

APPENDIX C

ACCESS TO THE RIVER

*A Study of the Feasibility of Providing
Access to the Hudson River Waterfront*

Town of Poughkeepsie

*September 1989
Revised and Updated - February 1998*

Prepared by

*Shuster Associates
Stone Ridge, New York*

and

*Kotz & Associates
Syracuse, New York*

TOWN OF POUGHKEEPSIE

Thomas Murphy, Supervisor

WATERFRONT ADVISORY COMMITTEE

Patrick Hinckley, Chairperson

Wilson Shook, Town Planner

CONTENTS

| | PAGE |
|--|-------------|
| I. BACKGROUND | 1 |
| II. SCOPE OF STUDY | 1 |
| III. WATERFRONT NEEDS SURVEY | 3 |
| IV. SITE FEASIBILITY ANALYSIS | 5 |
| A. Hudson River State Hospital | 5 |
| B. Marist College Waterfront | 6 |
| C. Pirate Canoe Club Road | 8 |
| D. Sand Dock Road | 10 |
| E. Oil Storage Site | 11 |
| F. New Hamburg Greenway Trail | 12 |
| | |
| V. RECOMMENDATIONS AND PRIORITIES | 15 |

EXHIBITS

- A. Waterfront Opinion Survey Form**
- B. Summary of Responses to Waterfront Public
Opinion Survey**
- C. Letter from Lone Star Industries, Inc**
- E. Bowdoin Farm Archaeological Site**

I. BACKGROUND

The Town of Poughkeepsie initiated a study of its entire coastal area in 1985. Planning was funded by a grant from the New York State Department of State, under its Coastal Management Program, for preparation of a local Waterfront Revitalization Program (LWRP). The LWRP includes a variety of policies dealing with a broad range of coastal issues. Among the most significant policies are those aimed at (1) maintaining and increasing public access to the waterfront, (2) enhancing water related recreation opportunities, (3) preserving and enhancing scenic resources, and (4) protection of water resources, particularly the public water supply of the Hudson River.

Despite having nearly nine miles of frontage on the Hudson River, there is no legal access for the general public to the river's edge within the Town. (The only exception is several streets in New Hamburg which end at the river.) The creation of opportunities for access was a major thrust of the planning effort during preparation of the Town's LWRP. Six possibilities for waterfront access were investigated and studied in greater detail under a subsequent grant from the New York State Department of State.

Although the subject of several public hearings and many meetings in 1988 and 1989, the LWRP was never formally approved by the Town. In early 1997, the Town Board, using its own funds, embarked on a program to complete and finally adopt an LWRP. This study has been revised and updated as part of this effort.

II. SCOPE OF STUDY

The scope of the study is as follows:

PURPOSE

There is currently no public access to the Hudson River in the entire Town due to a variety of physical and legal obstacles. This study provides a detailed analysis of the feasibility of providing access to the waterfront at each of the potential sites identified in the LWRP. Implementation of each proposed site is explored, including legal and physical steps necessary to provide access, preliminary design of park facilities, and recommended priorities. Component tasks are:

TASK 1 - WATERFRONT NEEDS SURVEY

A survey of residents and waterfront users was conducted by mail and at selected field locations. Based on responses, specific waterfront facility needs, preferences, and users were identified.

TASK 2 - SITE EVALUATION

The sites identified and evaluated are as follows:

- a. *Hudson River State Hospital*
- b. *Marist College Waterfront*
- c. *Railroad property South of Pirate Canoe Club*
- d. *Trap Rock property on Sand Dock road*
- e. *New Hamburg Oil Storage Site*
- f. *New Hamburg Greenway*

TASK 3 - FEASIBILITY ANALYSIS AND ACTION PROGRAM

Based on the results of the above tasks, each site was evaluated in terms of its capacity to meet identified needs and its physical, legal and financial feasibility. Site feasibility was established and an action program to implement the highest priority sites proposed.

III. WATERFRONT NEEDS SURVEY

A questionnaire was prepared (See Exhibit A) to gather data on present use of the waterfront and preferences for the nature of possible future waterfront improvements. Some 4,500 questionnaires were distributed with the quarterly water billings to Town property owners which are mailed weekly on a revolving basis. A total of 753 responses were received, a return of nearly 17%. An additional 500 questionnaires were distributed to participants in various programs and activities administered by the Town Recreation Department. The number of returns was too small to provide a useful basis for analysis.

The returns were tabulated and analyzed on a Town-wide basis as well as for each ward. Responses from five of the wards were sufficient for analysis - Wards 2, 3, 4 5 and 6.

A. TOTAL RESPONSE

A summary of the tabulation of all responses is attached as Exhibit B. Highlights from the replies are as follows:

- 1. Almost 35% of the respondents go to or near the Hudson River at least once a week. An equal proportion goes there only once a year or less.*
- 2. Over 52% of the respondents had been to Waryas Park in the City of Poughkeepsie during the past year while only 43% had been to Bowdoin Park in the Town. Less than 5% had been to the Audubon Society property along Wappinger Creek.*
- 3. Over 21% of the respondents own boats. Waryas Park and Norrie Point were the most frequently used launching areas although a wide array of other locations was also reported.*
- 4. The means by which respondents are most likely to go to the waterfront area is predominantly car.*
- 5. The five activities most preferred in a waterfront park, in order are: (1) walking for pleasure, (2) picnicking, (3) outdoor concerts, (4) boating/sailing, and (5) resting, reading, being alone.*

6. *The two activities considered most important in terms of access to the Hudson River are viewing and boating. The least important (although favored by over 25%) was swimming.*

B. Ward Responses

More than one-third of the respondents did not indicate the ward in which they lived. The remaining responses were divided as follows: Ward 1 - 18, Ward 2 - 40, Ward 3 - 113, Ward 4 - 133, Ward 5 - 61 and Ward 6 - 93.

The nature of the responses by ward did not vary significantly from the totals. Some of the highlights are as follows:

1. *The lowest proportion of those who go to or near the Hudson River at last once a week was in Ward 2 - 27%.*
2. *Only in Ward 2 had more people been to Bowdoin Park (60%) than to Waryas Park (40%) in the past year.*
3. *The highest rate of boat ownership was in Ward 5 - 25%.*
4. *Viewing and boating, in that order, were deemed the most important access activities in every ward.*

C. OTHER COMMENTS

A wide range of responses was received on the last three questions, including the following:

1. *The favorite waterfront place most listed was the Vanderbilt Mansion. Others frequently listed were Bowdoin Park, Waryas Park, and Norrie Point.*
2. *The most frequently cited improvements needed along the waterfront were parking, boat launch and docking space and clean-up.*

I. SITE FEASIBILITY ANALYSIS

Set forth below is a description of each site, a discussion of the preliminary development plan, a rough cost estimate and a discussion of the obstacles to development of each site. Recommendations as to priorities and further actions are included in Part V.

A. HUDSON RIVER STATE HOSPITAL

The Hospital site is substantially different from the other possible access points in several ways. It is already a publicly owned site with direct frontage on the river; it has a grade separated crossing of the railroad; and, it already has a variety of waterfront recreational facilities including docking, a boat launching ramp, a clubhouse and picnic facilities. Furthermore, there is additional land available between the railroad and Route 9 on which support facilities, including parking, could be placed if public access to and use of the facilities were available.

1. Physical Characteristics (See Map No. 1)

The approximately three acre state-owned site is part of the larger Hudson River State Hospital along Route 9. It is accessible by way of a private drive with a grade separated access road. Located on the west side of the track, along the river, this property is generally flat. The 22 acres between Route 9 and the railroad are moderately sloped, partially wooded and includes the remains of an abandoned sewage treatment plant but is otherwise undeveloped. The narrow access drive and low bridge ((8'- 7" high) limits emergency vehicle access to the five existing buildings on the river. The present site can accommodate parking for approximately 40 cars.

Views from the site consist of the Mid-Hudson Bridge to the south, adjacent boat yard to the north, and the river bank along the west side of the river.

The existing facilities, which provide a broad range of waterfront activities, have been available only to patients and employees of the hospital. The boat club is operated privately and membership is not confined to hospital personnel. Several local high school crew teams also use the site to store and launch shells.

The recent removal of some of the existing buildings from the abandoned water treatment facility at the south end of the property will create more space which could be used for either passive or active recreation. A picnic area or a court area could be developed. It is also possible to develop a riverfront walk with seating facing the water and opportunities for fishing.

2. **Preliminary Development Plan** (See Map No. 2)

The various waterfront facilities at the river's edge comprise an excellent recreation complex. Addition of picnic facilities, an open pavilion and park furniture would enhance the facility but are not essential. Repair of the existing bulkhead is required to prevent further deterioration. The primary need here is not for physical development but, rather, for a management plan to establish a program for use by the general public. Recently, this property has been declared excess and the State has expressed its intent to dispose of the land.

If public use of the site is to be expanded, the primary need is for additional parking. Due to the small size of the riverfront site and the limitations of the railroad underpass, parking should be confined to the area east of the railroad with access under the railroad confined to service and emergency vehicles and access for the handicapped. Topography of the site would permit a pedestrian bridge over the railroad. The area east of the railroad would also be appropriate for additional picnic areas, group functions and nature trails.

3. **Obstacles to Development**

Two obstacles must be overcome to ensure appropriate use of this site:

- a. *The state must be persuaded that this site should be preserved for public recreational use in accord with policies of the State Coastal Management Program and the principles established by the Hudson River Greenway program.*
- b. *Agreement as to ownership and management of the site must be established in a management plan. The plan must resolve the times at which the public will have access, the means to control and regulate such access, the use of and responsibility for the various recreational facilities and the sharing of improvement and administrative costs. It is essential that this site not be disposed of in a way that prevents its use as a public facility.*

B. **MARIST COLLEGE WATERFRONT**

The property owned by Marist College, adjacent to the City water treatment plant, is one of the few privately-held parcels with river frontage that is accessible via a grade separated crossing. Until recently this property was used only by the College. Now, the College has proposed creation of a waterfront park available to the general public.

1. **Physical Characteristics** (See Map No. 3)

The Marist campus encompasses 150 acres of land along the east bank of the Hudson River. Access to the river's edge is provided via a tunnel under the tracks. The waterfront site includes four acres owned by Marist and two acres jointly owned by the City and Town of Poughkeepsie adjacent to their Water Treatment Plant, which includes the pump station and water intake pipe. The views both north and south from the Marist waterfront capture the special beauty of the Hudson River.

