

## **Chapter III.B: Land Ownership, Management, and Maintenance – Fjord Trail North**

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### **A. INTRODUCTION**

This chapter presents the existing conditions and assesses the Proposed Action’s potential impacts on Land Ownership, Management, and Maintenance within the Fjord Trail North Corridor. An evaluation of Fjord Trail South is provided in Chapter IV.B, “Land Ownership, Management, and Maintenance – Fjord Trail South.”

### **B. EXISTING CONDITIONS**

#### **LANDOWNERS WITHIN OR ADJACENT TO FJORD TRAIL NORTH CORRIDOR**

This section describes the existing landowners located within or adjacent to the Fjord Trail North Corridor and describes each entity’s relationship to the planning process and their various roles in managing and maintaining existing recreational resources along the Corridor. See **Figures III.B-1a and 1b** for a map of the landowners within or adjacent to the Fjord Trail North Corridor.

#### *NEW YORK STATE OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION*

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) owns and manages the 9,740-acre Hudson Highlands State Park Preserve (HHSP), which encompasses about 50 percent of the Fjord Trail North Corridor. HHSP is comprised of multiple shoreline, upland, and mountainous land areas extending about 16 miles north to south and about four miles inland on the east side of the Hudson River. The northern portion of HHSP spans two counties (Dutchess and Putnam) and multiple municipalities, including the Towns of Fishkill and Philipstown, the Villages of Cold Spring and Nelsonville, and the City of Beacon. The southern portion of HHSP, which lies beyond the Fjord Trail Corridor to the south, falls within Putnam and Westchester Counties, in the Towns of Philipstown and Cortlandt and the City of Peekskill. HHSP lies directly across the Hudson River from Bear Mountain, Harriman, and Storm King Mountain State Parks. See Figure I-2 for a depiction of the area of HHSP in the vicinity of the proposed Fjord Trail.

As custodian of a large portion of publicly owned land along the Fjord Trail Corridor, OPRHP is serving as lead agency for the Proposed Action under the State Environmental Quality Review Act (SEQRA). OPRHP has been involved with project planning since 2006 with the development of the “Hudson Fjord Hike/Bike Trail Capital Improvement Feasibility Study,” funded by the Philipstown Greenway Committee<sup>1</sup> and participates on the Hudson Highlands Fjord Trail (HHFT) Project Steering Committee. In addition, OPRHP provided input and guidance during the

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<sup>1</sup> Philipstown Greenway Committee. Hudson Fjord Hike Bike Trail Project, <http://philipstowngreenway.weebly.com/hudson-fjord-hikebike-trail-project.html>. Accessed April 26, 2024.

