



Cold Spring Local Waterfront Revitalization Strategy

November 2011



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Vision and Goals

*Prepare for the future,
Respect the past*

Goal 1: Preserve and enhance the small-town, historic, neighborly, diverse and safe character of Village life.

Goal 2: Take full advantage of our location on the Hudson River.

Goal 3: Protect the natural environment and conserve energy.

Goal 4: Enhance the economic vitality of the Village.

Goal 5: Ensure that community facilities and services meet the Village's needs and are efficient and affordable.

Goal 6: Control property taxes.

Goal 7: Integrate new development with the traditional Village.



Summary

This Local Waterfront Revitalization Strategy (LWRS) is built on ideas, information, opinions, hopes and dreams shared by residents and stakeholders over five years—in the survey, meetings, discussions, forums, working groups, conversations, emails and more. The LWRS provides many of the necessary components for preparing a full Local Waterfront Revitalization Program (LWRP). It updates and expands the 1987 Master Plan and looks ahead 20 years and more. It provides goals, objectives and recommendations to answer the question, “What do we want for the future of our Village?” The LWRS incorporates almost all of the draft Comprehensive Plan as updated by the Village Board on November 10, 2011 and adds a number of elements.

New in the LWRS are a section on the Village Boundary (both land and water), an expanded Inventory and Analysis, a Land and Water Uses section, a few additional recommendations in the Goals, Objectives and Recommendations section (page 63), and a section on Projects to implement the LWRS. The introduction to the chapter on Areas with Potential from the draft Comprehensive Plan is now merged into Land and Water Uses and the Projects section.

Today's Cold Spring is the product of its proud history growing up around the West Point Foundry, its spectacular natural setting on the Hudson River in the Hudson Highlands, and its very special people--neighborly, caring, and diverse, with enthusiastic community spirit. The appealing Main Street and most of the Village were developed before the advent of the automobile. When zoning was introduced in 1967 it generally followed a suburban, car-oriented model. Despite subsequent amendments, zoning is still inconsistent with the way most of the historic Village was built. It is the small-town, historic character with its sense of safety and security that longtime residents and newcomers alike have come to cherish. At the same time, they want modern conveniences, easy access by car, affordable living and low taxes. They look to the future with the Internet and new technologies of the information age.

Cold Springers love this Village. Keeping what is valued from the past while being open to improvement is the challenge for planning. The LWRS enhances and increases the benefits of the Comprehensive Plan. Under State law, when the Comprehensive Plan is adopted all Village land use regulations must be in accordance with it and all plans for capital projects in the Village by other governmental agencies including the State and Federal levels must take the plan into consideration. This LWRS largely incorporates the Comprehensive Plan, provides more background on objectives and more specifics on projects, and, while guiding Village government, will enhance the Village's ability to obtain grants. By establishing the future direction of the Village, it provides stability and gives confidence to residents, businesses and investors that their efforts here will be worthwhile.

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Highlights of the LWRS include:

- A statement of **Vision and Goals** for the Village that emerged from the resident survey and extensive public discussion is taken from the draft Comprehensive Plan.
- The **Boundary, both land and water**, for the Village includes the official land boundary and the Local Waterfront Revitalization Area boundary running to mid-river; this can be used in an eventual Local Waterfront Revitalization Program and Harbor Management Plan.
- The **Inventory and Analysis** combines in one place what was in the introductions to each chapter in the Comprehensive Plan, but adds more analysis of “why?” the resulting recommendations are needed.
- **Land and Water Uses** gives a broad overview of the LWRS as it affects the uses of Cold Spring’s land area and water. It sets forth guiding principles for new development and redevelopment in the Village, provides an explanatory narrative legend for the Future Land and Water Uses Map that follows, along with a map of Existing Land and Water Uses and the current Zoning map.
- The **Goals, Objectives and Recommendations** come largely from the draft Comprehensive Plan presented by the Village Board on January 27, 2011 and updated November 10, 2011. They include:
 - Protect the small town character of the Village including improved walkability, updated zoning and other regulations, improved signage and encouraging volunteerism, preserving the authentic “living” character of Main Street, and cooperating with surrounding municipalities.
 - Take advantage of the riverfront by improving access for passenger boats, working together with the Boat Club, developing a RiverWalk, and developing Dockside as a natural park with a food concession.
 - Protect the natural environment and conserve energy; care for the shoreline and habitat, keep scenic views, protect steep slopes, look after the water supply, promote green technology and use of alternate sources of energy.
 - Enhance the economic vitality of the Village by encouraging businesses that serve residents, improving parking, making the Village a destination for visitors, promoting strong marketing, and enhancing both the Main Street and Chestnut Street commercial areas.

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- Ensure that community facilities and services meet Village needs and are efficient and affordable, with upgrades to water distribution, sewer system, storm sewers, the firehouse, police and emergency services, retaining the Post Office and sharing or consolidating services where cost-effective.
- Control the growth in property taxes by encouraging development that is tax positive and by seeking other sources of revenue including metered parking, switching to user fees for some services, seeking more grants, and finding ways to pay for upgrades of aging infrastructure.
- A section on **Projects** (page 96) features projects on 1) Dockside, the riverfront park owned by NYS Parks Recreation and Historic Preservation that is to be developed and managed by the Village, 2) the Village Garage site where an initial esplanade and Overlook Park is proposed and future possibilities for the rest of the site are identified, and 3) the site of the former Marathon battery plant for which principles are recommended to govern development. Beyond those three, a number of **Additional Projects** including a RiverWalk, the Butterfield Hospital site, and others, are briefly summarized.

If funding becomes available, the Village should seek a grant to complete the full LWRP. That will involve adaptation to Cold Spring of the State's thirteen Coastal Policies and many sub-policies, and could include development of a Harbor Management Plan that would give the Village more control of the use of the waters off its shoreline. A full LWRP would also include the adoption of a Local Consistency Review Law that will establish a process by which actions are reviewed for consistency with the thirteen policies of the LWRP.

This Local Waterfront Revitalization Strategy, even without the full LWRP, is a call for action. It will be useless if it sits on a shelf. There are recommendations for zoning changes and other measures that the Village Trustees will need to pursue vigorously if this vision for Cold Spring is to become its reality.

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Cover photo: Main Dock in autumn; Vision and Goals photo: Memorial Day Parade.

Photo captions appear at the end of each section. All photos taken by Michael Armstrong, except historic photos on pages 39 and 97, photo of Haldane on page 41 (courtesy of Haldane), the photo on page 96 (Dockside, by Karen Doyle), an aerial photo on page 110 (Scenic Hudson); photos on pages 120, 131 and 132 were taken by Michael Reisman. In the Figures index, above, the names of the authors are shown in parentheses. *Italicized words* in text are defined in glossary.

Introduction

This Local Waterfront Revitalization Strategy (LWRS) builds directly on the draft Comprehensive Plan recommended by the Special Board to the Cold Spring Village Board on December 9, 2010, as subsequently amended by the Village Board on January 27 and on November 10, 2011. It goes beyond the draft Comprehensive Plan and provides many of the necessary components for preparing a full Local Waterfront Revitalization Program (LWRP).

It is the intention and hope of this LWRS that the Village completes the full LWRP. For that to be done – for the Village to adopt a full LWRP – it will also need to show how Cold Spring would adapt the State’s coastal policies with their many sub-policies, it may want to include a Harbor Management Plan (HMP), and it will have to seek approval by designated Federal and State agencies, and complete a SEQRA (State Environmental Quality Review Act) review, and adopt a local Consistency Review Law that will establish a process by which actions are reviewed for consistency with the 13 policies of the LWRP.

For now, there are many advantages of this LWRS. It adds substantial recommendations concerning the Village’s water boundary and uses of the Hudson River area off of Cold Spring’s shore. It includes more analysis of “why” many of the recommended actions are needed as well as additional recommendations and updates that have emerged in this work. It also spells out more detailed recommendations for three priority projects—Dockside, the Village Garage site, and the Marathon battery plant site—along with ideas about some other projects that will be important for the Village.

Background

Geography shapes Cold Spring more than most places. Just to the north and east, mountains bound its 407 acres, a marsh sets much of its southern border, and the Hudson River establishes its western edge. From early times Cold Spring’s location on the river made it an anchor for commerce on routes from Connecticut and New York, the goods passing on first to Hudson River boats and later to the railroad that was built in the mid-19th century, along the Hudson’s eastern shore.

During the Revolutionary War, Cold Spring sheltered a big part of Washington’s army (an almost certainly apocryphal story has Washington himself naming the village). After the War of 1812, Cold Spring was one of just four sites in the new



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nation chosen for foundries to build the country's defenses. The West Point Foundry, founded in 1818, drew iron ore from mines a few miles to the east, waterpower from Foundry Brook, wood from the surrounding forests (and later coal barged from Pennsylvania) to fire its blast furnaces, and casting sand from the nearby marsh to make finely-detailed molds for the cannon and machinery for the new nation. The immense mill, the country's first military-industrial complex, supplied the North with thousands of the rifled Parrott guns, cannons renowned in the Civil War for their deadly accuracy at long distances.

The scenery for this industrial dynamo was and is strikingly beautiful, with the northern gate of the Hudson River's passage through the Appalachians opening just north of the Village, between the steep cliffs of Storm King and Bull Hill. The area was featured in many works of the Hudson River School of painters, and later saw the birth of the environmental movement with the fight to block a power plant on Storm King. The village was also the site of a massive Superfund cleanup on and around the site of the Marathon battery plant that made Nike missile batteries in the 1950s and poured cadmium into Foundry Cove.

Cold Spring is tightly bound to the country around it. The water supply comes from reservoirs four miles away in the Highlands, surrounded by an area under the jurisdiction of the Town of Philipstown. To prosper, Cold Spring businesses depend on customers to come from near and far, arriving by car, train, and boat. Hundreds of people come from outside the Village, many from Dutchess County, for jobs here, just as many here go to jobs elsewhere. Three quarters of the students at Haldane do not live in the Village, but are bused in or driven from a wide area, from Philipstown and some from outside Putnam County. The Cold Spring Fire Company Number 1 serves the Village and a district that extends to include Nelsonville and some of Philipstown, and has working agreements with the other three fire companies in Philipstown. The Metro-North station serves a very wide region, with so many commuters driving to the station that it causes parking problems on local streets – while frequent trains give residents easy access to New York City and to the transfer hubs for Amtrak. The Village, like almost all municipalities, also depends on the town, county, state and federal governments for grants and other assistance, over the past few decades an especially vital source of funding for essential infrastructure projects.

Cold Springers love this Village and want to keep it the way it is as much as possible. The Goals, Objectives and Recommendations from the Comprehensive Plan are incorporated in this LWRS along with a few additions and updates. They take into account both the advantages and the limitations of the place. The opportunities before it, the challenges facing the Village today, and the choices available to those living here, all grow from its history as an important foundry town in the 19th century and its tough fight for economic viability in the 20th and 21st.

The approach of this LWRS to capitalizing on those opportunities and meeting those challenges starts with understanding that Cold Spring is a traditional Hudson Valley community, created at a time when the car did not dictate development decisions. Based on ideas that have come from the people of this community, a consensus has emerged that the Village's planning should build upon its small-town atmosphere, characterized by its traditional neighborhood structure and walkability.

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What Is this Local Waterfront Revitalization Strategy?

Like the draft Comprehensive Plan, this LWRS seeks to answer the question, “What do we want for our Village?” It is our light on the future: it allows us to see that future as a whole community. This strategy thinks ahead 20 years and more and sets forth actions for the Village Trustees and others to take to meet the goals and objectives that the people of this Village have shared over the past five years. Conforming to the well-defined structure stipulated by the State, the LWRS provides both greater depth and statewide standing to the Village’s Comprehensive Plan, which, when adopted by the Village Trustees, will guide all new Village *land use regulations*. They will guide even the capital project and funding decisions of other governmental agencies regarding land in the Village. Together the LWRS and the Comprehensive Plan will assist the Village in borrowing at reasonable rates for needed capital projects, and they will be helpful for many grant applications. They will also give confidence to homeowners and businesses that the investments they plan in their properties in this Village are sound.

How was the work done?

This Strategy is the product of thousands of hours of volunteer work over five years, starting in mid-2006. The focus from the very beginning has been overwhelmingly to reach out to the community and learn what the people living here want for its future. This included a resident survey sent to every household in 2007, to which over 20% of the residents over 18 responded, often at length on issues of personal interest (see Appendix). All comments were meticulously transcribed and reviewed, and posted on the Village website (www.coldspringny.gov).

The development of this LWRS should be understood in the larger context of updating the plan for the entire township, which began in the late 1990s with the Philipstown 20/20 plan. At the time, the Village declined to simultaneously prepare its own plan, but when Philipstown adopted its Comprehensive Plan in 2006, it was clear to many that a plan would be vital to the Village's future, as well. The Philipstown 20/20 Plan provided important data and context for the Cold Spring work.

The Special Board of eleven appointed volunteers was established and funded by the Village Trustees in late 2006 (the membership was reduced to 9 in July 2009). Working groups organized in June 2007 prepared inventories of the current state of Village character, infrastructure, businesses, the riverfront, community facilities and more, and held public meetings to discuss work in progress and reports completed. Volunteers also took on the hard work of defining problems and finding solutions.



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A public workshop held in June 2009 took resident comments to frame a statement of vision and goals for the Village. The Village Board held two single-topic forums in September 2009 to discuss the Special Board's reports on the site of the old Marathon Battery plant and Dockside. A series of six intensive outreach meetings in the spring of 2010 culminated in a community planning event that generated much excitement. Additional community participation in information sessions and public hearings on the draft Comprehensive Plan in the fall of that year shaped the draft to better reflect the interests of residents. In early December 2010, the Special Board voted to recommend the Comprehensive Plan to the Village Board, which discussed and modified the Plan and held a public hearing on the revised Plan in March 2011. For a summary of the Special Board's community outreach, see Figure 1, below; in addition, the Special Board held twice-monthly meetings open to the public (agendas and minutes are posted on the Village Website), and many meetings with community leaders and organizations throughout the process.

Figure 1, Outreach Summary

Outreach Event:	Date:
Community Forum	September 25, 2006
Public Forum regarding Planning Issues	October 23, 2006
Forum on Ad Hoc Working Groups	March 8, 2007
Resident Survey	May 2007
Presentation on Working Group topics, call for volunteers	May 2007
Public Forum, VFW Hall	October 20, 2007
Resident Survey Report Presentation	January 10, 2008
Community Resources Stakeholder Forum	September 4, 2008
Waterfront and Open Space Stakeholder Forum	September 11, 2008
Parking Stakeholder Forum	October 16, 2008
Economic Development Stakeholder Forum	November 13, 2008
Village Character Stakeholder Forum	February 12, 2009
Vision and Goals Workshop	June 18, 2009
Presentation on Marathon Battery Plant Site	September 15, 2009
Presentation on Dockside	September 29, 2009
Riverfront Public Forum	April 24, 2010
Two Main Streets—Community Choices	May 1, 2010
Marathon/Foundry/Campbell Area Public Forum	May 8, 2010
Two Main Streets—Business Choices	May 10, 2010
Village Character Public Forum	May 15, 2010
All-Community Planning Forum	May 22, 2010
Public Information Meeting, Comprehensive Plan	September 29, 2010
Public Information Meeting, Comprehensive Plan	October 7, 2011
Public Hearing, Comprehensive Plan	October 14/21, 2010
Presentation to Joint Meeting of All Village Boards	November 16, 2010
Community Workshop	May 14, 2011
Community Workshop on LWRS Projects	September 17, 2011
Presentations of LWRS	October 13/27, 2011

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In 2011, the Special Board turned to complete the LWRS. In May the Special Board organized a community workshop that focused on three priority projects—Dockside, the Village Garage site, and the Marathon battery plant site. The resulting recommendations were presented for public comment on September 17. Other aspects of the LWRS were highlighted for public comment through publication, at the Village Hall and the Butterfield Library, on the website, in press releases and ads, and in public meetings of the Special Board (especially the meetings on October 13 and 27). Major reports and meeting minutes, available to the public throughout the process, were posted on the Village’s website almost from its launching. This has truly been a work of many hands.

The public discussion changed minds and shifted the consensus on many subjects: new ideas took hold and opinion evolved on issues from parking to ferry service, to Dockside and the Village Garage site. The open debate and enthusiastic sharing of views brought out wonderfully inventive ideas (a railroad underpass linking Dockside to a park on the Village Garage site, parking waivers for businesses, specific ideas for a dog run, to name just a few).

An earlier Master Plan was completed and approved by the Cold Spring Planning Board in 1987. That effort was initiated by residents in the mid-1980s and funded by the State of New York as part of a Local Waterfront Revitalization Program (LWRP). The draft LWRP was never completed or approved by the State. This LWRS is quite different, but draws heavily and respectfully on that earlier work.

The particular emphasis in the 1987 Master Plan was on the environment, in line with the requirements of the LWRP. This LWRS retains and brings up to date the needs for caring for the environment, but devotes more attention to infrastructure needs, economic vitality, property taxes, potential development, and maintaining Village character. Following the advice of the State in commenting on the LWRP in 1990, this LWRS places more emphasis on establishing overall goals and objectives for the Village, and less on descriptive detail of existing conditions.

The LWRS is organized to be as user friendly as possible. The vision statement sets the overall policy direction. It sets forth goals toward which Village programs and activities should be directed. These goals have been translated into objectives that achieve one or more of the goals. Objectives move the Village towards a goal and provide a means of measuring success in meeting goals and realizing the vision. Recommendations developed for each of the objectives involve adoption of specific strategies and policies such as *zoning laws*, regulations and capital projects that are needed to guide the Village towards fulfillment of its vision.

GREENPLAN, Inc. has been a partner in the project since December 2009, providing invaluable advice at each stage. In addition, we owe great gratitude to all the others who have served on the Special Board for the Comprehensive Plan/LWRP: Liz Schevtchuk Armstrong, Joseph Barbaro, Carol Casparian, Karen Dunn, Kathleen Foley, Donald MacDonald, Marshall Mermell, Lynn Miller, Lillian Moser, Stacey Matson-Zuvic, Thomas Rolston, Z.I. Sanchez, Catharine Square, Ransom Taggart, and Jan Thacher. A list of those who have volunteered or made special contributions to the process appears in the Appendix.

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We also have many other people and organizations both in the Village and in the broader community to thank. Countless Village residents and business people provided essential ideas in meetings, conversations, emails and survey responses. The Cold Spring Fire Company allowed us to use the firehouse for most of our meetings, and accommodated the occasional changes in schedule with good humor. Two administrations of Mayor and Village Trustees have supported our efforts: they provided the use of the Village Hall, support and guidance and, when needed, money to see the project through. Mary Saari, Village Clerk, patiently searched for documents, maps and data, posted notices and reports on the Village web site, explained procedures and gave essential background on a thousand topics. She is the model of the honorable, intelligent and very helpful public servant, and it is this Village's great good fortune to have her.

The Village of Cold Spring Special Board for a Comprehensive Plan/LWRP

Michael J. Armstrong, chair
Anne E. Impellizzeri, vice chair
Marie E. Early, secretary
Cathryn Fadde, treasurer
Karen L. Doyle
Stephanie Hawkins
Anthony Phillips
Michael D. Reisman
Richard Weissbrod

November 2011

Photos: Page 8, A model Parrott cannon faces the river; Page 10, Participants at one of over two dozen public workshops and forums

LWRA Boundary

The area encompassed by the Cold Spring LWRP and LWRS includes, on land, the entirety of the Village limits, and on the water, most of the Hudson River to the middle of the river as well as most of Foundry Cove. The first task in this planning process is to define the boundaries of the local Cold Spring revitalization area, on both the land and water borders. For convenience, the Local Waterfront Revitalization Area (LWRA) refers to the area covered by the LWRS and also the potential future LWRP for the Village.

New York State Coastal Management Program

The New York State Waterfront Revitalization and Coastal Resources Act (Article 42 of the New York Executive Law) implements the New York Coastal Management Program (CMP). The CMP and Article 42 establish a balanced approach for managing development and providing for resource protection within the State's designated Coastal Area.

Cold Spring's land and water boundaries must fall within the area of the State's CMP, and Cold Spring's LWRA can be no smaller than the State's Coastal Area within the Village's jurisdiction. See attached map H22 (Figure 2) of the area labeled West Point (South) on which the blue line is the Landward Coastal Boundary.

Land Boundary

Because the entire Village of Cold Spring falls within the Coastal Management Zone, the land boundary is defined as coterminous with the land boundary of the Village as shown in tax map data provided by Putnam County (Figure 3).

Water Boundary

By Article 42, the water boundary can extend to 1,500 feet from the municipality's shore. Because there are places where 1,500 feet would go beyond the middle of the river, this LWRS sets the boundary as coterminous with the Town of Philipstown's water boundary, except where that boundary is further than 1,500 feet from shore. This definition is intended to avoid potential jurisdictional disputes not only with Philipstown but also with Orange County and any of its municipalities on the west side of the river. To the south, to avoid jurisdictional confusion with West Point, which owns Constitution Island, based on consultation with the West Point Realty Office the water boundary follows a line 50 feet offshore and parallel to the property line of Constitution Island, which is the high water mark. This 50-foot separation is intended to exclude jurisdiction over access to Constitution Island's shore from any future Harbor Management Program for Cold Spring (Figure 3).

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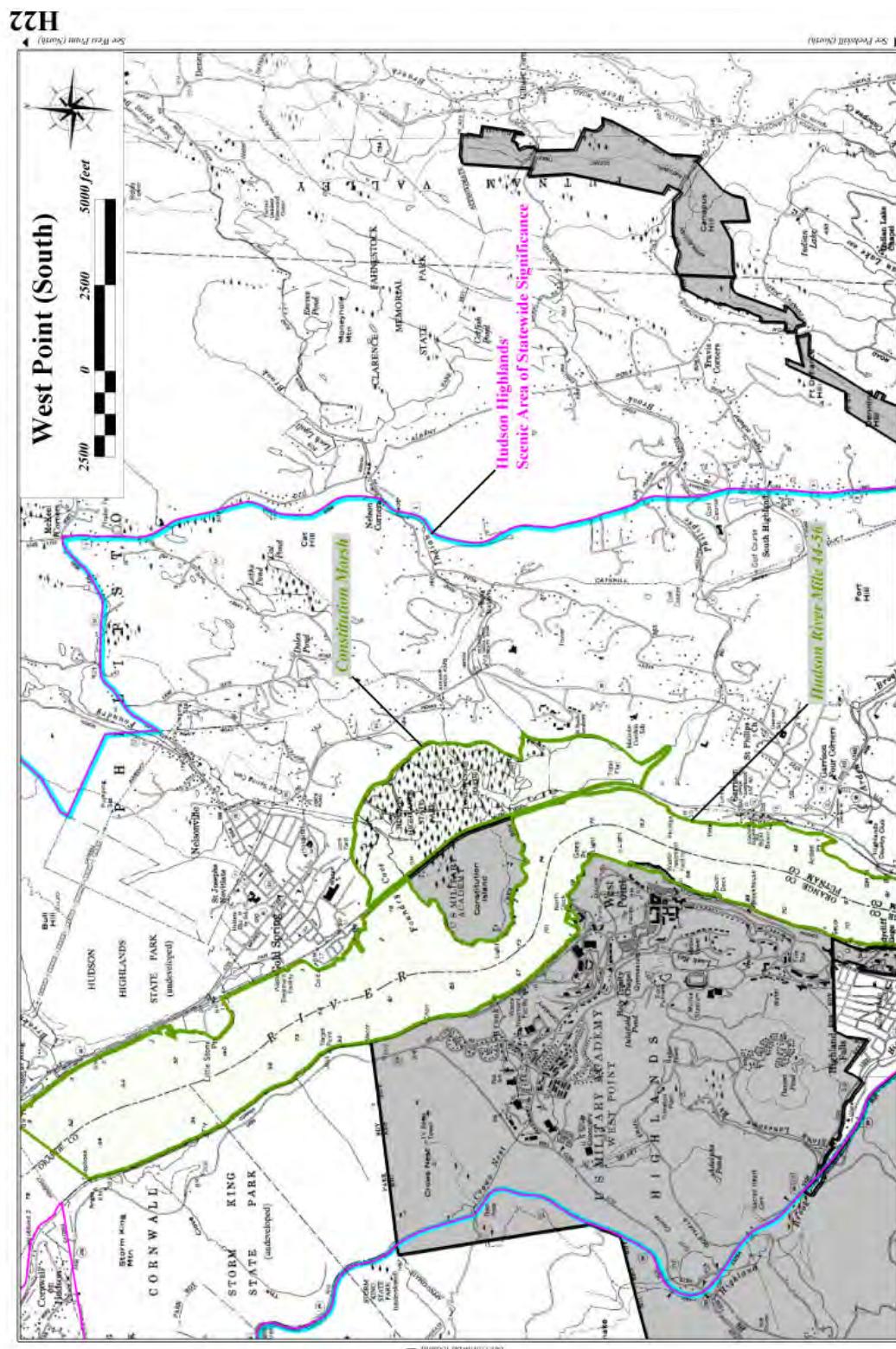
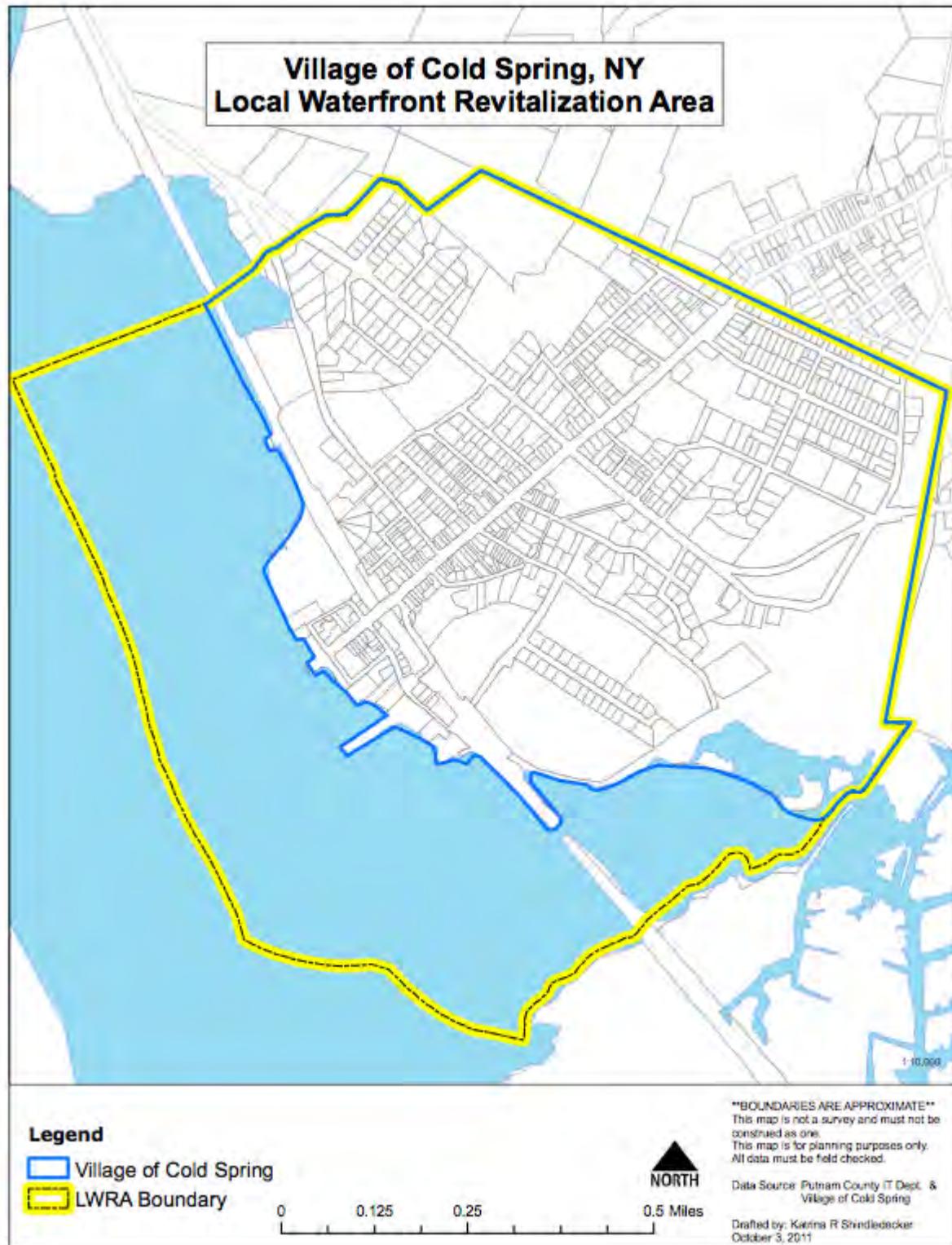


Figure 2: Blue line is Landward Coastal Boundary of Coastal Management Program (CMP). Pink line is Statewide Area of Scenic Significance Boundary

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Figure 3 – Cold Spring Local Waterfront Revitalization Area Boundary



Inventory and Analysis

The following six sections present and analyze the information gathered about the Village that forms the basis for the goals, objectives, and recommendations in this LWRS. Most of the formal background sources appear in the bibliography, but much of what informs the LWRS comes directly from residents and business owners, from discussions at workshops and on the sidewalk, over the five-year long project. The demographic information is not as current as it might be in, say, a large city, since the 2010 census for Villages is not as extensive as the 2000 census. Although we have 2010 total population figures, as well as the breakout of gender and age groups, ethnicity, and housing own/rent figures, we must rely on the 2000 census for income, education, age of housing, and other data. The overall picture of the community emerges from the research, and this LWRS uses the data to point to key issues and opportunities.

Village Character

Cold Spring has a strong sense of place and a distinct character. It has an impressive history, an extraordinary natural setting between mountains and river, a small-town “feel,” with 19th century architecture, and very special people who are unusually caring and neighborly. This comes out in surveys, in conversations with shopkeepers and officials, and in just watching the residents jaywalk across Main Street on a busy afternoon. It comes out in listening to the old timers talk on the long bench by the firehouse – a firehouse built, they will remind you, with their own hands.

Cold Spring has all of the elements of a traditional village. Set off by the river on the west and wooded mountains to the northeast and east and with much protected land to the south, it is relatively compact and isolated. This traditional character accommodates pedestrian

mobility, provides for a diversity of different household types, and with some exceptions due to the railroad and topography, provides a balanced and interconnected pattern of streets, sidewalks, and blocks. But Cold Spring has evolved over time and, especially since World War II, greater emphasis was placed on cars in newer parts of the Village. Over time, the Village should reconnect with its roots by encouraging and enabling a traditional scale and pattern of development and redevelopment that is designed to accommodate and promote pedestrian travel (as has been done, for example, in Cold Spring Landing.)



Since the character of the Village is significantly shaped by the surrounding Highlands and the green space of nearby large land-holdings, the Village will need to work with

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Philipstown in order to protect views, prevent excessive density in the surrounding area, encourage walkability instead of cars, and avoid other potential burdens on the Village.

Cold Spring's population of 2,000 has been stable for the past 20 years, after a period of growth following WWII (Figure 4a). Based largely on its position 50 miles from New York City, incomes in the Village tend to be higher than those in the rest of New York State, but they are lower than incomes in Philipstown and Putnam County (Figure 4d). Census data on the highest level of education attained show that Cold Spring outpaces New York State, but is behind Philipstown, particularly in advanced degrees (Figure 4e).

While this is a well-educated, older, and middle-class community, it is richly diverse in its mix of age and incomes, but not race: fully 93.2% of the population is white (in 2000, 96.6% of the population was white). On average the population is significantly older than in Philipstown and Putnam County – with a lower proportion of the population under 20, and a higher proportion over 60 (Figure 4c). Although there is much community sentiment favoring additional senior housing, Cold Spring already has proportionately twice as many people 65 and over (19%) as Putnam County overall (9.5%). Accordingly, a better strategy may be to assist seniors with nutrition and other services, but seek to maintain a healthy mix of ages instead of encouraging further imbalance toward senior citizens.

In the 2000 census, the U.S. and New York State as a whole show almost twice as many households making less than \$25,000 than make between \$75,000 and \$125,000, while both Putnam County and Philipstown show a reverse skew with a far higher proportion earning \$75,000 to \$125,000 than those making less than \$25,000 (Figure 4d). In Cold Spring, by contrast, the number of those earning under \$25,000 (20.1%) is almost equal to those making between \$75,000 and \$125,000 (21.7%) – and that balance is an important clue to the Village's special character.

With 54% of residences predating 1939, the housing stock tends to be much older than in the rest of New York State, Putnam County, or Philipstown (Figure 4f). Several large condominium and town house developments in the 1970s and 1980s added to the available housing: 141 of the 910 units occupied in 2000 were built from 1975 – 1985 (Spring Brook, Chestnut Ridge, Forge Gate). The number of rental properties during this period stayed about the same (Figure 4g), but the number of owner-occupied housing units increased from 470 in 1980 to 565 in 2010 (almost 20%), probably the result of condominium conversions. Little housing has been added since the mid-1980s (only 12 units from 1990 to 1999). The 2000 census showed 39% of households had no mortgage, a far higher proportion than in Philipstown (31%) or Putnam County (22%). Many families have been here for generations, and have paid off their mortgages long ago. Based on the 2000 census, almost



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one in every three owner-occupied houses (32%) in the Village is owned by people 65 or older; in Putnam County as a whole, only 17% are (Figure 4h).

Most residents commute to work, and more and more by train. While in 1990 only 15% of employed people in the Village commuted by rail, by 2000 this had increased to 24%. That growth is part of a persistent multi-decade trend. Metro-North ridership from the Cold Spring station almost tripled from 1978 to 2009 (from 120,000 to 353,000). Commuting is an important part of village life: only about 170, or 18%, of the 952 employed people who live in the Village also work in the Village – a big change from the days 150 years ago when 700 ironworkers walked to the West Point Foundry.

The Village contains several distinct neighborhoods, developed at different times (see Figure 5). From its early days as a foundry town, the Village had a commercial strip along Main Street crowded with shops, apartment buildings, and, around the corner, housing for the workers. The mill owners built even more worker housing along Parrott and Parsonage Streets. Close by were the big estates of the wealthy – the Foundry owners, ironmongers, and the elite of New York. In time, developers bought these estates and built neighborhoods with houses that look alike – not clones, exactly, but from the same family with generally the same relationship to the street. The Mountain Avenue neighborhood, with a number of houses from the late 19th century, and the over-50-year-old Grandview/Whitehill Place area, and Constitution Drive were followed in the ‘70s and ‘80s by the townhouse developments of Spring Brook, Chestnut Ridge (housing for seniors and the disabled), and Forge Gate. More recently the Village has seen some infill in Northern Gate, Grove Court (filling a small estate once owned by the Foundry’s doctor), Marion Avenue, and the waterfront development of Cold Spring Landing. The uniqueness of its neighborhoods is what gives the Village much of its character.

The Village adopted a Zoning Law in 1967 that, like those in communities across the country, generally followed suburban models and, for the most part, ignored the existing pattern of development in the Village. The housing is overall a grand mixture of large and small, new and old, apartments, townhouses, ranch homes and second empires, reflecting the Village’s rich history of factory workers, the wealthy and middle class living in close proximity. Some blocks present a row of historic buildings broken by newer construction, marking the site of a long-ago fire, an old tale of challenge and recovery.

Villagers attach high importance to the small-town and historic character of Cold Spring, as seen in responses to the resident survey and repeatedly in public discussions. In that survey, 42% (the most of any category) cited the “small-town atmosphere” as what they “liked best” about the Village. Add architecture and history and it goes to 47%. The second-ranked category was the natural environment, 28%, and third was “the people,” at 16%, who were seen as friendly, neighborly and having a spirit of community. In all likelihood, the traditional nature of



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village architecture with porches, houses close to each other and close to the street itself contributes to the neighborliness.

One defining feature of the small-town character of Cold Spring is Main Street itself with its 19th Century architecture, storefronts and the remaining public functions in the Village Office building (which houses the offices of the Mayor and Village Clerk, the Police and Justice Court. Over time, many businesses serving the routine needs of residents have moved elsewhere, and it may be tempting to relocate all of the public functions as well. Despite that, residents argue that if Main Street lost the Village Offices with its police cars, or the Firehouse, it could cost Main Street its “authenticity,” and do real damage to the personality of the Village.

The Local Historic District was established in 1976 as “an expression of civic pride in the architectural, historic, and scenic qualities of the Village”. Main Street and other key areas were placed on National Register as a Historic District in 1982 (see Figure 6 for map). The Village adopted design standards in 1999 to guide changes to structures within these districts. In the future, some of the historic properties in the Village may merit development in ways not recognized in their zoning districts, so provisions for adaptive reuse may be beneficial. In 2010, the West Point Foundry Archeological Site was placed on the National Register including the 87-acre Foundry Preserve (about 27 acres are outside the Village), the original foundry school (now the Putnam County Historical Society and Foundry School Museum), the 1833 Chapel of Our Lady Restoration built as a place of worship for foundry workers, the home of foundry partner William Kemble, and Foundry Dock Park, the site of the wharf where the foundry received raw materials and shipped manufactured goods.

The Working Group on Village Character and a number of other residents strongly recommended extending the Local Historic District to additional neighborhoods. However, there has been little public support for doing so, and much concern has been expressed about the Historic District Review Board process. This suggests that protection of historic structures outside the Local Historic District should be sought through other means.

Notably, street signage in the village does not reflect the Village’s historic character: signs have many different styles and often fail to provide adequate information. Visitors often complain about getting lost because of poor directional signage from the Metro-North train station to Main Street, the river and the trailheads to the north of the Village. This points to the need for a review of the signage to make it better reflect the special charm of the community, while making it more user-friendly for visitors.

At just over 400 acres, the Village is the right size for walking. Although many people in the community enjoy walking, most of the newer neighborhoods lack sidewalks (see Figure 7). Many hikers come from the train station and through the Village to reach the trails to Breakneck and Bull Hill. They stroll along unprotected, hazardous road shoulders to get to their destinations. Enhancing the walkability of the Village was a big concern in the community survey of 2007, and it is addressed in many ways in this LWRS. Indeed, walkability is a hallmark of successful places, increasing safety and convenience for residents and visitors alike.

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While the older part of the Village was made for walking in a time before the automobile, relatively little attention has been paid to ensuring the safety of pedestrians in those areas. The Village has only a few crosswalks, and most of those do not have the mid-street safety penguins that increase the effectiveness of crosswalks. A thorough review, particularly along routes to Haldane and playing fields, could help set priorities for needed upgrades. See the discussion on improving deliveries and car access in the Facilities and Services section for additional discussion of transportation issues.



An important cultural focus in the Village is its synagogue (which currently uses the Episcopal church hall) and four churches, many of the latter built immediately after the Civil War. Some of the congregations have begun to decline, and are challenged to keep up membership -- which creates some concern for how the properties can be protected for community use.

What perhaps binds families in the community together more than anything else is Haldane Central, a K-12 school with about 900 students, located in the Village. While only about one in four Haldane students actually lives in the Village, the long-term friendships made there, and the networks developed, shape the politics of the community almost as much as family ties. Haldane's victories are celebrated by impromptu celebrations featuring the Fire Company's trucks roaring from the school grounds down Main.

Cold Spring's small size and compact neighborhoods support a degree of volunteerism that is unusual in the country today. Resident volunteers organize church fund raisers, serve on non-profit boards and committees, coach Little League teams, support special programs for Haldane, volunteer for the Fire Company, and serve on Village boards, including the board that has drafted this report. The people living in this community care about it, and care enough to devote their time to making it a great place to live.

A major resource in analyzing needs and identifying possible solutions is the "Cold Spring Planning Analysis" prepared by GREENPLAN, Inc. in 2010 for this planning process. It examined the Village's 1987 Master Plan, Zoning Law, Subdivision Regulations, Historic District Design Standards, and other regulations. In the context of smart growth planning and traditional neighborhood development, the Analysis provided wide-ranging insights and suggestions, both broad and narrow, in such areas as reinforcing walkability, regulating impacts as well as uses, ways to manage parking, traffic calming, signage, lighting, and landscape standards, and much, much more.

Photos: Page 17, Waterfront Park, facing north; Page 18, middle right, historic home on Morris Avenue; lower left, Spring Brook Condominiums; Page 19, Tots Park; Page 21, St. Mary's Church on Chestnut St.

