VILLAGE OF COLD SPRING
SPECIAL BOARD for a
COMPREHENSIVE PLAN/LOCAL WATERFRONT REVITALIZATION PLAN

Minutes
Meeting of May 24, 2012
At Village Hall, 85 Main Street

Present: Anne Impellizzeri, Vice-Chair; Members: Marie Early, Cathryn Fadde, Michael Reisman, Dick Weissbrod

Absent: Mike Armstrong, Karen Doyle, Stephanie Hawkins, Anthony Phillips

The Vice-Chair called the meeting to order at 7:42 pm.

Remarks of Chair

Anne Impellizzeri told the Special Board that Mike Armstrong sends greetings since he had been injured and would not be attending that evening's meeting. She said that no response had been received yet from Village Attorney Steve Gaba on the underwater boundaries.

Minutes – April 26, 2012

No action was taken on the April 26 minutes; they were deferred to the next meeting.

Treasurer's update

Impellizzeri read an excerpt from the report given by Armstrong to the Village Board on May 10: "Financially, the LWRP project is in good shape. To date, the Village has been invoiced for $2,777.50, all of it by GreenPlan, Inc., as planned for consulting work on the LWRP. Those expenses are expected to be reimbursed by the State after the LWRP contract is signed. At the request of the Special Board, on April 17 the Village Board approved additional funding of $2,000 – raising the Village's total appropriation for the LWRP in anticipation of reimbursement to $5,000. The Special Board will ask for no further appropriation for the LWRP until after the contract with the State is executed." The State has said it will take 2 to 3 months after they receive the contract to execute it; the signed contract was just sent to the State by the Village.

Planning Board Liaison Report

Dick Weissbrod reported that the Planning Board has been working on three projects: Butterfield, Foodtown, Elmesco.

The Butterfield application has been withdrawn. However, the owner is looking for zoning modifications. The Planning Board is still mindful of the need for the project to be tax positive. The owner has asked the County to grant tax abatements.

The Foodtown application for a building extension has been withdrawn. It is not clear if a change of use will be required if Foodtown expands into the space currently occupied by the Post Office.

Elmesco has appeared before the Historic District Review Board. The Planning Board does not want Elmesco to look like every other Dunkin Donuts – the building was constructed in the 1950's. The Elmesco traffic study (using the Butterfield traffic study) says that there will be no increase in traffic on Route 9D. A question was asked of Dick as to the effect the Dunkin Donuts would have on pedestrian traffic on the west side of Chestnut Street – the qualitative impact. Weissbrod said that he would follow up on that.

The Planning Board has sent a letter to the Village Board urging construction of sidewalks on Marian Avenue and Benedict Road. The Planning Board is concerned that items in the Comprehensive Plan are not moving forward. A question was asked as to where the Planning Board's report on the charrette could be found. Weissbrod will follow up on that. He said he would also share the developer's Fiscal Impact Analysis on Butterfield. Impellizzeri asked Weissbrod to ensure that the Planning Board elaborate broadly in their report to the Village Board; the Village Board has asked the Planning Board to produce a report to the Village Board on the Planning Board's opinions on the Butterfield project.

State Contract on Grant

As stated earlier, it is expected that the contract will be executed by the State 2 to 3 months after the contract is received by the State. Impellizzeri reported that the Village Board voted unanimously to approve the additional $2,000 appropriation. No additional GreenPlan billing will occur until after the contract is executed.

Projects

The Harbor Management Plan (HMP) working group (Teri Barr, Ray Fusco, David Hardy, Brad Petri) were in attendance at the meeting. The major topics developed thus far are Human Powered Boating, Commercial Vessels, Educational Opportunities, Recreational Boating. Those topics did not seem to have significant items that would lend themselves to community feedback, so the purpose of this item on the agenda is to get feedback from the Special Board to determine if the Special Board felt that the 4

major topics would be good candidates for a community feedback session, or should the HMP presentations be just a portion of the topics for such a community meeting.

Teri Barr reported on Human Powered Boating. Teri had consulted with Eric Lind of Constitution Marsh. He said that the marsh was 270 acres of tidal wetland with more than 200 species of birds and fish and invertebra. There is no published list of plant or wild life; there is no published list of endangered wildlife to protect the various species. He stressed the importance of the connectivity between the marsh and the Hudson, and the importance of the soft shoreline for breeding. The railroad has a hard shoreline. Wild celery grows along the shoreline and provides a habitat for breeding. People visiting and wading along the shoreline do not need to worry about disturbing the SAVs, however propellers on larger craft can do so. Rita Shaheen has also been consulted since Scenic Hudson is adjacent to Constitution Marsh to determine what would be allowed at West Point Foundry Preserve; David Hardy observed that Scenic Hudson would not encourage people coming ashore at the Foundry Preserve. Weissbrod noted that Scenic Hudson owns a barrier island inside the marsh. David noted that people can land their boats at the entrance to Foundry Brook; and that it would be interesting to have a map as to where the cap is. Michael Reisman noted that the EPA has an agreement with Scenic Hudson about the cap. Impellizzeri asked if there was an area where landing and launching could be directed? What about signage in the area (about landing/launching)? (This concerns water uses in the West Point Foundry area, particularly once it is developed).