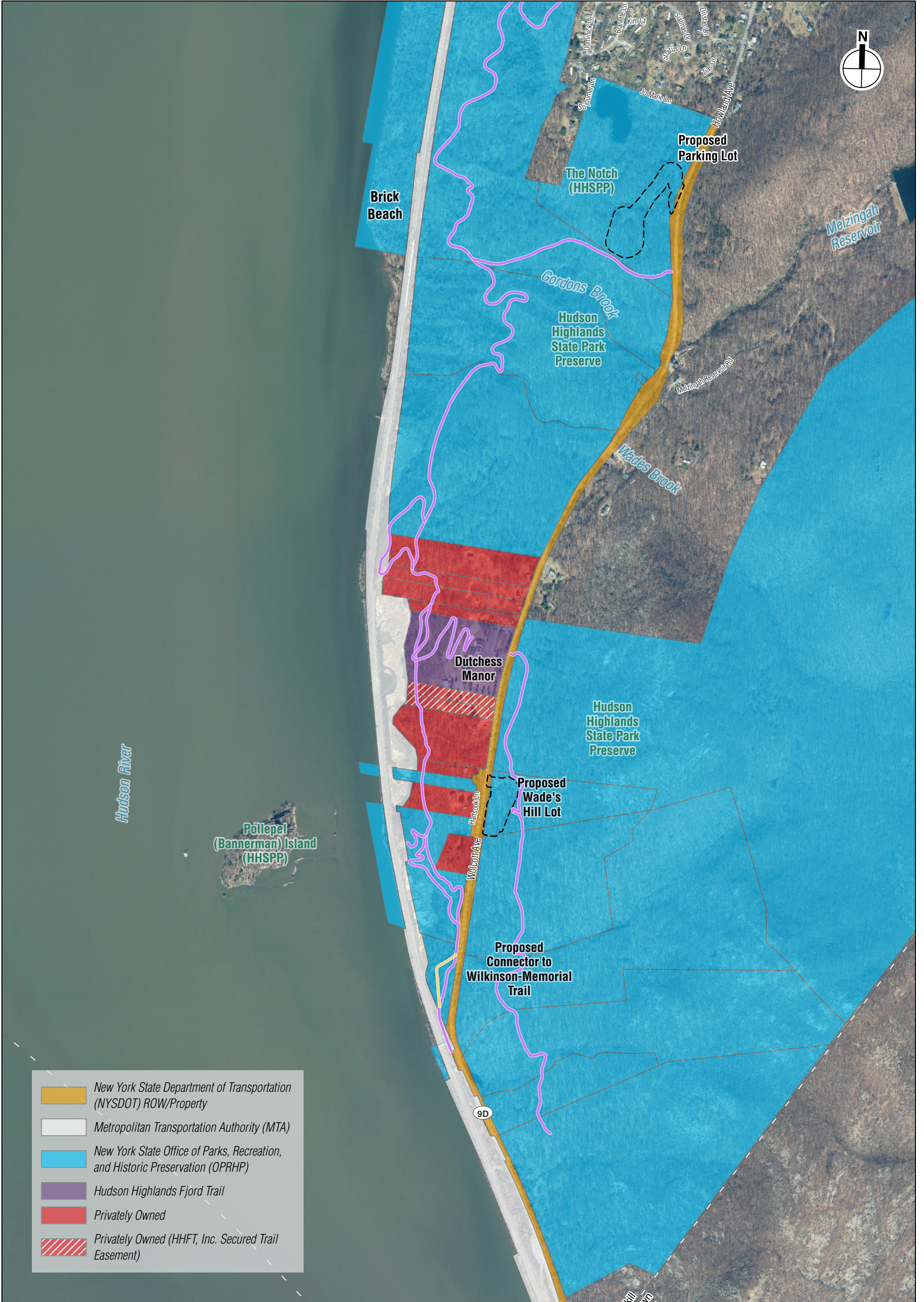




— Fjord Trail North  
— Fjord Trail North - Alternate Alignment

0 2,000 FEET





— Fjord Trail North  
 — Fjord Trail North - Alternate Alignment

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development of the *Preliminary Hudson Highlands Fjord Trail Draft Master Plan* (July 2015) and the February 2020 Hudson Highlands Fjord Trail Draft Master Plan.<sup>2</sup>

### *METROPOLITAN TRANSPORTATION AUTHORITY/METRO-NORTH RAILROAD*

New York State's Metropolitan Transportation Authority (MTA), a public authority, owns roughly 6.5 miles of railroad corridor from Long Dock Park in the City of Beacon to Dockside Park in the Village of Cold Spring. This corridor is part of the Hudson Line commuter rail line, which is operated by MTA's subsidiary Metro-North Commuter Railroad Company (Metro-North Railroad; MNR). Approximately four miles of the rail corridor roughly parallels the Fjord Trail North Corridor from Long Dock Park in Beacon to the northern end of the Breakneck Connector and Bridge Project (BNCB) (see **Figures III.B-1a and 1b**). MNR provides daily rail access to HHSPP at stations in Beacon, Cold Spring, and Garrison, and limited weekend only service for hiking is provided at the Manitou and Breakneck Ridge stations on weekends.

MNR maintains and operates commuter service on the Hudson Line, which includes the length of railroad from Cold Spring to Beacon. MNR's Hudson Line is also used by Amtrak inter-city passenger rail services (Empire Corridor service between New York City and Albany, and beyond to Montreal and Chicago), as well as by CSX, a freight railroad. The Maximum Allowable Speed in this area is 80 mph.