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Demographic Profile Charts – Figures 4a – 4h

Figure 4a

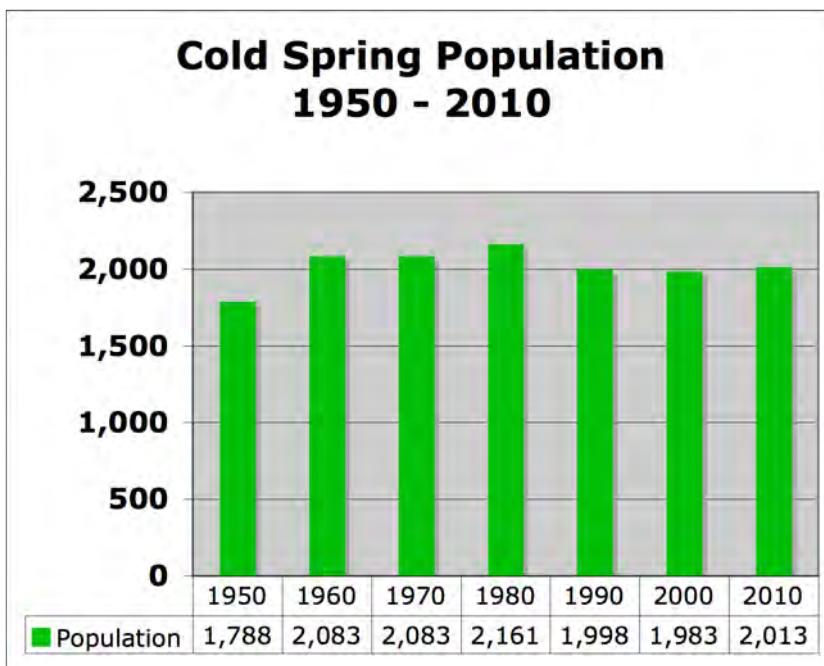
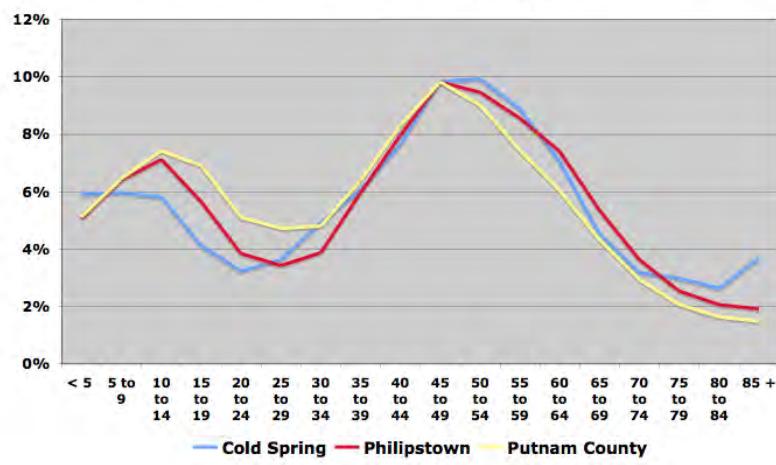


Figure 4b

Age Distribution in Cold Spring, Philipstown, and Putnam County,
by proportion of whole population, 2010 Census



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Figure 4c-1

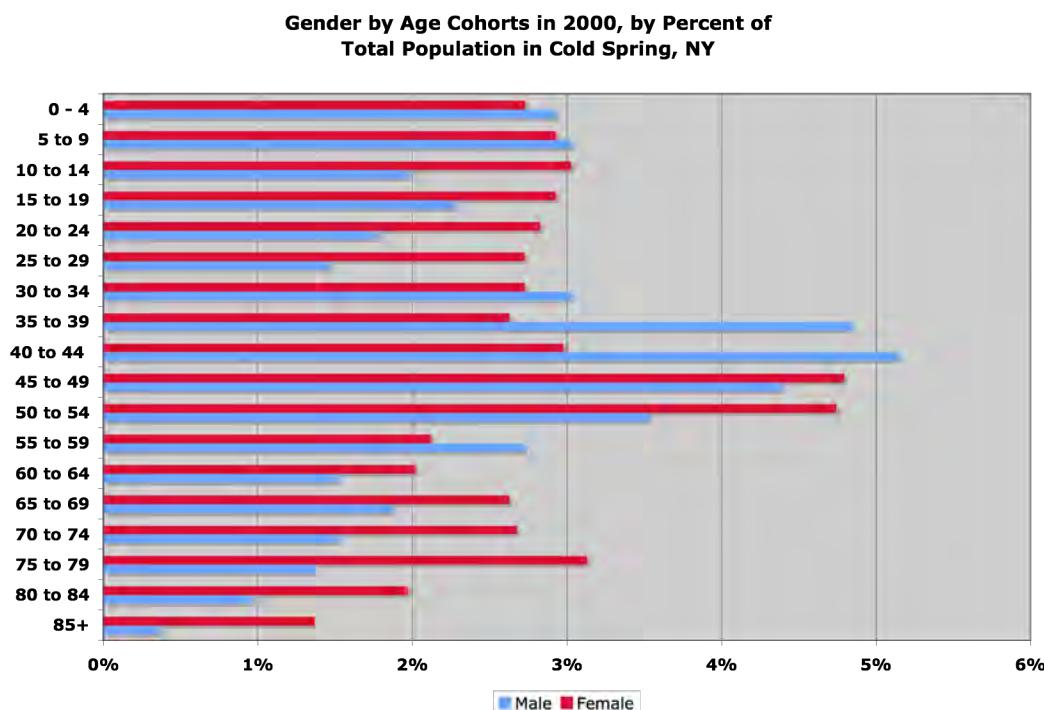
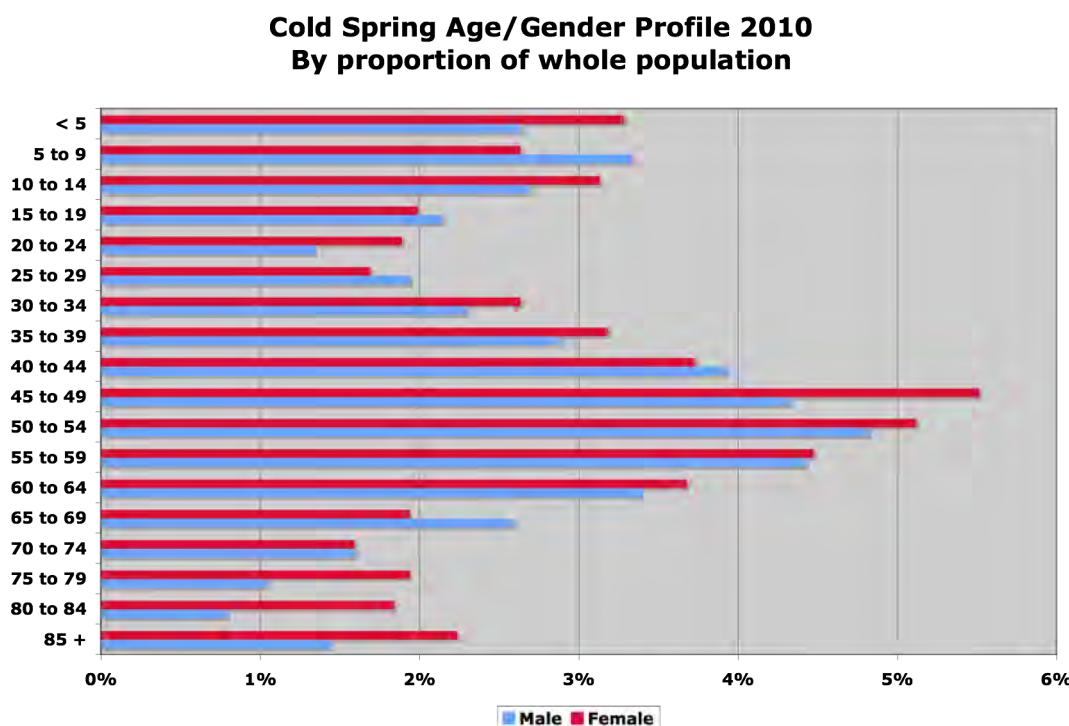


Figure 4c-2



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Figure 4d

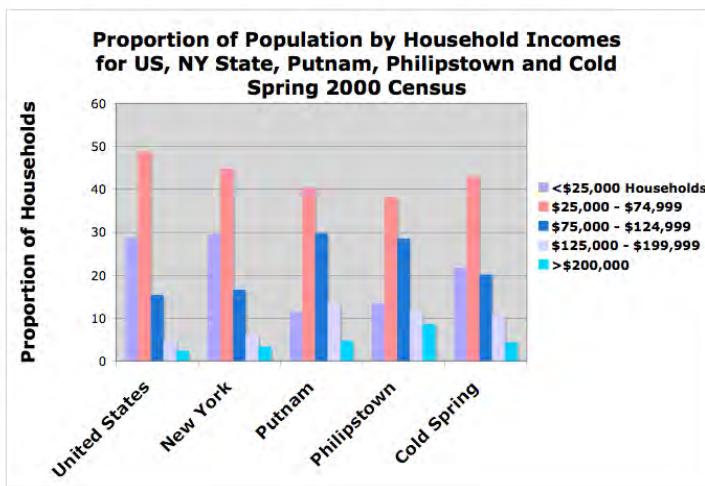
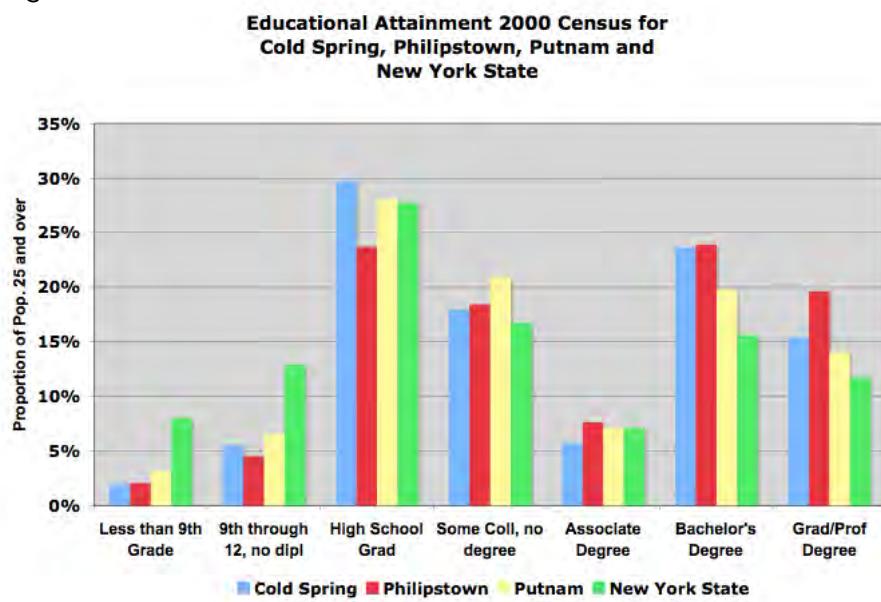


Figure 4e



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Figure 4f

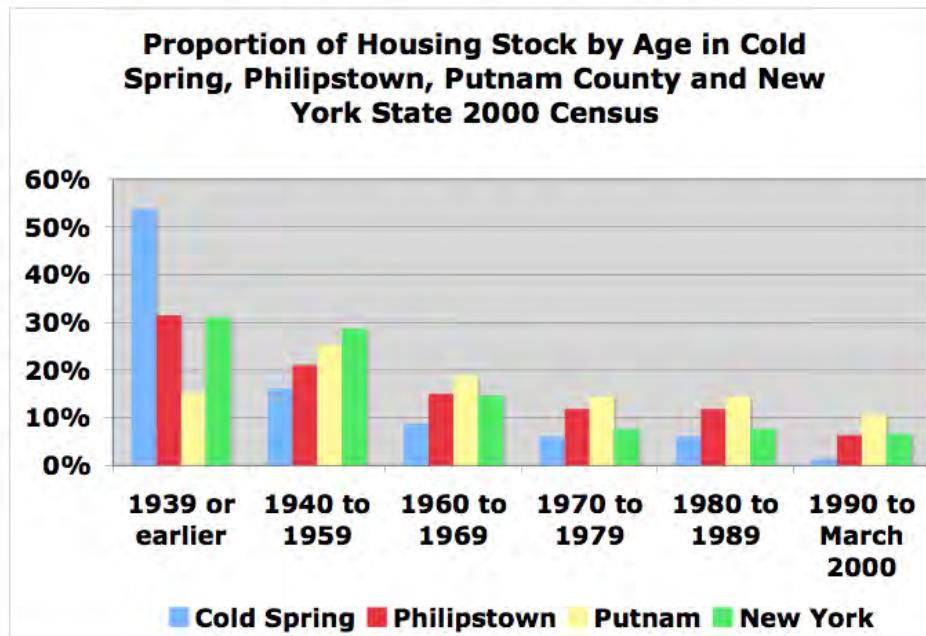


Figure 4g

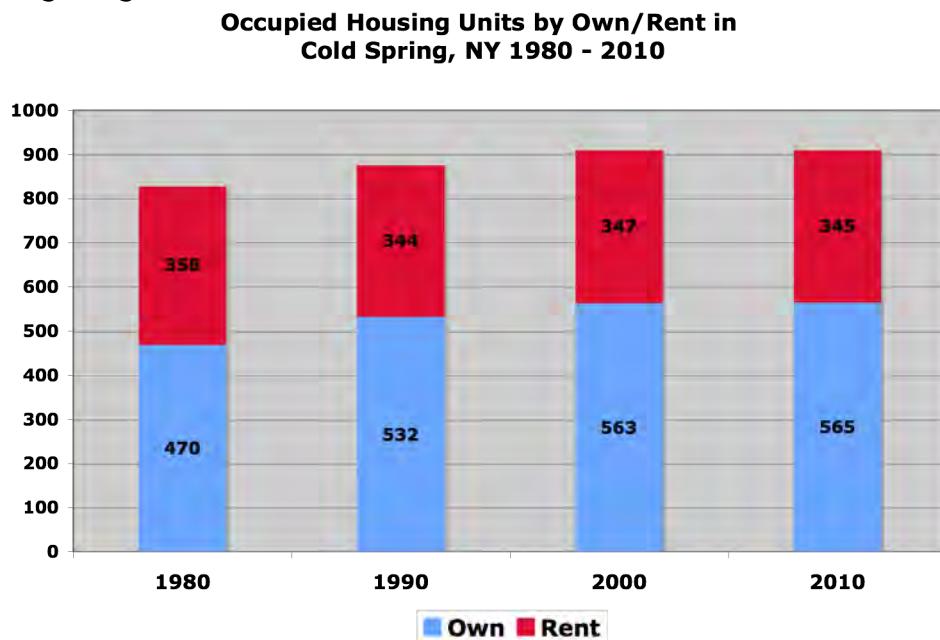
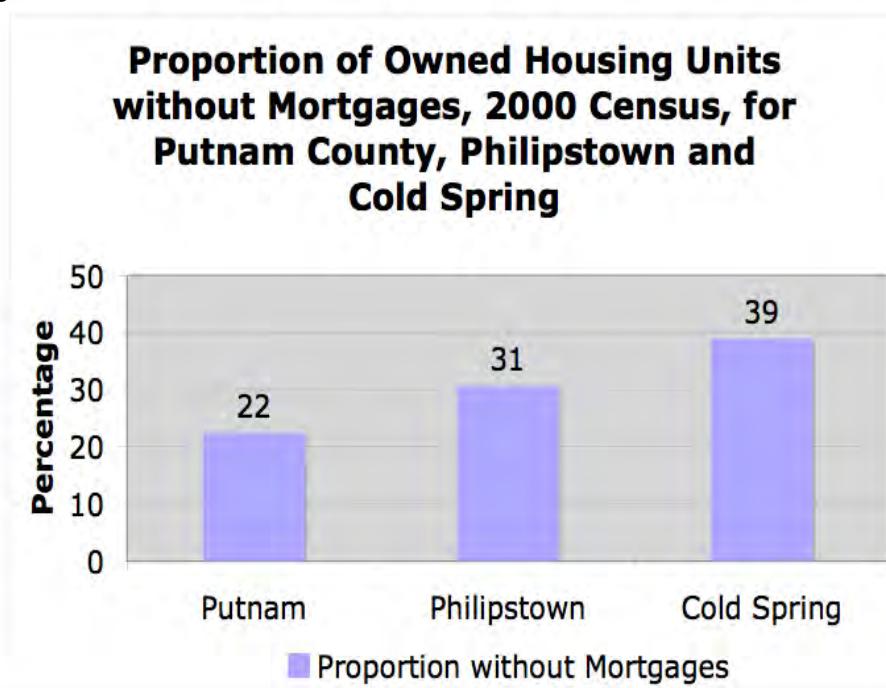
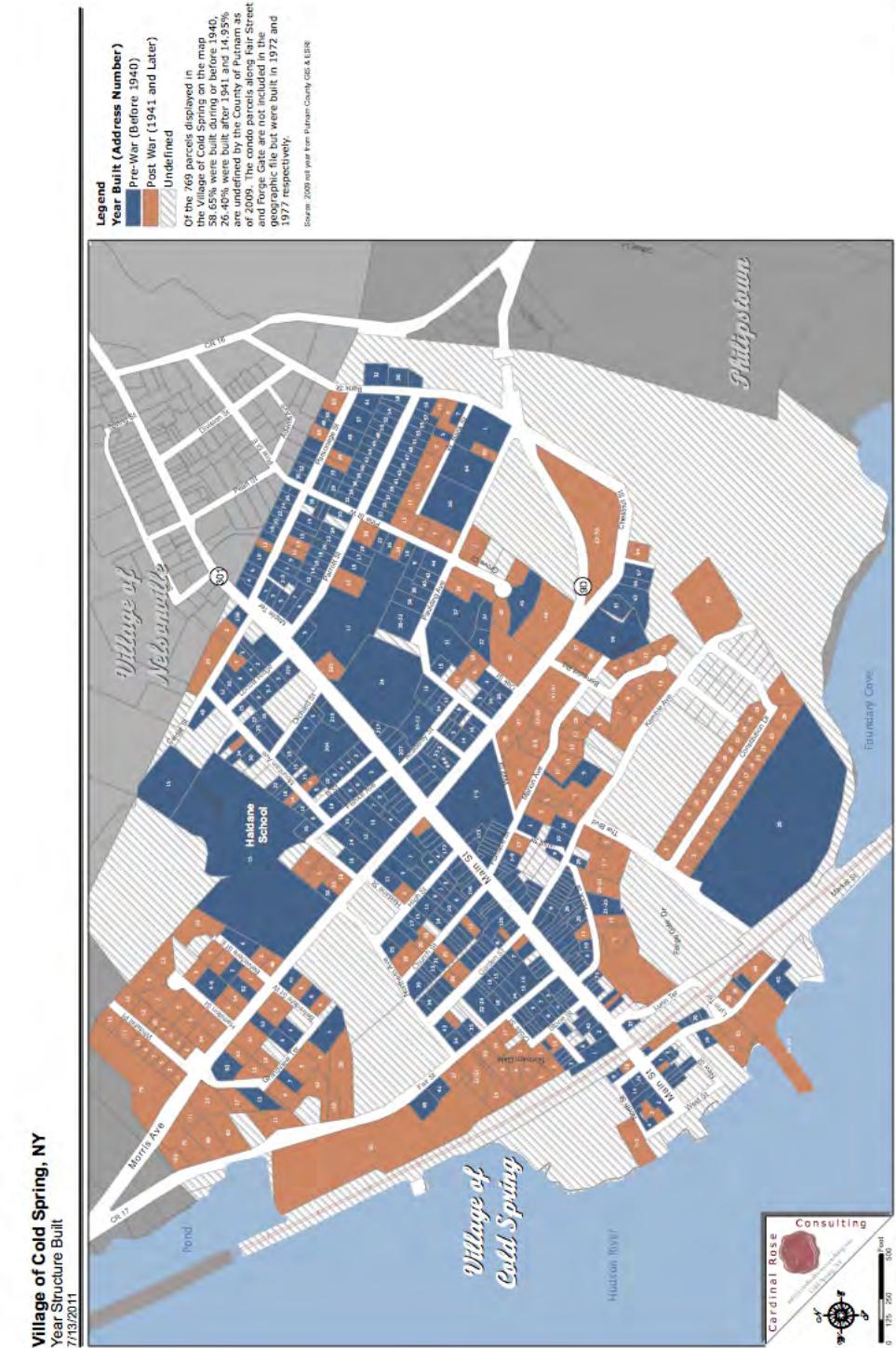


Figure 4h



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Figure 5, Pre-war buildings in blue; post war brown



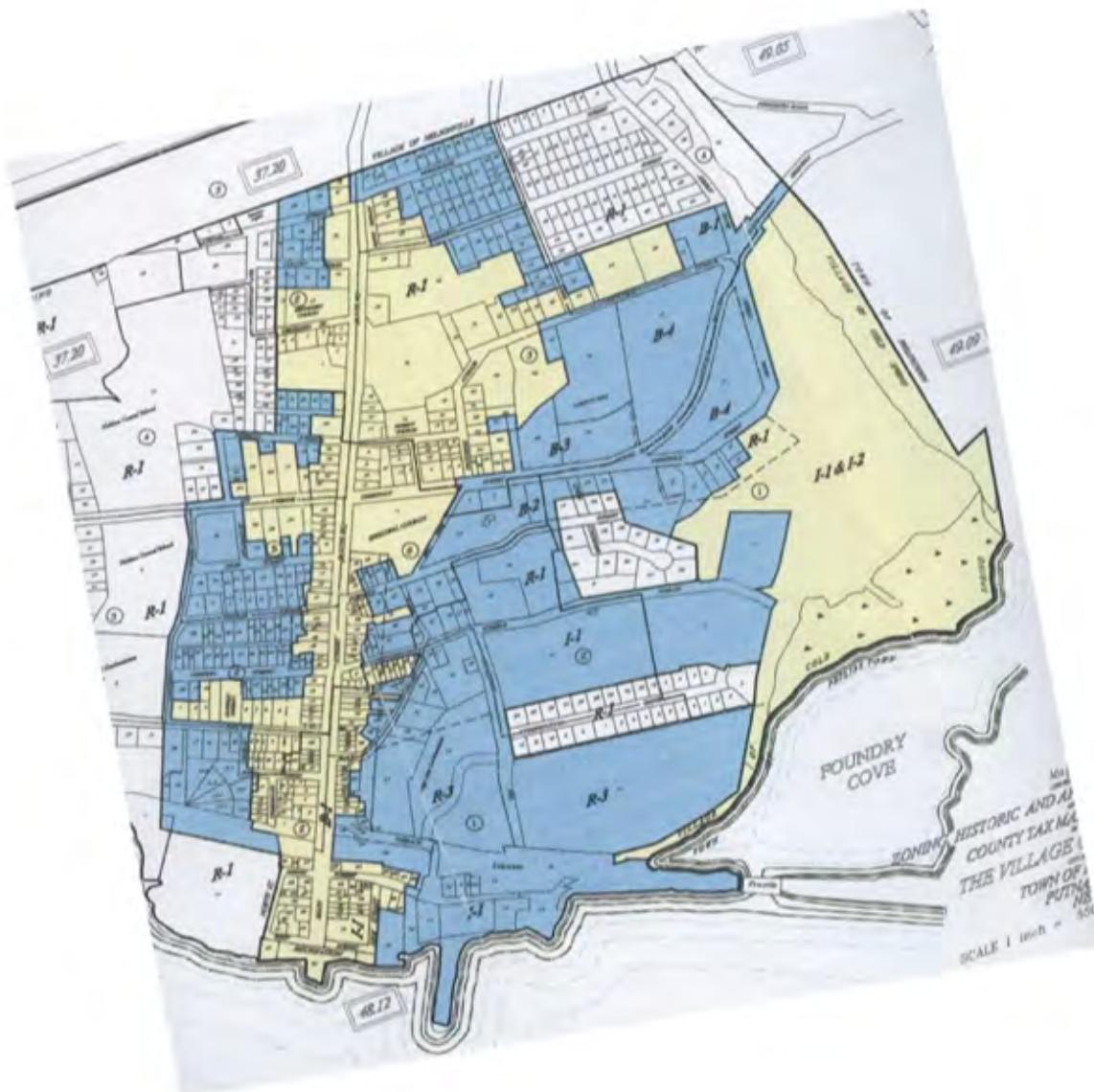


Figure 6, Historic District Map of Cold Spring

Blue represents local Historic District areas only

Yellow represents both National Register Historic District and Local Historic District areas

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Figure 7 – Sidewalks

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Riverfront

Cold Spring is a river town. Historically, the waterfront was bustling with brickyards, foundries, a lumberyard, warehouses, shipping and passenger boats. This was not a beautiful part of town. Today, the waterfront is fast becoming a dynamic and central focus of the Village. Scenic Hudson has developed Foundry Dock Park with benches for contemplation and a launch for kayaks and other car-top boats. The Chapel Restoration has built a visually compatible annex and improved access to the entrance. The Main Dock, the Boat Club area, and Dockside are all subjects of substantial resident interest.

The Main Dock was repaired and upgraded in 1994, with additional improvements in the Waterfront Park on either side of the Bandstand. Most recently, the Hudson Highlands Land Trust organized funding and design work for new lighting on the Main Dock that would reduce light pollution and make the night scenery more visible; after some controversy, the Village Trustees voted this year to proceed with the project. But while many visitors arrive by boat, there is no regular ferry service to the Village at present. In the resident survey, community forums, and workshops, residents often expressed a desire to see passenger boat docking, for their own enjoyment, for better access to places up and down the river, and to bring tourists to the community without increasing the burden of parking. The Village Trustees voted in 2011 to change the regulations governing docking to permit not only historic and educational boats to dock but commercial passenger boats including tour boats and ferries with permits to be issued on a case-by-case basis. Some residents also expressed a desire to continue to be able to fish and crab at the Main Dock, and this should be a consideration in any plans.



The Cold Spring Boat Club, just south of the Main Dock, provides a launch ramp and floating docks for powerboats together with a few sailboats. Boat Club leaders have said that they have sufficient slips to be able to accommodate the few new members that seek to join each year, so they are under no pressure to expand, although they did mention some concern about silting. They have statistics showing over 4,000 visitors coming to the Village by boat annually from May through November, showing that it is also an important gateway to the Village, perhaps one that could benefit by additional resources beyond what Boat Club members can be expected to supply. Since the Boat Club is located on Village property, many residents have expressed the feeling that they are excluded from a desirable part of the waterfront. In part this may have been due to signage that was perceived as unfriendly and which the Boat Club has sought to improve. At the same time, many point out that the Boat Club members are primarily non-Village residents. While it was not possible to determine what portion of the members actually live in the Village, anecdotal evidence suggests that

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people who live outside the Village do make up a significant portion. These concerns were balanced by Boat Club leaders' review of the many ways they welcome non-members as well as their substantial voluntary donations of effort and money to enhancing the property and the nearby riverfront over many decades.

A further concern about this property is that a Manufactured Gas Plant (MGP) operated there for decades late in the 19th century, leaving tons of toxic coal tar waste buried next to and under New Street. Forgotten for decades, recently the site has been identified and studied by the DEC, which proposed a remediation plan. The DEC's initial preference was to excavate and remove the contaminated soil under the Boat Club, which would mean demolition of the current building, but in response to Village concern, they agreed to an alternate plan. Subsequently, in response to further Village concern, the DEC is pursuing additional study. If significant contamination is found under the building, they may take down the structure in the process of remediation. Such demolition may open an opportunity to review the relationship between the Village and the Boat Club and decide what changes might be desirable in a replacement building.

These issues point to a need for the Village and the Boat Club to work together, whether or not the structure remains, to plan for the future of this Village-owned property in order to protect and enhance the interests of both Boat Club members and non-member residents of the Village. There is a need to improve the access of Cold Spring residents to the Boat Club facilities, to enable them to get more benefit from it, and to seek ways of improving the facilities for Boat Club members – all while honoring the important contributions made by the Boat Club. Changes in the facilities could also be helpful to the Boat Club's management: a frequent complaint from the Boat Club was that visitors often seek the use of restroom facilities, which creates a real burden for Club members and which could be resolved with a new plan for the site.



When its tracks were laid in 1849, the railroad cut off the shore from most of the Village, making vehicular and pedestrian access to and from the river awkward ever since. Today, within Village limits, a single vehicular bridge crosses the tracks. Pedestrians are served by that bridge, an underpass at Main Street and elevators and a pedestrian bridge at the Metro-North station. Starting at least as early as the 1970s, and included in the 1987 Master Plan, residents have pressed for better access to the river. There have been proposals for a bridge with elevators over the tracks at Main Street, a crossing from Dockside to the Village Garage Site, a possible ground-level track crossing at the Metro-North parking lot for emergency vehicles, and routes along the track or on a causeway up to Little Stony Point to take advantage of the railroad bridge there.

This need for access together with residents' repeated assertions of how central the river is in what they value about Cold Spring suggests the desirability of a RiverWalk. While the idea was featured in the 1987 Master Plan, several components emerged in this planning process:

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improvement of the pedestrian way immediately along the riverfront, identification of several routes through the Village to the river (in keeping with the Greenway approach to supporting communities), and creation of a loop trail that would define a route and create access over – or under – the railroad.

In the 19th century, the Beekman blast furnace dumped slag as fill to make what is now Dockside located just to the north of the Main Dock area. This artificial fill makes the shoreline fragile, especially along the western shore where the river runs swiftly. The Village recognizes the need for shoreline stabilization, but the cost is daunting: a 2006 study by OSI (the Open Space Institute) put the cost at over \$500,000. In making an agreement with the State for managing Dockside, the Village's obligations with regard to shoreline stabilization will need to be addressed; in such a small Village, it seems unlikely that such a large sum can be raised from taxes or fees.

Dockside has now been acquired by the State, and negotiations are underway for the Village to manage the site, making review of plans for Dockside timely (submission of a Concept Plan by the Village is a condition of the contract approval). The preference of the State Office of Parks, and a dominant theme among many in the Village, is to keep Dockside "natural," as a State Preserve. Renewed attention to the rock mound that rises 65 feet above the river presents compatible opportunities. But there is also some interest in the Village in restoring a full-service restaurant to the site (in the spring of 2010, some villagers petitioned that it be considered), although many seemed content with a café and place to get together and socialize. This points to a need to balance the uses on the site, within the practical constraints of cost, the prior business history of the seasonal restaurant, and the likely limitations framed

by any agreement with the State. One additional use of Dockside that has received significant community support, and support from State Parks, is to locate on that site a permanent home for Building Bridges, Building Boats, a not-for-profit organization faced with the imminent loss of its current home at the West Point Foundry Preserve. (See LWRS Projects Section/Dockside)

Riverfront events are now an expected part of community life, and many residents said that they would like these to be continued. In fact, many emphasize the value of Dockside as a community gathering place. Good boat access, and better pedestrian access, especially from the Metro-North station, can ameliorate the challenges such events pose for parking, safety, pollution, noise, and congestion.



Photos: Page 30, Middle right, Main Dock with new Dark Sky Lighting bollards; lower left: Cold Spring Boat Club, Page 31, Boat Club moorings; Page 32, middle right, Dockside facing Storm King; lower left, the Historic ship Half Moon passing Cold Spring.

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Natural Environment and Energy

Throughout the Comprehensive Plan and LWRS processes, the residents of Cold Spring have expressed their overwhelming desire to preserve the natural environment. For example, in the 2007 resident survey, when residents were asked which things they would like preserved for future generations, the top priority was the natural environment, including the waterfront, views and open space. Not only is the integrity of the environment vitally important to residents' quality of life, the environment and open space are an important source of tourism, and therefore, economic activity.

The Village of Cold Spring holds a prominent place on the Hudson River, surrounded by a natural landscape (Figure 8). As the river winds past Cold Spring, through the Hudson Highlands, it is at its deepest and most turbulent. It narrows and bends sharply, increasing to depths of over 150 feet. The river is subject to periodic flooding, most recently in the terrific floods following Hurricane Irene in August of 2011. The shoreline is railroad bed, rock bluff, or man-made fill, and therefore often unstable. The large forested, mountainous areas of the Hudson Highlands State Park and Fahnestock State Park create a majestic landscape to the north and east of Cold Spring, scenery residents prize.



The Village includes preserves owned by Scenic Hudson to its southeast, is adjacent to Hudson Highlands State Park and is in close proximity to areas of high biological and scenic value. The Village has rich shoreline resources, including submerged aquatic vegetation (SAV) beds (Figure 9), whose protection is a high priority for the New York State Department of Environmental Conservation (DEC) and the Department of State Division of Coastal

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Resources (DCR), and of many residents. While these beds promote water quality and provide a habitat for a rich diversity of fish and invertebrates, they are vulnerable to power boats and other shoreline activities.

The Foundry Cove and nearby Constitution Marsh wetlands offer excellent habitat for fish and birds, reptiles and amphibians. Foundry Brook runs along Cold Spring's eastern boundary, through much of the 87-acre West Point Foundry Preserve (27 of these acres are outside the Village, in Philipstown), and is currently forested for much of its corridor (see Figures 8 and 9). Such cover maintains the quality of the water as it enters the marshes and Hudson River.



Trees throughout the village are valued by residents and are critical for storm water management and erosion control. The Village also features a small brook – Back Brook



(sometimes known as Margaret's Brook) – that runs underground for portions of its route through the Village, surfacing several times before emptying into the cove north of Mayor's Park. Although the DEC planted trees along some of its banks a few years ago, under the Trees for Tribs program, it does not accept responsibility for Back Brook, so addressing flooding, landscaping, and other issues is up to the Village.

With the increasing frequency and intensity of storms and the added burden of new construction, especially at higher elevations, the flooding of Back Brook will demand new, more effective approaches to mitigate the impact on adjoining properties. Indeed, the changing pattern of weather, coupled with steep slopes, extensive impervious surfaces (over 9 acres of parking, six miles of roads, and 950 buildings on just 407 acres) make storm water management a critical issue, with serious problems now being addressed along Northern Avenue, Morris and Craigside, Mountain Avenue, Benedict, Marion, Wall Street and Kemble, through a project funded by the Federal Government. Haldane recently completed extensive improvements to its storm water management, upgrading pipes and drainage channels.



According to the December 31, 2010 report of the New York State Sea Level Rise Task Force, the Hudson River in the Mid-Hudson Valley Region will see increases in water levels from 1 to 4 inches by the 2020s, 5 to 9 inches by the 2050s, and 8 to 18 inches by the 2080s. However, in a scenario of rapid ice-melt, those increases become 4 to 9 inches by the 2020s, 17 to 26 inches by the 2050s, and 37 to 50 inches by the 2080s – enough to flood Dockside, Mayors Park, and other waterfront properties. It would be prudent to develop strategies to address shoreline stabilization and coping with the impact of seal level rises on affected

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properties, regardless of whether its causes or its precise likelihood are agreed upon. Stretching mitigation efforts over time may be less costly than deferring any action until it can no longer be avoided.

In addition to its natural qualities, Cold Spring, like most river towns, has some industrial contamination. From the early 1950s through the 1970s, a battery manufacturing plant at the Marathon site on Kemble Avenue discharged toxic chemicals - most notably cadmium – into Foundry Cove and contaminated other areas as well. In 1995, the United States Environmental Protection Agency (EPA) concluded a Superfund remediation of the entire area, and continues to test soils and monitor the site to track contamination levels. The Marathon Battery Superfund site (which included parts of Foundry Cove and the Cold Spring pier) has been removed from the National Priority list, but institutional controls currently enforced by the EPA at the site prohibit excavation deeper than 15 feet in the 'pedestal area', construction of groundwater wells, and interference with monitoring wells. Additionally, a plume of toxins located in the groundwater under the former battery factory site has been resistant to mitigation and may pose vapor intrusion issues for neighboring homes, an issue of real concern.

The EPA has directed the former property owner to formulate a new remediation plan for the former Marathon Battery Plant area. Many in the community remember the serial efforts over decades to clean up the site, and many lobbied for remediation: the record of petitioning, letter-writing, and active attendance at public meetings, is extensive. With its history, which includes the seminal activism on the Storm King Power Plant Project in the 1960s and 1970s which led to the development of many of the nation's environmental protection laws, this Village is, perhaps, more alert to issues of pollution and the protection of the environment than most.

Scenic Hudson has an agreement with the EPA to preserve the natural, scenic, historic and potential recreational assets of the West Point Foundry property. Currently, areas of Foundry Cove marsh are being planted with native wetland vegetation to further restore the area to a healthy tidal freshwater marsh habitat, in a cooperative effort by the Constitution Marsh Audubon Center & Sanctuary, the National Oceanic and Atmospheric Administration, the DEC, Scenic Hudson and the EPA.

As also noted in the Riverfront section, in the mid-to-late 1800s, at a site now owned by the Village and partially occupied by the Cold Spring Boat Club, a manufactured gas plant produced gas used for lighting for the community, generating coal tar as its principal waste. The Village is now working with the DEC to develop and implement a remediation plan for the remaining coal tar at the site. The DEC's February 2010 Record of Decision (ROD) on the site stated that coal tar constitutes "a significant threat" to human health through "potential exposure to soil and groundwater" and imperils the environment through "impacts of contaminant to soil and groundwater and potential for impacts to the sediment and surface water of the adjacent Hudson River."

In the 19th century, firewood, coal, coal gas, and water power at the Foundry provided energy to the Village. Today, a relatively small number of residents use electricity from

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Central Hudson to heat their homes (in 2000, 9% of households); most use heating oil from a number of local providers (88% of Cold Spring households used fuel oil in 2000, according to the US Census). A very few use wood, coal or propane gas; there is no natural gas service in the Village. A higher proportion of the homes in the Village are older than in the region (54% were built before 1939, compared with just 31% in Philipstown and 15% in Putnam County). These homes tend to be less energy efficient, making possible a more-rapid payback in energy savings and a greater reduction in environmental impact.

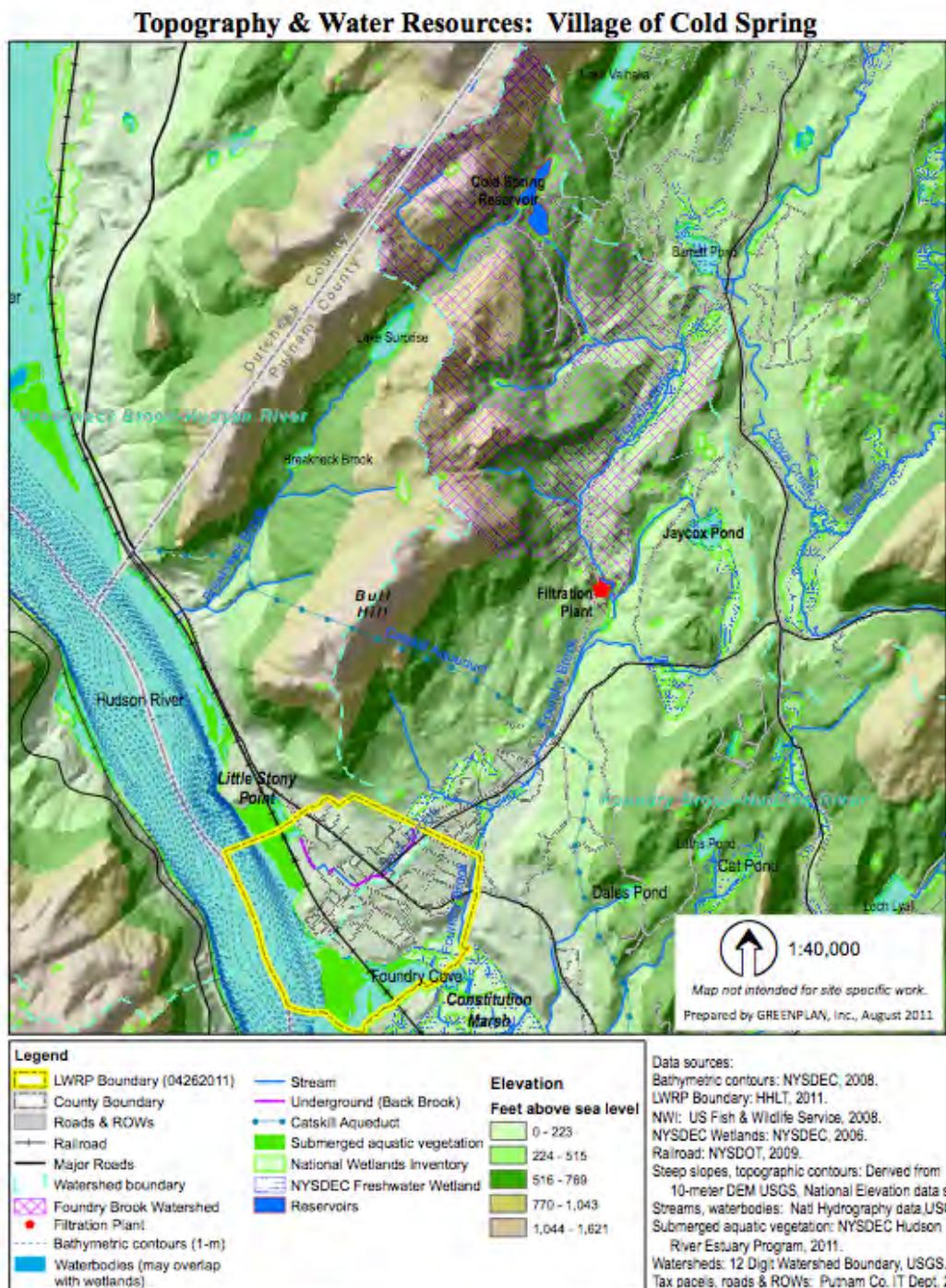
In recent years, there has been a surge of interest and action regarding “green” building and energy, creating new opportunities in technology, incentives, and cost-effectiveness. New York State law provides authority to local governments to adopt energy conservation standards of their own and to impose other green development requirements regarding the sustainability of sites, water efficiency, renewable energy, and indoor environmental quality. The Village government is well aware of the State’s interest in supporting efforts to improve energy efficiency. In September 2007, the New York State Power Authority, with New York State Energy Research and Development Authority (NYSERDA), completed an energy efficiency assessment of municipal buildings, and recently Village Trustees have expressed interest in pursuing additional assessments of potential energy savings, including in street lighting.



Photos: Page 33, top, aerial view of Cold Spring looking south; bottom right, Storm King from the Main Dock in winter; Page 34, top right, Foundry Cove; middle left, an ancient tree on Academy Street; bottom right, Back Brook just east of Academy Street; Page 36, the Chapel Restoration’s new Chancery building features a planted roof.

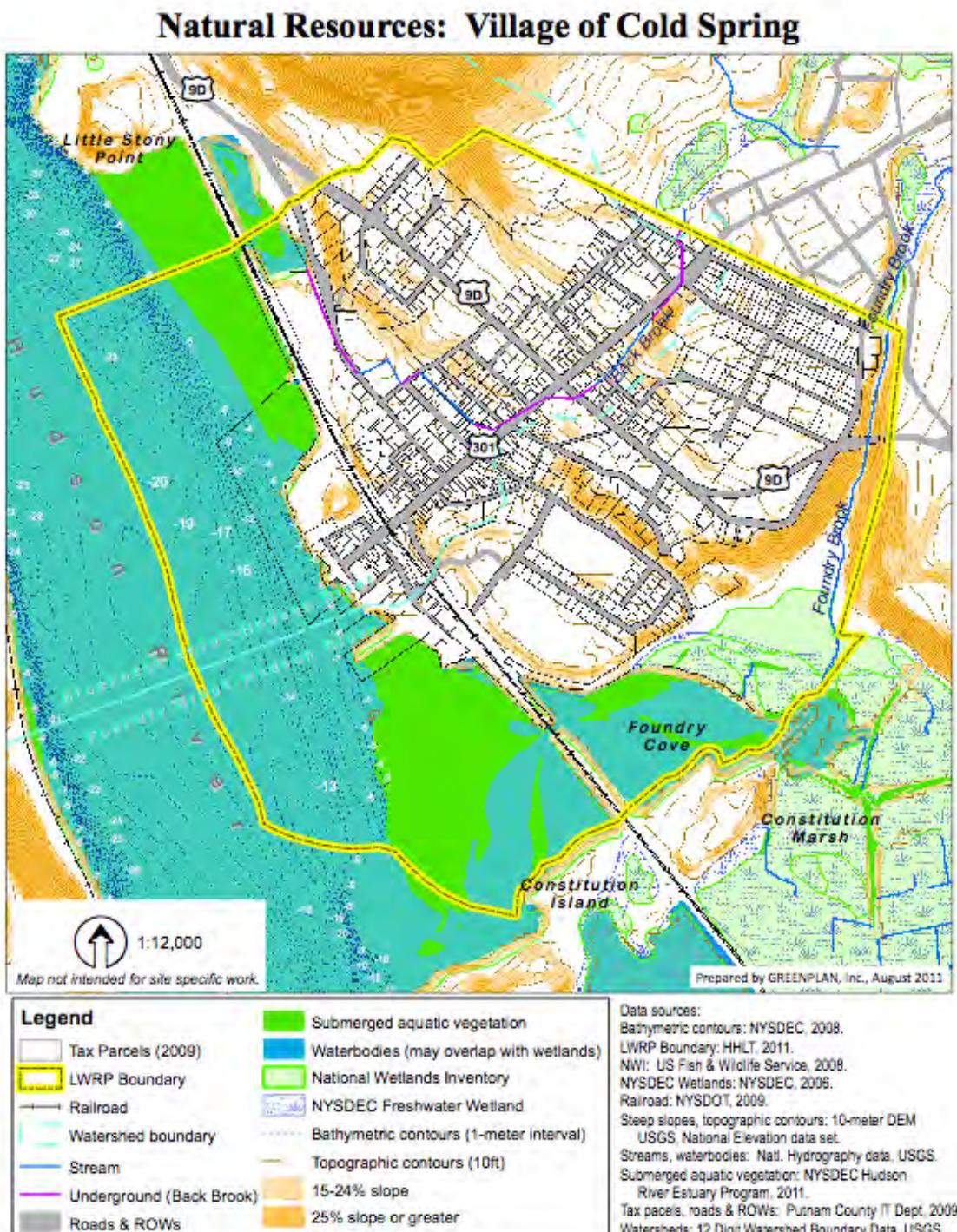
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Figure 8 – Topography



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Figure 9 – Natural Resources



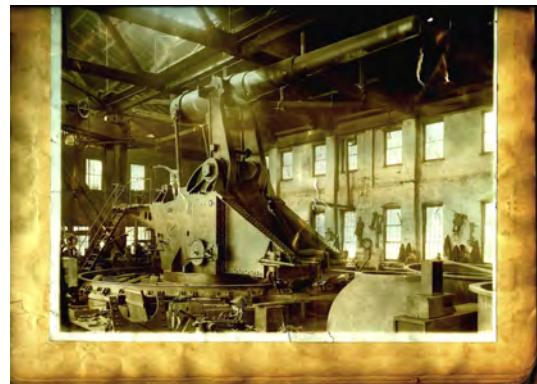
Economic Vitality

In the 19th century Cold Spring was a company town.

The West Point Foundry owners were enlightened employers with the practical need to attract and keep well-trained workers. They built housing, provided churches and schools and funded civic projects. At its peak during the Civil War, the foundry may have employed 700 workers. This encouraged a compact community, where residents walked to work, found services and entertainment close to home, and spent a significant part of their income locally. Unable to compete with new technologies of steelmaking, the mill was bankrupt by 1911, and the economy and social fabric of the village began to change. The fortunes of the Village fell from the last quarter of the 19th century until after the mid 20th, which had the fortuitous effect of preserving many older buildings. A succession of industries came in—a button factory, a silk dying plant, a battery manufacturer—but none were blessed with long term success, and none employed nearly as many workers as the foundry. This has meant that a far smaller proportion of residents work in the Village, which reduces the support for, and economic viability of, local services. Having such services was identified by residents in the 2007 survey as being very important, and is a key objective of economic vitalization.

Indeed, many longtime residents recall the day when Main Street businesses served their everyday needs—groceries, dry goods, a bank, drugstores and the Post Office. Together with Village services like the Village Hall and the volunteer Fire Company, such businesses made Main Street a “real” functioning center, and Main Street made Cold Spring an “authentic” traditional Village. In the 1950s through the 1980s, many of those businesses either closed or moved to Chestnut Street, where a grocery store (now Foodtown) was built on the former grounds of the estate of a mill founder, and where there was more parking and better access for automobiles. The Chestnut Street business development is notably less pedestrian friendly than Main Street, with many conflicts between vehicular access and pedestrians, and with a much less inviting streetscape.

In the 1970s and 1980s, in many cases, the vacated stores that had once offered services as butchers, green grocers, shoe repair, drug stores and the like, became antique shops, and they brought a revival to Main Street, bringing visitors, especially on weekends. Now, as many antique and specialty sales move to the Internet, businesses along Main have again begun to change, with a shift toward galleries, cafes, restaurants featuring live music, and some professional offices.



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As tallied in August 2010, Main Street - from 9D to the river - has an estimated 111,000 square feet of commercial and municipal services space (the latter include Village Hall and the Fire House).

(See Figure 10, right) Antique shops occupied a little under half the retail space.¹ While restaurants, cafes, salons, and a hardware store on Main Street continue to provide residents some conveniences, residents shop to meet their daily needs primarily on Chestnut Street (Foodtown, Drug World) or at the big box stores further away along the Route 9 corridor.

