Study describes the impact of storm damage to Eaton's Neck very accurately. Quoted from the Executive Summary:

Asharoken Avenue provides the only land access to Eatons Neck and the western parts of the Village of Asharoken. As the traffic artery becomes impassible, any evacuation of Eatons Neck is required to be performed by boat or helicopter. Disruption of the road isolates the population of Eatons Neck and Asharoken and impacts the ability of residents to commute to and from work and school. This disrupts electrical service and communications. Disruption of the road cuts off residents from medical services, law enforcement, and food distribution.

Further cited in the report, Sect 1.2:

Closure of Asharoken Avenue disrupts access for the residents of Eatons Neck. The loss of access creates a safety hazard when Eatons Neck is cut off from emergency services including fire, police, and ambulance. Although there is a volunteer fire department in Eatons Neck, no additional resources are available to fight a large fire when the road is impassible. During the March 1993 nor'easter, fire fighters were



Eaton's Neck Fire District

Board of Fire Commissioners

John Alessi
Brian Gorman

Philip Whiter
Alfred Zelenka

unable to reach a burning residence due to flooding on Asharoken Avenue. While Asharoken Avenue was blocked during a December 1992 storm, two residents of Eatons Neck had to be evacuated by helicopter for medical treatment. Continued erosion has left additional sections of the road exposed to a potential for catastrophic failure that could require emergency evacuation of the isolated community of Eatons Neck.

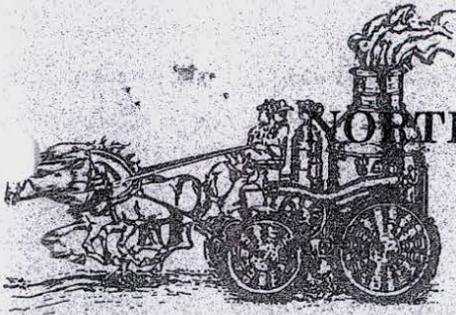
To add briefly to this story, the Eaton's Neck Fire Department served as defacto emergency evacuation center for five days during and after the Nor'easter of '92, providing food shelter and comfort to all of the residents of Eaton's Neck as well as the sanitation crew, local deliverers and police that were caught on the Neck when the road was lost. The Fire Department, firehouse and Fire District are not set up to be or recognized as an evacuation center, but we drew together as a community and looked after each other as best we could. This expectation from the community continues today, and we continue to extend what services we can to the community during storm induced road breaches and prolonged outages.

Regardless of the private/public use debate that seems to be the sticking point to implementing a solution, the people that live on Eaton's Neck are residents of the Town of Huntington and need to be considered in the decision. As the Fire District charged with protecting the residents of Eaton's Neck, we implore the Army Corps of Engineers, the State Department of Conservation, and our elected representatives to proceed with all dispatch to effectively mitigate the current vulnerability the residents of Eaton's Neck are exposed to in each severe storm. Please approve this plan and proceed with implementation as quickly as possible.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "Philip Whiter".

Philip Whiter,
Vice Chairman
Board of Fire Commissioners



NORTHPORT VOLUNTEER FIRE DEPARTMENT

Chris Hughes Jr.
Chief Engineer
Joe Pansini
1st Assistant Chief
Brad Wine
2nd Assistant Chief

September 18, 2014

Dear Assemblyman Raia

It is critical for the safety of the residents of Asharoken and Eaton's Neck, as well as the members of the Northport Fire Department that respond to their emergency calls, that the Asharoken Storm Damage Reduction Project be completed. Routinely the seawall area is over washed resulting in rescue calls for stranded motorists and endangering the people trying to help them. In the result of a severe storm the possibility of Asharoken Avenue becoming impassible or breached is real and this could severely impact the ability of the Northport Fire Department to respond to emergency calls.

I am asking you to work with all parties involved, Asharoken, NYSDEC and the USACOE to work toward an amicable and compromise agreement that will get this project done. Without Asharoken Avenue being passable at all times the safety of the residents and the Northport Fire Department first responders may well be compromised.

