## A. INTRODUCTION

The New York State Environmental Quality Review Act (SEQRA) requires a description and evaluation of a range of reasonable alternatives to the Proposed Action that are feasible considering the objectives and capabilities of the project sponsor and that may avoid or reduce identified impacts of the Proposed Action. The Applicant developed and evaluated numerous potential alignments and design variations to come up with options that best achieve project goals, as described in Chapter I, "Introduction and Background." After extensive review, various alternative alignments for each section of the overall Fjord Trail Corridor were selected for evaluation (see **Appendix V-1**).

This chapter describes and analyzes the potential environmental impacts of the alternatives to the proposed Fjord Trail that were identified in the Final Scoping Document. The purpose of this chapter is to compare potential impacts of identified alternatives to those of the proposed Fjord Trail (the Preferred Alternative). The following alternatives are evaluated:

- **Alternative 1—No Build/No Action Alternative:** SEQRA requires inclusion of the No Build/No Action Alternative (referred to herein as Alternative 1), which considers future conditions if the Proposed Action is not implemented.
- **Alternative 2—Alternative Alignment:** Under Alternative 2, the overall alignment for the Fjord Trail (including Fjord Trail North and Fjord Trail South) was considered in three reaches (Reach 1, 2 and 4 [1]), as shown on **Figures V-1 to V-3**. A total of eight alternative alignments were then evaluated for each of those three reaches. This chapter summarizes the highest scoring alternative alignment to the Preferred Alternative Alignment within each reach, as discussed below in Section C.

Potential environmental impacts from the alternatives have been assessed to a level of detail to allow reasonable comparison with the proposed Fjord Trail alignment of the Proposed Action (i.e., the Preferred Alternative). The alternatives have been assessed in the context of each applicable DGEIS subject area and the potential impacts of each alternative are compared to the potential impacts of the proposed Fjord Trail alignment.

Subsequent to the alternatives assessment presented in **Appendix V-1**, in response to ongoing public outreach, an additional alignment (Alignment 9) was developed for Reach 1 as presented in **Appendix V-2**. Alignment 9 would start at the MNR Cold Spring station, travel north adjacent to the west side of the MNR tracks past Dockside Park, where it would then connect to the Preferred Alternative alignment and continue along the west side of the MNR causeway to Little Stony Point. This is a newly identified alignment and is not included in Alternative 2. Further study must be conducted to determine whether this is a feasible alternative.

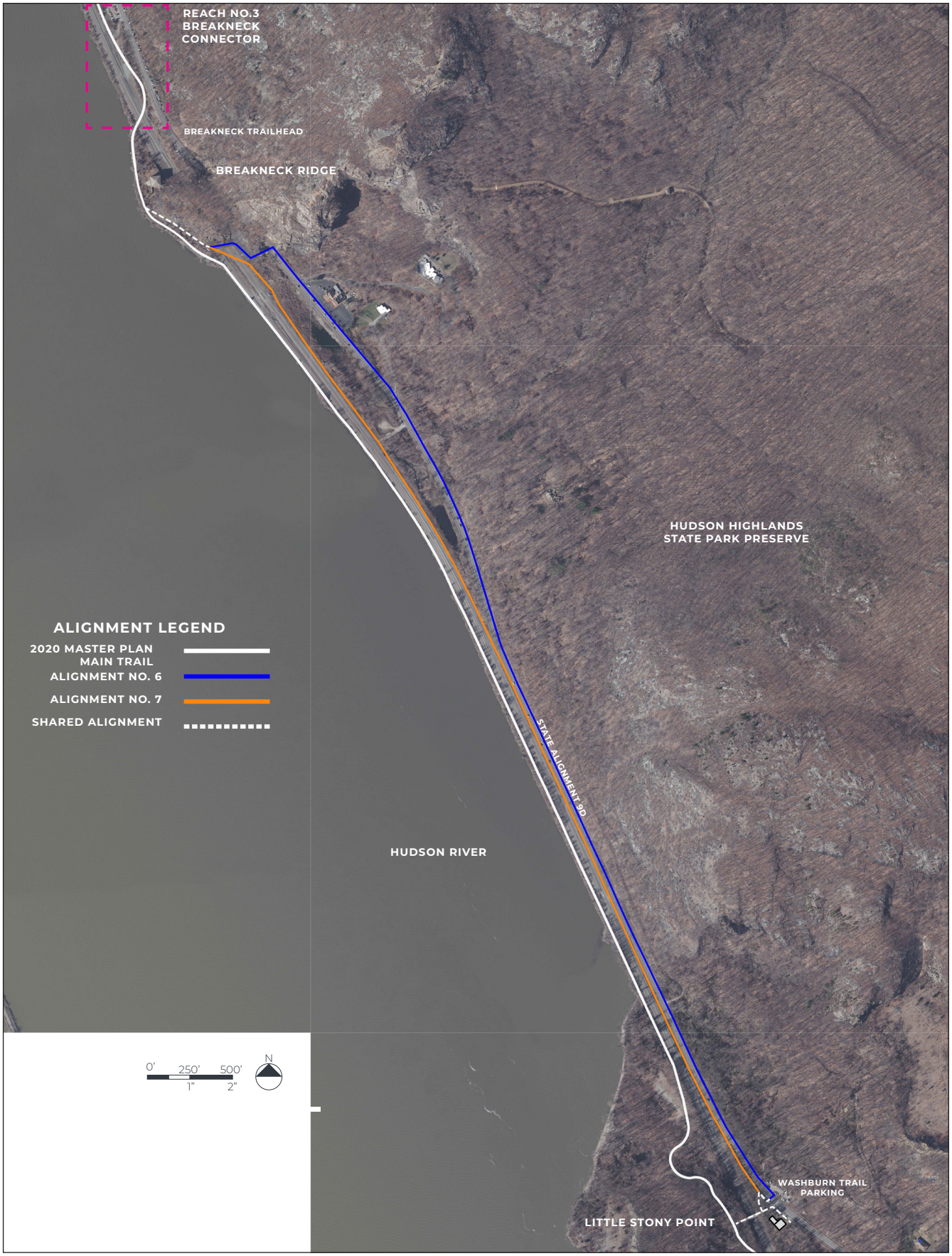
[1] Reach 3 is the Breakneck Connector and Bridge Project (BNCB) which is not part of this DGEIS.

