

Low Salt Marsh

- The marsh will be monitored and surveyed for invasive species and invasive species will be removed.
- A dedicated walkway will be installed off of Plank Road into the low salt marsh to improve environmental interpretation and education opportunities at this location while controlling access to this ecologically sensitive area.
- Signage will be developed to help interpret the marsh.

Plank Road:

- Will be renamed "Plank Road Trail."
- An existing conditions report was prepared for the plan and will serve as the basis for reverting deteriorated sections of the historic road to a sand pathway and repairing those sections that traverse unstable areas or are over water.
- Interpretive signage will be installed to interpret the history of this area and the ecology of the Long Island Sound.

Long Island Sound:

- Car-top, non-inflatable, hand-powered watercraft (e.g. canoe, kayak) will be allowed to be launched from the shoreline into the Long Island Sound

Historic Main Drive:

- Will retain its use as a shared use pathway.
- Will be closed to vehicular traffic.

Trail System:

- Overall improvements to the trail system include:
 - designating trails for hiking/biking and equestrian use
 - color coding and naming trails,
 - close dangerous and spider trails.
- Any trails that are undesignated will remain open for shared-use by hikers, bikers and equestrians.

Maritime Beach Management:

- Management will engage natural processes allowing the shoreline to change naturally with the tides and storms.
- The area will be monitored for predator pressure on the plover and tern nesting area.
- Signage will be developed to interpret the ecological importance of the shoreline.

Tree Management:

- Removal of trees that constitute a safety hazard will be accomplished consistent with established OPRHP tree management policy.
- Natural succession will dictate the form of management practice, except where it threatens the existence of specialized species or habitats.

Northwest Parking Lot:

- Construction of an approximately 30 space parking lot to be developed with a pervious pavement.
- Self-composting comfort station.
- This area will be designed and built based on documented historic use, current use and anticipated use patterns and will be done in the most environmentally friendly manner that is feasible.
- Will help improve access to the northwest section of the park—especially the low salt marsh, Plank Road Trail and the shoreline.

Debris Pile:

- The debris pile will be screened and managed as best as possible with the ultimate goal of removing it and effectively and efficiently managing future debris before it can pile up.

Farm Group:

- Development of a Visitor Center in one or more of the vacant structures within the Farm Group.
- Sections of the Farm Group have been very well preserved—the architecture, dairy farm operations and self-sustaining estate history of Caumsett will be opened for interpretation.
- Park office and restrooms will be relocated within the Farm Group to a more central location.
- Volunteers for Wildlife will be relocated within the Farm Group.
- The maintenance area will not be relocated, but further studies will be conducted to identify a new location within the park should the need arise in the future.
- There will be upgrades to electrical and mechanical services of the Farm Group..

Main Parking Lot:

- Relocate contact station and add an additional land to handle high volume traffic.
- Reduce the size of the existing parking lot to accommodate 82 parking spaces and install landscape treatments to soften the look of the parking area. Install bio-filtration swales to help mitigate stormwater runoff.
- Phased construction of a new parking area immediately west of the Farm Group (the area that is currently used as informal overflow parking) with approximately 126 spaces. Landscape treatments and bio-filtration swales will be installed
- Horse trailer parking will be located west of the Bull Pen.
- A bicycle rack will be installed to support and encourage alternate means of transport.
- The information kiosk will be relocated to serve as a pedestrian gateway to the park. Benches will be installed.

Park Entrance:

- The main entrance road to the park will be widened. One side of the historic stone gate will need to be moved in order to accommodate this change.
- A landscaped median will be installed perpendicular to Lloyd Harbor Road to separate entering and exiting traffic. This median will not extend the entire length of the road.
- The widened entrance road will better accommodate the school buses, vehicular traffic, pedestrian and bicycle traffic.

Signage:

- Road and way-finding signage and trail signage will be improved to have a consistent aesthetic throughout the park.
- Additional interpretive signage will be developed to interpret the historic, natural and geological resources of the park.

Pump and Power House:

- Open for historic interpretation of the pumps and turbines that, during the Marshall Field era, were state-of-the-art technology.

Greenhouses:

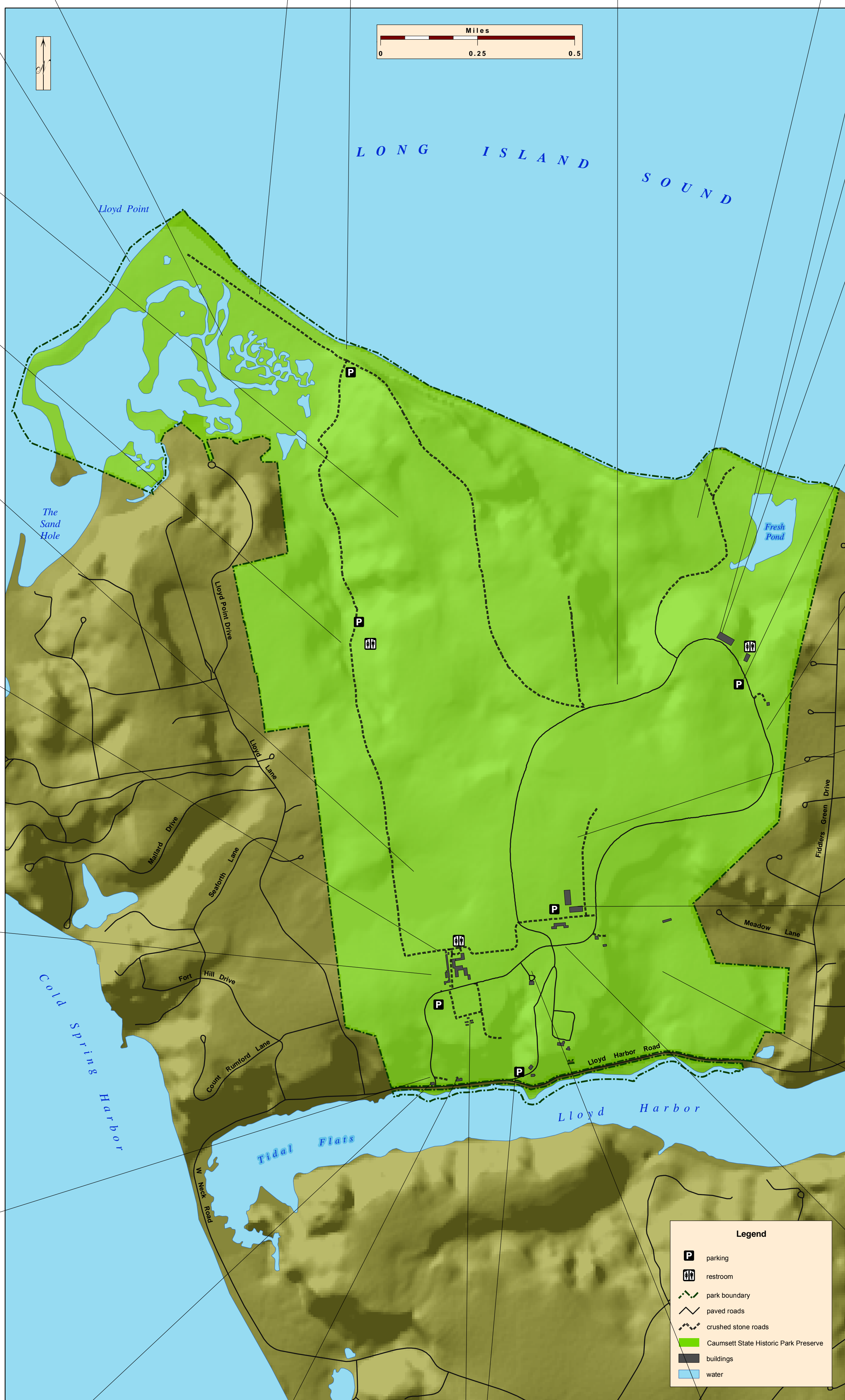
- Stabilize and adaptively reuse for passive recreation and / or interpretation.

Henry Lloyd House / Weir Barn:

- Close the exit to park traffic with the exception to large park events or events sponsored by the LHHS.
- A bicycle rack will be installed.
- Proposed parking area with a pervious pavement and with the capacity for approximately 12 spaces.

Winter Cottage:

- Keep current use for storage and meeting space.
- Seek proposals from potential licensee or concessionaire to occupy and use the house in a manner that is consistent with its historic use.
- Use the main floor as exhibit space or for public programming.



Fresh Pond:

- Trails will be rerouted away from the pond's edge.
- Construction of an observation deck to help control access to the pond.
- Mitigate the proliferation of invasive species to encourage the growth of native flora and fauna.
- Implement regular water quality measuring efforts.

Special Events Guidelines:

- Special events guidelines will be established to provide direction with respect to carrying capacity and attendance limits, traffic control, visitor accommodation, set-up, site clean-up, and environmental impacts.

Main House:

- Open sections of the main floor during the warmer months for historic interpretation, exhibit space and / or public programming.
- Develop a self-guided tour of the house.
- Seek proposals from potential licensee or concessionaire to occupy and use the house in a manner that is consistent with its historic use.

Northeast Parking Lot:

- Construction of an approximately 50 space parking lot at the site of the former Indoor Tennis Court.
- Will be designed and built based on documented historic use, current use and anticipated use patterns and will be done in the most environmentally friendly manner that is feasible.
- Area is screened by existing vegetation.
- May be developed with pervious pavement.
- Will help improve access to the northeast corner of the park.

Vehicular Access / Historic Service Road:

- Widen and open to two-way traffic to improve access to the northeast section of the park (Main House, Fresh Pond).
- Will be designed and built incrementally based on documented historic use, current use and anticipated use patterns and will be done in the most environmentally friendly manner that is feasible.

Equestrian Permit:

- Proposed establishment of a permit system for those wishing to bring a horse into the park for the day.
- Permit would be developed and administered by the region.
- Day-use and year-round permits will be available for purchase.
- Would not affect those horses stabled at the equestrian center.

Polo Stables:

- Upgrade electrical service.
- Improve parking area behind Polo Stables with the capacity for approximately 30 vehicles.
- Relocate horse trailer parking within the licensed area of the equestrian center.

Designations:

- The park will be designated as a park preserve. This designation recognizes the importance of the wealth of natural and historic resources within the park.
- IA section of the park, north of the Polo Stables, will be designated as a Natural Heritage Area. The NHA designation will recognize the high quality woodland forests of the park, as well as the low salt marsh.

Circulation:

- Cars will be allowed on the historic Service Road and will not be allowed on the historic Main Drive.
- Patrons wishing to drive to the equestrian center or to the eastern section of the park will be routed north of the Farm Group.
- Cars will no longer be allowed on the road south of the Farm Group.
- Cars will be allowed by permit only to the equestrian center, Winter Cottage, Summer Cottage, and the Fisherman's parking lot.
- A new shared-use path will be developed adjacent to the historic Service Road to bring pedestrians around the main loop trail of the park.



Master Plan

Caumsett State Historic Park Preserve

Map Produced by NYSOPRHP GIS Unit, May 25, 2010