Regards

Joe Pansini
Chief Northport Fire Department



ANDREW P. RAIA
Assemblyman 12th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

DEPUTY MINORITY WHIP
RANKING MINORITY MEMBER
Committee on Health

COMMITTEES
Aging
Banks
Housing
Rules

MINORITY REPRESENTATIVE
Legislative Council on
Health Care Financing

September 23, 2014

Joe Pansini
Chief Northport Fire Department
204 Main Street
Northport, NY 11768

Dear Chief Pansini,

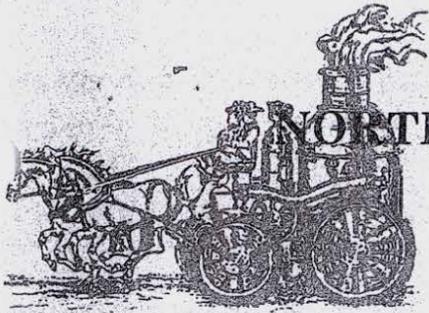
Thank you for contacting me regarding the Asharoken Storm Damage Reduction Project, and your safety concerns for the residents of Asharoken. I share the same concerns as you and the members of your department, and have been actively involved in the situation.

In response to your correspondence from September 18th, I have enclosed a letter I sent on August 26th to Lieutenant General Thomas P. Bostick, the Commanding General and Chief of Engineers for the U.S. Army Corps of Engineers, as well as the New York State Department of Environmental Conservation and the Mayor of the Village of Asharoken. I have also enclosed Mayor Letica's original letter regarding the Asharoken Storm Reduction Project for your reference. I hope that through our efforts we are able to reach a respectable agreement that allows for the completion of this project.

Please note, I will continue to work on behalf of the residents of Asharoken and I will keep you apprised of any developments in the future. During that time, should you need any other information please do not hesitate to contact my office.

Sincerely,

Andrew P. Raia
Member of Assembly



NORTHPORT VOLUNTEER FIRE DEPARTMENT

Chris Hughes Jr.
Chief Engineer
Joe Pansini
1st Assistant Chief
Brad Wine
2nd Assistant Chief

September 18, 2014

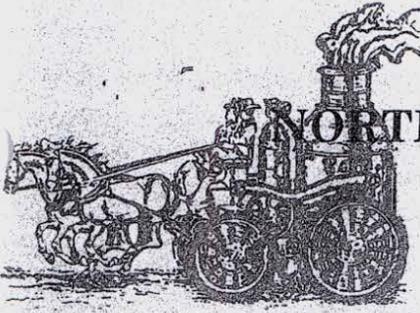
Dear Senator Gillibrand

It is critical for the safety of the residents of Asharoken and Eaton's Neck, as well as the members of the Northport Fire Department that respond to their emergency calls, that the Asharoken Storm Damage Reduction Project be completed. Routinely the seawall area is over washed resulting in rescue calls for stranded motorists and endangering the people trying to help them. In the result of a severe storm the possibility of Asharoken Avenue becoming impassible or breached is real and this could severely impact the ability of the Northport Fire Department to respond to emergency calls.

I am asking you to work with all parties involved, Asharoken, NYSDEC and the USACOE to work toward an amicable and compromise agreement that will get this project done. Without Asharoken Avenue being passable at all times the safety of the residents and the Northport Fire Department first responders may well be compromised.

Regards

Joe Pansini
Chief Northport Fire Department



NORTHPORT VOLUNTEER FIRE DEPARTMENT

Chris Hughes Jr.
Chief Engineer
Joe Pansini
1st Assistant Chief
Brad Wine
2nd Assistant Chief

September 18, 2014

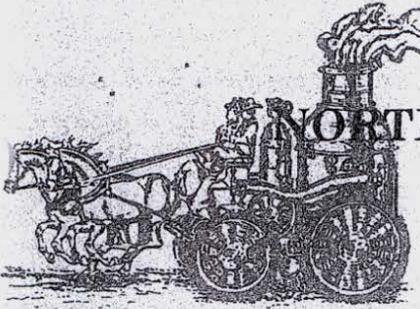
Dear Congressman Israel

It is critical for the safety of the residents of Asharoken and Eaton's Neck, as well as the members of the Northport Fire Department that respond to their emergency calls, that the Asharoken Storm Damage Reduction Project be completed. Routinely the seawall area is over washed resulting in rescue calls for stranded motorists and endangering the people trying to help them. In the result of a severe storm the possibility of Asharoken Avenue becoming impassible or breached is real and this could severely impact the ability of the Northport Fire Department to respond to emergency calls.