8.16.24


Source: SLR 2021

Reach 1 Alternative Alignments:
Dockside Park to Little Stony Point

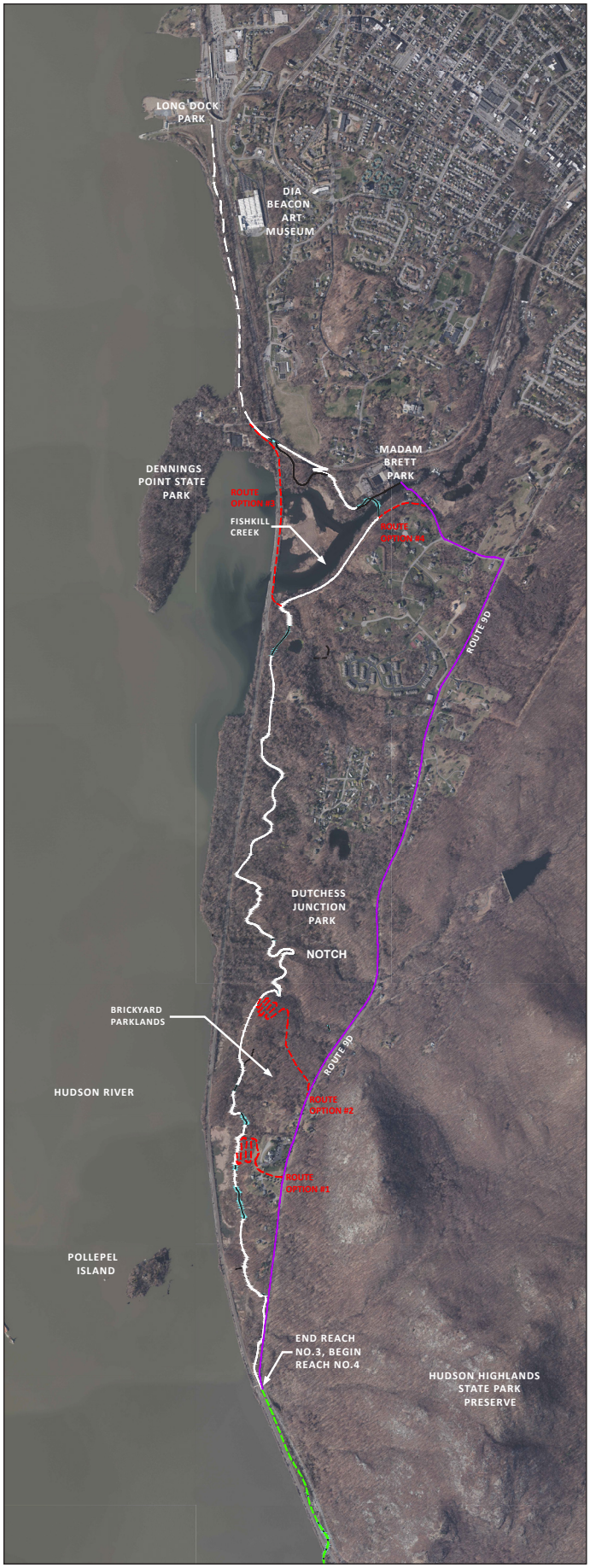
**Figure V-1**




Source: SLR 2021

Reach 2 Alternative Alignments:
Little Stony Point to Breakneck

8.16.24




ALIGNMENT LEGEND

- FJORD TRAIL NORTH
- ALIGNMENT NO. 8
- ROUTE OPTION
- SHARED ALIGNMENT
- REACH NO. 3 - BREAKNECK CONNECTOR

0' 800' 1600'
1" 2"
N

Source: SLR 2021

Reach 4 Alternative Alignments: Breakneck Connector to Beacon

**Figure V-3**

## B. ALTERNATIVE 1: NO BUILD/NO ACTION ALTERNATIVE

SEQRA requires an assessment of the No Action Alternative, which is defined as "the likely circumstances at the project site if the project does not proceed."

The No Action Alternative (Alternative 1) assumes that the Proposed Action, including the Fjord Trail between Cold Spring and Beacon and ancillary components (parking areas and restroom buildings) would not be developed. Under the No Action Alternative, the goal of the Proposed Action to transform the character of NYS Route 9D in the vicinity of the proposed Fjord Trail from that of a dangerous high-speed thoroughfare into a multi-modal recreational corridor that acknowledges the diverse needs of the motorists, pedestrians, and cyclists using it would not be reached. The No Action Alternative would also not meet the goals of the Proposed Action to address traffic safety concerns along NYS Route 9D or to provide a continuous off-road, multi-use trail that provides visual and physical connection to the Hudson River and surrounding streams and woodlands. The No Build/No Action Alternative also would not serve to encourage non-motorized travel between Cold Spring and Beacon and its associated tourism. This alternative also would not provide connections between existing recreational and open space resources in the corridor. The proposed Trail Corridor would remain as-is.

The No Action Alternative was not chosen as it would not achieve the goals of the Proposed Action as discussed above.

There are some projects and improvements (including the Breakneck Connector and Bridge Project [BNCB] and the planned repurposing of the Dutchess Manor site) that would occur independent of the Proposed Action; these projects are noted in the applicable sections below. BNCB would address some discrete traffic safety concerns, but would not fully transform the Fjord Trail Corridor.

### LAND USE AND ZONING

Under the No Action Alternative, no significant land use changes in the Fjord Trail Corridor are anticipated. The existing land uses within and along the Trail Corridor would remain substantially the same as in the current condition. As part of a separate action by Hudson Highlands Fjord Trail, Inc. (HHFT, Inc.) that is undergoing SEQR review by the Town of Fishkill, HHFT, Inc. intends to adaptively re-use the Dutchess Manor site, which it currently owns. As part of this adaptive re-use, the existing manor house would be stripped of its modern additions (totaling approximately 13,500 square feet), renovated, and restored to the original 1889 structure. The renovated building would serve as offices for HHFT, Inc., and would include a small visitor center for trail users. The existing parking lot would be improved and would accommodate up to approximately 180 spaces.

Zoning changes within the proposed Fjord Trail Corridor are anticipated to remain largely unchanged in the No Action Alternative. As part of the separate repurposing of the Dutchess Manor site, an adjacent property (14 Coris Lane), which HHFT, Inc. owns, is proposed to be rezoned from R-2A (One-Family Residence) to RB (Restricted Business) to match the zoning of the Dutchess Manor property, pending review and approval by the Town of Fishkill.

In the future without the proposed Fjord Trail, new shared-use recreation and commuting trails may be developed in the region, complying with stated goals in the various public policy documents that generically prioritize shared-use recreation and commuting trails and waterfront accessibility. Stated goals in the various public policy documents that reference necessary safety and accessibility improvements would be unmet, specifically regarding the safety hazards to

pedestrians and vehicles that exist along NYS Route 9D. Stated goals specifically referencing the concept of the Fjord Trail would also continue to be unmet.

## LAND OWNERSHIP, MANAGEMENT, AND MAINTENANCE

No significant changes would be anticipated to occur regarding land ownership, management, and maintenance of facilities within, along or adjacent to the Trail Corridor under the No Action Alternative. The existing trails within the Trail Corridor would remain substantially the same as in the current condition.

In the No Action Alternative, the BNCB would result in changes to maintenance, and management of Metro-North Railroad (MNR) right-of-way within or adjacent to the BNCB trail alignment in the vicinity of the MNR Breakneck Ridge train station. In addition, the Dutchess County Transportation Council (DCTC) is conducting a feasibility study for a rail trail along MNR's railbanked Beacon Line. However, at this stage, it is currently unknown whether any future implementation of a rail trail would result in changes to ownership of the rail corridor. Property ownership along the Trail Corridor would otherwise be expected to remain the same. While private property may change hands, significant use changes would not be anticipated given local land use controls implemented through zoning ordinances. The management and maintenance structure and agreements in place would be expected to be renewed, or new vendors sought to provide the same level of maintenance as in the current condition.

## LAND

Under the No Action Alternative, the Trail Corridor is expected to remain largely in its current condition, aside from planned work associated with the separate BNCB and Dutchess Manor projects. These separate projects would not result in substantial disturbance to surficial geology and soils, bedrock geology, or topography. Steep slopes along the Trail Corridor that have not yet been disturbed would remain undisturbed.

## WATER

Under the No Action Alternative, the Trail Corridor is expected to remain in its current condition and would be susceptible to projected sea level rise. There are no expected impacts to the aquatic environment, including the Hudson River, Fishkill Creek, tidal and freshwater wetlands and watercourses in the No Action Alternative.

