

RESPONSE TO REQUEST

FROM THE VILLAGE BOARD

DATED June 4, 2009

**RE: MARATHON AND FOUNDRY RIDGE SITE
AND
DOCKSIDE SITE**

Village of Cold Spring

Comprehensive Plan/Local Waterfront Revitalization Plan

Special Board

Michael J. Armstrong, Chair

Anne E. Impellizzeri, Vice Chair

Joseph Barbaro, Planning Board Chair

Cathryn Fadde

Kathleen Foley

Marshall Mermell

Michael Reisman

Catharine J. Square

September 8, 2009

The Village of Cold Spring has received grants from the Hudson River Valley Greenway and the New York State Department of State for work on the Comprehensive Plan/Local Waterfront Revitalization Plan.



Vision and Goals for the Village of Cold Spring

(Draft updated August 14, 2009)

Goal 1: Preserve and enhance the small town charm and historic character of this riverfront village

Goal 2: Encourage Cold Spring to be a diverse, neighborly community whose citizens are caring

Goal 3: Take full advantage of our location on the river

Goal 4: Maintain open spaces and preserve and protect the natural environment, with special care taken to preserve views of the waterfront and surrounding landscape

Goal 5: Enhance the economic vitality of the village

Goal 6: Make the village more attractive, accessible and convenient for visitors and residents

Goal 7: Ensure that the infrastructure in the village is efficient, cost-effective and protects the environment

Goal 8: Limit the growth in property taxes, increase alternative sources of revenue to the village, and address the issue of the continuing rise in taxes and its effect on the village

Reason for this Report

The Board of Trustees of the Village of Cold Spring has asked us, the members of the Special Board for a Comprehensive Plan/LWRP for the Village, to provide 1) what we have learned about what people want for the future and 2) information on what exists and other relevant data we have gathered regarding two areas of the village with properties of special interest: 1) the northern riverfront area with the Dockside Property, and, 2) the southern riverfront area containing the site of the former Marathon battery plant. The Board explains in its letter of request that, “The Village is in the process of negotiating a use and maintenance agreement with New York State on [the Dockside] property and as part of this agreement the village must develop a plan for the use of the site.” Further, “...the owner of the former Battery Plant property and the adjoining property overlooking the Foundry Marsh has approached the Village Board with a proposal to change the applicable zoning to permit residential development.”

The intent of this report is to provide the background information and public input about the areas in question gathered up to this date by the Special Board and its Working Groups, with the hope that they will be useful to the Village Board in its deliberations on the issues before them. We will also identify some of the gaps in our knowledge. Over the next months we will be working toward a final report with the assistance of a consultant, who we plan to retain within the next two to three months. In the near future we hope this report can help to inform further public discussion at an appropriate forum or forums.

In providing this information, we will seek to put it in the context of the vision and goals for the village, as framed in several public forums, to provide guidance to the Trustees on how to prioritize the issues and opportunities that emerge from a careful consideration of the Cold Spring riverfront area. In the Comprehensive Plan/LWRP, the consensus of the village on Vision and Goals will be the framework for everything to be done in the village so we have placed a complete statement of the current draft on the first page of this report.

What we provide here are *possibilities*, not recommendations. The information presented is essentially descriptive, not prescriptive. We emphasize that this document is not a comprehensive plan or even part of such a plan, but merely a set of preliminary factual findings. It is based primarily on three things

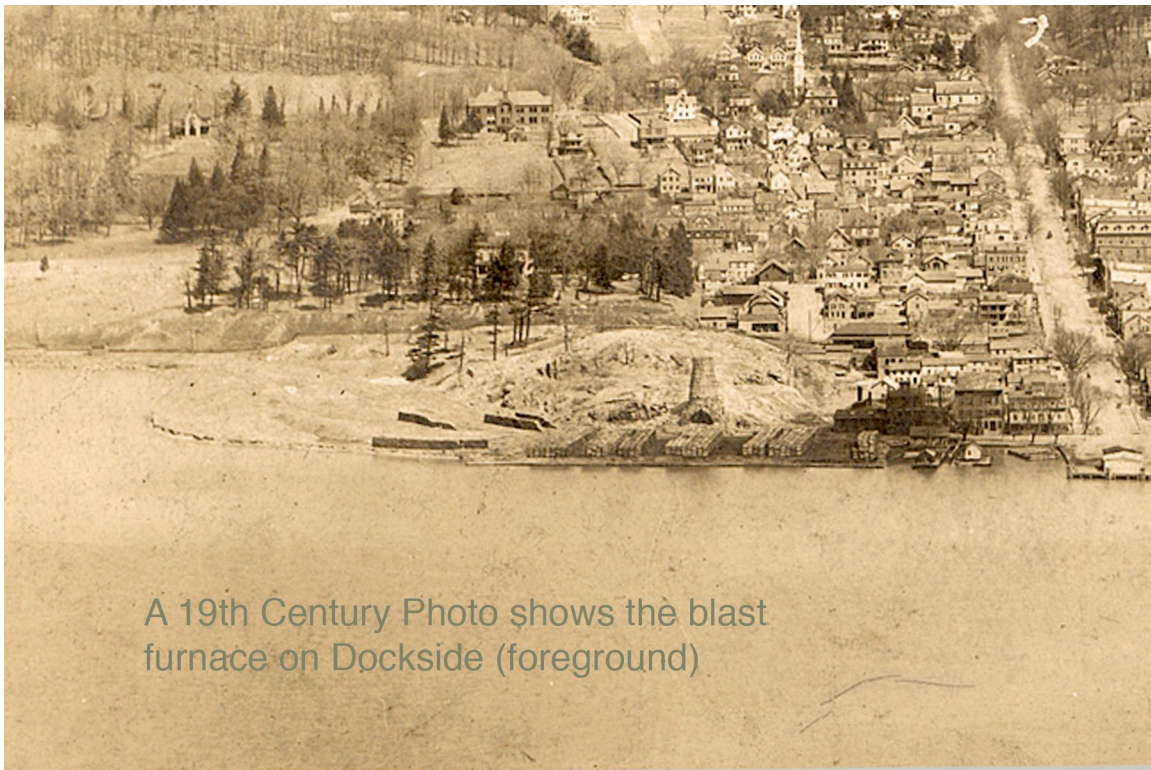
1. What people have said they want for the future of the Village
2. Inventories of what exists at present
3. A draft statement of Vision and Goals (revised 8/14/09)

So far we have completed little analysis, nor have we been expected to do it. More analysis will be done in the next stage of our work under the Village contract with NYS Department of State.

A list of sources is attached, but we should acknowledge here the work of the Waterfront and Open Space Working Group (WOSWG), upon which this report heavily relies, and that of the Survey Group that completed the Resident Survey of 2007.

Background and History of the Riverfront Area

The riverfront has been vital to the life of the Village of Cold Spring from its earliest days. At first it was a “water stop,” where goods were shipped inland and crops, skins, timber and other products were collected for sale and processing elsewhere. A road was completed to Connecticut in the early 19th Century that reached the Hudson at Cold Spring. Shortly after, in 1817, the West Point Foundry was established to provide ordnance to the U.S. government. The extensive works were built on the south side of the village, along Foundry Brook, in what is now known as the West Point Foundry Preserve. In addition to cannons, the foundry cast sugar refining equipment, train engine parts, and a myriad of other products. Its rapid growth and prosperity through the Civil War set the character of the village – a community tightly bound to the river and along a substantial Main Street, with, just off the central axis of commerce, the great estates of the Foundry owners, managers, and suppliers setting the stage for subdivision of the land in the 20th century. The NY Central built the railroad between 1848 and 1850, and shipping gradually shifted from the river to rail. The introduction of the Bessemer process for making steel, and the discovery of vast resources of iron ore in the Masabi range, followed by the explosive growth of the steel industry, led to the decline and eventual closing of the Foundry in 1911.



