

Chapter IV.J: Growth and Community Character – Fjord Trail South

A. INTRODUCTION

This chapter evaluates the Proposed Action’s potential impacts on growth and community character within the Fjord Trail South Corridor. Unlike other technical review chapters in this DGEIS where impacts may be localized, potential effects on growth and community character are more regional and could potentially be affected by changes such as visual character or visitation levels. This chapter evaluates the potential impacts on growth and community character in communities along the Fjord Trail South Corridor (i.e., Town of Philipstown and Village of Cold Spring), and potential impacts to communities along the Fjord Trail North Corridor (i.e., City of Beacon and Town of Fishkill) are assessed in Chapter III.J, “Growth and Community Character – Fjord Trail North.”

Community character can be influenced by a number of factors in combination, including land uses, zoning, and public policy; population and housing; employment opportunities; aesthetic and visual quality, including lighting; historic resources; traffic and transportation; and noise and air quality. These characteristics can be affected by direct changes from an action, or affected indirectly as a result of induced growth and development that may be created by an action. This chapter describes the community characteristics along the Fjord Trail South Corridor and assesses how the Proposed Action would potentially affect those characteristics and the area’s community character.

B. EXISTING CONDITIONS

LAND USE, ZONING, AND PUBLIC POLICY CHARACTERISTICS

The Fjord Trail South Corridor passes through the Town of Philipstown and the Village of Cold Spring in Putnam County. The Village of Cold Spring at the southern terminus of the proposed Fjord Trail South Corridor is more densely developed and characteristic of a small village.

In the Village of Cold Spring, single-family residences are the predominant land use, with some low-rise multi-family apartment and condominium residences. A large portion of the Village is occupied by buildings and athletic fields associated with the Haldane Central School District. The Village has an active Main Street that stretches from the Hudson River waterfront several blocks inland and is lined with numerous restaurants and shops. The Village’s Hudson River waterfront includes a public park (Dockside Park [HHSPP]), a pier, and a gazebo, as well as the Metro-North Railroad (MNR) Cold Spring train station. Just north of the downtown core of Cold Spring is another waterfront park, Mayor’s Park, which is reserved for Village residents. Immediately adjacent to the Village of Cold Spring to the east, the Village of Nelsonville largely comprises single-family residences and limited commercial establishments.

The portion of the Corridor within the Town of Philipstown is largely undeveloped, mountainous, and wooded; some of the Corridor within Philipstown is within the Hudson Highlands State Park Preserve (HHSPP). Development of much of the area surrounding the Village of Cold Spring, including much of the Town of Philipstown and the Village of Nelsonville, is constricted by the

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steep topography of the Hudson Highlands. Much of this land is also preserved within HHSPP, and several miles to the east is the 14,000-acre Clarence Fahnestock Memorial State Park. HHSPP comprises an extensive network of hiking trails and public park areas, including the popular Breakneck Ridge and Washburn Trails, Little Stony Point, and Dockside Park, among others, that draw local and regional visitors throughout the year.

NYS Route 9D, a two-lane roadway (one lane in each direction), is the main north-south roadway in the area. Some commercial land uses are located along NYS Route 9D, particularly south of its intersection with Main Street, which are more characteristic of chain establishments, such as gas stations, a grocery store, some restaurants, etc.

Zoning and public policy documents (i.e., comprehensive plans) in the Town of Philipstown and the Village of Cold Spring aim to preserve and enhance land uses along the Fjord Trail South Corridor. As described in Chapter IV.A, “Land Use and Zoning – Fjord Trail South,” the area of the Fjord Trail South Corridor within the Town of Philipstown is in the Rural Conservation (RC) Zoning District, which is intended to promote land conservation, agriculture, forestry, recreation, and the preservation of open space, as well as other compatible rural uses. In the Village of Cold Spring, much of the waterfront area is zoned as a Parks & Recreation (PR) District to provide recreational opportunities and access to scenic views. The MNR right-of-way, which encompasses much of the Fjord Trail South Corridor, is within the Transportation (T) District.