## BIOLOGICAL RESOURCES

Under the No Action Alternative, ecological communities, habitats, and wildlife communities in the Trail Corridor would be expected to remain largely unchanged. The separate BNCB would involve the disturbance of about 1.7 acres of habitat and the separate Dutchess Manor project would result in minimal habitat disturbance.

### *ECOLOGICAL COMMUNITIES*

In the future without the Fjord Trail, the existing ecological communities in and along the Trail Corridor would remain largely the same as under the existing conditions, aside from habitat disturbance associated with the BNCB.

*FLORA*

In the future without the Fjord Trail, vegetation in the area would remain largely the same as at present. As such, the flora within and around the Trail Corridor would be expected to remain unchanged, aside from habitat disturbance associated with the BNCB.

*FAUNA*

In the future without the Fjord Trail, habitats in the area would remain largely the same as at present, aside from habitat disturbance associated with the BNCB. Wildlife communities around the Trail Corridor would be expected to remain unchanged and composed of the same species as under existing conditions.

## HISTORIC AND ARCHAEOLOGICAL RESOURCES

Under the No Action Alternative, significant changes to historic or archaeological resources are not anticipated, with the exception of Dutchess Manor. As noted above under "Land Use and Zoning," Dutchess Manor, an S/NR-listed property, located along the Fjord Trail Corridor and owned by HHFT, Inc., is planned to be adaptively re-used as staff offices for HHFT, Inc. and a small visitor center and public parking, independent of the Fjord Trail project. As part of this adaptive re-use, the existing manor house would be stripped of its modern additions and restored to the original 1889 structure. These modifications are expected to enhance the historic character-defining features of the resource.

In the future without the Fjord Trail, the condition of architectural resources in the Area of Potential Effects (APE) could change. Properties listed on the State/National Register of Historic Places (S/NR) are protected against effects resulting from projects sponsored, assisted, or approved by state agencies under the New York State Historic Preservation Act of 1980. Architectural resources that are listed on the S/NR or that have been found eligible for listing are also given a measure of protection under Section 106 of the National Historic Preservation Act from the effects of projects sponsored, assisted, or approved by federal agencies. Although preservation is not mandated, federal agencies must attempt to avoid adverse effects on such resources through a notice, review, and consultation process. Private owners of properties eligible for or listed on the S/NR using private funds can alter or demolish their properties without such a review process.

## SCENIC RESOURCES

Under the No Action Alternative, the visual character of the Trail Corridor would remain largely unchanged. The Trail Corridor would remain wooded and undeveloped but for the existing MNR Hudson Line tracks, NYS Route 9D, various parks, some commercial establishments, and residences scattered along its length. The BNCB would include a new trail and restroom buildings along NYS Route 9D, but would be consistent with existing transportation infrastructure (NYS Route 9D and the MNR tracks) and would not substantially alter the visual or scenic character of the area. The Dutchess Manor project would change the appearance of the property, but it would not substantially change views of or from surrounding areas.

## NOISE AND AIR RESOURCES

Under the No Action Alternative, no changes would be expected to noise levels. There would be no on-site noise generated from construction activity and no off-site noise associated with potential future increases in traffic from the Fjord Trail.

Air quality in the area would generally continue to improve under the No Action Alternative due to federal and state efforts at reducing emissions from all sources. No emissions would be generated from construction activity and there would be no increase in emissions associated with potential future increases in vehicular traffic that would have been anticipated with the Fjord Trail.

**RECREATION AND OPEN SPACE RESOURCES, ACCESSIBILITY**

Under the No Action Alternative, some improvements are planned at recreational spaces along and adjacent to the Fjord Trail Corridor.

At Denning's Point, OPRHP is planning a cleanup of a vacant steel structure that is south of the entrance and plans to install photovoltaic solar panels.

The planned repurposing of Dutchess Manor would create a parking area and small visitor center for area trail users. The site would also be served by a planned a shuttle that would be implemented in conjunction with the BNCB and Dutchess Manor projects to transport visitors between trailheads, parking areas, and train stations along the Trail Corridor between Beacon and Cold Spring.

The BNCB will include: a half-mile shared-use trail and new bridge over the MNR tracks, improved parking areas along NYS Route 9D, trail connections to two different trailheads within the Hudson Highlands State Park Preserve (HHSPP) including the Breakneck Ridge Trail, the addition of two restroom buildings, upgrades to the MNR Breakneck Ridge train station and platforms, relocation of the power lines from the western side of NYS Route 9D to the eastern side, installation of a trail steward station, and upgrades to the Upper Overlook area along Breakneck Ridge Trail.

At Little Stony Point, the Little Stony Point Citizens Association (LSPCA) has been awarded a grant from the Environmental Protection Fund's Park and Trail Partnership Grants program to improve public access to Little Stony Point by re-engineering and restoring the Gateway Trail at Fair Street, which has been severely eroded. The improvements will include interpretive signage along the Gateway Trail, enhanced ADA access to programming at their Volunteer Center, and the Park Visitor Center, by resurfacing the adjacent parking area, and improved accessibility to Little Stony Point's riverfront area by restoring the eroded ramp to the bridge entrance to the Little Stony Point peninsula.[2]

**GROWTH AND COMMUNITY CHARACTER**

Under the No Action Alternative, the number of visitors to the area 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 remain as is, and that existing regional tourism and development trends would continue.

**SOCIOECONOMICS**

Temporary construction jobs related to development of the Fjord Trail would not be generated with the No Action Alternative. Increases in the number of visitors and associated spending at local businesses, which would result from development of the Fjord Trail, would not occur with the No Action Alternative. Municipal expenditures on the properties that would comprise the Fjord Trail Corridor would be expected to remain similar to present levels.

[2] https://littlestonypoint.org. Accessed April 26, 2024.

## TRAFFIC AND TRANSPORTATION

With the No Action Alternative, no project-generated traffic would occur on the existing street network, and no additional parking demands related to improved pedestrian and bike connectivity between Cold Spring and Beacon would be anticipated.

Under the No Action Alternative, improvements to parking, safety along NYS Route 9D, and pedestrian and bicycle facilities would occur in connection with the approximately 0.5-mile BNCB. However, the full safety improvements and benefits from the cohesive connection between recreational resources along the Fjord Trail Corridor would not be realized under the No Action Alternative. Pedestrians and bicyclists arriving by MNR in Cold Spring would continue to use Main Street, Fair Street, and NYS Route 9D, which lack full pedestrian facilities, to access HHSPP trails.

*PARKING*

As part of the BNCB, parking for up to about 105 cars will be provided in formal parking lots and formal parallel parking along NYS Route 9D, including designated space for three emergency vehicles and four ADA Accessible parking spaces.[3] This new parking would replace the existing, informal, unstriped lot and parallel parking on either side of NYS Route 9D north of the tunnel that accommodates up to 158 vehicles. The BNCB parking is meant to eliminate the existing haphazard parking conditions and the resulting unsafe conditions in this area. The BNCB is scheduled for completion by fall 2025. Additionally, under the No Action Alternative, up to approximately 180 spaces would be provided as part of the separate adaptive re-use of the Dutchess Manor, noted above.

*TRAFFIC AND ACCESS*

Based on available information, there are no planned major roadway improvement projects scheduled through 2033 (the analysis year for the Fjord Trail traffic assessment) that would affect traffic patterns along the Fjord Trail Corridor. However, the existing lighting system in the NYS Route 9D Breakneck Tunnel is planned to be updated by the New York State Department of Transportation (NYSDOT). This lighting project would replace the existing lighting system and would make repairs to the tunnel only to accommodate the installation of a replacement light system. This project is scheduled for completion in January 2026.