I am asking you to work with all parties involved, Asharoken, NYSDEC and the USACOE to work toward an amicable and compromise agreement that will get this project done. Without Asharoken Avenue being passable at all times the safety of the residents and the Northport Fire Department first responders may well be compromised.

Regards

Joe Pansini
Chief Northport Fire Department



NORTHPORT VOLUNTEER FIRE DEPARTMENT

Chris Hughes Jr.
Chief Engineer
Joe Pansini
1st Assistant Chief
Brad Wine
2nd Assistant Chief

September 18, 2014

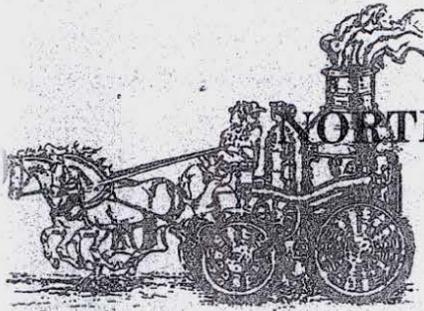
Dear Senator Carl Marcellino

It is critical for the safety of the residents of Asharoken and Eaton's Neck, as well as the members of the Northport Fire Department that respond to their emergency calls, that the Asharoken Storm Damage Reduction Project be completed. Routinely the seawall area is over washed resulting in rescue calls for stranded motorists and endangering the people trying to help them. In the result of a severe storm the possibility of Asharoken Avenue becoming impassible or breached is real and this could severely impact the ability of the Northport Fire Department to respond to emergency calls.

I am asking you to work with all parties involved, Asharoken, NYSDEC and the USACOE to work toward an amicable and compromise agreement that will get this project done. Without Asharoken Avenue being passable at all times the safety of the residents and the Northport Fire Department first responders may well be compromised.

Regards

Joe Pansini
Chief Northport Fire Department



NORTHPORT VOLUNTEER FIRE DEPARTMENT

Chris Hughes Jr.
Chief Engineer
Joe Pansini
1st Assistant Chief
Brad Wine
2nd Assistant Chief

September 18, 2014

Dear Senator Schumer

It is critical for the safety of the residents of Asharoken and Eaton's Neck, as well as the members of the Northport Fire Department that respond to their emergency calls, that the Asharoken Storm Damage Reduction Project be completed. Routinely the seawall area is over washed resulting in rescue calls for stranded motorists and endangering the people trying to help them. In the result of a severe storm the possibility of Asharoken Avenue becoming impassible or breached is real and this could severely impact the ability of the Northport Fire Department to respond to emergency calls.

I am asking you to work with all parties involved, Asharoken, NYSDEC and the USACOE to work toward an amicable and compromise agreement that will get this project done. Without Asharoken Avenue being passable at all times the safety of the residents and the Northport Fire Department first responders may well be compromised.

Regards

Joe Pansini
Chief Northport Fire Department



INCORPORATED
VILLAGE OF ASHAROKEN

ONE ASHAROKEN AVENUE
NORTHPORT, NEW YORK 11768

(631) 261-7098
FAX (631) 262-0462

60 South Harbor Road
Asharoken, New York
September 30, 2015

Hon. Steve Israel
Member of Congress
2457 Rayburn HOB
Washington, D.C. 20515

Re: Asharoken Storm Damage Reduction Project

Dear Congressman Israel:

As Emergency Manager for the Village of Asharoken, I am charged with focusing on the readiness, response and recovery capabilities for emergencies that may occur in the Village. I am writing now to underscore the critical nature of the Asharoken Avenue and the imperative to take proactive actions to keep this primary lifeline open on an ongoing basis including the necessary engineering-based mitigation strategies outlined by the U.S. Army Corps of Engineers.