Main Street - 9D to River		August-10
	Est. Sq. Ft	Percent
Retail	40,955	37%
Restaurants	20,479	18%
Lodging	17,257	16%
Profess Svc	17,887	16%
Government	8,887	8%
Vacant	5,615	5%
Total (est.)	111,080	100%

Not-for-profit organizations make important contributions to the vitality of the community, from Scenic Hudson with its plans for an interpretive park on the site of the West Point Foundry, the Hudson Valley Shakespeare Festival offering summer-long performances at Boscobel, located just south of the Village (and with offices in the Village), the Chapel Restoration with its concert and summer reading series, to Glynnwood, the Hastings Center, the Hudson Highlands Land Trust and many others that attract visitors and employ a few residents. Business organizations such as the Chamber of Commerce can also provide important support to local businesses.

One key to the local economy is scale. The Village has a small population that provides too few customers to make some services viable businesses. Another influence of scale is illustrated by the wedding business, something that might seem logical for a community with four active churches, plus a non-denominational former church (the Chapel Restoration), and open-air sites at the Bandstand and Dockside. The difficulty is that the Village itself has no restaurants capable of handling the 100 to 150 guests at a typical reception, and very limited accommodations for overnight guests (just 24 rooms in the Village).

Non-resident property owners own many of the buildings along Main Street, and some own more than one building (see map in Figure 13 showing properties, in blue, where the owner has an address outside ZIP code 10516). Many businesses complain about high rents, and some of the more successful businesses, anecdotally, own their own buildings. Businesses with a second source of income seem to do well, while others struggle to get through the off-season. (For example, some specialty shops sell goods on the Internet; some food stores offer catering). These factors point to the need to attract businesses with effective strategies for coping with seasonal variations in revenue. To be successful, Main Street retail businesses should provide relatively high margins and make good use of the attraction of the Village to visitors (primarily on weekends) and to non-resident employees (on weekdays).

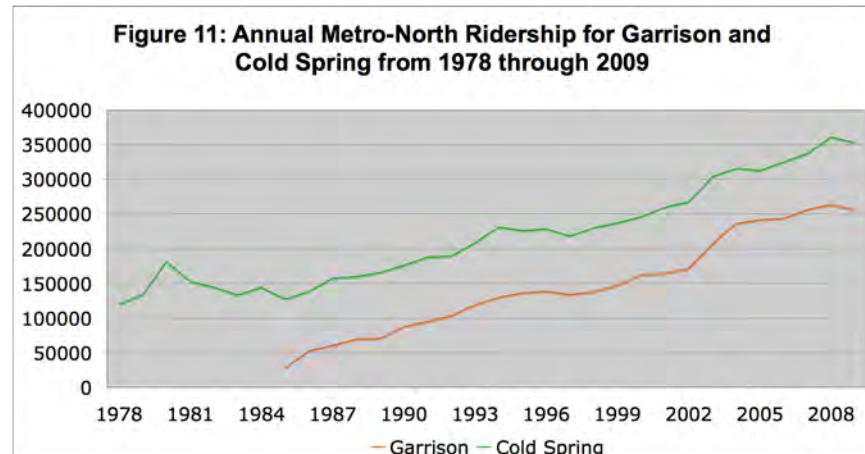
¹ Source: Businesses on Main Street Data Spreadsheet, Prepared by Economic Development Working Group of Special Board, updated August 2010

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employees, resident and non-resident alike, bring important weekday spending to the Village. The kinds of service businesses – such as restaurants – that continue to meet the needs of residents tend to be those that are also supported by locally employed non-residents.

A primary influence on Cold Spring is its proximity to New York City. The Village is part of a north-south economic corridor that extends from Peekskill to Poughkeepsie. The Hudson Valley from Peekskill to Hudson has been called Williamsburg-on-Hudson, with vibrant arts communities arising in many formerly industrial areas, and green enterprises moving into former manufacturing facilities.



The Village lies within the New York City commuter-shed, being located on the New York MTA rail line. Over 3 decades, commuter traffic has more than tripled (Figure 11). The Cold Spring commuter parking area was expanded in the late 1990s to 223 spaces, and by 2008 was running at full capacity as commuters from a wide area were encouraged to park there. On the other hand, bus service in the Village was discontinued in January 2007 for lack of ridership. Commuters overwhelmingly prefer to commute by car or train, although a growing number work out of their homes within the Village.



While Cold Spring's Village character, spectacular setting, and proximity to popular hiking trails make it a popular destination, especially on weekends, there are only 24 rooms for overnight visitors, so few are able to stay longer and spend more locally. Metro-North arrivals and departures during the

² 2000 Census Data and employment data from Economic Development Working Group Stakeholders Meeting, November 13, 2008

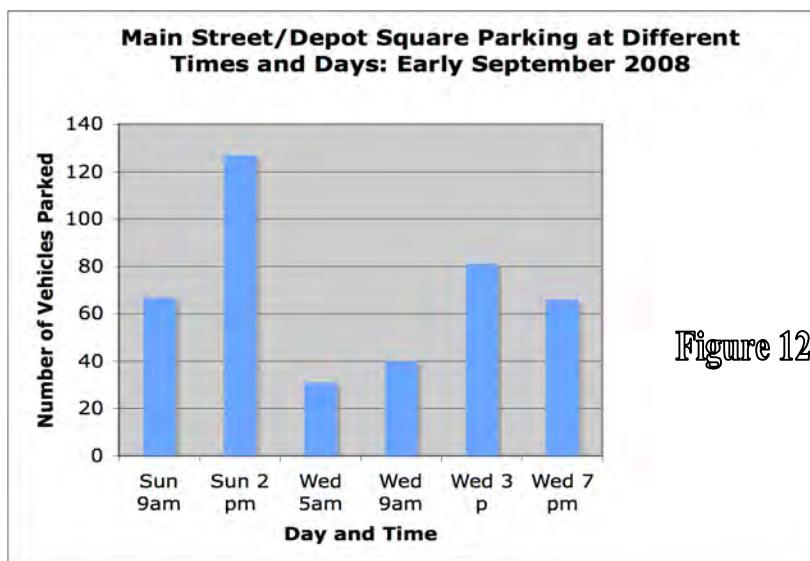
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weekend are unusually high. Groups of motorcyclists, bicyclists, boaters and bus tours stop in the Village and leave within a few hours. Antique and craft festivals, music in restaurants and concerts, re-enactments, and many other activities draw thousands of visitors, but the benefit to local residents is greatly reduced because so little of the revenue goes to residents (in the form of room fees, employment, business income, or as sales taxes).

Parking on Main Street, an area that developed in the era before the automobile, has been an enduring and unresolved concern for business owners, residents and visitors for decades. The 2007 resident survey showed widespread dissatisfaction with the availability of parking, especially on weekends. A multi-year effort succeeded in 2005 in designating the area west of the railroad tracks to allow residential parking permits, to effectively stop commuters from taking spaces needed by locals. A careful study of parking in September 2008, completed by one of the Special Board Working Groups, confirmed that weekend shortages were real, but also noted that overall parking in the Village was far more abundant than anyone seemed to expect, with about 2,500 on- and off-street, non-driveway spaces in the Village. That working group

recommended that the Village consider metering of spaces along Main Street, Depot Square and the Municipal Parking lot as a source of revenue, which would also manage the vacancy rate (and access to parking) through economic incentives. Managed vacancy rates would be possible on streets with metered parking, especially beneficial if permission were granted by the State to exempt residents from paying for their spaces. In addition, the working group urged consideration of the construction of a new parking facility east of the Metro-North station, to boost visitor access to Main Street without adding to congestion, and to potentially provide revenues to the Village.

Many residents believe that their interests are not aligned with the interests of enterprises that benefit from visitor traffic. A common complaint in the Village is that Main Street doesn't matter to residents, that residents do not benefit when the businesses do well, since Putnam County is one of very few in the state that do not share sales tax revenue with their villages (of New York State communities like Cold Spring, with populations between 1,500 and 2,500, only 6 of the 94 receive



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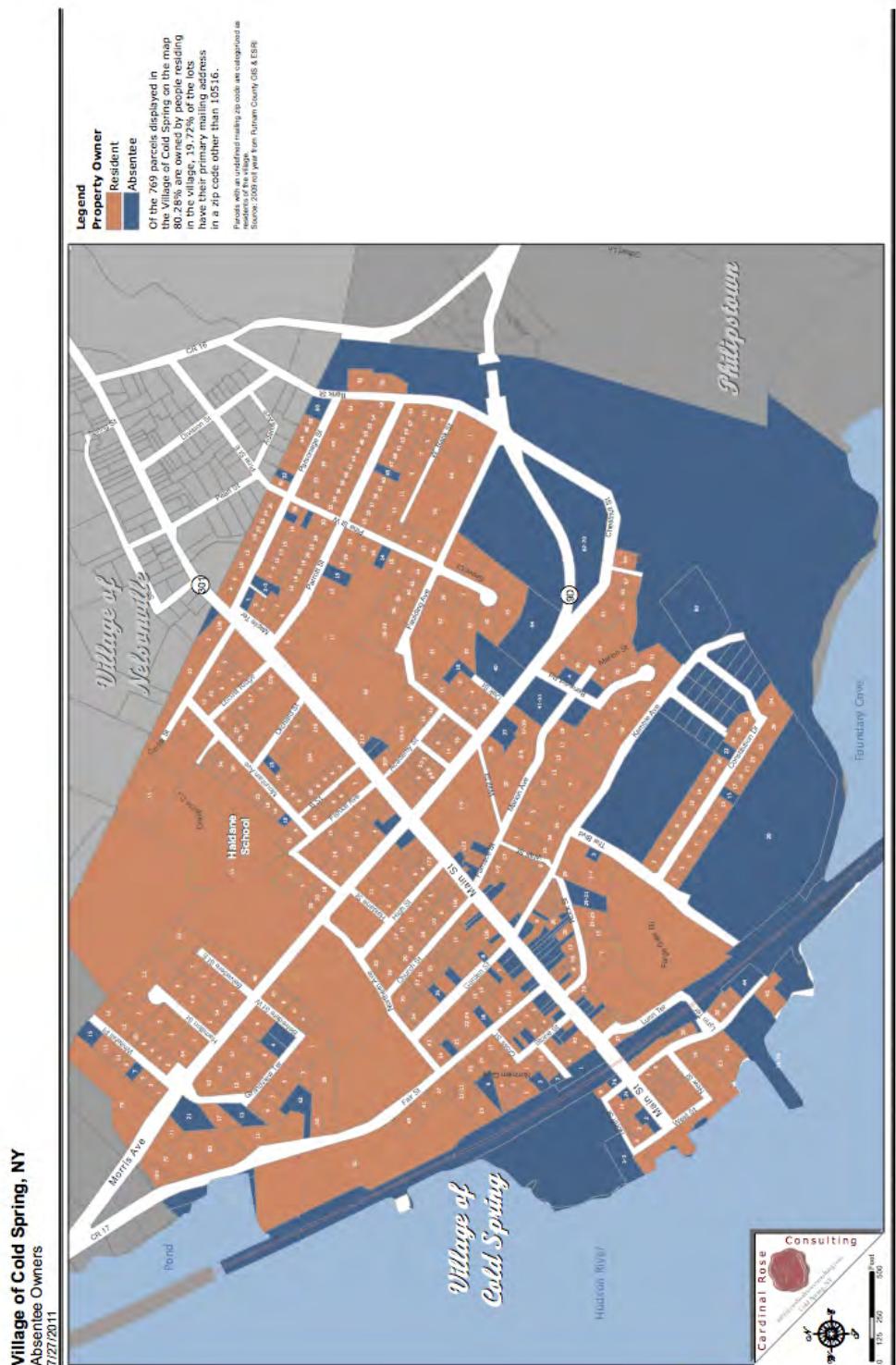
no sales tax revenue from their county). It is said that residents must put up with the weekend crowds, crowds that prevent them from enjoying their own community. While the point can be debated, since the county provides some support for winter road salt, trolley service, and weekend trash removal, and since residents use many of the same restaurants as visitors, the sense of disconnect persists. This points to the need to encourage changes in the local economy that bring more of the benefits of tourism to local residents, and to introduce new ways to reduce the burdens of congestion, noise, and risks to personal safety.

The Village has little land available for new development, a fact that has limited construction in the 1990s and 2000s. From being an industrial powerhouse in the 19th century, the Village has almost no manufacturing or industry of any kind today, though several areas are zoned for industrial use, a legacy of the days when the West Point Foundry dominated its economy. While the marginal tax contribution is poor for some of the permitted uses of industrial-zoned property, such as for self-storage facilities, the risk of adding to an already high property tax burden by building new blocks of housing is even greater. The housing in the community is already strikingly diverse, including an ample supply of apartments, multi-family townhouses and low cost housing as well as larger single-family homes. Residential construction since the 1970s has included many residential townhouse projects, many of which are tax-favored and assessed as condominiums at about half the rate of fee simple ownership, shifting the tax burden to current residents in single-family homes. This suggests the importance of finding ways of attracting and encouraging small businesses that make things, from art to crafts to customized products, that could fit comfortably in mixed residential settings.

Photos: Page 39, top right, interior of the immense West Point Foundry in the 19th century, now an archaeological site; left, Main Street shops; lower right, Foodtown; Page 41, Haldane Central School (courtesy of Haldane); bottom left, Cold Spring Metro-North platform; Page 42, Saturday Farmer's Market at the Butterfield Hospital site

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Figure 13 – Non-resident Property Owners



Community Facilities and Services

The Village of Cold Spring's government provides its residents essential services such as water, sewer, storm water management, solid waste management, snow plowing, policing, and parks, and sells some of those services to adjacent municipalities and individuals. Much of the infrastructure is old and in need of repair: most of the water distribution system was installed in the mid-1890s and the sewer system in the first decade of the 19th century.



The wastewater treatment facility was completed in 1972 (photo left), designed to have ample capacity to handle the needs of both Cold Spring and Nelsonville, although Nelsonville was never connected. The Village is working on resolving problems with inflow and infiltration in its sewer lines, which in heavy rains can cause discharges into

the Hudson River from the sewage treatment plant. The DEC has ordered the Village to address the inflow and infiltration problems, and is closely tracking the community's efforts to correct the problems. The Village has taken videos of the interiors of sewer pipes along Main Street, and completed some projects sealing the joints between the laterals and the mains under Main Street and Depot Square, where the leakage is the most severe, and in other sections of the system. The Village has what is known as a Municipal Separate Storm Sewer System (MS4): storm water is handled separately from its sewage system. In recent years storm water management had a great deal of attention because of flooding in some areas of the Village, in part caused by more-extensive impervious paving that increases run-off. A portion of a million dollar federal grant will be used to fix storm water problems in several areas in the Village, often where there are steep slopes.

The Village is fortunate to have a good, local, fresh water supply (Figure 14). Village water is supplied by gravity (through Foundry Brook) from two reservoirs located about four miles from the Village (see Figure 14 and photo at right) to a cofferdam. Two dams built by the Foundry owners in the mid-19th century, known as the Upper dam and the Middle dam, can hold up to 15 million gallons of water in total. The Village has engaged engineers to determine what repairs to the dams will be needed. Several years ago, the two main reservoir dams were designated by the DEC as "Class C," High Hazard Potential, which led to the suspension of the Village's insurance coverage for the dams. Following engineering studies in the past year, that coverage has been partially reinstated, but the risk is a continuing source of concern. To facilitate repairs, the Village recently secured access rights to the dams;



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these access rights had lapsed. In the Spring of 2011, the Village discovered that it may have water rights to Jaycox Pond, a small reservoir located about 2 miles north east of the Village; a brook from that pond runs a few hundred feet from the Village's filtration plant.

That filtration plant was completed in 1997. It is located just off Fishkill Road about a mile and a half from the Village boundary, adjacent to a cofferdam with 1.5 million gallons of capacity. Storage tanks installed with the filtration plant can hold about 540,000 gallons of water. The \$3.3 million bond used by the Village to pay for the filtration plant and storage tanks will be repaid in 2017. At that time, additional large capital projects could be funded through bonding without increasing the annual cost of debt to the community, suggesting a rough schedule for future capital improvements, and the timeliness of a near-term review of capital needs.

The Village distributes about 300,000 gallons of water per day, serving all residents and businesses in Cold Spring and Nelsonville, and a few properties in Philipstown outside the villages. An audit conducted by the New York State Comptroller's office said in a September 2009 report that 39% of the water processed by the village was not accounted for: the New York State standard is that no more than 10% be unaccounted for. The causes could include problems with water meters, leaks in pipes, or measuring errors in processing. A concerted effort to find leaks in the delivery pipes resulted in the discovery, in March 2010, of two major leaks; the repairs saved thousands of gallons daily. Today, the percentage spread between the amount of water that is processed and the amount of water that is billed, reported monthly, is typically in the mid-teens, a big improvement. The Village is currently considering the replacement of the mechanical water meters that were installed in 1997 with digital meters that could allow it to more quickly identify the location of leaks in the system.

The Village can tap the Catskill Aqueduct, which runs nearby, in emergencies. As drought conditions developed in the summer of 2010, the Village was forced to tap into the Aqueduct for the first time, but before starting the flow had to complete maintenance work on the valves on the line tapping the aqueduct – underscoring the importance of regular equipment maintenance, and a permanent connection, for this back up source. Two fires in the past decade have shown that the system does not meet *Needed Fire Flow (NFF)* requirements in some areas. A June 2010 engineering study proposed that the Village line some sections of the water main, and in June 2011, the Village advertised to float a \$1.5 million bond to pay for the lining of the water main from the filtration plant to the railroad tracks. After the 2002 Grand Union fire, a dry hydrant was installed just east of the railroad tracks at Main Street, with the pipe running under the tracks to the Hudson, to provide an adequate volume of water for fire fighting.



The Village Highway Department collects residents' garbage and recycling, with the exception of the Chestnut Ridge and Forge Gate developments (many businesses in the Village contract with private companies for their own garbage and recycling pick up, as does Haldane). Two recent innovations by the Highway Department have reduced costs: single-stream recycling collection and direct delivery to the recycled materials sorting facility in Newburgh.

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The new arrangement provides a positive value to all recycled tonnage delivered to the recycled material processing facility, which points to the value of adding volume from new sources, up to the capacity of the Village's trucks (with new volumes coming from Haldane, local businesses, and condos not currently served by the Village). A recent reduction in the portion of the municipal solid waste sent to a waste-to-energy facility in Buchanan, NY for expensive processing (about \$75 per ton) suggests that the efforts to streamline and encourage recycling may be having an impact. The high-cost waste stream may be further reduced by the recent distribution, at cost, by the Village, of composting bins. One of two garbage trucks is about 18 years old. Consideration of its replacement further invites a review of the collection systems now in use, such as laborsaving bin-hoist equipment, trucks designed to simultaneously remove both garbage and recycled waste, and shared-use opportunities to cover the expense. Innovations in composting technology point to the potential benefits of municipal composting, which would not only reduce some of the weight of municipal solid waste sent to the waste-to-energy facility in Buchanan, NY, but could make better use of the leaves collected every fall (these are currently dumped into a vacant lot owned by the Village at the end of Benedict Road).

The Village Highway Department maintains about six miles of Village streets, including repairing potholes, keeping them plowed in the winter, and installing and replacing traffic signs. It also services the public restroom facilities at the foot of Main Street and at Mayor's Park, and maintains parks and sidewalks. Several areas in the Village have clear



pedestrian-vehicle conflicts, and awkward (and dangerous) delivery routes – such as trucks making deliveries to Foodtown, the Post Office and Drug World lots, pedestrian crossings along Morris and Chestnut, Benedict and Marion, and along Main Street from 9D to the Railroad. For pedestrians, Putnam County provides a trolley service, with a single trolley in service at any one time, Friday afternoons and on weekends, with an extended route through Philipstown to historic sites that limits the number of trips. Residents and businesses have

complained that the trolley is of limited service in the Village; a frequent suggestion in Community forums is that the trolley should stop at the popular trailheads north of the Village to reduce the number of pedestrians walking along 9D.

The Village Hall on Main Street houses administrative offices, small meeting rooms, a courtroom, and, on the second floor, a small police station that is not ADA-compliant, and the offices of the Building Inspector and Fire Inspector. Other spaces in the Village that are made available for meetings and public events include the firehouse and the VFW Hall (the latter is owned by Philipstown, and has limited parking). These are supplemented by the halls at St. Mary's Episcopal Church and Our Lady of Loretto, which charge rent. The Village Garage site on Fair Street, long-owned by the Village and with a magnificent view of the Hudson River, was selected in the mid-1990s as the location for municipal buildings to store salt, street maintenance equipment, garbage trucks and Village vehicles, and was used until recently to hold recycled waste in preparation for biweekly transfers to the recycling plant in Newburgh.

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In 2008, the Village launched its website, hosted by Virtual Town Hall. The site enables the Village to send email blasts to a list of people who subscribe. The Water and Sewer Department, Police, and Courts each have their own independent information technology systems, none of which is networked together, except to share printers at the offices on Main Street. Water/Sewer billing is done from the Village administrative offices, as are financial reporting and other functions. The Village recently introduced videotaping of Village Board meetings, with meetings to be run on the local cable public service channel. It has also begun to explore ways of reducing paper in the conduct of its business, indicating a sense of the opportunity to reduce the growing work of managing the government of the Village.

The Village relies on the Cold Spring Fire Company Number 1, a volunteer force, to provide fire protection services. While the Village provides the building for the Company's station on Main Street, and has for several years funded a service award, for the most part the Fire Company is funded through donations from the community. The Town of Philipstown recently completed an extensive analysis of the emergency services in all four fire companies in the Town. A report prepared by the consultant contracted by the Town to do the work, Ron Graner, recommended consolidation of the services for economy, safety, and volunteer personnel recruitment. The report was not well received by the Town fire companies (including the Cold Spring Fire Company), which declined to provide much of the information sought and then rejected its conclusions. The Cold Spring Fire Company has sought a new fire station, and although in recent years it has explored ideas for relocating the station to a site on the northwest corner of the Butterfield Hospital property, and others, the Village Board is now concentrating on the option of renovating or replacing the current station on its current site at the corner of Church and Main Street. Perhaps the Fire Company's biggest concern is the



recruitment of volunteers. A July 24, 2011 story in Philipstown.Info reports a comment from a member of the Fire Company, that he can recall a time when the Company had 260 members; it is down to just 124 today, of which only 42 are involved in active fire fighting. The shortage of volunteers also influences equipment choices, according to a comment made by Fire Company leadership in an August, 2011 Village Board meeting: a large, multi-function vehicle was recently purchased in part because it would better meet the needs of a smaller volunteer force. The truck had some difficulty navigating the narrow Village streets. Another key interest is to be able to accommodate a ladder truck, seen as vital to fighting fires along Main Street and at the Foodtown (which replaced the Grand Union after it was destroyed by a fire on that site in February 2002). The Fire Company has repeatedly urged that the power lines on Main Street be buried to improve access for ladder trucks in the event of a fire. The issue is most critical on the section of Main Street between Stone Street and Garden/Kemble, with three story buildings



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and with many people living above the shops, but is also important to the protection of Haldane, the Foodtown commercial area, and other parts of the community.

A volunteer ambulance company, the Philipstown Volunteer Ambulance Corps, is funded by the Town of Philipstown indirectly by property taxes, and through service fees. Consolidation of ambulance services was recommended in the Graner study, but the ambulance services declined to participate in any data collection for it.

For policing, the Village employs a force of 14 officers, each of whom serves part time, as well as one part time parking enforcement officer. The Village used 8 or 9 part time officers with 2 full time officers through the mid-1990s, and, upon a retirement, shifted to a single full time officer in 1995. When full-time Officer Darryl Burris died in 2007, the Village did not replace him. The number of part time officers was, over time, increased to 14. Coverage is 24/7, with more than one officer on duty during special events and at other times. The Village only recently concluded a labor agreement with the part time officers. The extent to which the Cold Spring police respond to service calls from outside the Village has been the subject of some controversy, prompted in part by the lack of detailed statistics tracking the origins of calls, pointing to the need for improved data collection. The County provides assistance with criminal investigations, has supplied speed detection devices, and other services to the community. Metro-North patrols the railroad station, and occasionally calls upon the Cold Spring police for assistance. The Fire Company and Cold Spring police are also called from time to time to assist with rescues at the state park, especially the Breakneck Ridge hiking area, making training in mountain rescue necessary. The crime rate in the Village is very low. When burglaries, muggings, drug offenses, or other crimes do occur, they attract a great deal of attention and community concern. There is no crime watch program in the Village, and enthusiasm for such programs has in the past waned quickly after serial crimes (such as a string of burglaries) have ended. Residents have expressed an interest in having more policing on foot or bicycle, to improve the relationship with part time officers, none of whom is currently a Village resident.

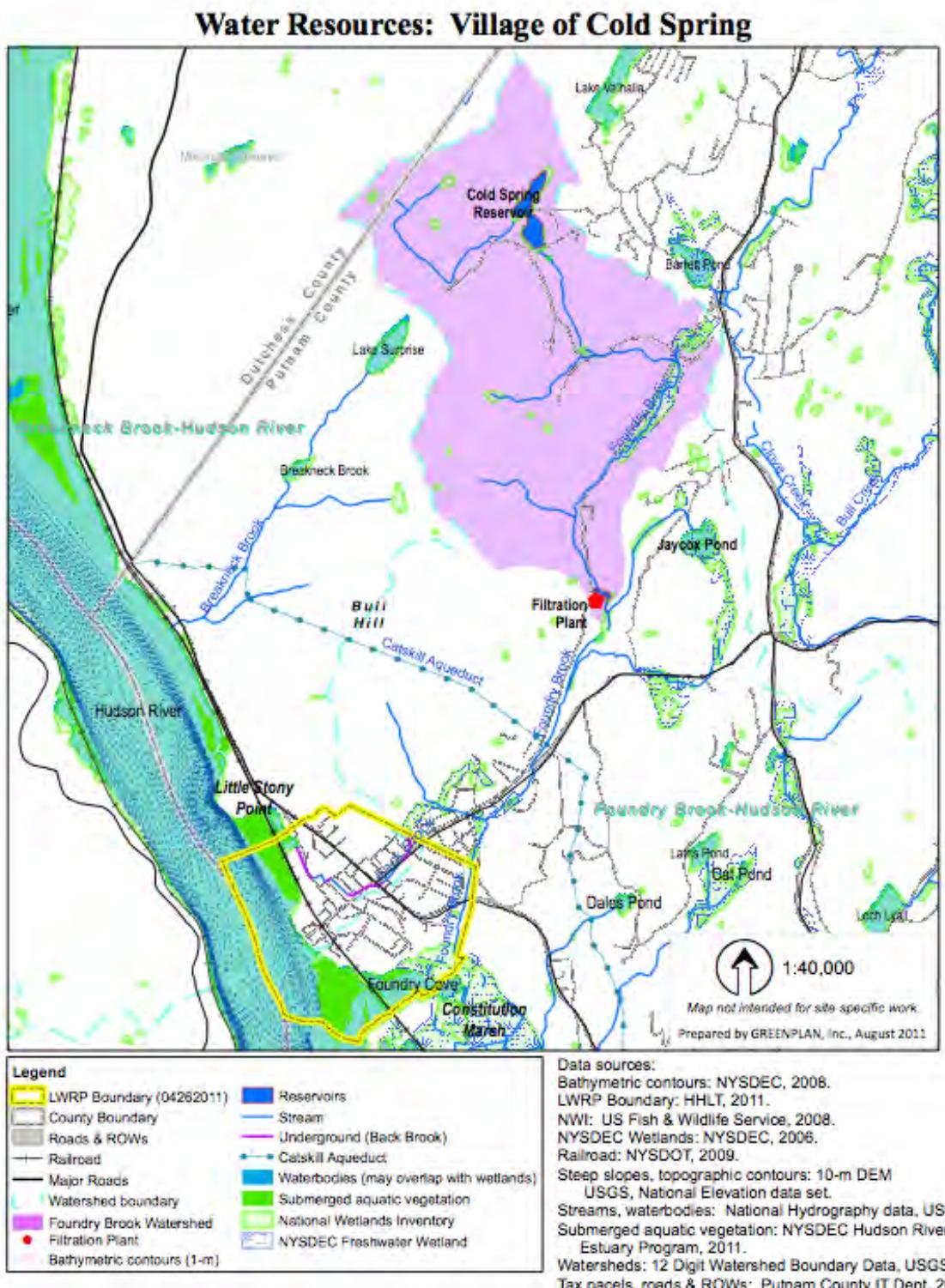
At present, the parking enforcement officer works only three days a week. Revenues are low. In 2009, the Village Board approved purchase of a system to more effectively pursue parking tickets, at the recommendation of the Cold Spring Justice, which has boosted revenues from that source. The Village only recently changed the law to permit the booting and towing of scofflaw vehicles, to further improve compliance with parking laws.

The Village employs a part time Building Inspector and a part time Fire Inspector who doubles as an Assistant Building Inspector, who have undertaken an energetic review and overhaul of operations, fees, and filing systems. This has resulted in a significant increase in fee revenue to the Village, better enforcement of the building code, and fewer complaints from residents.

Photos: Page 45, top left, wastewater treatment plant on Fair Street; lower right, Upper Reservoir Dam; Page 46, fire hydrant; Page 47, Trolley for weekend runs, provided by the County; Page 48, middle right: Fire Engine at firehouse on Main St.; lower left, Power lines crowd the skies on Main Street

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Figure 14 – Water Supply System



Property Taxes

The Village of Cold Spring faces exceptional challenges for financing public services. The Village is small, with just 2,000 residents, with moderate income, and yet provides a complete infrastructure – water, sewer, street maintenance, snow removal, police and so on – and serves many seasonal visitors as well. Much of the infrastructure is old and in need of repair or replacement, as described in the Community Facilities and Services section. Deficiencies in the infrastructure from deferred capital improvements tend to burden the Village with higher on-going costs, in much the same way as an older car has higher maintenance costs than a new one. For example, a September 2009 New York State Comptroller's Audit noted that almost two of every five gallons of water processed by the Village went unbilled (the situation has since improved). Those on-going costs also entail higher future cost risks. An example of those risks (with a happy ending) is the Water Department's lucky discovery and repair of two major delivery system leaks in the spring of 2010, which spared the community dramatically higher water costs just a few months later, when a drought forced the tapping and purchase of water from New York City's Catskill Aqueduct for the first time. (It's painful to think of a big portion of paid-for gallons leaking away into the ground.) Further, some risks can even be uninsurable, as, for example, happened when the 19th century dams that hold the Village's water supply reservoirs were rated by the DEC in 2007 as "Class C", "High Hazard Potential."

To fund the services it provides, the Village currently raises about \$1.4 million from property taxes, \$1 million from water and sewer charges, \$336,000 from state and federal grants-in-aid, and \$340,000 from miscellaneous other sources. Recent State legislation caps increases in most municipal property tax revenue at 2%. The Village does not collect any revenue from metered parking, although a study by a Special Board Working Group projected possible revenue of about \$180,000 annually, much of it from visitors. The Village also avoids funding services through user fees, although such funding is common in other communities (such as for garbage collection). Although fiscal management has improved, in the past the Village has had significant budget shortfalls (2005 – 2008). A September 2009 New York State Comptrollers Office audit was critical of Cold Spring's reporting and financial management practices, which have now improved significantly.

The Village's "to-do" list of infrastructure projects and equipment replacement is large and growing, as discussed in the Community Facilities and Services section of this report. Funding new obligations should be considered in the context of the schedule, terms and size of existing debt. The 1997 installation of the Village's water filtration system was paid for with a \$3.3 million bond, which will be paid off in July 2017. The Village borrowed an additional \$587,000 in 2005 for sewer repairs, with the bond reaching maturity in 2025. The Village has just taken steps toward issuance of a new bond for \$1.5 million in improvements in just a portion of its water delivery system (relining some water mains and replacing an aging control system). Repair of the defective reservoir dams (preliminary estimates have run to over \$2 million), construction or renovation of the firehouse (a firehouse in North Highlands cost over \$4 million), sewer system improvements (estimated to cost over \$4 million if completely

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renovated), and others could cost millions more – perhaps as much as \$10 to \$15 million in the anticipated 20-year span of this plan. Finding and managing the financial resources to do what must be done poses an unavoidable challenge: the question is not whether the Village must do this work, but how, at what cost, and on what schedule. Avoiding sudden changes to the tax rate should be a paramount consideration.

The Village does not receive any sales tax revenue from Putnam County, although most villages of comparable size in New York do. (Only 6 of the 94 municipalities with populations between 1,500 and 2,500 in 2008 did not receive sales tax from their county governments.) The pernicious effect the loss of sales tax revenue has in weakening the natural alignment of interests between residents and business owners has been noted elsewhere (see Economic Vitality). Residents often argue that the Village sees no sales tax revenue from visitors, and question why the Village should make an effort to increase their number. To compensate for the loss in sales tax revenue, the Village must lean more heavily on property owners than most communities, which tends to depress property values and reduce the incentive to invest in improvements in the community. Any opportunity to persuade the County legislature to change the system and share sales tax revenue with the Village should be pursued.

Property taxes in the Village tend to be inequitable due to infrequent property revaluations (the last revaluation in Philipstown was in 1996) and because, pursuant to State law, condominium owners (roughly 15% of Village homeowners) pay about half as much in property taxes as do owners of single-family homes, for properties of the same market value. Short of the Village resuming its own property tax assessments (at significant cost) and invoking the Homestead provision of the New York State Real Property Tax Law (Article 19), there is virtually nothing the Village could do to change that. Further, since property taxes track property values, not incomes, they hit homeowners on fixed incomes hard, including many of the seniors in Cold Spring's population. Cold Spring has a higher proportion of seniors than average in the region, pointing to why property taxes are a greater concern in the Village than they might be elsewhere. Further, almost four of every ten Village homeowners in the 2000 census lives in a home with no mortgage, almost twice the rate as Putnam County, making their property tax bill a highly visible part of home ownership expense.

School taxes in the Village, which is located wholly within the Haldane Central School District (HCSD), are exceptionally high, relative to the State averages and taxes in the neighboring Garrison Union Free School District (GUFS). Haldane's 2010/2011 rate is \$32.21 per thousand dollars of assessed value, resulting in \$5,489 in annual school taxes for a house with a market value of \$400,000, after applying the uniform percentage of assessments of 42.6 percent; the GUFS's rate is \$18.39 per thousand dollars of assessed value, or \$3,133 for a house with that same \$400,000 market value, again, after applying the uniform percentage of assessments of 42.6%. That's \$2,356 less in taxes for the same valued property. This is in part due to the structure of the school districts. The Haldane Central School District provides a high school education (which costs much more per student than K – 8th grade) to its students, while the adjacent Garrison District does not have a High School. Students in the Garrison District have the option of attending Haldane with the GUFS paying a tuition that is less than half Haldane's average cost to educate that student. This accounts for much of why the school tax rate in the Haldane District is so much higher than the rate in the Garrison District. This

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appears to be manifestly unfair, but closer inspection reveals what is really going on here. Garrison students may choose between Haldane and O'Neill, a school in Orange County that would charge a tuition to the Garrison system that is a full third less than Haldane's (about \$8,000 per year, versus \$12,000 for Haldane). So if Garrison's Board believed that it was too costly to give its students the option of choosing between Haldane and O'Neill, it could change its policy. What that would mean for Haldane is the loss of Garrison tuition which now adds about a million dollars in revenue plus grant funding, without adding much to costs at all. So, paradoxically, the effect of offering tuition at competitive rates to high school students from Garrison is, in fact, to *reduce* taxes for residents of the Haldane School District, not increase them. This convoluted situation suggests that the best path to equity in school taxes may lie in preparing a serious, detailed study that evaluates a consolidation of Garrison and Haldane, and then seeking appropriate action through the State legislature, which has the authority to make the necessary changes.

That study should, perhaps, extend to the issue of Haldane's boundaries, which encompass a small area in Dutchess County. With all of the land use decisions about the part of the HCSD in Dutchess being made by officials in another county, the Village and the Town of Philipstown are exposed to the consequences of land use choices that could be extremely expensive – such as allowing construction of low income housing with low property tax revenues and an associated high enrollment in Haldane. That briefly seemed a real (and alarming) possibility when plans were announced in 2010 for a trailer park in that area; they were soon dropped.

Since only about one fifth of the total property tax bill goes to pay for Village services, the Village government has relatively limited scope to cut taxes by cutting costs (by comparison, roughly two thirds of a homeowner's property tax bill is paid for school taxes). Over the long term, the Village can be much more effective in controlling property taxes by managing the size and character of the Village's tax base – the mix of homes, apartment buildings, shops, and business properties that make up the real assets of the community – through zoning. The total taxable assessed value of the Village is about \$141 million. Increasing the Village's total taxable assessed value, if it is the result of real improvements and not part of an overall inflation adjustment, and if done while minimizing additional costs, would benefit each and every taxpayer.

The kind of development turns out to be crucially important. Planners use what is called a fiscal impact analysis, which recognizes that businesses and residences generate additional revenue but also create new costs via new roads, sewers, police and fire protection, and more children in schools (requiring teachers and even new school buildings). If new revenues exceed new costs, the fiscal impact is said to be positive. On the other hand, if new costs exceed new revenues, the local government must raise taxes to meet new service demands or reduce the quantity or quality of existing services. Studies have shown that commercial development is generally tax positive, while residential development is generally tax negative. (See figure 16) Increased property values should generate increased tax revenues, assuming that properties are properly and promptly reassessed to reflect that value. Importantly, to reflect the true likely contribution of any new residential property, the assumption of any Fiscal Impact Analysis should be that it be assessed as if it had a

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condominium form of ownership. This is because such conversions are difficult to prevent, and, by assessing properties using a different methodology, cut the tax assessment about in half. The conservative approach is that unless guaranteed otherwise, the Village should assume the properties will be assessed as if they were condominiums. While it may seem that the Village has no role at all in controlling school taxes, in fact, it can, through zoning and other methods, encourage land uses that mitigate enrollment pressure, and thereby help limit the funds needed for schools, and the taxes required to provide those funds. Further, while the Village government has no control in Philipstown, where much of the Haldane district lies, Cold Spring residents are also residents of Philipstown, and have a voice there as well.

A significant portion – about a third – of the Village’s 407 acres is fully tax exempt, as shown in the chart below (Figure 15), drawn from statistics from Putnam County’s Real Property office and the June 2004 James W. Sewall Co. assessment maps³:

Figure 15: 2010/2011 Fully Exempt Properties	Assessed Value	Acres
Haldane Central School District	\$10,662,100	30.26
Scenic Hudson	\$2,071,950	60.32
Village of Cold Spring	\$2,057,870	12.43
Our Lady of Loretto	\$1,506,100	0.89
St. Mary's Episcopal Church	\$1,388,100	2.94
Midtown Trackage Ventures (Metro-North)	\$1,339,900	14.52
Methodist Church	\$906,475	1.20
Town of Philipstown	\$760,700	0.69
Presbyterian Church	\$584,500	0.68
Butterfield Library	\$447,600	0.61
Putnam County Historical Society	\$440,900	0.59
Chapel Restoration	\$276,900	0.49
Old Burial Ground	\$94,400	1.43
American Legion	\$83,340	0.76
Village of Nelsonville	\$29,700	0.12
Putnam County	\$5,815	3.68
Totals	\$22,656,350	131.61
Percentage of total	14%	32.34%

It's worth noting that the property values above are the assessed value, not the market value (divide the assessed value figure by .426 to calculate market value). Encouraging conversion of such properties to taxable uses, when use changes are contemplated, would add taxable assets to the community. Other things equal, such conversions would reduce the taxes of the rest of the property tax payers. Of course, in evaluating changes from exempt to taxable it is important to weigh whether the true net effect on the community's property taxes is positive or negative: uses that require significant infrastructure investments or spur much higher public school enrollments could cost far more than they are worth in new revenues.

³ The acreage for Scenic Hudson in the Village is the sum of 59.45 acres for the West Point Foundry Preserve (an additional 26.76 acres lie outside the Village, in Foundry Cove, for a sum of about 87 acres total for the preserve), and .87 acres for Foundry Dock Park; the 13.32-acre Campbell estate owned by Scenic Hudson is currently classified non-exempt, and is taxed.

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Grants and State and Federal support can be important sources of revenue, especially for larger projects. Many have forgotten that Haldane's main building was a Federal Government WPA project in the 1930s. The 1972 construction of the wastewater treatment plant on Fair Street was funded largely through a Federal grant, and the repairs of the main dock in 1994 were paid for through a fundraising effort and donations from corporations and others. Finally, the Village is about to start work on a storm water management and sidewalk improvement program funded by nearly \$1 million in Federal funds. In broad terms, this LWRS is, in part, a strategy for being prepared to find funding from grants to make improvements. The key to grants for a small village is to be ready to take full advantage of the ones that are available, to actively track requests for applications, and to establish straightforward procedures for completing and submitting applications. It will always be impossible to say *when* grants will be available, but it is both possible and important to be informed about them and to be ready to make the best possible case for the Village's fair share.

Figure 16 – Fiscal Impact Analysis



Source: Burchell, Dr. Robert. The Growth Equation: Excerpts from a Presentation at the MSU Land Use Forum, February 18, 1997 Entitled "Fiscal Impact of Sprawl". Planning and Zoning News, Vol. 15, No. 10 August 1997.

Land and Water Uses

The Village's 407 acres are largely developed. It is the intention of this Local Waterfront Revitalization Strategy that, in general, as areas in the Village become available for development or redevelopment the following principles serve as guides. These principles are consistent with *Smart Growth* and, specifically, with *traditional neighborhood development* which emulates the features of historic villages such as Cold Spring. The community has expressed support that development and redevelopment should:

- 1) Be well integrated into the fabric of the community with its compact, walkable neighborhoods, village-scale lots, historic buildings, and streets forming a connected network, all of which reinforce a strong sense of place.
- 2) Promote the economic health of the Village and be "tax positive," wherever possible. In other words, property tax revenues from new development or redevelopment should be greater than the total cost of services required by those properties, including school costs.
- 3) Protect the natural environment, green spaces, scenic landscapes, and the health of residents.
- 4) Be sensitive to the impact of development on the character of adjacent neighborhoods and the people who live there.
- 5) Minimize traffic congestion..
- 6) Incorporate green building and landscaping techniques.

This LWRS identifies future land and water use in the Village of Cold Spring with an eye towards completing the full Local Waterfront Revitalization Program, including a Harbor Management Program, for the Village sometime in the future. As the Village engages more and more with the riverfront, the uses of properties with river views and access to the water become more important to the future of the community. For this reason, the LWRS focuses on two properties that have the potential to become significant waterfront resources for the community: the Village Garage site and Dockside. These sites are so important to the future of the Village that the Special Board conducted planning workshops and community forums specifically focused on these sites to determine the community's preferences; the Special Board also arranged to have illustrative sketch plans prepared showing how the sites could be developed in the future to enhance the Village of Cold Spring

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The LWRS sets forth a vision of future land uses in the Village that sees some clusters of properties as best interpreted as a whole, with an integrated plan that addresses the area comprehensively, rather than piecemeal parcel-by-parcel development. These areas are associated with the following sites, and include some of the surrounding properties: the former Butterfield Hospital, Foodtown, the Village Garage, and the Marathon site. Each of these areas should emulate and reflect the traditional features of the Village, with its walkable, mixed-use neighborhoods, that are the essence of what residents have said they value most about the community. Such an approach gives the residents of Cold Spring, who have participated in an extensive public participation process to develop the ideas for these areas, a greater say in the future of their community, rather than simply reacting to outside proposals. It also gives greater flexibility to developers by allowing a wider range of compatible uses, and will streamline the review process by clearly indicating the community's preferences.

This Section includes a proposed Future Land and Water Uses Map (Figure 17) and an Existing Land Uses Map (Figure 18), both of which use the same color scheme for specific land uses for ease of reference. The Village's current Zoning Map (Figure 19) has also been included for reference. What follows is an explanation of each of the categories presented in the Future Land and Water Uses. This description is intended to provide a broad outline of the general character desired for each area of the community and does not include all uses. Specific uses will be defined in the subsequent zoning update. These uses should conform to the general character of the district described below, and in some cases may require a special permit to accomplish this.

Residential. These are primarily single-family neighborhoods with a limited amount of two-family and multi-family dwellings interspersed throughout the district, as is characteristic of a traditional village residential area. Conversion of existing single-family dwellings to two-family or multi-family units would be allowed subject to a special use permit to ensure that the predominantly single-family character of the building and neighborhood is retained. Home occupations occurring fully within the dwelling and which do not have any objectionable characteristics such as noise or traffic impacts ("Class I home occupations") would be permitted, while home occupations occurring wholly or partially in an accessory building, or within the dwelling but with the potential for impacts ("Class II home occupations") would only be authorized by special use permit to ensure that the home occupation is compatible with the residential use of the property and the neighborhood. B&B's would be allowed, subject to a special use permit that includes standards for signage, lighting, noise and parking, in a portion of owner-occupied single-family dwellings. Uses that would generate significant traffic, such as hospitals, would not be permitted. The features of traditional village neighborhoods, such as relatively small lots with buildings located close to the street, detached garages, front porches, sidewalks, street trees, and other features that encourage walking, should be retained and enhanced in this district.