A 19th Century Photo shows the blast furnace on Dockside (foreground)

The Dockside property features an oblong rock hill that was the original shoreline and is now covered with brush and trees. The hill – approximately a hundred yards long and rising about 50 feet above the ground, has several large pits at the top that may have been reservoirs. The flat area below the hill is fill, and was the location of a blast furnace in the second half of the 19th century. This was owned by the Beeks and Tower Blast Furnace from 1867 to 1921; the furnace was used to make bricks or charcoal. Beeks and Tower sold it to General Electric and a restaurant was later built on site. GE sold the property to the Open Space Institute (OSI) in 1999, which in turn transferred ownership to the state in 2007. The restaurant was demolished by OSI in 2004.

The site of the current Waterfront Park (the village dock and gazebo) housed warehouses and shipping docks in the 19th century, while Foundry Dock Park was a terminus for the great West Point Foundry, the ruins of which are now being preserved by Scenic Hudson at the West Point Foundry Preserve. The home of the leading founder of the West Point Foundry, Gouverneur Kemble, was located on Foundry Ridge, overlooking the marsh at the southern riverfront and only a short distance from the Foundry; the ruins of his large home can still be found there.

Beyond Dockside, much of the land along the riverfront west of the railroad tracks is fill. The WOSWG notes “many of the properties surveyed contain historical buildings, archaeological remains and even contaminants left from eras past,” but adds “There are currently no operating industrial facilities nor non-recreational water-related businesses. What was once a working waterfront now is a combination of recreation, open space, and residential.”



Scenic Beauty

The village of Cold Spring is situated at a point of great scenic beauty on the Hudson River. It was the subject of many paintings by artists of the Hudson River School in the 19th century, some of whom lived in the area. The Hudson is an American Heritage River, and the Village of Cold Spring lies within the Hudson River National Heritage Area and the Hudson Highlands. This area lies within the Statewide Area of Scenic Significance (SASS), Hudson Highlands Subunit. Residents and visitors alike

appreciate the magnificent scenery. In the 2007 Survey of residents, 40% of respondents cited protecting the flora, fauna and ecosystem and maintaining the shoreline in a natural state as two of their top three priorities, far ahead of others. The Breakneck trailhead, immediately to the north of the village, is said to have become the single most popular destination for hikers in the country.

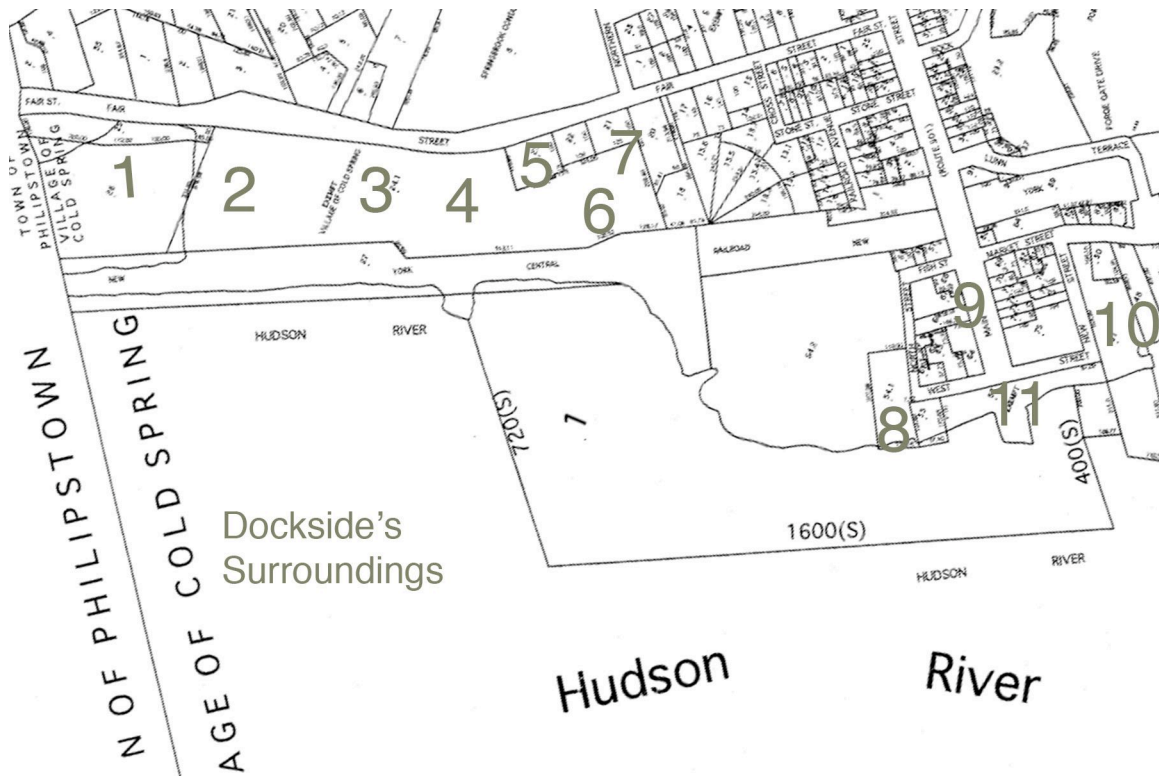
Geography and Environment

The WOSWG reports: “The shoreline areas of the village are in a flood zone. Periodically, the river overflows and water laps at the doorsteps and seeps into the basements of nearby buildings.” All new construction must be elevated. “During times of substantial rainfall, run-off from Back Brook creates flooding and stresses the storm water system.” (The flood zone in Cold Spring is defined as any land on elevation less than eight feet above low tide. The Special Board plans to update maps, including one that shows the flood zone as part of the Comprehensive Plan, but the 1987 map is appended). It is possible future climate changes could affect water levels and drainage patterns.

The riverfront has some areas of significant soil contamination. The WOSWG report notes that “[t]he most severely impacted area is the Marathon site, where a battery plant operated for many years. The plant was found to have disposed of large quantities of heavy metals in such a manner that the Marathon property, some of the adjacent residential properties, and the Foundry Cove were all contaminated, prompting EPA action. Dredging of the cove was first performed in 1983 but a second EPA-directed action which involved extensive soil and sediment removal was begun in the late 80’s concluding in 1995, including the Cove, the waterfront area...and the Marathon site itself.” This contamination issue will be discussed at greater length later in this report. Some soil contamination was also found on the Boat Club property, apparently from a gas processing plant formerly located there. This is being addressed.

NORTHERN RIVERFRONT

We can best understand the potential of the Dockside property by looking first at it in the context of the properties surrounding it in the northern Riverfront, which stretches from the inlet off Fair Street just north of Mayor’s Park to the Boat Club south of the Gazebo. The uses of the nearby properties range from active recreational, to residential, commercial (a long-shuttered car dealership), and municipal services -- a wastewater treatment, recycling, and highway equipment storage. It will be useful to review these properties, before taking a more detailed look at Dockside and some of the possibilities for the village.