*TRANSIT*

Based on available information, no significant changes in public transportation/transit conditions are expected under 2033 No Action traffic conditions. While a minor increase in public transit ridership is expected with the general background growth, it is the practice of the transit agencies (MNR, Dutchess County Public Transit) to adjust their operating schedules to reflect demand as needed.

As part of the BNCB, HHFT, Inc. will replace the MNR Breakneck Ridge train station platforms with longer ADA Accessible platforms, which will decrease the time riders need to exit the train. These upgrades will improve transit access to the existing HHSPP trails in the vicinity.

Under the No Action Alternative, in association with the BNCB, HHFT, Inc. proposes to operate a shuttle service between the MNR Beacon and MNR Cold Spring train stations, with various

[3] Accessible parking spaces are parking spaces designed to comply with standards of the American with Disabilities Act (ADA) and are designed to provide reserved parking spaces for people with disabilities.

stops along the Fjord Trail Corridor, including the BNCB, Dutchess Manor (upon completion of the planned repurposing of the site), and Little Stony Point/Washburn Trail providing patrons the ability to move from parking areas to existing trailheads and HHSPP access points without the need to park at the desired trail entry location. The frequency and specific route details will be determined at a future date. Other BNCB-related improvements that would come online in the future under the No Action Alternative include e-signage along area roadways and e-parking apps alerting visitors to available parking in real-time and allowing drivers to pay for parking electronically.

Additionally, Putnam County's Cold Spring Trolley is expected to continue carrying visitors to the MNR Beacon and Cold Spring Stations and various other stops providing access to trailheads between the stations.

*VEHICLE AND PEDESTRIAN SAFETY*

The No Action Alternative would not address vehicular or pedestrian safety issues along the entirety of the Fjord Trail Corridor except for those improvements associated with the 0.6-mile BNCB that will include:

- Creating an off-road shared-use path connection between the Breakneck Ridge MNR train station and the Breakneck Ridge trailhead to keep pedestrians out of the roadway;
- Formalizing parking lots and demarcating on-street parking and emergency vehicle staging along NYS Route 9D in the 0.5-mile section north of the Breakneck tunnel and eliminating nose-in and other dangerous parking conditions; and
- Proposed reduction of the speed limit on NYS Route 9D from 55 to 40 mph and adding pedestrian crossings and other features to improve safety, pending coordination with and approval by NYSDOT.

**INFRASTRUCTURE**

Under the No Action Alternative, significant background growth is not anticipated that would require additional water, wastewater, electric and roadway infrastructure in the Fjord Trail Corridor.

**EMERGENCY AND PUBLIC SERVICES**

Under the No Action Alternative, demand for emergency services in the area of HHSPP Trailheads along NYS Route 9D could increase over time due to the ongoing growth in the number of visitors to the area's recreational resources, which can be expected to continue. Changes in emergency calls along the northern portion of the Fjord Trail Corridor would be expected to remain little changed under the No Action Alternative. Existing pedestrian safety and emergency access issues along a small portion of NYS Route 9D would be addressed through the BNCB.

**HAZARDOUS MATERIALS ASSESSMENT**

No ground disturbance associated with the Proposed Action would occur under the No Action Alternative. Currently, there are no hazardous materials concerns within or along the Fjord Trail Corridor, as the uplands surrounding the alignment are utilized as parkland, recreational trails, and public access areas. As such, there would be no significant concerns regarding hazardous materials under the No Action Alternative.

## C. ALTERNATIVE 2: ALTERNATIVE ALIGNMENT

As previously noted, under Alternative 2, the overall Fjord Trail Corridor (including the Fjord Trail North and Fjord Trail South Corridors) was divided into three reaches. Various alignments were then evaluated for each reach. Reach 1 includes the section from Dockside Park to Little Stony Point; Reach 2 includes the section from Little Stony Point to the southern end of the BNBC; and Reach 4 includes the section from the northern end of the BNCB to Beacon (Long Dock Park) (see **Figures V-1 to V-3**).

As part of the alternative alignments analysis presented in **Appendix V-1**, Reach 1 considered five alignments (Alignments 1 to 5) (see **Figure V-1**), Reach 2 considered two alignments (Alignments 6 and 7) (see **Figure V-2**), and Reach 4 considered one alignment (Alignment 8, with four route options that would provide connectivity between Alignment 8 and the Preferred Alternative alignment) (see **Figure V-3**). Based on the detailed evaluation provided in **Appendix V-1**, this assessment summarizes the highest scoring alternative alignment within each reach, which includes Reach 1–Alignment 1, Reach 2–Alignment 7, and Reach 4–Alignment 8. Combined, these alignments within each reach form Alternative 2: Alternative Alignment.

Reach 1–Alignment 1 would include a new pedestrian bridge within Dockside Park over the MNR tracks and then continue north along the east side of the tracks (instead of the west side, as with the Preferred Alternative) to Little Stony Point (see **Figure V-1**). Reach 2–Alignment 7 would continue north along the east side of the MNR tracks instead of the west (see **Figure V-2**). At the northern end of Reach 2–Alignment 7, an additional new pedestrian bridge would need to be constructed over the MNR tracks, then the trail would traverse the rock face of Breakneck Ridge via a new cantilevered section of trail to connect to the BNCB. Reach 4–Alignment 8 would parallel the proposed Preferred Alternative alignment until just south of Hartsook Lane, at which point Alignment 8 would continue to run parallel to NYS Route 9D into Beacon and then turn west, running parallel to Grandview Avenue and South Avenue (see **Figure V-3**). Reach 4–Alignment 8 would cross Fishkill Creek by renovating the existing remnants of the Tioronda Bridge. Reach 4–Alignment 8 would utilize existing trails in Madam Brett Park before rejoining the proposed Preferred Alternative alignment just west of the former Tioronda Hat Works Factory.

The detailed evaluation in **Appendix V-1** also contemplated four Optional Routes within Reach 4 (BNCB to Beacon) that would provide connectivity between the Preferred Alternative alignment and Reach 4–Alignment 8, thus allowing Reach 4–Alignment 8 to diverge from following NYS Route 9D (see **Figure V-3**). Route Option #3, which would divert to the west just south of Fishkill Creek, crossing the mouth of Fishkill Creek along the MNR causeway to connect to Denning's Point, was deemed infeasible due to lack of support for use of the MNR causeway within its alignment. Route Option #4, which would continue east along the utility easement to reach South Avenue, was deemed infeasible due to potential impacts to private property owners within its alignment. The remaining two Optional Routes were deemed feasible for providing options for Alignment 8 to diverge from following NYS Route 9D. However, due to the overall length of the trail, area of disturbance within steep grades, and private property impacts, these route options were not considered prudent alternative alignments. As these Optional Routes are not fully connected alignments, they are not summarized further in this chapter; refer to **Appendix V-1** for more detail on these Optional Routes.

Alternative 2 (incorporating Reach 1–Alignment 1, Reach 2–Alignment 7, and Reach 4–Alignment 8) would not meet certain aspects of the Project's goals. When compared to the proposed Preferred Alternative, Alternative 2 would not provide the same level of increased safety

for pedestrians, hikers, and cyclists given the length of trail that would be located along NYS Route 9D and the number of driveway and intersection crossings required. The alignment of Alternative 2 on the eastern side of the railroad tracks for nearly the entire stretch south of Breakneck Ridge and along NYS Route 9D for certain sections would limit the Alternative's ability to highlight the natural beauty of the Hudson River shoreline. Overall, Alternative 2 would be less compatible with Accessibility goals; would require a new pedestrian bridge within Dockside Park over the MNR tracks and an additional bridge over the MNR tracks near Breakneck Ridge; and certain sections of Alternative 2 would require construction on steeper slopes (with some up to 7.5 or 8 percent) and narrower trail widths, at times less than 10 feet.