Residential - Multi-Family. These post-war neighborhoods are entirely multi-family and this would continue to be a permitted use, along with Class I home occupations and community uses. As with the Residential District, uses that generate significant traffic would not be allowed. This district is almost fully built-out, and any infill development should conform to

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the predominant pattern of the existing neighborhood, bearing in mind the overall goal to enhance the Village's traditional walkable features.

Residential – Potential Parks and Recreation. The community preference is that these two private properties on the riverfront at the entrance to Dockside become part of continuous green space along the riverfront at some time in the future if the opportunity to purchase or place an easement on these parcels becomes available.

Main Street District. This area, of generally pre-war structures, would be predominantly commercial with some continuing residential uses. Commercial buildings with storefronts would be permitted to have a variety of commercial uses, such as retail, personal services, restaurants, and offices, on the ground floor, and offices, galleries, theaters, and residential uses on upper floors. Lodging, such as inns, would be permitted on all floors of a building. The Zoning Law should be amended to permit all properties that are single-family residential, multi-family or row houses in this area as of the date of adoption of the amendments, to maintain those residential uses on all floors of the building and to convert back to such uses if they are subsequently used for commercial purposes. The provision restricting residential uses to upper stories would thus not apply to these particular buildings. A list of which buildings are single family residential, multi-family or row houses as of the date of adoption of the amendments should be created and maintained on file in the Village Clerk's office so there is no confusion regarding which properties are permitted to do this. Uses that are primarily oriented towards the automobile, such as car dealers and drive-throughs, would be prohibited since they detract from the pedestrian orientation of Main Street. Gas stations would be allowed subject to a special permit that requires access from a state road, amongst other conditions.

Chestnut Street District. This designation applies to the Drug World and Foodtown Plaza area. Permitted uses would include a wide range of commercial uses, such as retail, services, restaurants, and offices. Uses with the potential to generate significant traffic, such as theaters and galleries, and automobile-oriented uses, such as gas stations, would be allowed if they have direct access from a state road. New area and bulk standards should be established for this district to create a traditional Main Street environment if the area is redeveloped. To encourage such redevelopment, offices, galleries, theaters, and residential uses would be permitted on the upper floors of any building that conforms to traditional Main Street design and siting standards. Commercial uses would be permitted on the ground floor of buildings. To promote site layout that encourages walking, no drive-through establishments would be allowed. Community uses would be permitted on all floors of a building. A priority for this district is to improve traffic flow and pedestrian safety. A plan to improve traffic circulation, particularly truck delivery traffic, should be developed. Pedestrian safety can be enhanced with traffic calming devices, defined curb cuts, street trees, and benches. Enhanced landscaping within parking lots and in the planting strip adjacent to the sidewalk will soften views of the buildings and provide shade to reduce the "heat island" effect of the pavement.

Mixed Use District. This designation would include a variety of residential types (single-family, two-family and multi-family), live-work units, community uses, restaurants, inns, retail, research, office and light industrial uses, and open space. Some uses with more

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intensive traffic demands, such as health and medical facilities for example, would be allowed subject to a special use permit that limits such uses to sites with direct access to state or county roads. Senior citizen housing would be allowed by special permit and should be ensured to serve a portion of the local population. A mix of residential and commercial uses would be required to ensure that development in this district enhances the Village's tax base and minimizes traffic impacts by providing shops and services within walking distance of residences. A fiscal impact analysis and phasing requirements should be included in the Zoning for this district to ensure that growth occurs in an orderly and planned manner with an appropriate ratio of residential, commercial, and other non-residential uses in the overall plan. Development in this district would be subject to design standards to ensure that site layout, streetscape elements, and architecture are compatible with the character of traditional 19th century streets in the Village as discussed above under "Residential" (i.e., relatively small lots with buildings located close to the road, detached garages, front porches, sidewalks, street trees, and other features that encourage walking).

Parks and Recreation. This designation applies to the Waterfront Park, Dockside, proposed Overlook Park at the Village Garage Site, Mayors Park, Ronald McConville/Tots Park, West Point Foundry Preserve, Campbell, Foundry Dock Park, the Boat Club and area behind it up to Market Street. Permitted uses would include neighborhood and community parks and playgrounds, public plazas and bandstands, dog runs, bicycle and pedestrian trails, athletic fields and court games, clubs and camps, wildlife refuges and conservation areas, forestry, water dependent uses such as docks and boat launches, and commercial facilities incidental to the operation of public recreational uses, such as refreshment stands. B&B's, restaurants, offices, and museums would be allowed subject to a special use permit that took into consideration factors such as traffic, property size and location.

Community Uses. This designation includes municipal facilities such as the Village and Town Halls, the firehouse, municipal parking, and the Wastewater Treatment Plant. It also includes schools, religious uses, community facilities such as the VFW Hall, Butterfield Library, Historical Society and Museum, the Chapel Restoration, and other nonprofit facilities uses.

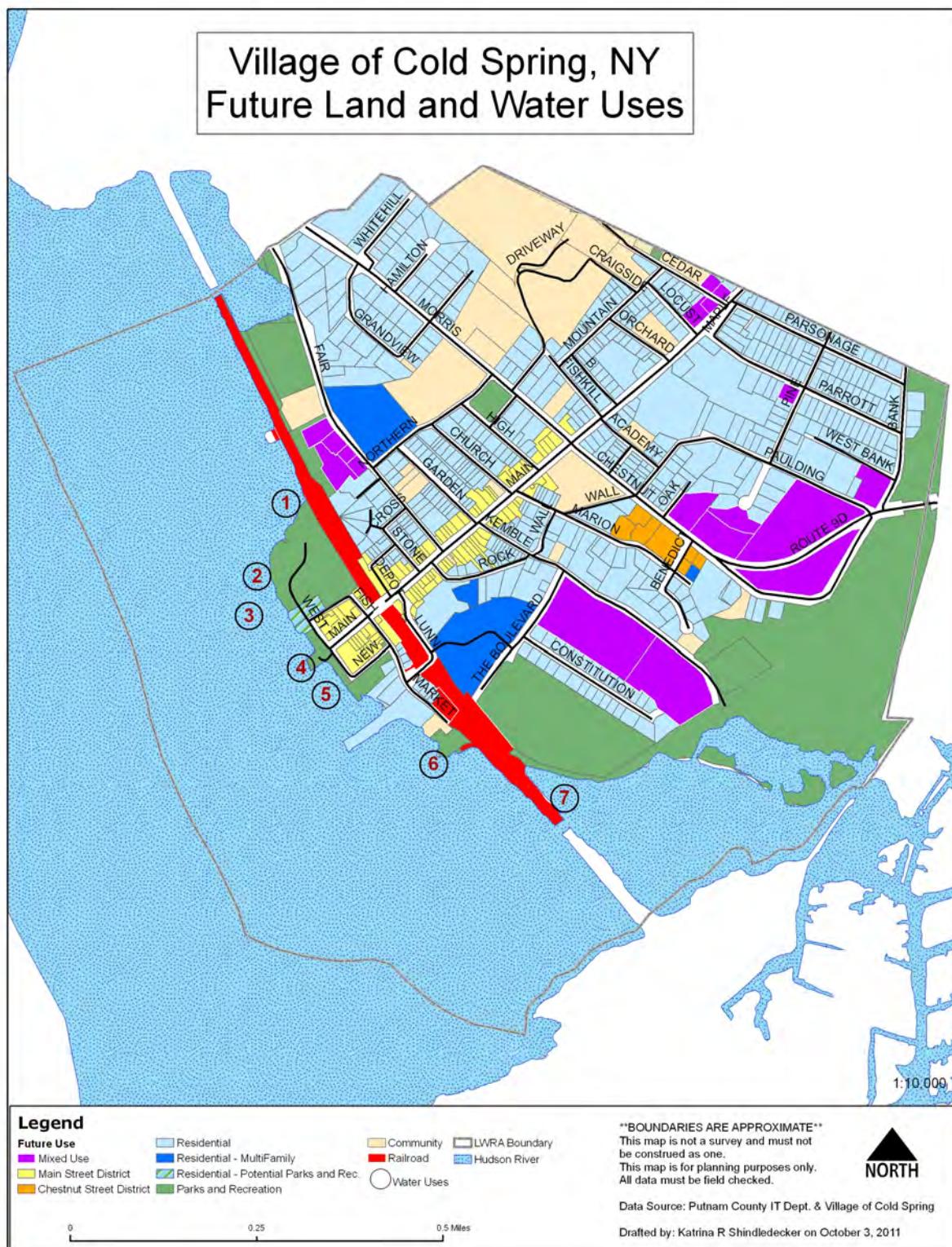
Railroad. Property owned or used by the railroad.

Water Uses (see the numbered areas on the Future Land and Water Uses Map)

1. Dockside – kayaks, canoes, car-top and other non-motorized boats
2. Dockside – fishing
3. Dockside – mooring buoys
4. Main Dock – temporary docking with permit for historic and other special boats, ferries, tour boats, passenger boats (see Village Code)
5. Boat Club launch and floating docks – powerboats and sailboats
6. Foundry Dock launch – kayak, canoe, and car-top non-motorized boats (except a limited number of permits for low-power motorized)
7. Foundry Cove – kayaks, canoes

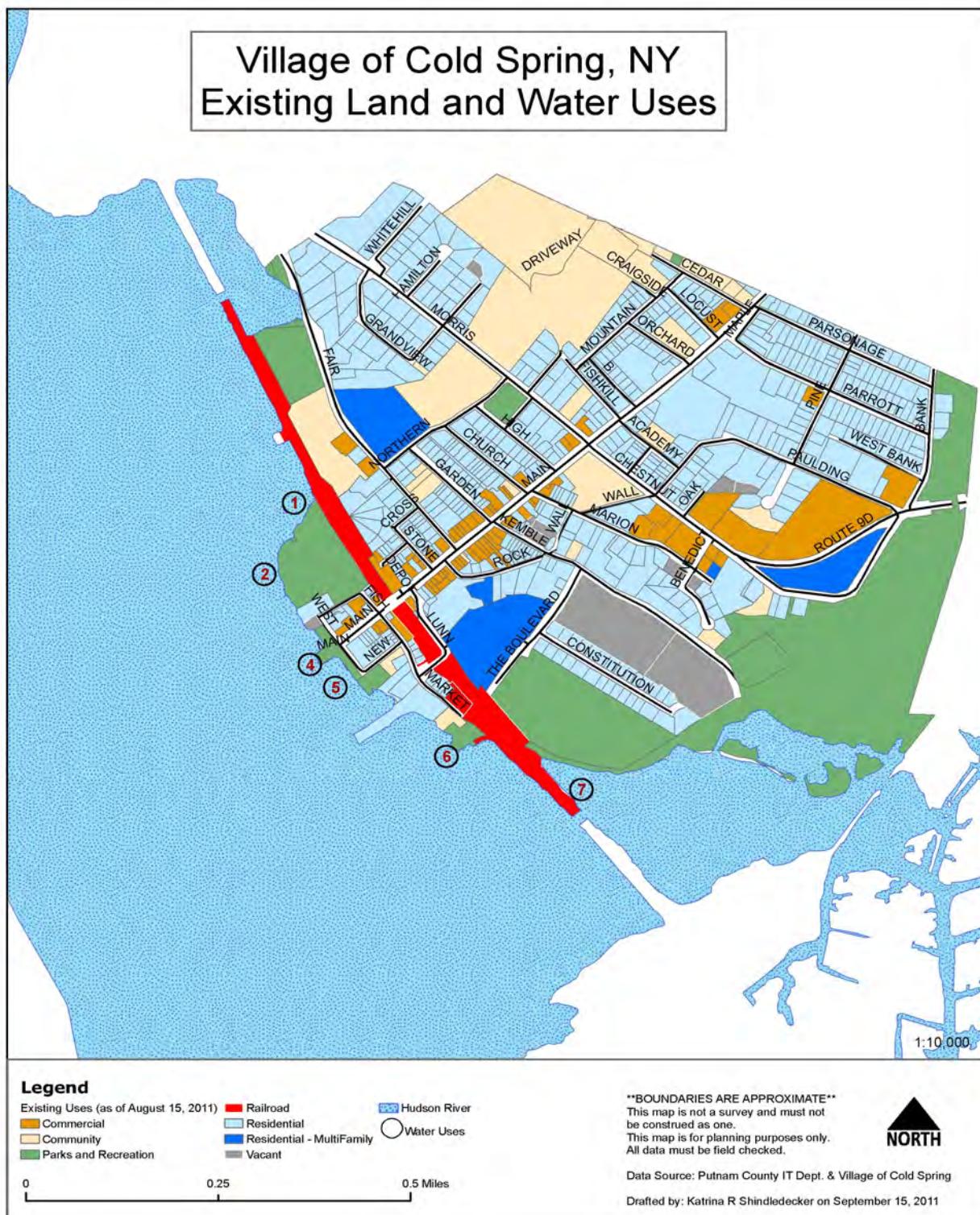
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Figure 17, Future Land and Water Uses Map



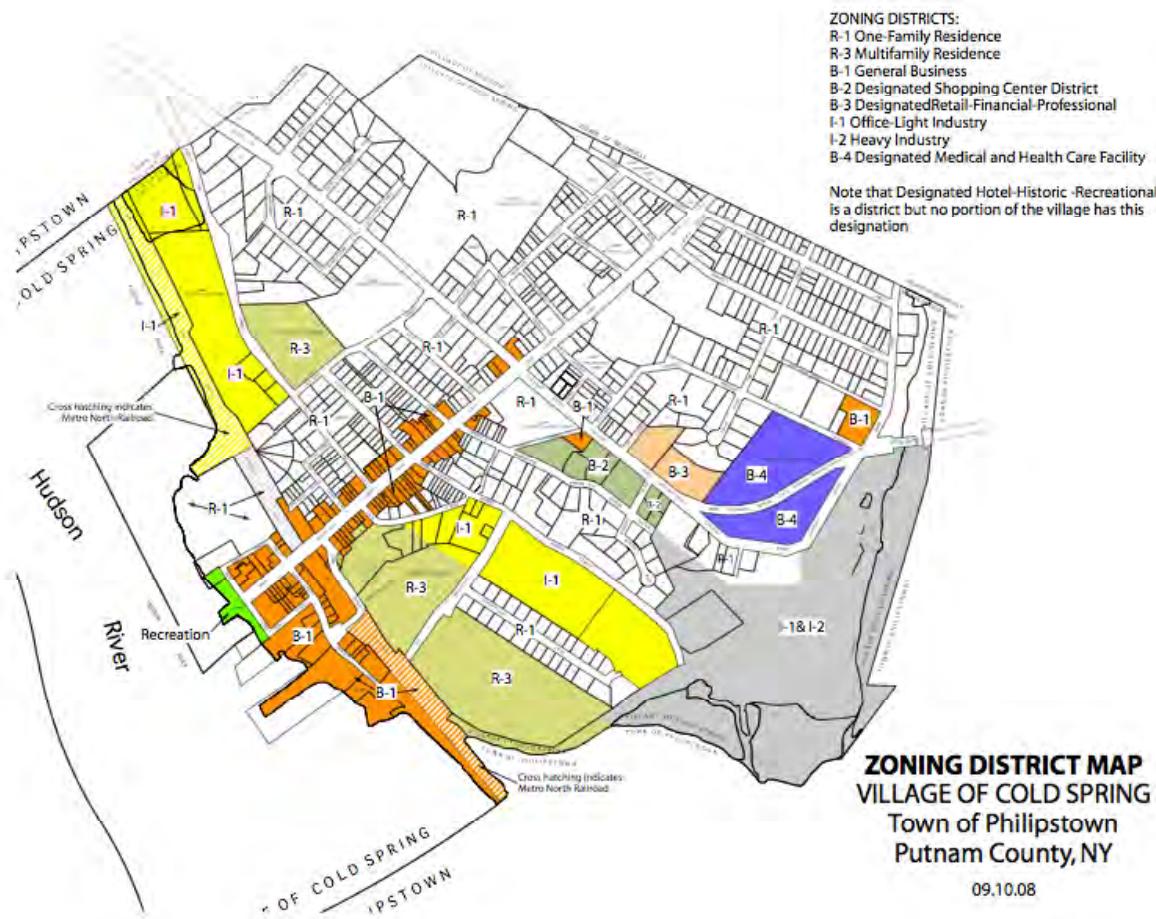
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Figure 18, Existing Land and Water Uses Map



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Figure 19, Cold Spring Zoning District Map



Goals, Objectives and Recommendations

The objectives, goals and recommendations in this LWRS respond to the issues and the feedback from the community manifested during the entire process of creating the Comprehensive Plan and LWRS. The vast majority are in the Goals, Objectives, and Recommendations in the draft Comprehensive Plan recommended by the Village Board on November 1, 2011. In some cases, the recommendation is to further evaluate an issue. This acknowledges both the importance of those issues and the limited resources available in preparing the LWRS for the due diligence to make a wise recommendation. This LWRS also adds a few items, reflecting important information learned after the Special Board completed its work on the Comprehensive Plan.

Village Character

Goal: Preserve and enhance the small-town, historic, neighborly, diverse and safe character of Village life.

1.1 Objective: Assure that zoning and *land use regulations* support the character of Cold Spring as set forth in this Plan and are internally consistent.

- 1.1.1 **Recommendation:** Review and revise current *zoning* and *land use regulations* to recognize existing building forms and streetscapes and to make the regulations internally consistent, in keeping with the community's vision and goals included in this plan.
- 1.1.2 **Recommendation:** Consider including *form-based* standards for new construction and reconstruction, and move away from strict separation of uses, to focus instead on providing for streetscapes, siting and scale of buildings, parking locations and off-street parking requirements.
- 1.1.3 **Recommendation:** Reaffirm and update *performance standards* including environmental performance standards that address negative impacts (such as noise, odors and noxious fumes, traffic, parking problems).
- 1.1.4 **Recommendation:** Ensure the Zoning Board of Appeals and the Planning Board have the proper training to carry out any new land use requirements and are properly equipped to regulate the adverse impacts of new development and redevelopment under the State Environmental Quality Review Act (SEQRA).

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- 1.1.5 **Recommendation:** Adopt minimum and maximum standards for setbacks and lot width that support narrow lots, thereby continuing the small-town character for new development and that reflect more closely existing village setbacks and lot widths including the prevailing setback of existing buildings.
- 1.1.6 **Recommendation:** In new development, permit cul-de-sacs only when connecting streets is physically impossible due to the presence of wetlands, water bodies, or steep slopes.
- 1.1.7 **Recommendation:** Where possible, consider matching historic materials or their appearance for sidewalks and curbs while enhancing safety and security.
- 1.1.8 **Recommendation:** Consider enacting regulations to prohibit outright teardowns of existing structures by instituting a demolition delay requirement to provide time to examine alternatives for a threatened structure.
- 1.1.9 **Recommendation:** While emphasizing the historic Village character, avoid rigidity in regulations and encourage innovation especially with regard to alternative materials within the traditional context.
- 1.1.10 **Recommendation:** Assure that enforcement of land use regulations is effective, efficient and equitable, utilizing database resources from the County, Town and Village.
- 1.1.11 **Recommendation:** Consider making Zoning districts follow property boundary lines whenever possible, unless unique site conditions or circumstances dictate otherwise.

1.2 Objective: Maintain historic neighborhood characteristics outside the Historic Districts by treating these areas separately from the Historic Districts and with their own standards separate from the Historic District Design Standards and review process.

- 1.2.1 **Recommendation:** Recognize the unique characteristics of the Village's historic neighborhoods by adopting standards to protect and reinforce their character in such areas as shared relationships of structures to streets, sidewalks, building height and mass, porches, roof character, window styles, lot and street width.
- 1.2.2 **Recommendation:** As a basis for maintaining the neighborhood characteristics present outside the Historic Districts and which residents value, and as an aid in developing standards, develop a map and written descriptions of the Village that generally depicts areas of shared common characteristics, streetscape and structure, albeit with some variations.

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- 1.3 Objective:** In order to respect Cold Spring's small-town character and architectural heritage, modify the *zoning laws* where appropriate to be consistent with the objectives of this Local Waterfront Revitalization Strategy.
- 1.3.1 **Recommendation:** Ensure that all subdivision, special use permit and/or site plan regulations relating to landscaping, lighting, signage and other site features conform with the *Zoning Law* as recommended in this Local Waterfront Revitalization Strategy, to the greatest extent practicable.
- 1.3.2 **Recommendation:** Establish one or more Work Group(s) to work at the direction of the Village Board, to assist with the implementation of the Comprehensive Plan and Local Waterfront Revitalization Strategy.
- 1.3.3 **Recommendation:** Charge the Comprehensive Plan/LWRS Work Group(s) in consultation with the Planning Board and the Zoning Board of Appeals with the task of identifying uses in the Village *Zoning Law* to be removed, district by district, because they are no longer consistent with the Comprehensive Plan and LWRS recommendations and identify new uses to be added, district by district.
- 1.3.4 **Recommendation:** Update the zoning map so that it implements the recommendations of the Comprehensive Plan and LWRS.
- 1.4 Objective:** Provide a variety of housing types and sizes to maintain the Village's existing population diversity.
- 1.4.1 **Recommendation:** Amend the *Zoning Law* to require a variety of housing types and sizes in new major projects, consistent with traditional Village neighborhoods, to accommodate a variety of age and income groups and residential preferences. Allow single family, two-family, multi-family, cottage dwellings, *live-work* and *work-live units*, among others, all with *performance standards* to control impacts and consistent with the area definitions set forth in the Land and Water Uses section of this LWRS.
- 1.4.2 **Recommendation:** Consider changing the term "livable" in reference to "floor area" in the *Zoning Law* to be consistent with the New York State Building Code.
- 1.5 Objective:** Encourage preservation and adaptive re-use of historic structures.
- 1.5.1 **Recommendation:** As part of special use permit requirements, amend the *Zoning Law* to allow for adaptive reuse of historic structures in the Historic District and those designated by the State or National Register, with a range of possible uses such as

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multi-family housing, B & Bs, business and professional offices, artisan shops, galleries, and antique shops, subject to *performance standards* (including parking and protection of the character of the historic structure) .

- 1.5.2 **Recommendation:** Consider allowing the Village or an IRS-qualified land protection organization to be a recipient of *conservation easements* and building *façade easements*, which are voluntary agreements that can preserve land from development and may enable property owners who donate easements to receive tax deductions. Ensure that adequate resources exist to allow monitoring and enforcement of any such easements.
 - 1.5.3 **Recommendation:** Consider amending the Village land use law, including the Historic District Review Board regulations, to ensure that existing architectural elements with historic value such as stone walls and other cultural features are incorporated into any proposed site development plan as assets to be preserved.
- 1.6 Objective:** Improve the Historic District Review Board process by increasing public understanding and making the process more user-friendly.
- 1.6.1 **Recommendation:** Provide information for residents and for realtors to share with newcomers and prospects about the character of the Historic Districts and how they are sustained.
 - 1.6.2 **Recommendation:** Assure completion and publication of the current survey of historic properties and updating of existing conditions information to assist the Historic District Review Board.
 - 1.6.3 **Recommendation:** Review and update, if necessary, the Historic District Design Standards.
 - 1.6.4 **Recommendation:** Consider use of additional illustrations and graphics in the Historic District Design Standards.
 - 1.6.5 **Recommendation:** Provide training and education opportunities for the Historic District Review Board to enhance their understanding of the guidelines and how to carry them out and work with property owners.
 - 1.6.6 **Recommendation:** Analyze the approval process to streamline it.
- 1.7 Objective:** Improve walkability in the Village.
- 1.7.1 **Recommendation:** Complete a map of missing and substandard sidewalks so that a system of continuously linked walkways can be created throughout the Village.

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- 1.7.2 **Recommendation:** Install wheelchair ramps at all intersections and install wheelchair “curb cut” ramps at all corners along Main Street, Chestnut Street, Morris Avenue and Fair Street.
- 1.7.3 **Recommendation:** Consider installing textured high-visibility crosswalks at intersections of Main and side streets.
- 1.7.4 **Recommendation:** Consider installing textured crosswalks on Route 9D as recommended in the Putnam County Main Street Partnership Planning study (see Bibliography), and ensure that in-street pedestrian crossing cones or “penguins” are present at crosswalks for safety.
- 1.7.5 **Recommendation:** Install three crosswalks across Route 9D between the Main Street / Route 301 intersection and Benedict Road. Install a crosswalk across Main Street/Route 301 at Fishkill Avenue / Academy Street.
- 1.7.6 **Recommendation:** Install landscaped *traffic calming* devices such as *bump-outs* to improve pedestrian safety at intersections with high pedestrian traffic, in particular at the intersection of Route 9D and Haldane Street, and Route 9D and Northern Avenue.
- 1.7.7 **Recommendation:** Work with the DOT to prohibit right turn on red in all directions at the intersection of Route 301 and Route 9D.
- 1.7.8 **Recommendation:** Investigate installing stairway lifts in the pedestrian railroad underpass.
- 1.7.9 **Recommendation:** Investigate re-designing the area in front of the small mall from Drug World to the Deli on Chestnut Street to improve safety, and to provide for a sidewalk, truck access, and parking.
- 1.7.10 **Recommendation:** Establish guidelines for landscaping along streets, for utility strips between street and sidewalk and for traffic calming *bump-outs* for both appearance and safety.
- 1.7.11 **Recommendation:** Install appropriately designed signs, kiosks or maps showing how sidewalks link to trails, such as Bull Hill, Breakneck Ridge, and the proposed Greenway.
- 1.7.12 **Recommendation:** Work with Metro-North to install a wheelchair ramp on the north end of the southbound (western) station platform, to facilitate access to the river by wheelchair bound visitors arriving by train.
- 1.7.13 **Recommendation:** Continue efforts to reduce traffic within neighborhoods during special events.

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- 1.7.14 **Recommendation:** Work with the DOT to install a sidewalk and establish one way access and egress for diagonal parking in current parking area east of the ballfield on the west side of Route 9D from Northern Avenue to the crosswalk across Route 9D.
- 1.7.15 **Recommendation:** Work with the NYS Department of Transportation to install a curb along the entire length of the service station located on Morris Avenue at Main Street, with a curb cut on Morris Avenue to allow vehicular entrance and exit of no more than the minimum width needed for two cars.

1.8 Objective: Make signage in the Village effective and reflective of Cold Spring's 19th century character.

- 1.8.1 **Recommendation:** Make all signage regulations consistent with each other and appropriate to the Village; consider prohibiting back-lit signs. Amend Village Code, if needed.
- 1.8.2 **Recommendation:** Improve signage, perhaps adopting a unified theme such as emphasizing the historic character of the Village, by:
 - Identifying locations for way-finding signage that directs visitors from Village gateways to Main Street and points of interest;
 - Reviewing and updating Historic District Review Board guidelines for non-public signs;
 - Considering guidelines that all public information signs have a consistent color scheme, sizing, format, typeface, and signage materials. These signs should reinforce to the viewer that the Village is a unique place.

1.9 Objective: Enhance Village gateways.

- 1.9.1 **Recommendation:** Use brief, simple wording for main gateway signs at the north and south entrances on 9D, the eastern entrance on Route 301, for boats arriving at the Main Dock, and at Metro-North.
- 1.9.2 **Recommendation:** Permit and encourage other informal, non-standardized signage such as currently exists and re-enforces Village character, e.g. Lady Blue Devils, service organizations, churches, and the Fire Company.
- 1.9.3 **Recommendation:** Work with volunteers, possibly the Garden Club, to improve and maintain simple landscaping of the gateways.
- 1.9.4 **Recommendation:** Work with Metro-North to provide coordinated signs on platforms including directions to Main Street and the River.
- 1.9.5 **Recommendation:** Explore the feasibility of Cold Spring signage at Routes 301 and 9, 84 and 9, and 84 and 9D.

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- 1.9.6 **Recommendation:** Conduct a design contest to re-decorate the 1929 railroad underpass to make it more appealing to residents and visitors.
- 1.9.7 **Recommendation:** Provide signage at train, riverfront and a few other locations with map showing key places (Village Office, churches, Historical Society, Chapel Restoration), walkways through the Village, and access to trailheads.

1.10 Objective: Improve other aspects of the appearance, safety and security of the Village while maintaining its informal friendly character.

- 1.10.1 **Recommendation:** Amend the *Village Code* to strengthen outdoor lighting standards and make them consistent to assure safety and security, to minimize light pollution and excessive brightness (especially on the riverfront), control lighting on signs throughout the Village, and preserve the Village's nighttime character.
- 1.10.2 **Recommendation:** Amend the Site Plan requirements for commercial development to include locations for parking lots (e.g., requiring them to be located to the rear or side of buildings to minimize their visual effect or suitably screened if they are located to the side of buildings), and to require landscaping within and around parking lots.
- 1.10.3 **Recommendation:** Develop landscape guidelines that encourage use of native species and native hybrids, support safety of *bump-outs* and intersection sightlines, and require unpaved and permeable landscaped utility strips, where feasible, between sidewalk and street in all new streets and when existing sidewalks are repaired.
- 1.10.4 **Recommendation:** Address concerns about noisy motorcycle traffic by reviewing noise standards, adopting any changes required, and implementing effective enforcement.
- 1.10.5 **Recommendation:** Consider conducting a *qualitative traffic analysis* in the Village to identify ways of improving safety and convenience for pedestrians and vehicles alike.
- 1.10.6 **Recommendation:** Consider establishing a dog run at a suitable location in the village with suitable facilities for clean up.
- 1.10.7 **Recommendation:** Consider incorporating verification of Occupational Safety and Health Administration (OSHA) and workplace safety regulations on an annual basis as a condition of special use permit approval.

1.11 Objective: Support volunteerism in the Village.

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1.11.1 **Recommendation:** Establish a volunteer clearinghouse for residents to register to be considered to assist with projects, listing their skills or other resources they could offer.

1.12 Objective: Increase citizen engagement with local government.

1.12.1 **Recommendation:** Establish and publish procedural guidelines of all Village boards, commissions and committees to make public meetings more effective.

1.12.2 **Recommendation:** Encourage residents to provide email addresses for alerts and Village information (such as notice of meeting times, election hours).

1.13 Objective: Make the Village safer and more accessible to bicyclists.

1.13.1 **Recommendation:** Install "Shared Road" signs on Fair, Main, and Chestnut Streets and Morris Avenue.

1.13.2 **Recommendation:** Consider installing bicycle racks at Village-owned or managed parks and encouraging installation of bike racks at the Haldane ballpark lot, Foodtown, Lahey Pavilion, and other public parking areas.

1.13.3 **Recommendation:** Support the creation of a map of recommended bike routes and of bike racks in the Village and town.

1.14 Objective: Preserve the authentic "living" character of Main Street.

1.14.1 **Recommendation:** Assess the implications of moving such functions as the Village Hall, Fire Company and the Police Department away from Main Street.

1.14.2 **Recommendation:** Investigate previous experience in Cold Spring as functions such as the Post Office and supermarket were moved to other locations.

1.14.3 **Recommendation:** Investigate the experience of other communities as such functions that draw residents to Main Street have been moved to other locations.

1.15 Objective: Initiate intermunicipal cooperation between Cold Spring and surrounding municipalities to address concerns that impact the Village.

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1.15.1. **Recommendation:** Work with Philipstown to protect the watersheds of the Cold Spring water supply, including both Foundry Brook and Jaycox Pond, and ensure access to the reservoirs.

1.15.2. **Recommendation:** Work with Philipstown to minimize impacts of development on slopes within the Cold Spring viewshed to protect the views that contribute to Cold Spring's character.

1.15.3 **Recommendation:** Work with surrounding municipalities on other issues that impact the Village.

Riverfront

2. Goal: Take full advantage of our location on the Hudson River.

2.1. Objective: Improve boat access to the Village at the Main Dock.

2.1.1. **Recommendation:** Assure that the Main Dock has the improvements necessary to make it accessible for temporary docking of ferries, passenger boats, water taxis, historic and other special boats.

2.1.2. **Recommendation:** Establish a system of permits for such boats with revenue to the Village.

2.1.3. **Recommendation:** Install sign saying "Cold Spring" on the river side of the railing.

2.1.4. **Recommendation:** Investigate the possibility of a floating dock at Dockside as an alternative for temporary docking of ferries, passenger boats, water taxis, historic and other special boats.

2.1.5. **Recommendation:** Assure that the opportunity for crabbing and fishing is maintained.

2.2 Objective: Work with the Boat Club toward three interconnected objectives for this Village-owned property:

- Protect and enhance the benefit of the Boat Club for its members;
- Increase the benefit of this riverfront site for Village residents including by encouraging membership and continuing community functions; and

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- Explore methods of revenue generation while maintaining access to visiting boaters.
- 2.2.1 **Recommendation:** Work together to develop a plan for the long-term use of the site.
- 2.2.2 **Recommendation:** Recommend that the Village Board work with the *DEC* to remediate the Manufactured Gas Plant (MGP) contamination.
- 2.2.3 **Recommendation:** In the event that the *DEC* and the Village agree to remove contamination below the building and it is torn down, re-think the uses of the entire property from the river to Market Street, while ensuring that a reconstructed Boat Club facility is part of the resulting plan.
- 2.2.4 **Recommendation:** If the structure remains in place, after coal tar remediation, consider improving or redesigning and rebuild the structure, including restrooms for the Boat Club and public restrooms accessible directly from the street.
- 2.2.5 **Recommendation:** If the Boat Club building is rebuilt, consider making the structure available for both the Boat Club members and Village residents with opportunities for private use and use by outside organizations on a fee basis.
- 2.2.6 **Recommendation:** Share the cost of improvements to the facility and docks when both the Village residents and the Boat Club benefit.
- 2.2.7 **Recommendation:** Investigate ways to generate revenue for the Village from the Boat Club site.
- 2.2.8 **Recommendation:** Work together with the Boat Club to make the entrance signage more welcoming to residents.
- 2.2.9 **Recommendation:** Require the Boat Club to pay, or continue to pay, for water/sewer and for supplemental trash collection, if any, as specified in the lease.
- 2.3 **Objective:** Develop a RiverWalk to improve access to the river for pedestrians and bicyclists.
- 2.3.1 **Recommendation:** Consider a pedestrian and bike railroad underpass between Dockside and the Village Garage, to create a continuous, safe and ADA-compliant route along the waterfront.
- 2.3.2 **Recommendation:** Support the development of signage and a map for multiple paths through the Village from the West Point Foundry Preserve (WPFP) to Mayor's Park and the proposed Greenway Trail at the north end of the Village.

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2.3.2 Recommendation: Consider designing and constructing segments of the proposed RiverWalk that are missing or incomplete with the help of a landscape/engineering firm or West Point Cadets in phases as funds are available.

2.3.3 Recommendation: Conduct a feasibility study to create a segment of the RiverWalk Loop from Dockside with a causeway just west of and parallel to the railroad tracks to cross the tracks at Little Stony Point, or crossing at an alternate location, such as the Wood Dock area and connecting with other paths, contingent on funding from grants or other non-Village sources:

- Going south, returning to Main Street in the Village;
- Going north, connecting with the proposed Greenway Trail and leading to Breakneck trailheads.

2.4 Objective: Develop and implement a plan for Dockside Park.

2.4.1 Recommendation: In preparing a site and use plan for Dockside Park consider including a path along the river, benches, restrooms, a trail up Dockside hill with a lookout, a small pavilion shelter, picnic tables and a small parking area and keeping the area “natural” to the fullest extent possible.

2.4.2 Recommendation: Explore feasibility of acquiring or otherwise protecting the interests of the Village to have continuous open space on the two private lots on the west side of the entrance.

2.4.3 Recommendation: Consider working with an organization such as the Hudson Highlands Land Trust to develop and implement education and interpretation, both environmental and historic, for the site, including the cove at the north end, in order to increase appreciation for the natural setting and the need for shoreline preservation as well as the historic significance of the site.

2.4.4 Recommendation: Permit a group or groups such as Building Bridges Building Boats (BBBB) to build a structure on site for program needs, perhaps 900 square feet, long enough for two 26-foot Whitehall rigs, with a floating dock and moorings, all subject to approval by the Village, with BBBB responsible for insurance and for obtaining all necessary permits for the dock and moorings.

2.4.5 Recommendation: Provide or otherwise facilitate a seasonal food and beverage (soft drinks, beer, wine) concession, offered first to local businesses, if local offer first is permitted by the State.

2.4.6 Recommendation: Provide a gravel launch ramp to the river for non-motorized car-top boats, with permits to launch providing revenue to offset costs.

2.4.7 Recommendation: Seek funding for protection of the eroding shoreline.

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- 2.4.8 Recommendation:** Establish a system of permits for the use of lawn space for private events with room for a possible tent, with revenue to the Village to offset costs.
- 2.4.9 Recommendation:** Assess the feasibility of moorings for sail and powerboat access to bring people to the Village without cars, with limitations on types of boats to control noise, with a small dock at Dockside to come ashore, and with revenue to the Village to offset costs.
- 2.4.10 Recommendation:** Consider all of the above issues regarding Dockside in finalizing the agreement with the State regarding Village management of Dockside.

2.5 Objective: Encourage community events at the Riverfront.

- 2.5.1 Recommendation:** Work with business organizations and other community organizations to schedule and coordinate concerts and other events both large and small at various riverfront locations from Mayor's Park to Dockside, the Bandstand and Waterfront Park, the Chapel Restoration, and Foundry Dock Park.

Natural Environment and Energy

- 3.1. Objective:** Establish and implement a 20-year plan to protect and enhance the natural environment in the Village.
 - 3.1.1. Recommendation:** Identify natural and cultural resources worthy of *Critical Environmental Area* (CEA) designation under SEQRA and prepare appropriate CEA documents for such designations.
 - 3.1.2. Recommendation:** Identify and map steep slope areas and consider steep slope protection measures such as studying the Town of Ossining's Steep Slopes Protection Law as a model.
 - 3.1.3. Recommendation :** Work with appropriate agencies (e.g., the N.Y. Department of Environmental Conservation, the N.Y. Office of Parks, Recreation and Historic Preservation, and the Army Corps of Engineers) to research and identify methods of protecting shorelines from erosion.
 - 3.1.4. Recommendation:** Establish and implement a shoreline protection plan that includes protection of both habitat and vegetation.
 - 3.1.5. Recommendation:** Allow the Village to accept *conservation easements*.

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- 3.1.6. **Recommendation:** Consider enactment of a new "Land Conservation" District in the Zoning Law for lands that could be subject to *conservation easements* and other similar designations.
 - 3.1.7. **Recommendation:** Consider establishing and implementing local wetlands protection measures.
 - 3.1.8. **Recommendation:** Build on the open space inventory conducted for the Comprehensive Plan and this LWRS and consider measures to preserve open space, such as *conservation easements* and incentive zoning.
 - 3.1.9. **Recommendation:** Work with state and federal governments to ensure a satisfactory remediation of contaminants at the Marathon and Boat Club sites.
 - 3.1.10. **Recommendation:** Work with the New York State Department of Health and the Town of Philipstown to ensure the integrity of the Village water supply. See also 5.6.2.
 - 3.1.11. **Recommendation:** Ensure that the sewage treatment plant operates in an environmentally sound manner. Also, see Section 5.5.
 - 3.1.12. **Recommendation:** Clarify ownership and Village access of lands adjacent to Back Brook and Foundry Brook for reasons of flooding and maintaining adequate storm water flow.
 - 3.1.13. **Recommendation:** Consider enactment of established methods for maintaining Back Brook's and Foundry Brook's forested *riparian corridor*. Consider establishing buffer zones and using the DEC's *Trees for Tribs* program.
- 3.2. **Objective:** Ensure that areas of scenic significance are protected and that new development avoids or minimizes impacts on natural resources to the maximum extent.
- 3.2.1. **Recommendation:** Review the 1987 map of scenic views, ensure that it is complete and consistent with NYS Scenic Areas of Statewide Significance (SASS) regulations, and identify specific measures that can be adopted to preserve such scenic views.
 - 3.2.2. **Recommendation:** Amend the Village Zoning Law to implement New York State Coastal Management Program policies (Scenic Areas of Statewide Significance (SASS) regulation, 19 NYCRR Part 602, Policy 24). Integrate the State guidelines into the Planning Board's review of subdivisions and site plans which would require determination of whether a proposed development could affect scenic resources. Consider adoption of *CEA* designation for scenic resources as well.

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- 3.2.3. **Recommendation:** Consider enacting tools to mitigate impacts on views such as clustering or orienting structures to retain views, save open space and provide visual organization to a development.
- 3.2.4. **Recommendation:** Amend Village *Zoning Law* and Subdivision regulations to require submission of a resource analysis map for the site and surrounding area prior to the sketch plan phase to assist applicants and the Planning Board to design a subdivision or site plan around a site's natural features.
- 3.2.5. **Recommendation:** Consider the creation of scenic *overlay districts* with their own special requirements.

3.3. **Objective:** Upgrade Storm Water Management in the Village.

- 3.3.1. **Recommendation:** Map the existing storm water management system using GIS, including all surface water, culverts, dry wells, retention ponds, storm water pipes and culverts, gravel beds and any other features important to storm water management.
- 3.3.2. **Recommendation:** Engage a consulting engineer to prepare a plan for storm water management in the Village.
- 3.3.3. **Recommendation:** Develop and implement a local storm water law with particular emphasis on the use of *Low Impact Development* (LID) techniques, such as those recommended by the DEC and EPA.
- 3.3.4. **Recommendation:** Encourage pervious surfaces for all new commercial, multiple-automobile parking areas and explore converting impervious parking areas to surfaces that are pervious.
- 3.3.5. **Recommendation:** Complete and implement plans for correcting drainage problems where such problems exist, including on lower Main Street, Mayor's Park, Benedict Road, Marion Avenue, Wall Street, Mountain Avenue, and Craigside Drive / Northern Avenue.
- 3.3.6. **Recommendation:** Address flooding and erosion issues of Back Brook especially in the Garden / Church Street and Spring Brook areas, and enhance landscaping of its banks.
- 3.3.7. **Recommendation:** Consider floodplain protection measures, and ensure that residents are informed of any changes in the Federal Emergency Management Agency (FEMA) insurance floodplain map that may affect their properties.
- 3.3.8. **Recommendation:** Encourage use of rain barrels (covered for safety and health reasons), planting of street trees and rain gardens, and a reduction of impervious

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surfaces throughout the Village to reduce storm water runoff and sewer inflow and infiltration.

- 3.3.9. **Recommendation:** Explore ways to prevent pollutants from entering Foundry Cove via the Chestnut Street / Benedict Road / Marion Avenue storm water collection system storm water discharge pipe at the Foundry site.

3.4. **Objective:** Protect and enhance trees in the Village.

- 3.4.1. **Recommendation:** Map and inventory significant and “at-risk” trees in the Village.
- 3.4.2. **Recommendation :** Create a tree planting plan for the Village making use of non-invasive, low-allergenic, urban-tolerant species, both for places with no trees currently and to replace damaged and “at risk” trees”.
- 3.4.3. **Recommendation:** Identify places where tree roots are heaving sidewalks and route walks away from trunk, where feasible. Investigate alternatives to tree removal or root trimming.
- 3.4.4. **Recommendation:** Use the New York State *Trees for Tribs Program* to obtain trees and bushes for the banks of surface water, including Back Brook.
- 3.4.5. **Recommendation:** Consider developing a tree nursery and make trees and bushes available to Village residents.
- 3.4.6. **Recommendation:** Consider establishing the Village as a designated “*Tree City USA*.”
- 3.4.7. **Recommendation:** Consider amending the *Village Code* to include a tree protection ordinance that includes, with other provisions, appropriate tree maintenance procedures that promote safety.

3.5. **Objective:** Improve energy efficiency and economy in the Village.

- 3.5.1. **Recommendation:** Encourage and provide guidelines for “green” design and construction.
- 3.5.2. **Recommendation:** Require that new development meet *ENERGY STAR* standards and encourage the use of *LEED* (Leadership in Energy and Environmental Design) or other similar standards.
- 3.5.3. **Recommendation:** Study introduction of piped natural gas to the Village, possibly using a utility tax on natural gas to offset some or all costs of a new supply line.