A large portion of the Village of Cold Spring is zoned as residential districts. Much of the Village’s core is in the Older Neighborhoods (R-O) Subdistrict, which is intended to preserve the character mostly single- and two-family residences built in the 19th and early 20th centuries. The Newer Neighborhoods (R-N) Subdistrict encompasses areas more on the periphery of the Village, which largely comprise post-modern subdivisions. Additionally, a number of parcels are zoned in the Large Lots (R-L) Subdistrict, intended to preserve the character of larger estate lots developed in the 19th and early 20th centuries. Areas along Main Street and NYS Route 9D are zoned within Business B-1 and B-2 Districts, respectively, to preserve the commercial character of these areas.

The Town of Philipstown and the Village of Cold Spring each have adopted comprehensive plans that guide the growth and development of these communities. The *Town of Philipstown 2030 Comprehensive Plan* (2021) includes a goal to “[e]xpand the Town’s capacity to meet current and future demand for recreation, while providing a wide range of activities serving all ages at an affordable cost.”¹ The *Plan* notes the importance of enhancing visual and physical access to the Hudson River in a managed and coordinated approach. The *Village of Cold Spring Comprehensive Plan* (2012) highlights the importance of preserving the Village’s small town and historic character, enhancing access to the Hudson River waterfront, and protecting its natural resources and scenic views.

An uptick in visitors typically occurs on weekends and holidays.

POPULATION AND HOUSING CHARACTERISTICS

As reported in the U.S. Census 2018–2022 American Community Survey (ACS) 5-Year Estimates, the Village of Cold Spring has a population of about 2,000 residents within about 0.59 square miles. The surrounding Town of Philipstown has a population of about 10,000 residents

¹ Town of Philipstown, NY Comprehensive Plan, Prepared by Town of Philipstown Comprehensive Plan Update Committee, adopted November 17, 2021 (<https://philipstown.com/tb/2022-03-30-Philipstown-Comprehensive-Plan-FINAL.pdf>).

within an area of about 49 square miles, resulting in a low population density of about 200 people per square mile. The Village’s population has grown about 9 percent since 2010, while the Town’s population has remained fairly steady.

The median age in Cold Spring is about 42 years old, which has slightly decreased from the median age of 46 years old in 2010. The median age in the Town of Philipstown is about 47 years old, which has increased from 41 years old in 2000. Median household incomes in the Village of Cold Spring and Town of Philipstown are each just under \$120,000. About 72 percent of residents over 25 years old in the Village of Cold Spring report having a degree in higher education (Bachelor’s or higher), with about 60 percent in the Town of Philipstown.

About 85-90 percent of residents identify as White (White alone, not Hispanic or Latino) in the Village of Cold Spring and Town of Philipstown. Under 1 percent of residents in Cold Spring and about 3 percent of residents in Philipstown identify as Black or African American. About 1-2 percent of residents identify as Asian in both municipalities. About 5-6 percent of residents identify as Hispanic or Latino (of any race) in the Village and Town.

Housing stock in the Village of Cold Spring is predominantly (62 percent) owner-occupied. In the Town of Philipstown, housing is about 81 percent owner-occupied. The vacancy rate of existing housing in the Village of Cold Spring is about 8 percent and about 14 percent in the Town of Philipstown, which has remained fairly steady in each municipality since 2010. The majority of housing in the Village of Cold Spring and the Town of Philipstown comprises single-family residences, with 60 percent in Cold Spring and 83 percent in Philipstown. Small multi-family developments of four or less units make up about 20 percent of housing in Cold Spring and 8 percent in Philipstown; developments of five to ten units make up about 15 percent of housing in Cold Spring and 4 percent in Philipstown; and developments of over 10 units make up about 6 percent in Cold Spring and 2 percent in the Town of Philipstown.