Once known as the "Rowing Capital of the World," Poughkeepsie hosted the Intercollegiate Rowing Association (IRA) Regattas from 1885-1949 and drew the nation's top collegiate crews, including Stanford, Princeton, California, Georgetown, Navy, and Washington. Boathouses dotted the shores; today the Cornell Boathouse on Marist's property is the only remaining structure from the glory days of Hudson River rowing.

2. **Preliminary Development Plan** (See Map No.4)

Marist proposes to create a beautiful riverside park, open to the public and affording direct access to the Hudson. It would feature picnic areas, benches, a scenic overlook, a permanent fishing pier, and walkways and bike paths along the entire length of the campus's waterfront that connect to neighboring Greenway trails and potentially the Hudson River State Hospital site discussed in A. above. Comfort stations with lavatory facilities and drinking fountains would also be established. All park facilities would be handicapped-accessible.

A Boating Center would provide public access to the River with opportunities for recreational, non-motorized boating as well as college and high school rowing. New floating docks and an improved boat ramp would provide launch sites and docking facilities for rowing, sailing, canoeing and kayaking. The Center would meet the growing public interest in both recreational and competitive rowing among high school students, amateur rowing and sailing groups, and the general public. In addition to creating a launching site, the Boating Center would provide a new site along the Greenway's Hudson River waterway trail.

Future plans to refurbish the two boathouses on the waterfront would provide meeting rooms for sporting clubs and community organizations, as well as locker area, showers, and bathrooms. Future plans might also include the construction of a new, multi-purpose facility to address the increasing demands by high school and community rowing groups for storing their boats at the Marist waterfront. In addition, the College will seek listing on the State and National Register of Historic Places of the Cornell Boathouse, which is used for high school rowing.

3. Obstacles to Development

In order to establish the Riverside Park and Boating Center, several infrastructure improvements and upgrades will be necessary. These include the rebuilding of the river bulkhead along the southern portion of the waterfront where the docks, boat ramp, and fishing pier would be located. Such improvements would not only provide much-needed stabilization to the eroding shoreline, but also would create safe and secure support for the docks, ramp, and pier

Access to the Marist waterfront currently is achieved by driving or walking through a one-lane tunnel under the railroad tracks. In order to improve the safety of both vehicular and pedestrian traffic, the College would install traffic lights at both entrances to the tunnel to regulate traffic. Other infrastructure improvements in support of the overall project would include repaving the access road to the waterfront, upgrading the street lighting approaching and adjacent to the waterfront area, creating new parking lots, installing safety barriers along the River's edge where needed, upgrading water and sewer links, and installing signage from Route 9 to the waterfront directing the public to the Riverside Park, Boating Center, and Greenway trails.

C. PIRATE CANOE CLUB ROAD

1. Physical Characteristics (See Map No. 5)

Presently owned by the railroad, this site of approximately 2.5 acres is located just south of the Pirate Canoe Club. Located on the river side of the tracks it is only accessible by a private grade crossing owned by the Pirate Canoe Club.

The east side of this site has a steep cut approximately 400 feet along the train tracks. The topography throughout this medium wooded site is rolling. Most of the west side of the site has steep cliffs at the water's edge which would require fencing or safety rails as would the cut along the train tracks. Existing trails within this site provide adequate pedestrian circulation but would require some work to better define the paths. Emergency vehicle circulation within the site is virtually impossible with existing site characteristics.

2. Preliminary Development Plan (See Map No. 6)

Views along the river to the north and south create an extremely pleasant and quiet scene. The addition of benches along the river would help to increase the enjoyment of these views. To accommodate these benches, some clearing would be required.

In addition to providing a viewing area, 10-12 picnic tables could be accommodated without much clearing within the site. Also, fishing and small boat access is possible for visitors. This wooded site also is well suited for nature study without any modifications.

A concept for grade separated access to this site across the northwest corner of the IBM North 100 property was developed during the Planning Board's review of the Environmental Impact Statement for the previously proposed use of this property. The preliminary design shows a pedestrian bridge over the existing tracks to access the site. This will be complicated by existing utility lines which are in the way and the need to maintain rail traffic during construction. An alternative access to this site would be to construct a new at grade pedestrian crossing from the Pirate Canoe Club or adjacent thereto; however, such a crossing is not recommended. In either event, parking for about 20 cars would be provided east of the railroad tracks.

3. Obstacles to Development

This site has a number of significant obstacles.

Access from Route 9, nearly 3,000 feet to the east, is owned and shared by at least three private owners. The 1,500 feet nearest the river is narrow and unpaved.

The only railroad crossing is at-grade and provides access to the Pirate Canoe Club but not to the railroad property to the south. To use this crossing, access would have to be obtained from the Club. Such access is not appropriate for a public facility.

The alternative rail crossing requires a bridge from the IBM North 100 property. Although IBM has indicated a willingness to cooperate in such a route, bridge construction will be costly, even for pedestrian use only.

Under either alternative, area for parking east of the railroad will have to be acquired from one of the three adjacent property owners--IBM, the Pirate Canoe Club or the PBA.

IBM is no longer actively considering use of this property and an alternative industrial use has been proposed. As plans for this facility progress, opportunities to develop this site for public access should be re-evaluated.

D. SAND DOCK ROAD (See Map No. 7)

1. Physical Characteristics

The Sand Dock Road site consists of approximately 23 acres of land, which is a part of the Trap Rock holdings on both sides of the tracks. Located just south of IBM, this site is accessible by right-of-way through Dutchess County Resource Recovery Agency property (part of an agreement negotiated by the Town) and then, by an existing bridge over the train tracks, to the river.

The site is characterized by small hills, steep slopes, and mature vegetation. Some paths exist on the site adjacent to the river, but could present problems for the handicapped and elderly. A steep footpath located on the east side of the tracks, along the cut south of the bridge, would require fencing along its cliff for pedestrian safety. Along the west side of the tracks is another steep cliff which would require fencing for safety from both the cliff and the existing utility lines which are about 2 feet from the top of the cut.

Noise from the resource recovery plant is discernible from the access road and, to a lesser extent, from the northern end of the peninsula where it is also visible. At the southern end, the plant's presence is virtually unnoticed.

2. Preliminary Development Plan (See Map No. 4)

For this site to be usable and enjoyable, some preliminary work is necessary. First, the existing trash (rolled chain link fence, wire spools, gravel, etc.) need to be removed. Secondly, the removal of two abandoned transformer pads and surrounding chain link fences would be required. However, as discussed in 3. below, the proximity and relationship of this site to the Trap Rock quarry eliminates it from further consideration.

3. Obstacles to Development

The primary obstacle to development of the Sand dock Road site is its role as a buffer for the Trap Rock quarry to the south. Lone Star Industries, Inc., the owner of the quarry, has expressed serious concern that their needs for a safe buffer area would be compromised if any part of the Sand Dock Road site were devoted to recreational use (See Exhibit C).

Although this site has many attractive features for recreational use, its integral roll as a buffer for Trap Rock requires that it be eliminated from further consideration. As part of long range planning for the property when it is no longer in use as a quarry, this site should be reconsidered.

E. OIL STORAGE SITE

1. Physical Characteristics (See Map No. 8)

The existing one acre site serves as an oil storage and distribution facility. Access is via Point Street, about 1/4 mile west of the railroad in New Hamburg.

The site consists mostly of a gravel base with some lawn area. It is generally flat from Point Street to the edge of the river where bulkheading extends along the entire shoreline. Plantings are limited to a few trees.

The manmade features on the site consist of four oil storage tanks, a pump station, and a small building. The site is enclosed on all sides, except the river, by a chain link fence. The northeast corner is bordered by a private residence while the remaining north side is bordered by the river. The west side is also bordered by the river while the east is bordered by Point Street and the south side is bordered by a marina.

2. Preliminary Development Plan (See Map No. 9)

This site has many potential uses as a town park. It could accommodate parking for about 20 cars, picnic areas with 12-16 tables, and benches for seating along the river's edge. Other activities suitable for this site are fishing and boat docking. Due to its small size, the limited access through New Hamburg and the already intensive activity in the hamlet, a boat launch is not recommended.

The initial task to develop this site into a park would require the removal of the four existing oil tanks, pump station, and building. After the tanks are removed this site can be divided into parking and picnic areas. Reconditioning of the existing seawall may be required and a railing would be necessary along the river's edge for pedestrian safety.

This site would be one stop along the New Hamburg Greenway Trail described in the next section.

3. Obstacles to Development

The primary obstacle to development of this site is the need to acquire an existing business. Although the use is non-conforming, it appears relatively unobtrusive and generates little traffic or overt incompatible activity.

F. NEW HAMBURG GREENWAY TRAIL (See Map No. 10)

1. Physical Characteristics

The proposed Greenway would link together many existing recreation sites in the southern end of the Town of Poughkeepsie and the historic hamlet of New Hamburg. Roughly four miles long, this trail would be accessible at several points. The main access points to the trail would be Bowdoin Park, the Audubon Society the hamlet of New Hamburg, and the west end of Main Street. A majority of the trail already exists along some of the streets in New Hamburg to the New Hamburg Park, through the Audubon Society lands to Jordan Road, along Kelly Lane, an old, dirt private road and via the extensive trail system in Bowdoin Park. Throughout this system, the topography varies from gentle to steep slopes and provides a variety of natural environments and views.

2. Preliminary Development Plan

Several small links must be created to complete the Greenway. The existing trail from the south end of Bowdoin Park to the New Hamburg Fire Station must be improved. A new trail must be cut on County property along Channingville Road to Kelly Lane and from Kelly Lane across Mt. Alvernia property to a point opposite the proposed new Bowdoin Park entrance so that crossing of Sheafe Road takes place where sight distance is adequate. If this latter task cannot be achieved, the trail would follow along the Sheafe Road shoulder.

This Greenway has the potential for many uses. In addition to hiking and providing a link to the existing recreation sites, it can also be used as a nature trail and for cross county skiing.

