

VILLAGE OF COLD SPRING PLANNING BOARD
85 MAIN STREET, COLD SPRING, NEW YORK 10516
Workshop meeting for Scenic Hudson

March 31, 2009

Present: Chairman, Ransom Taggart; **Members:** - Joseph Barbaro, Joseph Immorlica, Arne Saari, & Placito Sgro

Also present: Mr. Rob Cameron, Planning Board Consultant, from Putnam Engineering.

West Point Foundry/Scenic Hudson:

Present for the applicant were:

Rita Shaheen from Scenic Hudson/ West Point Foundry

Kim Mathews, Landscape Architect from Mathews Nielsen Landscape Architecture

Michael Galante, Traffic Consultant, from Frederick P. Clark Associates, Inc.

Timothy Taber, Environmental Engineers and Scientists from Stearns and Wheler

Greg Lieberman, Environmental Engineers and Scientists from Stearns and Wheler

Paul Ciminello, Ecosystems Strategies, Inc.

The Chairman opened the workshop meeting at 7:30 pm., by explaining to the public that the workshop meeting is between the applicants and the Board only but, they can take notes and ask questions at the public hearing.

Ms. Rita Shaheen explained that the last scheduled meeting was cancelled due to vehicular traffic concerns.

Ms. Kim Mathews reviewed the process of procedure, reviewed previous presentations, explained archeological finds and explained that this meeting is about site access and traffic concerns.

There are 3 access points:

Kemble Ave

Haul Road (being proposed)

Marsh path from the train station

Mr. Paul Ciminello reviewed the recent remediation process and discussed the soil and ground water testing results as being acceptable for use.

Mr. Michael Galante reviewed existing traffic volumes as well as expected future traffic volumes. The analysis was done under the worst possible conditions (Memorial Day 2008). (The estimated future analysis was done using 100 cars coming, 100 cars going and 2 buses.) Mr. Galante presented several diagrams such as the following:

Measure of effectiveness and Impact Assessment

2008 Existing Condition

2010 No Build Condition

2010 Build Condition

Project Impact

At this point there are no recommended changes in traffic patterns. One change has not been recommended but that could be is one handicap space could be moved back one space for a better view to traffic.

J. Immorlica asked if shuttle service had been considered. Ms. Mathews responded they had considered having the trolley stop there. Ms. Shaheen answered that on special events people could park outside of the area so they can be shuttled in.

R. Taggart stated he hoped the Planning Board when reviewing the traffic concerns would consider the future development of two pieces of property around the Scenic Hudson property which will cause more traffic. Currently access to the Scenic Hudson property is on Rock St. It was noted that 90% of the access to the Scenic Hudson property would be from the proposed Haul Road Mr. Galante responded that the idea is to keep traffic off of Main St.

P. Sgro asked if Scenic Hudson had an estimated number of people they expected would use the Haul Road. Mr. Galante answered on average 100 people. **P. Sgro** then asked how many buses could be expected at a time. Mr. Galante answered up to three buses and depending on the event, possibly 300 people. **P. Sgro** asked if there would be someone there to oversee the traffic to make sure there are no mishaps. Mr. Galante responded the traffic will be controlled. Ms. Shaheen answered that staff people would be placed at certain points to control traffic during special events. Before a special event the Cold Spring Fire Department and the Village of Cold spring Police Department will be notified of the special event. **P. Sgro** asked if entering the Scenic Hudson property by the Foundry Museum had been considered. Ms. Mathews answered it had been considered but the grade is too great.

J. Immorlica reminded the public that on weekends the MTA parking lot is free and people can access the Scenic Hudson property from the Marsh Path.

Timothy Taber reviewed the design of Haul Road and explained the percentage of grade throughout the road as being;

The steepest grade currently is 20%,
The recreational standard grade is 18%
Scenic Hudson would like a 16% grade.

On a part of Haul Road the traffic and pedestrian traffic will separate and then tie back.

R. Taggart asked what protection was being proposed if a car lost its breaks or if a child ran out into vehicular traffic. Mr. Taber answered there are no barriers being proposed. **P. Sgro** asked why the walkway was outside the road. Mr. Taber answered they did not want to see pedestrians crossing road.

P. Sgro asked if any erosion factor was being considered. Ms. Mathews responded bio swales (are not approved by the NYSDEC). Guiderails are being proposed along parts of Haul Road. The proposed guiderails and bio swales will also act as a separation between pedestrian and vehicular traffic. Mr. Taber stated they could look into better pedestrian protection on the curviest part of the road such as rock walls.

A. Saari asked if the Haul Road goes back to time of the foundry. Ms. Shaheen and Mr. Taber answered that the road is original to the foundry however it was enhanced during the remediation. There are archeological findings along the Haul Road. Mr. Rob Cameron noted that Scenic Hudson is highly

constrained in what they can do to the Haul Road. **J. Immorlica** asked if Scenic Hudson could come up with an alternative plan to keep pedestrians off Haul Road. Ms. Mathews answered signage and a gate will be on the Haul Road. Haul Road will only be open to vehicular traffic on weekends. Ms. Shaheen answered that pedestrians currently use the West Bank Path. **R. Taggart** stated that the Planning Board would like to see more safety on Haul Road.

Mr. Greg Liberman reviewed the storm water design. Mr. Liberman stated that the project will have to go through the state DEC. storm water management is acceptable by the DEC but bio swales are not.

Ms. Mathews asked the Planning Board if the Scenic Hudson team could meet with Mr. Cameron before the next submission. **J. Immorlica** responded that members of the Planning Board may like to be included in that meeting also. However, the Chairman and Mr. Cameron noted that if at least three board members show up, the meeting will have to be advertised.

The Chairman then reviewed the critique (attached) from Mr. Cameron which was responded by Ms. Mathews and various members of the Scenic Hudson team.

Some items discussed from the critique were the following:

- **R. Taggart** recommended to the Board to require trash containers.
- **R. Taggart** recommended to the Board that since the Village has water and sewer connections that composting toilets should not be allowed. Water and sewer integrity should be intact.
- **R. Taggart** recommended running water should be used instead of hand sanitizers.
- Mr. Cameron noted that the overflow traffic to the overflow parking area must be monitored since the road is only one lane and there will be two-way traffic.
- **J. Immorlica** noted that Nelsonville was not on the list of being notified of the EAF process.
- Ms. Shaheen noted that the office building on the site as of now will not be used. The hope is to restore and have someone other than Scenic Hudson use the building.

Ms. Shaheen presented the Board members with one copy of a signed survey. The Board members agreed that was all right. Mr. Cameron was given the survey to review. Mr. Cameron will return the survey for the Board members to review. The survey will stay in the file.

P. Sgro moved to adjourn the meeting. **J. Immorlica** seconded the motion. The meeting was adjourned at 10:07 pm.

Ransom Taggart, Chairman

Date