EMPLOYMENT CHARACTERISTICS

Major employment sectors in the Village of Cold Spring and the Town of Philipstown include Accommodation and Food Services (ranging from 8.6 to 15.5 percent), Public Administration (ranging from 5.5 to 15.0 percent), Educational Services (ranging from 13.7 to 29.1 percent), Retail Trade (ranging from 6.0 to 8.7 percent), and Health Care and Social Assistance (ranging from 6.4 to 10.5 percent) (see **Table IV.J-1**). Further analysis of employment and the size of different industries in both municipalities can be found in Chapter IV.K, “Socioeconomics – Fjord Trail South.”

**Table IV.J-1
Employment Sector (2019)**

Employment Sector	Village of Cold Spring		Town of Philipstown	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	1	0.1%
Utilities	0	0.0%	0	0.0%
Construction	18	2.2%	298	12.9%
Manufacturing	3	0.4%	136	5.9%
Wholesale Trade	4	0.5%	64	2.8%
Retail Trade	71	8.7%	139	6.0%
Transportation and Warehousing	0	0.0%	32	1.4%
Information	24	2.9%	53	2.3%
Finance and Insurance	16	2.0%	39	1.7%
Real Estate and Rental and Leasing	9	1.1%	16	0.7%
Professional, Scientific, and Technical Services	30	3.7%	108	4.7%
Management of Companies and Enterprises	0	0.0%	0	0.0%
Administration & Support, Waste Management and Remediation	29	3.6%	103	4.5%
Educational Services	237	29.1%	317	13.7%
Health Care and Social Assistance	52	6.4%	242	10.5%
Arts, Entertainment, and Recreation	41	5.0%	166	7.2%
Accommodation and Food Services	126	15.5%	198	8.6%
Other Services (excluding Public Administration)	33	4.0%	271	11.7%
Public Administration	122	15.0%	127	5.5%

Sources: U.S. Census Bureau, OnTheMap, 2019, Primary Jobs (accessed December 2, 2021).
Note: The most recent data available from OnTheMap is from 2020. However, as employment data for 2020 was heavily influenced by the COVID-19 Pandemic, 2019 data is presented.

AESTHETIC, VISUAL, AND LIGHTING CHARACTERISTICS

A defining characteristic of the Fjord Trail South Corridor is its scenic vistas of the Hudson Highlands and Hudson River. The steep topography of the Hudson Highlands, with the Hudson River flowing through them, creates a scenic landscape that has been formally recognized and protected. The area is within the Hudson Highlands Scenic Area of Statewide Significance (SASS) designated by the New York State Department of State (NYSDOS).² The Hudson Highlands SASS encompasses a 20-mile stretch of the Hudson River and its shorelands and varies in width from approximately one to six miles. As described in Chapter IV.G, “Scenic Resources – Fjord Trail South,” the Hudson Highlands SASS is of statewide aesthetic significance by virtue of its combined aesthetic values of landscape character, uniqueness, public accessibility, and public recognition. The local zoning and public policies (discussed above) in place in the Town of Philipstown and Village of Cold Spring that aim to preserve the area’s scenic qualities also demonstrate the local importance of the Hudson Highlands and Hudson River waterfront. The entire Village of Cold Spring is mapped with a Scenic Viewshed Overlay (SV-O) that is intended to “protect the scenic beauty of the Village and surrounding areas,” “to protect public views from public viewing locations,” and “to protect views from within the Village of designated Scenic Areas outside the Village.”

² <https://dos.ny.gov/system/files/documents/2020/08/hudson-river-valley-sass.pdf>. Accessed May 18, 2024.

There are no significant light sources along the Fjord Trail South Corridor. Lighting along the Fjord Trail South Corridor is generally associated with streetlights along area roadways or exterior lighting on buildings.

HISTORIC CHARACTERISTICS

An important characteristic along the Fjord Trail South Corridor is its rich history. The area had a strong Native American presence followed by European colonial settlement in the 17th and 18th centuries. The Village of Cold Spring began as a small hamlet in the late 18th and early 19th centuries, and population and development grew with the establishment of the West Point Foundry in 1818. The foundry, and Cold Spring, became a manufacturing hub for nearly a century, and supplied munitions during the Civil War. During this time, the Village developed into its current layout, with the commercial core along Main Street surrounded by residential development, with larger-lot estates established further upslope from the Hudson River.

