ESOPUS RIVERFRONT

ACCESS AND CONNECTIONS STUDY

TOWN OF ESOPUS 1811 NEW YORK

Appendices

OCTOBER 2020

Laberge Group
ENGINEERING ARCHITECTURE
SURVEYING PLANNING

SCENIC HUDSON

Esopus Riverfront: Access and Connections Study

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APPENDIX A:

PUBLIC INPUT SUMMARIES

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Esopus Riverfront – Access and Connections Study
Public Informational Meeting #1
May 22, 2019
Summary of Public Comments

The following is a summary of comments received at Public Informational Meeting #1 of the Esopus Riverfront – Access and Connections Study. This meeting was held on the evening of May 22, 2019 at 7:00, at the Town of Esopus Town Hall. Approximately 45 interested individuals (35 of those individuals signed in on the Project sign-in sheet) attended the meeting. The meeting closed shortly after 8:40 pm.

The meeting began with an approximate 50-minute presentation given by the Laberge Group's Matthew Rogers- Senior Planner and Joshua Westfall, AICP- Planner, with and introduction by Supervisor Shannon Harris. The presentation provided an overview of the Project goals, objectives and schedule along with the results of the recent site visits, existing conditions, and potential improvements at the following sites:

- Black Creek Preserve
- Esopus Meadows Preserve
- George H. Freer Memorial Beach
- Lighthouse Park
- Sleightsburgh Park

The presentation was followed by a public question and answer period that was moderated by Laberge Group and Supervisor, Shannon Harris.

Sleightsburgh Park

1. An unnamed individual asked if a fee schedule and/or other usage restrictions could be implemented in the park for use of the boat launch.
   - Matt Rogers stated that this idea has been discussed by the Committee and that that the option would continue to be explored.
   - Rita Shaheen of Scenic Hudson, spoke and stated that due to Scenic Hudson's Easement on the property, restricting access would not be permitted as it had to be open to all in the public. Rita Shaheen indicated she would need to review the easement to determine if the Town could collect fees.

2. Chet Allen asked if the easement held on the property by Scenic Hudson would allow for an expansion of the access driveway as it is currently very narrow and ingress/egress can be difficult when met by oncoming vehicles.
   - Matt Rogers explained the adjacent environmental constraints caused by wetlands and indicated that the Committee has discussed and will further explore pull-offs, or alternately, utilizing signage and lights that would limit vehicle use of the access drive to one vehicle at a time.
   - Mr. Allen further discussed that the use as a boat launch and a recreational asset may outweigh the value of the wetlands adjacent to the road and that this should be considered as he felt more visitors to the Park would be using it for fishing, the trails, and the water access.
   - Zura Capilli indicated she enjoyed the road along the wetlands and that it was a valuable asset to the Park.

- Mr. Rogers confirmed that the wetlands were a fragile environment and that a fair assessment would be considered that takes both recreational needs and environmental needs into account-protecting, benefiting, and maximizing both.

3. Matt Rogers brought up the fact that out of all of the Parks and Preserves in the Town, Sleightsburgh Park is facing the most adverse impacts related to future sea level rise (SLR). Referring to the site condition maps at the back of the room, Matt Rogers described how the access road into Sleightsburgh Park will be negatively impacted by SLR, along with the trails, and parking and boat launch areas. Increased frequency of strong storms, associated storm surges and the increased flood plain impacts associated with SLR will also negatively impact the Park. The Town will need to take the future impacts of SLR and storms into consideration when planning for improvements to ensure investments are appropriate while understanding that the Park may eventually be unreachable.

4. An unnamed individual asked if there were any solid statistics of how many people want to launch their boats at this location and if it is just a short term demand.
   - The individual went on to advocate for a mix of uses at the Park that enhances both the natural and developed portions and asked if those uses can be segregated so as to provide maximum benefit for all visitors.
   - Also in regard to Sleightsburgh Park, the individual described potential benefits of placing lights on the road, allowing for safe access to, and egress from the Park for all vehicles (as previously discussed).
   - The individual asked if the Town, as a result of this process, would be creating additional demand for a boat launch facility at the Park or if there is currently significant demand. She restated that perceived demand may be short term in nature and may not really exist.
     - Mr. Rogers stated that there are no official statistics for the park. The Committee has discussed this and is in agreement that usage statistics should be obtained in the future. This may occur partially with the assistance of volunteer stewards to be stationed at the park this summer. Long-term surveys/monitoring is desired by the Committee and recommendations on how this should occur would be provided.

5. Laura Petit stated that in her role as a County Legislator, she spoke with a resident in the Sleightsburgh hamlet regarding traffic and pedestrian safety as well as a lack of provisions for adequate site safety and security. Legislator Petit asked if sidewalks or other pathways were being considered to separate pedestrians from the adjacent roadways and indicated a concern for dangerous pedestrian and boat trailer interactions. Legislator Petit also stated that she didn't feel existing wayfinding signage was sufficient in many locations to lead those unfamiliar with the area to the park.
   - Supervisor Harris confirmed that she has also spoke with many residents about safety and security and indicated that the Town will begin locking the gates overnight and spoke on clarifying hours for vehicular access. The Supervisor continued that the Town is seeking to install surveillance cameras and adequate lighting to improve safety and security at the Park.
   - Matt Rogers stated that due to built and natural constraints, the siting of sidewalks in the hamlet to the Park may be difficult to consider. However, the Town will be looking into opportunities for traffic calming along the vehicle and pedestrian route into Sleightsburgh Park.

Freer Park

1. During the Presentation period of the meeting an individual in attendance asked for clarification on the existing storm water drainage and sedimentation issues at Freer Park (there are multiple stormwater pipes that discharge into the River at Freer Park).
   - Joshua Westfall and Matt Rogers clarified that the stormwater drains from the park and based on information from the Town's stormwater consultant, areas along US Rt. 9W also contribute to the drainage at Freer Park.
   - Matt Rogers also stated that the Town is in compliance with State regulations for stormwater. Going forward, any plan to improve the shoreline at Freer Park will take into consideration the current stormwater discharge system and possible improvements.

2. An individual raised concerns about additional paving at Freer Park. Supervisor Shannon Harris had commented that the Town has set aside money for repaving and that there are no plans to significantly increase impervious areas. There is an existing unpaved area where people park at the northern portion of the Park. This area gets muddy and is subject to erosion during rain events and as a result may be paved or a suitable pervious surface installed. The Town will look to reduce the amount of impervious areas at the Park if possible. The efficiency of the parking lot may also be improved along with the overall drainage from impervious areas.

Lighthouse Park

1. Zura Capelli voiced her concern for an expanded parking lot as identified in the presentation. She stated that she felt the lot was adequate and there was no need for expansion saying that currently the lot is in good shape save one large pothole. She stated that there would be too much parking and that any expansion of parking would make the Park unenjoyable.
    - Zura Capelli also spoke on her concerns for moving the large rocks along the shoreline, which were identified in the presentation to be moved. She felt any movement of these rocks would further affect shoreline erosion and affect the integrity of River Road.

Esopus Meadows Preserve:

1. Zura Capelli stated her displeasure at the prevalence of unleashed dogs at the site, citing that she felt they were destructive to plant and animal life- decreasing natural diversity in the area. There was a discussion about the issue and the fact that Park rules require all dogs be leashed. Scenic Hudson acknowledged that while this is the rule on all of its properties, it is difficult to enforce and that dog owners need to take more responsibility.

General Park Comments Provided:

1. During the Presentation period of the meeting a resident asked a question about the efficiency of nature-based shoreline and their adequacy of use. She asked for clarification on what a nature-based shoreline is.
    - Matt Rogers described that the term “nature-based” shoreline is a shoreline that uses natural materials (combination of vegetation and rocks) to reinforce the shoreline against erosion. Matt Rogers referred to the nature-based shoreline at Esopus Meadows Point (southern portion of Esopus Meadows Preserve) that was previously a bulkhead. The use of bulkheads/sea walls can increase shoreline erosion on either side of walls due to wave deflection. This is evident at Freer Park.
    - The resident further stated that many of the trees along waterfront trails at Esopus Meadows are dying due to constant flooding and erosion and further identified the movement of a waterfront trail west, away from the river as an example supporting her assertion that nature-based shoreline improvements are not appropriate.
        - It was clarified that the erosion she referred to was not at the location of the nature-based shoreline, but at the shoreline along the northern portion of the park that has not been improved or stabilized.
    - Matt Rogers further clarified that any plans to construct nature-based shorelines would include appropriate evaluations including engineering studies to ensure any improvement efforts are suitable for each site.

2. An unnamed individual spoke on a handful of issues:
    - Scenic Hudson should provide garbage cans at parks despite the difficulty it would cause as it would ultimately maintain clean conditions within the sites. It was clarified that Scenic Hudson as a “carry-it-in, carry-it-out” rule and there are no plans to provide garbage cans.
    - Increased use of public parks for events would be a benefit to the Town and suggested a food truck event in Freer Park which would draw both residents and visitors and promote local businesses.

- Inquired if the Town should approach park planning from the perspective of spaces intended for residents and non-residents versus ones intended for residents only, including more small scale and passive in nature.
    - Matt Rogers, in response for her support of more events at parks, indicated that this was discussed by the Committee, is included in the Draft Comprehensive Plan and that the newly created Economic Development Task Force for events and tourism would be examining this.

3. Victor Cappelli read a prepared a statement:
    - Regarding the destructive effects of unattended and unleashed dogs at park properties in Esopus. Capelli stated that dogs cause major environmental damage and microclimatic disturbances for birds and endangered flora. Capelli continued to cite personal knowledge that dog spread ticks between different locations as they rub against plants. Lastly Capelli stated that the high amount of "poop bags" and excrement piles left by dogs create an unenjoyable experience at parks and create a visual affront to all visitors.
    - Victor Capelli also discussed the need to balance and minimize tourist type activities in order to maintain the environmental ecology of the area and that an increase in tourist activities at natural areas will negatively affect the Hudson River.

4. Zura Capelli stated that she felt the best asset at all parks was the natural diversity, and this should be preserved and considered throughout the Town. She continued that the Town and this Study should recognize what lands should be intended to be Parks and what should be a Preserve, and to manage and maintain those lands accordingly, and that any development and recreational amenities considered should be appropriate. She cited that in her time in the Hudson Valley she has noticed a decrease in natural diversity and an increase in invasive species.

5. From Facebook live video comments, Jesse Hicks via Alex Dean, asked if this considers environmental issues such as dumping, and invasives in the River, or adjacent to Park locations, for any future development or recreational offerings.
    - Matt Rogers stated the Town is aware of current data on water quality but the Committee has not discussed this to date.
    - Supervisor Harris stated that addressing water quality is not in the scope of this project, but that any information readily available will be considered.

Comment Cards Received

Comment Card 1:
- "GREAT MTG. Thanks for all the work"

-N. Ryan

Comment Card 2:
- "We need to encourage + support local gov't initiatives that protect habitat + decrease threats to biodiversity"
- "Have you identified provincial conservation concerns and if not, why not."
- "Do you have a red list for areas most at risk + a blue list for areas vulnerable to human activities + natural disturbance"

-zuracapelli@yahoo.com

<u>Post Public Discussion Period</u>

1. Chairwoman Mercedes Ross spoke briefly after the meeting, thanking all in attendance and pointing out that Scenic Hudson brochures were available at the sign in table.

2. Lastly Chairwoman Ross called for volunteers to operate “Chester” and described the training, the duties, and the need. She stated that anyone interested should contact Carol Carson-Tomassetti of the Committee.

3. Supervisor Harris supported Chairwoman Ross’ call for volunteers, describing the importance of this service provided.

4. Supervisor Harris closed the meeting shortly after 8:40pm, thanking the committee and all those in attendance.

Town of Esopus, NY
Esopus Riverfront: Access and Connections Study
Public Design Workshop
Public Design Workshop – Summary of Public Input
July 24, 2019

On July 24, 2019 from 6:30 to 8:00 pm the Town of Esopus Riverfront Access Committee held a public design workshop to gauge public reaction to preliminary Committee recommendations and to receive additional input and recommendations from those in attendance. Large poster boards depicting the preliminary recommendations at Freer Park Beach, Lighthouse Park, Sleightsburgh Park, and Black Creek Preserve were available for review. The Committee, Scenic Hudson, and Laberge Group were on hand to discuss the preliminary improvements and answer and questions. Those in attendance were asked to provide their input and offer recommendations. The Town left the poster boards at Town Hall to allow for continued public input. The preliminary concepts were also posted on Facebook and the Town's website to provide the public with additional opportunities for review and comments. The following is a summary of input received to date.

George H. Freer Memorial Beach:

- Concept looks good.
- What happened to Freer Beach?
- Will the bank at Freer Beach be maintained – it looks awful? [Clarification needed].
- Rebuild seawall in place.
- Yes to seating and greater ADA accessibility.
- Need access to water at all times.
- Playground:
    - Relocate to basketball court.
    - Resurface like at Glasco Mini Park (rubber chips).
- Include a car charging station.
- Request for a fenced in dog area.
- Have Town continue to mow trail area (at southern end of the park) as it needs little to no improvement.
- Include teen and adult activities.

Sleightsburgh Park:

- Overall support for proposed improvements; Trail improvements are great! Support for wetland boardwalk.
- Why so little improvement here? This is the only boat access that is not on the river
- Need a bathroom.
- Electric gate access; Car traffic control device; Allow for right of way (widening?) so no pull-off area is needed.
- Improve trails, add trash cans.

Lighthouse Park

- Love the Town of Esopus and Scenic Hudson partnership, keep it up.
- Why add a kiosk?
- Interconnect bike areas and keep bikes safe and off busy roads.

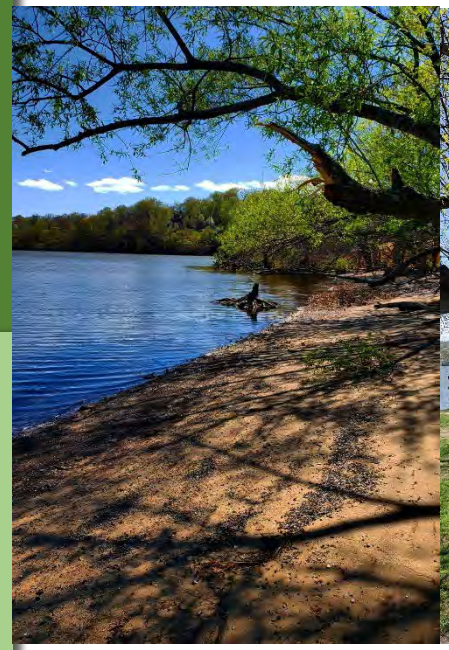
Black Creek Preserve Riverfront Park:

- Need private vehicle access to waterfront for use of kayak launch and pavilion for parties (X3).
- No Meadow Trail, TICKS.
- Needs benches on trails.
- Interpretive signs and trails. Share as much information as possible.

General Comments:

- Please keep all the launches accessible to kayaks so we have as much local river access as possible-bathrooms or portable toilets help. Thanks for all you do.
- Please do what you can to curb the growth of water chestnuts so the water is kayakable.

Esopus Riverfront:
Access and Connections Study



Public Informational Meeting

May 22, 2019 – 7:00PM

Esopus Town Hall

Laberge Group
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SCENIC HUDSON

Public Meeting Agenda

- Purpose of the Study and tonight's meeting
- Introductions and Team roles
- Progress to date
- Previous planning work
- Review of existing sites
- Next steps
- Comments/questions/ recommendations/concerns

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Purpose of the Study…

- Enhance waterfront access for all ages and abilities to the Hudson River and Rondout Creek
- Identify new recreational amenities
- Establish new trail connections
- Plan and design for anticipated sea level rise and increased severity of storms

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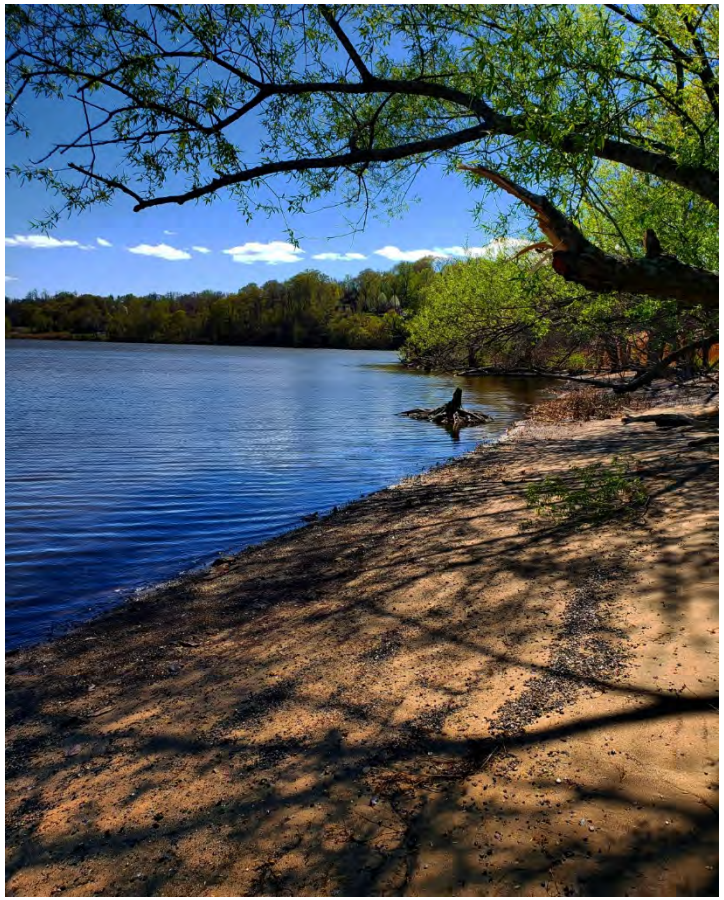
Purpose of Tonight's Meeting

- Overview of the Study
- Existing conditions of Town and Scenic Hudson Parks and Preserves
- Initial improvement ideas
- Obtain suggestions, concerns, information and ideas
- Potential new waterfront access sites



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Introductions

Riverfront Project Committee

Chairwoman Mercedes Ross

Supervisor Shannon Harris
Councilwoman Kathie Quick
Chet Allen
Susan Barbarisi

James Banks
Amy Cahill
Diane Dintruff
Carol Carson-Tomassetti
Lisa Mance, Secretary

Margaret Phelan
Eli Schloss
Dale Wolfield
Marion Zimmer

Project Partner - Scenic Hudson

Rita Shaheen, Dir. Of Parks and Community Engagement

Heather Blaikie, RLA, Park Planner

Project Consultants – Laberge Group

Matthew Rogers, Senior Planner

Joshua Westfall, AICP, Planner

Project Funding

Provided by the NYSDEC Hudson River Estuary Program

Nancy Beard, Assistant Public Information Officer

Efforts to Date

- November 2018-Grant Awarded
- March 2019-Kickoff Meeting
- April 2019-Site Visits:
    - Black Creek Preserve
    - Esopus Meadows Preserve
    - Lighthouse Park
    - Freer Beach Park
    - Sleightsburgh Park
- April – May: Inventory and Analysis
- May 8: Committee Meeting 1 of 8
- ***May 22: Public Informational Meeting #1***
- June 5: Stakeholder Meetings
- July: Public Design Workshop (Date TBD)

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Stakeholder Meetings – June 5

- Outdoor Recreation Groups
- Accessibility Advocates
- Environment and Culture Organizations
- Key Shoreline Owners
- Business Interests

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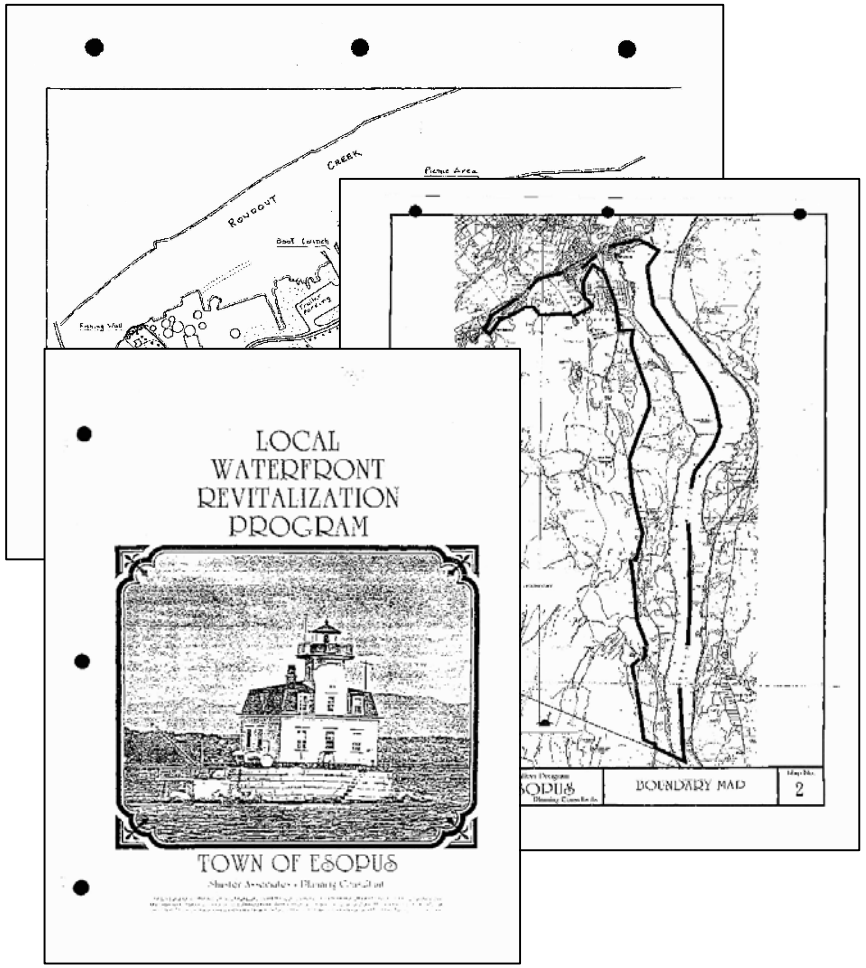
Previous Planning Efforts

Town of Esopus Local Waterfront Revitalization Program (1987)

Major Plan Goals Include:

- Restoration and revitalization of under-utilized waterfront land – *Sleightsburgh Park improvements*
- Facilitate the creation of, and siting for, water dependent uses/facilities on or adjacent to coastal waters
- Protect natural aquatic resources including fish and wildlife



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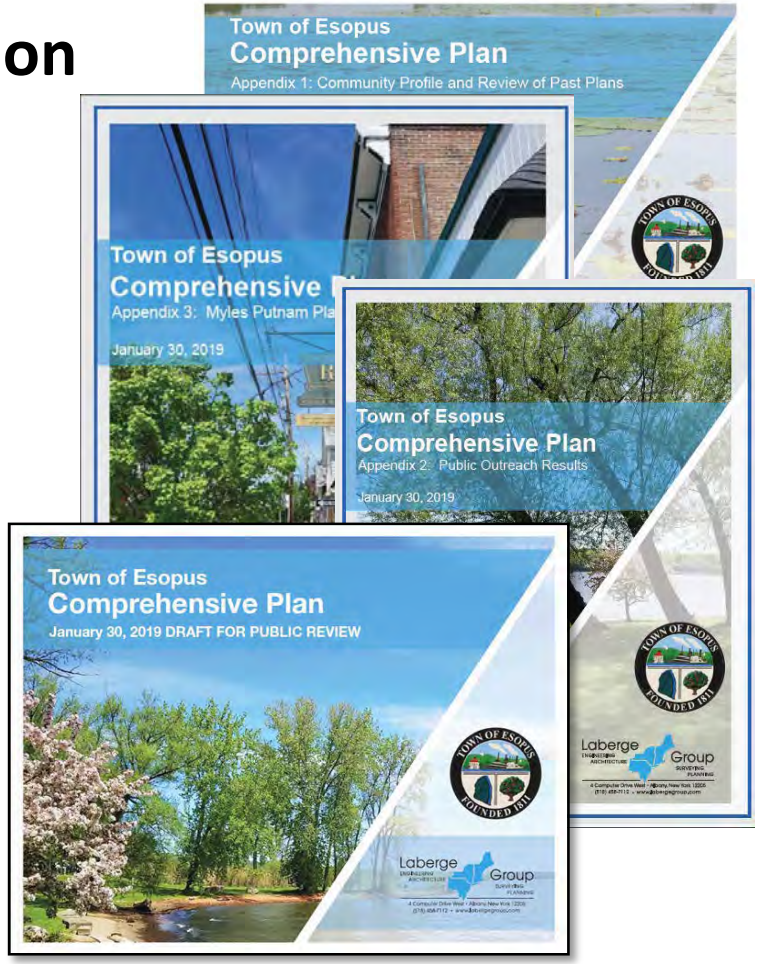
Previous Planning Efforts

Town of Esopus Comprehensive Plan (June Adoption)

The Waterfront: Revitalization, Recreation and Preservation

Goal 1: Enhance the Town's waterfront as a recreation, education and commercial/entertainment destination for all…

- **Encourage compatible** commercial, tourism and **education/interpretive development** along the waterfront
- Identify opportunities for **new and improved public access** to the Hudson River waterfront
- Evaluate potential opportunities and implement feasible options to **enhance public access on the Rondout Creek**
- **Site Specific improvements** including park designs



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Black Creek Preserve

Existing Conditions

- 12+/- parking lot (to be expanded)
- Existing non-motorized boat launch
- Over two miles of existing trails
- Kiosks/interpretive signage at entrance
- Single lane paved access- official vehicles only
- Ecologically unique cove at convergence of Black Creek and the Hudson River
- Sensitive habitats on northern peninsula
- Evidence of water chestnuts
- Existing structures have been removed
- Small dwelling and gazebo have been preserved

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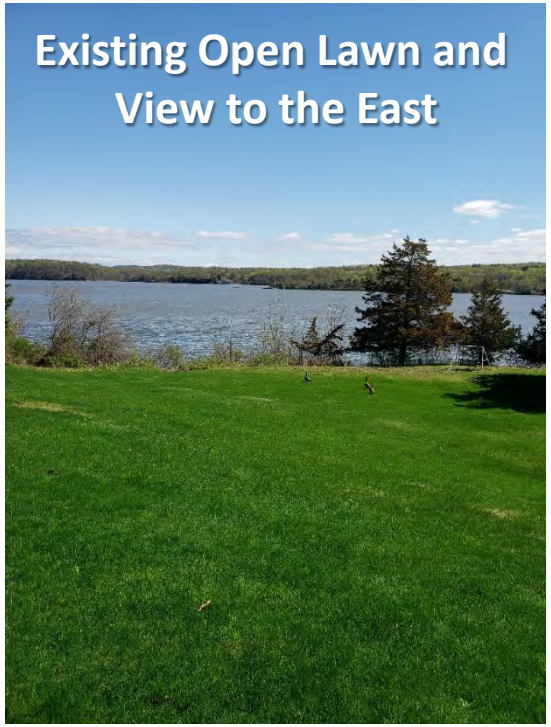
Current Boat Launch Area