Dockside Surroundings

1. **The Northern Inlet.** With just 2 ½ acres lying in the Village of Cold Spring, this inlet is a neglected mudflat created when the railway causeway and bridge were built. Boat access (possibly under the causeway bridge) is very limited. This inlet is prominently featured in a painting and print from the mid-19th century, which shows it as it once was: a beautiful river beach at the foot of the estate of George Pope Morris.
2. **Mayor's Park.** Approximately 3.7 acres surrounded by a chain link fence, this park is part of a larger 8.38-acre tax parcel owned by the Village which includes the Village's highway garages, municipal parking lot, the water treatment plant, playing fields and a pavilion with shade trees. The park features a pavilion with shade trees, two grassy playing fields and a blacktopped tennis court. Village residents have free access to the park; all others must obtain a permit. The park is used for ball playing, picnicking, and special events such as fireworks. The pavilion has restrooms and picnic facilities. The area around the pavilion is used for an antiques show twice a year. Diagonal parking is available for approximately 45 vehicles along the Fair Street perimeter of the property, with additional parallel parking on the opposite side of the street.
3. **Wastewater Treatment Plant.** This plant is immediately to the south of Mayor's park and sits on roughly an acre and a half of land. The buildings and treatment facility are seen as a low rectangle from the river. They are visible from Fair Street when looking north at the Storm King area and from Mayor's Park looking south.

4. **Municipal Parking Lot.** South of and adjacent to the wastewater treatment plant is about .4 acres of paving that can accommodate parking for 43 vehicles. This lot has fine views of the river to the north, west, and south. A paved road runs along the south boundary of the wastewater plant lot and the municipal parking lot and provides access to the village garage.
5. **Riverview Restaurant.** This is immediately to the south of the municipal lot, at 45 Fair Street. It is a two story building with outside seating and parking. It can be seen from the Hudson River and has fine views of the river, as its name suggests.
6. **Village Garage Area.** To the west of Riverview Restaurant, and directly south of the municipal parking lot, at 49 Fair Street, is an open space of just over 2 acres. This houses a shed for western Putnam County salt and a garage for maintaining village vehicles and storing equipment. Artifacts from the West Point Foundry Site excavation are currently stored here. Two garbage trucks, three highway department trucks, two backhoes, six snow plows, police cars, and two recycling dumpsters (with ramps) are kept on the site. To the west, the site borders a railroad lot that includes the tracks but also extends to include a section of the Dockside shore. The site is within SASS viewsheds, both from and to the river. From the lot there are fine views of Northgate on the Hudson River – the passage between Storm King on the west and Breakneck Ridge and Bull Hill on the east.
7. **Adjacent Properties.** Just south of Riverview Restaurant is a single family home on a quarter acre lot. Adjacent to this is the closed automotive sales office (.29 acres). Both the residential property and the sales office are zoned I1. The zoning changes to R1 for a private residence at the next lot as you go south on Fair Street, a little over half an acre. A narrow strip immediately to the south of that property provides driveway access to another residential property of just over a quarter acre, located to the west. This lot is just above the railroad tracks. The northeast corner of Dockside lies just across the tracks from this lot [Tax Lot# 48.08.1.18].
8. **Private Riverbank Properties.** On the south, Dockside abuts North Street, but access is severely limited by the steep hill mentioned earlier. A long, rectangular property (tax lot# 48.12-1-54.1) reaches from the Dockside boundary to the river; it would effectively seal Dockside from ground access were it not for a right of way easement (easement information is available at the village office). There is a second privately owned property on the river side of the Dockside entrance (tax lot# 48.12-1-53) just to the south of the property with the right of way easement. This property, too, has river frontage.
9. **Lower Main Street.** A rough square formed by North Street, the railroad, New Street and West Street forms the core of lower Main Street. It includes a mixture of single and multi-family residential and commercial buildings, including, among others a dance studio, a health care consultancy, a management consultancy, and a real estate office. It also includes Hudson House, a hotel with rooms on its second and third floors and a restaurant on the first. There are no retail establishments in the area. A 12-unit townhouse development recently completed on the site of a former lumberyard, is on West Street.
10. **Cold Spring Boat Club.** The Boat Club is on the south side of New Street and offers a facility for launching boats for members on land owned by the village. All residents in the village are eligible to be members whose dues consist of modest fees and work

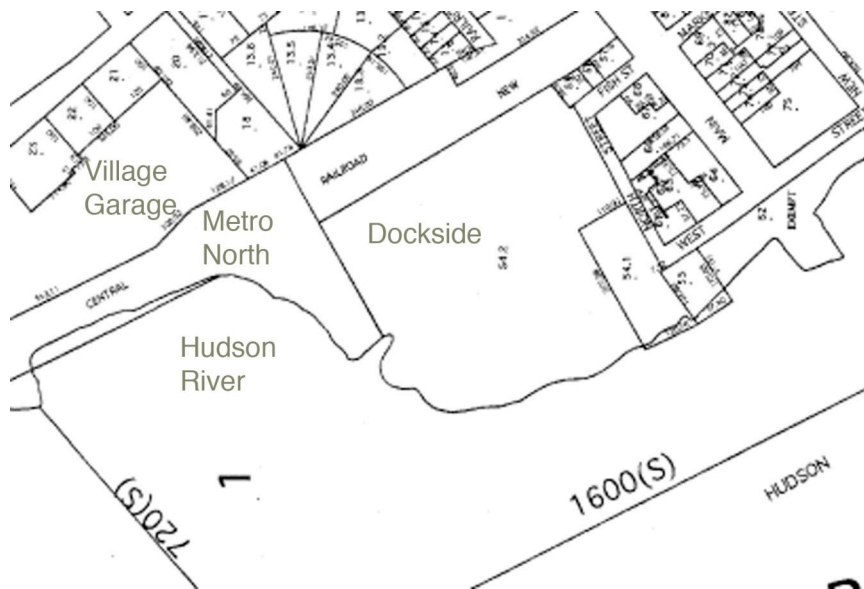
on the Boat Club facilities. In addition, from May through October, the docks managed by the Boat Club members welcome many visitors to the village. In 2006, 838 boats brought 2,995 visitors; in 2007, 1,238 boats brought 4,543 visitors. The Boat Club log record also shows that many visitors ate a meal or shopped here.

11. The Bandstand and Dock. The bandstand sits at the foot of Main Street and, with its red roof, is the iconic image of Cold Spring, visible from a distance as you come down Main Street. The dock, surrounded by riprap, is not currently suitable for docking, although historically the day steamers and other large boats did dock there. Some docking was accommodated at the 2009 Community Day Event by securing a barge to the dock.