I reflect on this not only as Village Emergency Manager (a voluntary position in our Village) but also as Director of the International Center for Enterprise Preparedness (InterCEP) at New York University, a center initially created with funding from the U.S. Department of Homeland Security and with a primary focus on strategies and active engagement for emergency preparedness.

Additionally, I have served on the technical committee for NFPA 1600 – The Standard for Disaster/Emergency Management & Business Continuity Programs adopted by the U.S. Department of Homeland Security as a voluntary consensus standard for emergency preparedness. This national standard requires that mitigation steps be taken to address the impacts of vulnerabilities identified by all entities (including federal, state and local governments). In this regard, coastal storms and their impacts upon our sole means of access, Asharoken Avenue, have been identified in our Village hazard analysis (which has been provided and accepted by emergency management agencies for the Town of

Huntington, Suffolk County, New York State and FEMA Region II). Further, this vulnerability has been clearly identified by the U.S. Army Corps as well. The Standard specifically calls for:

6.3 Mitigation.

6.3.1 The entity shall develop and implement a mitigation strategy that includes measures to be taken to limit or control the consequences, extent, or severity of an incident that cannot be prevented.

6.3.2 The mitigation strategy shall be based on the results of hazard identification and risk assessment, an analysis of impact, program constraints, operational experience, and cost benefit analysis.

6.3.3 The mitigation strategy shall include interim and long term actions to reduce vulnerabilities.

Asharoken Avenue is a critical "lifeline" corridor and requires mitigation from the impacts of coastal storms for following reasons:

- It is the sole means of access to and from the homes of all the residents of both the Village of Asharoken and the hamlet of Eaton's Neck – this is clearly vital in both normal "blue sky" days as well as certainly in evacuations before and after events – especially coastal storms.
- It is the sole means of land-based access for all public safety services including EMS, Fire and Police.
- It provides the corridor for critical infrastructure (power, communications, gas and water) for both Asharoken residents as well as Eaton's Neck residents. All these services run along the road bed for Asharoken Avenue.
- It is the sole land route for access to and from US Coast Guard Station Eaton's Neck, a critical emergency response and homeland security facility for the greater Long Island Sound area.

It is incumbent upon all government agencies (federal, state and local) to undertake and support mitigation strategies to address the clearly identified and historically validated vulnerabilities to the lifeline corridor that is Asharoken Avenue.

Sincerely,

William G. Raisch
Emergency Manager
Village of Asharoken



SUFFOLK COUNTY WATER AUTHORITY

James F. Gaughran, *Chairman*

Administrative Offices: 4060 Sunrise Highway, P.O. Box 38, Oakdale, New York 11769-0901

(631) 563-0219

Fax: (631) 563-0370

September 10, 2015

Hon. Steve Israel
Member of Congress
2457 Rayburn HOB
Washington, D.C. 20515

Re: Asharoken Storm Damage Reduction Project

Dear Congressman Israel:

The Suffolk County Water Authority has a major interest in the Asharoken Storm Damage Reduction Project that is being planned to protect Asharoken Avenue in the Village of Asharoken, Town of Huntington, New York. While I am sure that the Army Corp is busy working on many projects, this one is of particular importance because of the impact another large storm could have on a significant number of Authority customers.

While much of the discussion has been centered on the protection of the roadway and structures along Asharoken Avenue from the LIPA power plant up to Bevin Road, there has been little talk related to the critical water infrastructure that lies underneath this roadway. This piping infrastructure not only serves the population of over 600 along Asharoken Avenue but it also carries public water out to the geographically isolated Eaton's Neck community. The Authority has no wells or water storage on Eaton's Neck and as such, this piping is the only source of potable water to this community whose population is over 1,400.