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- 3.5.4. **Recommendation:** Conduct an energy audit and review options for alternative sources of energy for Village infrastructure not less than every five years, beginning in 2011.
- 3.5.5. **Recommendation:** Explore use of low-wattage street lighting to improve energy conservation, visibility and public safety and explore potential for technical assistance and /or funding from the N.Y. S. Energy Research and Development Authority (NYSERDA).
- 3.5.6. **Recommendation:** Identify ways to encourage use of alternative or renewable energy technologies by residents, businesses and the Village, such as wind power, micro hydro electric, solar and tidal turbine power.
- 3.5.7. **Recommendation:** Take the 10% challenge like the Town of Red Hook in Dutchess County recently did and encourage businesses and residents to reduce energy use by 10% in one year.
- 3.5.8. **Recommendation:** Encourage residents and businesses to conduct energy audits to promote energy efficiency.
- 3.5.9. **Recommendation:** Explore renewable / low global warming heating technologies such as biodiesel. Encourage suppliers of home heating oil to provide them.
- 3.5.10. **Recommendation:** Encourage development of businesses that design, construct or supply green technologies.
- 3.5.11. **Recommendation:** Encourage property owners to apply green technologies and conserve energy.
- 3.5.12. **Recommendation:** Encourage residents and property owners to participate in caring for the environment.
- 3.5.13. **Recommendation:** Promote energy-efficient design, technologies and materials in any new development in the MCWPK area.

Economic Vitality

4. Goal: Enhance the economic vitality of the Village.

- 4.1. Objective:** Encourage businesses in the Village that provide local jobs, convenient services to residents, sustain property values, or provide more tax revenue than the cost of services for them, at a scale that respects the Village's small-town character and the primary needs of residents year-round.

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- 4.1.1. **Recommendation:** Encourage commercial uses and “*clean*” *light industries*, in appropriate areas, with constraints on their potential negative impacts.
 - 4.1.2. **Recommendation:** Streamline the permitting process and procedures for business uses that are to be encouraged.
 - 4.1.3. **Recommendation:** Support the establishment of a “Buy Local” campaign through working with local retailers and business organizations.
 - 4.1.4. **Recommendation:** Reduce the amount of required off-street parking (consistent with recommendations of the American Planning Association and the National Parking Association).
 - 4.1.5. **Recommendation:** Incorporate a *shared parking factor* for different hours and different uses and recognize that customers in a cluster of stores park once and walk, visiting more than one store. This can reduce the number of parking spaces required and can enable business to meet parking requirements.
 - 4.1.6. **Recommendation:** Within the Village set size limits to prohibit "big box" stores and limit stores from large chains. Ensure franchise/formula businesses are compatible with the character of the Village.
 - 4.1.7. **Recommendation:** Consider encouraging the establishment of businesses that satisfy residents' needs such as a Laundromat within the Village.
- 4.2. **Objective:** Make the Village a destination for visitors to shop, dine, be entertained, enjoy nature and cultural events, and stay overnight, so that visitors provide overall benefit to the community in local jobs, business opportunities, convenient services, controlled property taxes and sustained property values, at a scale that respects the Village's small-town character and the primary needs of residents year-round.
 - 4.2.1. **Recommendation:** Seek to maintain and enhance year-round opportunities for sustainable tourism based on the area's natural resources, historical heritage and cultural amenities, without diminishing the quality of life for residents.
 - 4.2.2. **Recommendation:** Encourage the use of Village sites for weddings and private events where and when appropriate.

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4.2.3. **Recommendation:** Support the establishment of a marketing plan for the Village of Cold Spring through working with business organizations and investigate collaborating with Philipstown, Nelsonville, Peekskill, Beacon, Newburgh, Highland Falls, and West Point on joint marketing efforts.

4.2.4. **Recommendation:** Encourage an increase in the number of overnight accommodations by:

- Permitting B & Bs throughout the Village as long as they adhere to *performance standards* for signage, lighting, noise and parking;
- Encouraging adaptive re-use of historic structures for B & Bs and inns;
- Amending the *Zoning Law* to permit small inns in appropriate locations;
- Amending the off-street parking requirements to reduce the number of spaces required for small inns and B & Bs, recognizing many visitors arrive by train;
- Considering ways of encouraging coordinated management and marketing of B & Bs, such as through a B & B association or a lodging association.

4.2.5 **Recommendation:** To ensure *the* health and continuity of storefront businesses in the Main Street and Chestnut Street Business Districts (B1 and B2), prohibit new residential uses for ground floor storefronts, and, over time, encourage conversion of first floor residential units to retail or service uses for units that previously had been commercial businesses with storefronts.

4.3. Objective: Increase the number of residents who work in the Village and thereby increase the weekday population and the general activity level, potential volunteers for emergency services and customers for local businesses.

4.3.1. **Recommendation:** Amend the home occupation regulations to regulate impacts rather than uses, to retain or strengthen environmental and other *performance standards*.

4.3.2. **Recommendation:** Facilitate changes of use from residential to office space as long as appearance and impact are controlled.

4.3.3. **Recommendation:** Investigate ways of supporting “business incubators” or “business accelerators” in the Village to lower the costs of start-ups organized by residents and others. By promoting local businesses these incubator and accelerator programs can mentor and facilitate jobs and business opportunities for local residents.

4.3.4. **Recommendation:** Investigate ways of improving telecommunications in the Village, to facilitate access to voice and data communication networks, to make it easier and less costly for residents to telecommute from home.

4.4. Objective: Make Main Street accessible, attractive and well maintained.

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4.4.1. **Recommendation:** Improve access to parking by:

- Allowing private parking lot owners to make some spaces available to the public, perhaps overnight or during limited times for a fee;
- Encouraging property owner cooperation in the consolidation of spaces behind Main Street;
- Assessing the feasibility of a parking facility adjacent to and east of the railroad station, within easy walking distance of Main Street;
- Assessing the feasibility of expanding Village-owned parking east of the Boat Club to Market Street.
- Strengthening parking enforcement, including the booting of scofflaws;
- Considering erasing lines between spaces to increase capacity;
- Considering metering spaces along Main Street with a rate set to encourage turnover (1 in 7 vacancy);
- Encouraging merchants and employees to park away from the Main Street area;
- Considering expansion of metered parking to side streets off Main Street, subject to the strict condition that the Village first obtain a waiver from the State prohibition on exempting residents from parking meter charges;
- Considering the use of parking permits in places where on-street parking demand is high and residents cannot park near their homes, or where homes lack any off-street parking spaces.

4.4.2 **Recommendation:** Consider development of new facilities on Main Street to serve residents such as a community center, meeting facilities, or a movie theater, subject to a review of parking and traffic impacts. These could be public, private or public-private partnerships. Potential sites could be those vacated if any facilities move elsewhere or those that otherwise become available.

4.4.3 **Recommendation :** Consider retention of existing “real” or “civic” services on Main Street, such as the Village Hall or, if it is prudent to move the Village Hall to Butterfield for fiscal and shared services reasons, to turn the Village Hall into a theater, museum, or other public use, or a private use that would generate tax revenue.

4.4.4 **Recommendation:** Encourage business categories such as health/beauty/fitness services, art galleries, and specialty shops.

4.4.5 **Recommendation:** Modify the regulations to permit 3-story buildings on Main Street from Route 9D west to the railroad tracks as long as: they fit the streetscape; adequate additional parking is provided; the new or modified building does not block windows or doors on adjacent buildings unless permission is obtained from the owner of the adjacent buildings; and the blocked doors or windows do not create a threat to the safety of occupants of the adjoining buildings in emergency situations. Such changes in the regulations give building owners an incentive to maintain and improve their property.

4.4.6 **Recommendation:** Bury power lines on Main Street, if feasible.

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- 4.4.7 **Recommendation:** Establish and implement a plan to plant more trees along Main Street especially if the power lines are buried. If the lines cannot be buried, make sure such plantings do not interfere with power lines.
 - 4.4.8 **Recommendation:** Consider the Main Street approach as advocated by the *Main Street Program, National Trust for Historic Preservation..*
- 4.5. Objective:** Make the Chestnut Street area safer and more attractive.
- 4.5.1. **Recommendation:** Develop a plan to improve traffic flow for all vehicles in the Chestnut Street commercial area, defined as the area enclosed by Wall Street, Marion Avenue, Chestnut Street and the south end of the shopping plaza on the south side of Benedict Road, with the plan to include a truck route and delivery analysis and recommendations to improve truck access to all stores and facilities in the Chestnut Street commercial area, and to improve visibility and pedestrian safety. Work with local businesses to identify truck routes that would result in the fewest conflicts with traffic in the Village.
 - 4.5.2. **Recommendation:** Evaluate the existing traffic light and upgrade with modern technologically advanced systems as necessary to accommodate vision and mobility impaired, to meet the needs of the community in this area.
 - 4.5.3. **Recommendation:** Improve the streetscape and landscaping in the Marion Avenue area on the west side of the Chestnut Street commercial area, to better screen deliveries from residences and to improve walkability.
 - 4.5.4. **Recommendation:** Define a pedestrian route from Grove Court through the shopping center to Marion Avenue, Furnace Street and Main Street.
 - 4.5.5. **Recommendation:** Whenever changes are made, encourage integration of the design with the traditional Village.
 - 4.5.6. **Recommendation:** Consider diagonal parking in some areas.
 - 4.5.7. **Recommendation:** Improve pedestrian safety with traffic calming devices (such as *bump-outs*) at pedestrian crossings.
 - 4.5.8. **Recommendation:** Install benches and consider other amenities such as street trees.
 - 4.5.9. **Recommendation:** Consider the eventual development of the Butterfield site and assure a good entrance from the Chestnut Street/Route 9D area for both pedestrian and vehicular access and facilitate the connection between the Foodtown area and the Butterfield site.

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- 4.5.10. **Recommendation:** Consider the Main Street approach as advocated by the *Main Street Program, National Trust for Historic Preservation*.

Community Facilities and Services

5. Goal: Ensure that community facilities and services meet the Village's needs and are efficient and affordable.

- 5.1. **Objective:** Provide adequate, efficient, and safe facilities for the Cold Spring Fire Company now and with room for expansion over the next 20 years.

5.1.1. **Recommendation:** Fund construction of a new firehouse with sufficient space to house the existing equipment plus a ladder truck, cleaning facilities, a second office, and adequate parking, either at the current location or the Butterfield Hospital site or Cedar Street in the location of the Philipstown Volunteer Ambulance Corps and the American Legion, or some other site, subject to resolution of traffic issues. Consider forming a fire district that includes the area currently serviced by the Cold Spring Fire Company and would spread the cost to all taxpayers served.

5.1.2. **Recommendation:** Consider sharing of fire company facilities with police, ambulance corps, and other services to economize, if the firehouse is moved.

- 5.2. **Objective:** Provide the most cost-effective fire protection possible.

5.2.1. **Recommendation:** Evaluate options for a town-wide consolidated fire protection district and assess whether it would result in a tax increase for Villagers; if the action would result in increased taxes for Villagers, no further action should be taken.

5.2.2. **Recommendation:** Investigate ways of boosting volunteer participation in the fire company.

5.2.3. **Recommendation:** Seek a way to ensure emergency secondary access to the area west of the railroad tracks

- 5.3. **Objective:** Provide facilities for a community center serving residents of all ages, including veterans.

5.3.1. **Recommendation:** Assess existing facilities and determine the feasibility of funding new facilities for a community center (for residents of all ages), and government

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administrative offices at the Butterfield Hospital site (or other locations) through a sale of existing properties, grants, or other means.

- 5.3.2. **Recommendation:** Support the development of a facility for seniors that accommodates the preparation of meals on site and is adequately sized to allow social activities.
- 5.3.3. **Recommendation:** Assess the feasibility and desirability of locating a community center on the site of the current Village Garage on Fair Street.
- 5.4. **Objective:** The Village should continue to provide exceptional police services that protect citizens, deter crime and enforce laws and regulations through its own officers and partnerships with the Sheriff's Department, community and surrounding jurisdictions.
 - 5.4.1. **Recommendation:** Provide the department with facilities that are American with Disabilities Act (ADA) compliant, adequate space for evidence and records storage, offices, public restrooms and changing facilities, garaging vehicles, meetings, and interviewing.
 - 5.4.2. **Recommendation:** Promote and support community-based crime prevention programs as an important augmentation to the professional police and fire protection service.
 - 5.4.3. **Recommendation:** The Police Department Officer-in-Charge should, from time to time, attend the Village Board monthly meeting to answer questions from the public and report annually to the community on underlying causes of calls for service and traffic issues.
 - 5.4.4. **Recommendation:** The Police Department should have a tracking system for data collection and reporting of calls and work to increase efficiency and effectiveness.

5.5. Objective: Improve the efficiency of the sewer system.

- 5.5.1. **Recommendation:** Engage with Nelsonville representatives in discussions on the possible extension of the Cold Spring sewer system to Nelsonville, to spread the costs over a larger number of users and enhance public health and well-being.
- 5.5.2. **Recommendation:** Address inflow and infiltration problems in sewer lines and take steps to fully comply with New York State standards, giving priority to areas of greatest leakage.
- 5.5.3. **Recommendation:** Boost energy efficiency of aeration pumps and other components of the processing facility, where cost-effective, using a suitable payback period.

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- 5.5.4. **Recommendation:** Encourage low-volume toilets and other low-volume plumbing fixtures.
- 5.6. **Objective:** Ensure a safe, reliable and sufficient supply of water to the community, cost-effectively, fully compliant with federal, state and county guidelines.
- 5.6.1. **Recommendation:** Plan for and fund any required dam repairs, following the recommendations of engineers.
- 5.6.2. **Recommendation:** Work with the Town to ensure the establishment of the Philipstown Aquifer District and work to protect the watershed.
- 5.6.3. **Recommendation:** Improve the water delivery system to meet a minimum standard of 75% of the *Needed Fire Flow* (NFF), in accordance with some of the recommendations of the June 2010 Water Distribution System Study, using the most cost-effective means.
- 5.6.4. **Recommendation:** Consider mandating installation of sprinkler systems in any new construction in areas of the Village with less than 100% NFF.
- 5.6.5. **Recommendation:** Establish a 10-year plan of maintenance and improvements to the water filtration and delivery system.
- 5.6.6. **Recommendation:** Ensure continued access to the Catskill Aqueduct water.
- 5.6.7. **Recommendation:** Investigate the feasibility of using Catskill Aqueduct Water as the primary water supply for the Village, if the ongoing cost of using that water supply is more cost effective than repairing and maintaining the current primary water supply system.

5.7 Objective: Protect the Cold Spring watershed and the safety of its water supply.

- 5.7.1. **Recommendation:** Commission a professional evaluation of the Cold Spring water supply, including its watershed. This should include:
- A review of the Cold Spring Watershed *Overlay District* as designated in the Philipstown Comprehensive Plan for completeness and adequacy.
 - Preparation of a new, revised map of the Watershed Overlay District delineating all watercourses, wetlands and water bodies within an appropriately sized overlay district.
- 5.7.2. **Recommendation:** Develop, establish and implement a comprehensive watershed protection plan in collaboration with the Village of Nelsonville, the Town of Philipstown, the State of New York, and local homeowners.

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- 5.7.3. **Recommendation:** Work with the New York State Department of Health and the Town of Philipstown to update the Cold Spring Watershed Rules and Regulations (New York Compilation of Codes, Rules and Regulations, Title 10, Section 137.2).
- 5.7.4. **Recommendation:** Enter into an inter-municipal agreement with the Town of Philipstown providing for the Town to notify the Village Board and Building Department of any building permits or other proposed construction inside or within one-half mile of the Cold Spring watershed overlay.
- 5.8. **Objective:** Make garbage collection and recycling in the Village more efficient while providing incentives to recycle and minimizing the use of the Village Garage site.
 - 5.8.1. **Recommendation:** Consider charging for garbage collection with user-fees in the way water and sewer are now paid for. (See also Recommendation 6.2.1, Property taxes)
 - 5.8.2. **Recommendation:** Complete implementation of the new system for recycling, including single-stream collection and direct delivery of recycled material to the sorting facility. Prepare to make delivery to the new single-stream facility in Beacon when it is opened.
 - 5.8.3. **Recommendation:** Consider a system to provide an incentive to recycle.
 - 5.8.4. **Recommendation:** Prohibit the establishment of a hazardous-waste materials (“hazmat”) disposal site inside the Village.
 - 5.8.5. **Recommendation:** Consider establishing dog-waste composting units in appropriate locations in areas where dogs are exercised.
 - 5.8.6. **Recommendation:** Continue to budget for extra garbage collection on busy weekends and investigate the use of solar compacting garbage cans.
 - 5.8.7. **Recommendation:** Consider making all leaf, Christmas tree and lawn waste mulch available to the proposed community garden/or residents.
 - 5.8.8. **Recommendation:** Consider community compost collection, processing, and distribution.
- 5.9. **Objective:** Retain the location of the Cold Spring Post Office within a commercial area in the Village.
 - 5.9.1. **Recommendation:** Work with business owners, Village officials, postal service management and our 19th District congressional representative to ensure the post office remains in a commercial area in the Village.

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5.10. **Objective:** Make truck deliveries to businesses and stores in the Village safer and less disruptive.

5.10.1. **Recommendation:** Arrange for a traffic study to plan truck delivery routes through the Village, and implement this by changing signage and notifying delivery companies of appropriate routes through the Village. (This may also require working with GPS companies to change their routing.)

5.10.2. **Recommendation:** Consider a prohibition on blocking sidewalks when making deliveries.

5.11. **Objective:** Improve maintenance of Village facilities.

5.11.1. **Recommendation:** Install changing tables in both restrooms at the Visitor's Center.

5.11.2. **Recommendation:** Install signage at the Bandstand (No dogs, No skateboarding, No campfires, No camping)

5.12. **Objective:** Maintain responsive Ambulance Services.

5.12.1. **Recommendation:** Work with the Town of Philipstown to maintain responsive ambulance services.

5.13. **Objective:** Improve Village zoning /*land use regulation* enforcement and the regulatory approval process.

5.13.1. **Recommendation:** Establish clear procedures, duties, responsibilities and record-keeping functions for officials involved with zoning administration and code enforcement.

5.13.2. **Recommendation:** Review land use regulations set forth in the *Village Code* and modify as necessary to ensure clarity and internal consistency.

5.14. **Objective:** Establish a community garden.

5.14.1. **Recommendation:** Identify an area in the Village that could be set aside for resident use as a garden, possibly at the Sewage Treatment plant. Ideally, it would be located near the Community Composting area, if one is established.

5.14.2. **Recommendation:** Establish guidelines for use of the community garden.

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5.14.3. **Recommendation:** Appoint resident volunteers to oversee operations of the community garden.

5.15. **Objective:** Improve the Village government's information technology services.

5.15.1. **Recommendation:** Document the current Information Technology services used by the Village government and departments.

5.15.2. **Recommendation:** Consider tasking a Comprehensive Plan or LWRS Work Group to evaluate the current Information Technology needs of the Village government and departments and make recommendations.

5.16. **Objective:** Improve the technology and communications facilities infrastructure in the village.

5.16.1. **Recommendation:** Consider encouraging introduction of a fiber optic network, such as FIOS, in the Village.

5.17. **Objective:** Investigate ways of saving money through shared intergovernmental services and consolidation.

5.17.1. **Recommendation:** Investigate ways of improving purchasing procedures and reducing costs through cooperative purchasing with the State, the County, the Town, and other municipalities.

5.17.2. **Recommendation:** Investigate the advantages and disadvantages of consolidation of assessment services throughout Putnam County.

5.17.3. **Recommendation:** Work with other municipalities to identify situations where shared or consolidated services could reduce costs and apply for Shared Municipal Services Grants when appropriate.

5.17.4. **Recommendation:** Investigate co-locating and/or consolidating Justice Courts of Nelsonville, Cold Spring and Philipstown.

5.17.5. **Recommendation:** Consider co-locating the Village and Town Highway Departments.

5.17.6. **Recommendation:** Consider cooperative agreements to address administration functions such as code enforcement, permitting and database management.

Property Taxes

6. **Goal:** Control the growth in property taxes.

6.1 **Objective:** Seek additional sources of revenue for the Village to offset property taxes.

6.1.1 **Recommendation:** Investigate installation of parking meters as a significant revenue source, starting with Main Street, with an effort to minimize negative impacts on residents and businesses.

6.1.2 **Recommendation:** Work to obtain the Village's fair share of the sales tax revenue from the County. Continue the dialogue with Putnam County.

6.1.3 **Recommendation:** Consider establishing a Grants Advisory Group to research and seek grant opportunities for Village projects.

6.1.4 **Recommendation:** Consider the Village sharing in mooring fees.

6.1.5 **Recommendation:** Consider seeking additional *payments in lieu of taxes (PILOTs)*.

6.1.6 **Recommendation:** Consider working to change or seek an exemption to State law to allow the Village to add a tax on room occupancy (at hotels, inns, B & B's, etc.) as an additional source of revenue.

6.1.7 **Recommendation:** Investigate the potential of revenue-sharing or leasing of a potential new parking facility east of Metro-North Station (also see 4.4.1).

6.1.8 **Recommendation:** Support the creation of a Cold Spring Village community organization dedicated to supporting Village events using the talents and resources of the private citizens and non-government funding.

6.1.9 **Recommendation:** Encourage the preparation of a formal, independent study on the economic and educational opportunities of a reconfigured school district.

6.2 **Objective:** Where appropriate, charge user fees for municipal services rather than paying for them with tax revenue.

6.2.1 **Recommendation:** Investigate funding garbage collection through user charges:

- To facilitate incentives to recycle, reducing garbage collection costs;
- To facilitate revenue development through service extensions;
- To reduce reliance on property taxes.

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6.2.2 Recommendation: Investigate the adequacy and appropriateness of user fees charged by the Village or which could be charged by the Village.

6.2.3 Recommendation: Review procedures and guidelines setting sewer and water unit charges for commercial establishments and accessory apartments, and ensure they are enforced.

6.3 Objective: Strengthen financial management to control costs.

6.3.1 Recommendation: Set a capital budgeting program, which includes:

- Identifying and prioritizing capital projects, major equipment acquisitions;
- Setting a calendar and funding plan;
- Tracking progress on capital projects.

6.3.2 Recommendation: Establish or maintain fiscal management guidelines, including:

- Setting an appropriate planning time horizon;
- Setting standards for municipal borrowing;
- Setting Water, Sewer and General Fund balance targets;
- Identifying and reporting risks in budgets and plans.

6.3.3 Recommendation: Review and report on all personnel costs annually, including contracts and pension obligations.

6.3.4 Recommendation: Consider establishing a Financial Advisory/Audit Committee to assist the Village Board..

6.4 Objective: Maximize tax contribution of properties in the Village, including new developments.

6.4.1 Recommendation: Consider encouraging commercial, “*clean*” light industries and mixed-use development, which generally generate more in tax revenues than they require in services.

6.5 Objective: Control costs for government services.

6.5.1 Recommendation: Review all employee benefits and pension costs.

6.5.2 Recommendation: Bring unaccounted-for water (e.g., resulting from leaking pipes) to less than a 10% difference between water processed and water metered.

6.6 Objective: Make the best use of borrowing to cover capital projects.

6.6.1 Recommendation: Evaluate bond funding options available to the Village.

Land and Water Uses

(Areas with Potential)

Goal: Apply the vision, goals and objectives in this Plan to all new development and redevelopment within the Village.

7.1 Objective: Ensure that proposed plans for any property that, because of its size, location, or historic significance is of special importance to the Village, are in compliance with this Comprehensive Plan and LWRS and are open to public review.

7.1.1 Recommendation: Ensure that Village *Zoning Law* provides for public review of proposed plans affecting all significant properties.

7.1.2 Recommendation: Mandate that any new development or proposed subdivision of a property be evaluated by the Planning Board in light of the goals, objectives and recommendations of the draft Comprehensive Plan and LWRS.

7.1.3 Recommendation: Explore the use of *form-based zoning* for new development and redevelopment, using the illustrated *SmartCode's* standards as a basis for the zoning changes.

7.1.4 Recommendation: Explore ways to encourage improvements in appearance of properties.

7.1.5 Recommendation: Make any large scale development approval be contingent upon completion of an independent, *qualitative traffic study* (in addition to the more common *quantitative traffic study*) and, if appropriate, an independent traffic engineering assessment.

7.1.6 Recommendation: When such property is being developed:

- Engage in dialog with the property owners to keep development on a scale in terms of streetscape and mix of structure size that is consistent with the character of the community, in part by limiting the number and size of residential units;
- Explore the possibility of a conservation development where a minimum amount of protected open space is mandated by the subdivision review process;
- Consider amending the Subdivision Regulations and *Zoning Law* to permit conservation subdivision, with the 4-step design process that identifies unbuildable lands, and special features of the site around which development is designed;

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- Prohibit gated communities, cul de sacs, dead ends and private roads, except in the case of private roads where public access is not impeded or denied, and where water and sewer are provided in compliance with Village standards.

7.2 Objective: Ensure that new development and redevelopment of the properties in the Marathon/Campbell/West Point Foundry Preserve/Kemble Avenue area (MCWPK) results in improvements that:

- Are well integrated in the fabric of the community;
- Protect the natural environment and the health of residents;
- Promote the economic health of the Village through positive tax impact and economic activity.

7.2.1 Recommendation: Ensure that the existing infrastructure (water, sewer) is adequate, or that covering the cost of any new infrastructure necessitated by new development or redevelopment is paid for by the developer.

7.2.2 Recommendation: Make appropriate access to and from the MCWPK area a prerequisite for any development there, ensuring that development does not create traffic problems that will unreasonably adversely affect current residents.

7.2.3 Recommendation: Reaffirm and update *performance standards* to minimize traffic and noise disturbance, noxious fumes, and other nuisances.

7.2.4 Recommendation: Limit truck access by route, size and time.

7.2.5 Recommendation: Require that any new development along Kemble Avenue include plans for pedestrian and bicycle access to the Foundry site that are in keeping with Village character and meet the approval of the Planning Board, and that implementation of such plans be made a condition of approval of any development.

7.2.6 Recommendation: Amend the *Zoning Code* (and if required the Historic District regulations) to require appropriate scale, setbacks, streetscape (including both sides of the street) and design features consistent with Village character.

7.2.7 Recommendation: Protect views of the ridge from the Foundry trail and Foundry Cove through *conservation easements*, local enforcement of SASS guidelines, and /or creation of a ridgeline protection *overlay district*.

7.2.8 Recommendation: Work towards protection of the archeological remains in the MCWPK area and ensure public access to them.

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- 7.2.9 **Recommendation:** Consider rezoning the former Marathon site as mixed uses (such district to include residential, recreational, open space, *work-live*, small retail business and office uses) and require special use permits for any development on the Marathon site.
- 7.2.10 **Recommendation:** Ensure the environmental integrity and safety of the former Marathon site by making certain that a thorough study and satisfactory remediation of contaminants at the site are performed before development begins.
- 7.2.11 **Recommendation:** For commercial development on the Marathon site, encourage businesses that would be tax positive and have low impact on the community in terms of traffic, noise, etc. Investigate the possibility of attracting scalable technology, research, design, communications, “*clean*” *light industrial* or “green” companies that could employ Village residents, and serve as anchor tenants, *work-live* space or space for artists and craftsmen, and year-round or seasonal restaurants or retail.
- 7.2.12 **Recommendation:** Evaluate rezoning the Foundry and Campbell areas to Parks and Recreation or other designation that is publicly accessible and primarily open.
- 7.2.13 **Recommendation:** Encourage uses of the Campbell property that provide for public access and result in possible revenue to the Village, while minimizing the impact on residents of adjacent areas.
- 7.2.14 **Recommendation:** Work with Metro-North to develop a long-term strategy for commuter parking in conjunction with the Marathon site and nearby site development.
- 7.2.15 **Recommendation:** Explore ways to encourage visitors to the Foundry and potentially Campbell area to spend more money at Village businesses.

- 7.3 **Objective:** Make the best possible use of the Village Garage site’s scenic location overlooking the Hudson River and its proximity to Main Street businesses.
- 7.3.1 **Recommendation:** Evaluate the feasibility of alternate uses of the Village Garage site, including the assessment of possible contamination.
- 7.3.2 **Recommendation:** Consider working with local business organizations to identify and to promote to potential investors alternative uses for the site, possibly in conjunction with other nearby properties, to generate revenue for the Village, consistent with the Comprehensive Plan and LWRS, such as a small inn or meeting facility, with some of the property set aside as public open space, including a path and overlook with views of the river.

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7.3.3 **Recommendation:** Consider the potential need to expand the sewage plant into the current Village garage site if Nelsonville and other parts of Philipstown connect to the Village sewerage system.

7.4 **Objective:** Make the best possible use of the Butterfield Hospital site's location in the Chestnut Street / Route 9D business district, including any potential for savings in providing government services and generating additional tax revenue, while preserving the lawn for the Village gateway.

7.4.1 **Recommendation:** Consider consolidating Village functions for police, administration, and Village courts in the Butterfield Hospital location, subject to an assessment of the impact of moving some or all of such functions from Main Street.

7.4.2 **Recommendation:** Consider allowing use of part of the Butterfield building for private offices, research or other revenue-generating uses.

7.4.3 **Recommendation:** Consider relocating the Cold Spring Fire House to the site, with preferred access to Paulding Avenue, not directly onto Route 9D.

7.4.4 **Recommendation:** Work with the landowner to promote preservation of the Butterfield lawn as a "Village Green".

7.4.5 **Recommendation:** Assess the feasibility of having more than one entrance to the site to mitigate traffic impacts and give consideration to a smooth connection with the Chestnut Street / Route 9D commercial area.

7.5 **Objective:** Make the best possible use of the Grove property.

7.5.1 **Recommendation:** Consider the various options for use of The Grove property assuring that The Grove's status on the National Register of Historic Places is maintained. Consider:

- Planning for The Grove in conjunction with the Butterfield site;
- A public/private joint venture with a for-profit company or non-profit organization to use the property;
- Working with local business organizations to identify and to promote to potential investors alternative uses for the site, to generate revenue for the Village;
- Any potential for generating revenue from a sale or lease for use as a private home, B & B or other compatible use.

7.6 **Objective:** In the event that municipal functions are relocated, make the best possible use of the Village Hall building on Main

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Street, including any potential for generating revenue from a sale or lease of all or part for use commercially.

7.6.1 Recommendation: Consider the feasibility of a public/private joint venture with a for-profit company or non-profit organization to use all or part of the property.

7.6.2 Recommendation: Consider working with local business organizations to identify and to promote to potential investors alternate uses for all or part of the site, to generate revenue for the Village.

7.7 Objective: If the Fire House is moved, make the best possible use of the Cold Spring Fire House site, including the possible sale or lease of all or part of the property.

7.7.1 Recommendation: Consider the feasibility of a public/private joint venture with a for-profit or non-profit organization to use the property.

7.7.2 Recommendation: Consider working with local business organizations to identify and promote to potential investors alternative uses for the site, to generate revenue for the Village.

7.8 Objective: Ensure appropriate use of the current Town Hall building.

7.8.1 Recommendation: If Town functions move from the current Town Hall, encourage adaptive reuse of the historic Town Hall.

7.9 Objective: Preserve Mayor's Park.

7.9.1 Recommendation: Rezone Mayor's Park to Parks and Recreation.

7.9.2 Recommendation: Develop ways to increase revenue generated from user fees, to continue maintenance of the park.

7.10 Objective: Preserve St. Mary's Lawn.

7.10.1 Recommendation: Work with St. Mary's Church to maintain the lawn as open space, possibly through *conservation easements* or through re-zoning.

Projects

In preparing this LWRS the Village has identified several projects that help fulfill the overall goals and objectives of the Strategy. Among these are three key projects – Dockside, the Village Garage Site, and Marathon – and several other “Additional Projects,” that represent on-going initiatives of the community. Funding for the work may come from a variety of sources, and will surely vary depending on the type of project (the privately owned Marathon property is very different from Dockside, for example, which is owned by the State.) The timing of each project will also vary depending on the funding, technical hurdles, and the available human resources in the community.

Dockside

Description of the Dockside Property

The Dockside property is 27 acres – 18 of which are underwater. Approximately 60% of the land above water is relatively level lawn with a few mature trees, wrapping north from the entrance near the corner of North and West Streets, around a massive rock mound over to the train tracks below the Village Garage site. The rock mound occupies about 40% of the property and rises steeply to over 65 feet above the river. Heavily wooded, and left unmaintained, the rock mound is a thick wild bramble of trees and brush topped by a relatively level rock area. The river shore is lined largely with riprap, and includes deteriorated bulkhead and piles. Unless and until the shoreline is secured, ice sheets and water borne debris will continue to ride up on land, inflicting annual/seasonal damage. From year to year, certain areas of the shoreline change profile after the severe storms of the winter months erode volumes of soil and rocks from the river’s edge.



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Since the 19th century the Dockside property has been the site of a blast furnace and iron foundry, a brick works, and a private swim club and marina. In 1987, the Hudson River Foundation purchased the land to protect the Dockside property from residential condominium development. In 1999, the Open Space Institute (OSI) acquired the land, also with the intention of preserving it from overdevelopment.



From 1992 to 2002 the restaurant, Northgate at Dockside Harbor, known as “Dockside”, operated year-round on the Dockside property. In 1999, OSI continued leasing to Dockside restaurant until the fall of 2002 when the restaurant’s lease expired. The restaurant building was demolished in October 2003. In 2007, the property was conveyed from OSI to New York State Office of Parks, Recreation & Historic Preservation (OPRHP) with offices at Fahnestock State Park. The property is now a part of the Hudson Highlands State Park Preserve, managed by the State.

OPRHP is now working on an agreement with the Village of Cold Spring in order that the Dockside property be developed and maintained. OPRHP’s first priority is to ensure that the shoreline is stabilized. They prefer that it be treated as a preserve, and they discourage establishing a full-service restaurant. Under the agreement the Village will keep funds generated by park use, but only up to the costs of capital projects and maintenance; any funds raised in excess of those mounts must go to OPRHP. Village responsibilities will include maintenance, clean up, enforcement, improvements, development, etc.

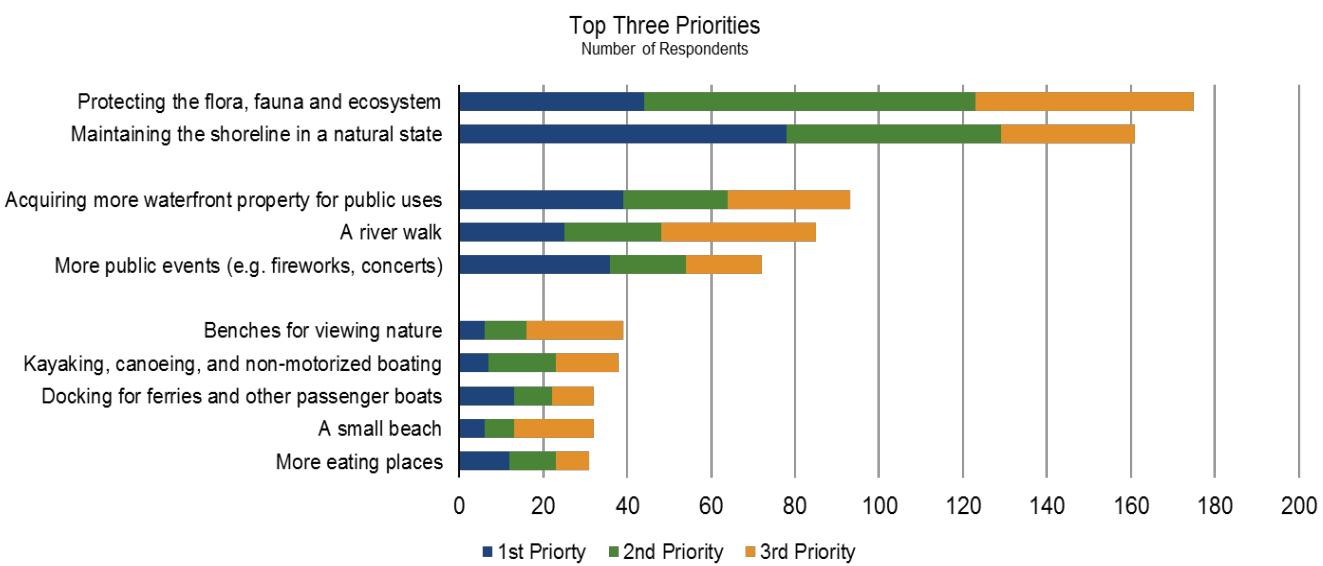
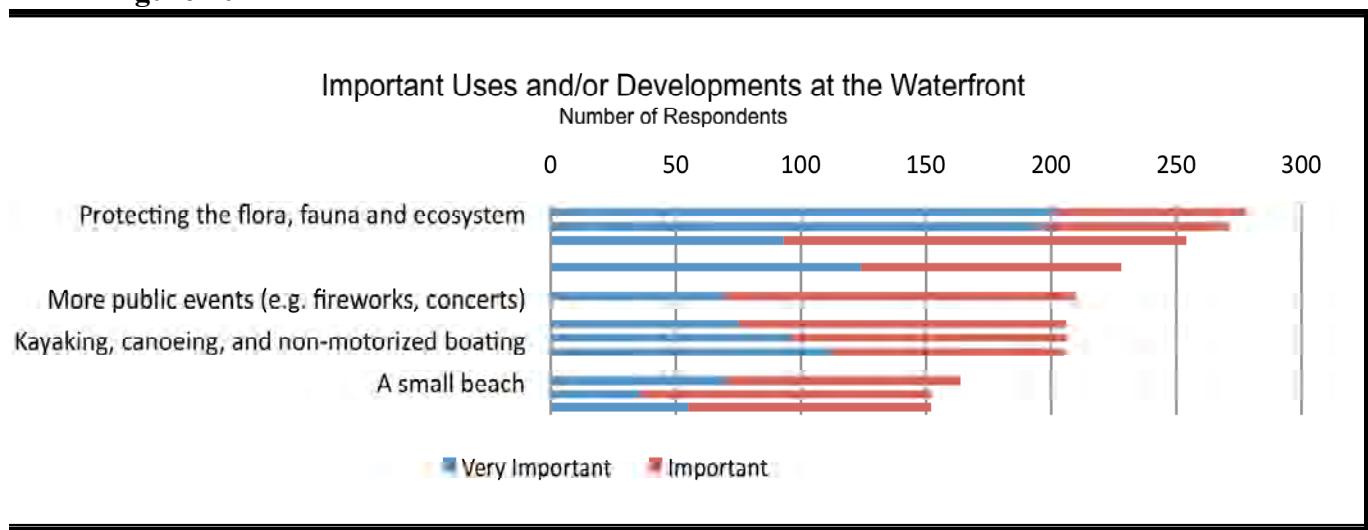
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Community Input and Other Resources

Over the past 5 years, research and planning by many resident volunteers has included gathering extensive community input and expert information regarding the development of the Dockside property.

The **Village of Cold Spring's 2007 Resident Survey** presented a number of questions addressing the waterfront and waterfront activities, the answers to which directly inform the recommendations set forth below. There were 326 valid responses to the survey, a strong 20% of voting age residents. The following charts display survey participants' ideas about important uses and/or developments at the waterfront and which uses and/or developments are their top three priorities:

Figure 20



Three Open-Ended Survey Questions

Q. What are 3 things you like best about living in Cold Spring?

A. Natural Environment –Appreciation for the Hudson River and the landscape were cited in 236 or 72% of the responses. Comments described “river” and “waterfront” along with beauty, scenery, parks, nature and views.

Q. What 3 things would you change about Cold Spring?

A. Recreation and Natural Environment- 130 or 40% of the comments involved recreation in nature, including docks at the waterfront, bike paths and a swimming pool.

Q. What 3 things in Cold Spring would you like preserved for future generations?

A. 292 or 90% of the responses referred to the natural beauty of the area -- the waterfront, the views, and the open space. A large number commented on the need to preserve access to the river and to protect the waterfront.

On the survey, a number of other possibilities were mentioned, but less often. These include: fishing, swimming, a dog run, a seasonal marina for pleasure boats, and more.

Public input from community meetings on October 20, 2007, April 24, 2010 and May 14, 2011 echoed the survey results, as have less formal comments in meetings, in writing, and in conversations. In these inputs, the Dockside property was specifically addressed. The following are dominant ideas:

Nature, scenic views, quiet, peacefulness, serenity, open space, park, mentioned repeatedly.

Types of recreation often mentioned:

Kayaks, canoes, car-top and other non-motorized boats. Some expressed a desire for kayak storage and possibly kayak rental.

Informal play: Frisbee, badminton, boccie . . .

Swimming, either an in-river pool (but proximity to the wastewater treatment plant outflow was seen as negative) or a community pool. There was little discussion of open swimming in the river.

Picnics, picnic tables, benches for viewing and contemplating.

Building Bridges Building Boats. Enthusiasm was expressed repeatedly for supporting this organization and its programs for youth and families, with related education. The organization requested a “permanent home” with launch ramp, small

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dock, a few moorings and a facility for workshop, classes and storage; they subsequently expressed willingness to be flexible. There was some suggestion from the community that perhaps other organizations might share or operate such a facility.

Powerboats. Several possibilities were raised for the Dockside property: Launch ramp, mooring buoys and various docking arrangements, especially to allow visitors to come to Cold Spring by river to reduce vehicular traffic congestion on local roads. Dock locations included the former ramp and dock at the north end, or a floating dock or permanent dock on the west side. Many recalled enjoying powerboats in the cove at the north end, but that was before submerged aquatic vegetation (SAVs) in the area became a concern. One need cited was provision for boats of 30' and larger which cannot be accommodated at the Boat Club.

Events, public and private:

Community gatherings. The Dockside property was seen as a place to bring the community together for such occasions as Community Day, performances, movies and more.

Receptions, weddings, family reunions, etc. A significant number of people recall such happy occasions at Dockside restaurant and would like provision for them in the future plans, although others saw these as intrusive, especially for neighboring homes.

A dedicated structure for public gatherings. The park building at Plum Point was referred to as a working example of a structure in a public park that has a kitchen available for public use, and can accommodate water-enhanced activities along the Hudson River.

Food. Community input varied widely from those wanting a full-service restaurant, to those who would prefer a small, seasonal facility, and some who were not interested at all. There were warm recollections of socializing at Dockside restaurant and sharing a beer.

Education, information, interpretation supported repeatedly.

Paths, trails were often discussed.

ADA accessible through the level area and possibly up the north side of the rock mound.

Trails to top of the rock mound from both the north and south sides.

Overlook, viewing area at the top of the rock mound (a poet's seat) with information about the site and the view.

Gravel or other porous surface for drive and parking.

Continuous open, green space. Among comments to preserve open space in the Village, the request most closely related to the Dockside property is to preserve the two private properties located at the entrance to the park.

Access, connections. Repeatedly residents commented on the lack of access to the Dockside property from the municipal parking lot off of Fair Street and the Village

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Garage site, as well the desirability of a direct connection from the Dockside property to Little Stony Point and trails further north.

KEY RESOURCES

The following is a list of resources used to identify needs and possibilities which led directly to the Recommendations: Guiding Principles and Recommended Actions set forth below. This list includes key sources of the community input summarized above.

Open Space Institute Draft Drawing, 2005

Waterfront and Open Space pages, from Report of Community Visioning Workshop, October 20, 2007

Resident Survey Report, January 18, 2008

Waterfront and Open Space Stakeholder Discussion, September 11, 2008

Waterfront & Open Space Working Group Draft Summary report, August 2009

Marathon and Dockside Report to Village Board, September 8, 2009

Community Outreach Meeting, Discussions of Riverfront/Riverwalk, Dockside, and Boating, April 24, 2010

Final Master Plan/Final Environmental Impact Statement for Clarence Fahnestock Memorial State Park and Hudson Highlands State Park Preserve, December 15, 2010

DEC Map and Power Point Presentation, Dan Miller, February 24, 2011

Community Workshop, Mostly Dockside Group, May 14, 2011

Special Board Meeting for Dockside Follow-Up, Stakeholder and Resident Comments, June 9, 2011,

Special Board Community Workshop on the LWRS, including participant comments, September 17, 2011.

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Alternatives Considered

Many of the possible uses for Dockside discussed above have been included in the Recommendations that are presented in this report. A number of other possibilities were considered, but are not included in the Recommendations for the reasons given, most of which were reasons explicitly expressed by the community.

High impact uses, requiring construction of facilities and buildings. For example:

- a. **A permanent performance space** such as a band-shell is not needed in view of Cold Spring's successful experience with the current, existing bandstand at the Main Dock and temporary facilities such as a flat bed truck provided by the Highway Department.
- b. **A full-service, year-round restaurant** has proven challenging financially, would compete with other Village restaurants, would increase traffic through Village streets and would require more on-site parking that would detract from the desired quiet enjoyment of the Dockside property.
- c. **Plum Point example.** The Dockside property is smaller than the park at Plum Point, cannot provide the kind of separate special events area that Plum Point provides, and lacks the generous parking and access that would be required for this kind of public facility.
- d. **Expanded motorized boating**, such as a disembarkation hub for commercial passenger boats, a launch ramp for motorized watercraft, and a dock for visiting boats. These are not recommended for several reasons, including increased traffic with trailers, parking and turning requirements through the adjacent neighborhood, other boating opportunities available elsewhere along the riverfront at the Cold Spring Boat Club, the Main Dock and Foundry Dock Park, and the likelihood of damage to SAVs on the north side of the property. Furthermore, and perhaps most importantly, OPRHP does not encourage increased vehicular use of the Dockside property and envisions development of the property consistent with its designation as a preserve.