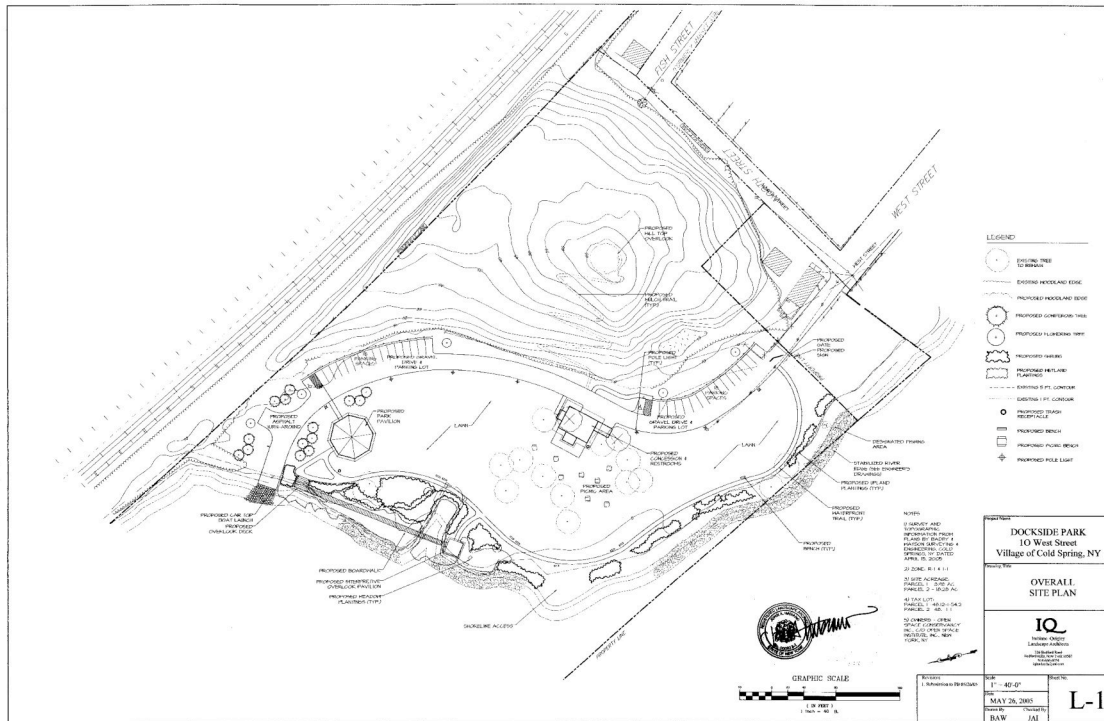
Dockside

Dockside has a diverse neighborhood that includes two recreational parks (Mayor's Park and the bandstand and dock area), single and multi-family residences, and commercial properties. It is also not far from the proposed Hudson River Fjord Greenway Trail.

Three-fourths of Dockside's 25 acres are submerged under the Hudson. (Informal measurements show a depth of six feet at high tide along the shore.) Of the remainder, about one quarter is covered by a steep, rocky hill rising about 50 feet above the ground. The hill is covered with brush and small trees, which make it impossible to enjoy what would be a fine view of Northgate. A copse of mature trees is located near the northwest corner of the site. The remains of piers and a boat launch can be found on the north end. A popular restaurant stood at Dockside for many years. A portion of what the community calls "Dockside" is, in fact, owned by Metro North: a small wedge at the northern most edge of the property (see tax map, below).



OSI prepared plans for Dockside and presented them in May of 2005 to the Village Planning Board, but withdrew them shortly thereafter. The plans included a proposal for a concession stand, restrooms, a small pavilion, parking for 28 cars, a car boat launch, a boardwalk, and a path to a lookout on Dockside's hill. The plans seem to have stirred some concern in part because of fears that a proposed boat launch would have introduced traffic flow, parking and other problems, and in part because the proposed food service facility was felt to be inadequate.



While the Village has not yet completed an agreement with the state for assuming responsibility for the Dockside property, such agreements typically include a prohibition of preferential treatment for residents such as currently exist for use of Mayor's Park and the Boat Club, both on land owned by the Village.

Possible uses of Dockside that would help meet the Goals

Please note that the following section does not consist of recommendations or a plan, but merely summarizes the preliminary findings of the Special Board for a Comprehensive Plan, primarily based on a public survey.

Recreation

1. Enjoyment of Nature. The Village could choose to simply preserve the Dockside site, enhance it only as far as is needed to stabilize the natural environment, and make basic facilities, such as restrooms, available. The fact that “protecting the flora, fauna and ecosystem” along with “maintaining the shoreline in a natural state” ranked as the

two “most important” concerns for the riverfront in the 2007 Resident Survey suggests there could be some support for this approach. Furthermore, 28% of the respondents in the 2007 Resident Survey counted the natural environment as among the three things they liked best about the village (only “small town atmosphere” garnered more support), and 40% in that same section of the survey counted the natural environment as among the three things they most wanted to preserve (the second most favored item, preserving the village’s history and architecture, was listed by 25% of respondents). Not all residents share an equal enthusiasm for nature: A report titled, *Tourism & Community Sustainability in the Hudson River Valley, New York: Resident & Visitor Engagement in Three Communities* October 2008 [TCS] notes that in Cold Spring, “...length of residency was a negative predictor of participation in nature-based activities... the longer people lived in [Cold Spring], the less frequently they participated in nature-based activities...”

2. Community Events. Community events such as the Sunday evening concerts sponsored by the Cold Spring Area Chamber of Commerce and other gatherings are an important part of the neighborly, friendly community that residents cherish as seen in the responses to the survey. Dockside might be an appropriate location for some such events. (Goal 2) A stage or bandstand could be built to support concerts and other performances. Some have suggested that teenagers might be particularly interested in having such a facility. Parking would need to be addressed.

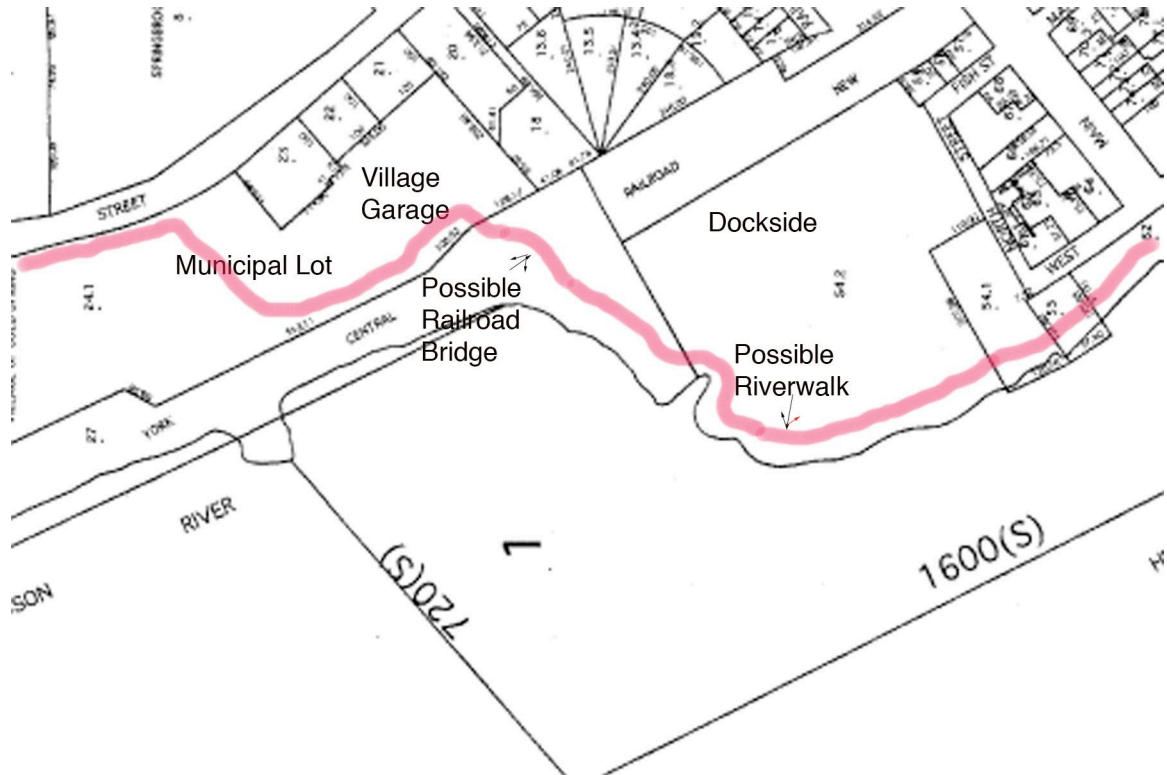
3. Food Service. Many residents have expressed regret at the loss of the restaurant that was long operated year round at Dockside, and would like to see something like it return. Others would be satisfied with a seasonal concession stand. Parking is a significant consideration when determining the size and type of food service facility to be built on the site. Using the village’s current off-street parking standards, a sixty-seat restaurant would require 20 parking spaces dedicated to it. By having limited seating and more take out, parking needs would be limited. Having more places to eat at the waterfront was among the top ten items listed in the 2007 Resident Survey (152 citations as important or very important, with 326 people responding). It should be noted that residents of Lower Main have expressed concern about noise in connection with food service facilities.