Existing Open Lawn and View to the East

Natural Cove and Black Creek Mouth

Gazebo to be Maintained and Environmentally Sensitive Area

View to the North

One-lane Bridge

Black Creek Preserve – Possible Improvements

- Improve and repair boat ramp as HRV Greenway Water Trail pull-in-site
- Provide designated fishing access
- Create trail connections where feasible
- Additional interpretive signage on new property
- Create designated picnic facility/area
- Develop and maintain current road for multi-recreational access (hike/bike, etc.) and as an accessible trail
- Expanding parking lot – will include accessible spaces
- Update bridge for recreational purposes

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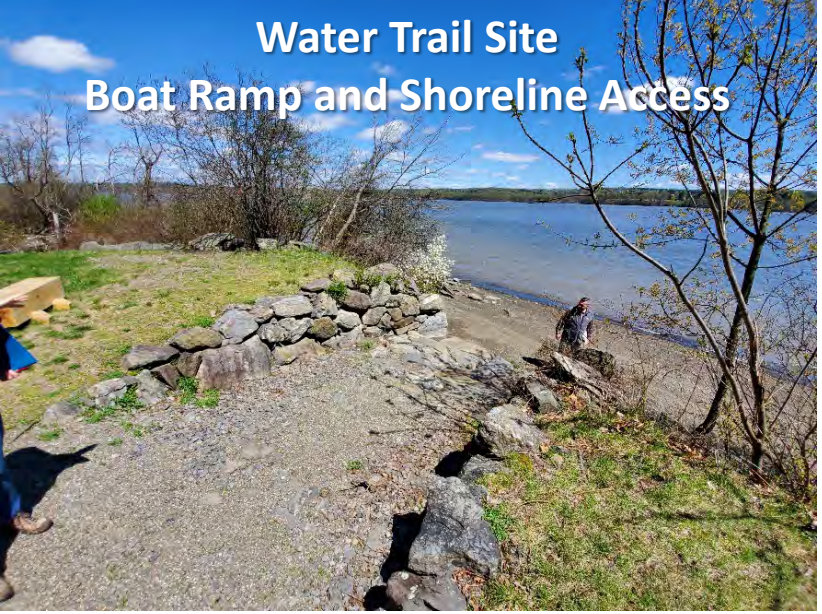
Esopus Meadows Preserve

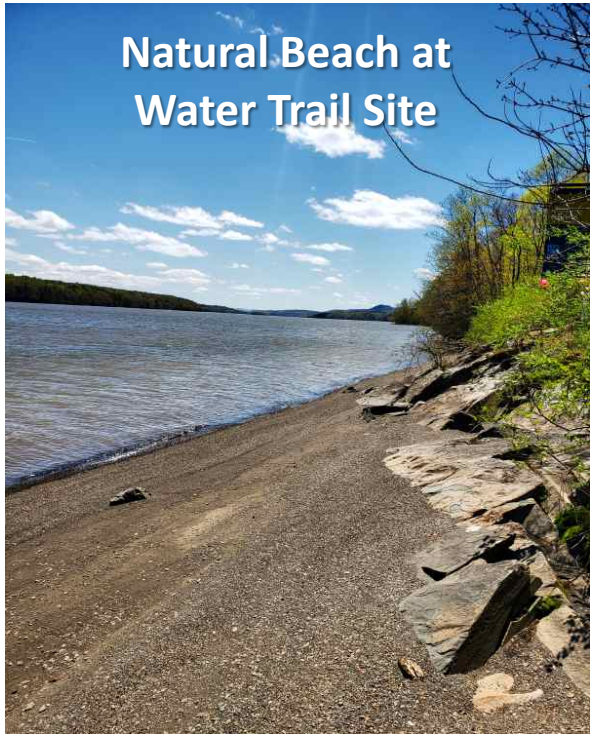
Existing Conditions

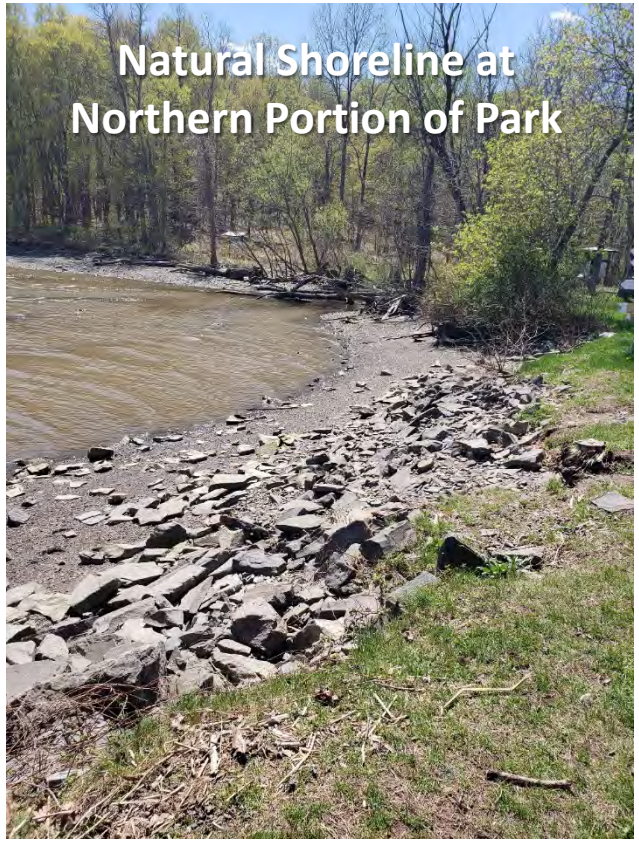
- Esopus Meadows Environmental Center – Hudson River Sloop Clearwater Tideline Programs main education site
- Interpretive signage
- Flood resilient pavilion
- Accessible parking, trails and trailhead amenities
- Portable toilets and composting toilet
- Varying terrain/difficulty accessing shoreline for launching kayaks/canoes
- Two-miles of hiking trails
- Water Trail Site picnic area
- Contiguous to Lighthouse Park and other Scenic Hudson lands – possible future trail expansion
- Limited parking
- Water Chestnuts issues

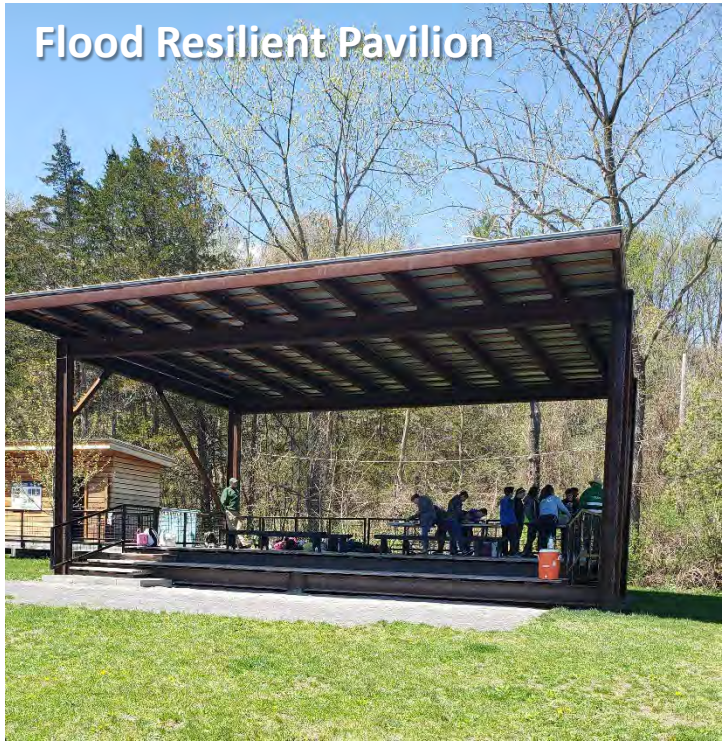

Water Trail Site
Boat Ramp and Shoreline Access

Crowded Parking Lot- Event

Composting Toilet


Natural Beach at
Water Trail Site


Natural Shoreline at
Northern Portion of Park


Flood Resilient Pavilion

Esopus Meadows Preserve-Possible Improvements

- Additional parking proposed at Lighthouse Park can be utilized for Esopus Meadows
- No plans to establish a new launch site at Esopus Meadows – proposed designated kayak/canoe launch at Lighthouse Park
- Potential future trail connections to southern landholdings
- Ongoing shoreline maintenance to limit future erosion

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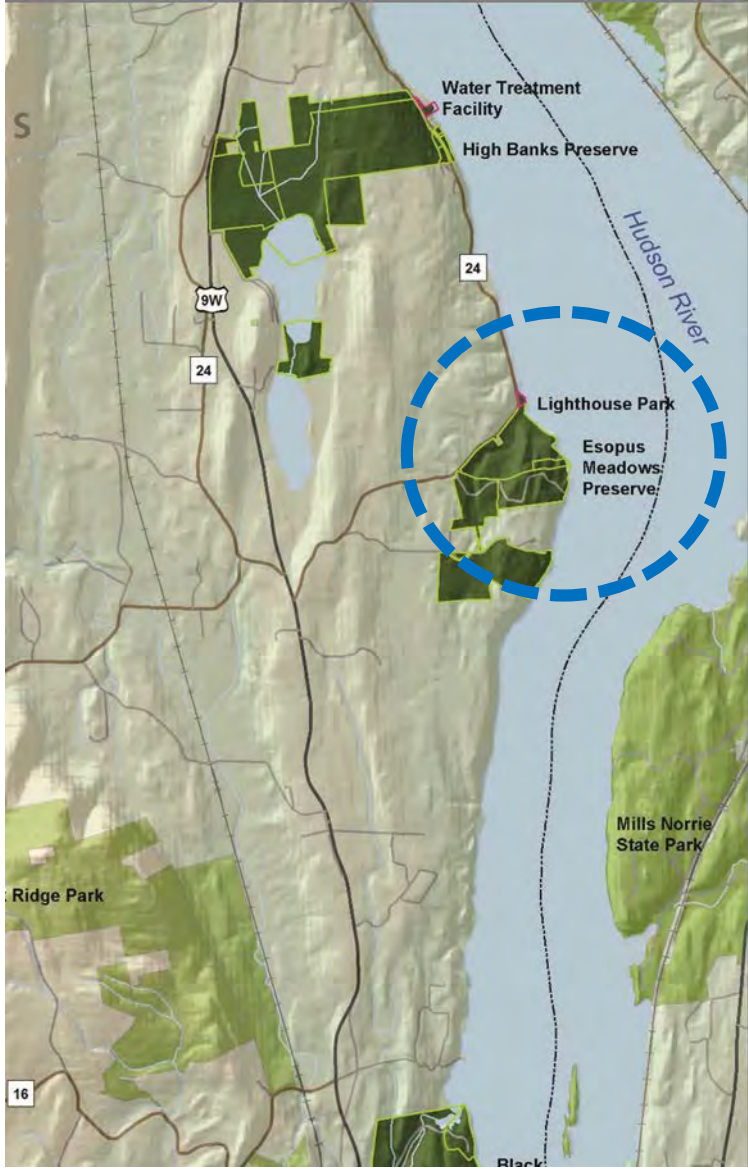
Lighthouse Park-Existing Conditions

- Direct river access
- Picnic tables
- Scenic views of the lighthouse and Kingston-Rhinecliff Bridge
- Connections to Esopus Meadows Preserve
- Popular for fishing and launching-no designated locations for either
- Shoreline is rocky, eroded, uneven and difficult to access
- Water Chestnut issues
- Threatened by sea level rise
- Small parking lot and no accessible spaces
- Abandoned raised leach field
- Underutilized kiosk



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Shoreline Erosion

Parking Lot, Picnic Area and
Riverfront Looking North

Sloped, Eroding Shoreline

Parking Lot and Picnic
Area From River Rd.

Parking Lot Looking South

Existing Kiosk

Lighthouse Park - Possible Improvements

- Improve the shoreline – Relocate rocks from shoreline
- Enhance shoreline to limit further erosion
- Establish a more gradual/accessible path to the waterfront and Esopus Meadows from the parking lot
- Accessible picnic tables
- Fish cleaning station
- New canoe/kayak launch
- New fishing area with cleaning stations
- Expanded parking lot/ADA parking space
- Interpretive signage and improved welcome sign

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Freer Park – Existing Conditions

- Adequate parking – confusing circulation pattern
- Pavilion is a popular event location
- Extensive open lawn to waterfront
- Easy access to/from nearby residential neighborhoods
- Popular for fishing, kayak/canoe launching, and day use
- Nearby recreational and cultural facilities
- Bulkhead – showing signs of deterioration and shoreline erosion
- Flood prone and threatened by sea level rise
- Water chestnut issues
- Unused/underutilized buildings
- Natural gas line through site
- Siltation of cove due to tides and storm drainage

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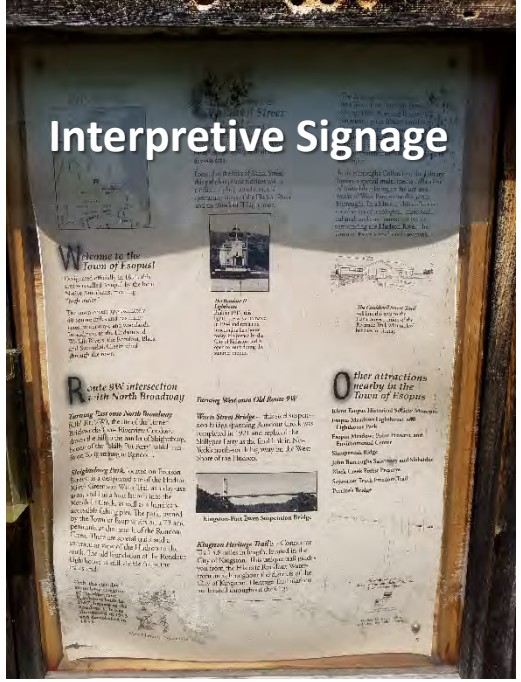
Storm Drainage

Under-Utilized Buildings

Informal Car-Top Launch



Interpretive Signage

Bulkhead Deterioration

Popular Facilities

Entrance to Park

Freer Park-Possible Improvements

- Evaluate stormwater and siltation issues
- Repair bulkhead/create an accessible, nature-based shoreline resilient to flooding and erosion
- Establish a formal kayak/canoe and small craft trailer boat (non-motorized) launch site
- Designate a separate fishing area with cleaning stations
- Accessible picnic tables and shoreline access
- Create an accessible shoreline trail
- Utilize buildings or consider renting to concessioners
- Replace/update interpretive signage
- Develop accessible trail connections to/from neighborhoods
- Upgrade picnic and recreational facilities
- Pave current informal grass parking area
- Remove wooden steps at north end of park
- Explore seasonal equipment storage for water-related activities

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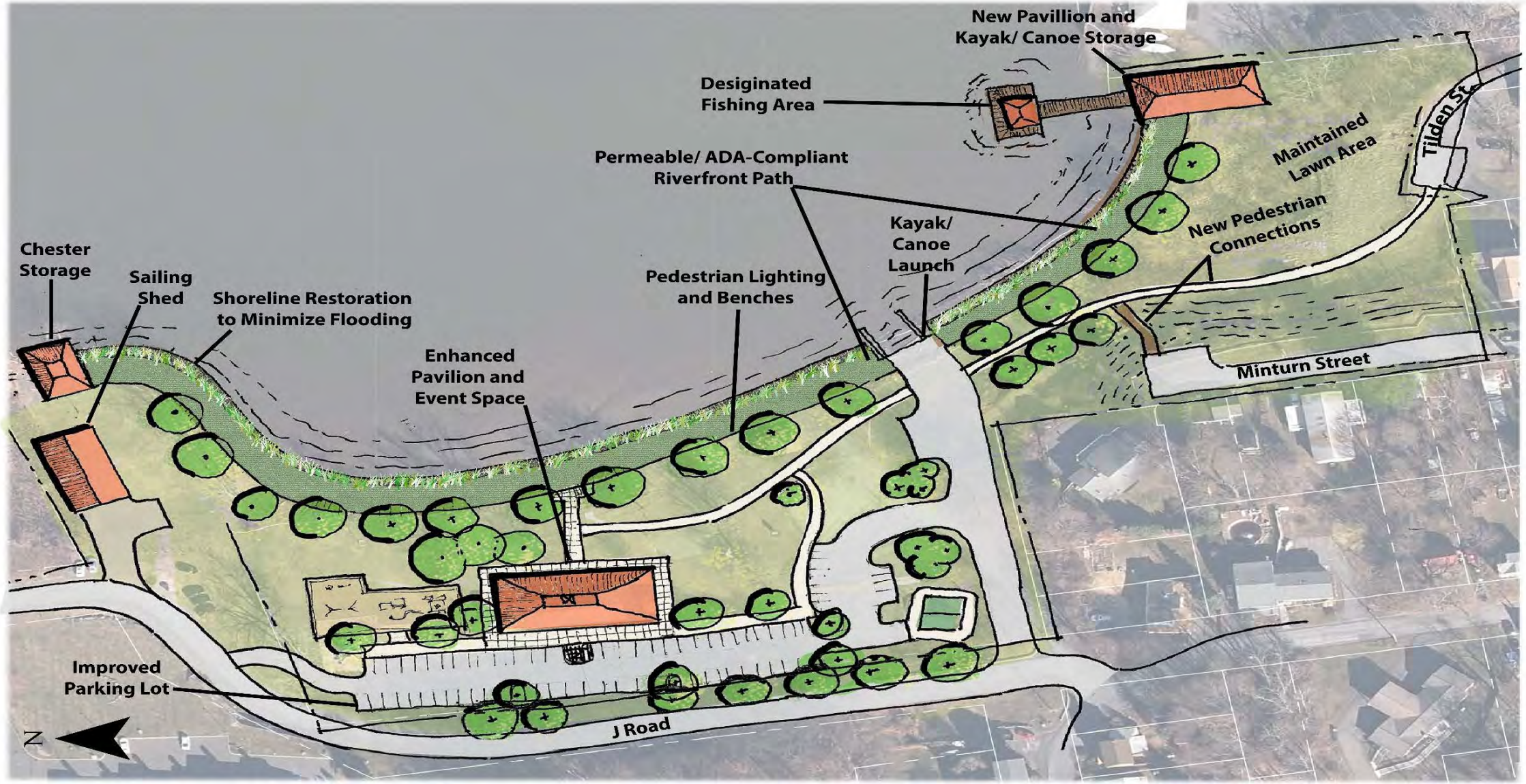
Freer Park - Preliminary Improvements/Comprehensive Plan



Sleightsburgh Park-Existing Conditions

- Only free trailered boat launch in Town/nearby – highly utilized
- Popular for fishing and bird watching
- Limited dock space for short-term mooring
- Portable toilet
- Limited picnic tables, mostly used for fish cleaning
- No interpretive signage and limited/confusing wayfinding
- Parking lot gets congested and confusing circulation pattern, no designated parking for trailers
- Security and safety concerns
- One-lane, gravel access road
- Access through residential neighborhoods raised as a concern
- Majority of existing trails are not maintained
- High-tide flooding and near-term impacts from sea level rise
- Majority of park composed of tidal wetlands

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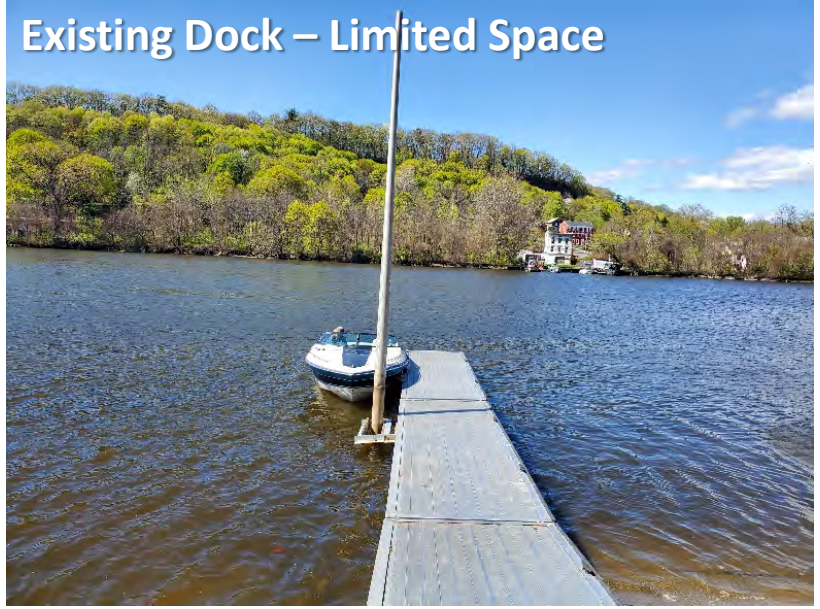
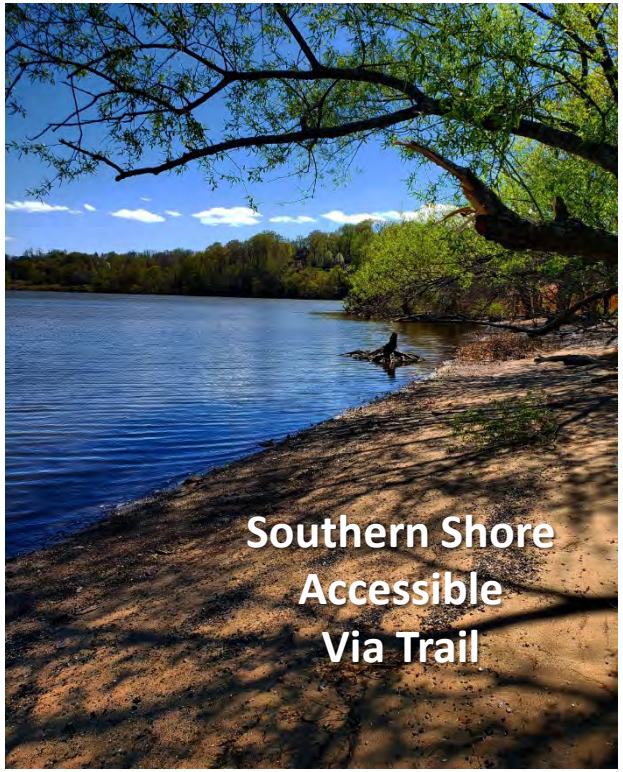
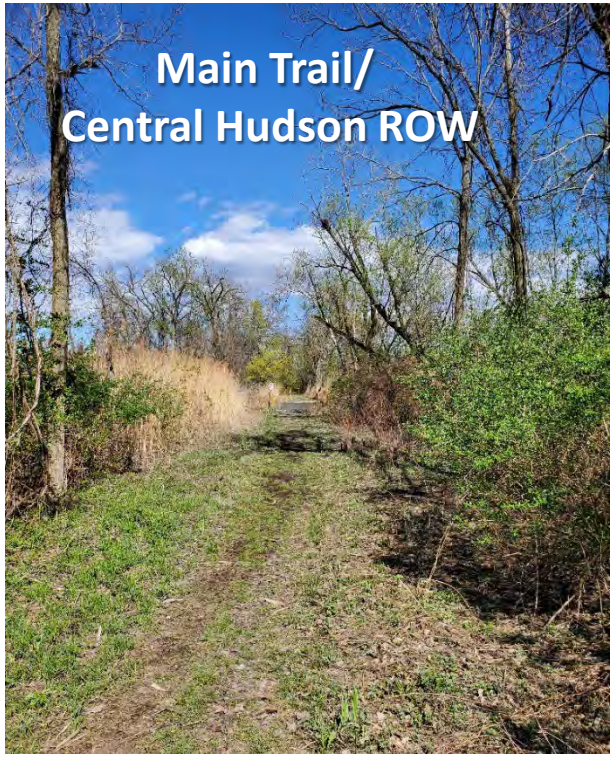
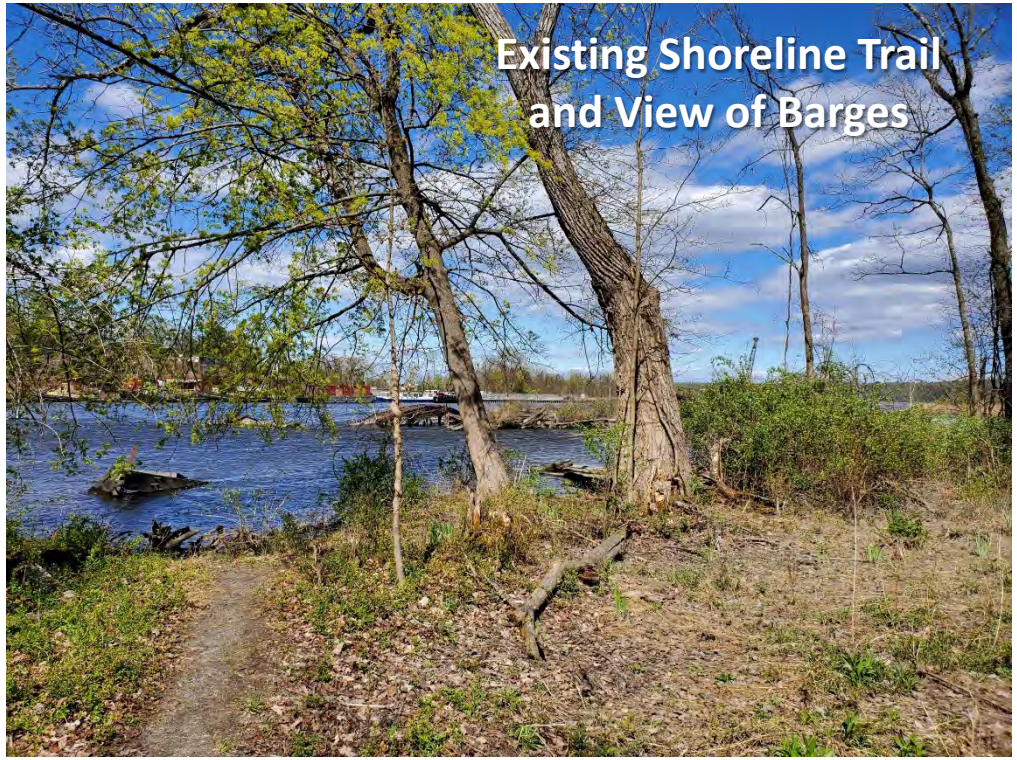
Inefficient Parking
Arrangement


Existing Dock – Limited Space

Boat Ramp and
Fishing Platform

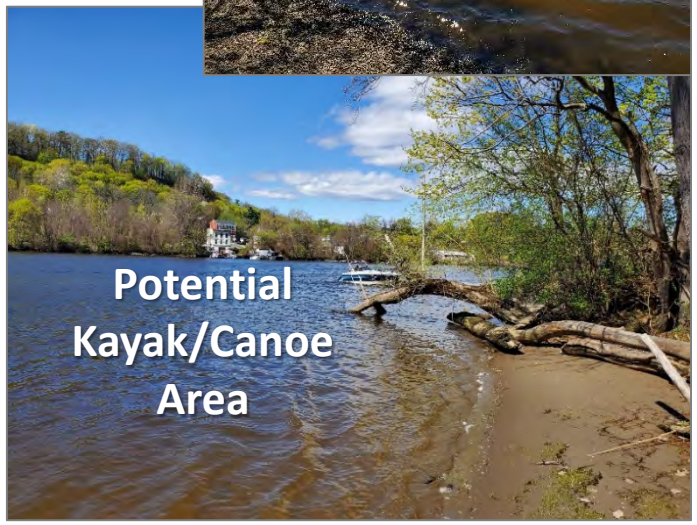

Southern Shore
Accessible
Via Trail


Main Trail/
Central Hudson ROW


Existing Shoreline Trail
and View of Barges

Sleightsburgh Park- Possible Improvements

- Evaluate options for increased management of launching facility
- Install traffic calming signage for access road
- Determine if pull-offs can be constructed
- Designate parking for boat trailers
- Enlarge parking area and add ADA spaces with access to fishing pier
- Identify trails to maintain and new ones to key destinations, long-term maintenance plan needed
- Install accessible picnic tables and benches along trails
- Install fish cleaning stations
- Consider anticipated flooding and sea level rise for future improvements
- Addressing security concerns
- Establish a new kayak/canoe launch area/zone
- Improve wayfinding from Port Ewen and Freer Park



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Additional Sites

- Will be evaluating potential new access site(s)
- Suggestions Are Welcome

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Next Steps

- June 5, 2019: Stakeholder Meetings
- July: Public Design Workshop (Date TBD)
- June – August: Preparation of the Draft Plan and Recommendations
- August: Public Informational Meeting #2 to Review the Draft Plan (Date TBD)
- August – October: Update Draft Plan
- October: Public Informational Meeting #3 to Review the Revised Draft Plan
- October – January: Finalize the Plan and Identify Future Grant Opportunities

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Comments, Recommendations, Questions, Concerns

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PUBLIC DRAFT INPUT & TOWN BOARD PRESENTATION

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From:	Beard, Nancy W (DEC)
To:	Rogers, Matthew G.
Cc:	Pepe, Susan L (DEC); Dunwell, Frances (DEC); Akins, Leah J (DEC); Foster, Eva E (DEC)
Subject:	Re: Public Draft: 2019031 - (T)Esopus Riverfront Project
Date:	Friday, July 17, 2020 10:51:22 AM

Hi Matt, Following up, I would like to provide the following comments on the *Riverfront Access and Connections study.* The study provides a comprehensvie look at the Town's Hudson River access sites and provides appropriate recommendations for each site, taking into consideration the uniqueness of each location. While the report addresses many of the accessibility issues at each of these sites, I would suggest the following to ensure that accessibility to all of the features provided at these sites be recognized in the study and planned for during implementation.