MNR has provided guidance, input, and support during project planning, layout, and design as part of the Project Steering Committee.

### *NEW YORK STATE DEPARTMENT OF TRANSPORTATION*

The New York State Department of Transportation (NYSDOT) owns, maintains, and operates NYS Route 9D, which generally travels along the extent of the Fjord Trail Corridor between Beacon and Cold Spring. Along the southern portion of the Fjord Trail North Corridor, from The Notch to the proposed southern terminus at the BNCB, the Fjord Trail North Corridor is on land between the MNR tracks and NYS Route 9D; the Fjord Trail North Corridor runs adjacent to NYS Route 9D for approximately ¼-mile directly north of the BNCB.

As the Executive Agency who either owns or manages roads on behalf of the State along the proposed Fjord Trail Corridor, NYSDOT has been involved as a partner and has provided guidance, input, and support during project planning, layout, and design as part of the Project Steering Committee.

### *SCENIC HUDSON*

Through various subsidiaries in addition to HHFT, Inc., Scenic Hudson owns multiple properties in the City of Beacon that are adjacent to and underlying the Fjord Trail North Corridor, including Long Dock Park (14 acres on the Hudson River), the Klara Sauer Trail (just under one linear mile between Long Dock Park and Denning's Point), and Madam Brett Park (12 acres at the mouth of Fishkill Creek). Scenic Hudson also owns the lower portion of the nearby Casino Trail on Mount Beacon (including the parking area), which is just outside the Fjord Trail North Corridor but may include a shuttle stop and serve as parking for Fjord Trail users, and is therefore included in this discussion.

Scenic Hudson has long championed the proposed Fjord Trail and previously served as the Project Manager through the preparation of the 2020 Draft Master Plan. Scenic Hudson was involved with

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<sup>2</sup> <https://parks.ny.gov/inside-our-agency/public-documents.aspx>

the development of the “Hudson Fjord Hike/Bike Trail Capital Improvement Feasibility Study,” funded by the Philipstown Greenway Committee.<sup>3</sup>

*HUDSON HIGHLANDS FJORD TRAIL, INC.*

Hudson Highlands Fjord Trail, Inc. (HHFT, Inc.), the Project Sponsor, or Applicant, for the Proposed Action, is a subsidiary of Scenic Hudson and owns the former Dutchess Manor property and the adjacent parcel to the south (14 Coris Lane) on NYS Route 9D in the Town of Fishkill. HHFT, Inc. has also secured a trail easement on two private properties located south of Dutchess Manor (see **Figure III.B-1b**).

*CITY OF BEACON*

The City of Beacon owns several parcels along the proposed Fjord Trail North Corridor. Three parcels are located to the east of the MNR tracks near Denning’s Point, which contain the Beacon Transfer Station, wastewater treatment facility, and large field of solar panels.

*TOWN OF FISHKILL*

The Fjord Trail North Corridor travels across one parcel owned by the Town of Fishkill, just south of Fishkill Creek.

*PRIVATE LANDOWNERS*

The Fjord Trail North Corridor traverses 12 privately owned properties.

*CENTRAL HUDSON GAS & ELECTRIC CORPORATION*

While not a property owner along the Fjord Trail North Corridor, Central Hudson Gas & Electric Corporation (Central Hudson) maintains easements on several private properties and Town of Fishkill property along the Corridor south of Fishkill Creek.

**MANAGEMENT AND MAINTENANCE**

This section describes the management and maintenance of existing public facilities along the Fjord Trail North Corridor and the adjoining recreational assets, including the management arrangements, system of trash management, and hours of operation.

*MANAGEMENT ARRANGEMENTS*

Following are the current management and maintenance arrangements and jurisdiction for existing sections of the park areas on and adjacent to the Fjord Trail North Corridor.