4. Walking and Bicycling.

River walk – along tidal inlet. A boardwalk in this area is one suggestion, but even a simple path would make the area more appealing.

River walk – Bandstand to Dockside. This could involve, for example, building a river walk extending from the Waterfront Park to the far end of Dockside. The OSI plans also envisioned a path up the side of the hill that dominates the property, to a lookout, perhaps with clearing some of trees to improve the view.

River walk -- Bandstand to Mayors Park. A bridge over the railroad at the north end of the property similar to the bridge at Little Stoney Point would be needed. A path from Dockside could then cross the bridge and follow the perimeter of the village garage land, then link with Fair Street. This could tie Dockside to the planned Hudson River Fjord Greenway. The bridge could be designed to carry emergency vehicles to provide an alternate way of crossing the tracks (passage for such vehicles to the area west of the railroad tracks is otherwise limited to the Lunn Terrace bridge crossing, a matter of considerable concern). The path would provide easier river access for hikers and bikers.



Riverwalk – Development of Village Garage Site To boost the tax base in the village, consideration might be given to eventually finding a different location altogether for the village garage facilities now housed on the scenic site, and selling the site to an enterprise interested in building a small inn and meeting space. Careful control of the design – to ensure that any structures and amenities were consistent with the neighborhood and community in scale and architecture – could result in an enterprise that boosts tax revenues and income for the village, while improving the view both to and from the river (Goals 3 and 8). Examples of strategies that would help achieve an objective of making different use of the village garage land might include 1) finding more ways to share services and facilities with the town and/or county, and 2) finding ways of recycling that would eliminate the need to store waste on village land.

This line of development could take place over many years. The key would be to be aware of the potential and to avoid construction, land sales, zoning, or

infrastructure changes that would preclude the valuable opportunities. In that regard, note in particular the proximity of two residential properties at the south end of the village garage (Tax Lots 48.08.1.20 and 48.08.1.18) to any development of a hiking/biking/emergency service route over the railroad at the north end of Dockside. Metro North owns the tracks and a key property for any railroad crossing, and without their support it would be difficult, if not impossible, to move forward with this project.

5. Community Center. Having a community center somewhere in the village was highly ranked by respondents to the 2007 Resident Survey: 211 rated it as important or very important to the future of Cold Spring. Whether such a center should be designed to serve teens, seniors, or the whole community would need to be resolved. Sizing such a center appropriately is important – as is making parking available. This could be considered in the context of a possible pedestrian bridge over the railroad, which would provide access to ample municipal parking that is already available, and could be easily expanded.

Residents have expressed an interest in providing facilities for teenagers, which might include, for example, a bandstand or stage.

6. Boating. A key decision with regard to boating is whether it should be accommodated at Dockside, and, if so, in what way. Some residents have expressed an interest in expanding opportunities for boating in the community. Yet while boating is of great interest to some, it seems to be a relatively low priority for most residents. The TCS report of October 2008, notes that "Residents were more likely to recommend cultural and nature-based activities than water recreation activities to potential visitors in Beacon and Cold Spring." To review, the Village currently provides boating access in two ways:

A. The Cold Spring Boat Club. Immediately to the south of the Waterfront Park/bandstand, the Boat Club is open to any resident of Cold Spring. It provides seasonal docking and access to the river for both motorized and non-motorized boats. Some residents have commented that the "Private, members only" sign at the Boat Club is a deterrent to residents. This might be remedied by different signage and explanation of how membership is based on based on both fees and work on the Boat Club facilities.

B. Foundry Dock Park, a few hundred yards further to the south, adjacent to the Chapel Restoration. This is limited to kayaks and canoes, with an exception made for a small number of motorized boats by permit through the village office.

Some possibilities for boating at Dockside include

A. Marina. This would be similar to the facilities available at the Boat Club. It could make docking available to temporary and transient boats, perhaps for yachts, cabin cruisers and other motorized boats, and charge a docking fee as a source of

revenue. This would be consistent with the important goals of making the village more accessible to visitors and of boosting revenues.

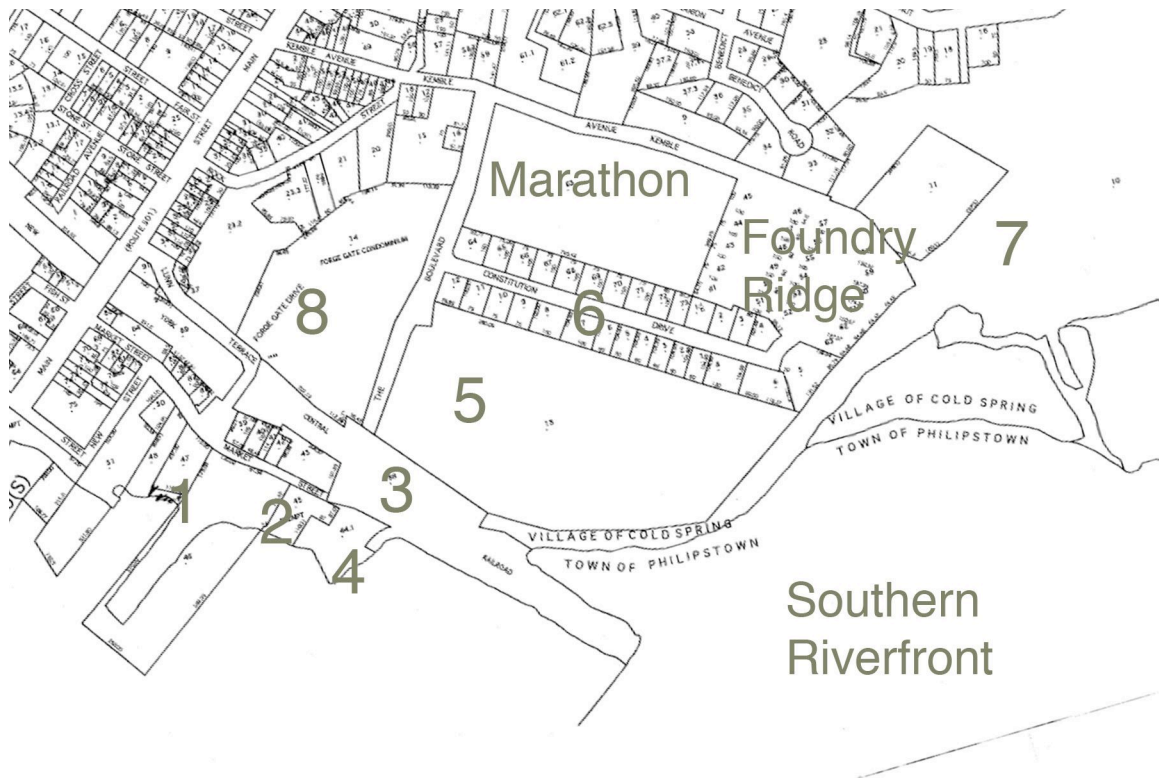
B. Passenger-boat Docking Facilities. This would be available for passenger pick up and drop-off from vessels such as the West Point launch, the River Rose, and the Commander. Such boats could also dock at the main Cold Spring dock with a barge or other adaptation, as was arranged for the Community Day event in July 2009.