If, in the future, Long Island was to be impacted by a storm and that storm was to cause a washout of the Asharoken strip, (as has happened in the past), it is quite possible that in addition to limiting physical access to the peninsula, the water supply would be disrupted. Water system piping is heavily dependent upon the soil around the piping for support and restraint. Without that restraint, pipe that has had its supporting soils scoured away can quickly fail. Under worst case conditions, the people living on Eaton's Neck could be physically stranded without access to clean, safe drinking water. During Superstorm Sandy, when there was only minor erosion of the

roadway, LIPA crews that were repairing electric lines damaged the water piping which resulted in a prolonged loss of water to Eaton's Neck and part of Asharoken Avenue. This event highlighted the critical importance of this piping and how vulnerable this population is and the fact that even under current conditions there is very limited and congested space available along this strip for utility infrastructure.

There is also a major concern about fire safety. The Eaton's Neck Fire District relies solely on this piping infrastructure to protect the community. As a result any prolonged loss of water service has the potential to be catastrophic to the community. Further within this community is a United States Coast Guard base, which as you know is one of the major facilities on the east coast of the United States. A storm related interruption of the water supply to this critical facility could compromise the ability of Coast Guard personnel to carry out their mission at the time when their services are needed most.

It is for this reason that we at the Authority urge the Army Corp of Engineers to recognize that the protection of Asharoken Avenue is a critical public benefit as the health of the public could be compromised should storm damage occur. To wait any longer only prolongs the exposure to unnecessary risk that the communities of Asharoken and Eaton's Neck both face. I hope that this information is of use in your decision making process. If you have any questions related to our system in this area, please do not hesitate to contact me.

Very truly yours,



James F. Gaughran, Chairman
Suffolk County Water Authority

cc: Hon. Frank P. Petrone
Supervisor, Town of Huntington

Hon. Greg Letica
Mayor, Village of Asharoken



Eaton Harbors Corporation

POST OFFICE BOX 474
NORTHPORT, NEW YORK 11768-0474
WWW.EATONHARBORSCORP.ORG

January 25, 2016

Howard Ruben
New York District Corps of Engineers
Room 2131
26 Federal Plaza
New York, NY 10278-0090

Board of Directors

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Scott Hartinger, Director
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KEN KRASKA

CORPORATE ADMINISTRATOR
(631) 757-3535
BROKER@KENKRASKA.COM

Dear Mr. Ruben:

The Eaton Harbors Corporation is a community comprising one hundred and eighty-seven properties spanning 400+ acres and is located on Eaton's Neck, New York. Situated on a peninsula, our residents depend on a single, thirty-foot wide road as their life line and sole access to -

- Emergency Medical Services
- Fire Protection Services
- Water, Gas, Electric & Communication Services
- School Bus Services
- Ingress and Egress to and from the outside world

Over the past several years the Village of Asharoken has been seeking assistance to bolster the shoreline at the narrowest portion of the isthmus, to protect this fragile road and all the people who depend on it, including those of us on Eaton's Neck who are non-village residents. Working with the Corp, a remediation plan titled the "Asharoken Storm Damage Reduction Project" (ASDRP) was formulated. Unfortunately, we now find ourselves in a quandary. It appears as a condition to commencing this project, the ACOE is requiring third parties, most of who are unaffected by the completion of this project to acquiesce, surrender their property rights and suffer a financial burden when their taxes increase and property values drop. It is no wonder we are seeing a push back.

That said please know, we the majority, who are seriously affected are now being precariously held hostage. Consequently, we respectfully ask the ACOE to understand and re-evaluate who the true beneficiaries of this project are. The crux of this issue is to protect the integrity of the road, our sole means of egress and the life line for over two-thousand residents of Eaton's Neck. It is certain, a select few may receive some positive collateral benefit from any sand replenishment, but this not a bad thing. How perfect is it when all can be made content with little or no negative derivatives? The ACOE's primary focus should be placed on the public benefit ALL the residents, including the U.S. Coast Guard will receive when we have a safe, sound and secure road.