*New York State Office of Parks, Recreation, and Historic Preservation*

OPRHP manages and maintains HHSPP. OPRHP staff maintain HHSPP parking areas, trails, trailheads, and facilities including mowing, garbage removal, and restroom services, where available. In some cases, maintenance, and management occurs with assistance from partner organizations.

Parking is provided for HHSPP trails along the Fjord Trail North Corridor. Small pull offs on NYS Route 9D that can accommodate three to five cars each are located at and across the street from The Notch trailhead. A parking area on Dennings Avenue on City of Beacon-owned land

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<sup>3</sup> [http://philipstowngreenway.weebly.com/uploads/1/1/2/0/11208386/feasibility\\_study.pdf](http://philipstowngreenway.weebly.com/uploads/1/1/2/0/11208386/feasibility_study.pdf). Accessed March 17, 2023.

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accommodates Denning’s Point (HHSPP) and nearby parking (on Scenic Hudson-owned land) is provided at Mount Beacon (HHSPP).

Informal, unmarked, parallel parking for the Breakneck Ridge Trailhead along NYS Route 9D, which is located just south of the Fjord Trail North Corridor, provides parking for HHSPP visitors to Breakneck Ridge and Wilkinson Memorial Trails.<sup>4</sup>

There are no existing public restrooms located along the Fjord Trail North Corridor.

Beyond Fjord Trail North, there are six portable toilets serving the Breakneck Ridge Trail, located at the trailhead and the proposed southern terminus of the Fjord Trail North Corridor. OPRHP is currently responsible for servicing the portable toilets and collecting garbage.

### *Metropolitan Transportation Authority/Metro-North Railroad*

MNR provides passenger service along the Fjord Trail North Corridor via the Hudson Line with daily service at a station in Beacon and limited weekend service for hiking provided by a station at Breakneck Ridge. The MNR Beacon station includes a parking lot with about 1,200 spaces, which requires payment during weekdays and is available free of charge to the public on weekends and designated holidays. MNR contracts maintenance of these lots out to a parking operator.

### *New York State Department of Transportation*

NYS DOT manages and maintains the area within the NYS Route 9D right-of-way. There are currently no formal agreements for maintenance of informal parking areas along NYS Route 9D.

### *Scenic Hudson*

Scenic Hudson maintains the parking areas and trails at Long Dock Park, Klara Sauer Trail, and Madam Brett Park. At Mount Beacon, Scenic Hudson owns the parking lot and lower part of the Casino Trail, and the remainder is owned by OPRHP.

### *New York – New Jersey Trail Conference*

New York – New Jersey Trail Conference (NYNJTC) has constructed and maintained hiking trails in HHSPP for many years and contributes thousands of volunteer hours each year to help maintain and improve the trail system in HHSPP and at many other OPRHP facilities. NYNJTC has been providing seasonal Trail Stewards at the Breakneck Ridge Trailhead located just south of the proposed southern terminus of the Fjord Trail North Corridor since 2013. The organization was represented on the Steering Committee. See Chapters III.L, “Traffic and Transportation – Fjord Trail” and III.O, “Other Planning Effort – Breakneck Ridge Visitor Use Management Plan – Fjord Trail North,” for additional information on the NYNJTC and trail counts conducted.

### *City of Beacon*

The City of Beacon assists with maintenance of the Klara Sauer Trail. The City of Beacon also owns and maintains a parking lot near the entrance to Denning’s Point. Visitors to Denning’s Point may use this parking lot. There are currently no formal agreements for maintenance of this parking area.

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<sup>4</sup> The Breakneck Connector and Bridge Project section of the Fjord Trail was the subject of a separate review under SEQRA.

*TRASH AND SANITATION*

This section inventories the existing trash and recycling receptacles in parks and at trailheads along the Fjord Trail North Corridor. **Table III.B-1** identifies the existing trash and recycling receptacles along the Fjord Trail North Corridor, including at the southern trailhead/parking lot to access Fjord Trail North (northern end of BNCCB).

