

Town of Marlborough, NY

MILTON WATERFRONT PARKS

MASTER LANDSCAPING PLAN:

MASTER PLAN REPORT

APRIL 2017



SUBMITTED BY



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Acknowledgements:

The project advisory committee is a dedicated group of individuals who selflessly give their time and input to advance the goals of the town and to bring this project to fruition. They deserve much appreciation:

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CONTENTS

Introduction.....	2
Background Information.....	5
Site Acquisition.....	5
Historical Background.....	7
Prior Fundraising, Volunteerism and Grants for Improvements.....	7
Park Planning Areas: Site Reconnaissance and Steering Committee Vision.....	9
The Bluff	11
The Hillside	13
The Pier	15
The Train Station.....	17
The Streamside	18
Vision Summary	20
Site Analysis.....	22
Master plan.....	25
The Northern Area.....	27
The Southern Area.....	31
Project Funding	36
Conclusion and Additional Information.....	39

INTRODUCTION

Introduction

The Town of Marlborough has acquired properties along its Hudson River waterfront in the Milton Hamlet and desires to develop these properties for the benefit of the community as a public park. These park areas will allow residents access to amenities, attractions, and activities at the Hudson River sites. There are two main park areas: the northern area and the southern area. The northern area includes the Sands Avenue parcels that are east of Sands Avenue and constitute properties formerly owned by Suburban Propane, and Agway before that. These parcels include a flat open upper area which once was an oil distribution area and a steeply sloping hillside which is bordered on the east by the CSX railroad freight line. (Also included in the parcels acquired from Suburban Propane are lands along and under the river to the east of the CSX tracks which are described below as part of the southern area.)

The southern area includes parcels donated to the town by Kedem Winery including the Historic Milton-on-Hudson Train Station area as well as the area east of the CSX tracks which provides waterfront access to the Hudson River including two piers. This area has great historic significance to the town and the Hudson Valley region. The Milton Train Station has a long history that ties to the historical growth of the Milton hamlet area—and is looked at not only as a gaze to the past but as a centerpiece for the continued revitalization of the landing and the Milton hamlet area.

The Town of Marlborough engaged the services of Behan Planning and Design to create a plan for the Milton Waterfront Parks in collaboration with an advisory committee to maximize all of the values the properties have to offer while respecting and highlighting the natural resources and history of the area. The plan supports a wonderful program of activities ranging from quiet and contemplative areas, to settings for art shows and social events as well as river access for all kinds of users. This master plan documents the efforts of the past and present work so that the overall vision which it establishes is adhered to and so future improvement projects are properly prioritized to achieve that vision.

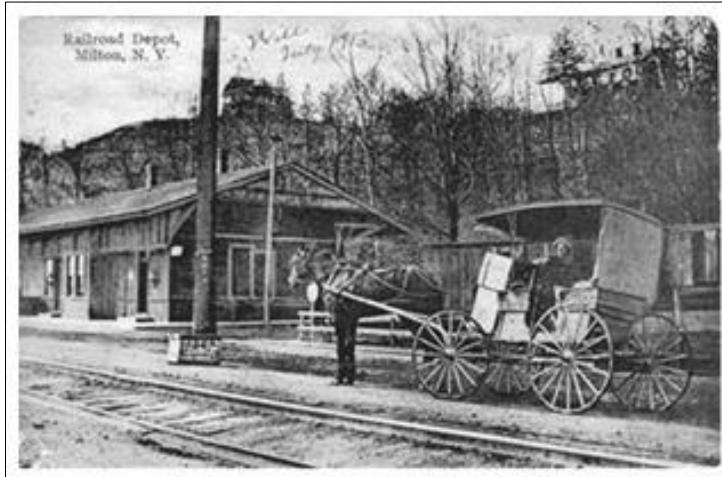
The Milton Landing Park comprises both the north and south areas as described above. The park offers residents of Marlborough and visitors alike the opportunity to enjoy the Hudson River in many different ways. (See location map on the following page.)



BACKGROUND INFORMATION

Site Acquisition

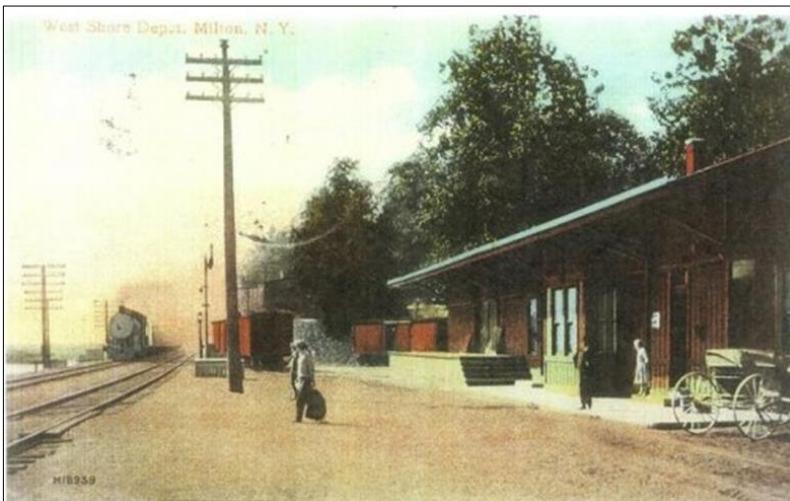
Milton-on-Hudson Train Station. In 1998 the town received a donation of an approximately four-acre parcel at the end of Dock Road in Milton from the Kedem Winery. The property included several storage buildings, as well as the 1883 West Shore Milton Train Station. The train station has received historic designation and is currently under renovation by the town for use as a community center and gathering place. Since the town acquired the property,



