

**“Foundry/Marathon/Campbell” Forum, May 8, 2010  
Cold Spring Special Board for a Comprehensive Plan**

**“Integration into Cold Spring” of These Sites**

**Group I**

**Participants:** Mike Casparian, Neil Santelmann, Carol Herring, Joe Immorlica, Mike Allen, Cheryl Allen, Margaret Ligay, Bob Leonard Jr., Joey Carano, P. Sgro, Marie Early, Special Board member (facilitator) Liz Schevtchuk Armstrong, former Special Board member (round-table note-taker)

**Question to Consider: How can we bring these areas more into the life of Cold Spring?**

1. Continue a walking/bike path from Main Street to the Foundry Preserve
2. Preserve the “small-town” streetscape of Kemble Avenue
3. Provide for active recreation – public park, pool, fields, dog run
4. Allow access to Kemble-Campbell area
5. Make parking on ex-Marathon site secondary to principal uses and hidden from street
6. Consider secondary vehicular access – Lunn Terrace to Boulevard extension
7. Consider performance zoning standards to minimize traffic and noise

**Comments from Participants**

**Re the Kemble-Campbell property and Kemble Avenue, overall:**

- “I feel the city, the town, wants to have historic areas in town” and disagree with that. “We don’t need thousands of strangers in town, hanging on our property” on Constitution Drive (onto which the drive to the Kemble-Campbell property exits). “I feel everything” in that regard should be curtailed, not encouraged, as it’s “gotten out of hand” with people walking dogs, wandering around, and thus invading privacy of those on Constitution Drive. ..
- “I don’t feel we necessarily need more people coming down here. Who’s going to pay?” for any services needed to support that sort of tourism? “How many people are going to use it,” anyway?
- “Right now, people can walk there,” into the Kemble-Campbell property. “And there’s kids at night,” drinking or whatever. There’s also concern about “more strangers” as well as traffic if Scenic Hudson opens the site to the public.

**Re preserving the “small-town” streetscape of Kemble Avenue:**

- Property owners have certain rights, so as areas develop, sometimes sidewalks become mandatory (even if lacking on Kemble Avenue in part now). “I don’t see how we can sit here and have our wishes.” Developers have a right to their parcels. “You really don’t have control” over sites like the old Marathon lot.
- To keep the second, undeveloped half of Kemble Avenue like the first (with 19<sup>th</sup>-century worker houses built close to the street) is unrealistic.

**Re secondary vehicular access – a Boulevard to Lunn Terrace extension:**

- How could a road be built to extend Lunn Terrace?

**Marie:** There’s about 40 feet of width, at least. The thinking is that the Boulevard would be extended west to the railroad track area, with a right-turn (optional) onto Lunn Terrace. From a safety point of view it could be a tremendous advantage and it could also provide access to a revenue-generating parking lot by the railroad tracks, if the village worked in conjunction with MetroNorth.

- Any type of building in that Marathon lot-Boulevard area is going to require delivery trucks, so why not make Kemble Avenue two-way again?
- Kemble Avenue now is full of families and kids.
- “What we want is controlled and reasonable development. I can see a plus” for the proposed changes to Lunn Terrace and Kemble Avenue. The village needs to bring codes up to standard, fix them to streamline the process of going before regulatory boards, so all these variances aren’t needed. “Controlled growth is going to happen.” But residential development is going to put a burden on the school and local taxes. “What we were doing in this community is marking time for too long. We should move forward.” Also, the village should take a look at the requirements for developing the Marathon property – maybe use it for parking, a campus-type light industrial activity, and some residences.

**Re active recreational possibilities at the Marathon site – should the developer offer a portion to the village as he had once offered to consider supplying a piece of land for parking:**

- A pool.
- A park.
- A dog run, dog-walking area.
- No pool: It would generate noise and disturb those on Constitution Drive.

**Re public access to the Kemble-Campbell property:**

- “No!” (from one individual, joined by neighbors)
- “Yes” (from some in the group, who nonetheless proposed the access be limited to pedestrians, with no cars driving in, unless on a very restricted basis, so as not to harm the historic and environmental quality of the site.