**Table III.B-1  
Trash and Recycling Receptacles: Fjord Trail North Corridor**

<b>Location</b>	<b>Trash/Recycling Receptacles</b>	<b>Maintenance</b>
Long Dock Park	2 trash and 2 recycling cans	Scenic Hudson
Klara Sauer Trail	1 trash and 1 recycling can	Scenic Hudson
Denning's Point	2 trash cans*	OPRHP
Madam Brett Park	2 trash cans	Scenic Hudson
Mt. Beacon parking lot	2 trash cans	Scenic Hudson
Notch Trail	No trash receptacles	OPRHP
Bannerman's Island	Trash receptacles at the concession stand during certain events otherwise, carry in/carry out.	Bannerman Castle Trust
Wilkinson Trailhead	1 garbage can*	OPRHP
<b>Note:</b> * These are all the cans located near the Fjord Trail North Corridor. OPRHP has others in different areas of HHSPP. OPRHP checks these cans on weekend days and changes bags as needed. OPRHP normally checks them at least three other times during the week but more if it is very hot or less if it is cold or rainy.		

*HOURS OPEN TO THE PUBLIC*

This section documents the hours existing public recreational assets within, along, or adjacent to the Fjord Trail North Corridor are open to the public, including seasonal variations. Also addressed are seasonal use levels and shifts in demand over time for existing recreation assets. **Table III.B-2** includes the operation hours for public recreation assets along the Fjord Trail North Corridor.

**Table III.B-2  
Hours Open to the Public: Fjord Trail North Corridor**

<b>Public Recreation Asset</b>	<b>Hours</b>
Long Dock Park	Dawn to Dusk
Klara Sauer Trail	Dawn to Dusk
Denning's Point	Sunrise to Sunset (Note that the main peninsula, including the west side trail, is closed from December 15 to March 15 for bald eagle protection.)
Madam Brett Park	Dawn to Dusk
Mt. Beacon	Dawn to Dusk
Notch Trail	Sunrise to Sunset
Bannerman's Island	Open by guided tour and for special events only (boat access only)

Visitation data shows that use of recreational assets along the Fjord Trail North Corridor has overall been on the rise in the past decade. However, visitation has fluctuated in recent years (see Chapter III.L, “Traffic and Transportation – Fjord Trail,” and Appendix L-8 for additional details). Popular destinations along the Fjord Trail North Corridor include Long Dock Park, various locations within HHSPP such as Denning’s Point, and hiking spots like Mount Beacon, Mount Taurus, and Breakneck Ridge at the southern end of the Fjord Trail North Corridor.

The seasonal use of the existing recreational assets along the Fjord Trail North Corridor is highest in the spring and fall when the weather is most conducive for outdoor activities; the summer heat often suppresses high visitation. However, visitors do make use of the existing trails year-round. For more information on, and an assessment of, projected visitation attributable to the project (above and beyond current use), refer to Chapter III.L, “Traffic and Transportation – Fjord Trail.”

### **C. FUTURE WITHOUT THE PROPOSED ACTION**

In the future without Fjord Trail North, property ownership and management of existing recreational facilities along the Fjord Trail North Corridor and existing trails would be expected to remain substantially the same. While private property may change hands, significant use changes would not be anticipated given local land use controls implemented through zoning ordinances. It should be noted that the Dutchess County Transportation Council (DCTC) is conducting a feasibility study for a rail trail along MNR’s railbanked (inactive) Beacon Line between the City of Beacon and Hopewell Junction in the Town of East Fishkill, which may include the rail bridge between Denning’s Point and Madam Brett Park within the Fjord Trail North Corridor.<sup>5</sup> At this time, funding has not been identified for this rail trail beyond the feasibility study and changes in ownership or management responsibilities along this rail line, if any, are not yet known.

### **D. FUTURE WITH THE PROPOSED ACTION**

#### **OWNERSHIP**

This section assesses potential adverse impacts to landowners that would result from the Fjord Trail North section. The proposed Fjord Trail North would be developed on a mix of public and private lands. Where two options for the Main Trail alignment are being considered just south of Fishkill Creek, as shown on **Figure III.B-1a**, there would be no differences in affected properties. The public lands, and the mechanisms by which development would be allowed, are described below.