A detailed description and current status of the Greenway route follows:

GREENWAY ROUTE (See Map No. 11)

STARTING AT AUDUBON SOCIETY - TRAIL HEAD

- * *Additional parking to be added at New Hamburg Park.*
- * *Audubon Society Trail is one directional without any loop--in process of mapping trails.*
- * *Audubon Trail ends at Jordan Street.*
- * *Jordan Street leads to Channingville Road.*

- * *Cross Channingville Road--walk approximately 10 yards off of road along trail (requires cutting for trail) to Kelly Lane.*
- * *Kelly Lane requires minimum work to better define existing trail.*
- * *Need easement from Mr. Alvernia to cross diagonally from Kelly Lane to the New Bowdoin Park entrance at High Cliff Gate for better sight distance at Sheafe Road crossing.*
- * *Trail users who use Bowdoin Park may have to pay an entrance fee from Memorial Day to Labor Day.*
- * *Use of certain trails in Bowdoin Park during fall may conflict with cross country races.*
- * *Entrance to Bowdoin Farm Archaeological Site at Tri-Municipal Sewage Treatment Plant requires advance notice. (See Exhibit D)*
- * *Exit Bowdoin Park near athletic fields (southwest corner of Park) through woods along existing nature trail to fire house. Nature trail is neglected but exists. Bowdoin Park presently has supervised trail hikes.*
- * *Need okay from fire house to walk along back edge of property to Sheafe Road.*
- * *From fire station about ½ mile walk along Sheafe Road and Reed Street to railroad bridge (bridge has an existing sidewalk).*
- * *Reed Street leads to Point Street lookout which requires some clearing to define a route.*
- * *The Point Street lookout has no parking available except for Stone Street.*
- * *From the Point Street lookout the route travels south along Point Street to Main Street past the historic districts in New Hamburg to Bridge Street and then back to New Hamburg Park and the trail head at the Audubon Society.*

SIGNAGE

Major signs to be located at:
(See following sign design)

Trailhead - New Hamburg Park - Audubon Society

- *Jordan - North end of Audubon Society*
- *Jordan and Channingville*
- *Kelly Lane and Sheafe Road*
- *Bowdoin Park/High Cliff Gate Entrance and Sheafe Road*
- *Point Street Lookout*
- *Fire Station*

Minor signs to be spaced at intervals along the trail. (See following trail marker design)

Pedestrians along roads will walk towards oncoming traffic.

3. PRELIMINARY COST ESTIMATES

Only very minimal costs are required to implement the Greenway Trail. Virtually all of the land is in public ownership. Almost all of the trails already are in place. The only costs will be those to expand parking at New Hamburg Park, to blaze several short new trails, to clear and improve some existing trails and to provide large signs at the trailheads and small trail markers at intervals along the trail.

Some of the work can be done by volunteers or as part of normal work schedules by Town and County crews. It is estimated that a budget of \$25-30,000 will be sufficient to implement the entire Greenway.

4. Obstacles to Development

The obstacles to development of the Greenway Trail are primarily administrative rather than those of cost or physical development.

Agreement as to the use, management, maintenance and responsibility of the Greenway must be arranged between the Town, the County, the Tri-Municipal Sewer District the Audubon Society and the Fire District. Individual and collective liability must be resolved. Such details as to whether fees will be charged to hikers using Bowdoin Park trails must be resolved.

Recently, a question has arisen as to ownership of the property at the connection of the Audubon Society trail to Jordan Street. This too must be resolved.

RECOMMENDATIONS AND PRIORITIES

While each of the identified sites represents an opportunity to establish access to the waterfront, realization of each requires that one or more constraints must be overcome. From the outset, it was recognized that not all of the sites would be feasible and/or that the obstacles to implementation of some sites could not easily be overcome. Based on the preceding analysis, three sites are recommended for first priority action as set forth below. In addition, some recommendations are made for additional actions.

A. FIRST PRIORITY ACTIONS

The following three sites are recommended for early implementation. Each involves a different approach to waterfront access and can be pursued simultaneously. They would provide access points both north and south of the City of Poughkeepsie including links between existing publicly owned sites in New Hamburg.

1. The New Hamburg Greenway Trail

This action involves minimal cost and can be accomplished with no land acquisition. It will combine existing facilities in a way that creates a new component in the Town's recreation system while enhancing the existing elements. Most importantly, it can be accomplished quickly to demonstrate the Town's commitment to developing recreation facilities in its coastal area.

2. Hudson River State Hospital

All the necessary facilities already exist here, in public ownership. Only commitment to maintain the site in public ownership and agreement as to how its use can be shared is lacking. While a management program requires careful planning and cooperation, it is certainly within the mutual interest of the State and the Town (and the County as well) to arrive at such a plan. The costs will be modest in comparison to the benefits to be gained.

3. Marist College Waterfront

The Marist College site represents a unique opportunity for a cooperative public/private partnership to create waterfront access and promote water related recreation. The major elements for a successful waterfront park, including grade separated access, already exist. The primary need is for funding to allow realization of the entire development program. The Town should fully support the efforts by Marist to obtain implementation grants.

B. FUTURE ACTIONS

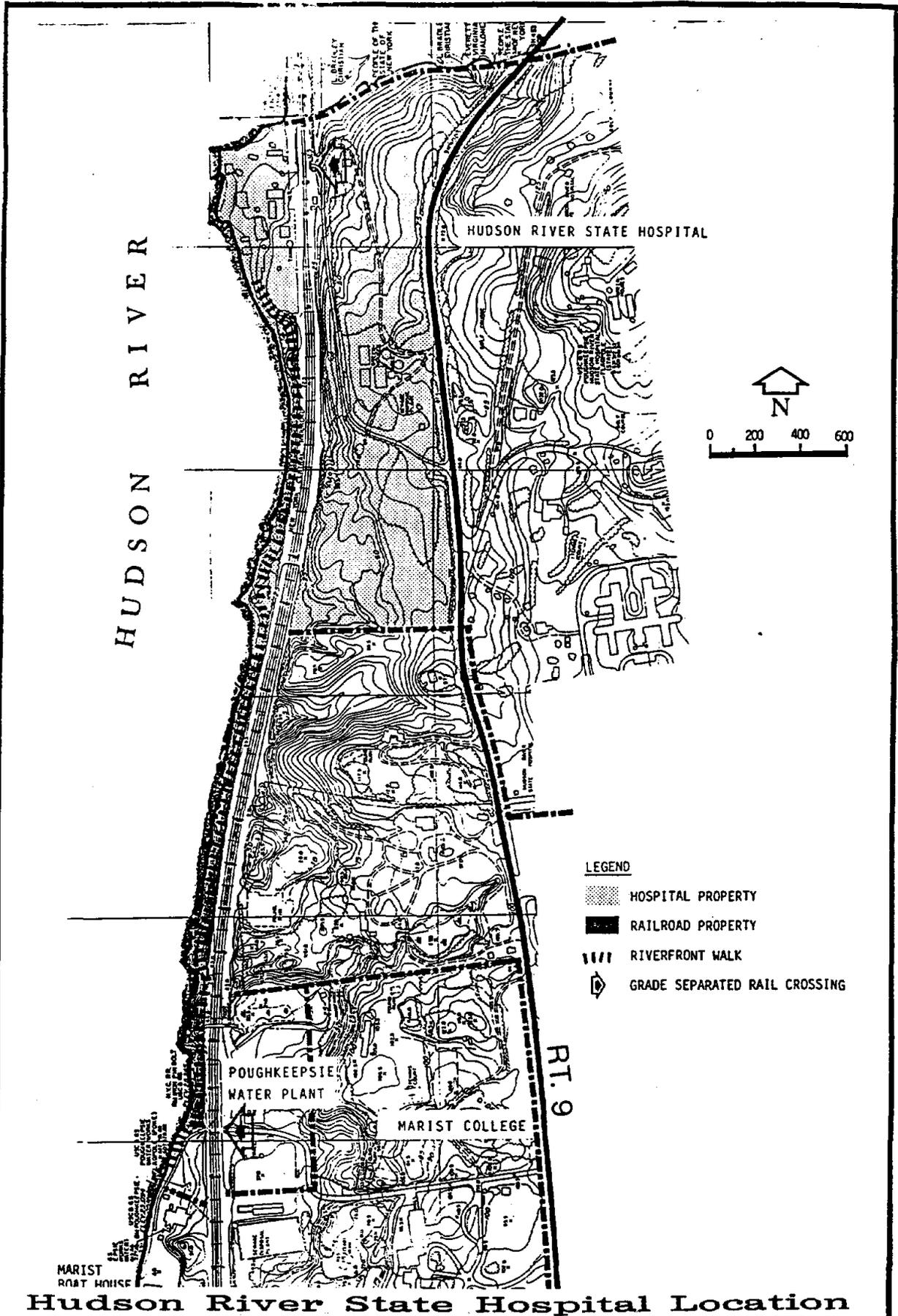
Several actions should be considered in the future to further the objectives for waterfront access.

1. *Should the oil storage site become available, the Town should seriously consider its acquisition. It is virtually the only accessible site on the Town's waterfront that would be appropriate for development as a park.*
2. *In its review of site plans and subdivisions in the coastal area, the Planning Board should continue to examine opportunities to create access--both physical and visual--through cooperative efforts with waterfront users.*

C. STATE ACTION

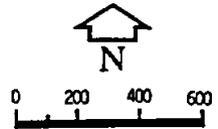
Two suggestions offered by former Supervisor Anne Buchholz to the Standing Committee on Environmental Conservation of the New York State Assembly, at a public hearing on September 23, 1986, warrant repeating here. While not a direct part of this study, these recommendations, if implemented, could enhance access to the entire river in the future:

1. *Where the State of New York already owns land with river frontage it should seek every means to make this land accessible to the broadest possible public use consistent with the nature of the site and its current use. Current policies in the State's Coastal Management Program, particularly Policies 20 and 22, require that such access be maintained and future access not be precluded. However, we believe a more aggressive approach is required under which each state agency shall be required to evaluate the public access and recreational potential of the riverfront property it controls in conjunction with the Department of State, the Office of Parks, Recreation and Historic Preservation and local and county governments. From such a process, an implementation program including costs and priorities should result and serve as the basis for specific action to develop such opportunities.*
2. *There are numerous instances where the railroad, which traverses all of the east side and much of the west side of the river, owns excess land beyond that required for its operation. In some cases, this land lies between the tracks and the water's edge and would be suitable as a recreation facility or as a link between the few rail crossings which exist. It is difficult for each riverfront community to deal with the railroad individually to gain access to and use of such property. If the State can use its office and powers to require and coordinate a comprehensive evaluation of such land, many additional opportunities for access may be gained.*