The Friends of the Milton-on-Hudson Train Station (now known as The Milton Train Station Foundation, Inc.) have logged more than 10,000 hours of time towards the restoration and stabilization of the station.

Grants from the New York State Department of Parks and Recreation as well as from the New York State Municipal Facilities Grant Program have been secured to further enhance the train station as the centerpiece of Milton Landing Park.

Waterfront Access. In 2009 with the help of The Trust for Public Lands, Scenic Hudson and New York Parks and Recreation the town purchased the waterfront property adjacent to the Milton Landing Park from Suburban Propane (this property was formerly owned by Agway Petroleum). Originally a deep-water petroleum transfer and storage facility, the property gives the community its first public access to the Hudson River. The waterfront access provided by this approximately 14.5 acres acquisition consists of an upland portion, a connecting portion between the CSX railroad tracks (with an at-grade public crossing right), river frontage and underwater lands along the Hudson River. There are also two large timber piers. The northern pier has been rehabilitated by volunteers and is accessible to the public. The town received a grant from New York State DEC Estuary Program to assess the viability of rehabilitating the southern pier and a marine structural engineering report documenting repair needs and recommendations was prepared in October 2016 by Tighe & Bond.



Historical Background

The Milton Landing area was used by Native Americans prior to European settlement primarily for access to the Hudson River for fishing and travel. (An earlier archaeological survey at Milton Landing yielded no Native American evidence and noted little likelihood for finding any based on soil disturbance from railroad and industrial construction.) Notably, the site's access road from the south side maintains the name Old Indian Trail. In 1776, Quaker Samuel Hallock purchased the land and began to develop the riverfront area for a variety of business endeavors, including a sawmill. By 1799 Milton Landing was a well-known port on the Hudson River and the area continued to develop throughout the 19th Century. The attention of the railroad company which established a passenger station on the site around 1883.



Construction is done on the north gable of the train station. Photo courtesy of Milton Train Station Foundation, Inc.

the attention of the railroad company which established tracks along the shoreline and built a passenger station on the site around 1883. By the mid-1900s, the shift in preferences towards highways for shipping and travel brought a decline in rail use and resulted in the end of passenger service to Milton in 1959 and freight delivery in 1968, leaving the train station unused.

Following the end of train service to Milton, the Kedem Winery used the station as a tasting room for a brief period of time. Upon closure of the tasting room, the station sat unused for 20 years. In 1998, Kedem Winery donated the station and the 4-acre property it is sited on to the Town of Marlborough and the community began the process of restoring and renovating it.

The Milton-on-Hudson Station is one of two remaining passenger station on the West Shore rail line. With the hard work of countless volunteers, the station has received New York State Historical Designation and was placed on the National Register of Historic Places in 2007. The town has recently received additional funding to complete renovations to the exterior of the building.

Prior Fundraising, Volunteerism and Grants for Improvements

In addition to the major volunteer contributions and donations for the train station renovation over the past several years, the town has been successful in securing grants and other funding to complete some of the projects associated with the Milton Landing Park.

To complement the work and time spent by volunteers, the town received a \$150,000 State and Municipal Facilities Program (SAM grant) administered by the Dormitory Authority of the State of

New York (DASNY) in early 2016 to complete renovations and refurbishments to the exterior of the station. Once completed, the train station will be used as a museum and a community and education center.

In 2009, the town received a \$500,000 grant from Scenic Hudson and an additional \$500,000 from the NYS Environmental Protection Fund grant program managed by the NYS Office of Park, Recreation and Historic Preservation to purchase the 14.5 acre property which lies adjacent to the train station property. The property acquired was formally home to Suburban Propane (previously Shell Oil/Agway Petroleum Corporation) and was used for transportation and storage of fuel oil. Site remediation was completed in 2006 prior to the town's acquisition.

The waterfront portion of the Suburban Propane property is separated from the larger parcel by the railroad tracks that run along the west shoreline of the river. This riverfront portion comprises approximately 5 acres, including some area below the waters of the Hudson River. The total land area above the water is approximately one-half of an acre. The property also contains two piers; the northern pier is used for recreational fishing and viewing of the river, the southern pier is not currently accessible to the public.