I would prefice my comments by noting that while not all outdoor recreation facilities are included in the ADA Standards, Title II entities are required to provide "program accessibility" i.e. integrated accessibility when programs are viewed as a whole. The US Access Board Standards for Outdoor Developed Areas provides a guide on how to achieve greater accessibility in the outdoor environment so that entities can meet their program accessibility requirement. (source: L. Akins, DEC Access Coordintator)

1. Provide Accessible Routes to the 'soft' at-grade beach kayak launch sites (SP-9, FP-1, LP-2). The Town is fortunate to have several of these beach sites along its shores. While there are no ADA standards for the at-water entry point for non-motorized water craft (canoes and kayaks), an Accessible Route to these launch sites should be provided where possible, and where exisitng slopes at the shoreline create issues, (i.e. at Sleightsburg?), conditions should be discussed in the study. There may be alternatives to crushed stone for these launches that could be explored with DEC. There are sites on the river that have used pavers that naturally fill in that provide a more firm and stable (and less harsh) surface area for lauching that may be appropriate at these sites. this might be worth exploring. (The photo adjacent to SP-7 looks like it may have something along these lines at the launch pictured.)
2. The proposed improved kiosks should be accessible (SP-16, LP-7) where planned. Perhaps this is implied in the study, but I would suggest this be specifically called out in the text so that this requirement will be carried forward to the implementation stage. The incorporation of QR codes linked to an audio track could also help provide access to the information on the kiosks for the visually impaired.
3. Likewise, the 'path' to the playground from the improved northern parking lot at Freer Park should meet the standards for an accessbile route as well (FP- 15). (Playgrounds are included in the 2010 ADA Standards and require an accessible route.)
4. For trail improvments along the CHGE ROW (SP-13), what are the possibilites of making the proposed footbridges accessible? This is such a nice level area, could it lend itself to be an accessible trail to a destination point out on the eastern shore?

5. SP-15, include the common name of Carex frankii (Frank's sedge).

The Estuary Program has developed the following information that could be useful to this study and the Town:

- Outdoor Recreation & Accessible Routes
- Outdoor Recreation & Picnic Tables
- Outdoor Recreation & Portable Toilets
- Hudson Estuary Accessibility Project: What Municipalities Need to Know

Thank you for this opportunity to comment and I look forward to our continued work together on improving the Hudson River access sites in the town of Esopus.

Nancy W. Beard

Assistant Public Information Officer, Hudson River Estuary Program

New York State Department of Environmental Conservation
21 South Putt Corners Road, New Paltz, NY 12561
P: (845) 256-3015 | nancy.beard@dec.ny.gov

www.dec.ny.gov | | |

From: Beard, Nancy W (DEC) <nancy.beard@dec.ny.gov>
Sent: Tuesday, July 14, 2020 9:10 AM
To: Rogers, Matthew G. <MRogers@labergegroup.com>
Cc: Pepe, Susan L (DEC) <Susan.Pepe@dec.ny.gov>
Subject: Re: Public Draft: 2019031 - (T)Esopus Riverfront Project

Hello Matt, Circling back around on this project. I thought the Town meeting went well. Were you able to see how many people joined via the public platforms? I had some computer issues so I was able to listen in but not 'chime' in, and it was difficult to hear other speakers during the Q&A.
Just wanted to let you know that I have sent the recommendation document on to our access coordinators in DEC to get a read on couple of things, accessible pathways to the soft launch sites, accessibilty to the new kiosks, and the path to the playground (FP-15) . I hope to hear from them later in the week, but at any rate, I'll get you my comments by Friday.
Great to see this project heading toward the finish line, and then it's onto the next !

Enjoy this summer day. Nancy

Nancy W. Beard
Assistant Public Information Officer, Hudson River Estuary Program

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21 South Putt Corners Road, New Paltz, NY 12561
P: (845) 256-3015 | nancy.beard@dec.ny.gov

www.dec.ny.gov | | |

From: Rogers, Matthew G. <MRogers@labergegroup.com>
Sent: Monday, July 6, 2020 4:54 PM
To: callen (callen@hvc.rr.com) <callen@hvc.rr.com>; carolcartom (carolcartom@gmail.com) <carolcartom@gmail.com>; cquick2121@aol.com <cquick2121@aol.com>; Diane Dintruff (ddintruff@yahoo.com) <ddintruff@yahoo.com>; dwolfield (dwolfield@gmail.com) <dwolfield@gmail.com>; elimaryflo (elimaryflo@hvc.rr.com) <elimaryflo@hvc.rr.com>; hblaikie@scenichudson.org <hblaikie@scenichudson.org>; jbanksldc (jbanksldc@gmail.com) <jbanksldc@gmail.com>; Lisa (planning-zoning@esopus.com) <planning-zoning@esopus.com>; mazimmer (mazimmer@hvc.rr.com) <mazimmer@hvc.rr.com>; Mercedes Ross (Mercedes.Ross@TopProducer.com) <Mercedes.Ross@TopProducer.com>; nanaphelan (nanaphelan@gmail.com) <nanaphelan@gmail.com>; Rita Shaheen (rshaheen@scenichudson.org) <rshaheen@scenichudson.org>; supervisor@esopus.com <supervisor@esopus.com>; vincentmcoq3706@hotmail.com <vincentmcoq3706@hotmail.com>; Beard, Nancy W (DEC) <nancy.beard@dec.ny.gov>; Erin Maciel <EMaciel@clasite.com>; Pepe, Susan L (DEC) <Susan.Pepe@dec.ny.gov>
Cc: Allen, Nicole T. <nallen@labergegroup.com>
Subject: Public Draft: 2019031 - (T)Esopus Riverfront Project

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Good Afternoon,

The Riverfront Access & Connections Study will be formally released to the public tomorrow. I will be giving a short presentation on the Study recommendations at tomorrow's Town Board meeting beginning at 7pm.

The full Study is over 20MB and this is why I am only providing a link to the file. The Study can be downloaded from Dropbox – contact me with any questions. I am also providing a separate

document that includes just the Study Recommendations and Concept Plans – this file is attached.

Riverfront Access & Connections Study Project Recommendations

Riverfront Access & Connections Study Public Draft

I am working with Alex to get the Public Draft on the Project webpage. The public will be able to provide comments via email/snail mail. In addition, all concept plans and maps will be available as separate files on the project website. The Town will send out Facebook Posts informing the public about the Draft Study and to encourage review and input.

To assist in getting the word out, I would like the Committee to pass the word and document to friends, contacts and others that may be interested, especially recreational enthusiasts.

Finally, emails with links to the Study will be sent to all stakeholders identified during the early stages of the project. Individuals that attended the past two public meetings and provided contact information will also be sent an email regarding the Study.

The public comment period will end on July 17. The WAB will meet on July 22 to determine if revisions to the Study are required based on public input.

Contact me with questions.

Thank You,
Matt

Matthew G. Rogers
Senior Planner

1964 - 2019
55
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To: Riverfront Study and Esopus Waterfront Advisory Board
From: Town of Esopus Environmental Board
Members: Mark Ellison, Chairperson, Susan Barbarisi, Donald Carragher, Steve Cerini, Chris DeCicco, Cynthia McVay, Noel Russ
Date: July 22, 2020

The *Esopus Riverfront Access & Connections Plan* is a thoughtful, and well-designed plan. Congratulations to the team who created it. Thanks to all on a well-considered plan.

We appreciate being able to offer our input and comments. Included are very minor edits, some suggestions/observations, some questions, and some general important notes. The page numbers refer to the shorter of the two documents.

Sleightsburg Park

SP-11 - Create a small pull-off - This is much needed. Oncoming vehicles have no safe way of passing each other, especially at high tide.

SP-12 & 13 - Trail improvements - Given that the Sleightsburgh Park is likely to have increasingly large areas under water, at least at high tide, costs for improvements and maintenance away from the boat launch and heading east should be kept to a minimum. Trimming limbs from trees in poor condition would be a good idea so that trail users are not hit by falling limbs. Short-span bridges sound good. Is there a kind of floating technology available? All this speaks to the "overall question" about sea level rise.

SP-14 - Trail maintenance - Can we reach out to Parks and Trails NY, a volunteer organization that focuses on this? At the least, they might help guide the volunteer effort.

SP-15: We could note that the "volunteers" are the current Environmental Board members that are responsible for counting the sedge (Carex Frankii) annually.

SP-20: "fishing" should be "fish"

Under "regulatory needs" - next to last paragraph - Removal of trees vis-a-vis impacts on the bat population is also addressed in the Town's Comprehensive Plan regarding wildlife habitat, and should be strictly adhered to. Also pertains to Lighthouse Park. Our overall goal should be to avoid habitat destruction whenever possible and all pertinent regs should be strictly enforced.

Page 23 relating to Sleightsburg park, listing natural resources but does not mention frog or other amphibious animals that reside there. (it does mention Carex frankii, bats, waterfowl, sturgeon and other fish, but no mention of the frogs)

There is discussion about cutting back the reeds (in a few places, notably on p.6), and needing permissions. It is believed that the reeds in question are the invasive species, Phragmites,

which in other parts of New York State are being actively removed (by goats and otherwise). Cutting them back would likely be a good thing from an environmental perspective.

The trails could be grassy, and mow able, which would make maintenance easier. If Central Hudson is digging up their gas line anyway, the path design could be integrated into their "restoration" plan.

On Sleightsburg Park, additional questions:

1. How many people use the trails currently, and how many trails would they expect? Where will the volunteers come from to maintain them?
2. The physical approach, marketing and promotion of the park is not addressed.
3. How will people know about it? Perhaps additional signage is needed, as well as an improved approach. Impact of getting to the park through a small neighborhood might be aided by discussing possible cut through the riverside property adjacent (Cosco property) which has a chain-link locked gate.

Freer Park

p. 9: paragraph 2: "structural" should be "structurally"
FP-6: "The existing unimproved dirt parking area along J Rd. to the north is proposed to be surfaced with either gravel or asphalt" -- Would strike "or asphalt" -- we should minimize asphalt, and that goes for the rest of the parking areas as well. A permeable surface.
FP-7 turnaround - Is the turnaround area necessary? Seems like an awkward way to direct traffic. Why not just continue additional parking spaces and narrow the amount of pavement, giving more space to the park, continuing the curve around convexly.
Can the small restroom that will be removed be used elsewhere (as per our Zero Waste goals?)
FP-14 SOLAR powered lights
FP-17 - Shoreline boardwalk - As with the comment re: trail improvements at Sleightsburgh, cost of building a boardwalk so close to the River's edge seems a bit extravagant. An at-grade path sounds like a better idea, along with rain gardens, etc. to help stem flooding.
FP-19. It would be nice if the playground colors were a little more understated.
FP-22 - Strongly support making the southern shoreline area "off-limits to future shoreline improvements." The existing structured area of the park seems to be adequate for current usage and some growth, is probably affordable for the Town to maintain, and natural shoreline vegetation is essential. Also, making that southern end of the park more enticing may well result in parking problems at the end of Tilden Street.

Overall question:
What is being predicted in terms of sea level rise and when? What about storm surge? This is particularly important on Freer and Sleightsburg. It is clear the team has been thinking about it, and any investment in the parks should reflect the likely longevity of the parks themselves. What does this imply about how picnic tables and signage are secured or made, for example? In particular, it is mentioned frequently that "NYSDEC strongly recommends that the bulkhead be removed" What would NYSDEC propose instead? How would they handle it? Did the team seek input on other approaches? If the wall is removed, what does the park look like and when? (I'm sorry if this is addressed somewhere in the document; I did not see it in the longer one either.)

Lighthouse Park

LP-15: "River Road was previously designated as a Scenic Road, although the status of that designation is not able to be confirmed at this time and is currently being investigated. Looking ahead, the Town would benefit more from a Scenic Byway designation and should actively seek this designation." What is the difference? If so, extra care should be observed on keeping it scenic otherwise as well.

LP-16 and EMP-1 (from longer document): "Conduct an initial feasibility study in partnership with Central Hudson Gas and Electric to determine the possibility of incorporating sections of their ROW into a trail connecting Lighthouse Park and Esopus Meadows Preserve with Black Creek Preserve to the south and to High Banks Preserve and Port Ewen to the north. In addition to utilizing the ROW for improved Park connections, improvements to US Rte. 9W and other roads will be necessary to enhance bicycle and pedestrian safety. Arrows and appropriate signage should be considered in select locations. Where there is adequate room, designated bike lanes should be installed. The shoulder of all roads should be properly maintained, by the repair of potholes and removal of debris that presents hazards to pedestrians and bicyclists."

- This is a major point which we should take a stand on from an environmental standpoint. By creating what seems to be a bike path, this will create another and unnecessary cut through the landscape which will create problems for wildlife crossings. Currently, this Right of Way is mowed twice a year, and Central Hudson trims and clears trees perhaps annually. By creating a path, which might be paved or mowed regularly, the abundant wildlife in the area which is housed in the neighboring woods and fields, has one more roadway to cross and during the spring, would compromise nesting sites. In addition, there are several wetlands which would be compromised. It is not clear why we need additional paths when the Esopus Meadow and High Banks Preserve is still not used (even in these Covid times) to its full extent. Most people stay by the river. River Road is a suitable way to connect the two parks if need be.
- Because the ROW is a straight shoot, with some corners, it is not a well-construed path. In parts it is very steep and unsafe, with (blind) curves at the top and bottom. It would be an unsafe biking path, especially if shared by pedestrians.
- Running a path on top of a gas line could present liability issues for the town should there be an accident.
- It is an expensive proposition.
- The ROW by definition is not owned by Central Hudson, and therefore they cannot give permission to Scenic Hudson to allow a path. The ROW is owned by various landowners; it is their land. To the north, the ROW runs through *at least* 3 owners, meaning that property owners own on both sides of the ROW. The private property owners may not want to have people riding bikes or hiking across their property. Also of note, three of these are hunted aggressively during hunting season, which presents other issues.
- Suggestion is to pursue an expanded bike lane on 9W, and to bury the lines at the same time.

Black Creek Preserve
p. 25. "The historic significance of the farm house is unknown, but its small size and simple architecture help to identify where more modern additions were added to expand the functionality of the dwelling. Due to the limited capacity of the existing septic system connected to the house, the building could not be utilized as a seasonal bathroom. The building could be used for a writer in residency program in partnership with the John Burroughs Association and as a meaningful connection to the legacy of John Burroughs. The cost to renovate the building for continued residential use by a caretaker may outweigh its benefit to the preserve and should be evaluated more closely before any further decisions are made."

Alternatively, could install composting toilets (like in other locations) if septic is not tenable, for both public and writer's program.

The suggestions of gravel instead of blacktop, and solar lighting should be utilized in the parks, parking areas, etc. as much as possible.

We can do some research and recommend?
https://cleanenergysummit.org/best-solar-street-lights/

Does anyone know if there are fire hydrants and or water fountains at any of these parks?

On the children's playground, the material should also be recycled plastic. Although, not sure having a playground near a waterfront is a great idea both for children's safety and also as an investment in an area that could be taken out by a storm.

On that note, here's a little video made by a local biologist on sea level rise and storm surge, addressing specifically the Hudson River.

https://m.youtube.com/watch?v=oEWgYKy_2w8&feature=share

Some questions regarding the shoreline plantings and rain gardens.
Are these existing now, or only proposed in the upgrades? What should be planted? The rain gardens/bioswales would be a good place for pollinators.

Boardwalks and/or raised walkways should be constructed out of something like Trex or other recycled materials that would not require maintenance and wouldn't decay. (pg. 89) Wood will require too much maintenance and the elements would cause deterioration.

What are the implications for removing the current raised leech fields?

The Kiosks can easily be upgraded with QR codes directed to various websites for information and education of the public on the parks, wildlife/water life, plants (Carex frankii ie), the Environmental Board, Water Front Advisory Board, etc.

Questions regarding all waterfront parks with boat landings:
How should businesses be handled? That is, when kayak and canoe (and other) operators arrive with droves of people? Can the town charge them for using the launches to help pay for maintenance? In many cases these are outsiders who are profiting from our (limited) town

resources. (There is one such operator near Eddyville who has a storage shed and lots of "traffic." The town could figure out how that group is charged.)

Separately, are there grants and/or will Scenic Hudson be involved in helping to renovate and maintain?

For many passive boat launch sites around the state, there are no charges, whether on municipally- or NGO-owned sites. Scenic Hudson (in Beacon) and Norrie Point are places which handle fairly large kayak storage and launch sites. Maybe they can advise. Paying for storage helps pay for maintenance. Maybe a seasonal permit/license based on volume such as hotel tax Airbnbers pay.

General Comments

NR-7 - Steep slope protection - Most definitely **prohibit** land disturbance on slopes of 25% or greater, and that means keeping most trees and vegetation in place. "Strongly advise" isn't definitive enough.

NR-8 - Large, contiguous tracts of natural habitat - This is certainly in the Comp Plan and is fairly well set forth in the Large Forests portion of the Plan, also mentioning grasslands, etc. There should be a limit placed on vegetation removal.

NR-9 - Connections between natural habitats - Goes with NR-8 and urge "**requiring"**, not "suggesting", that natural connections be maintained.

NR-10 - Restoring and maintaining buffer zones along waterbodies and sensitive habitats - This seems easy at first: if anything is disturbed in the process of building or road or pipeline repair/replacement, require the restoration of vegetation to its original state.

Lastly, the reduction of the goose excrement at George Freer Park needs to be addressed. Children playing in the area in front of the pavilion and kayakers launching their boats are encountering a health hazard.

This is a complication of comments from several members of the Environmental Board.

Once again, we thank you for the opportunity to provide our input.

For the Esopus Environmental Board, respectfully,

Mark Ellison

Mark Ellison, Chairperson

From:	Alex Dean
To:	Rogers, Matthew G.
Subject:	Last-second voicemail re: Riverfront Plan
Date:	Wednesday, July 22, 2020 4:07:28 PM

Hi Matt,

We just received another comment on the Riverfront Plan through the phone system - please see below. Since it's past the deadline, I'll leave the decision on sharing to you.

Thank you,
Alex

My name is Carl Welden. I'm calling on behalf of the kayaking, canoeing and paddling enthusiasts about the Waterfront plan for commentary. I guess closing tonight - if Perrine's Bridge Park had a boat launch as well as these other areas that have been designated, it would be a fantastic way to access to access the Wallkill River recreationally as this place is used for fishing as well. So anyhow, if anything has been done in consideration for this particular parcel property of Waterfront, that would be tremendously valuable. Again, the Perrine's Bridge Park - sort of the borderlands of Esopus/Rifton in there. Okay. Thank you kindly, cheers.

--

Alex Dean

Town of Esopus Confidential Assistant

1 Town Hall Way, Ulster Park 12487

Office: 845-339-1811 ext. 106

Email: Outreach@Esopus.com

Website: www.Esopus.com

From: Chet Allen
To: Rogers, Matthew G.
Cc: callen (callen@hvc.rr.com); carolcartom (carolcartom@gmail.com); CQuick2121 (CQuick2121@aol.com); Diane Dintruff (ddintruff@yahoo.com); dwolfield (dwolfield@gmail.com); elimaryflo (elimaryflo@hvc.rr.com); Heather Blaikie; jbanksldc (jbanksldc@gmail.com); Lisa (planning-zoning@esopus.com); mazimmer (mazimmer@hvc.rr.com); Mercedes Ross (Mercedes.Ross@TopProducer.com); nanaphelan (nanaphelan@gmail.com); Rita Shaheen (rshaheen@scenichudson.org); Shannon Harris; Vincent; Alex Dean; Allen, Nicole T.
Subject: Re: Comments from the Environmental Board: 2019031 - (T)Esopus Riverfront Project
Date: Thursday, July 23, 2020 8:15:39 AM

Matt and fellow WAB members .... a couple thoughts on Environmental advisory board comments

Sleightsberg:

SP12&13: Floating bridges would prohibit kayakers from passing through "Riverview Bay" to Rondout and visa versa. And, these are well used passageways. Higher bridges NOT worth $ for such limited hiking. Totally opposed to floating bridges.

Freer FP6 ... I think asphalt. a lot less maintenance. Area is currently a mud hole after a rain. Fishermen, kayakers and picnickers need more parking. perpendicular parking would provide 2 - 3 times more.

Goose excrement is valid concern ... anyone have a goose hunting license ? Canada geese are filthy birds!!!!

See you in 45 minutes, Chet

On Wed, Jul 22, 2020 at 2:37 PM Rogers, Matthew G. <MRogers@labergegroup.com> wrote:

> Hi Everyone,
>
> We just received comments from the Environmental Board - see attached/Dropbox Link.
> https://www.dropbox.com/s/2umovcfk5u8ndw2/Environmental%20Board%20Comments%20on%20Riverfront%20Study%20Draft.pdf?dl=0
>
> There are some good comments/recommendations and we will highlight them tonight.
>
> Thank You,
> Matt
>
> Matthew G. Rogers
> Senior Planner
>
> [cid:image001.jpg@01D66035.5F441980]<http://www.labergegroup.com/>

From: Shannon Harris
To: Rogers, Matthew G.
Subject: Fwd: FW: Sleightsburgh Access Issue: 2019031 - (T)Esopus Riverfront Project
Date: Wednesday, May 20, 2020 2:51:59 PM

More stuff from the Board!!

---------- Forwarded message ---------
From: **Chris Farrell** <cfar@co.ulster.ny.us>
Date: Wed, May 20, 2020 at 1:38 PM
Subject: Re: FW: Sleightsburgh Access Issue: 2019031 - (T)Esopus Riverfront Project
To: eclarke <eclarke@esopus.com>, supervisor@esopus.com <supervisor@esopus.com>, kquick@esopus.com <kquick@esopus.com>, jgeuss@esopus.com <jgeuss@esopus.com>

I would imagine that unless you have been down at the spit when there are 20 or more vehicles with over half of them being ones with boat trailers the need for signage would not be obvious. It is a safety issue. Vehicles with trailers need safe distance to back out of. there are certain spaces that allow for that. The parking diagram in the original documents we got from Susan grossly misrepresents the parking availability for the spit. Managing is sort of the Boards job especially when there are factions at odds with each other we have to decide what is the best for the town as a whole.
Chris

Christopher J. Farrell LCSW-R

(845) 340-3649
Fax- (845) 340-3252

From: eclarke <eclarke@esopus.com>
Sent: Wednesday, May 20, 2020 10:35 AM
To: Chris Farrell <cfar@co.ulster.ny.us>; supervisor@esopus.com <supervisor@esopus.com>; eclarke@esopus.com <eclarke@esopus.com>; kquick@esopus.com <kquick@esopus.com>; jgeuss@esopus.com <jgeuss@esopus.com>
Subject: Re: FW: Sleightsburgh Access Issue: 2019031 - (T)Esopus Riverfront Project

[EXTERNAL SENDER]

Hi Folks,

As a new member of the Board, I hope I can offer some objectivety to this discussion.

I see 3 areas of concern:
Park Hours, Park Access and Park Safety.

PARK HOURS
1. Dawn to Dusk (Stated on the signage)

- April 1 - Oct. 31
2. Off-season (Closed to public)
PARK ACCESS
1. Gate
 - Locking/Unlocking by Parks&Rec Personnel
- Off-season (Locked or Locking/Unlocking by Parks&Rec Personnel?)
2. Key or Keycard
- Keycard requires new gate, cost considerations may be prohibitive
3. Requirements
- Resident Requirements
- Non-resident Requirements
4. Usage Fees
- Residents fees
- Non-residents fee
PARK SAFETY
1. Camera
- Whatever the issue is, we need to get the camera installed as soon as possible. We should get an update on the progress at the next T/Board meeting.
2. Winter Plowing
- I don't feel this is warranted.
3. Sheriff Patrols
- Do we have an agreement for patrolling of this park? Other parks, and trails?
4. Parking
- I don't think the T/Board needs to micromanage the parking. Enforcement of the rules will only create unnecessary ill-will with the people who use the park..