HUDSON RIVER

HUDSON RIVER STATE HOSPITAL



LEGEND

-  HOSPITAL PROPERTY
-  RAILROAD PROPERTY
-  RIVERFRONT WALK
-  GRADE SEPARATED RAIL CROSSING

POUGHKEEPSIE WATER PLANT

MARIST COLLEGE

RT. 9

MARIST BOAT HOUSE

Hudson River State Hospital Location

Local Waterfront Revitalization Program

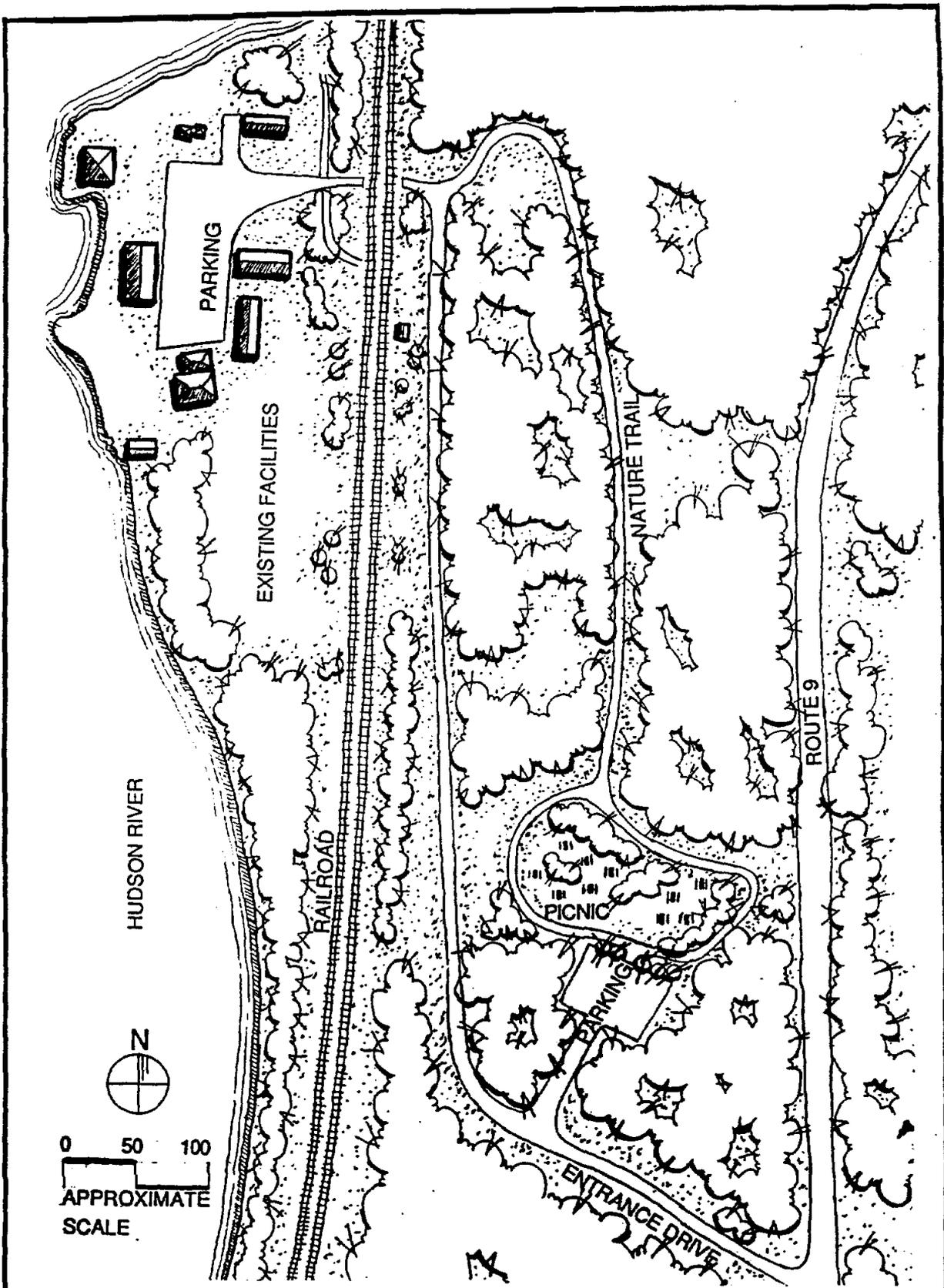
TOWN OF POUGHKEEPSIE

Shuster Associates

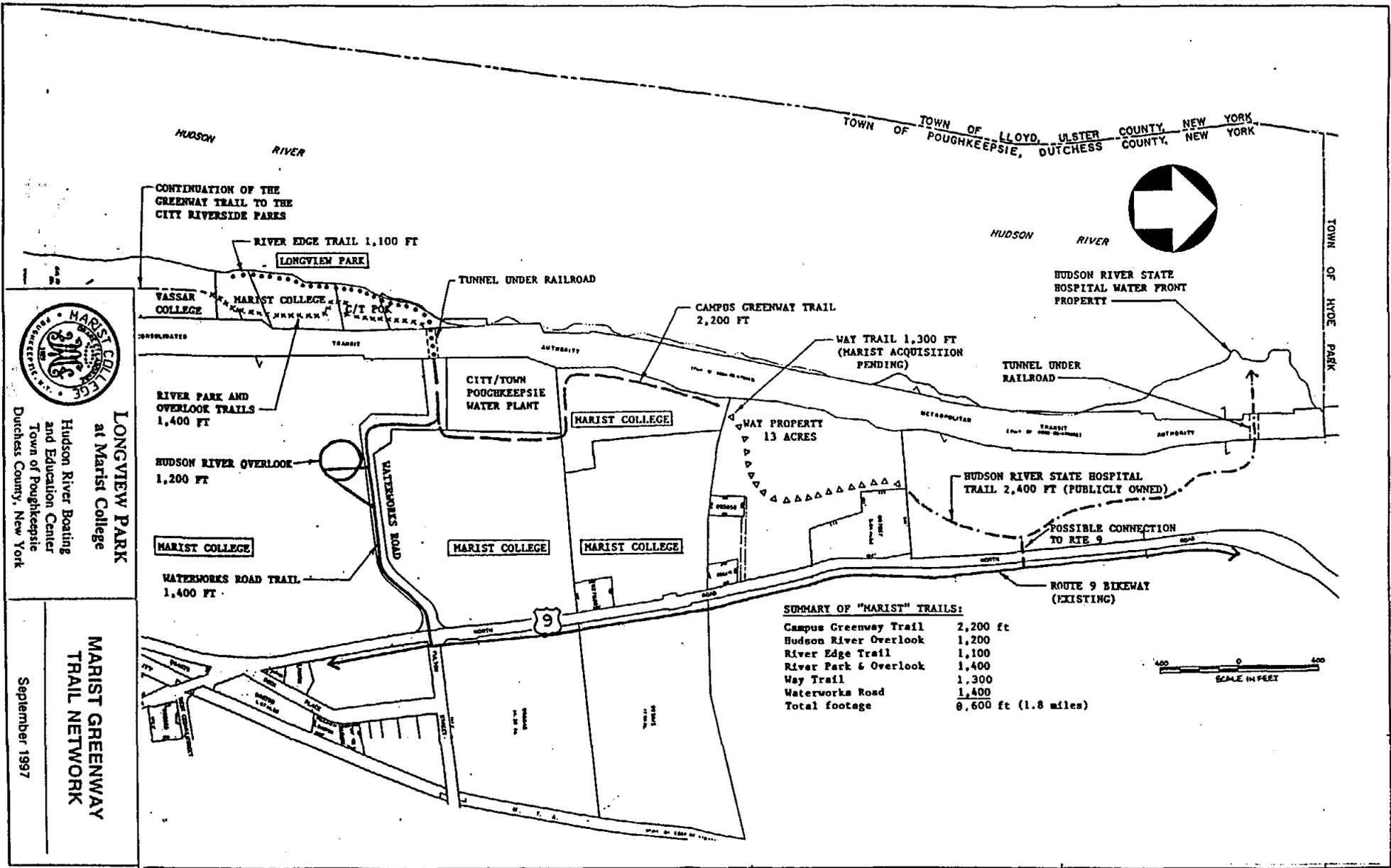
Planning Consultants

Map No.

1



**Hudson River State Hospital Site
Development Plan**



LONGVIEW PARK
at Marist College
Hudson River Boating
and Education Center
Town of Poughkeepsie
Dutchess County, New York

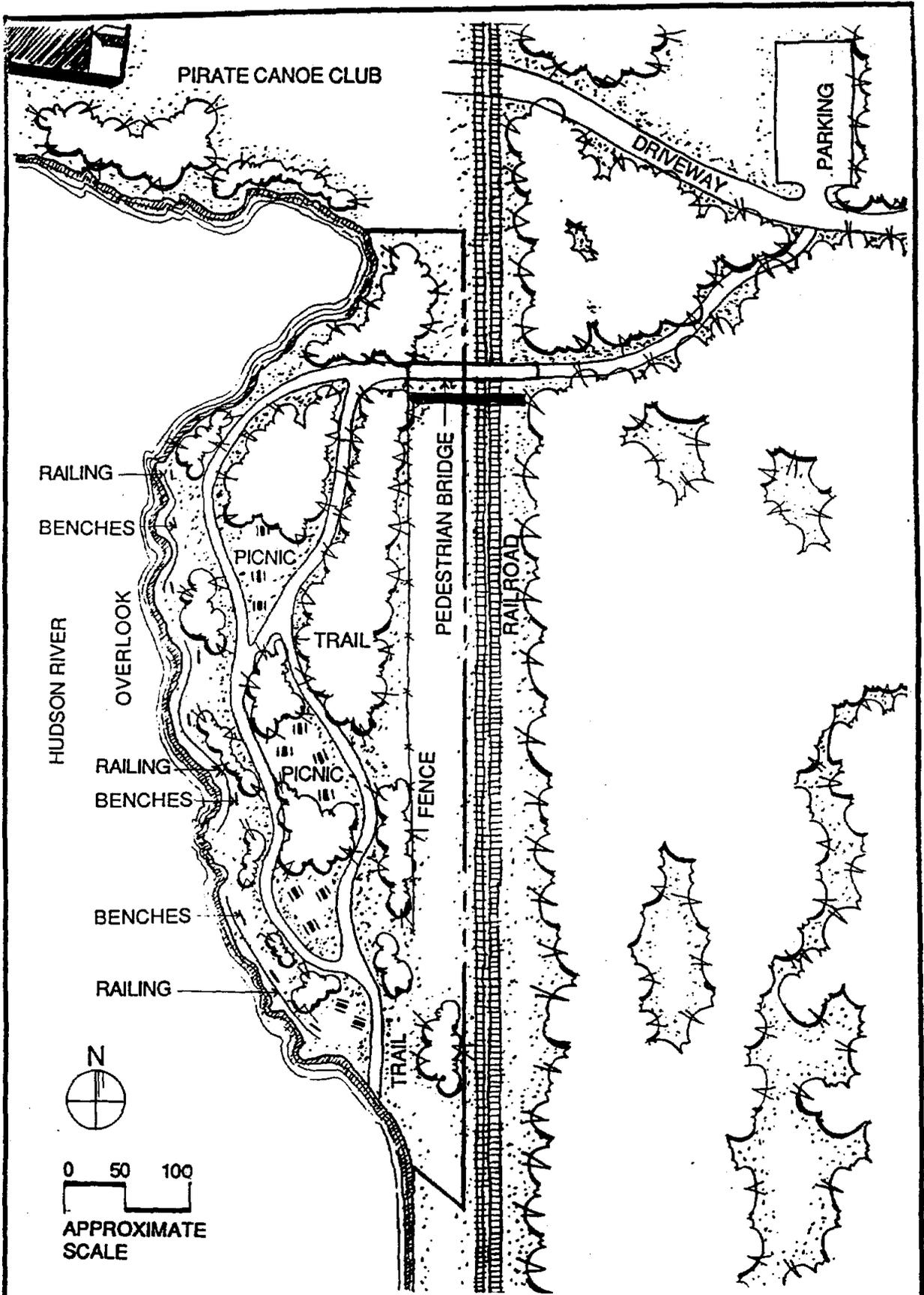
**MARIST GREENWAY
TRAIL NETWORK**

September 1997

SUMMARY OF "MARIST" TRAILS:

| | |
|-----------------------|-----------------------------|
| Campus Greenway Trail | 2,200 ft |
| Hudson River Overlook | 1,200 |
| River Edge Trail | 1,100 |
| River Park & Overlook | 1,400 |
| Way Trail | 1,300 |
| Waterworks Road | 1,400 |
| Total footage | 8,600 ft (1.8 miles) |



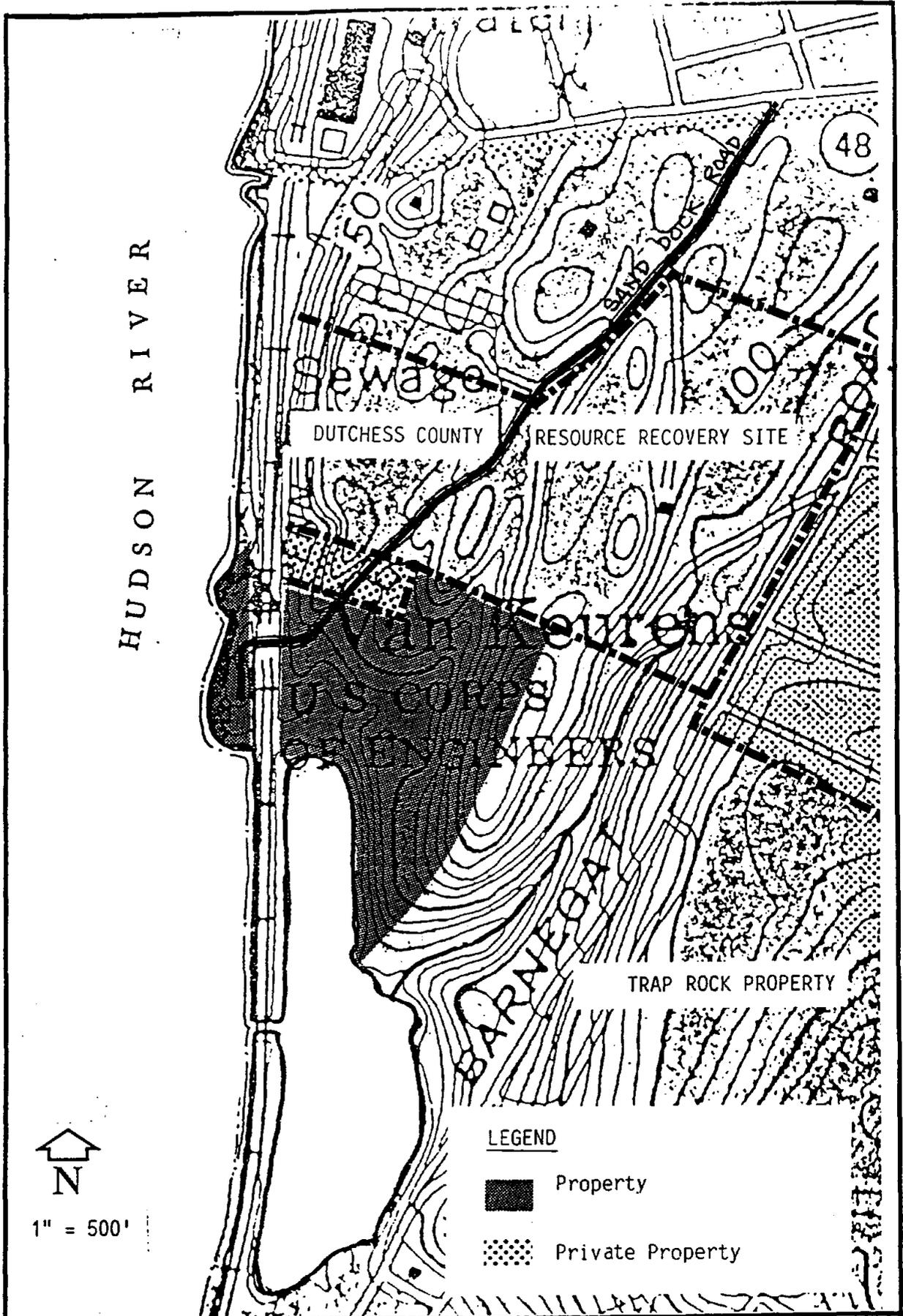


Pirate Canoe Club Road Development

TOWN OF POUGHKEEPSIE

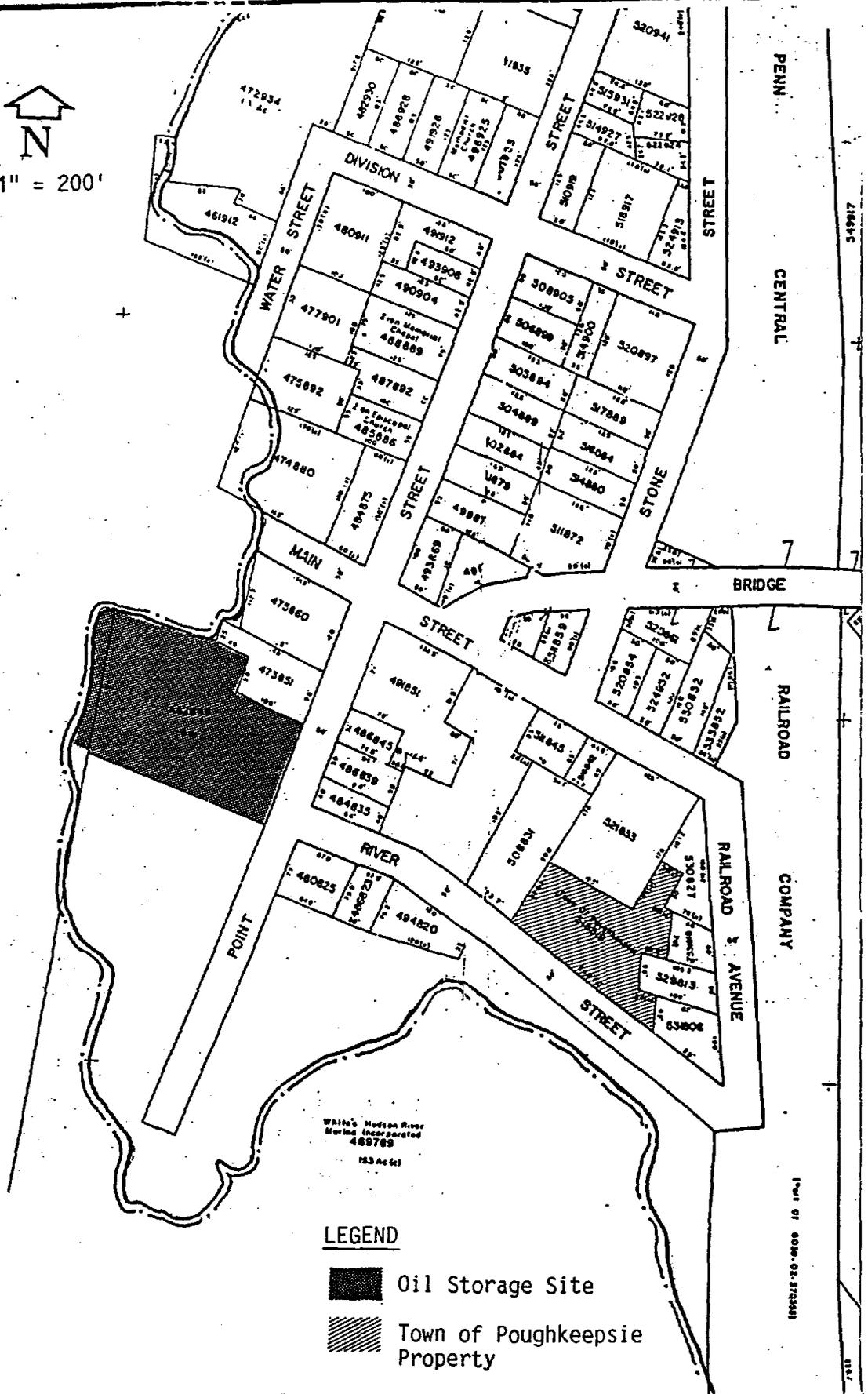
Map No.