**Consensus-Tentative Conclusions:** *One point of underlying agreement emerged: Residents of Constitution Drive and walkers-environmentalists-history buffs concurred that the Kemble-Campbell property should be left largely “as is” in terms of access; that is, unmarred by intrusive traffic and development. But they disagreed on whether any access should be allowed. The residents of Constitution Drive who spoke up did not want any access to outsiders at all. The walker-history-environment contingent proposed limited access.*

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**Cold Spring Comprehensive Plan Special Board**  
*Forum on the Old Marathon Battery Site,  
West Point Foundry Preserve, and Kemble-Campbell Property*  
**May 8, 2010**

**“Integration into Cold Spring” of These Sites**

**Group II**

**Participants:** Neil Santelmann; Brad Petric; Rita Shaheen of Scenic Hudson (which owns the West Point Foundry Preserve and Kemble-Campbell property); Michelle Woods; Dennis Nairn; Karen Jackson; Ken Kearney (developer who owns the ex-Marathon site); Stephen Rose; Drea Kaplon; Giom Grech; Pete Henderson; Marie Early, Special Board member (facilitator); Liz Schevtchuk Armstrong, former Special Board member (round-table note-taker)

**Question to Consider: How can we bring these areas more into the life of Cold Spring?**

1. Continue a walking/bike path from Main Street to the Foundry Preserve?
2. Preserve the “small-town” streetscape of Kemble Avenue?
3. Provide for active recreation – public park, pool, fields, dog run
4. Allow access to Campbell area
5. Make parking on Marathon secondary to principal uses and hidden from street
6. Consider secondary vehicular access – Lunn Terrace to Boulevard
7. Consider performance zoning standards to minimize traffic and noise

*Preamble 1:* Ken Kearney explained his involvement, how he requested in 2004 that the Marathon site be rezoned, later wanted to build a house for his son there and found that the village Planning Board and Zoning Board of Appeals apparently wanted more guidance from the Village Board regarding any development. As not much has happened of late, he assumes that the Village Board wants the Comprehensive Plan process to be completed before taking any action.

*Preamble 2:* Comments from Rita Shaheen, of Scenic Hudson: The organization hopes there can be some sort of public access to the Kemble-Campbell property, which is currently being made secure in terms of safety (building boarded up, hazards on ground dealt with, etc.); that’s why the “no trespassing” signs remain. The property is 14 acres. One of the key ideas is to not only save the house but to use it in a historically appropriate way, but Scenic Hudson isn’t ready to pursue that right now.

**Comments from Other Participants**

**Re Access to the Kemble-Campbell property:**

- The Kemble-Campbell property is such a beautiful spot it would be nice for more people to see it, but only with as minimal an impact as possible, with pedestrian access, as there are lots of concerns about motorized traffic into the grounds.
- Agreed. Also it would be good to avoid building much of anything new there; use the historic house for educational purposes, such as school tours and so on.

- “It’d be nice if access were increased. It looks like a beautiful spot. I’d like to see it used somehow,” with some historically related use and preservation as a place for scenic appreciation, with some benches, perhaps.

**Re a bike path:**

7-8 members of the group backed the idea of a bike path from Kemble down *to* the Foundry site – though not necessarily *through* the Foundry; most thought this path need not be paved.

**Re extending the Boulevard to create a street connection with Lunn Terrace:**

- “I’m very much in favor of it” as a Kemble Avenue resident.
- People have moved into the village because of the “walkability.” A new road as described would add more access and increase safety.
- “Agreed!”
- “It’s a fantastic idea, an intriguing idea.” But it would be expensive and Cold Spring taxpayers shouldn’t have to pay for it.
- What about the Forgegate condo complex – could the road through it be opened to public access? [It’s now considered a private road.] If the proposed Boulevard-Lunn Terrace extension proves impossible, then the village should look at making the road through Forgegate a public access road.
- Adding the Boulevard-Lunn Terrace extension would provide an excuse for more development, especially residential, of the Marathon site.
- That’s exactly “why we’re talking about this.”
- What about using the Butterfield Hospital site on weekends as a staging area for cars, with visitors walking from there to the Foundry site and elsewhere? Americans don’t want to walk but should be encouraged to do so. “We’re lazy.”

**Rita Shaheen:** “We’re trying very hard to eliminate a lot of traffic on Kemble Avenue.” Scenic Hudson plans limited use of the “Haul Road” (now closed to vehicular traffic) down from Chestnut Street to Kemble Avenue. It would involve 1-way traffic downhill on weekends and on special occasions during three seasons of the year. Scenic Hudson does not propose that the Haul Road be turned into a regular vehicular road – it’s narrow, steep and twisting and the terrain precludes having a standard road there. A pedestrian path would accompany the limited-use road.

**Consensus-Tentative Conclusions:** *This group generally favored an extended Boulevard-Lunn Terrace connection, seeing it not only as a traffic aid but as a safety enhancer. They also favored limited, pedestrian access to the Kemble-Campbell property, which they saw as an environmental and historical asset that should be preserved intact as much as possible.*