The importance of historic character in the Village of Cold Spring is demonstrated by the local designation of a Cold Spring Historic District in 1976, encompassing most of the Village. A Cold Spring Historic District was also listed on the State and National Registers of Historic Places (S/NR) in 1982. The S/NR district overlaps a portion of the locally designated district (see Chapter IV.F, “Historic and Archaeological Resources – Fjord Trail South”). The area’s cultural and historic significance is further exemplified by its location within the federally designated Hudson River Valley National Heritage Area.³

TRAFFIC AND TRANSPORTATION CHARACTERISTICS

The Fjord Trail South Corridor is easily accessible by multiple modes of transportation. Major roadways within and near the Trail Corridor include NYS Route 9D, NYS Route 301, and the Taconic State Parkway. MNR service to and from New York City is available with a station along the Cold Spring waterfront near the base of Main Street. Additionally, Seastreak Ferries operates between New York City and Cold Spring on weekends during the fall foliage season.

The Village of Cold Spring is popular with tourists, including visitors of HHSPP and other local recreational areas and hiking trails, that are drawn to its scenic views, dining, shopping, and its many amenities. The Village’s popularity and easy access often results in crowded conditions in its downtown, particularly on weekends. As presented in Chapter III.L, “Traffic and Transportation – Fjord Trail,” the Village is characterized by heavy traffic congestion and pedestrian activity during peak periods on weekends. Some roadway intersections that were studied in Cold Spring operate at Level of Service (LOS) D, E, and F during these periods, with F representing extensive vehicle congestion and delay. Pedestrian volumes of over 600 pedestrians per hour along Main Street during peak periods have been observed based on field surveys (see Chapter III.L, “Traffic and Transportation – Fjord Trail,” for further details). In addition to people visiting the Village’s shops and restaurants, visitors arriving via MNR use Main Street and Fair Street to access trails in HHSPP, further contributing to pedestrian volumes. While sidewalks are provided along Main Street, pedestrian congestion occurs due to obstacles caused by street furniture or groups of people lining up for restaurants/businesses.

³ <https://www.hudsonrivervalley.com>. Accessed July 5, 2024.

NOISE AND AIR QUALITY CHARACTERISTICS

As discussed in Chapter IV.H, “Noise and Air Quality – Fjord Trail South,” ambient noise along the Fjord Trail South Corridor is characterized by “Suburban areas with medium-density transportation” based on the predominant land uses in the corridor. These areas typically have a weighted decibel level (dBA) of about 40-50 dBA, which are considered generally quiet conditions. The diesel powered trains would be expected to generate the highest noise levels in the area, along with operation of personal and municipal maintenance equipment (e.g., lawn tractors, buses, snowplows) and vehicles that service existing uses (waste removal and delivery trucks). These noise sources are temporary/transient, resulting in noise levels that fluctuate over time.

As discussed in Chapter IV.H, “Noise and Air Quality – Fjord Trail South,” there are no large stationary or significant mobile sources of air pollution along the Fjord Trail South Corridor. Representative pollutant concentrations based on NYSDEC air quality monitoring stations in the region show that levels are below the National Ambient Air Quality Standards (NAAQS).

C. FUTURE WITHOUT THE PROPOSED ACTION

In the future scenario without the Fjord Trail, the number of visitors to the area surrounding the Fjord Trail Corridor is not expected to increase more than the yearly growth experienced in recent years (see Chapter III.L, “Traffic and Transportation – Fjord Trail”). It is anticipated that the local community character would not experience any substantial changes and existing regional tourism and development trends would continue.