In the future, if silting or other circumstance severely restricts boating at the Cold Spring Boat Club, the Village could reconsider possibilities for expanded motorized boating at the Dockside property.

- e. **Public pool, whether in-ground or in the river.** Although residents have an understandable desire for swimming in the Village, the Dockside property is not the appropriate place because of safety concerns, requirement for substantial supervision and management, intrusion on others' quiet enjoyment, and in the case of an in-river pool the proximity of the water treatment plant outflow.

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f. **A dog run** is an excellent idea for dog owners; however, the Dockside property has limited space; there are other, more suitable locations, perhaps Mayor's Park, and a dog run does not require placement on the riverfront to be effective or enjoyed by dogs or owners.

g. **Open fires and fire pits or barbeques** present unnecessary fire safety concerns and maintenance issues.

h. **Pedestrian overpass to connect with east side of railroad.** The committees and the public expressed eagerness for better access from Dockside to the east side of the tracks. Both overpass and underpass solutions were considered. The overpass solution was not the preferred choice for several reasons. First, the cost of building an overpass with its necessary connectors was considered too expensive. Second, the required height of a bridge over the railroad would make it an eyesore for local residents, hikers and others.

i. **Other construction.** Suggested construction of a boardwalk, a pavilion shelter, a fishing pier, stairway up the rock mound near the concession area, designated tent space for private parties, and other construction was not recommended in light of cost, maintenance demands, and community satisfaction with simpler facilities, plus the fact that a roofed shelter area could be provided as part of a food concession and rest room structure.

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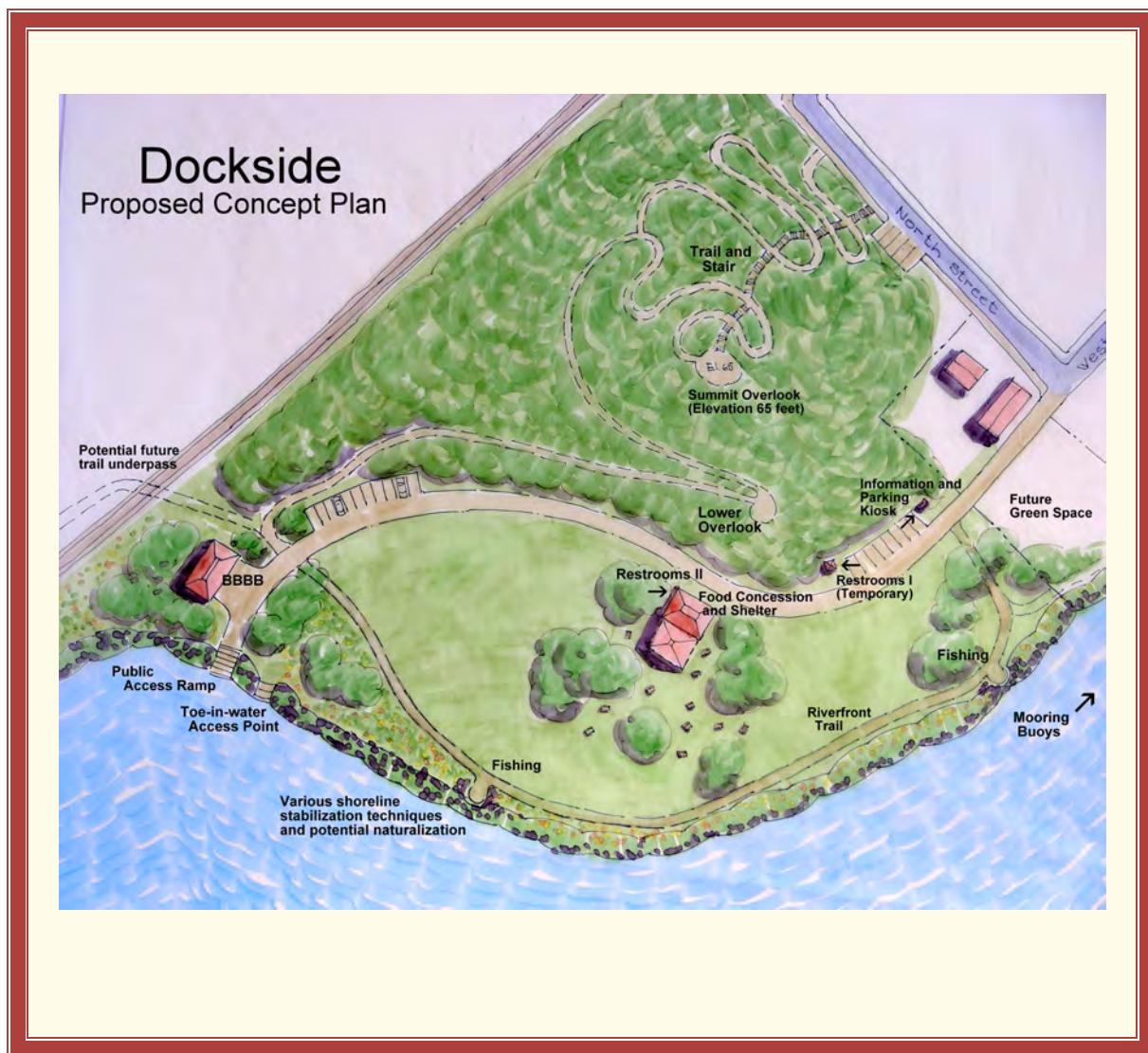


Figure 21

Recommendations: Guiding Principles and Actions

A. GUIDING PRINCIPLES. Based on extensive community input and expert advice, certain themes regarding Dockside have emerged. These are the Guiding Principles that inform the Recommended Actions:

- 1. Focus primarily on the natural features of the Dockside property,** such as shoreline stabilization, native plants, and the rock mound. The majority of public comments favored less intrusive development, more preservation and protection and enhancement of shoreline and natural features.
- 2. Develop primarily passive recreation.** Consistent with requests throughout discussions with the community, development that promotes low-impact uses is recommended. Low impact uses require little construction, encourage more passive enjoyment, and will require comparatively few permanent structures and fewer parking spaces, allowing maximum flexibility in use of the space.

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3. **Encourage use of the Dockside property as a community gathering place.** Resident comments were enthusiastic about the property's value as a destination for all residents. This use should be encouraged by features that promote the coming-together of Village neighbors.
4. **Develop only water-dependent or water-enhanced uses.** Uses that are substantially enhanced by proximity to the river (e.g., large or small scale events, strolling along the riverside), or require the river itself (e.g. fishing, small boats) are favored.
5. **Develop revenue-generating opportunities where appropriate to offset costs of development and maintenance of the Dockside property.** Generally, revenue-generating opportunities should be sought; however, development should be within a scope of activities and uses that adheres to these Guiding Principles.
6. **Pursue phased development.** Development in phases is strongly encouraged, starting with the most critical need for shoreline stabilization. Phasing will allow time to plan and raise funds for some of the improvements, as well as allow continued enjoyment of the Dockside property while specific, manageable projects are completed without overextending the Village financially.
7. **Sensitive, attractive design.** In all development, the visual aesthetic should be attractive and carefully considered; form should not be sacrificed to function.
8. **Sensitivity to residents in adjacent neighborhoods.** In all development of the Dockside property, a balance should be sought between quality of life for residents in neighborhoods impacted by development and enjoyment of the property as a park.

B. RECOMMENDED ACTIONS. The Recommended Actions that follow are based on the community input, expert information, and the Guiding Principles. An accompanying drawing will be prepared to reflect these Recommendations. Recommended Actions are presented in phases based on urgency, ease of development, and probable cost, although the phasing might change in light of new developments. (See Figure 22)

PHASE I.

Implementation Task Group. To assure implementation of plans for development of the Dockside property, the Village Board should appoint an ad hoc Dockside Implementation Task Group to assist them in whatever ways they wish. This group could oversee implementation of plans as agreed, possibly assist with identification and evaluation of contractors, and report to the Village Board regularly. In view of similarities shared with other area parks, it may be helpful to consult other municipalities about planning and administration of parks, such as the Village of Cornwall about Donohue Memorial Park at Cornwall Landing.

Shoreline stabilization. Foremost for immediate action is **shoreline stabilization**. To preserve existing land mass and prevent loss from water and weather erosion, varied technologies of shoreline stabilization must be considered including bio-engineered solutions as well as rip rap. The project clearly requires design, engineering and cost estimates.

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According to OPRHP sources of funding are available to municipalities for this kind of public works/improvement project that are not available to OPRHP. One possible source of assistance may be West Point engineering students; it could be worth inquiring whether they could do a preliminary engineering study.

A public access ramp for kayaks, canoes and other non-motorized car-top boats should be provided in connection with the shoreline stabilization at a location sheltered from the strongest currents of the river, subject to safety standards and other requirements to be established and enforced. A promising location is at the northeast corner of the Dockside property where there are remnants of a former launch ramp, east of the former powerboat launch. It should be understood that any early construction that occurs in the park should not preclude later construction of a connection (underpass) between the northeast corner of the property and the Village garage site east of the train tracks.

Toe-in-the-water access might simply occur at or near the public access ramp. For safety reasons, this should be at the north end where there is shallow water, but it should be for dabbling only, not for swimming. Wherever this access is provided, it should be included in the shoreline stabilization plan.

Public Restrooms I. Public restrooms can be supported by Village water and sewer. Two locations are proposed: phase one is a convenient location, independent of any other structures, and easy to connect with existing sewer (or Clivus Multrum or temporary as the Village Board may decide); the second is at a central location (see Phase II). This first set of restrooms are recommended to be temporary and dismantled when the permanent second set of restrooms are built as part of Phase II.

A home for Building Bridges Building Boats (BBBB). A very broad consensus supported the continued residence of BBBB, their temporary storage, and their eventual construction of a permanent structure for their use near the northeast corner of the Dockside property. BBBB would use the public access ramp. They have requested a small dock, a few moorings and a facility for a workshop, classes and storage and have said they can be flexible about these needs. BBBB's residence represents not only water-use, but community and youth involvement and educational outreach. Any permanent facilities are to be financed and built by BBBB, meeting safety standards and requirements to be established and enforced, although further evaluation might lead to the Village building and owning the structure, as a joint undertaking with BBBB and funded by them.

Mooring buoys particularly to accommodate boats of 30' and larger, which cannot be accommodated at the Boat Club. Moorings should be within the Dockside underwater property, and should not threaten SAVs. Permits and approvals will be needed starting with the Army Corps of Engineers and the NYS Department of Environmental Conservation. Use of moorings must include access to shore; the Boat Club might provide facilities needed. Use of moorings and shore access would be subject to a permit application and fee, related limitations, established terms, conditions, standards and requirements to be determined and enforced by the Village.

Schedules of Uses, Activities, Activity Permits and related Fees should be established, to the extent possible for the activities in this phase. User fees should be comparable to those assessed at similar location (e.g., Fahnestock State Park, Bear Mountain State Park). A process of application, fee assessment and Activity Permits should be

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established, applying terms, conditions, safety standards and requirements to be established and enforced by the Village.

Events. Allowing small to large scale, public or private events (some possibly ticketed) is encouraged. However, public enjoyment of the park should not be unduly affected by events with Activity Permits.

i. **Public gatherings.** Continued use of the Dockside property for public gathering is strongly encouraged, including large community events such as Community Day, Fireworks and other celebrations, concerts, films, and other performances. In addition to the temporary stage provided by the Village Highway Department, inflatable band-shells and temporary movie screens can provide necessary equipment for various events without sacrificing flexible use of the park's green space; these may be sourced by the event sponsors on a case-by-case basis as provided in the permits.

ii. **Private events** such as parties, family reunions or weddings are encouraged to be allowed subject to Activity Permit. Tents, facilities and catering to be the responsibility of Permit applicant within parameters set by the Village.

iii. **Permitting process.** Except for family and small informal gatherings, informal games, etc., all activities in the park should be subject to Activity Permitting process, terms and conditions, standards and requirements to preserve enjoyment of the park in addition to quality of life in adjacent neighborhoods. All to be established and enforced by the Village.

Parking. Limited parking, specifically for park use, including handicapped spaces, should be provided within the Dockside property. OPRHP strongly discourages more than 25 parking spaces on site. While most residents can walk to the park, some on-site parking will be necessary. Parking in the vicinity of Dockside is limited to Village streets that are already crowded on weekends and holidays. The proposed Dockside parking would consist of 25 spaces allocated as follows: 6 diagonal spaces on North Street, 8 spaces, including handicap spaces, inside the park near the entrance, and 11 spaces, including additional handicap spaces, in the middle of the park between the eventual food concession and BBBB. A parking meter at the entrance to the park could issue parking permits for the amount of time desired and would be one way to generate revenue. On weekends and holidays the MTA parking lot offers ample parking for visitors to park. Possible trolley or shuttle bus could provide convenient access to and from the MTA lot and elsewhere. Potential changes or additions to the existing trolley route will need to be explored with the County. Eventually, the municipal parking lot on Fair Street will provide visitors to the Dockside property with easy pedestrian access via a future railroad underpass. While parking and access drives on the Dockside property should be made of pervious materials to reduce stormwater runoff and provide a more natural appearance, materials conducive to wheelchair use should be included.

Pathways, Trail on north slope and Overlooks. While extensive sidewalks throughout the park are not encouraged, carefully placed pathways to accommodate wheelchair access and enjoyment of the park and the riverside should be carefully considered; pervious materials conducive to such use should be explored. A trail following an old access road up the north slope of the rock mound should be developed initially to an intermediate overlook position, and then eventually extended up to the top. It appears that the slope of this old access road, perhaps to the mid-point, could meet ADA standards. Overlooks could be cleared by volunteers at the intermediate location and at the top. Interpretive signs could describe what

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visitors can see from both overlooks and give information about the geology, history and industry on the site. Star-gazing as a hobby and educational activity or inspired writing at a poet's seat could take place at the summit.

Fishing. Continued fishing along the shoreline of the park should be encouraged in places on both the west and northern sides.

Camping. Subject to Activity Permit and related limitations, established terms, conditions, standards and requirements to be determined and enforced.

Continuous green space. The community preference would be for continuous green space from the Main Dock and Waterfront Park to the Dockside property. There are now two private properties in that area at the entrance to the park. If these properties become available, the Village should seek funding to purchase them. In the interim, the Village might seek donation of conservation easements, including access if possible, which could benefit the property owners from a tax standpoint.

PHASE II.

Food Concession and Shelter. A small, seasonal food concession is recommended to make available light food and beverages, including beer and wine. An overhang sufficient for shelter should be connected to it. Further evaluation is needed to determine whether it would be more beneficial for the Village to build and lease the concession structure or whether a vendor should develop it subject to a suitable proposal for its construction and management, meeting safety standards, design and other requirements to be established and enforced.

Public Restrooms II. Ultimately, public restrooms are proposed to be located at a central location, possibly in the same building as the Seasonal Concession. Once public restrooms are completed as part of the concession building, the temporary restrooms recommended in Phase I should be dismantled.

A kayak storage and rental facility has been considered, and could be developed by a vendor, subject to a viable proposal for its construction and management, meeting safety and design standards and requirements to be established and enforced. Fee arrangements for revenue to the Village would need to be established. If a rental facility did not prove to be feasible, the Village could install a kayak rack and rent spaces.

Lighting and electricity. To maintain quality of life for residents in adjacent neighborhoods, general open hours for the park should be Dawn-to-Dusk, with exceptions by permit for particular occasions. Lighting within the park should be only for special occasions and should be fully shielded to minimize glare, and should be occasional such as the overhead light used to illuminate the park when large crowds exist at events such as July 4th fireworks. Any additional lighting needed by permit applicants for their uses should be brought in and set up by the applicant, again subject to safety standards and requirements to be established and enforced. Similarly, electrical supply should be available to park-goers at several locations on the property, subject to permitting, etc.

Education/ Interpretation. Promote education about the Dockside property, the river, the surrounding topography and geology, what can be seen in views from the park, and the Village's industrial and cultural history. Include a small kiosk with information and interpretive elements, maps and signage. Educational visits by school classes and other groups could be organized, probably by schools or an environmental organization.

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Art and Sculpture. Consider hosting temporary installations of art and sculpture; Establish relationships with local artists and centers for art such as the Garrison Art Center.

PHASE III.

Pedestrian underpass may be possible at the northeastern end of the Dockside property with access to municipal parking, the Village Garage site, and beyond to Little Stony Point, Greenway and other trails. The potential underpass might incur lower costs than an overpass and be less visually intrusive. Complying with ADA standards, it could also accommodate wheelchair access more easily, as well as bicycles. Development and engineering should carefully consider challenges and costs associated with rising sea/river level.

Trail on south slope. At the May 14, 2011 community workshop where a conceptual drawing showed this possibility, there was general consensus supporting access to the Dockside property up from North Street. Visitors to the park could potentially reach the top of the rock mound by way of a zigzag trail and/or steps.

The **following chart** illustrates, in broad strokes, this phased approach to development of the Dockside property. Funding and fundraising will, of course, be a significant factor in much of the development and may change when some Recommended Actions can be implemented.

Figure 22

Phased Development at the Dockside Property			
Recommended Action	Phase I	Phase II	Phase III
Shoreline Stabilization	Engineering Study, Plan & Construct	Improve & Maintain	Maintain
Public access ramp	Part of Shoreline Stabilization	Maintain	Maintain
Toe-in-the-water access	Part of Shoreline Stabilization	Maintain	Maintain
Water Access for BBBB	Part of Shoreline Stabilization	Maintenance	Maintain
Public Restrooms I	Plan & Construct	Dismantle, if replaced	
Moorings for larger boats	Seek permits	Install	Maintain
A home for BBBB	BBBB Plans & Constructs	BBBB Maintains	BBBB Maintains
Establish Uses, Permits & Fees	Plan & Implement	Improve & Enforce	Enforce
Events	Part of Permits & Fees	Improve & Enforce	Enforce
Parking	Plan & Construct	Improve & Maintain	Maintain
Trail on north slope and Overlooks	Plan & Construct	Improve & Maintain	Maintain
Fishing	Part of Permits & Fees	Improve & Enforce	Enforce
Camping	Part of Permits & Fees	Improve & Enforce	Enforce
Continuous Green Space: Easements	Plan	If appropriate, improve	If appropriate, maintain
Lighting	Part of Permits & Fees	Plan & Construct for Specific Uses	Maintain
A kayak storage and rental facility		Vendor Plans & Constructs	Vendor Maintains
Food Concession and Shelter		Plan & Construct	Maintain
Public Restrooms II		Plan & Construct	Maintain
Education/ Interpretation		Plan & Implement	Maintain
Art and Sculpture		Plan & Implement	Maintain
Pedestrian Underpass			Plan & Construct
Trail on south slope			Plan & Construct

Village Garage Site

Description

The Village Garage site on Fair Street, long owned by the Village, was converted in the mid-1990s to house municipal buildings to store salt, street maintenance equipment, garbage trucks and Village vehicles (see photo on right). The approximately 2-acre site, occupied by a 4,450 square foot maintenance building and a large, open, two and a half-story salt shed of pole barn construction (see photo below, left), is currently zoned Office-light industrial.

Much of the gravel-paved site appears to be unused, but the vacant areas do provide dumping for snow.



The design and construction cost of the building in 1994 was approximately \$175,000; a critical element of the structure is 4 overhead doors which permits vehicle maintenance and repairs, space to handle “projects” (such as constructing benches for Main Street), and indoor parking for Police Vehicles during cold weather months in order to protect their electrical equipment. The garbage trucks are not stored in the maintenance building. The salt shed was paid for by the Putnam County Highway Department at a cost of \$60,000.



The site is bounded to the west by Metro-North land and railroad tracks, to the south by private residences, to the east by a private residence, a restaurant, and a municipal parking lot (with a capacity of 47 cars), and to the north by an access road – an overall combination of uses described in the 1987 Master Plan as “incompatible.” The Village Sewage treatment plant is on the other side of the access road, which is convenient because Cold Spring Highway Department and Water/Sewer Department staff assist each other from time to time. The 64 unit, multi-family Spring Brook project is nearby, immediately to the east of Fair Street, a road that features one-way traffic on Sundays.

The access road from Fair Street (and west to the railroad tracks) is used by Metro-North to access the train switching unit located to the north. This road must remain available to Metro-North for that function.

The leveled grounds of the site are made up of fill taken mostly from local road projects, with reports that it may also have once been used as a dump. Since it was acquired, its use has expanded within to include the climate-controlled storage of approximately 100,000 artifacts from the West Point Foundry (approximately 112 square feet in the maintenance

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building), an office, storage of Village Police Department vehicles, and storage of Putnam County's equipment within the storage building.

For many years the site housed two large dumpsters that held recycled waste. The dumpsters were removed in 2010 when the village implemented a new arrangement to deliver recycled material directly to the recycling plant.

There is an agreement between the Village and the County whereby the County provides unlimited free salt to the Village in exchange for storage of the salt in the western part of the county. The Village of Nelsonville and Haldane School also have use of this free salt. The estimated annual savings to the Village is \$7,000 - \$11,000. The County stores a loader on the site, for transferring salt to trucks for spreading.

Also located on the site are a 1,000 gallon above-ground gas tank and gas pumps, which provide gasoline for Village vehicles, including the police cars; and a 250+ gallon diesel storage tank and pump which provide fuel for the fire trucks of the Cold Spring Fire Co., No. 1. The site (or any replacement site) must provide space for the fire trucks to enter, fill up and exit. The turning radius for the trucks may be a challenge for some alternative sites. The Cold Spring Fire Company's utility trailer (for the ATV) and their pontoon boat are also stored on the site year round, outdoors. There have been situations in the past when the fire truck has been temporarily stored in the Village Garage (the fire truck must be stored in a heated space with a source of electricity; this requirement must be accommodated in the future). The Fire Company is also investigating the possibility of constructing a bailout platform at the site for convenient mandatory yearly training. Lastly, the current site is used for dumping snow removed from Village streets.

The site offers stunning views of the Hudson River (photo right), and in fact is within the SASS viewshed, but is unfamiliar to many Village residents, since it is not visible from Fair Street. Several members of the community have described it as an "eyesore" when seen from the river.

The southwest corner of the site aligns with the north east corner of Dockside, prompting some discussion of possible ways of linking the two sites as part of a RiverWalk running along the Hudson, north to south. This is made challenging by the relatively steep drop from the Village Garage land to Dockside, and the fact that the railroad tracks are only a few feet above the river at that point. The pair of tracks run on a bed originally built to carry four tracks, running all the way to the bridge at Little Stony Point.



This project seeks to determine whether it would be desirable to give residents and others greater access and enjoyment of the site, with the practical constraints of needing to find alternative locations for the current equipment and functions, possible ground contamination, and traffic.

Alternatives Considered

1) Do Nothing

This alternative is to keep the site as is, avoiding the expense of moving or rebuilding the facilities in a different location, and retaining the benefits of the salt storage agreement with the County.

2) Three Phases

The site could be developed in three phases, as shown in conceptual drawings prepared by Ray Curran of GreenPlan. In the first, pedestrian, cyclist and car access could be established by modifying the current road into the Village Garage site, leading to an esplanade and Overlook Park running approximately 300 feet of the length of the site. The overall esplanade and public access road would be approximately 125 feet wide (measured from the railroad boundary) and would accommodate about eight parallel parking spaces, a walkway, benches, and some landscaping to provide shade (but taking care to avoid blocking views). The existing functions would remain on the site, but may perhaps require some adjustment (such as relocating where the street snow is dumped). Also in this phase, additional landscaping would be added to the Municipal Parking Lot.

In the second, more-developed, phase the salt shed would be replaced by a small community center on the north end of the property and the esplanade, Overlook Park and access road would be extended. Parking would be provided for the Community Center. The salt would be relocated to the Town shed, or some other accommodation would be made (which may mean the Village would have to purchase its own salt).

In the most fully developed scenario, Phase Three, the functions of the Village Garage would be moved and the main building would be replaced by a small inn (30 rooms), with parking behind the inn, while retaining the Overlook Park and Esplanade.

Finally, to frame an estimate of the value of the land, it was determined that up to four single-family homes could be built on the site, with a rough value of \$250,000/lot, or \$1 million total. There has been no support for selling the land for residential use.

3) JazzReach

The Special Board received a concept for the Village Garage site from JazzReach, a not-for-profit organization that promotes jazz, that would include locating on its 2 acres a 150-seat performance hall, a 20-25 room “boutique” hotel, a fine foods market, Chef’s table and café, a small fitness center, and 10 to 15 studio, one-, and two-bedroom residences, in a structure that rose four stories. A portion of the site would be set aside for a park open to the public. No estimate is made for the number of parking spaces that would be required, but it would almost certainly be more than a hundred.

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JazzReach also expressed interest in the Marathon property, or Dockside, as possible sites for a similar facility. Having a good view of the Hudson was a high priority for them.

4) Resident's Proposal: Social Center

At a Special Board meeting on June 23, 2011, a Village resident said the site should continue to be owned by the Village, but “sectioned” for “multiple uses” to be “user friendly” and benefit the people of the community. Costs should be covered by user contributions, and the building designed as a “Village Social Center” to provide the following --

- 1) A permanent home for the Boy Scouts and Girl Scouts
- 2) An area for meetings and lectures, with seating for 50 – 75 people
- 3) With a well-equipped kitchen
- 4) Restrooms with multiple stalls
- 5) The building should be “green” – environmentally-friendly
- 6) Take advantage of the views
- 7) Hospitality Center for hikers, with restrooms and secure storage for equipment, washers and dryers. and hot showers.
- 8) An office for a manager or clerk
- 9) Plant the embankment behind the garage as rock garden

The proposal includes the suggestion that a general manager, or clerk of the works, be hired, possibly with one or two part time people, to handle the facility functions.

5) Underpass between the Village Garage and Dockside

At the June 23, 2011 Special Board meeting, Jimmy Zuehl, a resident at 23 Fair Street said to provide better connection/integration with the rest of the Village, an underpass beneath the railroad tracks could be constructed from Dockside to the Village Garage site (Jimmy works for an architectural firm that specializes in accommodating the handicapped). Since such an underpass would be below the water table, pumps would be needed (as they are needed at the current underpass on Main Street). The underpass would be constructed with ramps at a 5% grade, instead of stairs, to permit wheelchair access.

Subsequent to the June 23 meeting, it came to light that in 2006 Metro-North sold the air rights above the tracks and the underground rights below the tracks. So construction of an underpass may be subject to working out an acceptable arrangement not just with Metro North but with the owner of the underground rights.

6) James Hartford (proposal for an alternate site)

“An alternate site for the maintenance structure at the Village Garage site could be on the land owned by the Village going from Benedict Road to Kemble Avenue. This lot has a dramatic grade change from the street level of Benedict Road down to grade at Kemble Avenue. I propose to dig into the bluff and build the garage into the hillside, with the top being

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landscaped to serve as a neighborhood park at level with Benedict Road from above, with a cascade of stairs to the southeast side to create pedestrian access, where there is none currently.

This solves several problems at once:

- locating the village garage in an otherwise underused property with limited value;
- cleans up an eyesore from both above and below;
- creates an amenity to a neighborhood that is book-ended with the back of the 9D commercial district and the de facto village dump;
- creates pedestrian access to the West Point Foundry Preserve
- provides an alternative pedestrian route to the Metro-North station - possibly encouraging less use of cars.”

The site may also accommodate a municipal composting facility, to convert leaves and other organic waste (collected by the Highway Department or delivered by residents) into soil that could be used by residents.

7) Farmers' Market

Village resident Lynn Miller, speaking as a vendor, proposed that the Farmers Market use the Village Garage site as their permanent home. She said that she thought it would require approximately 90 parking spaces for customers. She didn't know the size of the structure required.

Subsequent to the June 23 meeting, a conversation was held with two trustees of the Farmers Market. The trustees said that the market requires level, stable ground with space for 40 10 foot by 10 foot tents, with walking space between the tents, and space for parking. The space should have an impervious or gravel surface to facilitate walking and truck parking in inclement weather. A rough estimate of the required minimum space for 40 vendor tents plus parking is about a third to half an acre, minimum. The trustees also said that proximity to Route 9D was not required. The amount of indoor space for the winter Farmers Market was not discussed.

Community Input

Community input regarding the uses of the Village Garage Site and neighboring properties includes the following:⁴ (i) the 2007 Resident Survey; (ii) the 2007 Community Update and Public Forum (October 20, 2007); (iii) the 2008 Stakeholder Meeting organized by the Waterfront and Open Space Working Group of the Special Board (September 11, 2008); (iv) the 2009 Waterfront and Open Space Committee Working Group Report (August 2009); (v) the 2009 Special Board presentation to Village Board regarding Dockside (September 23, 2009); (vi) Community Forum on the Riverfront, April 24, 2010 (vii) the 2010 Community Forum (May 22, 2010); (viii) the 2011 Community Forum on Marathon, Dockside and Village

⁴ Summaries of each of these sources of input are available on the Village website at http://www.coldspringny.gov/Pages/ColdSpringNY_BComm/lwrrp.

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Garage (May 14, 2011); and (ix) the 2011 Special Board Meeting focused on the Village Garage site (June 23, 2011).

In general, there is wide support for having a small park where the Village Garage is now located, but, for concepts that required relocation of some functions, many see the hurdle of finding an alternative location as being insurmountable. A number of ideas have been floated for moving the Village Garage, including locating some of the functions in a new development on the Marathon site (perhaps where there are EPA deed restrictions), moving the functions to the Town site on Fishkill Road or elsewhere in Nelsonville (perhaps sharing the site and costs with the Town), and relocating to a site at the end of Kemble Avenue (perhaps linked to an overlook park above it at the end of Benedict). Several residents emphasized the need for easy access to any Overlook Park at the Village Garage site, noting the importance of either an underpass or a bridge linking that site with Dockside. The concept of a bridge was strongly opposed by residents living to the south of the Village Garage site, as blocking their views.

The concept of changing the use to an inn drew some skepticism about whether it would be possible to have one large enough to be economically viable, but small enough to not be intrusive (both in terms of traffic and appearance). Uses such as a Farmer's Market, Community Center, and performance space raised issues of traffic, cost feasibility, and scale.

A complete set of comments can be found on the Village Web site.

Recommendations

Guiding Principles:

- 1) Converting a portion of the site to a park should be paid for to the extent possible by grants, private contributions, and fundraising; All other uses of the remainder of the site should be tax positive.
- 2) Any new use should capitalize on the natural beauty of the site
- 3) Development on the site must not block views from neighboring properties, including resident views between the current buildings
- 4) Development is contingent on testing for and remediating any environmental contamination on the site.
- 5) No structure should be taller than the current 2 1/2 story salt shed structure or maintenance building, so as not to block views FROM the river or adjacent buildings.
- 6) Landscaping viewable from the river should be a mandatory element in any development.
- 7) In development of the site as a park, amenities such as benches should be provided, and a toilet (such as a composting toilet) should be considered.
- 8) Adequate traffic flow into and out of the site should be provided.
- 9) Any insurance issues should be addressed before proceeding with the project.

Village Garage Site

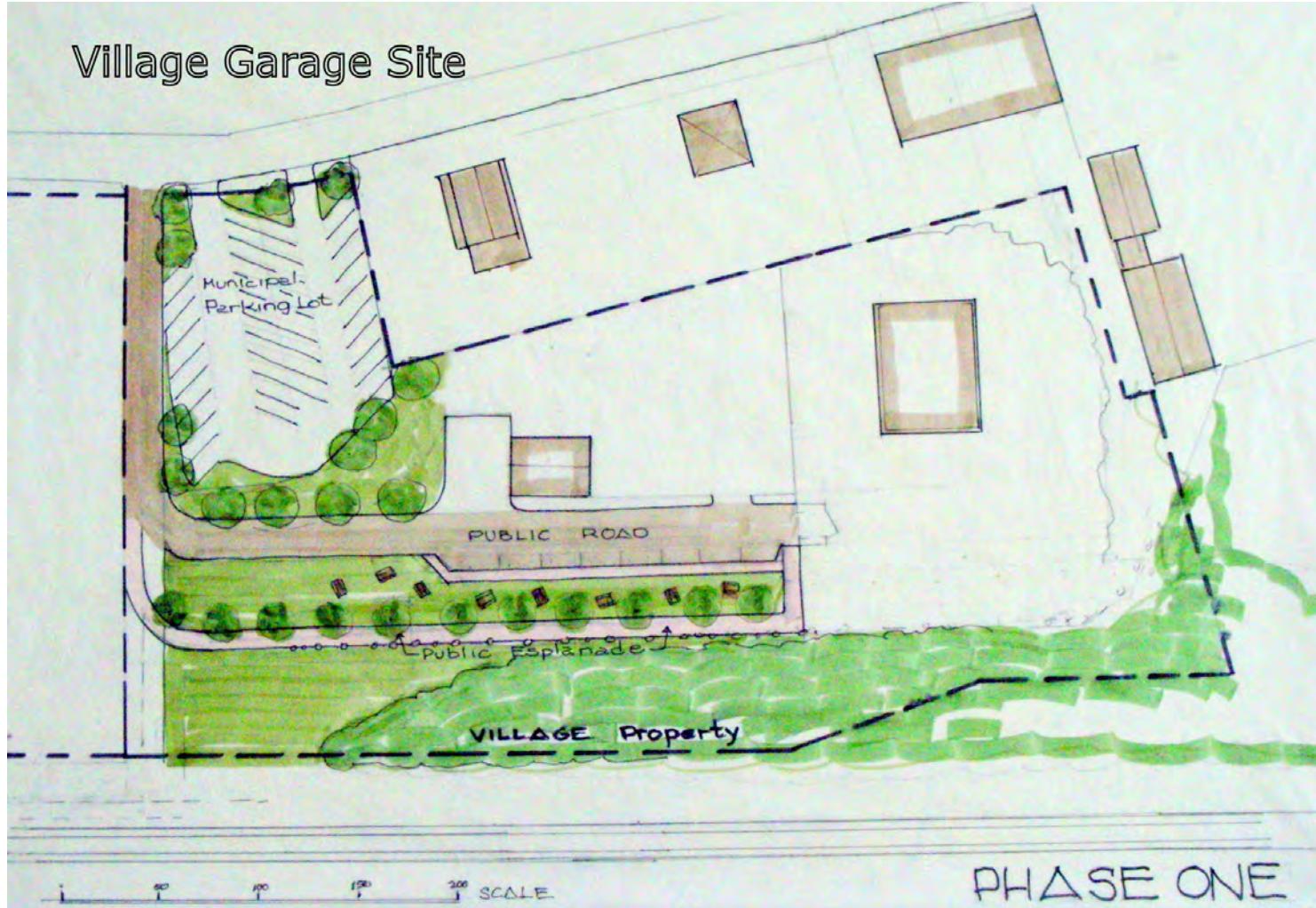


Figure 23

This drawing of the "Overlook Park" at the Village Garage site is an approximation of the recommended Overlook Park

Recommended Actions:

Build an "Overlook Park" on the western edge of the site, as shown in the drawing above, following confirmation that the site has no contamination that would make it unsafe for its proposed use. The park would be about 60 feet wide (east to west) and 300 feet long (north to south), or a little less than half an acre, set back approximately 60 feet from the western boundary of the site so as to not interfere with other uses near the railroad tracks. A fence on the mostly unusable west embankment would provide safe separation from the railroad tracks. Amenities would include benches (made by the Village, similar to the benches along Main Street), landscaping, restrooms (possibly a composting toilet), a pervious surface walkway suitable for bicycles and pedestrians, parking for about 8 cars, and lighting consistent with standards set in the Dark Sky initiative. (Current lighting of the site may need to be modified to avoid an unpleasant glare, while ensuring the safety and security of operations at the Village Garage.)

To provide easy access to the site, build a path through the southern portion of the Village Municipal Parking lot, going from Fair Street to the southwest corner of the parking lot. From there, an ADA compliant walkway could continue down the slope to the Village

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Garage site. Additional site access could be considered north along the railroad right of way, perhaps completing a link in a route to Little Stony Point, if this is feasible and approved by Metro North. The perimeter of the Municipal Parking lot on Fair Street would be landscaped, and the Sewage Treatment plant would be screened with plantings.

The Village Board and the Planning Board should continue to consider opportunities for further, higher value uses of the larger site, and seek ways of moving the current functions of the Village Garage to a suitable alternate location. Such a change should only be made if the cost is significantly below anticipated net revenues from a proposed new use of the site. The Trustees should also determine the feasibility of a pedestrian underpass linking the Overlook Park to Dockside, and a bicycle and pedestrian trail north to Little Stony Point.

The entire area from the intersection of Fair Street and Northern Avenue north along the western side of Fair Street (consisting of the Impellittiere Garage, a private residence, Riverview Restaurant, the Municipal Parking Lot, the Village Garage site, and the access road to the Village Garage site) can have significant potential at some point in the future when viewed together. The appropriate zoning of this area can be crucial to its potential. Therefore, it is proposed that this area, excluding the “Overlook Park,” which would be subdivided from the remaining Village Garage property and zoned for Parks and Recreation, be zoned Mixed Use. The new Mixed Use category would be defined as presented in the Future Land and Water Uses section of this LWRS.

Because the property is owned by the Village, development of the park could begin immediately,. Funding could be obtained through grants and fundraising; volunteer labor could be used to perform some of the work; local groups (such as the Garden Club) could be involved in its development. A “Friends of Overlook Park” committee could be created to develop a plan, seek volunteers, apply for grants, and conduct fund raising to obtain the resources to develop the park. Grant funds could be sought from the New York Greenway, since this could become a segment of a pedestrian and bicycle route along the Hudson River.

Comments on the Alternatives that were not Recommended:

- 1) **Do Nothing.** This was rejected because the site is likely to have a higher value to the community than its current use, and that higher value should be pursued.
- 2) **Modify the site in phases** Phase One is recommended at this time, but there is merit in having a sustained effort to find better uses for the remainder of the site, along the lines presented in the Phase two and Phase three concept drawings.
- 3) **Build a performance space, JazzReach** – this concept required a 4-story structure, additional property (a portion of the Impellittiere property), and provided inadequate parking or

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provision for traffic flow, and was deemed unsuitable for the site. Perhaps an alternative location could be found in the Village for a performance space, which some residents have said they would like to see.

4) Build a Social Center. A “village social center” may be located at the Butterfield site, and any determination of locating such a center at the Village Garage site should be done in conjunction with an evaluation of the suitability of the Butterfield site, or other sites in the village.

5) Construct an underpass from the Village Garage to Dockside. An underpass is an idea that could be pursued independent of any recommendation on the Village Garage site, and seems to have much merit. A key issue is whether such an underpass would be acceptable to Metro-North, and the expense and funding of any construction.

6) Move to Kemble Avenue. This alternate site may be viable, but will require further study. In particular, there needs to be a determination of exactly which functions would be relocated (salt storage, refueling, maintenance, and so on) and which would be located elsewhere, and whether any functions might be added (such as municipal composting), all subject to an assessment of environmental impacts on the neighborhood.

7) Farmers Market. Locating the Farmer’s Market on the Village Garage Site may be most feasible in the summertime. Parking at the Municipal lot, and additional parking on site, should be adequate, depending on the final plans for the Overlook Park and the needs of the Market. Having a winter market on the site would depend on the feasibility of sharing in a future Social Center or similar facility. In addition, there is some question of whether the site would meet the Farmers Market other needs, such as proximity to Route 9D.

Photos: Page 109, top right, Aerial photo of Village Garage Site, courtesy of Scenic Hudson; middle left, salt shed; Page 110, view north from Village Garage Site

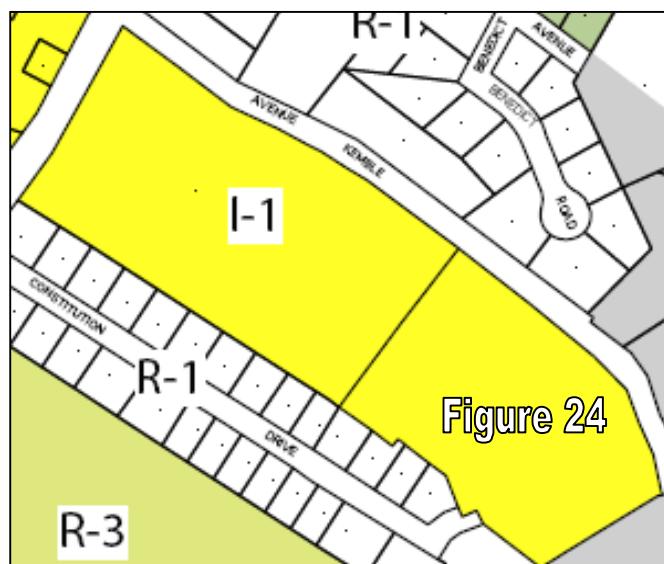
Marathon

Description

The Marathon site, which is privately owned and now vacant, is zoned as Office-Light Industry (OLI). The northern portion of the site (as shown in yellow on the left side of the excerpt of the Village Zoning District Map below) is a 6.9-acre rectangular parcel and is bounded by The Boulevard, Kemble Avenue, and houses on Constitution Drive. The southern portion of the site (as shown on the right side of the accompanying map) is a 4.7-acre parcel bounded by Kemble, Constitution Drive homes, and land owned by Scenic Hudson. The southern portion of the site overlooks Foundry Cove and the Hudson River and contains the archaeological remains of the home of Gouverneur Kemble, one of the founders of the West Point Foundry.

The Marathon site has seen turbulence and has changed dramatically over the last six decades. In 1952, the U.S. Department of Defense built a battery manufacturing factory on the northern portion of the site. Around the same time, a residential subdivision called Crestview was planned for the southern portion of the site as well as what is today Constitution Drive. In 1962, the Sonotone Corporation bought the factory from the government and in 1966, Sonotone bought the southern portion of the site and constructed a parking lot and water tower. Although residences were built on Constitution Drive in the 1950s and 1960s, no residences were ever built on the southern portion of the Marathon site (indeed, that portion of the site was used for factory parking and drying and burying contaminated sediment in the 1970s). In 2003, Kearney Property, Inc. purchased the Marathon site from Gould Electronics Inc., and in 2004, the Putnam County Clerk recorded 23 deeds for lots on the southern portion of the site. In April 2011, a New York appellate court held that the owner of one of those lots, who sought to construct a single-family residence, was not entitled to a variance from the minimum lot area requirement applicable to parcels in the OLI district.

From 1952 until 1979, the battery factory discharged toxic chemicals – most notably cadmium – into the Village sewer system and extensively contaminated the Marathon site, Foundry Cove, Constitution Marsh, and the Hudson River. After the United States sued the factory owners in 1970 to halt the discharge of toxic chemicals, a partial cleanup of the site was attempted, during which the southern portion of the site was used for dewatering and ultimately entombing contaminated material dredged from Foundry Cove. After this remediation effort proved inadequate, in 1981, the United States Environmental Protection Agency (EPA) declared the Marathon site a Superfund site. Additional remediation efforts occurred over the next decade and a half. In 1996, after demolishing all structures on the Marathon site and excavating and refilling the site (and excavating and removing sediment

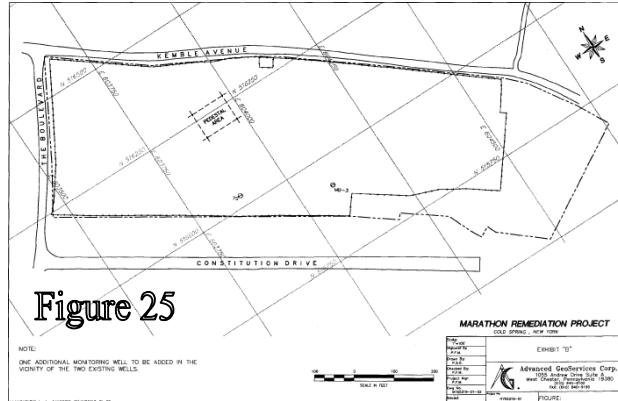


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from most of Foundry Cove and the area near the Cold Spring pier), the EPA completed its Superfund remediation. Deed restrictions imposed by the EPA on the site prohibit groundwater wells anywhere on the site and excavation deeper than 15 feet within the pedestal area (where a cadmium nitrate tank had leaked into the soil), which, as shown on the map at right, is on the eastern edge of the site adjacent to Kemble Avenue. The EPA continues to test soils and monitors the area to track contamination levels. In particular, a groundwater plume of volatile organic compounds (which are probable carcinogens, according to the EPA) currently exists under the Marathon site, radiating from the location of an old solvent shed. Several attempts at remediation of the plume have failed.⁵

In June 2008, the EPA's Third Five-Year Review Report on the Marathon Battery Site raised concerns about vapor intrusion at adjacent residential properties and the delineation of the groundwater plume. In July 2011, the EPA issued an Addendum to the 2008 Report that contained a map of the plume showing that it underlies much of the northern portion of the Marathon site as well as residences along Constitution Avenue. Testing wells and an indoor air mitigation system have been installed in and around one of those homes. In the Addendum, the EPA concluded that “[c]urrently, there are no exposure pathways that could result in unacceptable risks.” Nevertheless, the EPA announced that it would launch a pilot program to remediate the groundwater plume by using an air sparging technique, designed to force the volatile organic compounds from the soil through filters and reduce their concentration to an acceptable level.⁶

The southern portion of the Marathon site is bounded by Kemble Ridge (depicted at right), which overlooks a popular walking trail that connects the West Point Foundry Preserve to the Cold Spring Metro-North station and Foundry



⁵ The EPA's Superfund Site Progress Profile for Marathon Battery, available at <http://cfpub.epa.gov/supercpad/cursites/csinfo.cfm?id=0201491>, provides a great deal of information about the site and contains links to numerous documents, including Records of Decision and Five-Year Reviews.