Ultimately, Alternative 2 was not chosen as it would not fully achieve the goals of the Proposed Action as discussed above.

The assessment of Alternative 2 is provided in the following sections.

**LAND USE AND ZONING**

*REACH 1 – ALIGNMENT 1*

There would be no anticipated differences between Reach 1–Alignment 1 and the proposed Preferred Alternative alignment regarding land use or zoning. However, several adopted public policy documents prioritize goals that provide or improve riverfront access and/or views. These documents include the *Town of Philipstown Comprehensive Plan*, the *Village of Cold Spring Comprehensive Plan*, and the *Putnam and Dutchess County's Greenway Pathways Compact*. When compared to the proposed Preferred Alternative, Reach 1–Alignment 1 would be less consistent with the goals of these documents to provide or improve riverfront access due to the location of the alignment almost entirely on the east side of the railroad tracks.

*REACH 2 – ALIGNMENT 7*

There would be no anticipated differences between Reach 2–Alignment 7 and the proposed Preferred Alternative alignment regarding land use or zoning. However, as noted above for Reach 1–Alignment 1, several public policy documents involve goals to provide or improve riverfront access and/or views. Reach 2–Alignment 7 would be less consistent with these goals due to the location of the alignment almost entirely on the east side of the railroad tracks.

*REACH 4 – ALIGNMENT 8*

There would be no anticipated differences between Reach 4–Alignment 8 and the proposed Preferred Alternative alignment regarding land use or zoning, aside from private property impacts noted under the Land Ownership section below.

Adopted public policy documents, such as the *Fahnestock/Hudson Highlands Master Plan/EIS*, include goals to protect rare plant and animal species and natural communities. In this regard, Reach 4–Alignment 8 would be more consistent with these goals than the proposed Preferred Alternative alignment due to the location of Alignment 8 along NYS Route 9D. On the other hand, policy documents, including *Walk Bike Dutchess: The Pedestrian & Bicycle Plan for Dutchess County, New York* and *Moving Dutchess Forward*, prioritize safety issues for pedestrians and bicycles. Reach 4–Alignment 8 would be less consistent than the proposed Preferred Alternative alignment in terms of safety due its proximity to NYS Route 9D for much of the alignment. Reach 4–Alignment 8 would be less consistent than the proposed Preferred Alternative in terms of *Putnam and Dutchess County's Greenway Pathways Compact's* goal to provide Hudson River access through the Meanders.

## LAND OWNERSHIP, MANAGEMENT, AND MAINTENANCE

*REACH 1 – ALIGNMENT 1*

Reach 1–Alignment 1 would require approvals from MTA/MNR for the 23 feet of required vertical clearance for a new 200-foot-long pedestrian bridge to be constructed over the MNR tracks. Without this approval, Reach 1–Alignment 1 would be infeasible. The proposed Preferred Alternative alignment within Reach 1 does not require any new additional pedestrian bridges to be constructed over the MNR tracks.

A management and maintenance agreement with MTA/MNR would be required to allow for construction and maintenance of a new pedestrian bridge as proposed by Reach 1–Alignment 1. The proposed Preferred Alternative alignment would not require such an agreement.

*REACH 2 – ALIGNMENT 7*

Like Reach 1–Alignment 1, Reach 2–Alignment 7 would require approvals from MTA/MNR for vertical clearance for another pedestrian bridge to be constructed over the MNR tracks to allow for a pedestrian bridge back over to the western side of the tracks before joining the BNCB. The proposed Preferred Alternative alignment within Reach 2 does not require construction of any new pedestrian bridges over the MNR tracks.

As with Reach 1–Alignment 1, a management and maintenance agreement with MTA/MNR would be required to allow for construction of a new pedestrian bridge and cantilevered trail section proposed by Reach 2–Alignment 7. The proposed Preferred Alternative alignment would not require such an agreement.

*REACH 4 – ALIGNMENT 8*

Reach 4–Alignment 8 would impact approximately 30 private residential properties, including 15 private driveway crossings, one commercial driveway crossing, one private road crossing, and three unsignalized road crossings. At a minimum, temporary construction access would be required; permanent easements would likely be needed. Some locations where this alternative alignment would parallel NYS Route 9D contain stone walls and other residential improvements within 10 feet from the edge of the road, thereby, in certain locations, constricting the trail width to 10 feet and potentially requiring removal of some improvements.

Reach 4–Alignment 8 would require use of an additional section of existing trail within Madam Brett Park as compared to the proposed Preferred Alternative alignment. This trail section would need to be included in the agreement between HHFT, Inc. and Scenic Hudson for operating and improving the Main Trail within the Madam Brett Park property.

## LAND

*REACH 1 – ALIGNMENT 1*

A 200-foot-long pedestrian bridge over the railroad tracks at the northern edge of Dockside Park would be required for Reach 1–Alignment 1. The transition back to an at-grade trail within Dockside Park would also require considerable length of elevated trail. Reach 1–Alignment 1 would contain approximately 400 linear feet of elevated trail sloped at 7.5 percent and approximately 600 linear feet of elevated trail sloped at 5 percent. To reach the grade of the existing bridge at the northern end of the causeway to Little Stony Point, Reach 1–Alignment 1 would either need to utilize 400 feet of elevated structure at 8 percent slope with required level landings or a minimum of 600 feet of elevated structure at 5 percent slope. Although Reach 1–

Alignment 1 would safely accommodate users, this alternative would require steeper grades than the proposed Preferred Alternative alignment within this reach, which would require 600 linear feet sloped at 5 percent. Impacts to soils, bedrock and topography resulting from Reach 1–Alignment 1 would be expected to be similar to that of the proposed Preferred Alternative alignment.

*REACH 2 – ALIGNMENT 7*

Reach 2–Alignment 7 would require an elevated structure to cross a drainage swale along NYS Route 9D. As Reach 2–Alignment 7 departs from NYS Route 9D, it would either require an elevated structure or approximately 1,400 cubic yards of fill. Farther north, this alignment would require approximately 600 linear feet of elevated structure at 5 percent slope before the additional new bridge over the railroad tracks. The alignment would also require approximately 450 linear feet of elevated structure at 6 percent slope to provide cantilevered structure along an exposed rock face before connecting to the trail alignment within the BNCB. Comparatively, the proposed Preferred Alternative alignment does not require such slopes within Reach 2. Portions of Reach 2–Alignment 7 would be less than the minimum 10-foot width needed for Accessibility due to setback requirements from the MNR tracks.

Just north of where Reach 2–Alignment 7 crosses Breakneck Brook, the elevation of the MNR access driveway would need to be raised to allow it to cross the trail, which would utilize an elevated structure in this location. Overall, impacts to soils, bedrock, and topography resulting from Reach 2–Alignment 7 would be expected to be similar to that of the proposed Preferred Alternative, with the exception of the added impact of the cantilevered structure that would be attached to the exposed rock face of Breakneck Ridge.