In the future without the Proposed Action, the construction of Breakneck Connector and Bridge project (BNCB) will be completed along NYS Route 9D north of the Village of Cold Spring. The BNCB will include a half-mile shared use trail between the existing MNR Breakneck Ridge station and the Breakneck Ridge Trailhead, as well as improved parking with about 105 spaces along NYS Route 9D. In addition, as part of a separate action by HHFT, Inc., which is undergoing SEQR review by the Town of Fishkill, HHFT, Inc. is planning to repurpose the Dutchess Manor property along NYS Route 9D in the Town of Fishkill to be used for offices and a small visitor center, with a restroom building and up to approximately 180 parking spaces to serve visitors to existing recreational resources in the area. These projects would not be expected to substantially alter land uses or views, or generate substantial traffic over anticipated yearly growth, and are not anticipated to change community character, but both projects will improve parking availability for trail users of HHSPP and facilitate safer access to area trails.

D. FUTURE WITH THE PROPOSED ACTION

LAND USE, ZONING, AND PUBLIC POLICY CHARACTERISTICS

The Proposed Action would result in a new recreational resource within the Town of Philipstown and the Village of Cold Spring. This resource would enhance the extensive trail network that already exists in this area. A portion of Fjord Trail South would be within HHSPP, including Little Stony Point and Dockside Park, where it would incorporate or improve existing trails. The remaining portion of Fjord Trail South would be adjacent to MNR tracks and would be compatible with this linear transportation infrastructure. Fjord Trail South would be consistent in scale and character to surrounding land uses and would not result in conflicts with the land use character of the area.

In addition, the Trail would be consistent with and support goals of the Town of Philipstown and Village of Cold Spring comprehensive plans to enhance public access to the Hudson River while managing visitation.

Increased patronage due to the Fjord Trail would support the local economy, but it is not likely to result in substantial new commercial or residential development, as the Fjord Trail would become a component of an already extensive trail network that already attracts visitors to and around the Village of Cold Spring (e.g., HHSP's Breakneck Ridge Trail, Washburn Trail, and Little Stony Point). Further, any new commercial development to accommodate visitors would be subject to local zoning laws and would be expected to develop in established business areas, remaining consistent with the existing character of the area.

The Fjord Trail may also increase demand for short-term and vacation rentals. Since the area is already a draw for visitors due to the numerous existing recreational resources, the addition of the new trail is not likely to result in substantial demand for new housing or other development. Therefore, it is unlikely that the Fjord Trail would significantly alter the residential density or composition of the two municipalities.

POPULATION AND HOUSING CHARACTERISTICS

As noted above, given that the Fjord Trail South Corridor already has an extensive network of trails, parks, and other recreational resources, the addition of Fjord Trail South is not anticipated to result in population growth or result in substantial new housing development. Ongoing population and housing trends in the area would be expected to continue. As such, Fjord Trail South is not expected to substantially change population and housing characteristics in the Town of Philipstown and Village of Cold Spring.

EMPLOYMENT CHARACTERISTICS

While Fjord Trail South would increase visitation to the Town of Philipstown and Village of Cold Spring, the Proposed Action is not expected to result in substantial new commercial development. Construction is anticipated to generate local construction jobs, which is in an existing employment sector in Putnam County (as described in Chapter IV.K, "Socioeconomics – Fjord Trail South") and would be consistent with ongoing construction employment in the region. Once the trail is complete, some new businesses may develop to serve visitors, particularly in the accommodation and food services industries, but this is not expected to substantially change the overall employment characteristics of the area.

AESTHETIC, VISUAL, AND LIGHTING CHARACTERISTICS

As discussed in Chapter IV.G, "Scenic Resources – Fjord Trail South," the proposed Fjord Trail South would not have a significant adverse effect on scenic views or the visual character of the Trail Corridor during construction or operation. Rather, Fjord Trail South would expand public accessibility to scenic views.