Sincerely,

The Board of Directors
Eaton Harbors Corporation

cc: Hon. Frank Petrone, Supervisor - Town of Huntington, New York
Hon. Gregory Letticia, Mayor - Village of Asharoken, New York



NORTHPORT - EAST NORTHPORT UNION FREE SCHOOL DISTRICT

OFFICE OF THE SUPERINTENDENT

158 Laurel Avenue
Northport, New York
Telephone (631) 262-6604
Fax: (631) 262-6607

Robert L. Banzer
Superintendent of Schools

December 11, 2015

Congressman Steve Israel
534 Broad Hollow Road, Suite 302
Melville, NY 11747

Dear Congressman Israel,

There is nothing more important to our school district than the safety of our students, their families, and our staff members. I'm writing today to seek your assistance on an important project to ensure the safety and well-being of our students and staff who reside in the Eaton's Neck/Asharoken area.

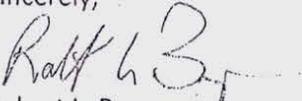
As you know, a variety of weather conditions have resulted in historically and perennially devastating effects on Asharoken and Asharoken Avenue. (*You can view a vivid example of this at <https://vimeo.com/77839835>*). Asharoken Avenue is the only route that resident students and staff of the Northport-East Northport School District can use to make their way to school, and if the Bevin Road seawall is washed out, access will be lost.

In the past this situation has caused the District to alter arrival and dismissal times based on the schedule of the tides and the intensity of the waves. It has also weighed heavily into the decision to close the entire District when dealing with weather related issues. We are deeply concerned that future weather events may compromise safety for those who use this route, or create lack of accessibility for lengthy periods of time. This project would prevent them from happening in the future!

For that reason, I join with my administrative team, Board of Education, parents and staff in supporting the efforts of the Village of Asharoken's Storm Damage Reduction Project, which calls for sand replenishment on the beach, thereby mitigating the seawater breaches.

As an advocate for the children and families of the Northport-East Northport School District, I am pleased to see that the Army Corp of Engineers, in partnership with the Village of Asharoken, selected this project as a priority. Thank you for your consideration.

Sincerely,


Robert L. Banzer
Superintendent of Schools



**VISITING NURSE SERVICE &
HOSPICE OF SUFFOLK, INC.**

Administration & Home Care | 505 Main Street | Northport, NY 11768 | Phone: 631.261.7200 | Fax: 631.261.1985

Hospice | 101 Laurel Road | East Northport, NY 11731 | Phone: 631.930.9399 - Inpatient | 631.930.9385/86 - Home Care | Fax: 631.261.5424 - Inpatient | 631.261.5423 - Home Care
September 25, 2015

Congressman Steve Israel
Member of Congress
2457 Rayburn HOB
Washington, D.C. 20515

RE: Asharoken Storm Damage Reduction Project

Dear Congressman Israel,

Visiting Nurse Service & Hospice of Suffolk provides home health and hospice care to residents of Suffolk County, inclusive of those who live in the communities of Asharoken and Eaton's Neck within the Township of Huntington. Access to these areas is via the single access roadway of Asharoken Avenue, currently the focus of the above mentioned Storm Damage Reduction Project being addressed by the United States Army Corps of Engineers. Such access is critical to the health and well-being of residents not only within these communities, but without as well. Past experiences in which this roadway was washed out made clear the importance of maintaining access to these communities to insure uninterrupted services we provide to patients in their homes. In addition to being able to get to patients who live in these communities VNSHS staff must be able to access for daily care, VNSHS staff members who live within these communities themselves must have uninterrupted access to get out of the area to work as well.

On behalf of VNSHS staff and patients served we wish to note that the protection of Asharoken Avenue is critical to the public benefit by ensuring access to give needed home health and hospice care to residents of the area accessed, and to ensure availability of staff who live in the area to have access to make similar home visits outside of the area. We would appreciate knowing that this project is a priority of the U.S. Army Corps of Engineers and appreciate your support to ensure that access via Asharoken Avenue is preserved.

Thank you for your assistance and support.

Best regards,

Linda Taylor, MA, BSN, RN
Chief Executive Officer

Cc: Hon. Frank Petrone, Supervisor Town of Huntington

✓ Hon. Greg Letica, Mayor Village of Asharoken

www.visitingnurseservice.org

MAKING A DIFFERENCE EVERYDAY

CHFP COMMUNITY HEALTH ACCREDITATION PROGRAM