#### *NEW YORK STATE OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION*

Approximately one third (or about 1.6 miles) of the Fjord Trail North Main Trail would be within HHSP. About 50 percent (or nearly six miles) of all Fjord Trail North trail types (Main Trail, Meanders, and Connectors) would be within HHSP. In addition, the proposed Wade’s Hill Lot and The Notch parking area would be on HHSP land. It is expected that lands under OPRHP control (whether by a fee interest, an easement, or a lease) would be operated and maintained by HHFT, Inc. under a cooperative management agreement.

#### *METROPOLITAN TRANSPORTATION AUTHORITY/METRO-NORTH RAILROAD*

Between Denning’s Point and Madam Brett Park, the Main Trail is proposed to continue south via the Beacon Line, an existing railbanked (inactive) elevated rail line owned by MNR. In order to build the proposed Fjord Trail North on this section, MNR and OPRHP would need to enter into a trail easement or lease. It is contemplated that this section would ultimately be operated by HHFT, Inc. under a cooperative management agreement between OPRHP and HHFT, Inc.

No change in the ownership of the MTA/MNR controlled properties would occur as a result of Fjord Trail North. Any portion of Fjord Trail North on MTA/MNR property, such as the section

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<sup>5</sup> <https://www.beaconhopewellrailtrail.com>. Accessed April 24, 2024.



that is proposed to travel along MNR’s Beacon Line, would operate under a potential future agreement between OPRHP and MTA/MNR.

*NEW YORK STATE DEPARTMENT OF TRANSPORTATION*

NYSDOT would continue to own NYS Route 9D, which, in the project area, travels to the east of the proposed Fjord Trail North from The Notch to its southern end at the northern terminus of the BNCB. No changes in ownership of NYS Route 9D are proposed as part of Fjord Trail North, but several modifications along NYS Route 9D are proposed to create the entrances for the proposed Notch and Wade’s Hill Lot parking areas. Further evaluation and coordination with NYSDOT will also be conducted to confirm whether signalization is warranted at these parking entrances (see Chapter III.L, “Traffic and Transportation,” for further discussion).

*SCENIC HUDSON*

Scenic Hudson, through its subsidiaries, would retain ownership of Long Dock Park, the Klara Sauer Trail, and Madam Brett Park (see management arrangements below). Scenic Hudson’s ownership of the parking lot and lower part of the Casino Trail at Mount Beacon would not change with the development or operation of Fjord Trail North. Scenic Hudson ownership of other property along Fjord Trail North is not anticipated.

*HUDSON HIGHLANDS FJORD TRAIL, INC.*

HHFT, Inc. would retain ownership of the former Dutchess Manor property and the adjoining parcel to the south (14 Coris Lane) located on NYS Route 9D in Fishkill as depicted on **Figure II.B-1b**.

*CITY OF BEACON*

The proposed Fjord Trail North would include a new maintenance facility that is proposed to be on the site of the Beacon Transfer Station along Dennings Avenue, which is owned by the City of Beacon. HHFT, Inc. would seek an agreement with the City of Beacon for HHFT, Inc. to operate the maintenance facility on the City’s property.

*TOWN OF FISHKILL*

No change in ownership of Town of Fishkill land would result from Fjord Trail North. The trail is proposed to travel across Town of Fishkill-owned property just south of Fishkill Creek, and HHFT, Inc. would seek an agreement with the Town for HHFT, Inc. to operate and maintain the trail across the Town’s property.

*PRIVATE LANDOWNERS*

The proposed Fjord Trail North alignment is proposed to cross 12 privately owned properties. For private properties that the proposed Fjord Trail North would traverse, HHFT, Inc. would coordinate with the property owners directly to establish easements or purchase agreements to accommodate Fjord Trail North. HHFT, Inc. would seek local land use approvals from the relevant municipalities to the extent required for the establishment of Fjord Trail North on these private properties. At the time of publication of this DGEIS, HHFT, Inc. has secured easements on two privately held parcels south of Dutchess Manor (see **Figure III.B-1b**).