Thanks,
Evelyn

Sent via the Samsung Galaxy S8, an AT&T 5G Evolution capable smartphone

-------- Original message --------
From: Chris Farrell <cfar@co.ulster.ny.us>
Date: 5/20/20 8:42 AM (GMT-05:00)
To: UPDATE <cquick2121@aol.com>, supervisor@esopus.com
Cc: eclarke@esopus.com, jgeuss@esopus.com
Subject: Re: FW: Sleightsburgh Access Issue: 2019031 - (T)Esopus Riverfront Project

1. no they are not defined but rather "you may"
2. Charging for non-residents is permittable
3. I do not believe we need an attendant unless we are going to charge fees but is this really necessary since the park is only overcrowded during peak of striper season. Additionally we are already immersed in a lot of grant money. Which we have to account for.
4. We hired a company to hook up the cameras, if that is not happening maybe we need a new person.
5. I don't know that they are not, I saw them once when I went down to check. It would be

great if they could make that part of their regular patrol. Same with prime hiking spots.

6. I think it is unnecessary.
7. I don't think it is too much I think we have a few unhappy local (near spit) very vocal residents and the hunters and fisherman will unlikely be happy with us making any restrictions on their access. At some point we need to stick to our guns and say this is how we are managing it.
8. I think it is unnecessary, cost prohibitive and selective in access which does go against the easement with SH
9. The locking and unlocking seems to be working fine with Dan and Ernie.
10. That is a good question! Part of me says traffic and interest from Oct-Feb seems to be limited to hunters, and a few naturalists so why not keep it open 24/7 during that period. Doubt anybody is going to be partying down in December!

Great questions Kathie. As stated before I believe the only changes we need to make is signage for boat trailer parking, and a discussion about whether we should allow hunting in a town park. I know of no town that allows hunting in their park. Additionally I think Katie's point in item 10 needs to be discussed.
Once we settle it I think we need to finalize it and stop flip flopping. The sooner the better I think.

Christopher J. Farrell LCSW-R
(845) 331-2303
(845) 340-3649
Fax- (845) 340-3252

From: UPDATE <cquick2121@aol.com>
Sent: Wednesday, May 20, 2020 7:08 AM
To: supervisor@esopus.com <supervisor@esopus.com>
Cc: eclarke@esopus.com <eclarke@esopus.com>; Chris Farrell <cfar@co.ulster.ny.us>; jgeuss@esopus.com <jgeuss@esopus.com>
Subject: Re: FW: Sleightsburgh Access Issue: 2019031 - (T)Esopus Riverfront Project

[EXTERNAL SENDER]

Unfortunately, this has brought up more questions than answers. We still need to do some brainstorming. Maybe some of you have the answers.

1. The park hours are set by the Scenic Hudson covenant. Am I correct?
2. Does SH have an issue of charging for access? Might that be in the covenant? For some reason I had the impression that they don't believe in charging anyone for access to the parks. Again I am not entirely sure that is correct.
They have shied away in the past from being involved with management issues.
3. I don't think we can hire an attendant. I am not sure if grant money would be available for this purpose, since it is not sustainable. We have previously worked with this idea and especially considering the current economic situation I don't think it is a possibility.
I don't think managing this detail with volunteers is doable or reliable. I also have my doubts that charging for launching motor boats will bring in enough $ to pay for an attendant.
4. We need to figure out the camera issues. ASAP

5. I wish we could get the Sheriff Dept. to agree to send a patrol car down there at least once daily around dusk, especially on weekends/holidays when there is good weather. Police presence will discourage nefarious activity.
6. I don't think we can get involved with plowing the park in the winter. With the melting and freezing in that very lowland area, I think it would be too dangerous to send a plow all the way down there. Possibly plowing to and slightly beyond the access gate might be workable, if we want to encourage winter access.
7. If this is too much for us to manage can we ask DEC or SH to take it over?
8. An access gate with a key card is the best possibility.
People must have DEC licenses and be residents. Non residents should pay a fee.
We need to figure out a creative way to pay for this!
9. Working out the details for locking and unlocking the gate is cost prohibitive and an issue.
10. What short seasons can the gate be open 24/7?

Kathie Q

In a message dated 5/19/2020 4:25:31 PM Eastern Standard Time, supervisor@esopus.com writes:

> Folks, here is the draft section of the river access report prepared by LaBerge. Before this gets sent to the committee for feedback, would any of you like to suggest changes? Perhaps in how it characterizes the Boards' recent practices? I don't want this to get publically released and open a new can of worms.
>
> Shannon Harris
>
> Town of Esopus Supervisor
>
> 1 Town Hall Way, Ulster Park, NY 12487
>
> Office: 845-331-0676 | Cell: 845-384-2551
>
> Email: Supervisor@Esopus.com
>
> Website: Esopus.com
>
> ---------- Forwarded message ---------
> From: **Rogers, Matthew G.** <MRogers@labergegroup.com>
> Date: Tue, May 19, 2020 at 3:30 PM
> Subject: FW: Sleightsburgh Access Issue: 2019031 - (T)Esopus Riverfront Project
> To: Shannon Harris <supervisor@esopus.com>
> Cc: Alex Dean <outreach@esopus.com>

Hi Shannon,

The Riverfront Plan will be going this week as I am expecting final edits from Heather today or tomorrow.

I believe you indicated support for the alternative gate access recommendations I emailed to you on May 13. I want to confirm your position and also get your input on the following one-paragraph summary of the current situation.

Please review below and provide your thoughts:

Text from existing conditions summary for Sleightsburgh Park:

"The Park is open from dawn until dusk. A locking gate restricts access to the Park during the winter months and the road is not plowed. During the summer of 2019, the Town Board decided to lock the gate at dusk and unlock at dawn in response to complaints and evidence of visitors in the Park after hours and vandalism. Cameras were also recently installed to discourage vandalism. After locking the gate at night, there were requests to allow pre-dawn access to anglers and duck hunters. As of April 2020, the Town Board has decided to keep the gate unlocked at all times during the season and is currently re-evaluating options to facilitate safe access while addressing neighborhood concerns."

Recommended Alternatives and Additional Questions to Address:

Alt 1: Installation of an automatic gate. Afterhours and out-of-season access could be provided to visitors possessing a keycard. Keycards could be made available for both Town and non-town residents that are seeking access for fishing and/or hunting purposes. A small fee would be charged for the access card and that fee could be higher for non-town residents. Proof of hunting and/or boating license would be required to obtain a keycard.

Related issues and questions:

- The road is not plowed in the winter, which may result in access issues for certain users. Would there be a plan to plow the road if individuals are provided keycard access during winter months.

- Does the Town want to prohibit vehicle access during the winter, except during hunting season? There may be other users that cross-country ski and vehicles on the

road would be a hindrance.

- Would the Town plow up to and just past to allow the gate to open and to provide some room for people to park that want to walk into the park? We may want to address this issue.

Alt. 2: Same as above, except the gate would be manually opened and keys would be issued. A Town employee would be responsible for opening the gate at dawn and closing at dusk.

Alt. 3: Gate would remain open 24 hrs. during the season (exact dates: ____) and only closed out of season. The Town would seek a written agreement with Ulster County Sheriff to guarantee a set number of regular patrols at the Park after hours.

Supplemental Recommendations:

1. Charge for all motor boat launching (would require an attendant which may be cost-prohibitive).

2. Hire an attendant, the costs could be covered by charging fees to launch motor boats and key access. May also seek future grant funding for an attendance (Estuary, LWRP)

Matthew G. Rogers

Senior Planner

(518)-458-7112 Ex. 134

LabergeGroup.com

From: Rogers, Matthew G.
Sent: Wednesday, May 13, 2020 7:05 PM
To: Shannon Harris <supervisor@esopus.com>
Subject: Sleightsburgh Access Issue: 2019031 - (T)Esopus Riverfront Project

Per our discussion, here is draft of the recommendation that includes the automatic gate. I also included additional alternatives to consider. I believe a discussion among the WAB will be more fruitful if we propose other reasonable alternatives. Also, I have kept these brief and we can provide more detail once one or more feasible alternatives are identified.

Let's discuss as soon as possible.

Alt 1: Installation of an automatic gate. Afterhours and out-of-season access could be provided to visitors possessing a keycard. Keycards could be made available for both Town and non-town residents that are seeking access for fishing and/or hunting purposes. A small fee would be charged for the access card and that fee could be higher for non-town residents. Proof of hunting and/or boating license would be required to obtain a keycard.

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Matthew G. Rogers

Senior Planner

--
From my IPhone. Please excuse typos.

Shannon Harris
Town of Esopus Supervisor
Town Hall - 284 Broadway
Ulster Park, NY 12487
845.331.0676 | 845.284.2551 (cell)
Supervisor@Esopus.com

From: Diane Dintruff
To: Rogers, Matthew G.; Heather Blaikie
Cc: Alex Dean
Subject: A couple follow-ups Re: Comments from the Environmental Board: 2019031 - (T)Esopus Riverfront Project
Date: Wednesday, July 22, 2020 6:09:24 PM

Matt & heather,

Scott Keller, Greenway, said he could provide new Greenway sign(s) if needed for Esopus Meadows pull in. I expect to paddle down there to see what happened to the sign in the near future.

Making modifications to the "kayak shed" at Freer to make it more suitable to kayaks and the Chester shuttle, I don't believe was mentioned in report. I ran into Carol Carson this morning. she has good ideas regarding this. I was thinking of asking to rent the side area for one of my smaller boats, but discovered there was a lock back on the door which Carol couldn't get into.

Talked with John Vargo, Boating on Hudson editor, about building up Sleightsburg as a marshland so it won't be lost in the future. John was against the spraying of phragmaties at the Piedmont marsh which help protect the land from storms like Sandy. He wasn't very helpful, but wanted me to write an article proposing building up Sleightsburg, and suggested leading with a one/two page aerial shot of Sleightsburg from a drone showing D&H canal graveyard. I could do a mostly pictorial study, so I am considering it. We brainstormed mostly about the dramatic change in how many have started relating to nature through boating during the pandemic and some about the prospect of a Kingston (maybe Kingston/Esopus) Empire State Regatta.

I don't remember whether there are grills at LIghthouse Park or not. If not, some should be added so less temptation to build fire pits like the one I noticed there today. (pic) Firepits are common both at Freer and Lighthouse parks during fishing season, not so frequent during this heat.

thanks for your consideration,
Diane

On Jul 22, 2020, at 2:37 PM, Rogers, Matthew G. <MRogers@labergegroup.com> wrote:

Hi Everyone,

We just received comments from the Environmental Board - see attached/Dropbox Link.
https://www.dropbox.com/s/2umovcfk5u8ndw2/Environmental%20Board%20Comments%20on%20Riverfront%20Study%20Draft.pdf?dl=0

There are some good comments/recommendations and we will highlight them tonight.

Thank You,
Matt

Matthew G. Rogers
Senior Planner

[cid:image001.jpg@01D66035.5F441980]<http://www.labergegroup.com/>

<winmail.dat>

From:	Alex Dean
To:	Rogers, Matthew G.
Subject:	Fwd: [Rec Commission] Request for Input on Riverfront Access Study
Date:	Friday, August 28, 2020 9:51:50 AM

Hi Matt,

Just got a response from a member of the Rec Committee - also, John Cutrone says he will be providing some comments on the 31st at the ZTF meeting. If it's more appropriate to receive it in writing since the ZTF meeting is for only a semi-related topic, let me know and I'll try to get a written copy from him.

Thanks for your patience!
-Alex

---------- Forwarded message ---------
From: **Jen Fuentes** <jenfuentes77@gmail.com>
Date: Fri, Aug 28, 2020, 9:27 AM
Subject: Re: [Rec Commission] Request for Input on Riverfront Access Study
To: Alex Dean <outreach@esopus.com>

Sorry for the delay. I did site visits to try to better understand the proposal and it is clear a lot of work has gone into this. Overall the plan is excellent. I have a couple points to consider:
SP14 on p. 4. I am leary about volunteers maintaining without a plan; I would recommend giving the project of overseeing a volunteer committee over to a specific board or commission so there is some level of accountability. Over time it could become lost and added to the responsibilities of P&R staff which is very limited.
FP14 on p11. I like the idea of sensor lights that go on during use during the evening. While we don't want to encourage after hours use in any way, as a matter of public safety and environmental controls having it lit up can be a deterrent to loitering at the space after hours and assist law enforcement in determining if people are hanging out at a time when they should not.
FP17 on P12. Again, this speaks to ongoing maintenance. Did I miss who would be responsible for this? I think it would be a very easy to establish a "Friends of FP" from the adjacent condo communities and that group could be overseen by a standing committee of the council or a committee/commission.
Thank you!
Jen Fuentes

On Thu, Aug 27, 2020 at 12:28 PM Alex Dean <outreach@esopus.com> wrote:

> Good afternoon Rec Commission,
>
> I was wondering if anyone has had a chance to review the Riverfront Access Recommendations? We have an upcoming Zoning Task Force meeting on the 31st and the

Commission's input and comments would be greatly appreciated.

Thank you!
-Alex

On Thu, Aug 20, 2020 at 3:05 PM Alex Dean <outreach@esopus.com> wrote:

---------- Forwarded message ---------
From: **Alex Dean** <outreach@esopus.com>
Date: Thu, Jul 23, 2020 at 5:06 PM
Subject: [Rec Commission] Request for Input on Riverfront Access Study
To: Bernice McNierney <taxcollector@esopus.com>, <iruntoo@hvc.rr.com>, Robert <doober1104@aol.com>, John Saalweachter <jack@saalweachter.com>, <jdscull@yahoo.com>, <brandtfire121@yahoo.com>, Jen Fuentes <jenfuentes77@gmail.com>, Esopus Recreation <recreation@esopus.com>, Jared Geuss <jgeuss@esopus.com>

Good evening Esopus Rec Commission,

During yesterday's Waterfront Advisory Board meeting, it was concluded that input from local parks and recreation enthusiasts are highly recommended in order to fully develop the Riverfront Access Plan. In turn, I am reaching out to the Recreation Commission for your input. Please see the email below for more information and provide feedback at your earliest convenience.

Thank you,
Alex Dean - Town of Esopus, Outreach

Town of Esopus Riverfront Access & Connections Study Public Draft Now Available Online for Review

Esopus is taking a big look at the future of our waterfront - and we need your help!

After months of development, the Esopus Riverfront Access & Connections Plan is ready for public review.

The Town of Esopus has over 24 miles of shoreline hosting numerous amenities - unfortunately, public waterfront access is limited. Recognizing this, the Town of Esopus Comprehensive Plan adopted last year recommends increasing public waterfront access and associated recreational opportunities and connections.

To implement this goal to better leverage the Town's waterfront assets and address the public access deficit, the Town of Esopus and Scenic Hudson have collaborated to prepare the **Esopus Riverfront Access and Connections Plan**. This Plan evaluates opportunities for new enhanced and universal access methods to the Hudson River and Rondout Creek along with new recreational amenities and opportunities to connect these various parks and preserves through on- and off-road trails.

Now that the Plan has been prepared, it's time for our community to share their

thoughts!

The Riverfront Study was released on July 08, 2020. Comments from the public can be submitted via the following options:

- Email outreach@esopus.com with "Riverfront" in the subject line
- Call (845) 328-0483 and leave a voicemail
- Send a letter to "Riverfront Study" at PO Box 700, Port Ewen, NY 12466

Don't have time to read the **whole 188-page Study**? That's okay! We've got you covered. **Here's a 26-page list of every recommendation made in the Plan**, organized by where the recommendations are being made. We also have **Concept Maps** that provide designs of what the future of Esopus' waterfront could look like.

All comments provided will be sent to the Esopus Waterfront Advisory Board for review in further development of the Plan. We anticipate that any proposed changes will be reviewed and implemented in a new Draft by mid-August.

Thank you for your continued investment in the future of Esopus' waterfront. We can't wait to hear from you!

--

Alex Dean

Town of Esopus Confidential Assistant

1 Town Hall Way, Ulster Park 12487

Office: 845-339-1811 ext. 106

Email: Outreach@Esopus.com

Website: www.Esopus.com

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Jen Fuentes

JenFuentes77@gmail.com
cell 845.332.6600
work 845.334.5423

From:	Alex Dean
To:	Rogers, Matthew G.
Cc:	Chris Farrell; Shannon Harris; Jared Geuss; Kathie Quick; Evelyn Clarke
Subject:	Riverfront Access Study Comments from 7/7-7/13 via Town Board Hotline
Date:	Monday, July 13, 2020 1:44:00 PM

Good afternoon Matt,

Over the weekend we received a comment on the Riverfront Access Study through the Town Board hotline - I am also copying in relevant comments from the 7/7 Town Board Workshop, including a comment that arrived late and was not read to the public. They can all be found below.

Thank you,
Alex

Fri, 07/10 5:02 PM
No name provided
Hi, good evening. I would like to leave a comment about Freer Park - I'm excited to see the changes to beautify the park, it is a lovely park and it does need some changes. I'm here to offer a few suggestions - one is that the corner of White and Canal Street where the part begins and then there is the access road to the condos - it gets quite busy there, I would suggest some kind of traffic control - I know there is a stop sign there, but I know that it can't be a light but it is a very sharp corner and it kind of can be confusing because it's a four-way access and I am just concerned about accidents and people who are walking. There is no shoulder there whatsoever and I'm just afraid that people are going to get injured. My other comment- there is no, absolutely no lights down there - it is very dark, and I would really strongly encourage lights. There is a lot of activity that happens at the dusk hour and it's probably not the best activity, as well as maybe locking the gate which I have brought up before - in the evenings there used to be someone that did that and opened it in the morning, and I know that of course there's foot traffic availability down there, however having cars not accessible down there would cut back on a lot of the later hours - and I mean from 9PM to 5AM. There's a lot of traffic that happens down there and I'm pretty sure I know what goes on there - I've seen many of it and smelled and have seen articles on the ground pertaining to what is going on down there and as a resident who lives right next door, I'm quite concerned about that. I also don't notice that even though there is a dog sign saying no dogs allowed down there and I agree - there shouldn't be dogs allowed down there. However, many people are not cleaning up after their dogs - so maybe a dog station could be presented down there, and those would be my suggestions at this time, and I'm looking forward to it. It should be lovely. Thank you.

Tue, 07/07 7:55 PM
Stephen Cerini
Good evening Town Board, this is Steven Cerini. With respect to these waterfront parks and upgrades and so forth, has the Town Board reviewed any plans for then maintaining

Parks after these upgrades are done? I hear talk about grants, but that would be to make the alterations and improvements - but how does the town then propose to maintain these Parks afterwards? And does the town have the resources to then maintain these Parks? Some of them are in disrepair, which may suggest that the town doesn't have the resources to properly maintain all this - and will additional resources then be needed which may result in additional taxes to the tax paying-base of the town, and will that all be reviewed and disclosed and announced to the town prior to these things all happening? Thank you so much.

Tue, 07/07 6:57 PM
Diane Hull
This is Diane Hull from First Street in Connelly. There's been a lot of problems recently with a large amount of vehicle driving speeds - totally inappropriate for the conditions here. People and families ride bikes, walk dogs, take walks... for the most part there's no sidewalks so they have no choice but to walk on the side of the road. Most of the vehicles going too fast are large king-cab pickups, a dump truck or 2, and machinery haulers that are so low they can't make the corner. There are two motorcycles that sound like they want to drag race. We think most of these are workers at the Old Certified Marina. Some of it is other Marina traffic, some local, but a lot of it is just going too fast. I observed someone fishtailing coming around the corner of 1st and plantasia. I knew they were coming around fast. I had wondered that how they were going so fast by the time they got to my house. The general consensus around here was they were barely slowing down for the corner. This incident did a lot to push that thinking further that way. There were many times when there was a vehicle or two parked on the marina side of First Street - if there had been one there the day the person fishtailed they would have certainly hit it. I'm afraid it's going to get seriously hurt or worse. There's also a possibility of vehicle damage. 35 is definitely too fast in a lot of Connelly - 15 to 20 would be more appropriate. There have been numerous complaints made to the Sheriff's Office.

Tue, 07/07 6:30 PM
Laura Petit
Hi, this is Laura Petit - I mean legislative representative for District 8, Esopus. I am calling up with some concerns - I understand that there have been some building code issues with Certified Marina. Given the fact that we are looking at increasing our local waterfront activity and opening up to the public, we also have to be aware that additional traffic - especially in small areas like Connelly and Sleightsburgh that have a lot of pedestrian traffic - there are kids outside playing, it’s a small neighborhood. So, people racing up and down the road in motorcycles doing wheelies, that’s really not we’re looking for with our public access development. I’m hoping that the Town Board would consider decreasing the speed limit or putting up speedbumps - whatever it would take to do some traffic calming. The Sheriff’s Dept has been out there so they are aware of the issue - this is just in response to multiple phone calls and emails from local residents in Connelly who have been concerned about

the recent and increased traffic and activity. Thank you.
--

Alex Dean

Town of Esopus Confidential Assistant

1 Town Hall Way, Ulster Park 12487

Office: 845-339-1811 ext. 106

Email: Outreach@Esopus.com

Website: www.Esopus.com

From:	Beard, Nancy W (DEC)
To:	Rogers, Matthew G.
Cc:	Pepe, Susan L (DEC); Dunwell, Frances (DEC); Akins, Leah J (DEC); Foster, Eva E (DEC)
Subject:	Re: Public Draft: 2019031 - (T)Esopus Riverfront Project
Date:	Friday, July 17, 2020 10:51:22 AM

Hi Matt, Following up, I would like to provide the following comments on the *Riverfront Access and Connections study.* The study provides a comprehensvie look at the Town's Hudson River access sites and provides appropriate recommendations for each site, taking into consideration the uniqueness of each location. While the report addresses many of the accessibility issues at each of these sites, I would suggest the following to ensure that accessibility to all of the features provided at these sites be recognized in the study and planned for during implementation.

I would prefice my comments by noting that while not all outdoor recreation facilities are included in the ADA Standards, Title II entities are required to provide "program accessibility" i.e. integrated accessibility when programs are viewed as a whole. The US Access Board Standards for Outdoor Developed Areas provides a guide on how to achieve greater accessibility in the outdoor environment so that entities can meet their program accessibility requirement. (source: L. Akins, DEC Access Coordintator)

1. Provide Accessible Routes to the 'soft' at-grade beach kayak launch sites (SP-9, FP-1, LP-2). The Town is fortunate to have several of these beach sites along its shores. While there are no ADA standards for the at-water entry point for non-motorized water craft (canoes and kayaks), an Accessible Route to these launch sites should be provided where possible, and where exisitng slopes at the shoreline create issues, (i.e. at Sleightsburg?), conditions should be discussed in the study. There may be alternatives to crushed stone for these launches that could be explored with DEC. There are sites on the river that have used pavers that naturally fill in that provide a more firm and stable (and less harsh) surface area for lauching that may be appropriate at these sites. this might be worth exploring. (The photo adjacent to SP-7 looks like it may have something along these lines at the launch pictured.)
2. The proposed improved kiosks should be accessible (SP-16, LP-7) where planned. Perhaps this is implied in the study, but I would suggest this be specifically called out in the text so that this requirement will be carried forward to the implementation stage. The incorporation of QR codes linked to an audio track could also help provide access to the information on the kiosks for the visually impaired.
3. Likewise, the 'path' to the playground from the improved northern parking lot at Freer Park should meet the standards for an accessbile route as well (FP- 15). (Playgrounds are included in the 2010 ADA Standards and require an accessible route.)
4. For trail improvments along the CHGE ROW (SP-13), what are the possibilites of making the proposed footbridges accessible? This is such a nice level area, could it lend itself to be an accessible trail to a destination point out on the eastern shore?

5. SP-15, include the common name of Carex frankii (Frank's sedge).

The Estuary Program has developed the following information that could be useful to this study and the Town:

- Outdoor Recreation & Accessible Routes
- Outdoor Recreation & Picnic Tables
- Outdoor Recreation & Portable Toilets
- Hudson Estuary Accessibility Project: What Municipalities Need to Know

Thank you for this opportunity to comment and I look forward to our continued work together on improving the Hudson River access sites in the town of Esopus.

Nancy W. Beard

Assistant Public Information Officer, Hudson River Estuary Program

New York State Department of Environmental Conservation
21 South Putt Corners Road, New Paltz, NY 12561
P: (845) 256-3015 | nancy.beard@dec.ny.gov

www.dec.ny.gov | | |

From: Beard, Nancy W (DEC) <nancy.beard@dec.ny.gov>
Sent: Tuesday, July 14, 2020 9:10 AM
To: Rogers, Matthew G. <MRogers@labergegroup.com>
Cc: Pepe, Susan L (DEC) <Susan.Pepe@dec.ny.gov>
Subject: Re: Public Draft: 2019031 - (T)Esopus Riverfront Project

Hello Matt, Circling back around on this project. I thought the Town meeting went well. Were you able to see how many people joined via the public platforms? I had some computer issues so I was able to listen in but not 'chime' in, and it was difficult to hear other speakers during the Q&A.
Just wanted to let you know that I have sent the recommendation document on to our access coordinators in DEC to get a read on couple of things, accessible pathways to the soft launch sites, accessibilty to the new kiosks, and the path to the playground (FP-15) . I hope to hear from them later in the week, but at any rate, I'll get you my comments by Friday.
Great to see this project heading toward the finish line, and then it's onto the next !

Enjoy this summer day. Nancy

From: Heather Blaikie
To: Rogers, Matthew G.
Subject: RE: Public Draft: 2019031 - (T)Esopus Riverfront Project
Date: Monday, July 06, 2020 11:22:28 PM

Hi Matt,
Sorry to be the first public comments, here are the final recommendations for Esopus Meadows Preserve.

Esopus Meadows Preserve

Recommendations

Shoreline Access and Trail Improvements

EMP - 1: Hudson River shoreline restoration. The shoreline at Esopus Meadows Preserve has endured multiple hurricane and storm events that have wreaked havoc. Scenic Hudson stewardship staff routinely visit and address erosion issues by installing coir logs and/ or re-routing the Blue Trail upland from the shoreline.

EMP - 2: Expand Trail Network. Long term goal to expand the existing trail network south to adjacent Scenic Hudson owned parcels to increase the network and evaluate the possibility to extend foot access to Hudson Lane.

EMP - 3: Improve park connectivity. Improve visual and physical connectivity between Lighthouse Park and Esopus Meadows Preserve so the two parks serve the public in a more integrated way. Remove thick vines and invasive trees from the property boundary to open up vistas from Lighthouse Park towards the pavilion and open up the connection footbridge. Possibly identify a second footpath to bridge the drainage channel if feasible.

Site Amenities

EMP - 4: Improve day-use of pavilion: Improve park integration by expanding use of the EMP pavilion for picnicking by providing picnic tables on and/ or adjacent to the pavilion. Picnic tables on the pavilion will make the pavilion more inviting (rather than feel off-limits) and useable when not in use by the Clearwater Tideline educational program. Coordinate placement of picnic tables with Tideline director. Any tables on the pavilion deck should be ADA accessible.

EMP – 5: Evaluate formalization of fishing trails to shoreline: Improve existing social fishing trails to shoreline as designated and safe routes off the Blue Trail. However, as a nature preserve, evaluate impacts to natural resources and increased maintenance demands. 'No swimming' signs would be posted.