*REACH 4 – ALIGNMENT 8*

Reach 4–Alignment 8 would include approximately 2.5 miles of trail located parallel to the western edge of NYS Route 9D. As such, it would result in less overall earthwork as compared to the proposed Preferred Alternative alignment. However, due to the location of the guard rail and utility poles and provision of a two-foot buffer from the utility poles, the nearest edge of the trail under Reach 4–Alignment 8 would be a minimum of eight feet from the edge of the road. This would result in a distance of approximately four feet from the road in some locations and thus the trail in these areas would require retaining walls, fill, and graded slopes. Approximately 5,500 linear feet of this alignment would require fill where it parallels NYS Route 9D within the vicinity of Dutchess Manor.

In some areas, there are embankments, rockface, stone walls, or other residential improvements within ten feet of the edge of the road. Some sections do not have a shoulder along NYS Route 9D and therefore would require impacts to private property, permanent easements, or other considerations. Impacts to soils, bedrock and topography resulting from Reach 4–Alignment 8 would be expected to be less than that of the proposed Preferred Alternative.

**WATER**

*REACH 1 – ALIGNMENT 1*

Reach 1–Alignment 1 would travel along the east side of the railroad tracks, a portion of which would be over land, whereas the western side of the tracks (where the Preferred Alternative would be sited) is entirely along the Hudson River shoreline. As the existing causeway culvert structure does not extend as far out into the tidal wetland on the east as it does into the Hudson River on the west where the proposed Preferred Alternative alignment is sited, potential shading related

impacts might be reduced. While the extent of in-water structure would be about half that of the Preferred Alternative in this section, as the eastern edge of the MNR causeway abuts land for about half its length, construction of roughly half of Reach 1–Alignment 1 would be conducted from within the tidal wetland on the east side of the tracks, which is very shallow at low tide. Impacts to this surface water resource would be difficult to avoid. The Preferred Alternative would be constructed using a top-down construction method, where construction would occur from the trail itself as it is built using a multi-tool excavator and a crane, which would reduce in-water impacts. Portions of Reach 1–Alignment 1 would also require construction access from the Village of Cold Spring's Mayor's Park, wastewater treatment and highway garage/public works facilities, which would be avoided with the Preferred Alternative.

Overall, impacts to surface waters resulting from Reach 1–Alignment 1 would be expected to be roughly the same as that of the proposed Preferred Alternative.

Impacts to groundwater are not expected under either alternative, and stormwater-related impacts would be similar as both alternatives would require stormwater management practices that comply with State guidelines.

*REACH 2 – ALIGNMENT 7*

The location of Reach 2–Alignment 7 along the east side of the railroad tracks would eliminate the need for in-water (Hudson River) disturbance within this reach as would be required for the proposed Preferred Alternative. However, as Reach 2–Alignment 7 curves westward to follow the railroad tracks instead of NYS Route 9D, it enters a lowland area with tidally influenced pools and wetlands. A culvert directly connects the area to the Hudson River. The water storage capacity within this area will be critical in the future as sea level rises. Therefore, impacts within this area would require in-depth hydrologic analysis.

Reach 2–Alignment 7 would utilize an elevated structure to cross a drainage swale and 1,400-square foot flagged wetland (with an approximately 230-linear foot crossing) and would result in a direct impact to this wetland. The elevated structure would likely be constructed as a center pier boardwalk to ensure unimpeded drainage. Retaining walls deemed necessary would require further evaluation for impacts to drainage.

As Reach 2–Alignment 7 continues curving westward to follow the railroad tracks, the trail would require approximately 1,000 linear feet near a second flagged wetland. The alignment would have to continue as an elevated structure to lessen direct impacts to this wetland. Alternatively, fill could be used instead of an elevated structure, but this would then require clearing of approximately 1,500 linear feet of vegetation along the wetland edge. The trail in this area would have to be constructed within the wetland to provide a trail width of greater than six feet. North of this wetland area, Reach 2–Alignment 7 would require a structure to cross Breakneck Brook. Reach 2–Alignment 7 would also be near a third flagged wetland prior to an additional new bridge over the railroad tracks to connect to BNCB. Impacts to water resulting from Reach 2–Alignment 7 would be expected to be slightly greater than that of the proposed Preferred Alternative.

Impacts to groundwater are not expected under either alternative, and stormwater-related impacts would be similar as both alternatives would require stormwater management practices that comply with State guidelines.

*REACH 4 – ALIGNMENT 8*

Reach 4–Alignment 8 would require three elevated structures to cross Gordons Brook, Wades Brook, and a drainage outfall prior to Wades Brook.

The crossing at Fishkill Creek would renovate the existing remnants of the Tioronda Bridge, (currently no decking; just piers and horizontal structure remain) that connects to Madam Brett Park, then would continue along the existing boardwalk on the north side of Fishkill Creek. The existing bridge would need to be renovated to allow pedestrian use, but in-water impacts would not be expected unless an inspection finds current structure insufficient for pedestrian use. No new direct impacts to the bed or banks of Fishkill Creek would be anticipated under Reach 4–Alternative 8, whereas the proposed Preferred Alternative would likely require in-water piers for the pedestrian/bicycle bridge, to be confirmed as design advances. Reach 4–Alignment 8 would result in slightly less overall shading of aquatic habitat as the existing bridge, has no deck, but the structure is in place, and it is shorter than the new bridge span over the creek as proposed with the proposed Preferred Alternative alignment. Overall, Reach 4–Alignment 8 would likely have a slightly lesser impact on surface waters than the proposed Preferred Alternative alignment.

Impacts to groundwater are not expected under either alternative, and stormwater-related impacts would be similar as both alternatives would require stormwater management practices that comply with State guidelines.

**BIOLOGICAL RESOURCES**

*REACH 1 – ALIGNMENT 1*

Reach 1–Alignment 1 would require clearing of approximately 5,000 square feet within Dockside Park for the bridge landing. Comparatively, the proposed Preferred Trail alignment within Dockside Park would require approximately 3,000 square feet of clearing of scrub shrub. Both alignments would result in similar impacts to biological resources and terrestrial communities along the MNR tracks and within Little Stony Point.

Unlike the proposed Preferred Trail alignment, construction of Alignment 1 would result in direct disturbance to the tidal wetland habitat, including bottom sediments and associated wildlife, to the east of the railroad causeway. Impacts to biological resources resulting from Reach 1–Alternative 1 would likely be greater than that of the proposed Preferred Alternative.

*REACH 2 – ALIGNMENT 7*

Reach 2–Alignment 7 would utilize an elevated structure to cross a drainage swale and 1,400-square foot flagged wetland (with an approximately 230-linear foot crossing). To allow adequate light and space for vegetation growth, the trail would have to be elevated at least four feet. Retaining walls deemed necessary would require further evaluation for impacts to wildlife movement.

As Reach 2–Alignment 7 departs from NYS Route 9D and curves westward to follow the railroad tracks, the trail would require approximately 1,000 linear feet of disturbance in close proximity to a second flagged wetland. The alignment would have to continue as an elevated structure to lessen direct impacts to this ecological community. Alternatively, fill could be used instead of an elevated structure, but this would then require clearing of approximately 1,500 linear feet of vegetation along the wetland edge. Reach 2–Alignment 7 would also be in close proximity to a third flagged wetland prior to an additional new bridge over the railroad tracks to connect to BNCB. The proposed Preferred Alternative would avoid all impacts to these wetlands and the areas adjacent but would result in impacts along the Hudson River shoreline. As such, Reach 2–Alignment 7 and the proposed Preferred Alternative would result in similar impacts to biological resources.