⁶ According to the EPA, the levels of Trichloroethylene (TCE) in the plume range from 14 parts per billion (ppb) at the periphery to 140 ppb at the footprint of the old solvent shed. Although the groundwater at Marathon is not (and cannot be) used for drinking water, in order to address vapor intrusion issues, the EPA will seek to reduce concentrations of TCE to the federal drinking water standard, which is 5 ppb.

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Cove and includes archeological remains of the home of Gouverneur Kemble, founder of the West Point Foundry. Additionally, Kemble Ridge is visible from the Hudson River, Foundry Cove, Constitution Marsh, Constitution Island, and the Foundry Trail. Many residents and visitors enjoy the natural features of Kemble Ridge and consider its protection to be of vital importance. Indeed, Cold Spring lies within a designated New York Scenic Area of Statewide Significance (SASS),⁷ and one of the key features of the Cold Spring SASS is Kemble Ridge. The SASS regulations state that “whether within or outside a designated SASS all proposed actions subject to review under federal and State coastal acts or a Local Waterfront Revitalization Program must be assessed to determine whether the action could affect a scenic resource and whether the action would be likely to impair the scenic beauty of the scenic resource.”⁸ The SASS policy guidelines also provide that structures and other development should be sited back from shorelines or in other inconspicuous locations to maintain the attractive quality of the shoreline. The comments to the SASS guidelines note that:

For much of the length of the Hudson Highlands SASS, the Hudson River is bounded by steep, undeveloped wooded bluffs that figure prominently in views within the SASS, notably from and across the Hudson River. Siting of structures on the slopes or crests of these bluffs, on the immediate shoreline of the Hudson River or over the water surface of the Hudson River would introduce discordant elements into the landscape and impair the scenic quality of the SASS. The siting of new residential development has the potential to threaten the future visual quality of the SASS. Areas which afford views, such as ridgelines, hilltops, and hillsides overlooking the Hudson River, are most attractive to new development, but also the most vulnerable to impairment from inappropriate development. The siting of residential development, structures and other discordant features such as large buildings, highways, power lines and signs on ridgelines, hilltops and exposed hillsides and in the direct viewshed of the Hudson River would introduce discordant elements into the landscape and impair the scenic quality of the SASS.⁹

To the south of the Marathon site lies the 87-acre West Point Foundry Preserve, which is owned by Scenic Hudson and was recently recognized as a site of national significance through its second listing on the National Register of Historic Places. The Cold Spring Planning Board recently held a public hearing on Scenic Hudson’s plan for public access and interpretation of the Foundry Preserve, which will likely increase the amount of vehicular traffic in the area around the Marathon site. To the west of the Marathon site (on the other side of Constitution Drive) lies the 14-acre Campbell Area, which joins the foundry site on the

⁷ The Cold Spring subunit of the Hudson Highlands SASS consists of “the Villages of Cold Spring and Nelsonville, located on the east bank of the Hudson River. The southern and eastern boundary of the subunit runs along the 20 foot contour from the northern extent of Foundry Cove to its intersection with Foundry Brook, a common boundary with the Constitution Marsh subunit.” See http://nyswaterfronts.com/SASS/SASS1/Hudson_Highlands.htm#HH-25%20%20Cold%20Spring%20Subunit.

⁸ See

http://nyswaterfronts.com/SASS/SASS1/Hudson_Highlands.htm#Hudson%20Highlands%20Subunits.

⁹ See *id.*

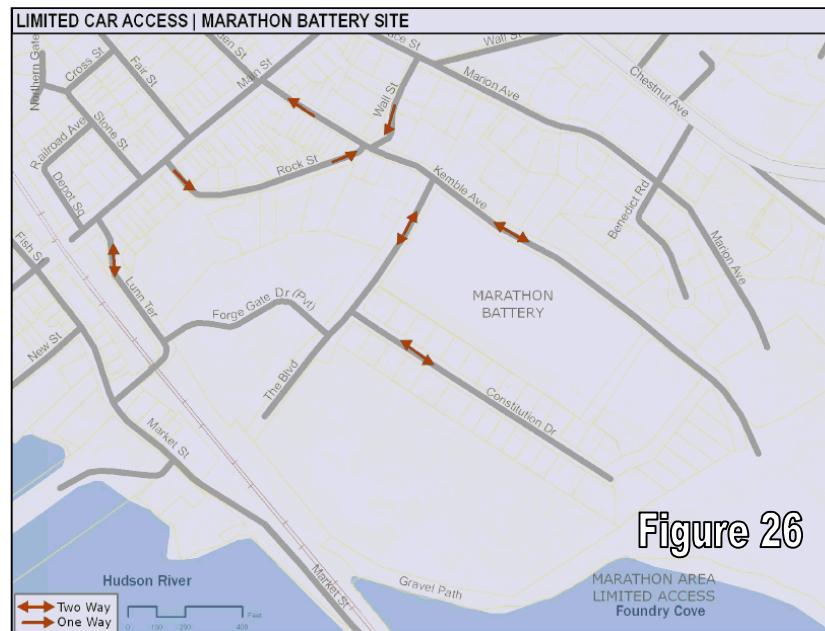
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National Register as part of the West Point Foundry Archaeological Site and is also owned by Scenic Hudson. The Campbell Area is currently zoned as Multifamily Residence and consists mostly of open space, but contains the 19th-Century home of William Kemble, brother of Gouverneur Kemble and a co-founder of the West Point Foundry. Across the street from the Marathon site on the eastern side of Kemble Avenue are, from north to south, the Veterans of Foreign Wars (VFW) building (which is used regularly by the Town of Philipstown and occasionally by the Village of Cold Spring), a residence, several steep, vacant lots, a residence, and the lower portion of a parcel owned by the Village and currently used for collecting brush.

It is important that the Village plan for the Marathon site, the Foundry Preserve and the Campbell Area together so as to address potential crowding and traffic issues, because development in one area affects the others, and due to the fact that these areas are the last large tracts of open space in the Village.

As shown on the map below, access to the Marathon site is limited and difficult because the roads to Marathon are narrow with mostly single-family residences on either side. One of them, Wall Street, features a sharp turn on a steep hill, which trucks cannot navigate.

Another, Kemble Avenue, was a narrow two-way street until it was converted to one-way from Rock Street to Main Street in approximately 2002. As a one-way street, Kemble Avenue now provides convenient and highly valued parking for residents living on that street, and may enhance safety, but it does restrict access. Rock Street is narrow and one-way, with residences close to the street. A private road winds through the Forge Gate complex with two-way traffic limited to residents of the development.



The first draft of the Comprehensive Plan, presented to the public in September 2010, drew fire from residents of Forge Gate and Constitution Drive and others for a proposal to link the two-way Lunn Terrace with the western end of The Boulevard. This would have run close to, and possibly be part of, a potential parking facility east of the Metro-North station. Village residents petitioned against the idea, and it was removed from the draft Comprehensive Plan recommended by the Special Board to the Village Trustees in December 2010. Another alternative access route that has been explored and rejected is what is known as the Haul Road. This route is a steep, narrow, winding road within the Foundry Preserve linking Chestnut Street with Kemble that was used for a time by the Superfund contractors for moving heavy equipment (although with limited success). As part of its planned development of the Foundry Preserve, Scenic Hudson proposed that the Haul Road be used for weekend access, as a one-way road leading to parking to be located at the south end of Kemble. Scenic Hudson

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withdrew the proposal because of local opposition and concerns about the steep grade and the high cost of making the route safe for vehicles. A few other possible access routes, including a link from Benedict to Kemble, and a link from Chestnut to Kemble, have been suggested.

Public Input

Community input regarding the Marathon site – which led directly to the recommended principles for future development set forth below – is reflected in the following:

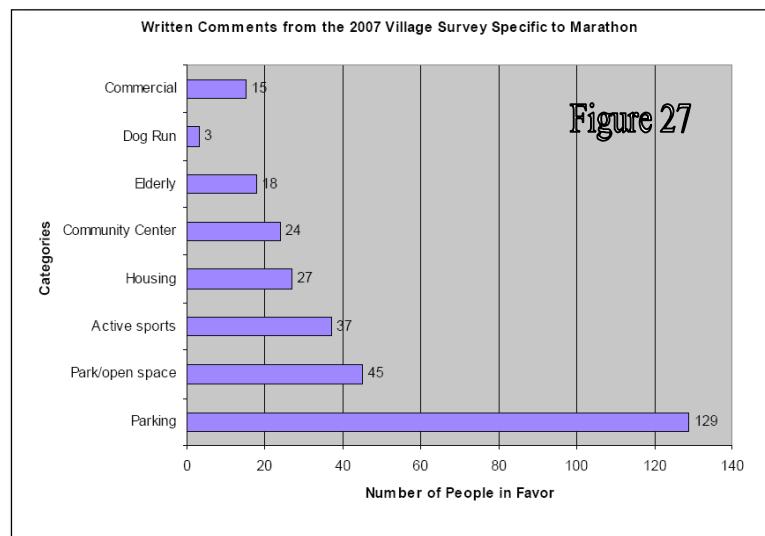
- ✓ 2007 Resident Survey
- ✓ 2007 Community Update and Public Forum (October 20, 2007)
- ✓ 2008 Stakeholder Meeting organized by the Waterfront and Open Space Working Group of the Special Board (September 11, 2008)
- ✓ 2009 Waterfront and Open Space Committee Working Group Report (August 2009)
- ✓ 2009 Special Board presentation to Village Board regarding Marathon and Foundry Ridge (September 8, 2009)
- ✓ 2010 Forum on the Marathon Battery Site, West Point Foundry Preserve, and Campbell Property (May 8, 2010)
- ✓ 2010 Community Forum (May 22, 2010)
- ✓ Public comments regarding the September 2010 Draft of the Comprehensive Plan
- ✓ 2011 Community Forum on Marathon, Dockside and Village Garage (May 14, 2011)
- ✓ 2011 Special Board Meeting focused on the Marathon site (May 26, 2011)

Summaries of each of these sources of input are available on the Village website at http://www.coldspringny.gov/Pages/ColdSpringNY_BComm/lwrp.

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Alternatives

In the Office-Light Industry (OLI) District in which the Marathon site is located, the following uses are currently permitted: office buildings, light industrial uses,¹⁰ storage uses, municipal buildings, buildings for the sale of agricultural and nursery products, storage, and one-family residences. The minimum lot size in the OLI District (including residences) is 40,000 square feet per lot, which is about .91 acre.¹¹



In the survey of Village residents conducted in 2007 (see summary chart at left), in response to the question of what uses should be considered for the Marathon site, 45% of respondents said parking, 17% said active recreation (such as a swimming pool, skate park, skating rink, track and ball fields), 14% said open space (either keep the site as is or have passive uses such as a wildflower meadow or gardens), 8% said housing, 3% said community center (facilities for seniors, teens,

pool, or a gym), and 13% specified another use (such as a dog run, conference center, green center, shopping). Although in the survey and in the October 2007 public forum many residents identified public parking as a desired use for the Marathon site, in forums held in May 2010 and May 2011, there was much less support for creating parking areas at Marathon that are not secondary to uses at the site. At these latter forums, while there was support for a mix of limited residential development and some commercial development, many residents expressed strong concerns that development would cause increased traffic and disruption to the area. Also at these latter forums, residents strongly expressed their desire that development at Marathon be consistent with the Village character and reflect the historical nature of the site and the Village.

Generally, residents living close to the Marathon site prefer that no development be permitted, or that the current industrial zoning remain, to limit residences to no more than one

¹⁰ These uses may include “manufacturing, assembling, which operation, in the opinion of the Planning Board, will not create any dangerous, injurious, noxious or otherwise objectionable fire, explosive, radioactive or other hazard, noise or vibration, smoke, dust, odor or other form of air pollution, electromagnetic or other disturbance, glare, harmful discharge, storage or dispersal of liquid or solid wastes in a manner or amount as to adversely affect the surrounding area.” Cold Spring Zoning Law § 134-12(B)(7). All buildings and uses proposed for the OLI District require site plan review by the Planning Board. Cold Spring Zoning Law § 134-12(A).

¹¹ See Cold Spring Zoning Law § 134-12(D)(1).

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house per acre. Some Village residents have expressed support for light industrial and commercial development, along with live/work uses, perhaps reflecting the manufacturing past. Local residents have also expressed serious concerns about contamination related to the battery factory. There is strong opposition to relocating the village garage to the Marathon property, even on land where contamination is still an issue, due the proximity of existing residences. Community residents have expressed strong support for protecting Kemble Ridge and opposition to building houses on the ridge.

Over the last several years, the current owner of the Marathon site has presented a series of conceptual drawings to the Village Board and the Special Board.¹² It is important to emphasize that, while these drawings may resemble blueprints, they are not actual plans and were presented only for discussion purposes. Also, implementation of the concepts embodied in these drawings would likely require rezoning of the Marathon site, extensive further study, and Planning Board approval. The drawings depict either only residential development, only commercial development, or a mix of residential and commercial development:

- In terms of residential development, some of the drawings presented by the current owner of the Marathon site to the Village Board in 2009 show residential lots on the southern portion of the site extending to and covering Kemble Ridge, with between 14 and 23 residential lots ranging in size from .14 - .44 acre. Other drawings show, for the northern portion of the site, between 22 and 38 townhouses, two single family lots of .5 acre each, a 2.1 acre lot for future development, an 89-space parking lot and 3.1 acres to be dedicated to the Village (including a stormwater and infrastructure reservation area).
- In terms of commercial development, a drawing for the northern portion of the site presented by the current owner of the Marathon site to the Village Board in 2009 shows an industrial park that includes two two-story buildings with basements providing office, manufacturing and warehouse facilities comprising a total of 28,500 square feet of space, four one-story storage buildings comprising a total of 18,750 square feet with additional exterior storage space, a vacant lot of 2.05 acres for “future development,” and a building materials, sales and storage structure containing 16,050 square feet. Each building has its own parking area.
- In terms of mixed-used development, the current owner of the Marathon site presented drawings to the Special Board in May 2011 showing an acre-sized park in the northeast corner, between 18 and 21 single-family residences along the western and southern edges of the entire site, between 16 and 24 live-work spaces arranged in three rows of eight each running east to west between the southern single-family residences and a large parking lot, and large commercial/industrial buildings to the north of the parking lot and to the south of the park. The commercial/industrial buildings could be occupied by craftsmen and artisans. The drawings also show a roadway going from the Boulevard at the northwest corner of the site to Kemble Avenue at the southeast corner

¹² These drawings are available on the Village website at http://www.coldspringny.gov/pages/ColdSpringNY_BComm/2011_community_workshops/2011_community_workshops.

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of the site. Community residents expressed some support for these concepts, but also voiced serious concerns about crowding and traffic impacts. The current owner of the Marathon site stated at the May 26, 2011 Special Board meeting that current zoning would allow a 95,000 square foot footprint on the southern portion of the site, which could comprise approximately 250,000 square feet of self-storage space. He added that the Marathon site as a whole could contain approximately 300,000 square feet of storage, but it is unclear whether the market could support such an amount of storage. He also said that he does not wish to build single-family houses on one-acre lots, which would be permitted under current zoning.

At the May 2011 public forum on Marathon (which preceded the presentation by the current owner of the Marathon site to the Special Board later that month), the Special Board presented for discussion purposes a conceptual rendering it had commissioned that showed an acre-sized park in the northeast corner of the site, a large parking lot, five large commercial structures abutting the park, 12 single-family homes (including several near the ridge with a narrow conservation easement), a potential site for the Village garage, and five lots left open in the plume area. Although some forum attendees supported the concept of limited commercial and residential development, others were opposed to any development, and most attendees were strongly opposed to development on Kemble Ridge and to relocation of the Village Garage to Marathon.

In June 2011, Village resident Peter Henderson submitted a conceptual drawing to the Special Board that included two single-acre light industrial/commercial lots at the northern end of the property and ten single-family lots, each 7500 square feet, either all on Kemble in a row or on a loop road towards the southern end of property. In Mr. Henderson's drawing, Kemble Ridge was left as open space.

Also in June 2011, Village resident James Hartford submitted a conceptual drawing to the Special Board showing the Village Garage maintenance building on the parcel of Village property on the eastern side of the southern end of Kemble Avenue adjacent to the Foundry, with a small park on top of the ridge at the end of Benedict Road and stairs leading to/from Benedict Road and Kemble Avenue. In addition to the opposition from local residents to relocating Village Garage functions to a residential neighborhood, it is unclear whether the Village-owned parcel could accommodate the functions and the vehicles that would need to access the site.

Recommended Principles for Future Development

The following principles – based on public comments received over the last four years and sound planning practice – should guide land use decisions at Marathon, and should provide a framework for a comprehensive, rather than a piecemeal, approach:

- *Development should not cause congestion or overcrowding.* One of the most commonly expressed concerns about future development at Marathon is that it will create traffic problems that would diminish the quality of life of current residents of the area (which includes Forge Gate, Constitution Drive, Rock Street, Kemble Avenue, and The Boulevard), many of whom have small children. Additionally, residents have expressed concerns that during any construction, trucks may create a nuisance. Accordingly, prior to any development, an independent traffic study with quantitative and qualitative elements should be performed to assess the impact of the planned development. An independent traffic study should also be performed to investigate alternative access routes to the area, and should address issues related to car, truck, pedestrian and bicycle access, as well as parking. The Village should also review performance standards to minimize traffic and noise disturbance, noxious fumes, and other nuisances, including limiting truck access by route, size and time. Measures that would promote walkability – such as adding sidewalks and creating attractive streetscapes with buildings close to the street – should be encouraged and explored. Mitigation measures to reduce the number of cars entering and exiting the Marathon site could also include limiting the number of residential units, or constructing residential units that would have occupants who would be less likely to rely heavily on cars, such as live-work or work-live units.¹³
- *Development should be tax-positive.* Many Village residents have expressed concerns that large-scale residential development at Marathon would increase the financial burden on the Haldane School District and the Village, resulting in increased property taxes. To address these concerns, the Village can employ a widely used planning tool known as fiscal impact analysis to evaluate the tax impact of new development by comparing costs and revenues from new development. Fiscal impact analysis recognizes that businesses and residences generate additional revenue but also create new costs via new roads, sewers, police and fire protection, and more children in schools (requiring teachers and even new school buildings). If new revenues exceed new costs, the fiscal impact is said to be positive. On the other hand, if new costs exceed new revenues, the local government must raise taxes to meet new service demands or reduce the quantity or quality of existing services. Studies have shown that commercial development is generally tax positive, while residential development is generally tax negative.¹⁴ To ensure that development at Marathon is tax positive, any

¹³ In general, work activities in live/work units are those that are compatible with residential occupancies, such as offices, but not manufacturing, whereas work activities in work/live units are the dominant pursuit of the occupants, and may include moderate and low-hazard assembly, fabricating, manufacturing, repair or processing.

¹⁴ According to available data, residences in Philipstown cost the municipality approximately \$1.20 for every tax dollar generated, while commercial development costs the municipality 30

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application for development at this site should be accompanied by a fiscal impact analysis (perhaps as part of the State Environmental Quality Review (SEQR) process) to ascertain the potential fiscal impacts associated with all increased service demands generated by development. Using generally accepted methodology, the fiscal impact analysis would measure the cost and revenue implications of the project for the Cold Spring, Philipstown, and Haldane taxing districts. The analysis should include a no-action alternative to the proposal and should explore mitigation measures that minimize any adverse fiscal impact, both immediate and long-term, of the development. The analysis should also consider the form of ownership for proposed residential units at Marathon (fee simple or condominium ownership) and evaluate the impacts resulting from the potential unequal tax burden on fee simple owners created by condominium ownership, and fee simple ownership for all proposed residential units should be considered as a mitigation measure. The current owner of the Marathon site has stated that the conceptual plans he presented in May 2011, embodying a “village with the village,” would balance residential and commercial uses to generate positive rateables, and would also improve property values in the surrounding areas. Another important aspect of the fiscal impact analysis would be to evaluate the impact of development on infrastructure, including water and sewerage, to ensure that development will not exceed the Village’s carrying capacity. The current owner of the Marathon site has stated that the Village sewer system in the Marathon area (built in the 1970s) has the capacity to handle the conceptual plans he presented in May 2011, but this would need to be confirmed.

- *Development should provide for a mix of uses.* Although some residents have stated that they do not want to see anything built on Marathon, others have said that they want controlled and reasonable development that would promote the economic health of the Village while retaining Village character and minimizing the tax burden. The latter group, as well as the current owner of the Marathon site, support a mix of uses that could include commercial, residential and public open space. As shown in the photograph at right, many buildings on Main Street currently have a mixed-use character, with commercial space on the ground floor and residences on upper floors. Each of the potential uses for Marathon will be discussed in turn:



- *Residential units.* Although many residents have expressed concerns about residential development, there has been support for live-work units, which have

cents for every tax dollar it generates, and open space generates about 20 cents on the dollar. See “Pointers for Economic Development,” created in 2002 for the Philipstown Comprehensive Plan Special Board by consultant Phillips Preiss Shapiro, at page 33, available at <http://philipstown.com/shapiroReport.pdf>.

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been defined as “a single unit (e.g., studio, loft, or one bedroom) consisting of both a commercial/office and a residential component that is occupied by the same resident.”¹⁵ Live-work units encourage less reliance on cars, and may be more suitable for adults without children, resulting in a tax-positive outcome. Live/work unit regulations can carry numerous restrictions, for example that “the live/work unit shall be the primary dwelling of the occupant,” that “the residential and the commercial space must be occupied by the same tenant, and no portion of the live/work unit may be rented or sold separately,” and that “the commercial use shall not generate vehicular traffic, in excess of normal residential traffic, which will interfere with residential traffic circulation or shall not cause more than three vehicles including vehicles used by customers, vendors, or delivery services to visit the premises per day.”¹⁶ Residents have expressed support for live/work units as potentially conducive to artists and artisans and home occupations. Some residents have suggested that more people working at home would increase the number of people in the Village during the day, which could increase the amount of money residents spend in the Village and reduce the use of cars. It could also contribute to a safer neighborhood as people working at home keep an eye on the street. The current owner of the Marathon site has stated that the conceptual plans he presented in May 2011 embody more of an urban concept than a suburban concept, which is in keeping with the Village character, and that live-work spaces (with the second floor as a loft) would be more suitable for adults than for families, and that he does not believe that single-family homes on one-acre lots are consistent with the Village character. Also, because Village residents have expressed a desire to have more senior housing in the Village, it would be advisable to explore the possibility of including in any residential development at Marathon some accessible units.

- *Commercial development.* There has also been some support for commercial development, to encourage small businesses that would be tax positive, could provide jobs to Village residents, and would have low impact on the community in terms of traffic and noise. In particular, there has been support for the possibility of attracting scalable technology, research, design, communications, “clean” light industrial, or “green” companies that could employ Village residents, so long as they are low-profile. Such companies could be engaged in pursuits as varied as jewelry-making, glassblowing, or the manufacture of medical devices such as prosthetics. Although there appears to be demand for non-retail commercial space within the Village, there is not much support (or apparent demand) for additional retail space, although craft/repair shops could have an ancillary retail component. Many residents have expressed the view that non-retail commercial space should complement Main Street, not compete with it, and provide opportunities for Village/local entrepreneurs and workers. The current owner of the Marathon site has stated that he would consider commercial development that could attract artisans.

¹⁵ See Sunnyvale Municipal Code, Section 19.26.230 (“Live/work units”), available at <http://qcode.us/codes/sunnyvale/>.

¹⁶ See *id.*

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- *Public open space.* Many residents strongly support the reservation of a portion of the Marathon site as public open space. Indeed, the drawings commissioned by the Special Board and the drawings presented by the current owner of the Marathon site in May 2011 include a small park at the northeast corner of the site, as a “gateway” or Village green. Although some residents have advocated other community amenities, such as a theater, galleries, a community pool, playing fields, and dog run, concerns have been raised about the impact of these uses on neighboring residences in terms of traffic and noise.
- *Development should preserve the scenic viewshed of Kemble Ridge.* Village residents overwhelmingly support protecting views of Kemble Ridge, which is identified as a contributing feature of the Cold Spring Scenic Area of Statewide Significance (SASS). Local enforcement of the SASS policies during Planning Board review of any development proposed in this area is critical. Also of great concern is the protection of the archaeological resources on the Marathon site, and an archaeological survey should be required during the SEQR review of any application for development proposed in this area. One significant planning technique that could be used to conserve scenic and archaeological resources while allowing for development is conservation subdivision, which employs a four-step design process to identify unbuildable lands and special features of the site around which development is designed, and where a minimum amount of protected open space is required. In this case, the ridgeline and archaeological sites could be identified as areas to preserve, and the open space lands could be placed under a conservation easement to permanently protect them. The current owner of the Marathon site has stated that he is willing to work with Scenic Hudson, which might hold the conservation easement, regarding protection of Kemble Ridge.
- *Development should proceed only after the satisfactory remediation of environmental contamination.* Residents are quite concerned about issues related to the VOC plume on existing residences, and the impact of the plume on potential residents or occupants of the site. In July 2011, the EPA announced a pilot program to remediate the VOCs using air sparging and soil vapor extraction and issued an addendum to the Third Five-Year Review Report on the Marathon Battery site. The EPA expects the pilot program to begin before the end of 2011, although it is not known when the program will be complete. After the EPA-directed remediation project is completed, a thorough study and remediation of contaminants at the site should be performed to assess future risks before development begins. Future occupants of the Marathon site should be made aware of the past contamination issues, and structures should contain active indoor air mitigation systems.
- *Development should be green.* Many Village residents are quite concerned about protecting the natural environment and would like to see greater use of green building and landscaping techniques in the Village. The Marathon



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site could serve as a model for state-of-the-art energy-efficient design elements, uses of alternative energy sources such as solar and geothermal, and innovative landscaping techniques to control stormwater. The Marathon site is downhill from a large imperviously surfaced area at the Village's commercial plaza, which causes serious stormwater issues after heavy rains. To control stormwater, development at Marathon should utilize green infrastructure techniques as indicated in the New York State Stormwater Management Design Manual (2010): green roofs (as shown in the photo on page 130 of the Chancery Building at the Chapel of Our Lady Restoration), reducing impervious surfaces, using soil and vegetation within a shallow depression to manage and treat small volumes of rainwater, bioretention areas, vegetated swales, porous pavement, and rain barrels or cisterns. New development should also meet ENERGY STAR, LEED (Leadership in Energy and Environmental Design) or other similar standards. Additionally, new development should use low-wattage, fully shielded lighting to improve energy conservation, visibility and public safety, while minimizing light pollution. The current owner of the Marathon site has stated that he is interested in obtaining LEED certification for structures at Marathon and that rain gardens could be used to manage stormwater at the site.

- *Development should employ design elements consistent with the Village character.* Residents have expressed their desire that buildings constructed at the Marathon site,

which is located within the Local Historic District, be consistent with the historical character of the Village, as depicted in the photograph at right of a Main Street entryway. Site layout should give prominence to pedestrians, rather than being oriented towards the automobile, with buildings located close to the street and to each other, and parking located behind buildings. Design standards should be adopted to ensure that new development in this area incorporates the features of traditional village neighborhoods. The current owner of the Marathon site has stated that, in view of the Village's industrial past, he would explore the idea of an industrial "look" to development at Marathon.



- *Development should maximize Kemble Avenue south of the Boulevard as a pathway.* Residents have expressed their desire to preserve the "small-town" streetscape of Kemble Avenue, and to create an attractive walking and bicycle path from Main Street down to the Foundry Preserve, with places to stop and sit. Such a path, which would include sidewalks and shade trees (as shown in the photo of Main Street above) and possibly benches, could tie together Main Street and the Foundry and would remind people of the industrial heritage of the Village. Additionally, if the lots on the eastern side of Kemble are developed (or, in the case of the VFW building, redeveloped), both sides of Kemble should have similar characteristics, in terms of setbacks and building height.

Cold Spring 2011 Local Waterfront Revitalization Strategy

- *Parking should be secondary to main uses and hidden from streets.* Many residents wish to avoid the unsightliness and pollution of parking lots by ensuring that parking areas are not visible from streets. Generally, only sufficient parking that is necessary for future uses should be created, and such areas should be hidden from view (as shown in the photo at right of the parking area behind the waterfront condominiums) and have pervious surfaces. Although in the past some Village residents have considered a parking lot as a desirable use for a portion of the Marathon site, the site has been rejected by Metro-North as a feasible location for commuter parking (because it is too far from the train station and such parking would not be visible from the platform) and is not realistic for Main Street parking (because patrons of Main Street businesses would be unlikely to park several blocks away).¹⁷ Additionally, a parking study conducted by the Special Board in 2008 concluded that there is ample parking in the Village such that there is no “parking problem” but rather a “convenience problem” on Main Street at peak times such as weekend afternoons (which can be addressed by measures such as charging for on-street parking rather than building more parking lots). Moreover, building a parking lot at Marathon could create more traffic in the surrounding area, a situation that many residents wish to avoid. Notwithstanding these issues, a small winter parking area could be set aside to replace the current winter parking strip along Kemble. The current owner of the Marathon site has stated that he is in favor of siting parking areas behind buildings.



Photos: Page 120 view of Kemble Ridge from Foundry Cove; Page 128, shops on Main Street; Page 130, green-roofed Chancery Building, new annex to Cold Spring’s Chapel Restoration; Page 131, Main Street entryway; Page 132, cars parked behind the Cold Spring Landing condominiums.

¹⁷ The planning firm Phillips Preiss & Shapiro has expressed strong skepticism that parking at Marathon could alleviate the perceived parking problem in Cold Spring:

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. Instead, ***merchants should be induced to park on the periphery of downtown.*** With two employees per store, and since they arrive before shoppers, Main Street merchants otherwise preempt something like 60 of the most convenient parking spaces. ***Parking space regulations should be carefully calibrated mindful of the need to assure parking turnover, yet allow long enough parking for browsing and dining.*** This would argue for something like three-hour parking.

“Pointers for Economic Development,” at p. 37, available at <http://philipstown.com/shapiroReport.pdf>.

Additional Projects

In addition to the key projects described in the preceding section, the Village is working on several other improvements that serve to advance this revitalization strategy. These are summarized below, together with any recommendations of this LWRS.

1) RiverWalk: Access and enjoyment of the waterfront, with ADA accessibility, are high priorities for the residents of Cold Spring, as seen in responses to the Resident Survey conducted in May 2007, the community forum on October 20, 2007, discussions of the Vision and Goals in 2009, break-out discussions (on a RiverWalk, boating, Dockside) on April 24, 2010, and discussions of Dockside and the Village Garage Site on May 14 and September 17, 2011, as well as in other work throughout this planning process since 2006. Earlier, too, the idea of a RiverWalk was specifically included in the 1987 Master Plan.

Based on the extensive input from the community, the second Goal in the Vision and Goals is “Take full advantage of our location on the Hudson River”. As one way to fulfill that goal, the draft Comprehensive Plan and this LWRS include an Objective to “Develop a RiverWalk” with specific Recommendations for:

- A) Design and construction of a RiverWalk from Foundry Dock Park along the river and through Dockside. This route of perhaps half a mile is uneven in quality, mostly along roads, some with sidewalks in poor condition, some with none, beginning and ending in parks. Design work is needed to provide continuity from section to section, safety, and beautification. Construction can be done in segments and phases.
- B) Signage and a map for multiple pedestrian routes through the Village. The routes would go from varied neighborhoods and lead to the walk along the river itself.



Figure 29

- C) Feasibility study for a loop path with a crossing over, or under, the railroad tracks. One route could be from Dockside on a causeway north along the railroad (with provision for safety) to the bridge across the tracks at Little Stony Point then back along Morris Avenue or Fair Street to Main Street, the riverfront and Dockside. Another possibility is an underpass from Dockside to the east side of the tracks at the Village Garage site, then out to Fair Street and back to the riverfront.

2) Butterfield Hospital Site: Butterfield Hospital, built in 1925 with funds bequeathed by Julia Butterfield, wife of General Daniel Butterfield, closed in 1993. Today the privately owned, 6.1-acre site is zoned as a Designated Medical and Health Care Facility. The site includes the 44,000-square foot former hospital building, which is used occasionally for training exercises for emergency personnel, and the Lahey Pavilion, which contains



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medical offices. In total, the building generates approximately \$110,000 in rent/leases per year. The southern lawn adjacent to the old hospital building is a gateway to the community and has been the scene of many Village festivals; the parking lot currently serves as a setting for the weekly Cold Spring Farmers' Market. In 2010, the Putnam County government negotiated with the owner to purchase the entire site, with the intention of using the former hospital building for municipal services. That plan stalled in late 2010, and recently (October 2011) the owner presented, for discussion purposes, concept drawings to the public and Village Board that included a 22,000 square foot, 2 ½ story municipal building (with commitments for 2,000 sf from the Village, 4,000 from the Town, and 6,000 from the County), 50-units of affordable housing and 40 units of market rate housing, with the open lawn on the south end of the property kept open, all in what would be a Planned Unit Development. The target date for breaking ground is May 2012.

For the future, this LWRS proposes that the site be designated "Mixed Use," and include in that Mixed Use area The Nest, the Grove and M&T Bank (see Land And Water Uses Section, for explanations). These could be evaluated for any future use as a whole or as parts, with consideration given to the impact of any proposed combination of uses, property tax implications, preservation of a substantial lawn as a Village Green, pedestrian and vehicular access, and the way any development integrates with the community.

Revenue generation for the Village is a high priority. Consideration should be given to such uses as private offices, research, and other commercial possibilities.

The consideration of uses for the Butterfield site should not be done without carefully weighing the impact on the Village Hall and the Town Hall. The Town Hall (photo at right) has its meeting space on the second floor, a serious problem for ADA compliance, and one that would be expensive to correct. Plans for an expansion of the building, which led to the Town's acquisition of a single-family property on Cedar Street north of the Town Hall several years ago, never materialized. This was in part due to the cost of upgrading the historic structure, which is in Cold Spring's Historic District. If the functions now located in the Town Hall are moved, every effort should be made to preserve the building through adaptive reuse. The Village Hall (photo below, left) is an important anchor for Main Street, and contributes greatly to its authenticity. Moving some of the functions to a new facility on the Butterfield site, possibly police



(although the presence of parked police cars contributes to the sense of a functioning Main Street), the building inspector, and the justice courts (and consolidating the Town, and Village courts), while leaving other public functions, such as the clerk's office and space for public meetings, may offer the best and most balanced solution – achieving efficiency, while retaining the active use of the building on Main Street.



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- 3) **The Grove:** Formerly known as Loretto Rest, this historic building was the home of Dr. Frederick Lente, a renowned surgeon employed by the West Point Foundry in the 19th century. The architect was Richard Upjohn. The Village owns the property, which is currently zoned Designated Retail-Financial-Professional. Efforts over several years to develop a plan and find a use for the property have not been successful. The Grove is on the National Register of Historic Places. The third floor slate mansard roof, dating to the early 1870s, was removed in 2008 and replaced with a hip roof in the style believed to be original to the house – an action taken by the Village government, but not without controversy. The building is beloved by many in the community, but sits in some disrepair on a hill overlooking The Nest. Any future use should protect the property's status on the National Register, and, like the Butterfield Hospital site, should take into consideration the surrounding properties within its Mixed Use area. Suggestions for use of the building have included possibilities that would generate revenue for the Village such as a B&B, offices, or a function related to the adjacent Lahey Pavilion.
- 4) **The Cold Spring Boat Club:** The Boat Club is owned by the Village and leased, rent free, to the approximately 180-member non-profit organization. The bylaws stipulate that members be residents of Philipstown. There is a widely held view that a large majority of members are from outside the Village, which the LWRS was not able to confirm. The property includes a launch ramp and floating docks, and a structure built originally to manufacture trusses but since upgraded with member funds and sweat equity, sitting on 1.7 acres. The Village signed a 20-year lease in 2003 that includes a clause permitting termination of the lease in the event the building is destroyed. In 2006 the DEC discovered that the building sits on the former site of a Manufactured Gas Plant (MGP) and is the location of significant pollution from coal tar. After some public concern over a proposal to leave the building stand and simply excavate the contaminated soil from east of the building, the DEC has now agreed to test the soil under the building and review its recommended remedy. This LWRS recommends that any re-building of the structure or change in use of the property be done in collaboration with the Boat Club, improve resident access to the facilities, and yield revenue to the Village. Of particular and notable interest is providing restroom facilities to the public with direct outside access, which the Boat Club members will not be expected to maintain.
- 5) **Foodtown Area:** The Cold Spring Planning Board is reviewing a proposal for expanding the Foodtown store. This expansion represents Foodtown's exercise of an option in its lease, signed when it moved into the space in 2003.



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This LWRS urges that a careful, qualitative traffic flow analysis be prepared that recommends ways of mitigating the serious problems with pedestrian, vehicular and delivery truck traffic in an area that includes a delivery zone backing on a new neighborhood with small children, and frontage on Route 9D (Chestnut Street). This LWRS also recognizes the potential for redevelopment in the Foodtown area that would permit upper floors with added revenue for both the owners and the Village and more effective integration of the area with the fabric of the traditional community.

- 6) **Main Street Project:** Several years ago, the Village was awarded two Federal grants, of \$800,000 and \$200,000, to upgrade sidewalks and storm water drainage, especially along Main Street, but including other areas of the Village as well. The Village is now in the final engineering phase of this project, with the possibility that work can begin within the next year. The LWRS recommends that the improvements in sidewalks and storm water management be consistent with the many recommendations listed elsewhere in this report, such as 1.7 and 1.10 in the Goals, Objectives and Recommendations.
- 7) **Playing Field Project:** In December 2010, a report on athletic field usage was presented at a public meeting at Haldane. The report presented evidence that existing fields were over-used and many were in poor condition. The report urged that the issues be addressed on a region-wide scale. Following that, an Athletic Field working group was established that was made up of Town, Village, School, and various club officials. The Village has agreed to share in the funding of the project, with the objective of defining options, their costs, and seeking solutions to the current deficiencies. This LWRS agrees that the Village should participate in the review, but cautions that the available land in the Village is very limited, and an already high proportion (33%) is fully tax exempt. Emphasis should be placed on seeking recreation space outside the Village.
- 8) **Parking Lot East of Metro-North Station:** A parking lot east of the station was proposed in the 1987 Master Plan. This LWRS recommends that the feasibility be vigorously pursued, possibly with an ad hoc Parking Working Group established to determine the feasibility, benefits, and costs of such a facility, working with Metro-North and any other relevant agencies.
- 9) **Parking, metering:** A subcommittee of the Government, Infrastructure and Public Services (GIPS) Working Group recommended in October 2008 that multi-meter (“pay-and-display” style) parking meters be installed along Main Street, Depot Square and at the municipal lot, and that the Village consider a broader Parking Benefit District, with such meters along side streets, but only if the State allows a resident

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permit system to exempt residents along those side streets from metering. This LWRS recommends that a Parking Working Group be established to determine costs of meter acquisition, installation and maintenance through a competitive Request For Quotations, and if the projected net revenues are favorable, to install meters where they can assist with making spaces available without undue disruption to the access now enjoyed by residents.

10) Parking and Safety at Ballfield and Drug World lots:

The same subcommittee of GIPS proposed improvements to parking at two locations directly off Route 9D, the Haldane Ballfield and Drug World lots (photo, right). Both of these lots have no sidewalk, direct vehicular pull-in, and highly “vulnerable” pedestrian traffic (children at the ballpark lot, seniors at Drug World). This board recommends that the Village direct a Parking Working Group to find solutions, and to seek funding for preparation of proposals from a traffic engineer for improvements at both locations.



11) Sidewalk and Trails Access Improvement Program:

The implementation of sidewalk improvements under the Federal grant noted in #5, Main Street Project, above, affords a great opportunity to set standards and establish a 5-year plan to extend improvements throughout the Village. Some have observed that the number of hikers has increased in the past year, making it more important for the local economy and increasing the urgency of finding safe routes to the trailheads north of the Village. This LWRS recommends that a Working Group be established to provide continuity, help guide priorities, and report on progress in sidewalk improvement and access to trails. See also 1.7 in the Goals, Objectives and Recommendations section.

12) Fire Company Building Improvement Project:

The Cold Spring Fire Company has long sought to upgrade its firehouse. The Special Board prepared a report on possible new locations for a firehouse, but the present direction seems to be to renovate the existing facility. This LWRS recommends that working with the Fire Company an ad hoc fire safety advisory committee be established to make recommendations on all aspects of fire safety in the Village, ranging from burying overhead power lines, to upgrading the firehouse, to fire sprinkler regulations.

13) Water Distribution System Upgrades:

The Village’s water distribution system is over a hundred years old, and the principle reservoir dams may be half again that old. In June 2010 the Village obtained an engineer’s recommendations for improvements in the system, which have begun to be acted upon, with the summer 2011 initiative to float a bond for \$1.5 million, principally for relining the distribution mains along Main Street. With the reservoir dams still receiving a low rating by the state (although efforts

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to remediate have been welcomed), hardly any other aspect of infrastructure improvement merits more attention, or resources, than this one.

- 14) Storm Water Management Upgrade:** Just as the Main Street Project (#5) for sidewalk improvements creates opportunities throughout the Village, so, too, the funding of storm water upgrades can help direct attention and local resources to on-going storm water issues in other areas of the Village. Simply mapping the storm water system would be a helpful first step, and this LWRS recommends that this be done, and that system improvements be consistent with DEC storm water management guidelines.
- 15) Wastewater Treatment Plant Upgrades:** The Village has undertaken a number of steps to improve the efficiency of the wastewater treatment plant, which was built in 1972, and will have to schedule replacement of many components over the next 10 years. This LWRS recommends that a schedule of replacements and upgrades, with projected costs, be prepared to assist with the project management and financing of needed improvements.
- 16) Dog Run:** During the public workshops, and in the resident survey in 2007, there was interest in having a dog run in the Village. The Village should continue to seek a reasonable location for such an amenity. Possibilities might include Mayor's Park, the Village lot on Kemble Avenue, and a portion of the Marathon site.

Photos: Page 133, Butterfield Hospital; Page 134, middle right, Philipstown Town Hall; Lower left, Cold Spring Village Hall on Main Street, a former fire station; Page 135, The Grove, a house designed by Richard Upjohn; Page 136, Soccer field at Mayors Park; Page 137, Drug World Parking lot

Appendix

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Many thanks to the following and all others, including the 326 who responded to the Resident Survey, who helped in many different ways:

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Contributing Businesses, Organizations and Agencies

Building Bridges Building Boats
Cathryn's Tuscan Grill
Chapel of Our Lady Restoration
Cold Spring Boat Club
Cold Spring Café
Cold Spring Fire Company No. 1
Cupoccino
Foodtown
Go Go Pops, Go Go Joe
Haldane School
Hudson Highlands Land Trust
Hudson Hil's
Hudson Valley Greenway
Main Course
Metro-North
NYS Department of Environmental Conservation
NYS Department of State
NYS Office of Parks, Recreation & Historic Preservation
Our Lady of Loretto Church
Preservation League of New York
Putnam County Historical Society & Foundry School Museum
Putnam County Office of Planning
Scenic Hudson
St. Mary's Church in the Highlands
Town of Philipstown
Village of Cold Spring
West Point Real Property Office

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Working Group and Consultant's Reports

Community Resources

Stakeholder Meeting Report (Draft), 9/04/2008
S.W.O.T. Findings, November 2008

Economic Development

Stakeholder Meeting Report (Draft), 11/13/2008
Jobs/Employment in Cold Spring (Draft), 11/13/08
Understanding Village Taxes (Draft), 11/24/08
S.W.O.T. Findings, 11/5/2008
Businesses on Main Street Data Spreadsheet (Draft), updated August 2010

Government, Infrastructure and Public Services

Emergency Services (Draft), December 2010
Firehouse Site Review (Draft), 4/14/2008
Garbage Collection Recommendations (Draft), 6/1/2008
Garbage and Recycling (Draft), 6/1/2008
Government Services (Updated Draft), 3/11/2010
Parking Data Spreadsheet (Updated Draft), July 2009
Parking Presentation, Stakeholder Meeting, 10/16/2008,
Report 3/11/2009
Public Transportation, (Updated Draft), 11/28/2010
Streets and Sidewalks (Updated Draft), 11/28/2010
S.W.O.T. Findings (undated)
Water, Sewer, Storm water, (Updated Draft), 4/14/2008

Village Character, History and Historic Preservation (VCHHP)

Stakeholder Meeting & S.W.O.T. (Draft) 2/12/09
Village Character Statement (Draft), 6/01/09
Selected Cold Spring Neighborhoods, Statement of Significance (Draft),
10/29/2008

Waterfront and Open Spaces

Waterfront Properties Inventories (Drafts) (36 files) 2007 – 2009
Vacant and Undeveloped Properties Inventory (Draft), undated
Waterfront & Open Spaces Report (Draft), August 2009
Stakeholder Meeting Report with S.W.O.T. (Draft), 9/11/08

Report of October 20, 2007 Community Update and Public Forum

Marathon and Dockside Report to Village Board, 9/8/2009

Vision & Goals

Community Workshop on Draft Vision and Goals, 6/18/2009, Report 10/27/09
Draft Vision and Goals, updated 8/14/2009

Consultant's Reports

GreenPlan Planning Analysis, November 2010

Resident Survey Report

Village of Cold Spring

2007 Resident Survey Results

Public Presentation
January 10, 2008

Prepared by the Survey Group of the Special Board
Comprehensive Plan/Local Waterfront Revitalization Program

Methodology

In early May 2007, the Village of Cold Spring's Resident Survey was mailed, with two copies sent to every household within the village. Additional copies were made available at the Village Hall and Butterfield Library.