Thanks,
Heather

From: Rogers, Matthew G. <MRogers@labergegroup.com>
Sent: Monday, July 6, 2020 4:54 PM
To: callen (callen@hvc.rr.com) <callen@hvc.rr.com>; carolcartom (carolcartom@gmail.com) <carolcartom@gmail.com>; CQuick2121 (CQuick2121@aol.com) <CQuick2121@aol.com>; Diane Dintruff (ddintruff@yahoo.com) <ddintruff@yahoo.com>; dwolfield (dwolfield@gmail.com)

From:	Heather Blaikie
To:	Rogers, Matthew G.
Cc:	Rita Shaheen
Subject:	FW: Esopus Riverfront Access Study
Date:	Friday, July 17, 2020 3:45:28 PM

Hi Matt,
Here are some comments from our Director of Science, Climate & Stewardship for the River Access Study. Also included are some clarifications I provided her with regards to recommendations at EMP.

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Sent: Friday, July 17, 2020 9:43 AM
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Subject: Re: Esopus Riverfront Access Study

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just noted some obvious ones.

Let me know if you have any questions,
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Floodplain is one word (not Flood Plain, as in Sleightsburgh map)

Sleightsburgh natural/ecological conditions- NYS DOS Significant Coastal Fish & Wildlife Habitat designation

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Freer Park

Recommendation FP2- I don't know the site personally, but I would support the DEC's recommendation to remove the bulkhead and replace it with a sustainable shoreline design (rather than to fix and maintain it). FP17 (a shore trail) could be included as part of a shoreline design.

Lighthouse Park

I don't support LP11 (and EMP3)- thinning trees and shrubs for view purposes between LP and EMP- there are plenty of views at both parks, and I would not want to risk shoreline destabilization (or just loss of habitat and creating a landscape that requires continued maintenance).

Esopus Meadows

I think it also is a designated NYS DOS SCF&WH

Suggest showing the Klyne Esopus Kill on the site map

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should these (or at least the bridge) be included?

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"Wooly adelgid" should be **hemlock** wooly adelgid

Image- the solar panels are not for eel monitoring (they are probably for the herring counter)

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There are repeated references to our SLR data indicating a rise of 21" by 2050. Our data do not make these time projections, we just show SLR in 6" increments, and provide references to the likelihood of those levels based on state accepted projections. So the state projections should be referred to as the source of the projections, our map as the source of the data that show those projections.

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> > Senior Park Planner
> > Scenic Hudson, Inc.
> > Tel: 845 473 4440 Ext 270
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To: Riverfront Study and Esopus Waterfront Advisory Board
From: Town of Esopus Environmental Board
Members: Mark Ellison, Chairperson, Susan Barbarisi, Donald Carragher, Steve Cerini, Chris DeCicco, Cynthia McVay, Noel Russ
Date: July 22, 2020

The *Esopus Riverfront Access & Connections Plan* is a thoughtful, and well-designed plan. Congratulations to the team who created it. Thanks to all on a well-considered plan.

We appreciate being able to offer our input and comments. Included are very minor edits, some suggestions/observations, some questions, and some general important notes. The page numbers refer to the shorter of the two documents.

Sleightsburg Park

SP-11 - Create a small pull-off - This is much needed. Oncoming vehicles have no safe way of passing each other, especially at high tide.

SP-12 & 13 - Trail improvements - Given that the Sleightsburgh Park is likely to have increasingly large areas under water, at least at high tide, costs for improvements and maintenance away from the boat launch and heading east should be kept to a minimum. Trimming limbs from trees in poor condition would be a good idea so that trail users are not hit by falling limbs. Short-span bridges sound good. Is there a kind of floating technology available? All this speaks to the "overall question" about sea level rise.

SP-14 - Trail maintenance - Can we reach out to Parks and Trails NY, a volunteer organization that focuses on this? At the least, they might help guide the volunteer effort.

SP-15: We could note that the "volunteers" are the current Environmental Board members that are responsible for counting the sedge (Carex Frankii) annually.

SP-20: "fishing" should be "fish"

Under "regulatory needs" - next to last paragraph - Removal of trees vis-a-vis impacts on the bat population is also addressed in the Town's Comprehensive Plan regarding wildlife habitat, and should be strictly adhered to. Also pertains to Lighthouse Park. Our overall goal should be to avoid habitat destruction whenever possible and all pertinent regs should be strictly enforced.

Page 23 relating to Sleightsburg park, listing natural resources but does not mention frog or other amphibious animals that reside there. (it does mention Carex frankii, bats, waterfowl, sturgeon and other fish, but no mention of the frogs)

There is discussion about cutting back the reeds (in a few places, notably on p.6), and needing permissions. It is believed that the reeds in question are the invasive species, Phragmites,

which in other parts of New York State are being actively removed (by goats and otherwise). Cutting them back would likely be a good thing from an environmental perspective.

The trails could be grassy, and mow able, which would make maintenance easier. If Central Hudson is digging up their gas line anyway, the path design could be integrated into their "restoration" plan.

On Sleightsburg Park, additional questions:

1. How many people use the trails currently, and how many trails would they expect? Where will the volunteers come from to maintain them?
2. The physical approach, marketing and promotion of the park is not addressed.
3. How will people know about it? Perhaps additional signage is needed, as well as an improved approach. Impact of getting to the park through a small neighborhood might be aided by discussing possible cut through the riverside property adjacent (Cosco property) which has a chain-link locked gate.

Freer Park

p. 9: paragraph 2: "structural" should be "structurally"
FP-6: "The existing unimproved dirt parking area along J Rd. to the north is proposed to be surfaced with either gravel or asphalt" -- Would strike "or asphalt" -- we should minimize asphalt, and that goes for the rest of the parking areas as well. A permeable surface.
FP-7 turnaround - Is the turnaround area necessary? Seems like an awkward way to direct traffic. Why not just continue additional parking spaces and narrow the amount of pavement, giving more space to the park, continuing the curve around convexly.
Can the small restroom that will be removed be used elsewhere (as per our Zero Waste goals?)
FP-14 SOLAR powered lights
FP-17 - Shoreline boardwalk - As with the comment re: trail improvements at Sleightsburgh, cost of building a boardwalk so close to the River's edge seems a bit extravagant. An at-grade path sounds like a better idea, along with rain gardens, etc. to help stem flooding.
FP-19. It would be nice if the playground colors were a little more understated.
FP-22 - Strongly support making the southern shoreline area "off-limits to future shoreline improvements." The existing structured area of the park seems to be adequate for current usage and some growth, is probably affordable for the Town to maintain, and natural shoreline vegetation is essential. Also, making that southern end of the park more enticing may well result in parking problems at the end of Tilden Street.

Overall question:
What is being predicted in terms of sea level rise and when? What about storm surge? This is particularly important on Freer and Sleightsburg. It is clear the team has been thinking about it, and any investment in the parks should reflect the likely longevity of the parks themselves. What does this imply about how picnic tables and signage are secured or made, for example? In particular, it is mentioned frequently that "NYSDEC strongly recommends that the bulkhead be removed" What would NYSDEC propose instead? How would they handle it? Did the team seek input on other approaches? If the wall is removed, what does the park look like and when? (I'm sorry if this is addressed somewhere in the document; I did not see it in the longer one either.)

Lighthouse Park

LP-15: "River Road was previously designated as a Scenic Road, although the status of that designation is not able to be confirmed at this time and is currently being investigated. Looking ahead, the Town would benefit more from a Scenic Byway designation and should actively seek this designation." What is the difference? If so, extra care should be observed on keeping it scenic otherwise as well.

LP-16 and EMP-1 (from longer document): "Conduct an initial feasibility study in partnership with Central Hudson Gas and Electric to determine the possibility of incorporating sections of their ROW into a trail connecting Lighthouse Park and Esopus Meadows Preserve with Black Creek Preserve to the south and to High Banks Preserve and Port Ewen to the north. In addition to utilizing the ROW for improved Park connections, improvements to US Rte. 9W and other roads will be necessary to enhance bicycle and pedestrian safety. Arrows and appropriate signage should be considered in select locations. Where there is adequate room, designated bike lanes should be installed. The shoulder of all roads should be properly maintained, by the repair of potholes and removal of debris that presents hazards to pedestrians and bicyclists."

- This is a major point which we should take a stand on from an environmental standpoint. By creating what seems to be a bike path, this will create another and unnecessary cut through the landscape which will create problems for wildlife crossings. Currently, this Right of Way is mowed twice a year, and Central Hudson trims and clears trees perhaps annually. By creating a path, which might be paved or mowed regularly, the abundant wildlife in the area which is housed in the neighboring woods and fields, has one more roadway to cross and during the spring, would compromise nesting sites. In addition, there are several wetlands which would be compromised. It is not clear why we need additional paths when the Esopus Meadow and High Banks Preserve is still not used (even in these Covid times) to its full extent. Most people stay by the river. River Road is a suitable way to connect the two parks if need be.
- Because the ROW is a straight shoot, with some corners, it is not a well-construed path. In parts it is very steep and unsafe, with (blind) curves at the top and bottom. It would be an unsafe biking path, especially if shared by pedestrians.
- Running a path on top of a gas line could present liability issues for the town should there be an accident.
- It is an expensive proposition.
- The ROW by definition is not owned by Central Hudson, and therefore they cannot give permission to Scenic Hudson to allow a path. The ROW is owned by various landowners; it is their land. To the north, the ROW runs through *at least* 3 owners, meaning that property owners own on both sides of the ROW. The private property owners may not want to have people riding bikes or hiking across their property. Also of note, three of these are hunted aggressively during hunting season, which presents other issues.
- Suggestion is to pursue an expanded bike lane on 9W, and to bury the lines at the same time.

Black Creek Preserve
p. 25. "The historic significance of the farm house is unknown, but its small size and simple architecture help to identify where more modern additions were added to expand the functionality of the dwelling. Due to the limited capacity of the existing septic system connected to the house, the building could not be utilized as a seasonal bathroom. The building could be used for a writer in residency program in partnership with the John Burroughs Association and as a meaningful connection to the legacy of John Burroughs. The cost to renovate the building for continued residential use by a caretaker may outweigh its benefit to the preserve and should be evaluated more closely before any further decisions are made."

Alternatively, could install composting toilets (like in other locations) if septic is not tenable, for both public and writer's program.

The suggestions of gravel instead of blacktop, and solar lighting should be utilized in the parks, parking areas, etc. as much as possible.

We can do some research and recommend?
https://cleanenergysummit.org/best-solar-street-lights/

Does anyone know if there are fire hydrants and or water fountains at any of these parks?

On the children's playground, the material should also be recycled plastic. Although, not sure having a playground near a waterfront is a great idea both for children's safety and also as an investment in an area that could be taken out by a storm.

On that note, here's a little video made by a local biologist on sea level rise and storm surge, addressing specifically the Hudson River.

https://m.youtube.com/watch?v=oEWgYKy_2w8&feature=share

Some questions regarding the shoreline plantings and rain gardens.
Are these existing now, or only proposed in the upgrades? What should be planted? The rain gardens/bioswales would be a good place for pollinators.

Boardwalks and/or raised walkways should be constructed out of something like Trex or other recycled materials that would not require maintenance and wouldn't decay. (pg. 89) Wood will require too much maintenance and the elements would cause deterioration.

What are the implications for removing the current raised leech fields?

The Kiosks can easily be upgraded with QR codes directed to various websites for information and education of the public on the parks, wildlife/water life, plants (Carex frankii ie), the Environmental Board, Water Front Advisory Board, etc.

Questions regarding all waterfront parks with boat landings:
How should businesses be handled? That is, when kayak and canoe (and other) operators arrive with droves of people? Can the town charge them for using the launches to help pay for maintenance? In many cases these are outsiders who are profiting from our (limited) town

resources. (There is one such operator near Eddyville who has a storage shed and lots of "traffic." The town could figure out how that group is charged.)

Separately, are there grants and/or will Scenic Hudson be involved in helping to renovate and maintain?

For many passive boat launch sites around the state, there are no charges, whether on municipally- or NGO-owned sites. Scenic Hudson (in Beacon) and Norrie Point are places which handle fairly large kayak storage and launch sites. Maybe they can advise. Paying for storage helps pay for maintenance. Maybe a seasonal permit/license based on volume such as hotel tax Airbnbers pay.

General Comments

NR-7 - Steep slope protection - Most definitely **prohibit** land disturbance on slopes of 25% or greater, and that means keeping most trees and vegetation in place. "Strongly advise" isn't definitive enough.

NR-8 - Large, contiguous tracts of natural habitat - This is certainly in the Comp Plan and is fairly well set forth in the Large Forests portion of the Plan, also mentioning grasslands, etc. There should be a limit placed on vegetation removal.

NR-9 - Connections between natural habitats - Goes with NR-8 and urge "**requiring"**, not "suggesting", that natural connections be maintained.

NR-10 - Restoring and maintaining buffer zones along waterbodies and sensitive habitats - This seems easy at first: if anything is disturbed in the process of building or road or pipeline repair/replacement, require the restoration of vegetation to its original state.

Lastly, the reduction of the goose excrement at George Freer Park needs to be addressed. Children playing in the area in front of the pavilion and kayakers launching their boats are encountering a health hazard.

This is a complication of comments from several members of the Environmental Board.

Once again, we thank you for the opportunity to provide our input.

For the Esopus Environmental Board, respectfully,

Mark Ellison

Mark Ellison, Chairperson

From:	Alex Dean
To:	Rogers, Matthew G.
Subject:	Fwd: Riverfront
Date:	Wednesday, July 22, 2020 5:45:34 PM

More comments recieved - I don't know if someone just started sharing info around, or if folks just like to submit things after the deadline. Sorry!
-Alex

---------- Forwarded message ---------
From: **Tricia Lewis** <triciajlewis@gmail.com>
Date: Wed, Jul 22, 2020 at 5:39 PM
Subject: Riverfront
To: <outreach@esopus.com>

HI, our comments below on the Riverfront Study as pertains to Sleightsburgh Park:

- Lower speed limit on Broadway, add speed bumps, and trimming vegetation would make traffic to the park safer. Trucks and cars with boats regularly speed down Broadway. Visibility at Third turning onto Broadway is terrible in summer
- Love the tall reeds, but 100% support trimming for visibility and better sightlines to improve safety
- Ecstatic to have puncheons on trails - we walk there with daughter and other kids in neighborhood regularly
- Would be happy to volunteer to maintain park
- Appreciate the board's efforts to bring together interested parties to resolve park issues
- 100% support an alternate launch + waterfront site at Kosco, with a restaurant/ food kiosk amenity that could contribute funds to the parks department with a rental + profit share agreement

Thank you,
Tricia and Stephen Lewis
153 Parsell Street, Kingston, NY 12401

--

Alex Dean

Town of Esopus Confidential Assistant

1 Town Hall Way, Ulster Park 12487

Office: 845-339-1811 ext. 106

Email: Outreach@Esopus.com

Website: www.Esopus.com

From:	Alex Dean
To:	Rogers, Matthew G.
Subject:	Last-second voicemail re: Riverfront Plan
Date:	Wednesday, July 22, 2020 4:07:28 PM

Hi Matt,

We just received another comment on the Riverfront Plan through the phone system - please see below. Since it's past the deadline, I'll leave the decision on sharing to you.

Thank you,
Alex

My name is Carl Welden. I'm calling on behalf of the kayaking, canoeing and paddling enthusiasts about the Waterfront plan for commentary. I guess closing tonight - if Perrine's Bridge Park had a boat launch as well as these other areas that have been designated, it would be a fantastic way to access to access the Wallkill River recreationally as this place is used for fishing as well. So anyhow, if anything has been done in consideration for this particular parcel property of Waterfront, that would be tremendously valuable. Again, the Perrine's Bridge Park - sort of the borderlands of Esopus/Rifton in there. Okay. Thank you kindly, cheers.

--

Alex Dean

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Cc:	Rita Shaheen
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From: Heather Blaikie
To: Rogers, Matthew G.
Cc: Rita Shaheen
Subject: FW: Esopus River Access Study
Date: Wednesday, July 22, 2020 10:50:32 AM

Matt, Some additional comments from our trails manager are included below.

These are pretty much already captured, so we don't need to send these verbatim to the whole WAB.
It will be helpful to be sure we incorporate the extra note about signage about 'carry in, carry out' at EMP. I can't recall if Lighthouse Park has trash cans, but if it does, that could be a management challenge. If both are consistent as 'carry in/ carry out' and 'no fish cleaning' then there is no issue.

Otherwise, just helpful comments about practical planning at BCP, which may be too detailed for the River Access Study.

Thanks,
Heather

From: Carley Kiernan <ckiernan@scenichudson.org>
Sent: Monday, July 20, 2020 2:08 PM
To: Heather Blaikie <hblaikie@scenichudson.org>
Subject: Re: Esopus River Access Study

Hey Heather,
I had a chance to look over the report and here are my thoughts and concerns:
Esopus Meadows Preserve
1) Adding picnic tables to the preserve will inadvertently result in additional litter being left behind. I would make sure there is a sign in the picnic area that clearly states that "this is a carry in carry out park".
2) Regarding shoreline stabilization, I am curious if you have spoken with Nava. We have major shoreline erosion issues starting from the kiosk and heading up the shoreline into the preserve.

Can you work together to address these concerns? Also, the footbridge at the gateway is in need of replacement, would you be willing to include that into the proposal? The area on the other side of the footbridge and around the footbridge is eroding badly. Someone once put gabion boxes filled with stone there as a preventative measure years ago. The gabions have fallen over and are not serving their purpose effectively. Field staff has plans to remove them and place some large boulders in their place and backfill the area as a stop gap measure. Would we be able to use some of the boulders from Lighthouse park? We were planning on harvesting some large boulders from Quarry Waters and installing them down there. In my opinion, the erosion issues along the shoreline there are far more important to address than any other aesthetic improvements. We need someone like you to get involved to help move along that project.

-Trails: So I have already identified a trail route with Emily Hague and Geoff that would potentially lead from the yellow trail at EMP to the Gordon Tree Farm Property. We have discussed working on this project from all angles. We have discussed the idea of contracting it out to a Professional Trails Company, doing it ourselves, etc. I think we decided that we wanted to build it ourselves and use our ditch witch to help create the trail tread. However, building new trails, no matter who does it, is going to require more work and regular maintenance from field staff along with the improvements that would need to happen on the Gordon Tree Farm Property to make the trails safe and official. Rita suggested that we not overload ourselves with this project with all of the Quarry Waters, Slopeline, and new office stuff right now, but it is a top priority for field staff as the next trail we would like to build. However, once that happens, all of the park maps, kiosks, etc will need to be updated in conjunction. I think our team would be sad though if we ended up contracting it out and we weren't personally involved in the development of that area.
-Are there any other additional trail locations you were thinking of? One area that we have a lot of trouble with is getting people not to walk past Esopus Meadows Point where the trail ends. Everyone wants to cut through there to get to the water trail site. Could a trail be designed for there? or any other improvements to the point? Again, along with that comes all the updating of the map files.

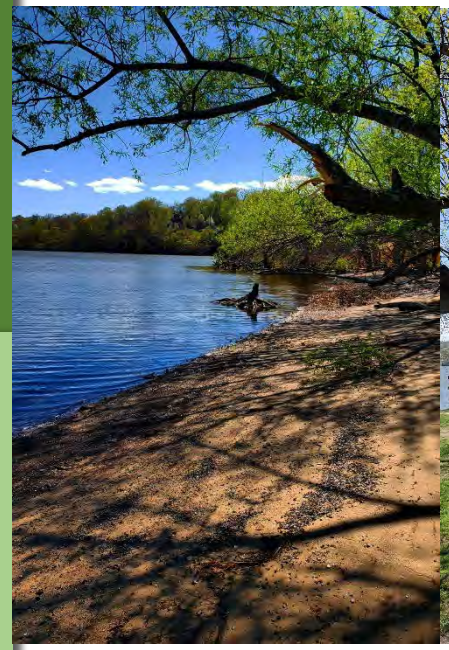
Black Creek Preserve:
I took a walk with Yanan last week and we discussed alot of these areas.
-We can easily build a foot path out to the point very quickly, however, I would strongly recommend against any kind of railing out there. The point is rocky and you will have a hard time finding places that any kind of post or stake will drive into. It will also most definitely require constant maintenance and replacement. We are so happy to be getting rid of the railing at BCP near the creek at the gateway and would not want to have to maintain another one. There are many places in our parks with cliff edges and such that are not protected, so I don't understand the importance of one here.

-I think the stone dust trail into the preserve will be great. I flagges some areas where the trail could be benched in further to get away from the eroding trail edge. If you wanted to go further, we could doze a path inland more with our ditch witch. I also flagged a reroute for the slope where the trail will come in from the pitch pine overlook down toward the beach..
-I would strongly recommend leaving some fishing access paths and maybe even adding wayfinding signs. Here are the areas I recommend based on my observations of fisherman activity.

-Removable bollards- I see this vehicle entrance as one that will get used quite regularly between the mowers, field staff, DEC, etc. In the past, we have had the worst luck with removable bollards. I mean they look great and are great for areas where you don't need to remove them that often. We actually had major difficulties removing the ones from Crystal Lake for winterfest because they froze in place. They also get jammed up with stone and dirt down where you put the locks and they become jammed up quite often. I would just ask that if you do end up going with removable bollards to please find ones that are user friendly for high usage and that can be removed easily (and also replaced easily when people inevitably hit them with their cars and snow plows.

Carley Kiernan
Parks & Trails Manager
Scenic Hudson, Inc.
Tel: 845 473 4440 Ext 266
Fax: 845 473 2648

Esopus Riverfront:
Access and Connections Study



Review of Public Draft Recommendations

July 7, 2020

Esopus Town Board Meeting

Laberge Group
ENGINEERING ARCHITECTURE SURVEYING PLANNING
4 Computer Drive West • Albany, New York 12205
(518) 458-7112 • www.labergegroup.com

SCENIC HUDSON

Introductions

Riverfront Project Committee/WAB

Mercedes Ross, Chairwoman

Margaret Phelan
Eli Schloss
Dale Wolfield
Marion Zimmer

James Banks
Diane Dintruff
Carol Carson-Tomassetti
Vincent Coq

Chet Allen
Susan Barbarisi
Supervisor Shannon Harris
Councilwoman Kathie Quick
Alex Dean, Community Outreach Coordinator

Project Partner - Scenic Hudson

Rita Shaheen, Dir. Of Parks and Community Engagement

Heather Blaikie, RLA, Park Planner

Project Consultants – Laberge Group

Project Funding

Provided by the NYSDEC Hudson River Estuary Program

Nancy Beard, Assistant Public Information Officer

Purpose of the Study…

- Enhance waterfront access for all ages and abilities to the Hudson River and tidal portion of the Rondout Creek
- Identify new recreational amenities
- Establish new trail connections
- Plan and design for anticipated sea level rise and increased severity of storms

Town of Esopus 1811 New York

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Study Locations

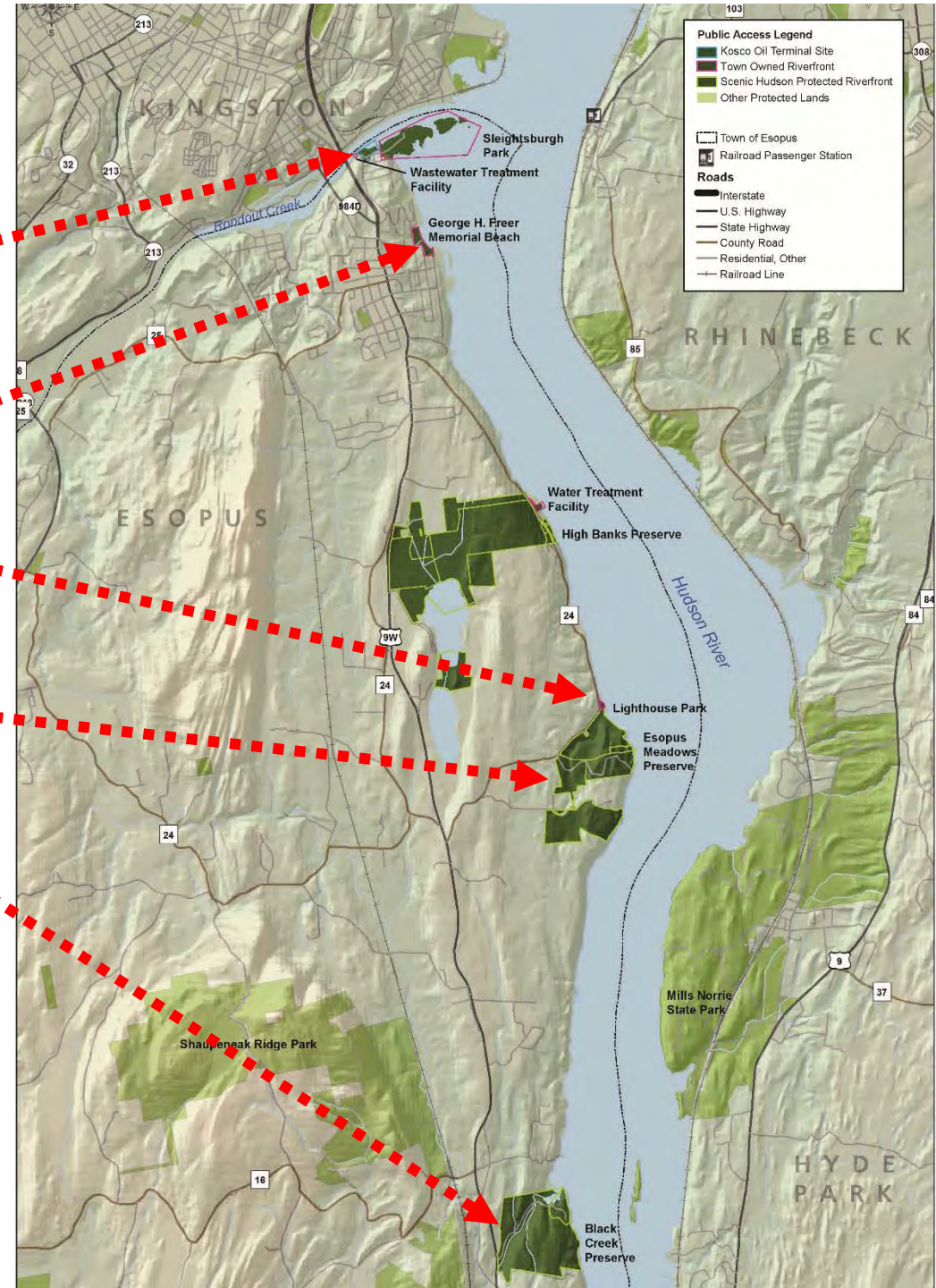
Sleightsburgh Park

George H. Freer Memorial Beach

Lighthouse Park

Esopus Meadows Preserve

Black Creek Preserve



Effort to Date

- November 2018: Grant Awarded
- March 2019: Kickoff Meeting
- April 2019: Site Visits to all Parks/Preserves
- May 8, 2019: 1st Committee Meeting
- May 22, 2019: Public Informational Meeting #1
- June 5, 2019: Stakeholder Meetings
- July 1, 2019: Site Visits with NYSDEC Staff
- July 24, 2019: Public Design Workshop
- August 28, 2019: ADA Site Visits with RCAL
- December 19, 2019: NYSDEC Pre-Application Meeting
- May 2020: Draft #1 to Committee
- June 24, 2020: Committee Meeting #8.
- July 6, 2020: Release of Public Draft.