6



Sand Dock Road Site Location

N
1" = 200'



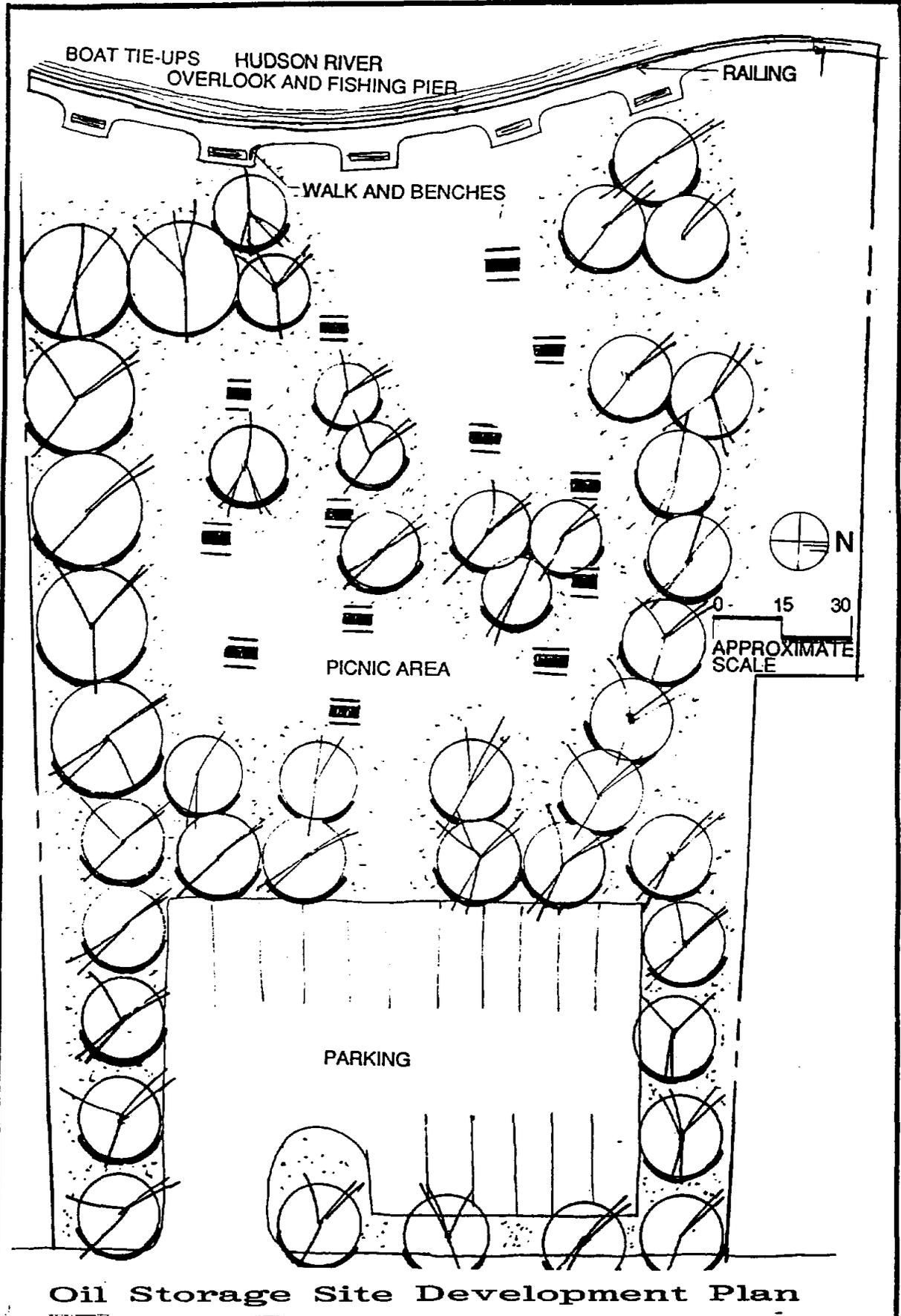
LEGEND

- Oil Storage Site
- Town of Poughkeepsie Property

Local Waterfront Revitalization Program
TOWN OF POUGHKEEPSIE
 Shuster Associates Planning Consultants

Map No.
8

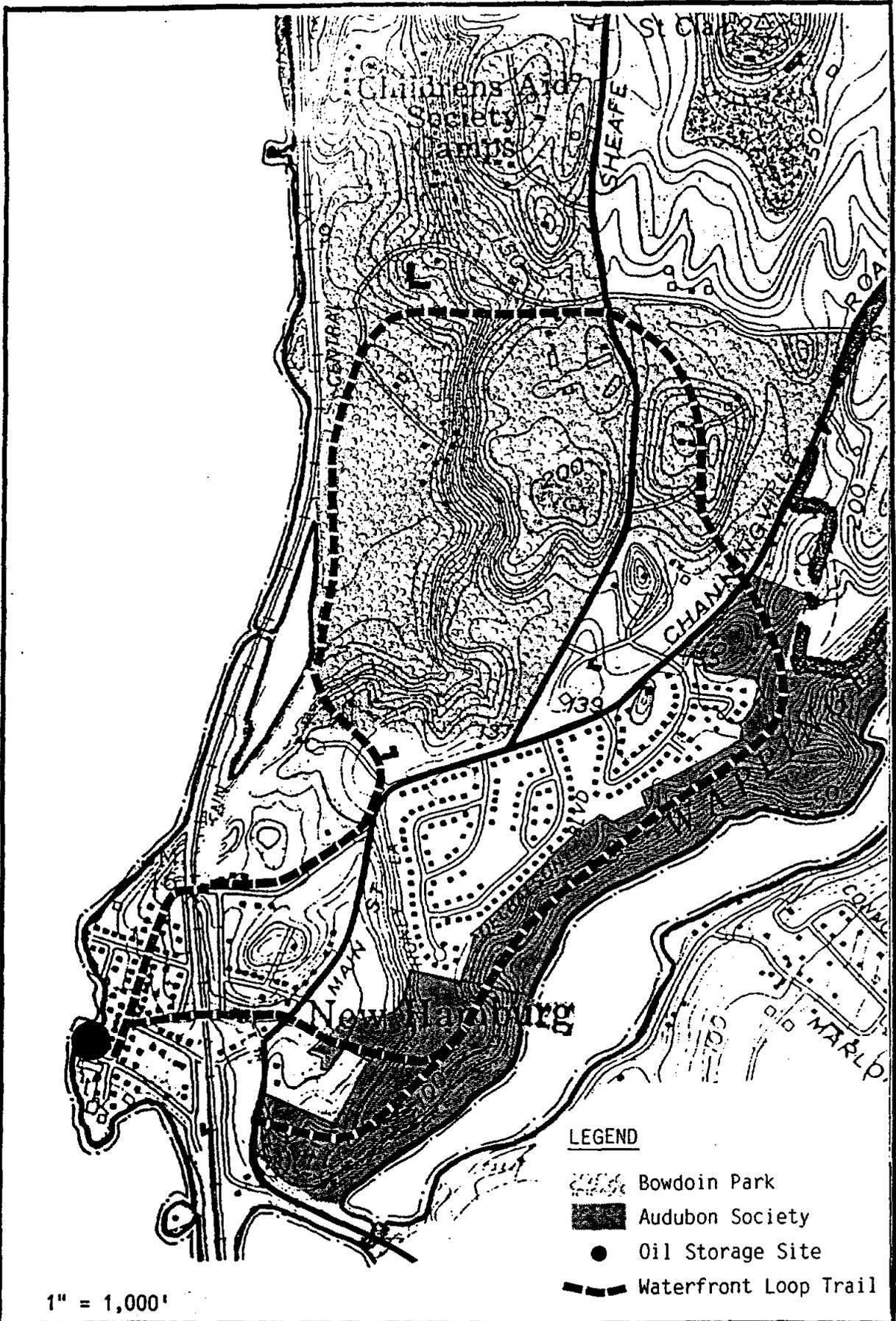
Oil Storage Site Location



Oil Storage Site Development Plan

TOWN OF POUGHKEEPSIE

Map No.
9



1" = 1,000'

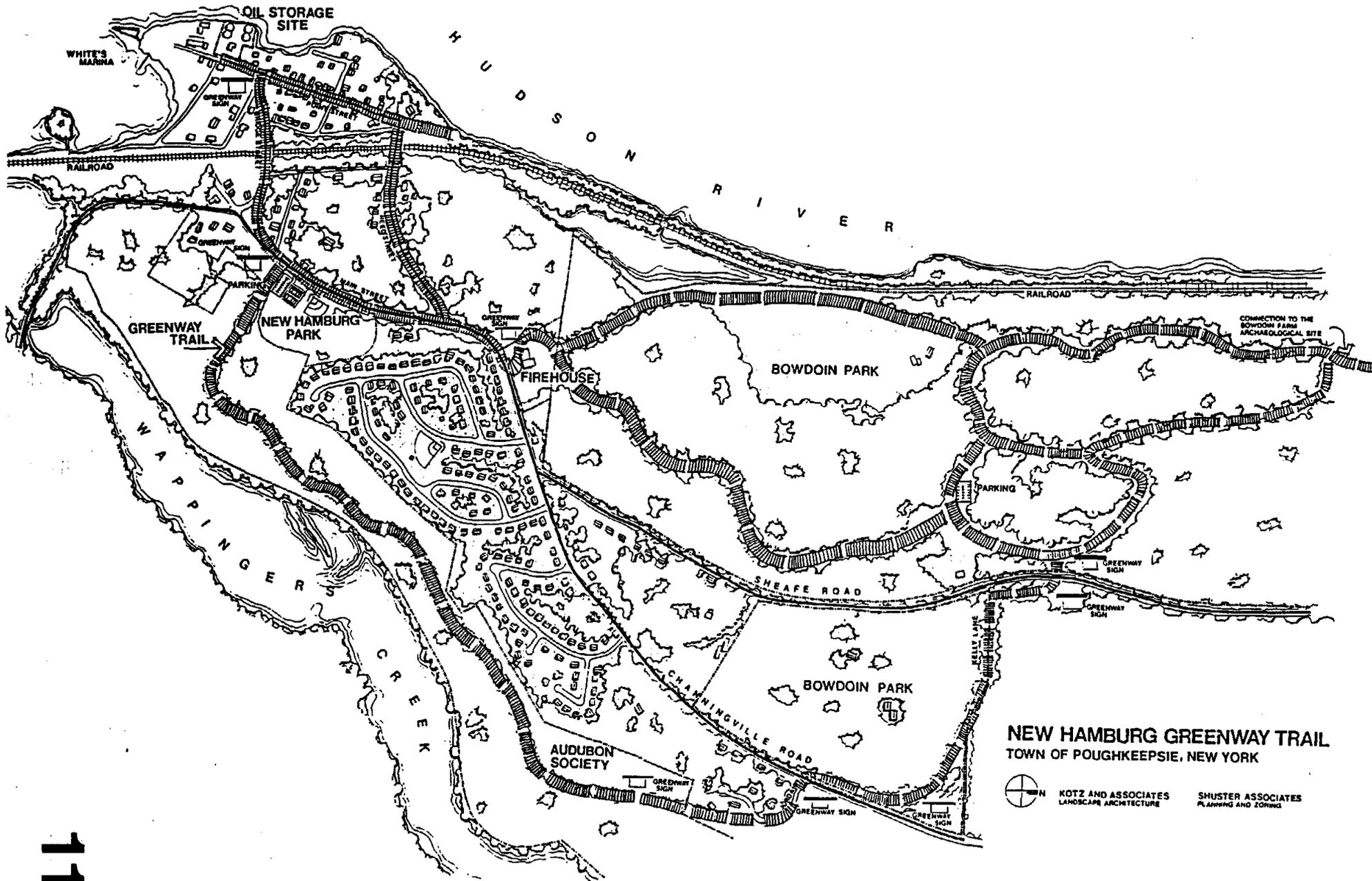
LEGEND

-  Bowdoin Park
-  Audubon Society
-  Oil Storage Site
-  Waterfront Loop Trail

Local Waterfront Revitalization Program
TOWN OF POUGHKEEPSIE
 Shuster Associates Planning Consultants

Map No.
10

New Hamburg Greenway Location



NEW HAMBURG GREENWAY TRAIL
 TOWN OF POUGHKEEPSIE, NEW YORK



KOTZ AND ASSOCIATES
 LANDSCAPE ARCHITECTURE

SHUSTER ASSOCIATES
 PLANNING AND ZONING



**NEW HAMBURG
GREENWAY
TRAIL**

TOWN OF POUGHKEEPSIE



Greenway Trail Marker

TOWN OF POUGHKEEPSIE WATERFRONT PUBLIC OPINION SURVEY

The Town of Poughkeepsie is conducting a study of its Hudson River waterfront area. Your response to the following questions will provide useful input to future plans.