While Option 1 and Option 2 for the Main Trail alignment just south of Fishkill Creek would affect similar properties, the Option 2 alignment would cross a driveway that serves a private residential property situated within HHSPP (OPRHP-owned) land. The driveway is on OPRHP-

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owned property, but signage and pavement markings would be implemented to facilitate safe pedestrian and bicycle crossings of the driveway and ensure that access to the private residence is not impeded.

### *CENTRAL HUDSON GAS & ELECTRIC CORPORATION*

The proposed Fjord Trail North alignment is proposed to travel along an existing power line corridor located south of Fishkill Creek and operated by Central Hudson. While the power line corridor travels on privately owned and Town of Fishkill-owned property with an easement, HHFT, Inc. would coordinate with Central Hudson, as needed, for development of the trail along this utility corridor.

### **MANAGEMENT AND MAINTENANCE**

This section identifies the proposed long-term management, maintenance, and operation of the proposed Fjord Trail North, including trash removal, snow removal, access restrictions (gates), repair, and response to vandalism (security).

### *MANAGEMENT AND MAINTENANCE ARRANGEMENTS*

#### *New York State Office of Parks, Recreation, and Historic Preservation*

For the portions of Fjord Trail North, including Meanders, that would be within HHSPP (i.e., Denning's Point and The Notch), which are currently owned by OPRHP, HHFT, Inc. would assume operations and maintenance responsibility via a cooperative management agreement. No other changes to existing management agreements for parcels outside of the proposed Fjord Trail North would be expected.

#### *Metropolitan Transportation Authority/Metro-North Railroad*

At this time, it is not anticipated that Fjord Trail North would be within MNR right-of-way associated with the active MNR Hudson Line.

The Trail is proposed to travel along MNR's railbanked (inactive) Beacon Line. In order to build the proposed Fjord Trail North on this section, MNR and OPRHP would need to enter into a trail easement or lease. It is contemplated that this section would ultimately be managed and maintained by HHFT, Inc. under a cooperative management agreement between OPRHP and HHFT, Inc.

As noted above in Section C, "Future Without the Proposed Action," the railbed between Denning's Point and Madam Brett Park that is part of the railbanked Beacon Line is subject to a feasibility study being conducted by the DCTC for a rail trail, and HHFT, Inc. will coordinate with MTA/MNR and any other relevant parties, as needed. The existing Dennings Avenue Bridge over the MNR railroad tracks at Denning's Point is proposed to be incorporated into the Fjord Trail North section as a Connector to the existing Denning's Point parking area, but no changes in existing maintenance or management responsibilities are anticipated.

#### *New York State Department of Transportation*

NYSDOT manages and maintains the area within the NYS Route 9D right-of-way. No substantial change is expected to result from the construction or operation of Fjord Trail North. Further evaluation in coordination with NYSDOT will be conducted to determine if signalization is warranted at the proposed new parking entrances (The Notch and Wade's Hill Lot) along NYS Route 9D.



*Scenic Hudson*

Scenic Hudson would enter into an agreement, allowing HHFT, Inc. to assume responsibility for the operation and maintenance of the Klara Sauer Trail, and Fjord Trail North elements within Madam Brett Park and Long Dock Park.

*Hudson Highlands Fjord Trail, Inc.*

As discussed above, on property owned or controlled by OPRHP and Scenic Hudson, HHFT, Inc. would assume management responsibility, including operations and maintenance, of Fjord Trail North as well as all associated facilities that are part of Fjord Trail North via agreements with OPRHP and Scenic Hudson.

*New York – New Jersey Trail Conference*

NYNJTC stewardship of trails in the HHSPP would not be expected to change with the construction and operation of Fjord Trail North.

*City of Beacon*

While the City of Beacon currently assists with maintenance of the Klara Sauer Trail, HHFT, Inc. would potentially assume maintenance responsibilities once Fjord Trail North is implemented. The parking lot near Denning’s Point, located at the City of Beacon Wastewater Treatment Facility, is managed and maintained by the City of Beacon. With Fjord Trail North, the parking lot would continue to provide parking for access to Fjord Trail North at Denning’s Point and no change in management and maintenance status would be expected.