Temporary construction activities would be primarily along the Hudson River shoreline, which would include barges anchored off the shoreline, and would be visible from surrounding areas, including along NYS Route 9D and from within and across the Hudson River. Construction would take approximately five years, but in-water work would be restricted for six months out of the year to protect aquatic species and therefore would not be continuous for this entire period. Landward construction would take place in Little Stony Point and Dockside Park, and construction activities and staging areas would temporarily diminish the visual quality of these areas, but they would be restored to the same or better condition once construction is complete. Construction in Dockside

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Park would also be temporarily visible from the Hudson River and possibly from points further west. Construction work areas may be lighted, as needed, but work hours are anticipated to be on weekdays from 7 AM to 4 PM, which would limit the need for lighting. Anchored barges would have nighttime lighting for safety and visibility by other watercraft. However, given that visual impacts during construction would be temporary and that construction activities would vary in intensity during the construction period, construction would not result in a significant adverse impact on the visual character of the area.

Once completed, the Fjord Trail South alignment would not be lighted. Lighting would be included at restroom buildings and the expanded Washburn Lot. Lighting would be minimized to the extent practicable, and incorporated where needed for safety and security purposes. Any new lighting would be dark sky compliant and would generally be down-facing to minimize light pollution. As such, Fjord Trail South would not add a substantial amount of new lighting to the Trail Corridor.

HISTORIC CHARACTERISTICS

As discussed in Chapter IV.F, “Historic and Archaeological Resources – Fjord Trail South,” the Proposed Action would not adversely affect any historic resources along the Fjord Trail South Corridor. Additionally, as noted above, the Proposed Action is not anticipated to result in substantial new development that would potentially alter the historic character of the area.

TRAFFIC AND TRANSPORTATION CHARACTERISTICS

As presented in Chapter III.L, “Traffic and Transportation – Fjord Trail,” the proposed Fjord Trail (including North and South) is anticipated to increase visitation to the project area, with about 268,700 new annual visitors. The visitor projection study conducted for the project estimates an increase of about 1,710 new daily visitors on a typical weekend day across the Fjord Trail Corridor by the analysis year of 2033. Visitors would be distributed across the day, with net new visitors during the peak hour estimated at 347. This would result in estimated 178 new vehicles during the peak hour across the roadway network in the Fjord Trail Corridor, with the remaining visitors arriving by MNR trains, walking, or biking.

During construction, the temporary additional traffic from the projected number of construction-related vehicles added to the surrounding roadway system is not anticipated to result in significant impacts during the construction phases (see Chapter III.L, “Traffic and Transportation – Fjord Trail”). NYS Route 9D, an existing heavily traveled roadway, would serve as the primary route for construction vehicles, with Dockside Park accessed via Main Street, Lunn Terrace, and other local streets in the Village of Cold Spring. Given that construction would not generate substantial traffic volumes and increases in construction vehicles from the Proposed Action would be temporary, construction would not result in a significant adverse impact on traffic and transportation characteristics of the area.

Once the Fjord Trail is completed, increased traffic associated with the new trail would result in adverse impacts at three intersections in the Village of Cold Spring that are currently congested during peak periods—Main Street at NYS Route 9D, Fair Street at the proposed Washburn Lot entrance at NYS Route 9D, and Main Street at Fair Street. These impacts could be mitigated with signal retiming, lane restriping, a potential roundabout, and removal of on-street parking, pending coordination with NYSDOT, the Village of Cold Spring, and Putnam County.

To alleviate traffic congestion and distribute vehicles, the Proposed Action would include several new parking areas along the Trail Corridor (i.e., the Notch, Wade’s Hill Lot, and the Washburn

Lot expansion), supplemented by the planned parking areas at Dutchess Manor and the BNCB, each with direct access points to the Fjord Trail. Parking would be facilitated with smart parking tools such as e-signage and parking apps that would direct drivers to available parking spaces in real-time, thereby reducing circular parking search maneuvers. Additionally, a planned shuttle service between parking areas and trailheads would facilitate movement of visitors to the Fjord Trail and other local recreational resources.