C. Launch for Motorized Boats. This would require a much more elaborate plan and additional space for ramps, trailers and to park cars.

D. Simple Moorings. This would require a dock, but not one as elaborate, say, as that in place at the Boat Club. Boats would tie up at a mooring and come ashore in a launch or row boat.

E. Building Bridges Building Boats. Building Bridges, Building Boats has expressed interest in having a storage facility, workshop and launch for their non-motorized boats at Dockside.

.....
.....



SOUTHERN RIVERFRONT

The properties of special interest – the Marathon Battery plant site and Foundry Ridge – need to be reviewed in the context of the southern riverfront. The area extends from the Boat Club on the northwest to and including the West Point Foundry Preserve, with The Boulevard and the lower part of Kemble Avenue forming two sides of boundary, the homes on Constitution Drive forming the third and the West Point Foundry the fourth, with the Forge Gate condominiums nearby.

1. **Residential Properties.** The southern riverfront begins with a row of three residential properties with frontage on the river, including one with a recently-built large home on a property where oil tanks have been removed.
2. **Chapel Restoration.** Immediately to the south of the residential properties is this neoclassical church built in 1833. It fell into ruin in the early 20th century, was restored in the early 1970s and is now used for concerts, weddings and other events. In 2009 the Chapel Restoration completed what is called the Chancery, an adjacent building with restrooms, a small kitchen, and a meeting room. The Chancery uses green building technology, including a planted roof. The Chapel is featured in several engravings from the mid-19th century that show its picturesque site on the river.

3. **Metro North Railroad platform.** Just to the east of the Chapel is the commuter station with paved parking for 223 cars. The lot is often very full on weekdays, when there is a charge for parking (in 2008, Metro North determined that the lot was often over 95% full; this is consistent with field counts by the GIPS subcommittee on Parking made in September 2008). It is free on weekends and holidays.
4. **Foundry Dock Park.** To the south of the Chapel Restoration and west of the Metro North station is this small riverside park owned by Scenic Hudson.. This was opened in June 2006, and features benches for quiet enjoyment of the scenery and a launch for shallow draft, non-motorized boats, often used by kayakers, with permits for a limited number of small motorized boats available through the Village Office. The park provides access for kayakers to the Audubon Marsh and the river. The park is a Statewide Area of Statewide Significance (SASS) and has fine views of the Hudson.
5. **Campbell property.** Immediately to the south and east of the railroad tracks, is a large (14.5 acres) estate that, as noted in the WOSWG report “sits on a hillside bluff overlooking Foundry Cove, the Hudson River and directly abuts the West Point Foundry Preserve. Mature hardwood and evergreen trees surround a large, expansive lawn... A two- story wooden house sits atop the bluff; a stone retaining wall marks the boundary along the West Point Foundry Preserve Property and trail from the train platform to the West Point Foundry Preserve.” The house was the home of William Kemble, brother of Gouverneur Kemble and a co-founder of the Foundry; it is the only remaining house of a high-level foundry person.
6. **Constitution Drive.** This neighborhood of single-family homes built after World War II is immediately to the southwest along the Marathon property. The homes on the side next to the Marathon site have yards that are at a somewhat higher elevation and will be most affected by whatever is done to the site.
7. **The West Point Foundry Preserve.** This wooded preserve lies at the end of the southern waterfront, and is an important destination for visitors and residents. The Preserve is the site of the ruins of the West Point Foundry, which, as the source of the Parrot cannon, proved decisive to the outcome of the Civil War. The Foundry began operations in 1818, and played an important role in the development of industry in this country. It was among the first to apply vertical integration, controlling every aspect of manufacturing from raw materials to marketing their finished products. The foundry complex was a complete community with homes, shops, schools, churches and medical care for workers and their families. Scenic Hudson acquired the 87-acre site in 1996, and has made strides in cleaning up the site and sponsoring archaeological research there. A popular walking path owned

and maintained by Scenic Hudson connects the Foundry site to the Metro North station and has an entrance on Kemble Avenue.

8. **Forge Gate**, a 68-unit condominium complex built in 1977, lies nearby to the north and west of the Marathon property, and is linked to the rest of the village via a private road to The Boulevard and Lunn Terrace.