TOWN OF ESOPUS 1811 NEW YORK

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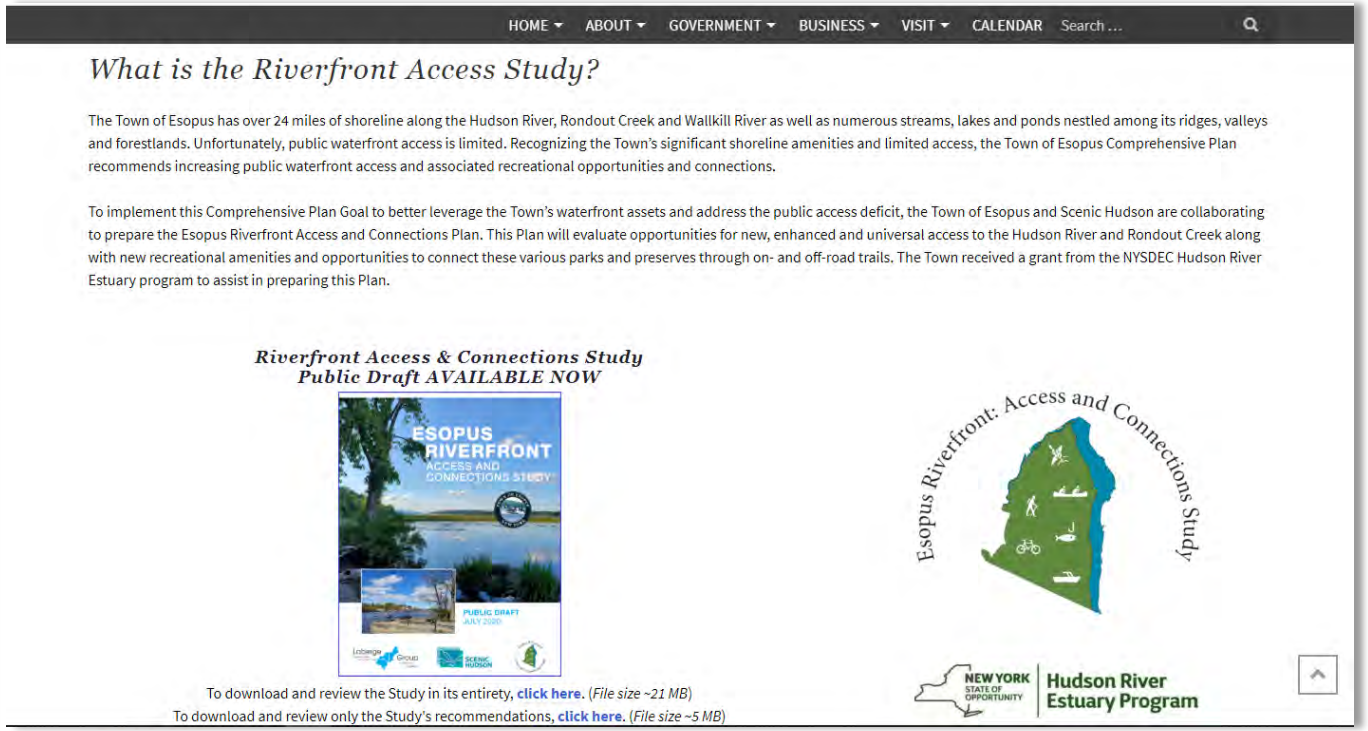
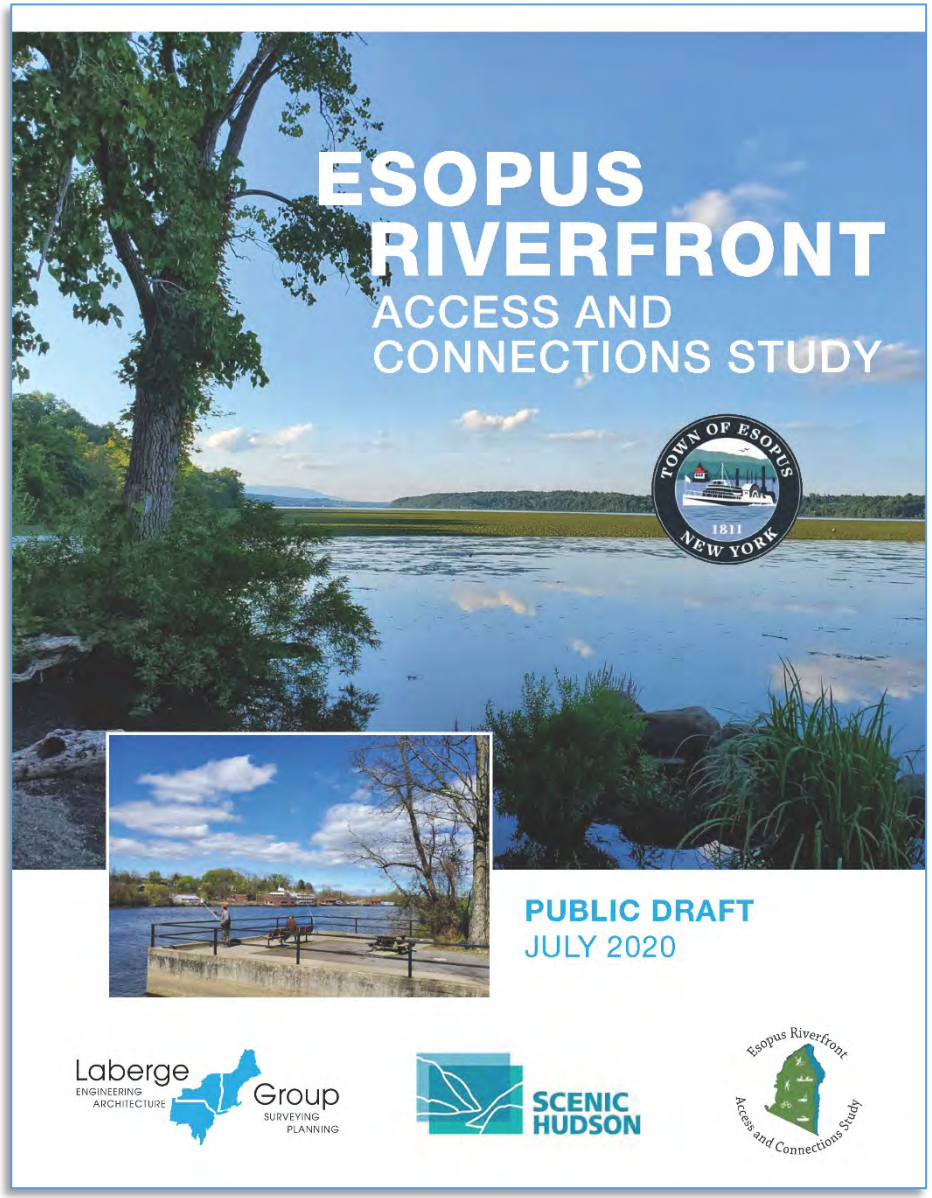
Report Organization

1. Introduction/Overview of the Planning Process
2. Review of Past Relevant Plans
3. Existing Conditions
4. Project Recommendations
5. Implementation Plan





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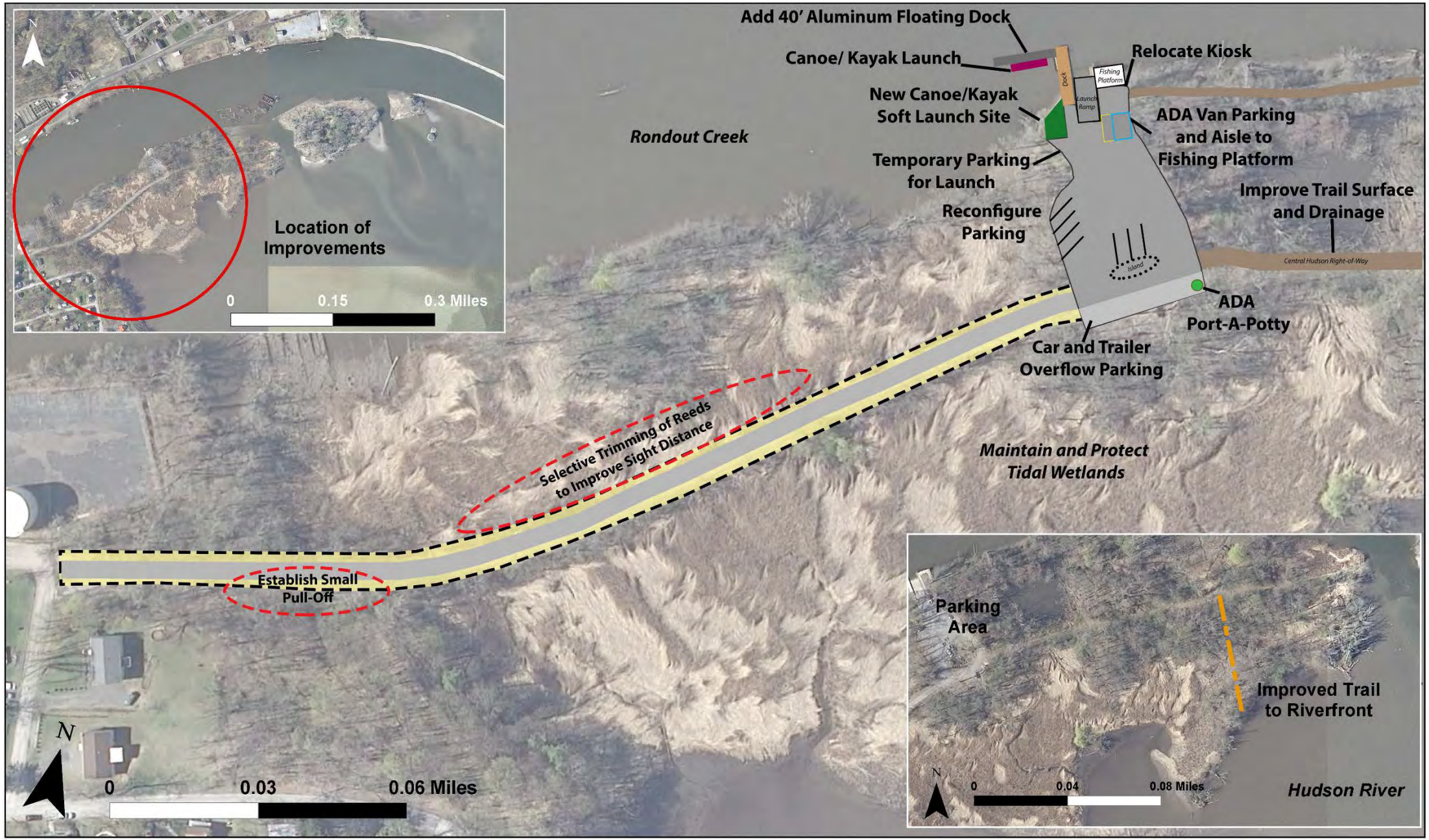


TOWN OF ESOPUS 1811 NEW YORK

Laberge Engineering Architecture Surveying Planning Group

SCENIC HUDSON

NEW YORK STATE OF OPPORTUNITY | Hudson River Estuary Program

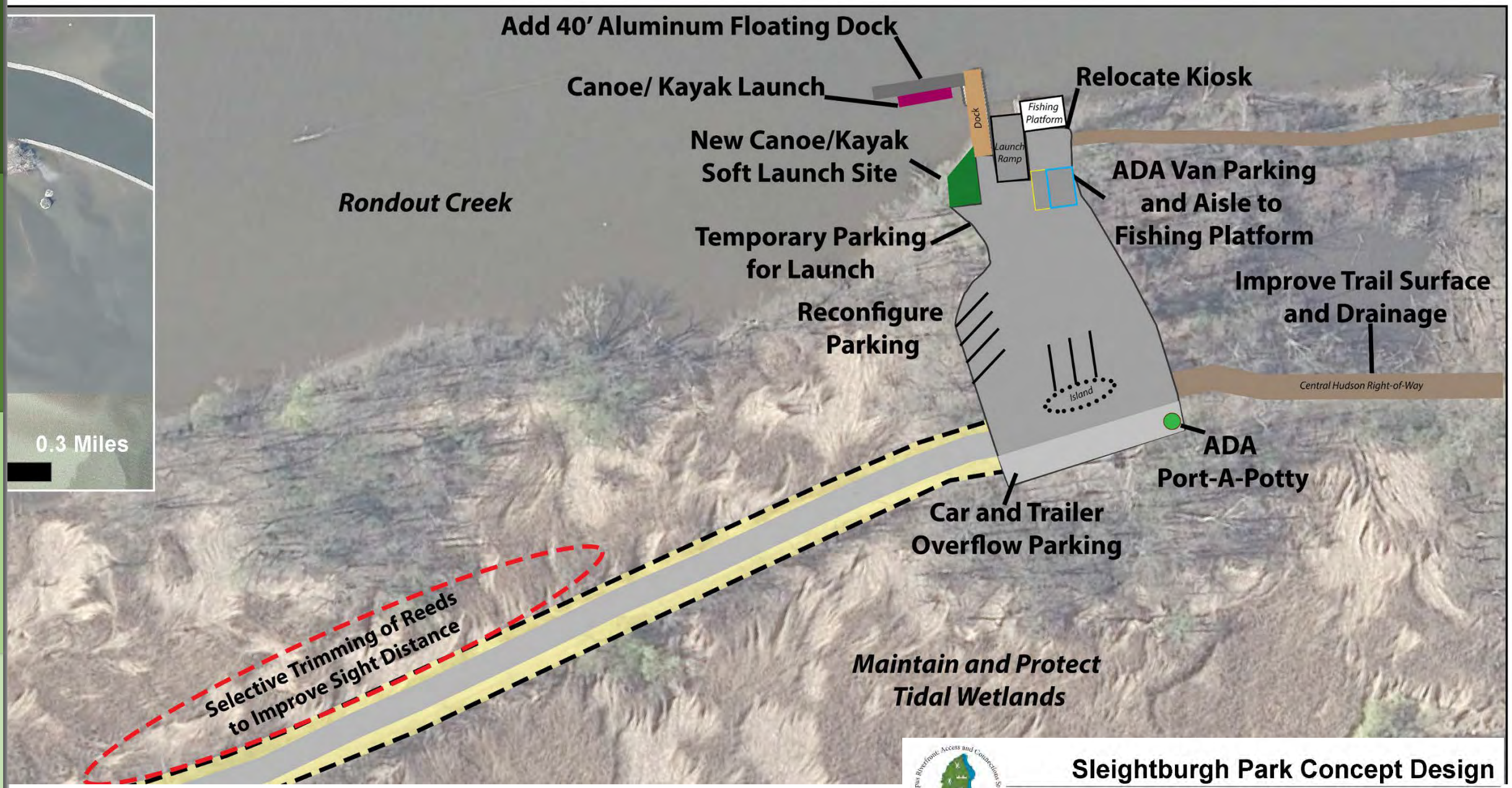
A Program of the New York State Department of Environmental Conservation

This Project has been funded in part by a grant from the New York State Environmental Protection Fund through the Hudson River Estuary Program of the New York State Department of Environmental Conservation.

Esopus Riverfront: Access and Connections Study

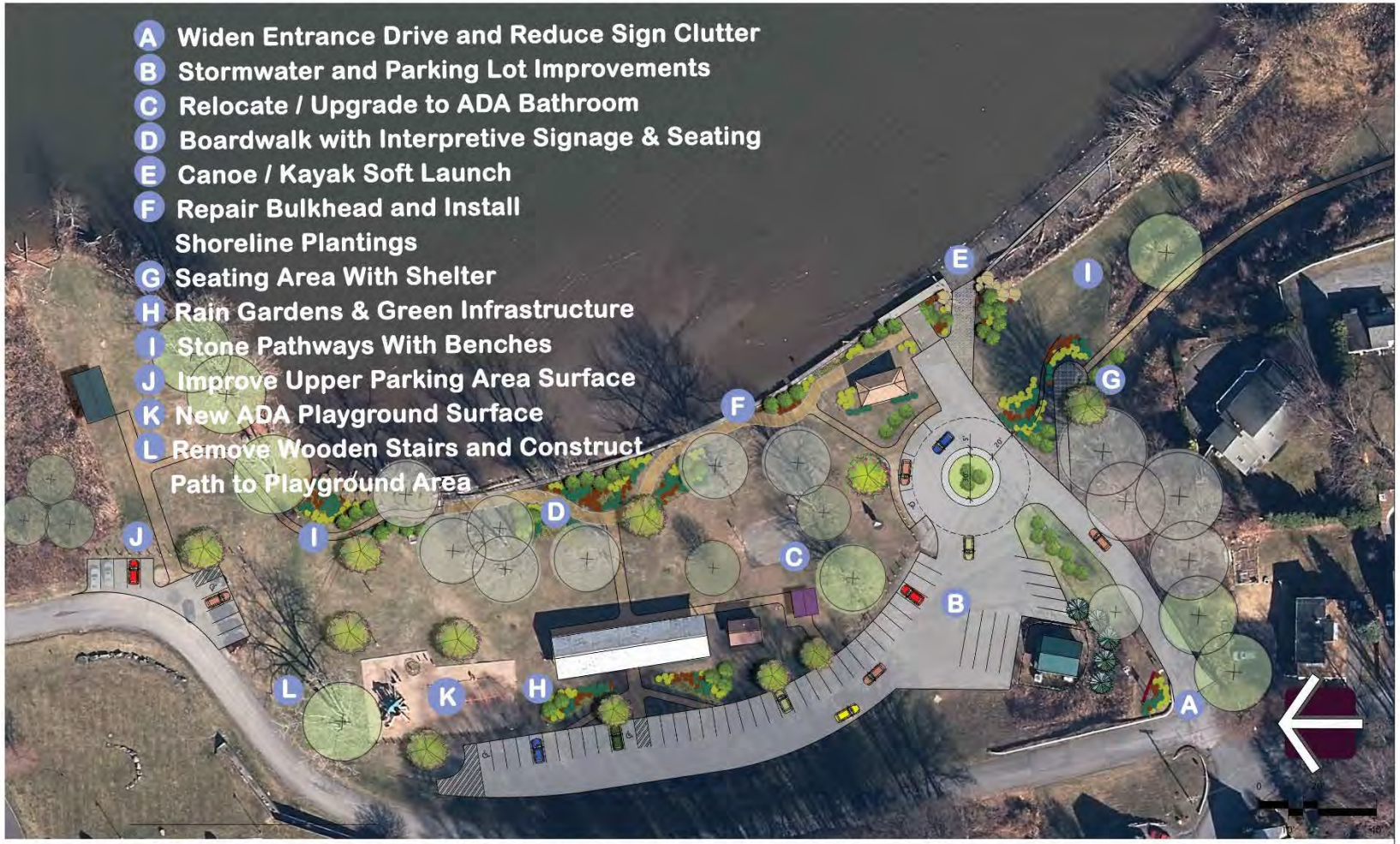
Sleightburgh Park Concept Design

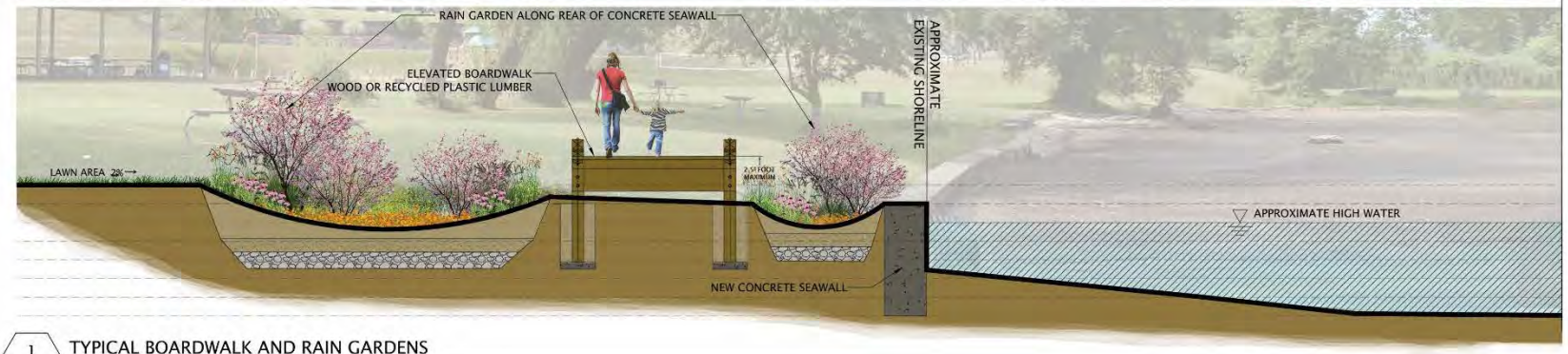
Esopus Riverfront - Access & Connections Study



Sleightburgh Park Concept Design

Esopus Riverfront - Access & Connections Study





1 CLA-1 TYPICAL BOARDWALK AND RAIN GARDENS
SCALE: N.T.S

FREER PARK

Town of Esopus
Ulster County
State of New York
07-01-2020

PREPARED FOR:

Town of Esopus
284 Broadway
Ulster Park, New York 12487
Phone: 845.339.1811

NYS Hudson River Estuary Program
NYSDEC Region 3
21 S Putt Corners Rd
New Paltz, NY 12561
Phone: 845.256.3016

CONSULTANT TEAM:

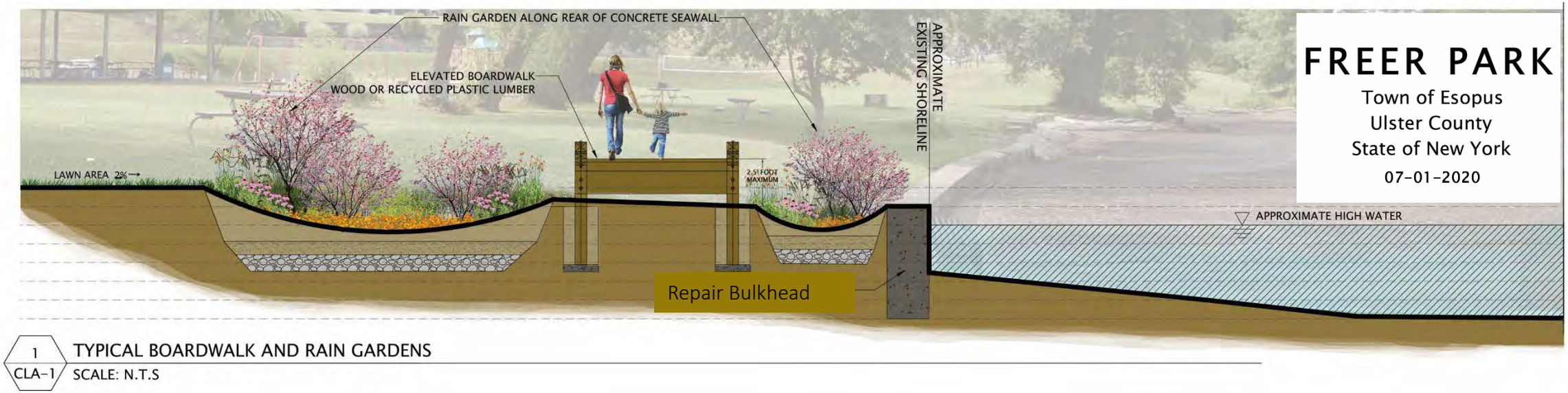
Laberge Group
4 Computer Drive West
Albany, New York, 12205
Phone: 518.458.7112

CLA Site Landscape Architecture, Engineering & Planning, P.C.
58 Church Street
Saratoga Springs, New York 12866
Phone: 518.584.8661

CONCEPT PLAN

CLA-01

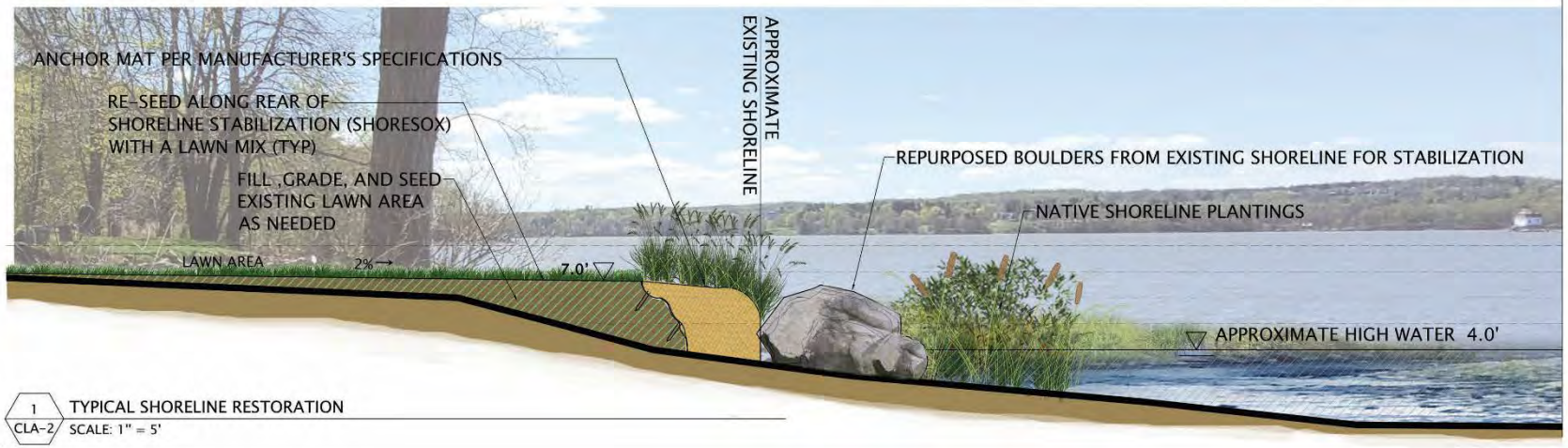
A Widen Entrance Drive and Reduce Sign Clutter
B Stormwater and Parking Lot Improvements
C Relocate / Upgrade to ADA Bathroom
D Boardwalk with Interpretive Signage & Seating
E Canoe / Kayak Soft Launch
F Repair Bulkhead and Install Shoreline Plantings
G Seating Area With Shelter
H Rain Gardens & Green Infrastructure
I Stone Pathways With Benches
J Improve Upper Parking Area Surface
K New ADA Playground Surface
L Remove Wooden Stairs and Construct Path to Playground Area
FREER PARK
Town of Esopus
Ulster County
State of New York
07-01-2020



Evaluate and Repair Wall

Preserve southern shoreline

Formalize Hand Launch Area



1 CLA-2 TYPICAL SHORELINE RESTORATION
SCALE: 1" = 5'

LIGHTHOUSE PARK

Town of Esopus
Ulster County
State of New York

October 18, 2019

PREPARED FOR:

Town of Esopus
284 Broadway
Ulster Park, New York 12487
Phone: 845.339.1811

NYS Hudson River Estuary Program
NYSDEC Region 3
21 S Putt Corners Rd
New Paltz, NY 12561
Phone: 845.256.3016

CONSULTANT TEAM:

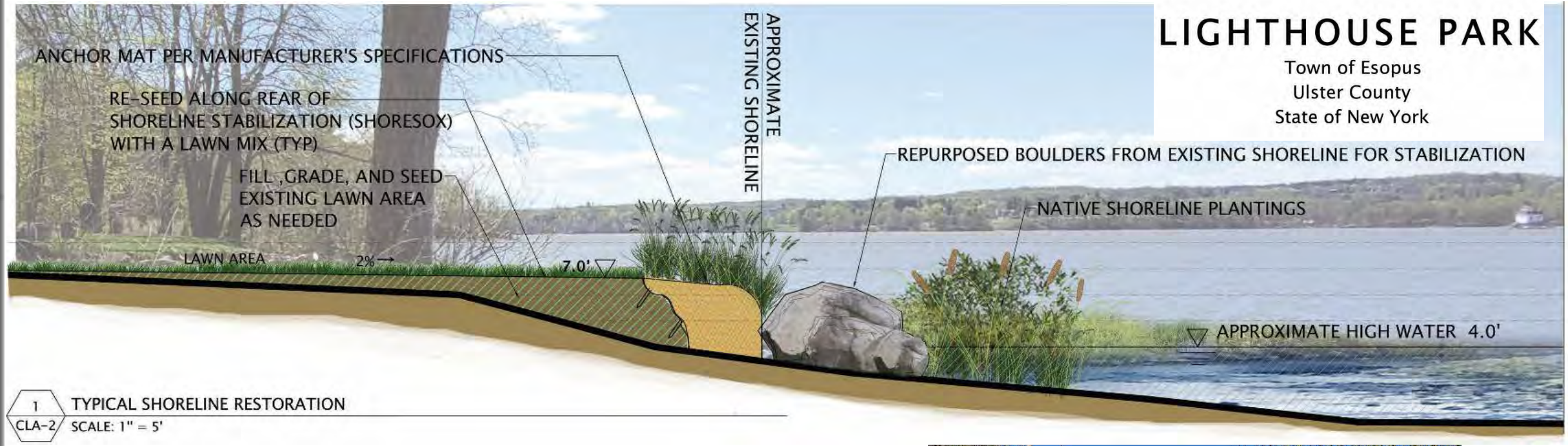
Laberge Group
4 Computer Drive West
Albany, New York, 12205
Phone: 518.458.7112

CLA Site Landscape Architecture, Engineering & Planning, P.C.
58 Church Street
Saratoga Springs, New York 12866
Phone: 518.584.8661

CONCEPT PLAN

CLA-02

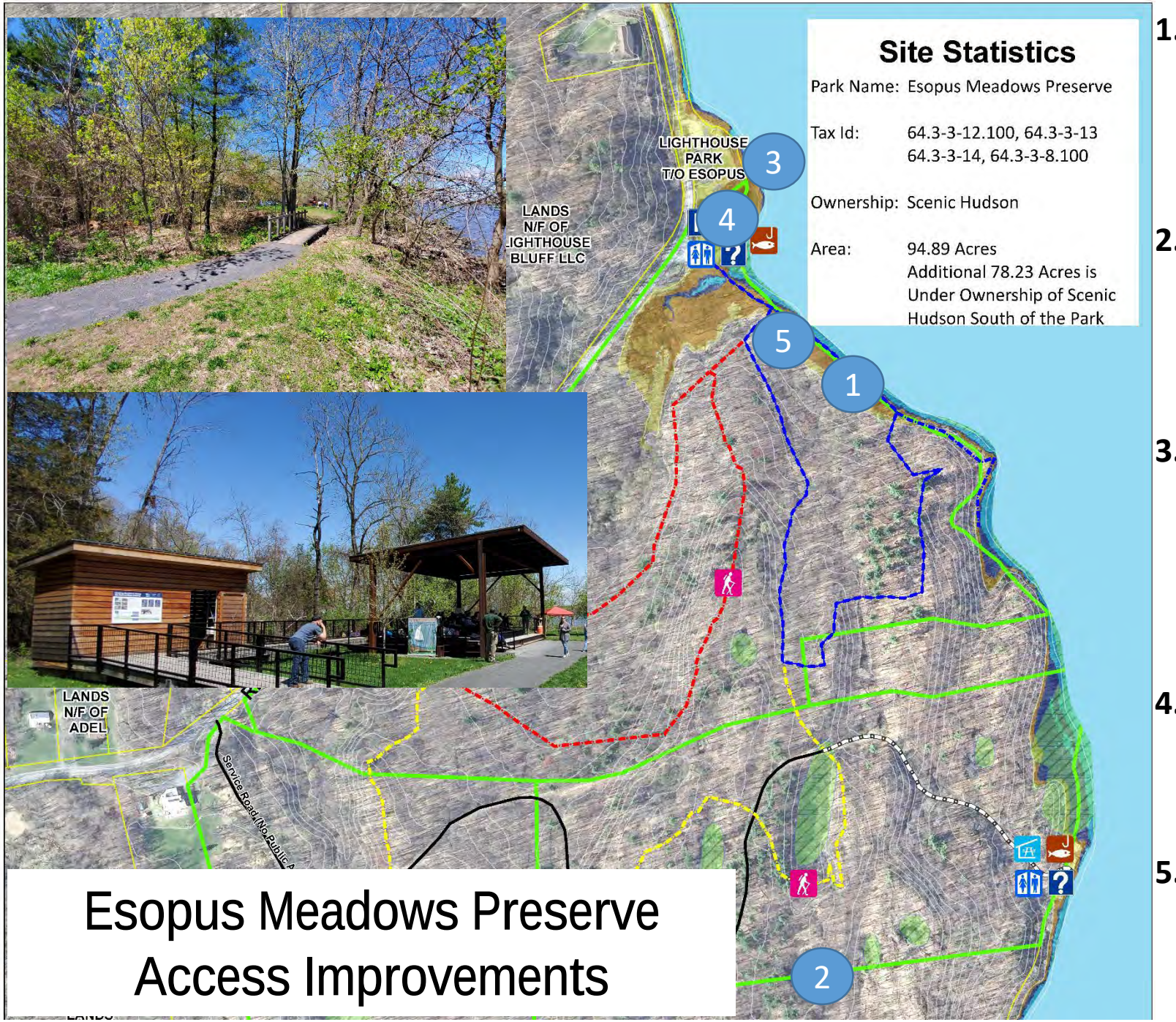
A Shoreline Remediation
B Canoe / Kayak Launch
C Kiosk and Pavilion (Optional)
D Parking Improvements
E Reconfigured Picnic Area
F Preserve and Enhance Existing Shoreline Trail
G Green Infrastructure
H Stone Pathway
I Relocated Memorials
J Selective Tree Thinning to Open Views to Esopus Meadows Pavilion
0
20'
10'
LIGHTHOUSE PARK
Town of Esopus
Ulster County
State of New York



Eroding Shoreline

Rocks in tidal zone to be relocated to shoreline

Parking lot to be expanded



Esopus Meadows Preserve Access Improvements

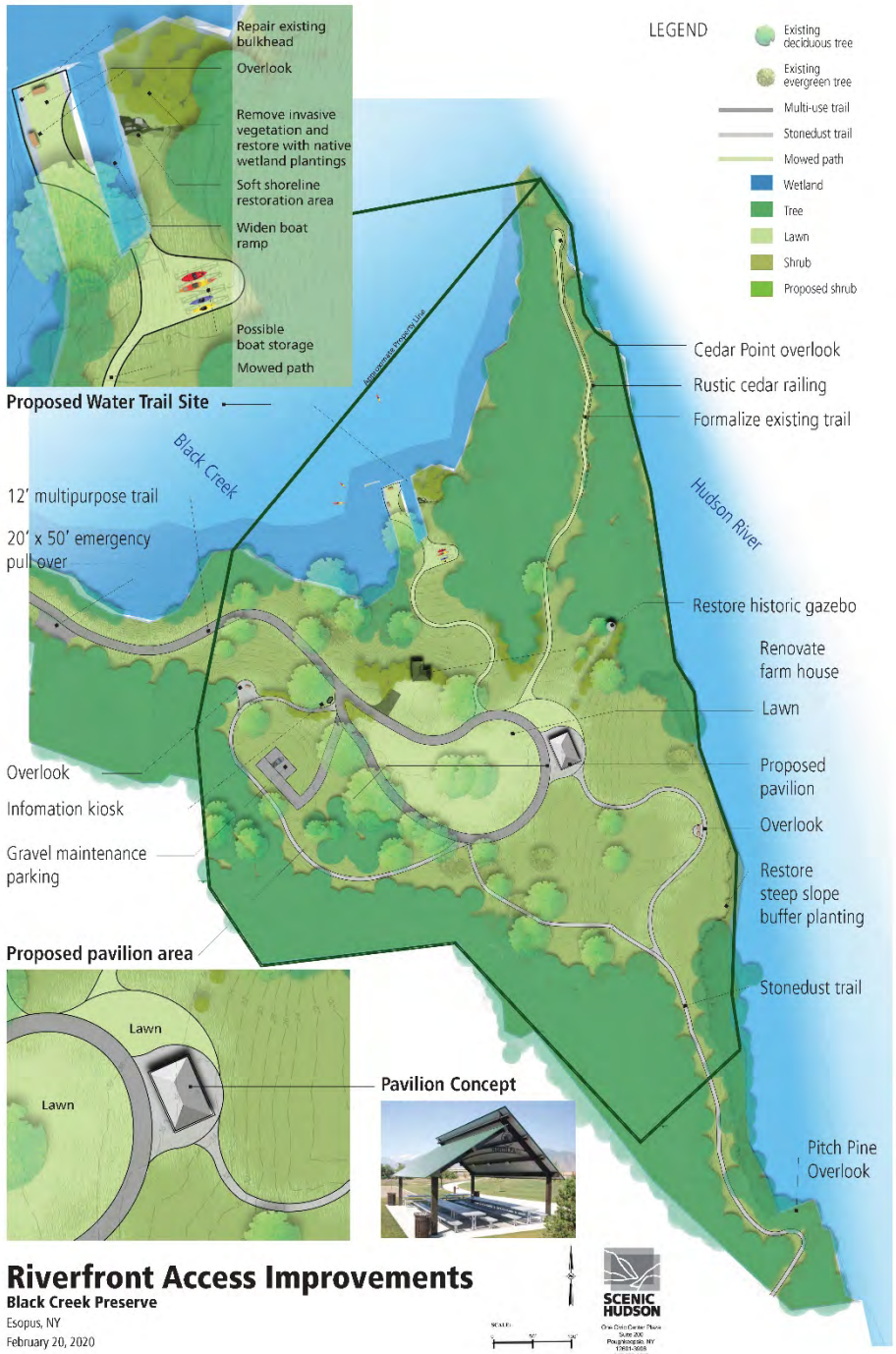
1. **Hudson River shoreline Restoration:** Installing coir logs and/or re-routing the Blue Trail upland from the shoreline.

2. **Expand Trail Network:** Long-term goals to expand the existing trail network south to adjacent Scenic Hudson-owned parcels.

3. **Improve Park Connectivity:** Remove thick vines and invasive trees between Lighthouse Park and Esopus Meadows. Potential to add an additional footbridge.

4. **Improve Day-use Pavilion:** Add additional picnic tables within and adjacent to the pavilion for park visitors.

5. **Evaluate formalization of fishing trails to shoreline:** Improve existing access trails to shoreline off Blue Trail. Evaluate impacts to natural resources

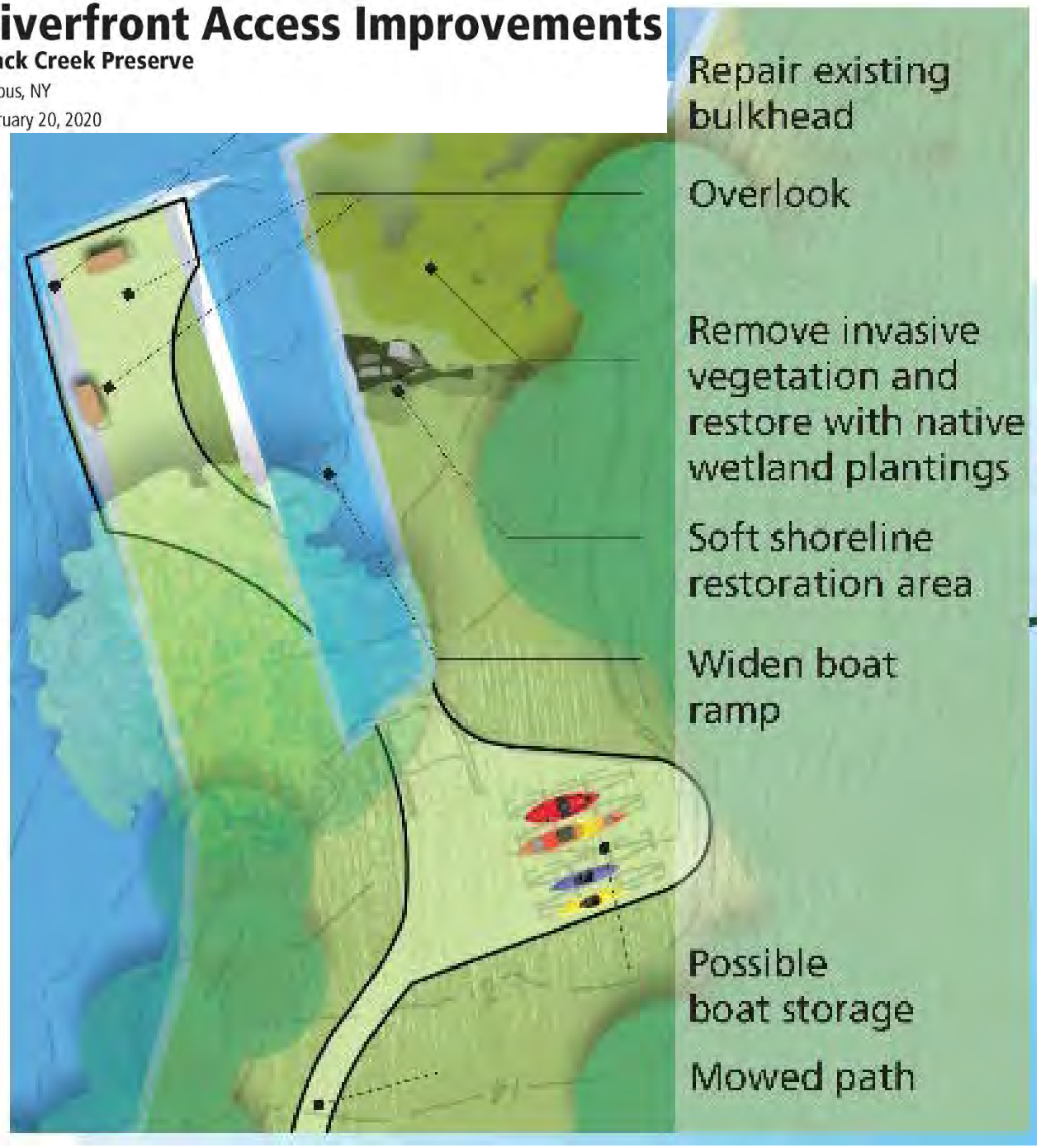


Riverfront Access Improvements

Black Creek Preserve

Esopus, NY

February 20, 2020



Parking Lot Expansion and Access Driveway Improvements

Riverfront Access Improvements

Black Creek Preserve

Esopus, NY

February 20, 2020

Next Steps

- ***Accepting public comments through July 17 – Town Website***
- July 22: Next Committee meeting to review comments, identify any final revisions and prioritize recommendations.
- August 4: Town Board meeting to accept Study.
- August: Boundary and topographic surveys for Freer and Lighthouse Parks and bulkhead evaluation.
- August 26, 2020: Kick-off meeting to begin the Local Waterfront Revitalization Program.
- Evaluate potential 2021 grant opportunities for implementation of select projects.

TOWN OF ESOPUS 1811 NEW YORK

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Comments, Recommendations, Questions?

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APPENDIX B:

ADA SITE VISIT SUMMARY

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Esopus Riverfront – Access and Connections Study
ADA Accessibility Stakeholder Site Visits
August 28, 2019 from 1:00pm – 4:00pm
Summary Notes – Draft

Attendance:

Resource Center for Accessible Living: Kathy Hochman and Anthony Mignone; Riverfront Project Committee: Mercedes Ross, Committee Chairwoman; Diane Dintruff, Margaret Phelan, and Marion Zimmer; Sharron Harris, Supervisor; Heather Blaikie, Scenic Hudson; Nelsie Aybar-Grau, resident and kayaking enthusiast; and Matthew Rogers, Laberge Group.

Site Visit Description:

The Riverfront Committee requested site visits with ADA Accessibility professionals to seek guidance on improving existing park amenities and help guide the Town in designing new improvements. Sleightsburgh, Freer and Lighthouse Parks (Town Parks) were visited along with Esopus Meadows and Black Creek Preserves (Scenic Hudson Parks).

Site Visit Findings:

Sleightsburgh Park

- ADA parking spaces are needed and should be located near the fishing platform. It was recommended that there be at least one ADA van parking space. A total of two ADA spaces are proposed, with at least one van space.
- The parking lot surface in the area proposed for ADA spaces and leading to the fishing platform are currently ADA compliant. The gravel is sufficiently compacted. It is recommended that this area be improved upon to alleviate some instances of larger, loose rocks which are an impediment to wheelchairs and a tripping hazard.
- The concrete walk leading to the gangway and boat launch has an approximate 2-3 inch lip that is not ADA compliant. This could be fixed by adding a ramp. Maximum slopes of ramps are 1:12 (for every one inch of rise, one foot of ramp would be required).
- The slope of the gangway (when observed on August 28 at 1pm) exceeded ADA compliance (1:12). The slope does vary depending upon the tide. In addition, the gangway lacked railings and the dock lacked toe plates.
- It was decided that the Town would look into providing an ADA compliant porta-potty for next year, replacing the non-compliant one currently at the Park.
- The Committee has already recommended having the existing trails maintained and it was recommended for ADA purposes that vegetation be cut on a regular basis and to make the trails as wide as possible.

- There are no plans to apply a stone surface to the trails.
- The Central Hudson Gas and Electric right-of-way serves as a central trail at the Park. The group discussed reaching out the Central Hudson regarding their ROW to determine what improvements if any could be made to the road/trail. This ROW will be able to provide access to a proposed boardwalk leading to the southern shoreline. It will be important to keep the ROW in good shape making it as accessible as possible.
- Up to two ADA compliant picnic tables will be provided.
- The group discussed the practicality and legal requirements for bringing existing amenities into compliance with ADA regulations. If the Town provides ADA accessibility for canoe/kayak launching at Freer Park it would not necessarily need to provide it at Sleightsburgh Park. However, it may be beneficial to provide ADA accessibility to motor boat users which would require improvements to the concrete walk, gangway and dock as described above.

Freer Park

- The primary restroom building located within the parking lot is not ADA compliant. The Committee has already recommended removing this building.
- The larger bathroom connected with the pavilion kitchen is also not ADA compliance due to a raised threshold. It was determined that a short asphalt ramp could be constructed to bring the bathroom into compliance.
- The short path from the parking lot to the pavilion is too narrow and also may exceed the maximum slope of 1:20. This will need to be confirmed and if it does exceed the maximum slope, options for bringing the path into compliance will be evaluated.
- At least one ADA compliant parking space should be provided adjacent to the path leading to the pavilion.
- An ADA parking space should be provided near the playground.
- An ADA compliant swing was recommended along with additional accessible playground equipment.
- The playgrounds existing loose woodchips are not ADA Compliant. A portion of the playground surface could be replaced with an ADA compliant surface such as rubber mats/tiles.
- As already proposed, ADA parking spots would be provided at the southern end of the Park.
- The feasibility of constructing an ADA compliant path from the small northern parking lot along J Road will need to be evaluated due to the existing slope. If feasible, the path would likely be constructed in a future phase of improvements.
- The original idea of placing an ADA accessible canoe/kayak launch at the northern end of Freer Park is now off the table due to the need to construct a new driveway and parking lot near the new boat storage building. Therefore, the ADA access launch is now proposed at the southern end of the park. This location will be close to existing parking, and at least two spaces will be ADA compliant. A temporary drop off location closer to the shore will also be proposed.
- There may still be a desire to locate a fishing pier at the northern point. However, the space needs for launching, retrieving and refueling Chester in this location will need to be considered to avoid conflicts.
- The proposed boardwalk was discussed and it was clarified that it would be a minimum of 48” in width with toe guards. The boardwalk would be connected to the pavilion and parking lot by an ADA compliant path. The possibility of connections to the northern point were discussed and feasibility will need to be evaluated due to slopes.

Lighthouse Park

- If the Committee is still interested in constructing a small gazebo or pavilion, it was recommended to be located closer to the parking lot, with views of the River and directly linked with the proposed ADA compliant path.
- The path leading to the Esopus Meadows will need to take into consideration exposed roots located just before the foot bridge.
- No other recommendations were provided for Lighthouse Park

Esopus Meadows and Black Creek Preserve

- **Esopus Meadows Preserve:**
    - No improvements are proposed at Esopus Meadows Preserve.
    - The group toured the northern portion of the preserve and inspected the existing ADA compliant amenities including an ADA parking area with a pervious parking surface, bathrooms, and pavilion.
    - The existing interpretive signage at the trailhead is also ADA compliant.
- **Black Creek Preserve:**
    - Winding Brook Road is ADA accessible and Scenic Hudson will be expanding the existing parking lot and will provide ADA spaces that are connected to the road by an accessible path.
    - The group evaluated options for providing ADA access to the boat launch at the mouth of Black Creek. Due to the slope, it may be difficult and cost prohibitive. A gradual meadow path could be constructed to provide more accessibility to the launch area, but constructing a path that meets all ADA requirements may not be possible.
    - An accessible trail is proposed from Winding Brook Road leading to the proposed pavilion, existing gazebo and interpretive signage.
    - As previously discussed with the Committee, Winding Brook Road will remain closed to vehicle traffic for safety reasons since it is only one lane. Widening the road will not occur for cost and environmental reasons. Vehicle access for individuals with mobility impairments may occur during large Scenic Hudson/Town-sponsored events.

The site visits concluded at 4pm.

Meeting Notes Submitted by Laberge Group August 30, 2019

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APPENDIX C:

PROJECT COST ESTIMATE

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Esopus Waterfront Park Improvements

Esopus, New York
July 1, 2020

PRELIMINARY OPINION OF COST

Freer Park

ITEM	UNITS	QUANTITY	UNIT PRICE	TOTAL
Parking Lot Improvements				
Mill Existing Asphalt Pavement (Entire Existing Parking Lot)	SY	3,800	$ 15.00	$ 57,000.00
Asphalt Parking Lot Resurfacing (1.5" Top Course Type 6F) - Entire Existing Parking Lot	SF	34,200	$ 1.50	$ 51,300.00
Parking Lot Pavement Markings (Epoxy)	LS	1	$15,000.00	$ 15,000.00
New Asphalt Pavement at Upper Parking Area (Full Depth- 2" Top Course, 4" Base Course)	SF	3,055	$ 6.00	$ 18,330.00
NYSDOT Subbase for New Asphalt Paving at Upper Parking Area (Type 4 at 8")	CY	86	$ 75.00	$ 6,412.50
Option: Gravel Upper Parking Lot (Not Porous)= $6110.00 @ 2.0 SF				
Option: Porous Asphalt Paving 27495.00 @ 9.00 SF				
Traffic Circle- Concrete Curbing- Radius	LF	225	$ 30.00	$ 6,750.00
Traffic Circle- Paver Apron (Mortered)	SF	550	$ 24.00	$ 13,200.00
Playground Improvements				
ADA Playground Resurfacing- Rubber Safety Surface	SF	5,031	$ 18.00	$ 90,558.00
Boardwalk				
Wood Boardwalk	SF	3,000	$ 42.00	$ 126,000.00
Trex Boardwalk Option ($186,000 @ $62.00 SF)				
Waterfront Improvements				
Reinforced Poured Concrete Seawall	LF	350	$ 450.00	$ 157,500.00
Large Shoreline Granite Boulders *(Unless secured by Town)*	EA	100	$ 150.00	$ 15,000.00
Gravel Boat Launch and Porous Paving Areas	SF	2,325	$ 7.50	$ 17,437.50
Site Improvements				
New Restroom Facility	SF	300	$ 200.00	$ 60,000.00
Benches	EA	4	$ 1,540.00	$ 6,160.00
Picnic Tables- ADA Accessible	EA	2	$ 2,500.00	$ 5,000.00
Trail Clearing and Grubbing	SF	8,375	$ 2.50	$ 20,937.50
Trail Earthwork and Subbase Preparation	SF	8,375	$ 3.00	$ 25,125.00
Stone Dust Trails	SY	930	$ 8.00	$ 7,440.00
New Park Entrance Sign *(Optional)*	EA	1	$ 2,500.00	$ 2,500.00
Stormwater Improvements				
Rain Garden/Storm Water Capture Bioswales along Parking Area (Soil, Excavation and Drainage Structures)	SF	9,000	$ 18.00	$ 162,000.00
Catch Basins	EA	5	$ 1,250.00	$ 6,250.00
12" HDPE Drian Pipe	LF	600	$ 30.00	$ 18,000.00
12" HDPE Drain Pipe Excavation	CY	66	$ 40.00	$ 2,640.00

Cost Estimate Subtotal	**$**	**890,540.50**
Landscaping (5% of Subtotal)	$	44,527.03
Erosion and Sediment Control (1.5% of Subtotal)	$	13,358.11
Contingency (20% of Subtotal)	$	178,108.10
Design Fees (10% of Subtotal)	$	89,054.05
Total Preliminary Estimate of Cost	**$**	**1,157,702.65**

Esopus Waterfront Park Improvements
Esopus, New York
October 18, 2019

PRELIMINARY OPINION OF COST

Lighthouse Park

ITEM	UNITS	QUANTITY	UNIT PRICE	TOTAL
Parking Lot Improvements				
New Asphalt Pavement (Full Depth- 2" Top Course, 4" Base Course)- Entire Parking Lot	SF	6,745	$ 6.00	$ 40,470.00
NYSDOT Subbase for New Asphalt Paving (Type 4 at 8")	CY	188	$ 75.00	$ 14,062.50
Option: Gravel Upper Parking Lot (Not Porous)= $13,490.00 @ 2.0 SF				
Option: Porous Asphalt Paving $60745.00 @ 9.00 SF				
Asphalt Pavement Removal (Existing Parking Lot)	SF	3,240	$ 2.50	$ 8,100.00
Parking Lot Pavement Markings (Epoxy)	LS	1	$ 2,500.00	$ 2,500.00
Precast Concrete Curb Stops	EA	12	$ 90.00	$ 1,080.00
Waterfront Improvements				
Large Shoreline Granite Boulders *Unless Sourced by Town*	EA	100	$ 150.00	$ 15,000.00
Gravel Boat Launch	SF	750	$ 7.50	$ 5,625.00
Shoreline Stabilization Geo-Textile, Shoresox	LF	200	$ 30.00	$ 6,000.00
Clean, Crushed Stone, NYSDOT #2	CY	42	$ 30.00	$ 1,260.00
Non-Woven Geotextile, Mirafi 140N or Approved Equal	SY	66	$ 3.50	$ 231.00
Shoreline Top Soil Fill	CY	42	$ 30.00	$ 1,260.00
Site Improvements				
New Pavilion	SF	500	$ 85.00	$ 42,500.00
Concrete Patio for New Pavilion *(Optional)*	SF	500	$ 12.50	$ 6,250.00
Picnic Tables- ADA Accessible	EA	2	$ 2,500.00	$ 5,000.00
Trail Clearing and Grubbing	SF	1,240	$ 2.50	$ 3,100.00
Trail Earthwork and Subbase Preparation	SF	1,240	$ 3.00	$ 3,720.00
Stone Dust Trails	SY	150	$ 8.00	$ 1,200.00
New Park Kiosk *(Optional)*	EA	1	$ 3,500.00	$ 3,500.00
Stormwater Improvements				
Rain Garden/Storm Water Capture Bioswales along Parking Area (Soil, Excavation and Drainage Structures)	SF	850	$ 18.00	$ 15,300.00
Catch Basins	EA	3	$ 1,250.00	$ 3,750.00
12" HDPE Drian Pipe	LF	120	$30	$ 3,600.00
12" HDPE Drain Pipe Excavation	CY	15	$40	$ 600.00
Cost Estimate Subtotal				**$ 184,108.50**
Landscaping (10% of Subtotal)				$ 18,410.85
Erosion and Sediment Control (2.5% of Subtotal)				$ 4,602.71
Contingency (20% of Subtotal)				$ 36,821.70
Design Fees (10% of Subtotal)				$ 18,410.85
Total Preliminary Estimate of Cost				**$ 239,341.05**

APPENDIX D:

NYSDEC PRE-APPLICATION MEETING SUMMARY

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From:	Pawliczak, Sarah A (DEC)
To:	Rogers, Matthew G.
Cc:	Schimizzi, Angela E (DEC); Orzel, Brian A CIV USARMY CENAN (USA); Masi, Lisa M (DEC); Beard, Nancy W (DEC); Legere, Tanna (DOS); hblaikie@scenichudson.org
Subject:	Esopus Riverfront Projects Follow up
Date:	Friday, January 10, 2020 10:57:35 AM

Thank you for a productive meeting last month. Below you will find a summary of the applicable DEC jurisdictions.