The Fjord Trail is intended to better connect existing parks, recreational areas, and existing hiking trails in the Fjord Trail Corridor, providing a more cohesive trail network. The Fjord Trail South would provide more direct, and mostly off-road, pedestrian and bicycle access from the MNR Cold Spring train station to Little Stony Point and trails within HHSP, allowing Fjord Trail visitors, and visitors destined for other recreational resources, to bypass much of downtown Cold Spring and avoid using Fair Street, as they do today. While the Proposed Action also includes a potential Meander along Fair Street, pending coordination with the Village of Cold Spring, the Main Trail of Fjord Trail South would provide a more direct option to Little Stony Point and HHSP for pedestrians and bicyclists.

Visitors to the Fjord Trail would likely patronize local restaurants and businesses, particularly in downtown Cold Spring, generating pedestrian activity on Main Street and other local streets. However, providing access to the Fjord Trail and amenities via Dockside Park would divert hiker trips that arrive by train from using Main Street and Fair Street to access the hiking trails to the Dockside Park Fjord Trail entrance. This diversion would result in reducing the pedestrian demand on Main Street. Pedestrian volumes along local streets in Cold Spring would likely remain high in the future with the Proposed Action, but the Fjord Trail would not be expected to exacerbate crowding and this would not substantially alter the community character of the Village, which currently experiences crowding from the extensive existing trails and recreational resources nearby the Village.

To manage pedestrian activity and increased vehicle traffic from the Fjord Trail, a number of management demand strategies would be considered, such as incentivizing off-peak visitation and informing visitors of parking availability and potential congestion with variable message signs and parking apps.

As discussed in Chapter IV.N, “Emergency and Public Services – Fjord Trail South,” increased visitation would potentially increase demand on emergency service providers, but overall would not result in substantial change to the demand for police, fire, and medical response providers that already serve the area and respond to safety issues as a matter of course. At the same time, the Fjord Trail would also provide a more cohesive and safer connection between recreational resources, provide additional means of direct access to the trail network, and improve safety in Fjord Trail South Corridor. HHFT, Inc. will continue to coordinate with the state, county, and local providers of these services, as needed, to identify and address potential additional needs.

NOISE AND AIR QUALITY CHARACTERISTICS

Construction activities for development of Fjord Trail South would result in temporary increases in noise and emissions that may be disruptive to areas near the work zones. Construction activities within recreational areas (i.e., Little Stony Point and Dockside Park) may also temporarily disrupt park users. However, due to the linear nature of the project, construction activities would be transient along the Trail Corridor and would not remain in one place for the duration of the construction period. Further, in-water work would be restricted six months out of the year to protect aquatic species, and construction activities would be less intense during this six-month

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window throughout the construction period. As such, construction would not result in a significant adverse impact on noise and air quality characteristics of the area.

Once complete, Fjord Trail South would not be a substantial generator of noise or emissions as a pedestrian and bicycle trail. In addition, traffic increases would not result in substantial increases in noise or emissions, as discussed in Chapter IV.H, “Noise and Air Quality – Fjord Trail South.” As such, Fjord Trail South would not adversely affect the community character of the surrounding area with respect to noise and air quality.

E. CONCLUSION

The Fjord Trail would not be anticipated to result in a significant adverse impact on growth or community character of the Town of Philipstown and Village of Cold Spring during construction or operation of the trail. Construction activities would be temporary, and introduction of the Fjord Trail would be consistent with the character of this region of the Hudson Valley, which includes various preserves, trails, recreational facilities, and public open spaces. While the Fjord Trail would be anticipated to increase the number of visitors to the area, and to downtown Cold Spring, the Fjord Trail itself would be anticipated to absorb many of these new visitors. Further, these areas are already popular destinations currently characterized by high visitation, which would remain with implementation of the Fjord Trail. In addition, the Fjord Trail would provide an alternate and more direct means of access to area hiking destinations, reducing hikers’ use of the Village’s roadways including Main Street and Fair Street. As it is not anticipated that increased use of the area would have a significant adverse impact on the character of the local municipalities, no additional mitigation measures are expected to be required as a result of construction and operation of the Fjord Trail. *