

**MINUTES OF THE MEETING OF THE SPECIAL COMMITTEE ON THE HUDSON RIVER GREENWAY, October 30, 2017, Riverdale Y, 5625 Arlington Avenue, Board Room**

(Pending committee approval)

**Attendees:**

Committee: Bob Bender, Dan Padernacht, Laura Spalter

Metro-North Team: Terrence McCauley, Kim Smith, David Cuff, MNR; William Reimer, Nick Decotiis, Matrix/New World Engineering; Jim Welsh, SWA/Balsley

Other CB 8: David Gellman, Rosemary Ginty

Community: Sen. Jeffrey Klein, Farrah Rubin, David Kornbluh, Michelle Dunn (Sen. Klein's office); Joshua Stephenson (Councilman Cohen's office); Tracy Shelton, Cliff Stanton (KRVC); Peter Kohlmann (RNP & RYC); Joseph Kozlowski (Old Croton Aqueduct); Nortrud Spero; Gary Klingsberg; David Farber; Jennifer Klein (RCC); Norman Danzig; Rob Spalter; Sandy Shalleck; Ben Jay; Betty Kleine; Judy Gurland; Robert Fass; IC L'Engel (BCEQ); Jodie Colon;

**Agenda:**

The meeting was called to order at 7:10 pm. Minutes of the May committee meeting were unanimously approved.

Presentation of the Second Interim Report of the Metro-North Feasibility Study for the Hudson River Greenway

Metro-North representatives began by noting that there were three significant issues that dictated the parameters of the study. One is access to the waterfront and the greenway, which in some areas may involve private property owners; a second is design requirements that must be accommodated, such as ADA accessibility; a third is resiliency – the greenway must accommodate expected storm surge and sea-level rise. Dave Reimer of Matrix/New World, where he is director of landscape architecture, presented the report. *(Note: Because the report was circulated to community board members and other members of the public, only a brief overview will be given here.)* Four types of trail were proposed: on piers located at the mean high water line; at grade, sometimes on built-up riprap along the embankment, which can be done in some places; at a retaining wall along the shoreline; and at grade with no alteration. In some places only option is possible; in other places along the trail route there will be more options.

There must be access points to the trail for emergency vehicles.

The trail would go from the Spuyten Duyvil Metro-North (MNR) station to the Ludlow (Yonkers) station. At Spuyten Duyvil a bridge will slope down to cross the MNR tracks and then the Amtrak tracks. In the southern portion of the trail, the electrical towers could be removed and the power lines buried, which could provide some additional room for the trail. The trail would then cross the tracks to the east side to avoid conflict with the Riverdale Yacht Club, then cross back to the river side north of the Yacht Club.

It would follow the river to the Westchester sewage treatment plant at the Yonkers border, remaining on the river side to Ludlow.

The cost would be higher for the option with piers: roughly \$70-\$100 million plus “soft” costs such as design and acquisition or easement on private property, which are estimated at \$20-\$25 million; \$60-\$80 million for the at-grade option, where feasible, plus “soft” costs.

A complete, detailed report will be issued by MNR at around the end of the year. There were many questions from the audience. In response to these questions, MNR and Matrix representatives made the following observations:

All construction must be done by barge from the river, which is an expensive construction method.

If building is done within the mean high-water level, permitting requirements will be minimized.

Community access points could include 231<sup>st</sup> St and 261<sup>st</sup> St and Hebrew Home or College of Mount St. Vincent property, in addition to the three MNR stations (Spuyten Duyvil, Riverdale, Ludlow). There are private-property considerations with some of these access points.

It is a MNR safety requirement that the trail be located at least 15 feet from MNR tracks. This is not a federal or state regulation.

Land at the “triangle” near the Spuyten Duyvil train station is owned in part by Amtrak, which is a separate entity from MNR.

There may be regulations regarding wetlands or Forever Wild designations that will have to be considered in siting the final route.

Maintenance of the trail will not be done by MNR. An operating authority will have to be found to provide maintenance of the trail. (Neither will MNR provide any capital costs for construction.)

Committee members and the public thanked the MNR/Matrix representatives for their presentation.

### Update on Fundraising

Bob Bender explained that the community board has been instructed that it cannot do fundraising for the Hudson River Greenway. Regulations prohibit community boards from raising money for outside entities. Because foundations and grant makers do not want to provide funding to new organizations with no track record, some existing organization with such experience will have to be found to do the substantial fundraising required to start the process of constructing the HRG.

The meeting adjourned at approximately 8:30 pm.