As for Foundry Dock Park, it has been a kayak launching area for 30 some years. There are SAVs in the immediate area and some human powered boats moored in the immediate area. There are 3 seating areas for viewing. Fishermen sometimes use the south shore, and some children wade along the north shore. The north shore has a soft shoreline. Scenic Hudson has said that it will no longer be staffed on weekends. Teri has said that she has observed no congestion – people wait to launch or land. The busiest weekend she has observed is over 300 kayaks launched/landed there. Hudson Valley Outfitters (a commercial user) has a fee imposed on it by Scenic Hudson for park maintenance since they (Hudson Valley Outfitters) were selected after giving the only response to an RFP issued by Scenic Hudson for commercial users for exclusive use. The question was raised as to whether the Special Board should permit a change in policy (such as by Scenic Hudson – a not-for-profit) to now impose a fee for commercial operators – or by other waterfront owners. There have been problems with garbage at the park. Originally, the park was a carry in / carry out park. But the Village required that there be trash bins at the park, with the Village picking up the garbage - but the trash bins are not emptied frequently enough. It was suggested that the park revert to a carry in / carry out park. Hudson Valley Outfitters are not permitted to use the trash bins. The launch area has deteriorated; it is not level now and can be hazardous to the paddlers. Shoreline has eroded, particularly where the launch area is. The south area has rip rap and has a submerged craft; it would be good if the south shore could be converted into a beach area. A question was asked as to whether a small area to the south is owned by Metro-North – an area of about 30 to 40 feet in width; Teri was asked to investigate location and ownership. Scenic Hudson does not own Cupcake Island.

Ray Fusco investigated, with the Coast Guard, what it would take to install a marker for Cupcake Island. The Village can apply for a special aid to navigation to mark it; an individual must be identified as the person responsible for this marker, 365 days a year. There is an application process, coordinates must be identified, the correct type of buoy must be obtained, with a seasonal approach to putting it in the water and removing it. The Coast Guard will review the application. The advice Ray received from the Coast Guard is that it would be a lot of work and it is not apparent that it is needed but if the Village feels it is necessary, the Village should submit the paperwork. Accidents have occurred virtually annually. Cupcake Island is on the charts, it is not in the channel; at high tide it is about a foot or two under the water. Opinion was divided as to whether marking of Cupcake Island should be done. One question of a marker would be liability. Ray was asked to obtain the application. It is possible that the Boat Club may take on responsibility for installing and removing the marker. The buoy would not be placed on Cupcake Island; it would need to be placed in significantly deeper water, to the west. Brad said he would investigate further.

Ray Fusco reported on Commercial Vessels: passenger ferries (straight transportation service), passenger vessels (sightseeing, cruises, etc.), larger historic vessels (because of their size), fishing charters. Foundry Dock Park is impossible for commercial operations because of space. The Boat Club could entertain some commercial vessels depending on the infrastructure needs of the boat, for example fishing charters; larger vessels would take significantly larger infrastructure. The Main Dock has the space to accommodate commercial vessels. Having commercial vessels dock at Cold Spring has advantages – brings more people to the Village with the economic advantages that entails, provides bidirectional travel which could benefit residents, makes a more thriving waterfront feel; and disadvantages – minimizes the viewshed, temporarily displaces current uses (e.g., fishing, crabbing), long term maintenance costs to the dock, noise and diesel fuel smell, congestion in lower Main Street as well as on the river. Dockside has more open space for larger crowds, for ticketing, for waiting. Advantages of commercial vessels at Dockside would be the same as at the Main Dock. Disadvantages at Dockside, in addition to the disadvantages at the Main Dock, is the cost of building the infrastructure, the permitting and approval process, and the cost of the upland infrastructure. Commercial vessels are seasonal. Questions include: would the vessels be passenger only or passenger and vehicular; what hours of the day would they operate – day time only, day and evening; how frequently would the vessels visit; would bus service be provided; who would be responsible for managing the traffic (would there be a Harbor Manager); what is the cost / return evaluation.

Time did not permit David and Brad to make their reports. The HMP was asked to return to the next meeting of the Special Board to complete their reports. And Teri and Ray were asked to circulate their reports to members of the Special Board.

The Special Board felt that there were some substantive topics that could be validly considered at a community meeting. A question was raised as to whether the HMP group should turn its attention to larger projects or proposals requiring significant

funds, such as dredging. The response was that the group should first ask the question of what do we want, then ask the question of how can it be implemented. The group was asked to identify several options (e.g., how long a commercial boat would stay parked at old Spring, what a commercial boat requires, how frequently a boat discharge or board passengers a day).

Request to Village Board

The request to the Village Board (requesting clarification on Projects) will be addressed via a Village Board workshop. The workshop has not yet been scheduled. Impellizzeri noted that she and Armstrong would attend, and that any other SB members are also welcome to attend.

Dobbs Ferry Visit

Marie Early had distributed a report on the visit she and Impellizzeri made to Dobbs Ferry. Early and Impellizzeri elaborated on some of the physical characteristics of Dobbs Ferry including geographic size and population, physical layout, collaboration with Westchester County.

Public Comment

There were no public comments.

Adjournment

Weissbrod made a motion to adjourn. This was seconded by Cathryn Fadde and unanimously approved. Meeting adjourned at 9:31 pm.

Respectfully submitted,
Marie Early, Secretary

Signed,

_____

Anne Impellizzeri