1. How often do you go to or near the Hudson River? (please circle)
 1. Every day
 2. Once a week
 3. Once a month
 4. Once a year
 5. Not at all

2. Which of the following waterfront parks have you been to in the past year?
 Bowdoin Park(County) __, Waryas Park(City) __, Audubon Society __

3. Do you own a boat? yes __ no __
 If yes: Do you use it on the Hudson River? yes __ no __
 Where do you put it in the water? _____

Please use this key for questions 4, 5 and 6:

1 = not at all, 2 = a little, 3 = some/somewhat, 4 = quite a bit, 5 = very much.

4. When you go to the waterfront area, how are you likely to get there?
 1 2 3 4 5 On foot
 1 2 3 4 5 On bike
 1 2 3 4 5 By car
 1 2 3 4 5 By bus

5. Which activities do you/would you participate in at a waterfront park?
 1 2 3 4 5 Picnicking
 1 2 3 4 5 Bird watching
 1 2 3 4 5 Playground activities
 1 2 3 4 5 Walking for pleasure
 1 2 3 4 5 Resting, reading, being alone
 1 2 3 4 5 Fishing
 1 2 3 4 5 Hiking (organized nature hikes)
 1 2 3 4 5 People-watching, meeting with others
 1 2 3 4 5 Outdoor concerts
 1 2 3 4 5 Boating/sailing
 1 2 3 4 5 Outdoor sports (tennis, baseball, etc.)
 1 2 3 4 5 Bicycling
 1 2 3 4 5 Camping
 1 2 3 4 5 Other _____

6. How important do you feel it is to provide acces to the Hudson River for:
 1 2 3 4 5 Boating 1 2 3 4 5 Hiking 1 2 3 4 5 Swimming
 1 2 3 4 5 Fishing 1 2 3 4 5 Viewing 1 2 3 4 5 Other ____

See Other Side

7. Do you have some favorite places, scenic vistas or physical features within the Town along the waterfront? Describe below.

8. How do you believe public access to the Hudson River can be improved?

9. Do you have any other thoughts, comments or suggestions regarding the Town of Poughkeepsie waterfront?

10. What Ward in the Town do you live in? _____

THANK YOU VERY MUCH FOR YOUR HELP IN COMPLETING THIS QUESTIONNAIRE.

PLEASE FOLD, STAMP AND MAIL TO:

Ms. Anna Buchholz, Supervisor
Town of Poughkeepsie
Dutchess Turnpike
P.O. Box 3209
Poughkeepsie, NY 12603

FINAL TALLY

**TOWN OF POUGHKEEPSIE WATERFRONT
PUBLIC OPINION SURVEY**

The Town of Poughkeepsie is conducting a study of its Hudson River waterfront area. Your response to the following questions will provide useful input to future plans.

1. How often do you go to or near the Hudson River? (please circle)

| | | |
|----|--------------|-----|
| 1. | Every day | 56 |
| 2. | Once a week | 203 |
| 3. | Once a month | 223 |
| 4. | Once a year | 160 |
| 5. | Not at all | 106 |

2. Which of the following waterfront parks have you been to in the past year?

Bowdoin Park(County) 319 Waryas Park(City) 386 Audubon Society 33

3. Do you own a boat? yes 159 no 572

If yes: Do you use it on the Hudson River? yes ___ no ___
Where do you put it in the water? Waryas - Norrie Point - Chelsea - Hyde Par
(Most common)

Please use this key for questions 4, 5 and 6:

1 = not at all, 2 = a little, 3 = some/somewhat, 4 = quite a bit, 5 = very much.

4. When you go to the waterfront area, how are you likely to get there?

| | | | | | | |
|-----------|---------|-----|----|----|----|-----|
| | | 1 | 2 | 3 | 4 | 5 |
| 1 2 3 4 5 | On foot | 244 | 41 | 28 | 15 | 9 |
| 1 2 3 4 5 | On bike | 246 | 49 | 18 | 12 | 9 |
| 1 2 3 4 5 | By car | 50 | 61 | 44 | 71 | 475 |
| 1 2 3 4 5 | By bus | 273 | 11 | 3 | 1 | 8 |

5. Which activities do you/would you participate in at a waterfront park?

| | | | | | | |
|-----------|---|-----|----|-----|-----|-----|
| | | 1 | 2 | 3 | 4 | 5 |
| 1 2 3 4 5 | Picnicking | 81 | 71 | 141 | 94 | 174 |
| 1 2 3 4 5 | Bird watching | 205 | 84 | 64 | 35 | 39 |
| 1 2 3 4 5 | Playground activities | 202 | 52 | 61 | 44 | 89 |
| 1 2 3 4 5 | Walking for pleasure | 65 | 67 | 123 | 122 | 206 |
| 1 2 3 4 5 | Resting, reading, being alone | 105 | 69 | 118 | 94 | 121 |
| 1 2 3 4 5 | Fishing | 224 | 52 | 70 | 33 | 75 |
| 1 2 3 4 5 | Hiking (organized nature hikes) | 192 | 69 | 111 | 45 | 69 |
| 1 2 3 4 5 | People-watching, meeting with others | 130 | 83 | 134 | 162 | 79 |
| 1 2 3 4 5 | Outdoor concerts | 102 | 77 | 126 | 108 | 143 |
| 1 2 3 4 5 | Boating/sailing | 186 | 69 | 62 | 79 | 131 |
| 1 2 3 4 5 | Outdoor sports (tennis, baseball, etc.) | 187 | 82 | 71 | 28 | 38 |
| 1 2 3 4 5 | Bicycling | 207 | 61 | 67 | 57 | 54 |
| 1 2 3 4 5 | Camping | 279 | 42 | 33 | 23 | 28 |
| 1 2 3 4 5 | Other _____ | | | | | |

6. How important do you feel it is to provide acces to the Hudson River for:

| | | | | | |
|-----------|---------|-----------|---------|-----------|-------------|
| | 1 | 2 | 3 | 4 | 5 |
| 1 2 3 4 5 | Boating | 1 2 3 4 5 | Hiking | 1 2 3 4 5 | Swimming |
| 1 2 3 4 5 | Fishing | 1 2 3 4 5 | Viewing | 1 2 3 4 5 | Other _____ |
| Boating | 55 | 22 | 98 | 85 | 391 |
| Fishing | 63 | 36 | 106 | 95 | 306 |
| Hiking | 56 | 33 | 100 | 105 | 316 |
| Viewing | 34 | 12 | 44 | 92 | 488 |
| Swimming | 131 | 69 | 109 | 50 | 203 |



LONE STAR INDUSTRIES, INC.

*Master
Waterfront
Comm.*

Northeast Operations
162 Old Mill Road
West Nyack, NY 10994
(914) 358-4500

August 14, 1989

Anna Buchholz, Supervisor
Town of Poughkeepsie
Town Hall
Dutchess Turnpike
P.O. Box 3209
Poughkeepsie, NY 12603

Re: Trap Rock/Sand Dock Road

Dear Supervisor Buchholz:

This letter is written, after thorough corporate review, to respond to the Town's request that we sell or give certain acreage of riverfront land at Sand Dock Road to the Town of Poughkeepsie for use as a park. This proposal was discussed in your letter of June 16, 1988, and has further been discussed as part of the Master Plan and Waterfront Revitalization Plan (LWRP) proceedings.

As the Town's request recognizes, the Sand Dock area is an integral part of our quarry site and is included in our mined land use plan. You correctly point out that this property has served as a substantial buffer area of our site for many years. Central to the Town's proposal is the assumption that the lands could continue to serve as a buffer even after ownership was turned over to the Town for a public park. Unfortunately, such dual use is not possible. Buffers serve the functions of safety, noise abatement and security for the site. A central prerequisite for all these functions is that the buffer land remain vacant and secured from public access. Indeed, public use and open access is antithetical to the use of this property as a buffer area. In order to assure that the buffer can be safely continued as an area protecting the quarry from its neighbors, it is critical that Trap Rock retain ownership and control of these lands.

While the Town's proposal suggests that turning this land over to the Town will alleviate past problems that the Corporation has suffered at the hands of trespassers, our experience is directly to the contrary. Our past donations of land to the Town and the local Civic Association have led to a substantial increase in our problems with trespassers, and have forced us to be very mindful of the need for security on our property.

Accordingly, the Corporation concludes that it could not transfer any of the Sand Dock quarry lands to the Town while

EXHIBIT C

the quarry remains in operation. These lands are required by the Corporation as an integral part of its quarry operation. As has been discussed during the master plan discussions, the quarrying on our site is expected to continue for at least approximately 30-60 years.

We are also concerned, however, that our past donations of lands to the Town have appeared to stimulate continually increasing demands for additional land exactions, the most recent efforts of the Town to earmark Cobalt Lake, one of the key elements of our land holdings, for future public use. This has been discussed in the context of the Master Plan. In view of our past gifts to the Town, and our current and future anticipated needs, we hope that the Town will recognize and accommodate our need to use our property for our own purposes.