3-5122-00148/00001-4 Sleightsburgh Park

Freshwater Wetlands, Protection of Waters & Section 401 Water Quality Certification

This site contains portions of DEC-regulated freshwater wetland KE-11, class 2.

Most activities in the freshwater wetland or 100-foot adjacent area require a permit. Activities should be compatible with the preservation of the wetland. Any activity identified as incompatible or usually incompatible must meet the weighing standards pursuant to § 663.5(e)(2).

To meet the weighing standards, the activity:

* must be the only practicable alternative that could accomplish the applicant's objectives and have no practicable alternative on a site that is not a freshwater wetland or adjacent area;

* must minimize degradation to the wetland;
* must minimize adverse impacts to the functions and benefits of the wetlands; and
* must be compatible with the public health and welfare.

In order to meet permit issuance standards, 6 NYCRR Part 663 requires that disturbance to the wetland and its 100-foot adjacent area first be avoided, then minimized to the maximum practicable extent possible, followed by mitigation for proposed disturbances within the regulated areas which cannot be avoided or minimized.

The Hudson River is a class A waterbody and the Rondout Creek is a class C waterbody at this

location. Any disturbance to the bed or banks of the Hudson River requires a Protection of Waters, Stream Disturbance, permit. Additionally, the Hudson River and Rondout Creek are considered navigable. Therefore, any excavation or placement of fill below mean high water (MHW) requires an Excavation/Placement of Fill in Navigable Waters permit.

Protection of Waters permit issuance standards require that a project:

* Be reasonable and necessary;
* Will not endanger the health, safety or welfare of the people of the State of New York; and
* Will not cause unreasonable, uncontrolled or unnecessary damage to the natural resources of the State.

An Army Corps of Engineers permit may be required pursuant to Section 404 of the Clean Water Act. If a Section 404 permit is required, you will also require a Section 401 Water Quality Certification from the DEC. Please contact the Army Corps of Engineers in New York City, at 917-790-8411, for any permitting they might require.

This site is within a Significant Coastal Fish & Wildlife Habitat Area, as designated by the NYSDOS, Office of Planning & Development.

State-listed Species

A permit is required for the incidental taking of any species identified as “endangered” or “threatened”, which can include the removal of habitat. The project is located in close proximity to Indiana bat, northern long-eared bats, shortnose sturgeon, and least bittern.

Tree removal of trees, 3-inches or larger in diameter at breast height, must take place from November 1st to March 31st to avoid impacts to both Indiana bats and NLEB.

Regarding least bittern, additional information on the project activities is needed to rule out

impacts or the need for an Incidental Take permit pursuant to 6NYCRR Part 182.

The preferred work window for activities that may disturb nesting birds would be outside of the nesting season, which is generally considered April 15th to August 15th. To evaluate impacts to nesting birds, work that takes place during the nesting season (April 15th to August 15th), in and around wetlands, including the proposed pull off area, proposed trail maintenance, proposed parking upgrades, proposed boardwalk work and proposed cutting of Phragmites, additional information on the timing and duration, of proposed work and equipment proposed to be used is needed. To evaluate impacts to least bittern habitat, additional information on the proposed reed removal areas and trail areas in wetlands is necessary. As discussed, options for long-term reed removal rather than mowing or cutting back the vegetation may still have minimal or temporary impacts on the wetland habitat.

A review of impacts to the shortnose sturgeon will occur when an application has been submitted for review.

Please note that all species take-avoidance and minimization measures must be added to project plans as plan notes.

3-5122-00218/00001-4 Black Creek Preserve

Protection of Waters & Section 401 Water Quality Certification

The Hudson River is a class A waterbody at this location. Additionally, Black Creek and an unnamed tributary Black Creek, located at the park, are class C waterbodies. Any disturbance to the bed or banks of the Hudson River requires a Protection of Waters, Stream Disturbance, permit. Additionally, the Hudson River is considered navigable. Therefore, any excavation or placement of fill below mean high water (MHW) requires an Excavation/Placement of Fill in Navigable Waters permit.

A Docks and Moorings permit may be required based on the size of the docking facility perimeter and the ownership of the underwater lands. Our records indicate that the underwater lands are NYS-owned lands-underwater and subject to a license or approval from the Office of General Services (OGS), which would exempt the project from needing a DEC

Docks & Moorings permit.

Protection of Waters permit issuance standards require that a project:

* Be reasonable and necessary;
* Will not endanger the health, safety or welfare of the people of the State of New York; and
* Will not cause unreasonable, uncontrolled or unnecessary damage to the natural resources of the State.

Repairing or reinforcing the existing timber bulkhead was discussed during the meeting. The functionality of the current structure as a vertical wall (a structure that prevents the daily flow of water from topping the structure) should be addressed in the application. If it can be demonstrated the current structure is functioning as a wall, the application then should address why the replacement of this vertical wall is reasonable and necessary for this property. If a vertical wall can be thoroughly justified as reasonable and necessary in this location and the re-construction of a new wall is required, the Department strongly recommends that it should be located above the mean high water elevation. Any changes in design including the height, location, and material will need to be justified as reasonable and necessary and should demonstrate that the proposed structure will not cause unreasonable, uncontrol, or unnecessary damage to the surrounding aquatic environment. The application will also have to address hydrostatic pressure from upland water runoff and how the proposed wall will tie in with the natural shorelines or how the wall will tie into the boat ramp. Please note that all fill must be discussed and justified in the application.

If a dock will be constructed, please consider the following in the application (this is not an exhaustive list and the Department may request additional information):

* Demonstrate that the proposed dock at this location will be reasonable and necessary and will not cause unreasonable, uncontrolled or unnecessary damage to the surrounding aquatic environment;

* Design of dock – The Department recommends open-grated;
* Width and length of the proposed dock – The proposed dock must be no wider than 4

feet;

* Proposed anchoring and size;
* Detailed cross-sections of dock and anchoring;
* If piles are used, provide the method of pile driving. Please note that a vibratory method of pile driving has less impact on natural resources and is the preferred method for pile driving;

* Size and number of proposed piles;
* All floating docks must maintain a minimum -2.5 feet at Mean Lower Low Water (MLLW) at all times. If this standard cannot be met, the Division of Marine Resources staff have determined that landing piles or piles equipped with float-stops must be used to ensure that none of the floats will touch the bottom sediments at MLLW;

* The dock must be at least 4 ft. above MHW if it is a fixed pier located in areas of SAV;
* The dock must be have a resilient design; and
* All plans (cross-sections and aerial view) must also show tidal elevations (mean higher high water (MHHW), MHW, mean low water (MLW), mean lower low water (MLLW), and spring high tide (SHT).

This site is within a Significant Coastal Fish & Wildlife Habitat Area, as designated by the NYSDOS, Office of Planning & Development.

An Army Corps of Engineers permit may be required pursuant to Section 404 of the Clean Water Act. If a Section 404 permit is required, you will also require a Section 401 Water Quality Certification from the DEC. Please contact the Army Corps of Engineers in New York City, at 917-790-8411, for any permitting they might require.

State-listed Species

A permit is required for the incidental taking of any species identified as “endangered” or “threatened”, which can include the removal of habitat. The project is located in close proximity to breeding bald eagles and shortnose sturgeon. At this time, the nest is approximately 0.5 miles away and of particular concern are loud construction-related activities, like rock removal, pile driving, or blasting. Please see the “National Bald Eagle Guidelines” to apply any general recommendations on avoiding impacts to eagles: https://www.fws.gov/southdakotafieldoffice/NationalBaldEagleManagementGuidelines.pdf <https://www.fws.gov/southdakotafieldoffice/NationalBaldEagleManagementGuidelines.pdf>
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The Department also strongly recommends that no tree removal occurs within 200 feet of the shoreline, no white pines be removed within 300 feet of the shoreline, and no white pines larger than 25 inches in diameter are removed at any location on-site.

Information on eagle nest locations represents DEC's current knowledge of these resources. New eagle nests could be documented with each breeding season and potential impacts would, at that point, need to be addressed. Please check back each year to check if new nests have been established.

A review of impacts to the shortnose sturgeon will occur when an application has been submitted for review.

Please note that all species take-avoidance and minimization measures must be added to project plans as plan notes.

3-5122-00217/00001-4: Lighthouse Park

Protection of Waters & Section 401 Water Quality Certification

The Hudson River is a class A waterbody at this location. Any disturbance to the bed or banks of the Hudson River requires a Protection of Waters, Stream Disturbance, permit. Additionally, the Hudson River is considered navigable. Therefore, any excavation or placement of fill below mean high water (MHW) requires an Excavation/Placement of Fill in Navigable Waters permit.

Protection of Waters permit issuance standards require that a project:

* Be reasonable and necessary;
* Will not endanger the health, safety or welfare of the people of the State of New York; and
* Will not cause unreasonable, uncontrolled or unnecessary damage to the natural

resources of the State.

Work methods must be clearly described in the application. Please note that no machinery will be allowed on the bed or banks of the river. All fill must be clearly outlined and described. The Department discourages the use of geotextile in the river because it has the potential to negatively impact the river if the geotextile becomes dislodged and breaks into pieces. Cross-sections must be included in the plans.

This site is within a Significant Coastal Fish & Wildlife Habitat Area, as designated by the NYSDOS, Office of Planning & Development.

An Army Corps of Engineers permit may be required pursuant to Section 404 of the Clean Water Act. If a Section 404 permit is required, you will also require a Section 401 Water Quality Certification from the DEC. Please contact the Army Corps of Engineers in New York City, at 917-790-8411, for any permitting they might require.

State-listed Species

A permit is required for the incidental taking of any species identified as “endangered” or “threatened”, which can include the removal of habitat. The project is located in close proximity to Indiana bat, northern long-eared bat, shortnose sturgeon, and breeding bald eagles.

Tree removal of trees, 3-inches or larger in diameter at breast height, must take place from November 1st to March 31st to avoid impacts to both Indiana bats and NLEB.

The Department has determined that the project will not likely impact bald eagles and no further review is necessary at this time. However, information on eagle nest locations represents DEC’s current knowledge of these resources. New eagle nests could be documented with each breeding season and potential impacts would, at that point, need to be addressed. Please check back each year to check if new nests have been established.

A review of impacts to the shortnose sturgeon will occur when an application has been submitted for review.

Please note that all species take-avoidance and minimization measures must be added to project plans as plan notes.

3-5122-00058/00003-5: George H. Freer Memorial Park

Protection of Waters & Section 401 Water Quality Certification

The Hudson River is a class A waterbody at this location. Any disturbance to the bed or banks of the Hudson River requires a Protection of Waters, Stream Disturbance, permit. Additionally, the Hudson River is considered navigable. Therefore, any excavation or placement of fill below mean high water (MHW) requires an Excavation/Placement of Fill in Navigable Waters permit.

Protection of Waters permit issuance standards require that a project:

* Be reasonable and necessary;
* Will not endanger the health, safety or welfare of the people of the State of New York; and
* Will not cause unreasonable, uncontrolled or unnecessary damage to the natural resources of the State.

The Department strongly recommends the installation of a natural shoreline approach at this park as vertical structures below mean high water without thorough justification does not meet issuance standards. The functionality of the current structure as a vertical wall (a structure that prevents the daily flow of water from topping the structure) should be addressed in the application. If it can be demonstrated the current structure is functioning as a wall, the application then should address why the replacement of this vertical wall is reasonable and necessary for this property. If a vertical wall can be thoroughly justified as reasonable and necessary in this location and the re-construction of a new wall is required, the Department strongly recommends that it should be located above the mean high water elevation. Any changes in design including the height, location, and material will need to be justified as reasonable and necessary and should demonstrate that the proposed structure will

not cause unreasonable, uncontrol, or unnecessary damage to the surrounding aquatic environment. The application will also have to address hydrostatic pressure from upland water runoff and how the proposed wall will tie in with the natural shorelines to the north and south of the wall. Additionally, if a dock is proposed at this location, please consider the comments noted above under Black Creek Preserve.

State-listed Species

A permit is required for the incidental taking of any species identified as “endangered” or “threatened”, which can include the removal of habitat. The project is located in close proximity to Indiana bat, northern long-eared bat, shortnose sturgeon, and least bittern.

Tree removal of trees, 3-inches or larger in diameter at breast height, must take place from November 1st to March 31st to avoid impacts to both Indiana bats and NLEB.

Given the lack of habitat for least bittern on-site and the distance to known habitats, the Department has determined that no impacts are anticipated at this time.

A review of impacts to the shortnose sturgeon will occur when an application has been submitted for review.

Please note that all species take-avoidance and minimization measures must be added to project plans as plan notes.

Additional Information

The plans and the narrative must also identify:

* Freshwater wetland and adjacent area boundaries must be identified;
* Locations of construction access and equipment access;
* Total area of disturbance in square feet;
* Total amount of fill and excavation, in cubic yards, below MHW. Please break this down based on activity (i.e. riprap shoreline, fill for bridge structure, etc.);

* Length of disturbance along the Hudson River;
* Alternatives, and why these alternatives cannot be accomplished;
* Isolation methods of in-water work;
* Endangered/Threatened species take-avoidance measures; and
* Time restrictions for in-water work.

Submerged Aquatic Vegetation

There are records of Submerged Aquatic Vegetation (SAV) beds at all locations. Although not directly regulated, SAV beds provide important habitat for a variety of aquatic species, including the endangered shortnose sturgeon. Impact to these beds will be considered as part of the permit review. Avoidance and minimization of impacts will be a requirement of meeting permit issuance standards of no unreasonable or unnecessary damage to natural resources. Temporary and permanent impacts during construction must be discussed in the narrative including impacts from turbidity, benthic disturbance, shading, etc. Post-construction concerns include loss of beds from fill and indirect impacts from shoreline hardening that reflects wave/tidal energy to beds. To avoid impacts to SAV, in-water work between April 15th and October 31st should be minimized. A final in-water work window will be determined once an application has been submitted. Construction methods that will impact SAVs, such as temporary work platforms, etc., must be clearly described and detailed in the application and on the site plans. There must be at least 4 feet between MHW and the bottom of platforms to minimize shading impacts. The narrative must clearly outline how the project has avoided and minimized impacts to SAV beds including temporary and permanent impacts during construction and post-construction impacts, as well as clearly describe and detail construction methods that will impact SAVs, such as temporary work platforms or cofferdams.

Community Risk and Resiliency Act

Major actions are subject to the Community Risk and Resiliency Act (CRRA), and to meet permit issuance standards, considerations must be made regarding coastal resilience, including DEC-adopted sea-level rise projections (6 NYCRR Part 490), flooding, surge, heavy wave action, etc. Please provide a narrative and any additional materials that specifically shows how the design of the project is being built to withstand sea level rise, storm surge and flooding.

Uniform Procedures Act

Under Uniform Procedures, 6 NYCRR §621, each permit type has designations for minor actions:

* Freshwater Wetlands: Most activities in the freshwater wetland and adjacent area are major. Information on the minor and major categories in freshwater wetland and adjacent areas is available online at http://www.dec.ny.gov/permits/6275.html.

* Stream Disturbance – Minor actions include disturbance of less than 100 lineal feet along any 1,000 feet of watercourse.

* Excavation/Fill – Minor actions include total area of excavation or placement of fill of 5,000 square feet or less; in-kind and in-place repair and rehabilitation would be considered minor regardless of the area of disturbance; and or fill of less than 100 cubic yards; and

* Water Quality Certification – Minor actions include projects that will not exceed the minor project thresholds established for protection of waters and freshwater wetlands.

If any jurisdiction is major, then the entire project is major, and a minimum 15-day public comment period is required once the application is deemed complete.

State Environmental Quality Review

In accordance with SEQR, an application is not complete until a properly completed Environmental Assessment Form (EAF) has been submitted. A completed short EAF is required for DEC to make a determination; the form can be found on the DEC website: http://www.dec.ny.gov/permits/6191.html. The Department would not object to the Town coordinating for Lead Agency.

Freshwater Wetlands Application Fee

A freshwater wetland fee is not required for a complete application however, it is required for a permit decision. The fee for a “major” project is $200; “minor” projects are $50. Checks can be made payable to NYSDEC.

FEMA Floodplain

The project site is located within a Federal Emergency Management Agency (FEMA) floodplain. To demonstrate compliance with the issuance standard on public health and welfare, please confirm that this project is consistent with floodplain management. If a floodplain development permit is required, please provide a copy.

State Historic Preservation Office (SHPO)

A determination of potential impacts on historic or cultural resources from SHPO is required for a complete application.

Coastal Zone Management

The proposed projects are located within adopted Local Waterfront Revitalization Plan (LWRP) areas. As per 6 NYCRR §617 and 6 NYCRR §621, the Department is required to coordinate with the local government responsible for the LWRP in order to confirm consistency with the LWRP.

Please submit two hard copies of the application materials to the Regional Permit Administrator at the address below as well as a PDF. If you have any questions, please let me know.

Thank you,

Sarah Pawliczak

Environmental Analyst, Division of Environmental Permits

New York State Department of Environmental Conservation

21 South Putt Corners Road, New Paltz, NY 12561

P: (845) 256-3050 | F: (845) 255-4659 | sarah.pawliczak@dec.ny.gov <mailto:sarah.pawliczak@dec.ny.gov>

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APPENDIX E:

SLEIGHTSBURGH PARK ACCESS MEDIATION SUMMARY

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Report prepared by the Waterfront Advisory Board Sub-committee on Sleightsburg Park Access
September 4, 2020
Sub-committee members: Chet Allen, Vincent Coq, Margaret Phelan, Eli Schloss, Carol Tomassetti, Dale Wolfield

Executive Summary

The town board has been engaged in a variety of issues associated with Sleightsburg Park. The Waterfront Advisory Board was asked to help evaluate ideas for resolution to these issues. These issues include:

- Concerns about potential nefarious activities
- Speed of traffic through the Sleightsburg community
- Disruption to residents from park activities
- The park supports fishing and fowl hunting which is highly dependent on weather and tide and not necessarily aligned with 6am-9pm access
- Boats or kayakers that may return from an evening dinner or post dusk fishing risk having cars and trailers towed
- Conflicts arising over “self-policing” which accelerate the tensions between stakeholders.

The Waterfront Advisory Board formed a sub-committee to help evaluate potential solutions and insure both the Sleightsburg Residents and Angler/boating/kayaking stakeholders concerns were identified. Two facilitation sessions were held with each group of stakeholders to insure all issues were identified and identify their vision of the ideal solution and to identify their representatives for mediation. Professional mediators were provided by the non-profit Ulster County Dispute Resolution Center. The first mediation session did not result in agreement, however, it did look like there might be opportunities for a compromised solution. Although there were many solutions the stakeholders agreed upon, the second mediation session held on August 19th, did not yield resolution between the groups regarding hours of access. The Town Board asked the Waterfront Subcommittee to provide their recommendation on the most appropriate solution for the board’s consideration. Our recommendations for the board's consideration are below, as well as links to a variety of documents from the discussions related to the park.

Waterfront Advisory Board Subcommittee Recommendations

- As a board we remain grounded in NY Coastal Policies and the Dept of State Sponsored Local Waterfront Revitalization Plan (LWRP). These policies provide guidance that
    - Water related recreation be enhanced and encouraged
    - Existing access to public recreation resources shall not be reduced
    - Our current LWRP calls out the unique characteristics of this boat launch, with deep water access, that provides a launch into a protected waterway with close proximity to wildlife habitats and prominent fishing and waterfowl hunting.
- The Town is also bound by certain restrictions in the deed from Scenic Hudson. It is recommended that the Town Board review and take into consideration the conservation easement restrictions before any policy decisions are made.

- Given the conflicting information provided by the groups of stakeholders and the lack of police records to confirm nefarious activities, the Subcommittee recommends a phased approach, to allow

more data and validation of any solutions. Leveraging the information from the camera system that has been installed will give the town better insight into the activity that is taking place in the park. This should be reviewed before any permanent official town policy is agreed on. A pilot can serve as a means to help fine tune timing and other challenges that might present themselves. Given the number of parks in the town, we feel it's important to ensure there is solid data to drive our decisions on hours and access.

- To address the concerns of certain Sleightsburg's residents regarding the speed of cars & vehicles down North Broadway, the installation of three way stop signs at the corner of Third & North Broadway as well as potentially First and North Broadway to slow down traffic are recommended.
- To reduce the number of park users that might enter with too large a boat, signage is recommended at the top of Broadway near the bus turn around to advise boaters regarding the size of boats allowed and park hours. More visible signs showing the way to the park would also be helpful to reduce the number of park users that get lost and drive around the neighborhood.
- To address the concerns regarding nefarious activities the following recommendations are suggested:
    - Installation of a camera/webcam by the boat ramp. This should be wired into the sheriff's office and the feed available to the public to view so they can determine if there is parking available before entering the park.
    - Enable the existing new cameras by the park entrance to feed into the Sheriff's office.
    - Installation of solar LED lights in the boat ramp area.
    - Given the ramp is directly across from the Marine Police & Sheriff, request that they include a sweep by the ramp as part of their patrol.
    - "Self policing" between residents and sportsmen should be strongly discouraged. The two groups could not reach agreement under controlled mediation and they will not be able to as individuals. To reduce the tendency to "self-police" insure there are clear instructions on when and how to call authorities, and who to contact for non-urgent non-compliance. The cameras should help with this situation as well.
- In order to keep an accurate record of who is accessing the park and at what hours the subcommittee recommends the installation of an electronic card gate system. This will allow the town to offer expanded access during waterfowl hunting and peak striper season. The following are suggestions for the gate operation.
    - The gate would be open from 6am - 9pm for the season.
    - No ingress is allowed after 9pm but egress for vehicles with boat trailers or anglers to exit the park no later than 11pm. Set park hours will give some definition to the park and allow for the neighborhood some quiet time.
    - Until the time that a carded gate is operational, the key system could be implemented. To address the concern of copied keys, issue a mirror tag (similar to a handicap tag), which contains the license plate of the vehicle that is being registered to enter.
- Special consideration for expanded hours should be given to the waterfowl hunting and striper fishing seasons. The seasons map out as follows:
    - Goose Hunting - September 1 - late December
    - Duck Hunting - First weekend of October - late December
    - Striper Season April 1 - Nov 30. Prime season is April 1 - early June. Fishing is tide and weather dependent. Many times fishing is best in the evening.

    - During these peak seasons allow special card holders early access somewhere between 4 and 5 am. Also evaluate the option to allow anglers the option to leave the park after 11pm only during peak striper season. (~2 months). Additionally consider allowing those that are actively fishing off the bulkhead to remain there for later hours during this special fishing time.
    - Consider charging for the special access card and limiting the number of cards issued. Town of Esopus Residents are charged a nominal fee of around $10, Ulster County Residents $25 and out of county residents $50-$100. Limit the number of cards issued to around 30. These new funds can be used to help pay for cameras, gating and lighting at the park. It will also reduce concerns by residents that their taxes will be raised to pay for these items.
- Continue with plans as outlined in the Riverfront Access plan to better manage the available parking.
- Longer term, it is suggested that the town encourage Kingston, to implement a public ramp on the Kingston side of the creek, to increase boat launch capacity. Additionally, should the opportunity arise in the future to work with the owners of the old Kosco property to re-open Front Street, this would provide a much cleaner entrance to the park.

Supporting Information.

The following is a consolidation of the information and links to some of the content that was evaluated by the sub-committee

- Position by Scenic Hudson regarding conservation Easement
- Letter from Scenic Hudson regarding Park
- Solutions proposed by Residents
    - Proposed Solutions Output from Aug 6th Facilitation, input to 8/12 Mediation
    - Updated Proposed solutions input to 8/19 Mediation Session
- Solutions Proposed by Anglers/boaters/Kayakers from 8/5/20 session input to 8/12 Mediation
- Input from stakeholders received by email or phone call from various Town of Esopus Residents
    - Document #1 (email and phone calls)
    - Document #2 Input Sent direction to Town Board
- Town Board Meeting minutes related to Park
    - Town Board Workshop 2-4-2020
    - Town Board Meeting 4-21-2020
    - Town Board Meeting Livestream comments 4-7-2020
    - Letter to town board May 19, 2020 from Doug Mains outlining history and concerns from anglers