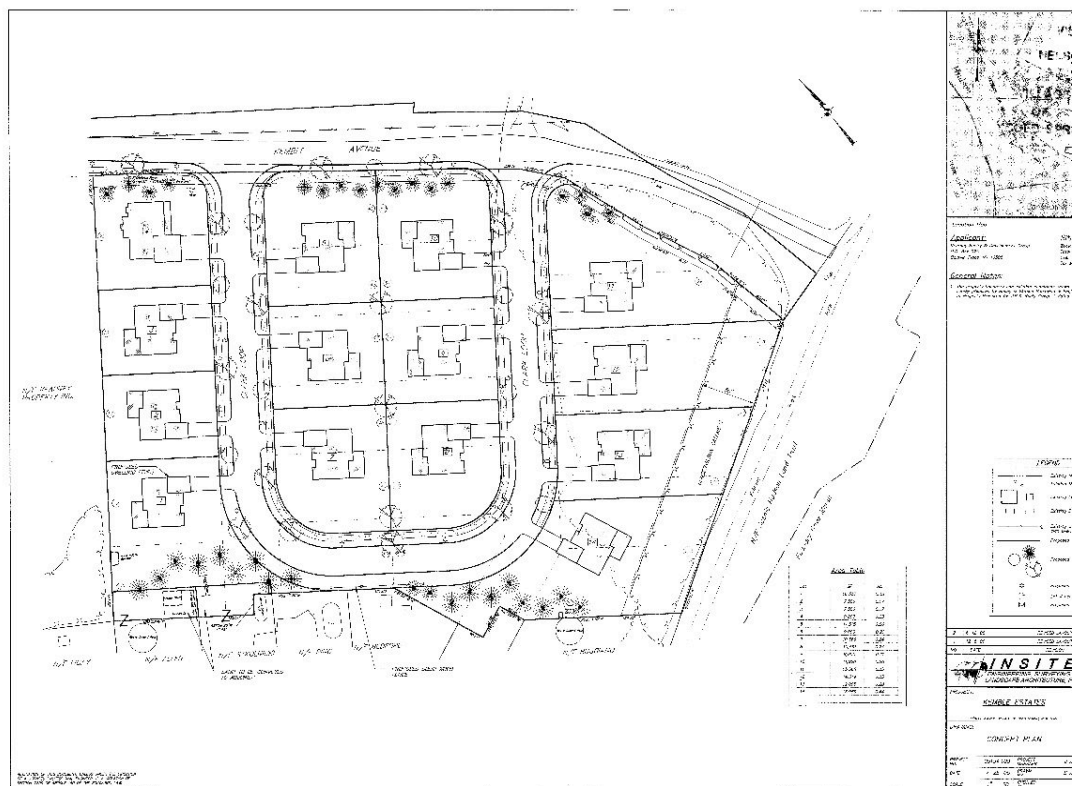
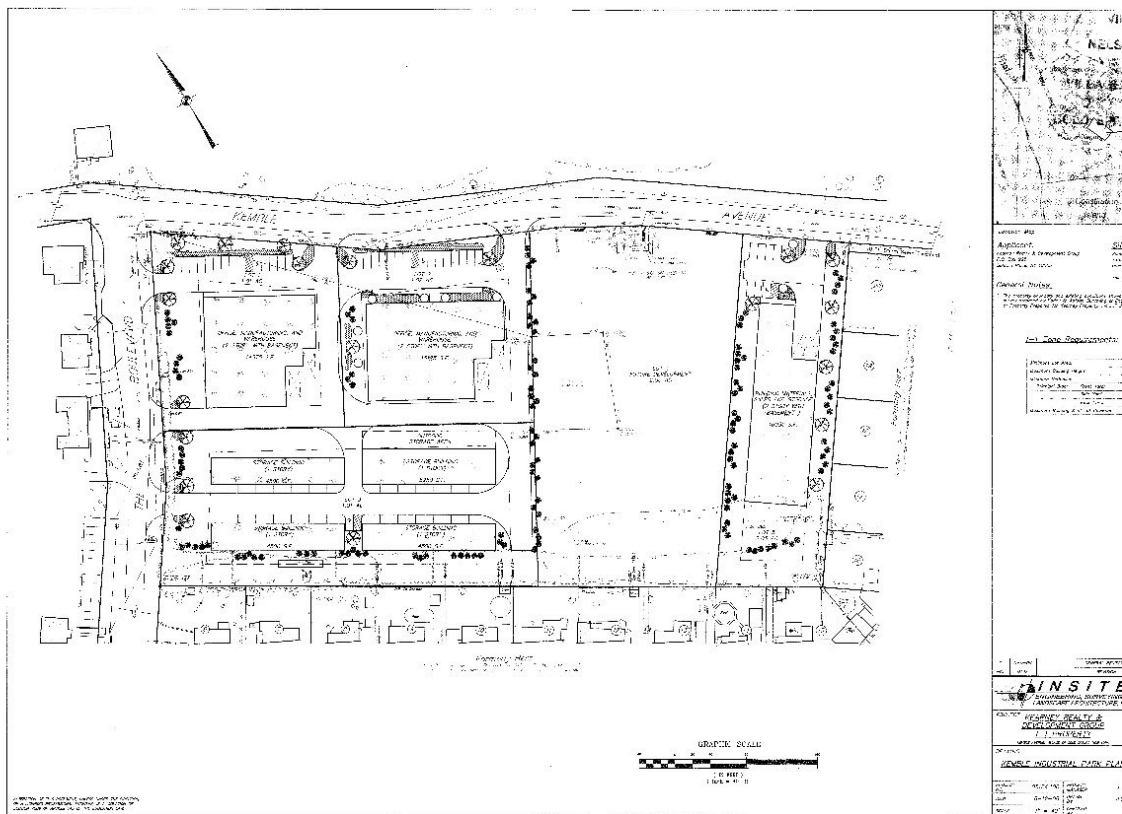
Marathon and Foundry Ridge

The site of special interest is made up of two tax parcels of roughly 5 and 7 acres, totaling 11.3 acres. This site is bounded by the houses along Constitution Drive, The Boulevard, Kemble Avenue and the West Point Foundry Preserve. Foundry Ridge, the southeast end of the properties, overlooks Foundry Cove Marsh, with fine views. The Campbell property is on the other side of the double row of housing along Constitution.

The Marathon site was the location of a battery manufacturing plant constructed in 1952 and first used to make batteries for the NIKE Missile program. The plant discharged toxic chemicals – most notably cadmium – into Foundry Cove and contaminated other areas of the site, as well. A Superfund clean up of the site was concluded in 1995, with continuing testing of the soils and monitoring of the site by the EPA to track contamination levels. The most recent full report from the EPA on the site issued in June 2008, noted that a plume of toxins in the groundwater has been resistant to mitigation and may pose vapor intrusion issues for neighboring homes. There are numerous restrictions on development at the site, including a bar on constructing any groundwater wells or excavating deeper than 15 feet. Most recently, in July 2009, the EPA directed the former property owner to install new testing wells in order to formulate a new remediation plan.

Foundry Ridge is an important part of the viewshed from the marsh and river. Foundry Ridge is also the site of the historically significant ruins of Gouverneur Kemble's home.

Kenneth Kearney, the owner of the site, presented the conceptual drawings, below, last spring, to the Village Board. While they provide a sense of the scale and scope of possible projects on the site, they should not be treated as proposals, but as aids to guide public discussion of the site.



Possible Uses for Marathon and Foundry Ridge and surroundings

Please note that the following section does not consist of recommendations or a plan, but merely summarizes the preliminary findings of the Special Board for a Comprehensive Plan/LWRP..

- 1. Parking.** The Special Board included the question, “What uses should be considered for Marathon Battery field on Kemble Avenue?” in its 2007 Survey of Residents. By far the largest proportion (45%) responded, “Parking.” Residents have expressed interest in parking for themselves, commuters, and for visitors. The report (prepared at the request of the Village Board) of the Parking Subcommittee of the Government, Infrastructure and Public Services Working Group in October 2008 that found that parking was generally abundant in the village. It found that valid concerns about access to parking could be addressed effectively through appropriate metering, better enforcement, residential permit districts, and other means. By allowing the developer to make higher-value use of the land than paving it over, the village could benefit over many years by higher tax revenues, depending on how the site is developed. In assessing the need, the board may also want to reflect on the experience of the Community Day event on July 4, 2009: Plans to use the Marathon site for parking were reversed after heavy rains made the ground unsuitable. Parking a large surge of visitors that day proved manageable even without using Marathon for parking. Additionally, it is worth noting that the report “Pointers for Economic Development,” prepared several years ago for Philipstown by John Shapiro, stated that “Remote parking (at, for instance, the Marathon Battery site) is a mirage. Remote parking is most successful in places like Disneyland where there is a compelling reason to forego the convenience of the car.” In other words, contrary to some commonly held perceptions, building a parking lot at Marathon may be unlikely to improve the parking situation in Cold Spring (which, as noted above, is not as dire as some believe). Moreover, such a parking lot would raise traffic control issues, would likely sit empty most days of the week, and might generate pollution in an already ecologically sensitive area.
- 2. Active Recreation.** On the survey, 17% of respondents expressed interest in a number of possibilities for active recreation including a swimming pool, skate park, skating rink, track and ball fields.
- 3. Open Space.** Some 14% of survey respondents wanted open space including preserving the land as is—or keeping it for passive uses such as a wildflower meadow or gardens. The current owner of the property has suggested that a portion of the site, perhaps an area near the center of the site where a plume of toxins continues to be a concern, might be dedicated to a park or passive use. Residents would want to be assured that such an area remains open space permanently, rather than being held in reserve for possible future development. Some have expressed the hope that the village might acquire the property, but that would clearly involve significant expense.