In fact, we suggest that the Town seriously re-evaluate the desirability of placing a public park next to an active major quarry. These are extremely incompatible land uses, and it would appear that the placement of a park on these lands could only dramatically increase the Town's liability problems in the event of trespassing onto adjoining quarry lands. The inclusion of this proposal to place a public park next to an active quarry in the proposed LWRP is also surprising. Such local plans are required to be consistent with State Coastal policies, and this proposal directly violates State Coastal Policies which require that public access to the waterfront be provided in a manner compatible with adjoining land uses. In view of the other excellent access that the Town may have available through its planned programs in Bowdoin Park, the Hudson River State Hospital, and its proposed trail loop system, it would appear that these are far better sites on which to spend the Town's limited fiscal resources allocated to recreation.

Our present position does not preclude further discussion with Town officials on this subject after quarrying ceases. Naturally, however, as stewards of our corporate resources, we could not presently commit our corporation or its successors to any future alienation of these lands. After quarrying ceases on our site, our lands will be fitted to an appropriate land use. The Sand Dock section of our property, with its access and views of the river will continue to be an extremely valuable element in our total landholdings and may be an important part of the ultimate development of our site.

Finally, the Town's proposal suggests that our cooperation with the Town in giving this land would allow us to be recognized as civic minded and public spirited. Trap Rock is exceedingly proud of its record of civic cooperation. We have already given two recreational/open space sites to the Town, totaling almost 12 acres (Crown Heights and Sheefe Road parcels). In addition, we gave a 2.7 acre site to the South Road Civic Association. We are sure that our record in this regard compares favorably with that of other industrial,

commercial and institutional uses within the Town.

We would be happy to meet with you to discuss these matters further. We wish to also confirm that the Town's proposal received the enthusiastic support of our Plant Superintendent, John Keenan, and other local Trap Rock officials, who have always placed cooperation with the Town as one of their highest priorities. Nonetheless, I am sure the Town recognizes our corporate responsibility to assure the continued safe functioning of our active quarry and to safeguard our resources for the future. As always, we stand ready to continue contributing to the Town of Poughkeepsie in any reasonable way possible.

Very truly yours,

A handwritten signature in cursive script, appearing to read "P. P. Diccianni".

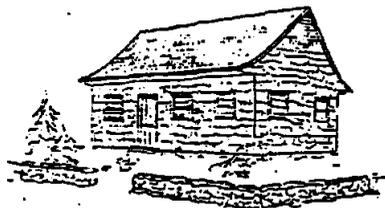
Pasquale P. Diccianni
President
Northeast Operations

Visitor Information

The Tri-Municipal Sewer Commission, in conjunction with the New York State Department of Environmental Conservation and the U.S. Environmental Protection Agency, has worked to preserve these invaluable archaeological sites.

In addition to providing yearly public access to these sites from November 1st through March 31st, the Tri-Municipal Sewer Commission has recovered numerous artifacts during several cultural resource surveys. Seven individual reports have been written. The archaeological artifacts and documentation can be reviewed by contacting the Tri-Municipal Sewer Commission at (914)473-5633.

The Bowdoin Farm Archaeological Site is handicapped accessible.



Information for this pamphlet was derived from the following sources:

Joyce Ghee, Dutchess County Historian
Bea Buchanan, Bowdoin Park Historian
William Roberts,

Greenhouse Consultants
Louise Basa, New York State DEC
Bowdoin Farm Historical Society
Papers, Lucy Johnson, 1978
Site Evaluation of Site 1B,
Robert Rehwoldt, Ph.D. Jan. 1978
Literature Search, Dr. Neil Johnson,
May 1979

Stage II Archaeological Survey,
Charles Fisher, March 1980
Addendum to Stage II Survey,
Charles Fisher, Sept. 1980
Stage 1B Archaeological Survey,
Hetty Jo Brumbach, June 1981
Additional Stage 1B Survey,
Hetty Jo Brumbach, Dec. 1983
Archaeological Mitigation Report,
William Roberts, April 1988

Pamphlet prepared for:
The Tri-Municipal Sewer Commission
P. O. Box 859
Wappingers Falls, NY 12590
Leif W. Jensen, Chairman

Pamphlet prepared by:
Susan Watson, Development Specialist
Isabel Blum, Graphic Designer
Matthew D. Rudikoff Assoc., Inc.

June, 1989

DRAFT

TRI-MUNICIPAL SEWER COMMISSION'S GUIDE TO THE BOWDOIN FARM ARCHAEOLOGICAL SITE



Introduction

The Tri-Municipal Sewer Commission identified part of the Bowdoin Farm Archaeological Sites during the environmental impact review process. This was a prerequisite to the U.S. Environmental Protection Agency and NYS Department of Environmental Conservation funded construction of a wastewater treatment plant by the Village of Wappingers Falls and a portion of the Town of Poughkeepsie. These archaeological sites document a chain of history from 3000 BC until today. There are relics from the earliest peoples who lived here as well as from the estates of the wealthy who occupied the area as recently as the early 20th century.

In 1609 Henry Hudson, an English explorer working for the Dutch, sailed up the river that now bears his name. In 1664 the English took control of the province and in the 1680's homesteaders began to arrive in this area. Disputes arose about the boundaries along the east bank of the Hudson between Wappinger's Creek and Jan Casper's Kill. Pieter Lassen went to Albany to discuss the problem and when the dispute was settled in 1704 the land on which you are now standing became Pieter Lassen's property. The following sites can be found here.

1. The Lassen Family Graveyard

When Pieter Lassen died in 1709 he was buried in an orchard. This orchard became the Lassen Family burial ground. The Lassen family held the cemetery and the land surrounding it until 1751. Lassen family burials here began with Pieter Lassen and continued until 1767 when Mary Lassen was buried. Other people continued to be buried here until at least 1794. Over forty-five (45) people including Pieter Lassen are buried here.

The LeRoy Family held the cemetery and lands around it until the 19th century.

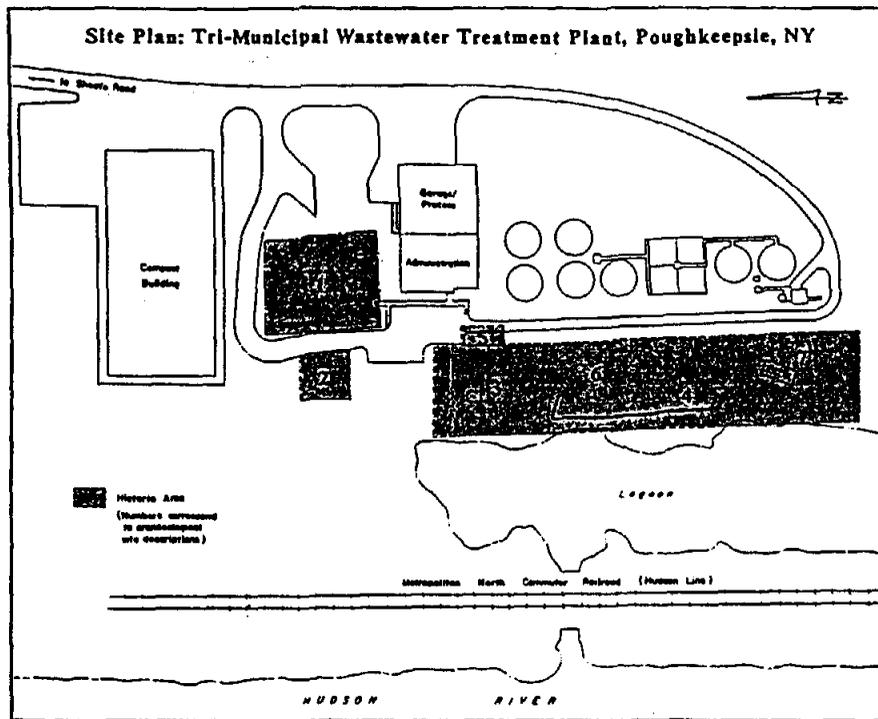
2. The Bowdoin Farm Pre-historic Site

This Native American archaeological site dates to the era 3000 BC through 1600 AD. The excavations at this site recovered stone tools, pottery and food remains. During this period the native peoples of the Hudson Valley ceased living as hunters and gatherers and began to farm corn.

3. The Lassen-LeRoy Settlement (northern end of stone wall)

Pieter Lassen established a home and a ferry landing here from 1688 to 1709. Documents from that time period refer to his oldest son Laurence as "the boatman of Poughkeepsie" and it is possible that the Lassens ran a ferry from the landing.

Upon the deaths of Pieter Lassen and his wife the property was divided into seven equal parcels. In 1798 Peter LeRoy purchased the Lassen homestead parcel and with his wife, raised six children there. Peter LeRoy's heirs retained the Lassen-LeRoy homestead until 1865.



4. LeRoy's Landing Place (stone wall)

Captain John LeRoy, the son of Peter LeRoy, operated a ferry at the stone wall known as "the Landing Place". The ferry crossed the river and docked at Marlborough. John LeRoy operated his ferry until the 1850's when the building of the railroad cut off his access to the river and forced him to move the ferry landing to New Hamburg.

5. Pleasant Hill

In the late 1800's Meredith Howland, the son of Gardiner Green Howland, who owned the adjoining Netherwood estate, purchased part of the LeRoy property and built a small home he called Pleasant Hill on the edge of the bluff overlooking the stone wall. Archaeological excavation of this site revealed a corner wall, an exterior cellar entry and four stair treads leading to the cellar.

6. Isaac's Lime Kilns

On the west face of the bluff overlooking the river, just south of the upper terrace the site of two early 18th century lime kilns has been identified.

When the terrain permitted, lime kilns were usually built into a hillside to facilitate loading from the top. They could be up to 20 feet high and round or barrel-shaped. At the bottom of the kiln there was an opening through which the fire could be ignited and the burned lime removed. The remnants of the two kilns found on this site are the fire charred bases of the kilns.

This lime was mixed with sand to form a mortar that was commonly used in the building of structures until the late 19th century. Physical evidence of a number of similarly built kilns has been found in the general vicinity of Bowdoin Park.

7. Boathouse Shed Foundation

The small stone foundation south of the landing is interpreted as a storage facility for one of Irving Grinnell's many boats.

The foundation of his elaborate boathouse can be seen on the Bowdoin Park Tri-Municipal Nature Trail property. The boathouse, built in the late 1800's, had a large apartment and a porch all the way around it for viewing of the river. Mr. Grinnell, a New York City shipping magnate, was a boat racing enthusiast, owning several sailing and iceboats.