326 valid surveys were returned. This was a 20% response rate, out of the 1595 residents 18 years and older (according to the official U.S. Census for the year 2000).

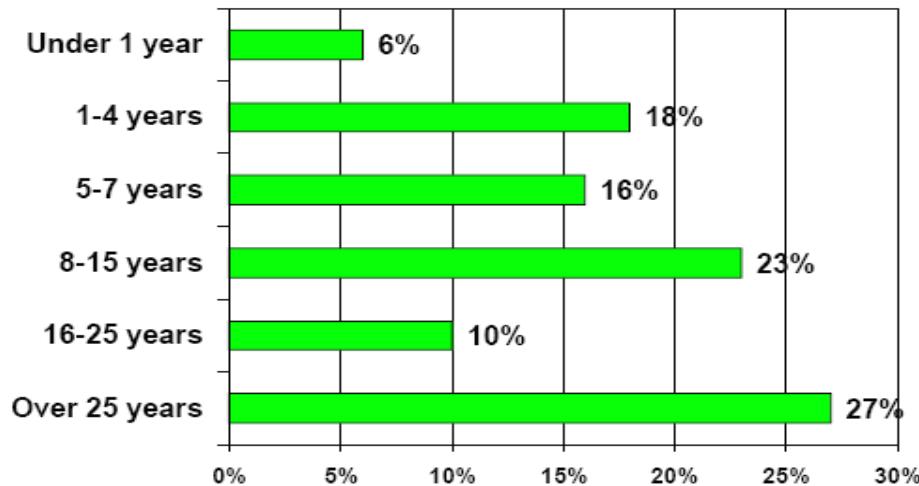
This summary report provides an overview of the information obtained. The complete survey responses, including all written comments, will be made available separately.

Categories of Questions

- Who Responded
- Vision for Cold Spring
- Village Character
- Waterfront
- Business/Economic Development
- Government and Public Resources
- Quality of Life/Community Resources
- Housing and Buildings

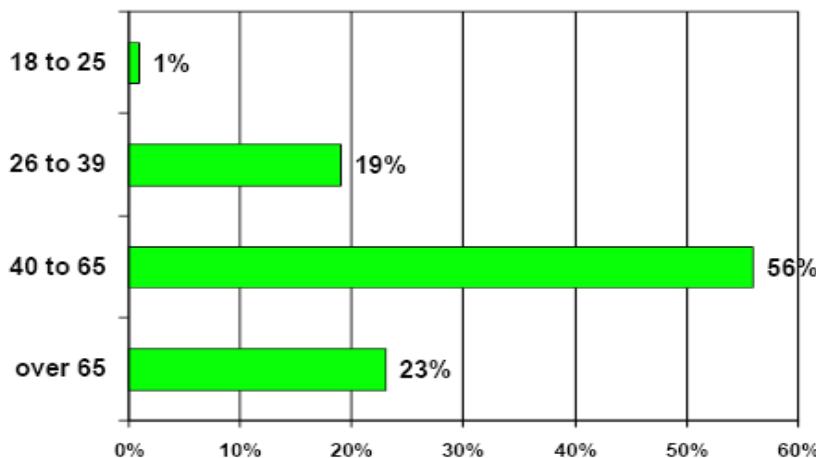
Who Responded

I have lived in the village of Cold Spring for:



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My age is:



My residence:

- Own 266 84%
- Rent 52 16%

My residence also includes a storefront:

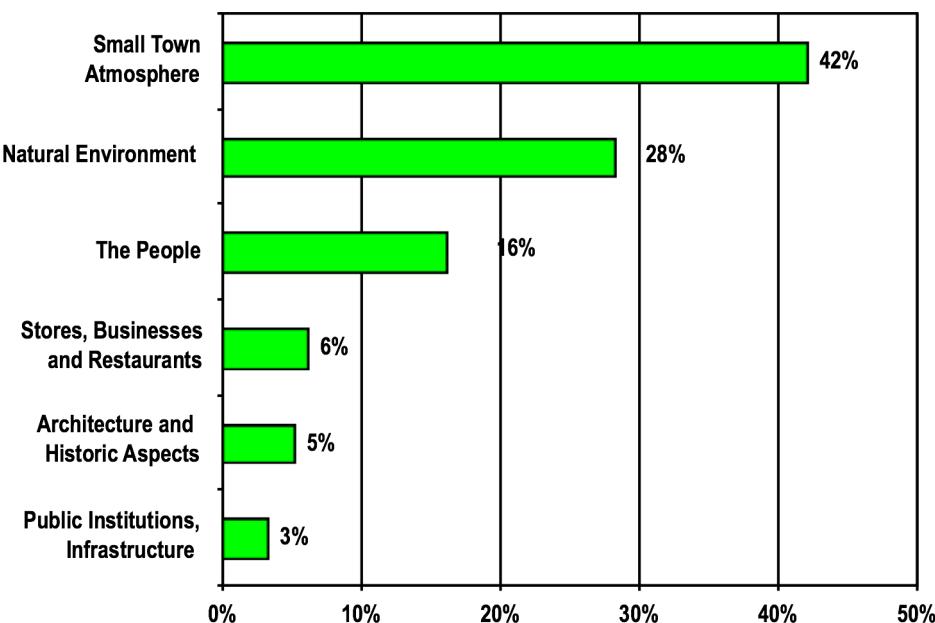
- Yes 18 6%
- No 281 94%

I plan to live in the village for the next 10 years:

- Yes 282 93%
- No 20 7%

Vision for Cold Spring

What are 3 things you like best about living in Cold Spring?

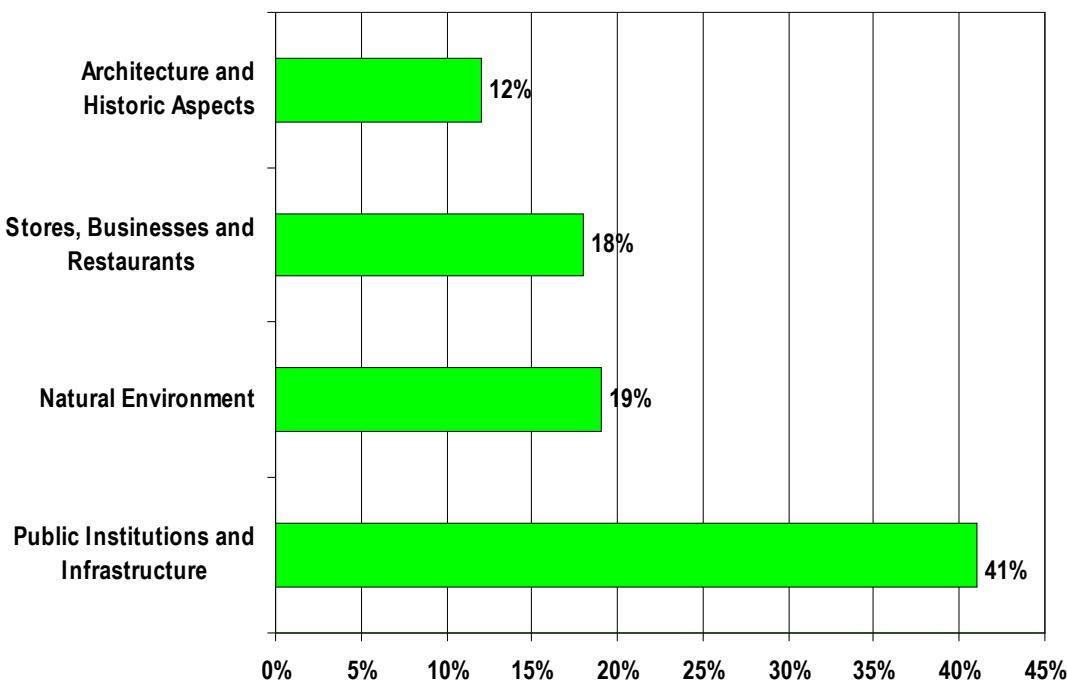


- **"Small-town atmosphere"** – Almost half of responses (351) referred in some manner to Cold Spring as a "small-town." Comments described the ease of walking to services, the village's safety, its peacefulness, and its easy access to NYC (walking to train).
- **Natural Environment** – Appreciation for the Hudson River and the landscape were cited in 236 responses. Comments described "river" and "waterfront" along with beauty, scenery, parks, nature and views.
- **The People** – 137 respondents expressed their liking for the village's people. Comments referred to sense of community, caring, friendliness, and neighbors.
- **Stores, Businesses and Restaurants** – Cold Spring's small local shops, businesses and good restaurants were cited in 52 responses. Comments made included "no chains," "no franchises," the local base, and good food.
- **Architecture and Historic Aspects** – 42 comments were made about the historic village, the history, old houses, beautiful architecture.
- **Public Institutions and Infrastructure** – 25 comments were made about the library, schools, fire and emergency services.

(Percentages based on 843 Comments.)

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What 3 things would you change about Cold Spring?

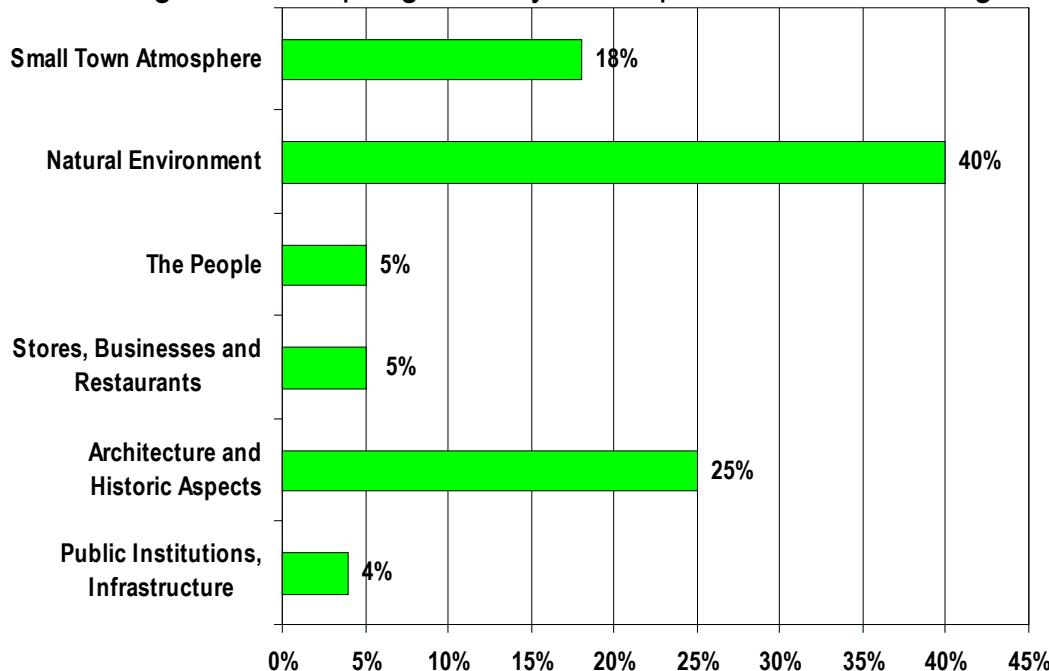


- **Architecture and Historic Aspects-** 83 Comments addressed concerns about additional growth and housing development, especially houses built out of scale or neighborhood context. Comments also mentioned the historic and architectural review process and the inconsistent enforcement.
- **Stores, Businesses and Restaurants-** Many responses (126) were about the businesses and shopping options in Cold Spring. Respondents expressed the need for more food options (ranging from gourmet to low cost), retail with extended hours, coffeeshores (with music) and products/services more focused on resident needs.
- **Recreation and Natural Environment-** 130 comments involved recreation in nature, including docks at the waterfront, bike paths and a swimming pool.
- **Public Institutions and Infrastructure-** The largest number of responses (282) referred in some manner to Cold Spring's infrastructure and government. Within this category parking issues topped the list, followed closely by comments on leadership, the non-elected boards, law enforcement, sidewalks, schools and taxes.

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(Percentages based on 696 Comments. There were 75 other widely varied comments that did not fall into broad categories.)

What 3 things in Cold Spring would you like preserved for future generations?



- **"Small-town atmosphere"** - The need to retain the small-town feel, character and safety of Cold Spring was cited in 130 comments.
- **Natural Environment** - 292 responses referred to the natural beauty of the area -- the waterfront, the views, the open space. A large number commented on the need to preserve access to the river and to protect the waterfront.
- **The People** - A number of respondents (40) emphasized that they don't want the village to change. They see the need to keep the community spirit and neighborly feeling of Cold Spring. Some commented on traditions such as parades and concerts.
- **Stores, Businesses and Restaurants** - Concerns were expressed (38) about having a prosperous business sector and many referred to the need to have locally run businesses as opposed to chains or franchises.
- **Architecture and Historic Aspects** - 186 comments were made about preserving the architecture, the history, and Main Street, and concerns about overbuilding or changing the character of the Village.
- **Public Institutions and Infrastructure** - 31 comments were made about the library, schools, and other cultural institutions.

Cold Spring 2011 Local Waterfront Revitalization Strategy

- (Percentages based on 735 Comments. There were 18 other comments that did not fall into broad categories.)

Village Character

How important are the following for the future of Cold Spring?

Top 10 - Very Important (VI) and Important (I)

	VI	I	Total
▪ Keeping the "small town/village" character	280	38	318
▪ Quality of our water supply	267	49	316
▪ Maintaining scenic views	247	66	313
▪ Preserving the character of Main Street	213	94	307
▪ The vitality of local businesses	181	124	305
▪ Protecting natural resources, streams and wetlands	231	71	302
▪ Protecting historic properties throughout the village	199	101	300
▪ Planting and caring for trees along streets	161	137	298
▪ Shopping in the village	143	147	290
▪ Dining in the village	143	145	288

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Please rank your top 3 priorities:

Top 10 – Level of Priority

	1 st	2 nd	3 rd	Total
▪ Keeping the "small town/village" character	141	37	33	211
▪ Quality of our water supply	48	33	11	92
▪ Protecting natural resources, streams and wetlands	16	31	29	76
▪ Limiting growth in the surrounding area	11	18	29	58
▪ Preserving the character of Main Street	5	24	28	57
▪ The vitality of local businesses	14	23	20	57
▪ Protecting historic properties throughout the village	4	25	14	43
▪ Maintaining scenic views	7	17	16	40
▪ Maintaining open space in the village	6	21	10	37
▪ More parking: Route 9D to the river	10	8	15	33

Waterfront

How important are the following at the waterfront?

Top 10 - Very Important (VI) and Important (I)

	VI	I	Total
▪ Protecting the flora, fauna and ecosystem	202	76	278
▪ Maintaining the shoreline in a natural state	197	74	271
▪ Benches for viewing nature	93	161	254
▪ A river walk	124	104	228
▪ More public events (e.g. fireworks, concerts)	69	141	210
▪ Picnicking areas	75	131	206
▪ Kayaking, canoeing, and non-motorized boating	96	110	206
▪ Acquiring more waterfront property for public uses	112	93	205
▪ A small beach	70	94	164
▪ More eating places	36	116	152
▪ Visitor boat docking	55	97	152

Please rank your top 3 priorities:

Top 10 – Level of Priority

	1 st	2 nd	3 rd	Total
▪ Protecting the flora, fauna and ecosystem	44	79	52	175
▪ Maintaining the shoreline in a natural state	78	51	32	161
▪ Acquiring more waterfront property for public uses	39	25	29	93
▪ A river walk	25	23	37	85
▪ More public events (e.g. fireworks, concerts)	36	18	18	72
▪ Benches for viewing nature	6	10	23	39
▪ Kayaking, canoeing, and non-motorized boating	7	16	15	38
▪ A small beach	6	7	19	32
▪ Docking for ferries and other passenger boats	13	9	10	32
▪ More eating places	12	11	8	31

Business/Economic Development

How important are the following for the future of Cold Spring?

Top 10 - Very Important (VI) and Important (I)

	VI	I	Total
▪ Independent, locally-owned businesses	193	125	318
▪ Successful Main Street businesses	226	91	317
▪ Encouraging visitors to arrive by train	153	128	281
▪ Tourism	143	130	273
▪ Small, home-based businesses	109	137	246
▪ Nationally franchised businesses	177	63	240
▪ Encouraging business owners and their employees to park away from Main Street	125	100	225
▪ More parking	117	103	220
▪ Encouraging visitors to arrive by boat	97	102	199
▪ Encouraging non-retail businesses to locate here (e.g. research firms, offices, education institutions.)	71	113	184

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Please rank your top 3 priorities:

Top 10 – Level of Priority

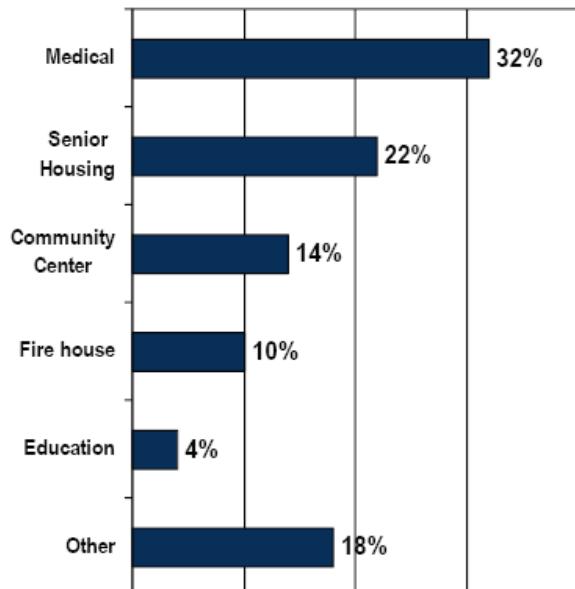
		1 st	2 nd	3 rd	Total
▪ Successful Main Street businesses		132	47	40	219
▪ Independent, locally-owned businesses		41	72	27	140
▪ More parking		38	29	33	100
▪ Tourism		20	38	41	99
▪ Encouraging visitors to arrive by train		23	26	37	86
▪ Encouraging non-retail businesses to locate here (e.g. research firms, offices, education institutions)		20	12	28	60
▪ Small, home-based businesses		9	23	24	56
▪ Encouraging business owners and their employees to park away from Main Street		10	22	23	55
▪ Encouraging visitors to arrive by boat		1	9	12	22
▪ Expanding business areas beyond current site		2	8	12	22

New businesses needed in Cold Spring

▪ Movie theater	127	39%	
▪ Coffee house	110	34%	Percentages based on 326 surveys. Respondents could select multiple choices.
▪ Laundromat	86	26%	
▪ Bed & Breakfasts	85	26%	
▪ Shoe repair shop	81	25%	
▪ Clothing stores	69	21%	
▪ Educational institutions	56	17%	
▪ Inns	43	13%	
▪ Tavern	43	13%	
▪ Research labs	40	12%	
▪ Cold Spring has enough businesses	36	11%	
▪ Internet cafe	34	10%	
▪ Conference center	28	9%	
▪ Shopping center	16	5%	

2 Key Locations

What uses should be considered for Butterfield Hospital building and grounds:

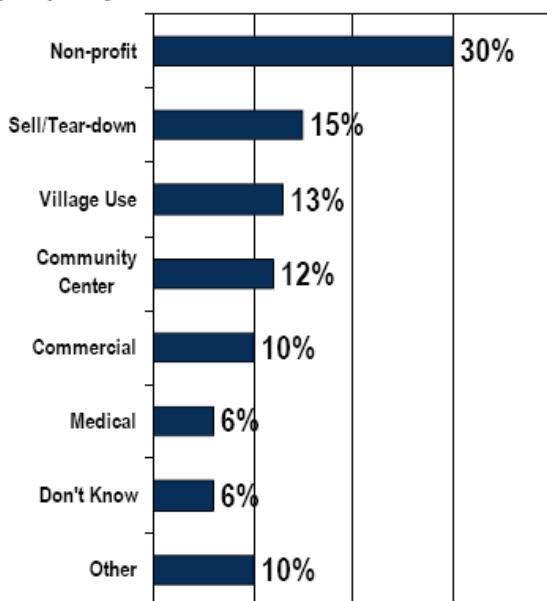


- **Medical** includes urgent care, hospital and doctors' offices.
- **Senior Housing** includes assisted living.
- **Community Center** included uses for whole community, seniors and teens and many responses mentioned pool and gym.
- **Education** included Haldane and SUNY as well as private educational uses.
- **Other** included park, movie theater, upscale housing, offices and other commercial uses such as research labs, business incubator.

There were 267 responses for this question and only the first use named is shown on this chart. Figures are rounded.

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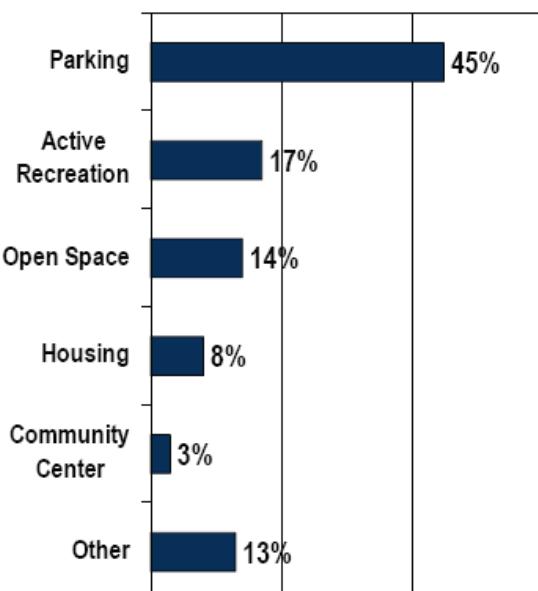
What uses should be considered for Loretto Rest (the Grove) home and property:



There were 213 responses for this question and only the first use named is shown on this chart. Figures are rounded.

- **Non-profit** uses taking advantage of the historical structure included museum, arts center, visitor center.
- **Sell/Tear-down** included suggestions that the Village sell the property to a private owner or raze it.
- **Village Use** included offices and public meeting spaces.
- **Community Center** included uses for whole community, seniors and teens.
- **Commercial** uses included conference facility, B&B, inn or offices.
- **Medical** included doctors' offices, nursing home, assisted living or emergency services.
- **Other** included housing, or educational uses such as Haldane or SUNY.

What uses should be considered for Marathon battery field on Kemble Ave:

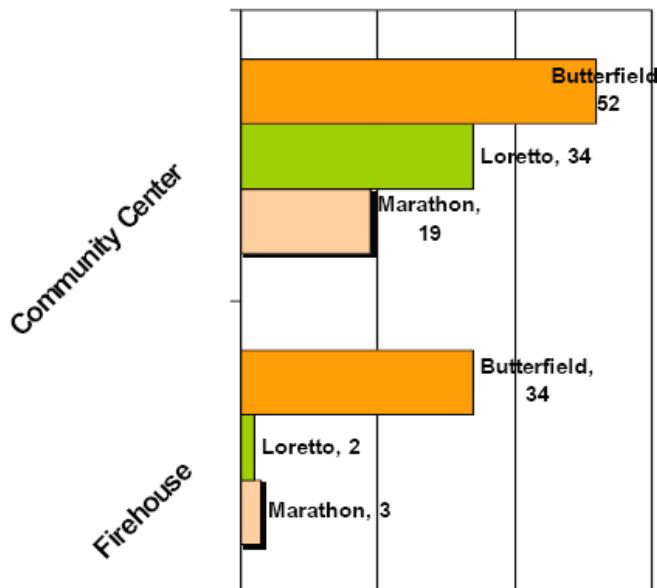


There were 246 responses for this question and only the first use named is shown on this chart. Figures are rounded.

- **Active recreation** included swimming pool, skate park, skating rink, track, and ball fields.
- **Open Space** included preserving the land as is -- or keeping it for passive uses such as a wildflower meadow or gardens.
- **Community Center** included uses for whole community, seniors and teens and many responses included pool and gym.
- **Other** varied widely, e.g. dog run, conference center, "green" center, shopping.

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For these three sites, two community facilities were frequently suggested:



- This slide reflects all mentions of community center and fire house submitted in this section of the survey.
- Community Center facilities included uses for whole community, "teen/youth center" and "senior center." Ideas included a gymnasium and swimming pool.
- Suggestions for the fire house focused largely on the Butterfield site.

Government and Public Resources

How satisfied are you with the effectiveness of the following in Cold Spring? Ranked by Very Satisfied (VS) and Satisfied (S)

	VS	S	Total	%
▪ Fire company	193	97	290	89%
▪ Street maintenance, snow clearance	141	146	287	88%
▪ Garbage collection and recycling	167	110	277	85%
▪ Ambulance services	160	97	257	79%
▪ Sewer and water system	115	140	255	79%
▪ Butterfield Library	131	120	251	77%
▪ Police Department	126	121	247	76%
▪ Storm water system	74	141	215	69%
▪ Sidewalk maintenance	50	117	167	52%

Quality of Life and Community Resources

How important are the following for the future of Cold Spring?
Very Important (VI) and Important (I)

	VI	I	Total
▪ Controlling the speed of street traffic	146	120	266
▪ A senior center	97	131	228
▪ Expanding youth recreation	94	130	224
▪ Providing better crosswalks for pedestrians	116	99	215
▪ A community center	107	104	211
▪ A community theater or auditorium	68	105	173
▪ An updated modern firehouse	65	86	151
▪ Expanding the new trolley service	56	94	150
▪ Increasing the number of playgrounds	39	77	116
▪ Increasing the number of parks	36	34	70
▪ Walking paths in areas without sidewalks	19	21	40

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Please rank your top 3 priorities:

Level of Priority

	1 st	2 nd	3 rd	Total
▪ Controlling the speed of street traffic	55	36	45	136
▪ A community center	38	41	28	107
▪ Expanding youth recreation	36	35	30	101
▪ A senior center	50	24	23	97
▪ Walking paths in areas without sidewalks	28	32	27	87
▪ A community theater or auditorium	28	27	22	77
▪ An updated modern firehouse	23	28	18	69
▪ Providing better crosswalks for pedestrians	11	25	26	62
▪ Increasing the number of parks	13	11	18	42
▪ Expanding the new trolley service	9	14	19	42
▪ Increasing the number of playgrounds	7	14	12	33

Health Care

▪ We need an urgent care facility	175	54%
▪ We need more doctors	88	27%
▪ We need more assisted living	79	24%
▪ Is adequate in Cold Spring	66	20%
▪ We need more dentists	63	19%
▪ We need more nursing homes	41	13%

Percentages based on 326 surveys. Respondents could select multiple choices.

Housing and Buildings

How important are the following for the future of Cold Spring?

Very Important (VI) and Important (I)

	VI	I	Total
▪ Upkeep of commercial properties	168	134	302
▪ Upkeep of residential structures	154	140	294
▪ Controlling the overall size of new structures	200	82	282
▪ Historic design guidelines in designated areas	162	118	280
▪ Limiting the height of buildings	181	90	271
▪ Design guidelines for repairs, renovations, and new construction	144	125	269
▪ Encouraging environmental (green) standards in construction	163	91	254
▪ Encouraging conversion of residences to bed & breakfasts	34	63	97
▪ Allowing new structures to be as close to property lines as others nearby	46	44	90
▪ Contemporary-style houses/buildings in some neighborhoods	19	35	54

Please rank your top 3 priorities:

	1 st	2 nd	3 rd	Total
▪ Controlling the overall size of new structures	42	51	47	140
▪ Design guidelines for repairs, renovations, and new construction	63	25	38	126
▪ Limiting the height of buildings	30	59	36	125
▪ Encouraging environmental (green) standards in construction	50	22	37	109
▪ Upkeep of residential structures	44	30	32	106
▪ Historic design guidelines in designated areas	30	40	31	101
▪ Upkeep of commercial properties	21	46	28	95
▪ Allowing new structures to be as close to property lines as others nearby	8	12	13	33
▪ Encouraging conversion of residences to bed & breakfasts	4	6	6	16
▪ Contemporary-style houses/buildings in some neighborhoods	1	1	7	9

How important is having more of the following?

Very Important (VI) and Important (I)

	VI	I	Total
▪ Moderately-priced housing	104	111	215
▪ Senior citizen housing	93	112	205
▪ Mixed use (shop with residence)	59	98	157
▪ Studio/one-bedroom apartments	36	110	146
▪ Housing for people with disabilities	46	98	144
▪ Low-income housing	39	61	100
▪ Garage or other accessory apartments	29	55	84
▪ Two-family homes	23	54	77
▪ Condominiums/townhouses	11	36	47
▪ Luxury housing	12	29	41
▪ Multi-family buildings (3 or more units)	12	22	34

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Chronology 2006 - 2011

March 2006	Funding awarded by the Hudson River Valley Greenway Communities Council
December 2006	Establishment of Special Board for Comprehensive Plan/Local Waterfront Revitalization Plan and appointment of 11 members.
January 2007	Funding awarded by the New York State Department of State Division of Coastal Resources (DOS)
May 2007	Formation of five Working Groups: Community Resources; Economic Development; Government, Infrastructure and Public Services; Village Character, History and Historic Preservation; and Waterfront and Open Space
June-July 2007	Training by New York State Department of State (DOS), Department of Environmental Conservation (DEC), Sustainable Hudson Valley, and others
October 2008	Meeting with DOS Liaison and agreement to obtain new Work Plan from DOS
July 2009	Size of Special Board reduced to nine members
August 2009	DOS signs 2006 contract with term of Dec. 2006 to Dec. 2009
	Request for Proposal (RFP) circulated seeking planning consultants
October 2009	Received 22 proposals from consulting firms. Interviewed four.
November 2009	GREENPLAN, Inc. selected as planning consultant
December 2009	Initial meeting with GREENPLAN and new DOS Liaison.
January 2010	Work on LWRP suspended because extension of grant beyond 2009 neither approved nor re-appropriated by DOS.
	Decision to pursue stand-alone Comprehensive Plan with assistance from GREENPLAN, but less extensive and at far lower cost, funded by the Village Board.
Jan.-Sept. 2010	Intensive community outreach (see Fig. 1, page 11), meetings, research, review and drafting of Comprehensive Plan by Special Board.

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- | | |
|----------------|---|
| September 2010 | Proposed Plan made available to public. Hearing set. |
| October 2010 | Public Hearing October 14, concluded October 21. |
| November 2010 | Public Presentation to Planning Board, Zoning Board of Appeals, Village Board, Historic District Review Board and Recreation Commission |
| December 2010 | Special Board Recommends Comprehensive Plan |
| January 2011 | Village Board reviews, modifies, and publishes revised Comprehensive Plan for March 1 Public Hearing |
| March 2011 | Village Board holds Public Hearing on Comprehensive Plan |
| May 2011 | Special Board presents concepts for Dockside, the Village Garage and Marathon in Public Workshop |
| September 2011 | Special Board presents recommendations for Dockside, the Village Garage and Marathon in Public Workshop |
| October 2011 | Special Board publishes draft LWRS Report and holds public meetings to hear comment on draft LWRS |
| November 2011 | LWRS completed; Application submitted for LWRP grant funding |

Glossary

Area plan: An area plan is an illustrative plan intended to serve as a template for the application of specified design principles in order to achieve a desired form and appearance of development on a specified parcel or group of parcels in an area. Area plans have no regulatory authority unless they are adopted as part of a comprehensive plan or zoning regulation. Area plans generally illustrate street layout, dwelling types, mixed and/or commercial use locations, park areas, and appropriate civic functions.

Building Code: The New York State Uniform Fire Prevention and Building Code.

Bump-Out: A type of traffic calming using roadway narrowing to achieve speed reduction. Narrowing is usually accompanied by plantings, street furniture, or other vertical elements to draw attention to the constriction and visually bound the space. Bump-outs are achieved by use of curb extensions at intersections, that reduce roadway width curb to curb. They are also called neckdowns, nubs, bulbouts, knuckles, or inter-section narrowings. If coupled with crosswalks, they are referred to as safe crosses. Bump-outs are the most common type of street narrowing. Their primary purpose is to “pedestrianize” intersections. They do this by shortening crossing distances for pedestrians and drawing attention to pedestrians via raised peninsulas.

“Clean” Light Industry: The manufacture of relatively small articles, using small amounts of raw materials, in such a manner that limits any adverse impacts on the community and the environment.

Code: A collection of laws, in this case, the laws and ordinances of the Village of Cold Spring.

Conservation development: A cluster development, as defined in § 7-738 of New York State Village Law, designed using a four-step process that makes livability and natural resource protection a priority. Conservation development rearranges subdivision development on each parcel, as it is being planned, so that most of the buildable land is set aside as permanent open space. Without losing density, the same number of homes or businesses can be built in a less land-consumptive manner than a conventional subdivision.

Conservation easement: An easement, covenant, restriction or other interest in real property, created under and subject to the provisions of Article 49 of the New York State Environmental Conservation Law (ECL), which limits or restricts development, management or use of such real property for the purpose of preserving or maintaining the scenic, open, historic, archaeological, architectural, or natural condition, character, significance or amenities of the property in a manner consistent with the public policy and purposes set forth in Section 49-0301 of the ECL. Conservation easements can be either donated or sold only to a bona fide not-for-profit land trust or to a public agency. Conservation easements include what are also referred to as historic preservation or façade easements, agricultural preservation easements, scenic easements, open-space easements, forever-wild easements, or working-forest easements, provided they are understood to include easements granted for a conservation purpose under Article 49 of the ECL.

Critical Environmental Area: Critical Environmental Areas (CEAs): Areas in the state which have been designated by a local or state agency to recognize a specific geographical area

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with one or more of the following characteristics: a feature that is a benefit or threat to human health; an exceptional or unique natural setting; exceptional or unique social, historic, archaeological, recreational or educational values; or an inherent ecological, geological or hydrological sensitivity to change that may be adversely affected by any physical disturbance. Local or state agencies may designate a CEA under subdivision 6 NYCRR 617.14(g) of the SEQR regulations. Local agencies may designate specific geographic areas within their boundaries as CEAs. State agencies may also designate specific geographic areas which they own, manage or regulate, as CEAs. CEA designation serves to alert project sponsors to the agency's concern for the resources or dangers contained within the CEA. Once a CEA has been designated, potential impacts on the characteristics of that CEA become relevant areas of concern that warrant specific, articulated consideration in determining the significance of any Type I or Unlisted actions that may affect the CEA [see 617.7(c)(1)(iii) and 617.14 (g)(4)]. Often CEAs are recognized and designated because a locality sees this as an avenue to protect or ensure consideration of the resource in land use decisions. As an example, Dockside would be a CEA candidate.

DEC: New York State Department of Environmental Conservation.

ENERGY STAR: ENERGY STAR is a joint program of the U.S. Environmental Protection Agency and the U.S. Department of Energy helping save money and protect the environment through energy efficient products and practices. Products with the ENERGY STAR, “meet strict energy efficiency guidelines set by the EPA and U.S. Department of Energy.” For business, “EPA provides an innovative energy performance rating system” for buildings.

Façade easement: A type of conservation easement used to protect an historic building façade, whereby the owner either donates or sells the right to make alterations to a bona fide not-for-profit land trust or to a public agency.

Form-based codes: A form-based code is a “land use control” that uses physical form rather than separation of uses as its organizing principle. They address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. The land use controls in form-based codes are presented in both text and clearly drawn illustrations and other visuals. They are keyed to a regulating plan that designates the appropriate form and scale (and therefore, character) of development, rather than just distinctions in land-use types and control of development intensity through uncoordinated parameters such as setbacks and parking ratios. They are based upon a premise that the impacts of a use are more important than the actual use and, as such, this approach contrasts with conventional zoning’s focus on the strict segregation of uses. The oldest parts of the Village were built before zoning and much of the development in those days was based upon pattern books and long term knowledge of the physical forms of old world settlements that were both time honored and worked well for a pedestrian based transportation system. Ultimately, a form-base code is simply one tool in a broad toolbox of planning approaches that are recommended. The quality of development that results in the Village will ultimately depend on the goals and objectives the community establishes and that a code provision implements.

Land use regulations: Also known as land use controls, such regulations include but are not limited to the Village Zoning Law, Historic District Law, Tree Law, Floodplain Law, Signs and Placards Ordinance, and Subdivision Regulations.

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LEED (Leadership in Energy and Environmental Design): Developed by the U.S. Green Building Council, LEED is an internationally recognized green building certification system, providing third-party verification that a building or community was designed and built using strategies aimed at improving performance across all the metrics that matter most: energy savings, water efficiency, CO₂ emissions reduction, improved indoor environmental quality, and stewardship of resources and sensitivity to the impacts.

Live-Work Unit: a Mixed-Use unit consisting of both commercial and residential functions. The commercial function is limited to the ground floor of the building. It is intended to be occupied by a business operator who lives in the same structure that combines the commercial activity or industry.

Low Impact Development: Low impact development (LID) is a comprehensive planning and engineering approach to maintaining and enhancing pre-development hydrology of watersheds. The LID approach is designed to protect both water resources and the environment generally, through site design techniques that replicate pre-existing drainage conditions on a site.

Main Street Program, National Trust for Historic Preservation: The Main Street Program of the National Trust is a preservation-based economic development tool that helps enable communities to revitalize downtown and neighborhood business districts by leveraging local assets from historic, cultural, and architectural resources to local enterprises and community pride. It is a comprehensive strategy that addresses the variety of issues and problems that challenge traditional commercial districts.

Main Street Program, New York State: A program of the New York State Office of Community Renewal. The New York State Main Street program provides financial resources and technical assistance to communities to strengthen the economic vitality of the State's traditional Main Streets and neighborhoods. The program provides grants, from the New York State Housing Trust Fund Corporation (HTFC), to local government, business improvement districts, and other not-for-profit organizations that are committed to revitalizing historic downtowns, mixed-use neighborhood commercial districts, and village centers.

Mixed-Use: Mixed-use generally refers to a building or parcel containing both residential and commercial floor space, conceived and designed as a single environment in which both commercial and residential amenities are provided.

NFF - Needed Fire Flow: Needed fire flow is the amount of water, in gallons per minute, that should be available for providing fire protection at selected locations throughout a community. Needed fire flow for individual non-sprinklered buildings is generally calculated based upon construction, size, occupancy, exposure and other factors.

Overlay District: An overlay district is an area or section of the Village illustrated on the Zoning Districts Map, and within which additional requirements are provided to protect identified natural and cultural resources or to provide for incentives for specific types of development that may be encouraged in the Village or to complement those of the underlying land use district to which the "overlay" designation is added. Overlay districts are a way to customize standards for a neighborhood, street, or area.

Payment in Lieu of Taxes (PILOT); An agreement between a government agency and a not-for-profit organization designed to compensate the government for some or all of

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the tax revenue that it is unable to collect because of the nature of the non-profit ownership or use of a particular parcel of real property.

Performance Standards: Performance standards in the context of the Village Comprehensive Plan and Zoning refers to measurable attributes of use, occupancy and operation for environmental conditions like odor, noise, smoke, and other potential nuisances that may have an impact on neighborhoods.

Qualitative Traffic Analysis: An analysis of traffic that focuses on context sensitive solutions to integration of vehicular, bicycle and pedestrian traffic, and includes a qualitative assessment that equally addresses safety, mobility, parking, and the preservation of scenic, aesthetic, historic, environmental, and other community values. Context sensitive solutions should involve a collaborative, interdisciplinary approach in which residents are made a part of the design process.

Quantitative Traffic Analysis: An evaluation of vehicular, bicycle and pedestrian traffic at intersections and crossings that involves tracking and assessing the volume of traffic within discrete time periods, often comparing the volumes and intensity of traffic at different times of day or different days of the week with published standards.

Riparian Corridor: That portion of a watershed immediately adjacent to a stream channel.

Scenic overlay district: A type of overlay district designed to protect scenic views to or from the district.

Shared parking factor: A multiplier in common use that is designed to estimate the number of needed parking spaces, by accounting for spaces that are shared and available to more than one land use or owner, including both commercial and residential uses.

SmartCode: A model regulatory document that can be adopted by local jurisdictions to enable the legal use of traditional planning techniques. The SmartCode codifies many traditional planning techniques such as mixing uses, utilizing interconnected street networks, and designing compact, walkable, and environmentally-sustainable communities. The SmartCode must be legally customized for each local jurisdiction that wants to implement the SmartCode as a zoning option. The SmartCode is a viable alternative to the strict Euclidean structure of Cold Spring's conventional Zoning Law and, if adopted, would allow the Village to legally utilize traditional neighborhood planning techniques.

Smart growth: The concept of smart growth was originally conceived in the early 1970's as a way to promote compact development in areas that already had existing infrastructure. It generally refers to a land use control system that is intended and designed to achieve a variety of objectives, such as encouraging mixed uses, preserving open space and environmentally sensitive areas, providing a choice of housing types and transportation modes, and making the development review process more predictable. Smart growth provides more transportation options and allows for more compact, mixed-use development. As such, smart growth has public health implications because it encourages walking, bicycling, and human interaction, with the potential to support more active, socially engaged lifestyles that result in better physical and mental health.

Stewardship Fund: A stewardship fund is typically established when a conservation easement is donated to or purchased by a land trust. The fund is used for all aspects of

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managing a conservation easement after its acquisition: monitoring, landowner relations, recordkeeping, processing amendments and landowner notices and requests for approval, managing stewardship funds, and enforcement and defense.

Traditional neighborhood development: Compact, walkable neighborhoods with a variety of housing types, a mix of land uses, and streets forming a well connected network, similar to the development found in traditional village centers.

Traffic calming: Traffic calming has many names around the world including traffic mitigation, neighborhood traffic management, and traffic abatement. The Institute of Transportation Engineers (ITE), the recognized authority for traffic engineering in the United States, defines traffic calming as "*The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.*" A major purpose of traffic calming is to reduce the speed and volume of traffic to acceptable levels to increase traffic safety and active street life. Traffic calming consists of a variety of engineering tools including roundabouts or intersection islands, speed controls like curb extensions (bump-outs), speed radar, street narrowings, speed humps or speed tables, textured pavements, raised crosswalks, and numerous other proven traffic engineering measures.

Tree City USA: The Tree City USA program is sponsored by the Arbor Day Foundation in cooperation with the US Department of Agriculture's Forest Service and the National Association of State Foresters. The program provides direction, technical assistance, public attention, and national recognition for urban and community forestry programs in thousands of towns and cities around the nation.

Trees for Tribs Program: This is an initiative of the State's Hudson River Estuary Program. The Program offers free native trees and shrubs for qualifying projects, and the Estuary Program's Riparian Buffer Coordinator can assist with plant selection, designing a planting plan, site preparation, project installation, and other technical information to improve the odds of success for the project. The Estuary Program's Riparian Buffer Coordinator will also pre-dig all planting holes when needed.

Village Code: See the definition for Code.

Work-Live Unit: A Mixed-Use unit consisting of a commercial and residential function. It typically has a substantial commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental residential accommodations that meet basic habitability requirements.

Zoning Law: A part of the Village Code that divides the community into land use districts and establishes building restrictions limiting the height, lot coverage and other dimensions of structures that are permitted to be built within each district. There are two parts to the Zoning Law including the Zoning text (which may also include graphics to illustrate concepts) and a Zoning map. By referring to the Zoning map, it is possible to identify the use district within which any parcel of land is located and, by referring to the Zoning text, to discover the uses that are permitted within that district and the dimensional restrictions that apply to building on that land.

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