*REACH 4 – ALIGNMENT 8*

The location of Reach 4–Alignment 8 along NYS Route 9D and other roadways would reduce the impacts to wildlife and ecological communities as compared to the proposed Preferred Alternative alignment, as it would be sited within relatively undisturbed habitat. The alternative alignment would require approximately 1.9 acres of tree clearing. Given the tendency of the creation of trails to facilitate the spread of invasive species, the location of Reach 4–Alignment 8 along the roadway, rather than through forested areas along the proposed Preferred Alternative, could result in less potential for invasive species to spread into interior forested area. In addition, the location of Reach 4–Alignment 8 along the roadway would also result in reduced impacts to listed plant and animal species. As discussed further below under Section D, additional assessments of flora and fauna will be conducted to inform future planning of the alignment in a portion of this area to avoid impacts to sensitive species. Overall, Reach 4–Alignment 8 would result in a lesser impact to biological resources than the proposed Preferred Alternative alignment.

**HISTORIC AND ARCHAEOLOGICAL RESOURCES**

*REACH 1 – ALIGNMENT 1*

As noted above, additional vegetation clearing in Dockside Park and a new pedestrian bridge over the MNR tracks would be required for Reach 1–Alignment 1, which could result in the trail being slightly more visible from the Cold Spring Historic District.

Due to the location of Reach 1–Alignment 1 on the east side of the railroad tracks, it could be slightly more visible than the proposed Preferred Alternative alignment, located on the west side of the railroad tracks, to the potential architectural resource located at 117 Fair Street. Impacts to historic resources under either alternative are expected to be similar.

No archaeological resources were identified along this portion of the Fjord Trail Corridor.

*REACH 2 – ALIGNMENT 7*

There would be no anticipated differences between Reach 2–Alignment 7 and the proposed Preferred Alternative alignment regarding historic and archaeological resources.

*REACH 4 – ALIGNMENT 8*

Reach 4–Alignment 8 would be located along the west side of NYS Route 9D in the vicinity of Dutchess Manor and as such would require a commercial driveway crossing at the entrance to Dutchess Manor, whereas the Preferred Alternative alignment would be along the rear of the property and downslope of the building and less visible. The proposed Preferred Alternative alignment would include a Connector Trail to Dutchess Manor, and as such, both alternatives would connect to the site. With Reach 4–Alignment 8, archaeological resources along the section of the Fjord Trail Corridor that is proposed through the wooded area between BNCB and Fishkill Creek would be avoided.

Overall, Reach 4–Alignment 8 would result in roughly the same impact to historic resources and reduced impacts to archaeological resources as compared to the proposed Preferred Alternative alignment.

## SCENIC RESOURCES

*REACH 1 – ALIGNMENT 1*

The pedestrian bridge and elevated trail required in Dockside Park for Reach 1–Alignment 1 would affect views of the Hudson River for five homeowners in the Northern Gate development on Stone Road for approximately 400 linear feet and would impact the aesthetics of the eastern edge of Dockside Park. The proposed Preferred Alternative would not result in these impacts. Views to the Hudson River taken in by visitors on the trail from Reach 1–Alignment 1 would have the railroad tracks in the foreground. Views from this alignment would also include the adjacent municipal facilities to the east thereby reducing the benefits of a trail along the water's edge. The visual impacts from other assessed locations would be similar for Reach 1–Alignment 1 and the proposed Preferred Alternative. Additionally, views of Reach 1–Alignment 1 and the proposed Preferred Alternative from the west side of the Hudson River would be similar. Therefore, Reach 1–Alignment 1 would be expected to have slightly greater visual impacts than the proposed Preferred Alternative alignment both on the visual character of the surrounding area and on views from public viewpoints.

*REACH 2 – ALIGNMENT 7*

Views to the Hudson River from Reach 2–Alignment 7 would have the railroad tracks in the foreground. A portion of Reach 2–Alignment 7 would be located along the heavily trafficked NYS Route 9D. Reach 2–Alignment 7 would alter the views of Breakneck Ridge due to the need for another bridge over the MNR tracks and then to attach a cantilevered trail to the rock face to connect to the BNCB. Therefore, Reach 2–Alignment 7 would have greater visual impacts than the proposed Preferred Alternative alignment both on the visual character of the surrounding area and on views from public viewpoints.

*REACH 4 – ALIGNMENT 8*

Much of Reach 4–Alignment 8 would be located along the heavily trafficked NYS Route 9D. Reach 4–Alignment 8 would traverse front yards of approximately 30 residential properties. The benefits realized by the proposed Preferred Alternative (a trail through the woods and near wetland resources) would not be realized by Reach 4–Alignment 8 design. Impact to views of the trail from public viewpoints would be similar to those assessed for the proposed Preferred Alternative. Overall, Reach 4–Alignment 8 would result in roughly the same impact to scenic resources as the proposed Preferred Alternative alignment.

## NOISE AND AIR RESOURCES

*REACH 1 – ALIGNMENT 1*

Reach 1–Alignment 1 and the Preferred Alternative alignment would have similar proximities to residential, recreational, and commercial land uses, and would therefore have similar noise impacts during construction. Both alternatives would also require landside access for construction, with construction vehicles and equipment likely gaining access through Little Stony Point and Dockside Park for each alternative. Reach 1–Alignment 1 would also potentially require access through Mayor's Park, but noise associated with construction activities would overall be similar for both alternatives.

Reach 1–Alignment 1 would include a portion of trail near the Cold Spring Wastewater Treatment Plant and the Cold Spring Public Works Yard, which would have the potential for increased noise, dust, and odor impacts from these facilities on the trail. Otherwise, there would be no anticipated

differences between Reach 1–Alignment 1 and the proposed Preferred Alternative alignment regarding air quality.

*REACH 2 – ALIGNMENT 7*

Given the location of Reach 2–Alignment 7 on the east side of the railroad tracks, construction would not be able to occur from the Hudson River with barges as it would for the proposed Preferred Alternative. Although there could be additional noise impacts to uses nearby and along NYS Route 9D during construction due to having to build the trail from the east and the construction vehicles traveling to and from the site, it is not anticipated to be significant given the location between the MNR tracks and NYS Route 9D.

Much of Reach 2–Alignment 7 would be impacted by higher noise levels due to its closer proximity to NYS Route 9D. There would be no anticipated differences between Reach 2–Alignment 7 and the proposed Preferred Alternative alignment regarding air quality.

*REACH 4 – ALIGNMENT 8*

Much of Reach 4–Alignment 8 would be impacted by higher noise levels due to its proximity to NYS Route 9D. Reach 4–Alignment 8 would also potentially result in higher pollutant concentrations along the trail from vehicle emissions from NYS Route 9D compared to the proposed Preferred Alternative alignment regarding air quality. However, based on the monitored concentrations in the area, there would not be anticipated significant adverse air quality impacts.

**RECREATION AND OPEN SPACE RESOURCES, ACCESSIBILITY**

*REACH 1 – ALIGNMENT 1*

There would be no anticipated differences between Reach 1–Alignment 1 and the proposed Preferred Alternative alignment regarding recreation and open space resources. As discussed above under Land, Reach 1–Alignment 1 would contain approximately 400 linear feet of elevated trail sloped at 7.5 percent and approximately 600 linear feet of elevated trail sloped at five percent. To reach the grade of the existing bridge at the northern end of the causeway to Little Stony Point, Alignment 1 would either need to utilize 400 feet of elevated structure at eight percent slope with required level landings or a minimum of 600 feet of elevated structure at five percent slope. Although Reach 1–Alignment 1 would safely accommodate users, this alternative would require steeper grades than would the proposed Preferred Alternative alignment within this reach. Most of the Preferred Alternative in this area would be level, except for transitions between on-structure and on-grade sections that would be about five percent at the Dockside Park transition and between 5 and 7 percent for a short distance at the Little Stony Point transition.