4. **Residential Uses.** More residents listed moderately priced housing as being “important” or “very important” than any other issue regarding housing and buildings in the 2007 Resident Survey, a total of 215. Some such housing might carry the stipulation that the owners serve as volunteers in the village, which could help boost participation in the fire company and other volunteer community services. This would meet one of the eight goals for the village -- to “Encourage Cold Spring to be a diverse, neighborly community whose citizens are caring people, with a strong tradition of volunteerism and community service.” Maintaining a volunteer fire company would also help with controlling taxes (since a volunteer force is far more economical than the alternatives) – another of the goals. Residents have also expressed a desire for senior housing on the site. According to the US Census for 2000, Cold Spring had proportionately twice as many seniors as Putnam County overall, 19% versus 9.5%. Since there is some question as to whether this is a desirable location for designated senior housing, this objective might be served by having some of the housing as studio or one-bedroom units. A question that requires more analysis is whether it would be advantageous to adopt policies that would encourage an even higher percentage of seniors to live in Cold Spring. To determine whether resident uses of any kind are desirable, more study needs to be done on the contamination at the site, the impact of development on infrastructure and traffic flow.
5. **Commercial Space or Light Industry.** Since the site was historically an industrial site, commercial activity or light industry would be consistent with its history and current zoning. It could be designed with setbacks, scale and materials in such a way as to be consistent in appearance as well as has been done in other communities. There could be restrictions on use to mitigate such problems as noise, fumes, and light pollution. Residents have specifically expressed interest in office space, an educational facility, a medical clinic, a theater, shops or a restaurant, possibly something of special character and interest for residents and visitors. Such facilities could provide local employment, weekday customers for businesses, and volunteers for community services. They could be located at the near end, in the middle, or toward the far end of the site before the ridge. A major reason for considering such uses is the priority goal of controlling property taxes. More information is needed on the market for such uses.
6. **Community Center.** A community center is one of the possibilities mentioned by residents, public officials and the owner of the site. Whether this is the best location for such a facility would need to be explored, along with whether it should serve seniors, teens, or the whole community.
7. **Energy Efficiency.** Environmental Design. Many residents and working group members have expressed interest in energy efficiency and design that benefits the environment. Development on this site could be an opportunity to demonstrate design, technologies and materials that advance this goal (Goal 7). Such elements

can be incorporated voluntarily by developers or through requirements or incentives.

8. **Cluster Zoning or Planned Unit Development (PUD).** This is defined as a designed group of varied and compatible land uses such as housing, recreation, commercial centers and industrial parks, all within one contained development or subdivision. Such an approach could facilitate preservation of open green space, mixed-use development, including work-live arrangements, and perhaps mixing some commercial or light industrial use with residential or focusing it on one part of the site. To have residents work where they live or nearby promotes the goals of enhancing the economic vitality of the village, and of encouraging volunteerism. This also raises the issue of changes in the village code for home occupations. Adding light industrial and/or some commercial uses to the site would provide employment locally for residents and help meet Goal 8, to “Address the issue of a continuing rise in taxes and its effects on the village.”
9. **Conservation Easement.** It is noteworthy that the owner of the Foundry Ridge property has suggested a conservation easement of 50 feet from the property line at the path along the marsh. In view of the rise, however, to achieve the desired protection, the easement probably needs to be 100 feet. Consideration needs to be given to the preservation of many mature trees in that area, along with a few significant specimens that probably lie outside the easement. A meaningful easement including protection of trees would protect the view in compliance with SASS and continue the preservation of the natural environment that is so important to residents (note Goal 4). In addition, care should be taken to preserve the ruins of the Gouverneur Kemble home, as proposed by the property owner, and make them accessible to the public.
10. **Streetscape.** The streetscape from Main Street to the West Point Foundry Preserve is an opportunity to strengthen the historic and small-town character of the village that is so highly valued by residents. It is a path often traveled by village workers in the past. The streetscape-to-be on both The Boulevard and Kemble could be consistent with traditional neighborhood development (TND) in its setbacks, scale, materials, design and location of parking and yards behind the structures. Lower Kemble Avenue (below The Boulevard) could present a streetscape on both sides consistent with the character of housing at the upper end of Kemble. Those houses were built in the first half of the 19th century by the Foundry owners for their workers, and they retain much of their historic character. A consistent streetscape would advance the first goal, which is to “Preserve and enhance the small town charm and historic character of this riverfront village.” We should also note that 42% of respondents in the 2007 Resident survey listed “Small Town Atmosphere” as one of the three things they liked best about Cold Spring.

An appropriate pedestrian and bicycle path would advance the sixth goal, “to make the village more attractive, accessible and convenient for visitors and residents.”

Special note should be taken of the plans for the West Point Foundry Preserve. The village would greatly benefit from an attractive and accessible route from Main Street to the Preserve. It would also make a positive link in the River Walk from the northern end of the village to the Foundry from which it would eventually connect with the Greenway going south.

11. **Discouraging Through Traffic.** Scenic Hudson has asked that plans for the Marathon site *not* include a road link to what was known as the Haul Road (and has been recently renamed “Old Foundry Road”). Scenic Hudson is discussing plans for use of that route for weekend access to a parking lot for visitors to the West Point Foundry Preserve. A link to Old Foundry Road would undermine Scenic Hudson’s traffic flow plans for that road. If the Marathon properties were used in such a way that traffic increased from the site, the narrow and twisting Old Foundry Road might be called on to carry more traffic than Scenic Hudson intends, but it would be costly, jeopardize the historic character of the site, and probably disturb archaeological remains.
12. **Possible Extension of Lunn Terrace.** Linking the western end of The Boulevard with Lunn Terrace could provide two-way access to and from the Marathon site from Main Street. By diverting traffic going from Constitution Drive and the Marathon site area to Main Street, the Lunn Terrace Link could allow Kemble to continue as a one-way street with parking for residents after development of the site. It could also give Metro North a way of expanding parking to an area just east of the railroad tracks. This is not a new idea: such a use is proposed in the 1987 Master Plan, and would be in line with Metro North’s expressed interest in developing parking spaces within sight of its commuter platforms for lots where parking is reaching capacity, as is the case in Cold Spring. Such a lot could also serve as an auxiliary parking location for visitors to the West Point Foundry on weekends, when they can park for no charge. This would also help ease overall parking on busy weekends, holidays, and during special events. Both an engineering study and traffic analysis may be needed to assess the feasibility, cost and benefits of extending Lunn Terrace.



CONCLUSION

We hope that the material presented in this report is useful to the Village Board. If you have any questions or require further assistance, please don't hesitate to ask.



Dockside from Hudson River, looking south

Sources

Government, Infrastructure and Public Services Working Group:

- Cold Spring Parking Presentation
- Parking Study
- Draft Firehouse Site Review
- Garbage and Recycling Draft Report
- Preliminary and Partial recommendation for Garbage Collection
- Draft: Water, Sewer, Stormwater Preliminary Report
- Draft: Village of Cold Spring Water Supply

Village Character, History and Historic Preservation Working Group

- Draft: Statement of Significance (Historic Districts)

Waterfront and Open Spaces

- Draft Inventory of Shoreline Properties and Public Open Spaces/
Waterfront Report

Economic Development

- Existing Conditions Research Report (Jobs/employment,
Understanding Taxes)

Tourism & Community Sustainability in the Hudson River Valley, New York: Resident & Visitor Engagement in Three Communities, October 2008

- Resident Survey and Survey results (2007)

- Report of the October 20, 2007 community update and public forum

- Report on Cold Spring Vision & Goals Forum, June 18, 2009

Five-Year Review Report, Marathon Battery Company Superfund Site, Village of Cold Spring, Putnam County, New York, United States Environmental Protection Agency, Region 2, New York, NY June 2008

Photos (except historic photo on page 4) provided by Jan Thacher, with thanks from the Special Board for a Comprehensive Plan/LWRP