HHFT, Inc. would be responsible for maintenance and upkeep of the proposed maintenance facility on Beacon property.

*Town of Fishkill*

Where Fjord Trail North would cross property owned by the Town of Fishkill, HHFT, Inc. would assume responsibility for the operation and maintenance of the trail under an agreement with the Town.

*Central Hudson Gas & Electric Corporation*

Where Fjord Trail North would travel along the existing power lines corridor south of Fishkill Creek, HHFT, Inc. would coordinate with Central Hudson, as needed, to determine management and maintenance responsibilities in this section.

**MAINTENANCE AND OPERATIONS**

*Snow Removal*

Fjord Trail North would not be plowed in the winter. HHFT, Inc. would be responsible for snow removal for all parking areas that would serve Fjord Trail North either by staff or a contracted vendor.

As is currently the case, NYSDOT would manage snow removal and general maintenance of the NYS Route 9D right-of-way.

*Security*

The cooperative agreement between OPRHP and HHFT, Inc. would require security, safety, and emergency measures to be in place for Fjord Trail North. Such measures would be set forth in a plan approved by OPRHP and would include safety and security checks and lighting at parking

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areas and access points to support visual inspection. In some locations, cameras may be installed. Fjord Trail North would have gates to prohibit nighttime use as well as enable the area to be closed for an emergency or severe weather incidents.

Protective fencing or other security measures may be required in areas along MNR tracks or other properties along the Fjord Trail North Corridor. As the Fjord Trail North project progresses through design, the need for fencing, its location(s) and specifications would be determined by relevant property owners and if required would be installed and maintained by HHFT, Inc.

### *Trash and Sanitation*

Trash removal along Fjord Trail North would be conducted by HHFT, Inc. staff and a garbage and recycling carrier. Trash and recycling receptacles would be placed at any designated entry to Fjord Trail North as well as at various activity nodes where groups of people may gather for longer periods of time (e.g., parking areas). The need for additional or alternately located trash bins and more or less frequent pickups would be assessed based on HHFT, Inc. observation as part of ongoing operations. HHFT, Inc. would not provide additional garbage and recycling receptacles to existing recreational assets adjacent to and near the trail.

Restroom buildings that would be developed at Long Dock Park, Denning's Point, and The Notch as part of Fjord Trail North would be cleaned and maintained regularly by HHFT, Inc. The proposed composting restroom systems, or similar, would be maintained and serviced by vendors on a regular contracted schedule.

### *Hours Open to the Public*

Fjord Trail North would be open from dawn to dusk 365 days a year unless it is decided that it should be closed for safety reasons or under severe weather conditions. This is consistent with both the Scenic Hudson parks along the Fjord Trail North Corridor and OPRHP lands.

Additional seasonal closures may be required to limit disturbance to protected species that use the habitats surrounding certain sections of Fjord Trail North. This would be coordinated with the New York State Department of Environmental Conservation (NYSDEC) and the U.S. Fish and Wildlife Service (USFWS). For additional information on protected species, refer to Chapter III.E, "Biological Resources – Fjord Trail North."

### *Maintenance, Repair, and Funding*

Per the future applicable agreements between and among MTA, OPRHP, and HHFT, Inc., maintenance and repair of all capital improvements to Fjord Trail North would be the responsibility of HHFT, Inc. HHFT, Inc. is self-funded through private charitable donations. This includes an endowment which is being scaled up as the project develops. The endowment would help cover annual operational costs as well as long-term capital repair and replacement costs. In addition, HHFT, Inc. would fundraise on an annual basis to support its yearly operating budget. Parking fees would also be considered and may provide operating revenue.

## **E. CONCLUSION**

The proposed Fjord Trail North section of the Fjord Trail is not anticipated to result in a significant adverse impact regarding ownership, management, operations, or maintenance. Therefore, no mitigation measures would be required as a result of construction of Fjord Trail North. \*