*REACH 2 – ALIGNMENT 7*

There would be no anticipated differences between Reach 2–Alignment 7 and the proposed Preferred Alternative alignment regarding recreation and open space resources. As discussed above under Land, the alignment would require approximately 450 linear feet of elevated structure at six percent slope to provide a bridge and cantilevered structure along an exposed rock face before connecting to the proposed trail alignment within the BNCB. Comparatively, the proposed Preferred Alternative alignment does not require such slopes within Reach 2. Portions of Reach 2–Alignment 7 would be less than the minimum 10-foot width needed for Accessibility due to the location of the MNR clear zone.

*REACH 4 – ALIGNMENT 8*

There would be no anticipated differences between Alignment 8 and the proposed Preferred Alternative alignment regarding recreation and open space resources or accessibility.

**GROWTH AND COMMUNITY CHARACTER**

*REACH 1 – ALIGNMENT 1*

There would be no anticipated differences between Reach 1–Alignment 1 and the proposed Preferred Alternative alignment regarding growth and community character.

*REACH 2 – ALIGNMENT 7*

There would be no anticipated differences between Reach 2–Alignment 7 and the proposed Preferred Alternative alignment regarding growth and community character.

*REACH 4 – ALIGNMENT 8*

There would be no anticipated differences between Reach 4–Alignment 8 and the proposed Preferred Alternative alignment regarding growth and community character.

**SOCIOECONOMICS**

*REACH 1 – ALIGNMENT 1*

There would be no anticipated differences between Reach 1–Alignment 1 and the proposed Preferred Alternative alignment related to socioeconomics.

*REACH 2 – ALIGNMENT 7*

There would be no anticipated differences between Reach 2–Alignment 7 and the proposed Preferred Alternative alignment related to socioeconomics.

*REACH 4 – ALIGNMENT 8*

There would be no anticipated differences between Reach 4–Alignment 8 and the proposed Preferred Alternative alignment related to socioeconomics.

**TRAFFIC AND TRANSPORTATION**

*REACH 1 – ALIGNMENT 1*

There would be no anticipated differences between Reach 1–Alignment 1 and the proposed Preferred Alternative alignment regarding traffic or transportation, parking, pedestrian and cyclist safety, or the potential for vehicular conflicts.

*REACH 2 – ALIGNMENT 7*

At the southern end of Reach 2–Alignment 7, pull-off and parallel parking serving Little Stony At the southern end of Reach 2–Alignment 7, pull-off and parallel parking serving Little Stony Point along the western shoulder of NYS Route 9D would be removed to allow for the trail alignment to fit between the railroad tracks and the roadway. The alignment would parallel NYS Route 9D for approximately 3,500 linear feet; much of this would require an elevated structure, thereby minimizing additional pedestrian and bicyclist safety concerns. There would be no difference between the alignments related to public transportation. As such, Reach 2–Alignment 7 would result in greater impacts to parking than under the proposed Preferred Alternative alignment.

*REACH 4 – ALIGNMENT 8*

Portions of Reach 4–Alignment 8 would include 2.5 miles of at-grade trail parallel to NYS Route 9D. This alignment would require 15 private driveway crossings, one commercial driveway crossing, one private road crossing, and three unsignalized road crossings. Therefore, pedestrian and bicyclist safety would be a concern along this high-traffic, high speed, two-lane road and at these driveway and intersection crossings, which could result in increased pedestrian, cyclist, and vehicle conflicts as cars enter and exit driveways and roadways. This would not be the case under the proposed Preferred Alternative alignment. There would be no difference between the alignments related to public transportation. As such, Reach 4–Alignment 8 would result in greater impacts to traffic, pedestrian, and cyclist safety than under the proposed Preferred Alternative alignment.

**INFRASTRUCTURE**

*REACH 1 – ALIGNMENT 1*

There would be no anticipated differences between Reach 1–Alignment 1 and the proposed Preferred Alternative alignment regarding infrastructure.

*REACH 2 – ALIGNMENT 7*

Reach 2–Alignment 7 would impact 3,000 linear feet of roadway including guiderail, three drainage structures/existing swales, and an existing MNR utility shed. Overall, Reach 2–Alignment 7 would be expected to result in greater impact than the proposed Preferred Alternative alignment.

*REACH 4 – ALIGNMENT 8*

Much of Reach 4–Alignment 8 would be located parallel to roadways with utility poles alongside the alignment. The edge of the trail would maintain a two-foot buffer from the utility poles. As there is a narrow width along NYS Route 9D between the edge of pavement and the utility poles, a number of utility poles may need to be relocated. Guardrails along NYS Route 9D may also be affected. This alignment would require a section of elevated trail to cross a drainage structure. Additionally, the existing remnants of the Tioronda Bridge crossing Fishkill Creek would need to be renovated. Overall, Reach 4–Alignment 8 would result in greater impacts to existing infrastructure than the proposed Preferred Alternative alignment.

**EMERGENCY AND PUBLIC SERVICES**

*REACH 1 – ALIGNMENT 1*

There would be no anticipated differences between Reach 1–Alignment 1 and the proposed Preferred Alternative alignment regarding emergency and public services.

*REACH 2 – ALIGNMENT 7*

Much of Reach 2–Alignment 7 would be on the east side of the MNR tracks along NYS Route 9D, as compared to the Preferred Alternative alignment where the trail would be on the west side of the tracks along the Hudson River shoreline. Reach 2–Alignment 7 would be more accessible to emergency service providers in the section along NYS Route 9D, but the trail would not provide as great of separation from vehicles along NYS Route 9D as the Preferred Alternative Alignment. Therefore, Reach 2–Alignment 7 and the proposed Preferred Alternative alignment would have similar advantages and disadvantages regarding emergency and public services.

*REACH 4 – ALIGNMENT 8*

Reach 4–Alignment 8 would require 15 private driveway crossings, one commercial driveway crossing, one private road crossing, and three unsignalized road crossings that would not be needed under the proposed Preferred Alternative alignment, resulting in pedestrian and bicyclist safety concerns. However, Reach 4–Alignment 8 would be more accessible to emergency service providers as it would travel along public roadways (NYS Route 9D and local streets) for much of its length. Therefore, Reach 4–Alignment 8 and the proposed Preferred Alternative alignment would have similar advantages and disadvantages with respect to emergency and public services.

**HAZARDOUS MATERIALS ASSESSMENT**

*REACH 1 – ALIGNMENT 1*

There would be no anticipated differences between Reach 1–Alignment 1 and the proposed Preferred Alternative alignment regarding hazardous materials.

*REACH 2 – ALIGNMENT 7*

There would be no anticipated differences between Reach 2–Alignment 7 and the proposed Preferred Alternative alignment regarding hazardous materials.

*REACH 4 – ALIGNMENT 8*

Reach 4–Alignment 8 would travel along less MNR infrastructure and former industrial sites than the Preferred Alternative, but would not avoid sites altogether. Under each alternative, property identification and handling of hazardous materials would be conducted in accordance with all applicable laws and regulations, and there would be no anticipated differences between Reach 4–Alignment 8 and the proposed Preferred Alternative alignment regarding hazardous materials.

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