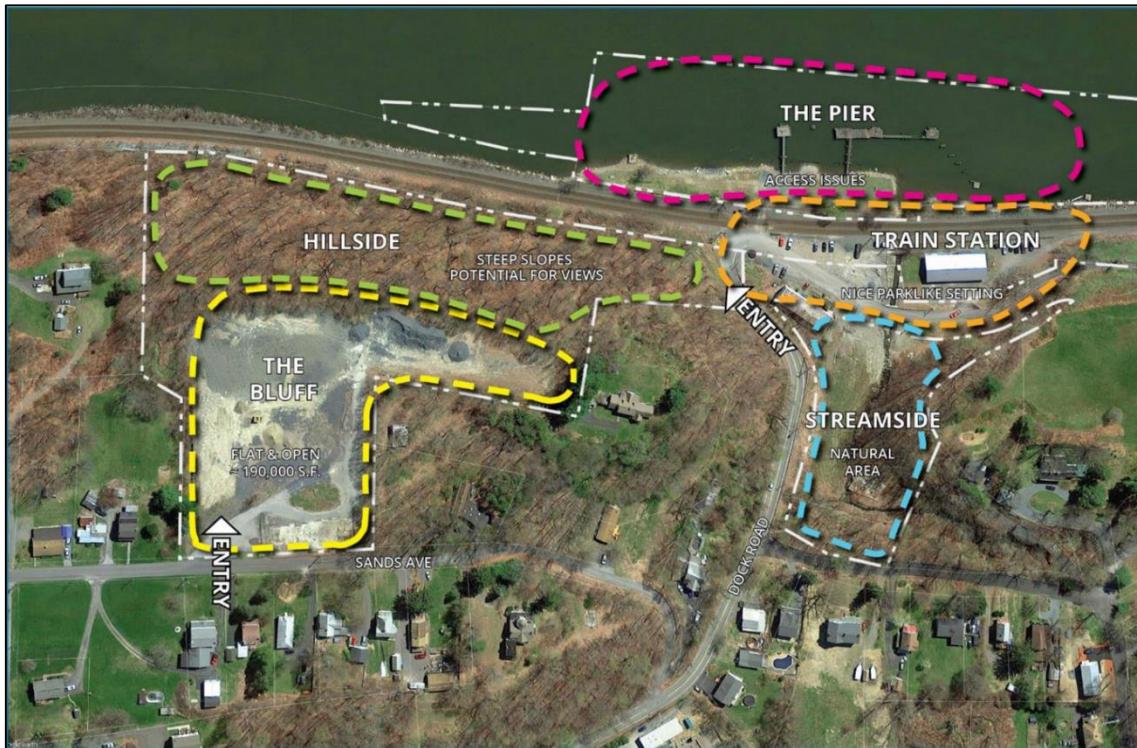
A study of the pier was recently completed by Tighe & Bond for the town. Evaluation of the condition of the southern pier structure for reuse was conducted in anticipation of future docking of passenger vessels including the SS Columbia, a cruise ship which will bring tourists from the New York City area to Milton Landing to disembark for destinations around the Town of Marlborough via bus or trolley tours. The preliminary findings of the study indicate that the pier will require extensive renovations to accommodate docking large vessels including the SS Columbia.

The remainder of the former Suburban Propane parcel is a hillside and hill top site of 9.2 acres. The hilltop area is being evaluated in this study for use as a passive park in keeping with the neighborhood setting. Potential uses include a dog park, community gardens, perennial gardens with walkways, passive open lawn areas and a Hudson River overlook. Much work has been already accomplished by volunteers and the town's highway department. Lower portions of the parcel in closer proximity to the river have already been developed with more active park features such as informal camping and picnic areas, and serve as a landing area as part of the Hudson River Greenway Water Trail—or “Blueway”, with some improvements completed by volunteer efforts. The 256-mile long Hudson River Greenway Water Trail (the Blueway) was designed for use with kayak, canoes and other non-motorized water craft. (A guidebook is available here <http://hrwa.org/trail-map-guide/buy-the-guide/>.)

PARK PLANNING AREAS: SITE RECONNAISSANCE AND STEERING COMMITTEE VISION

Park Planning Areas: Site Reconnaissance and Steering Committee Vision

Throughout the fall of 2016 staff from Behan Planning and Design made several site visits to the park parcels to gain a better understanding of the site and the interrelationships of the varied portions of the town-owned lands. With the help of the project steering committee, Behan Planning and Design has split the waterfront parks into five subareas for planning purposes, each with different natural features and characteristics that were considered in the development of the parks master plan.



Milton Landing Park sub-areas

The main characteristics of the Milton Landing Park sub-areas are as follows:

The Bluff (hilltop): A flat and open area of about 4 acres in size formerly used for fuel transfer and in need of continued remediation efforts.

The Hillside: A mostly wooded area of steep to very steep slopes with opportunities for views through the trees, overlooking the river.

The Pier: Waterfront parcel accessible by water or on foot by crossing of the railroad tracks.

The Train Station: The area surrounding the restored train station and the low flat area nearby which includes areas for parking.

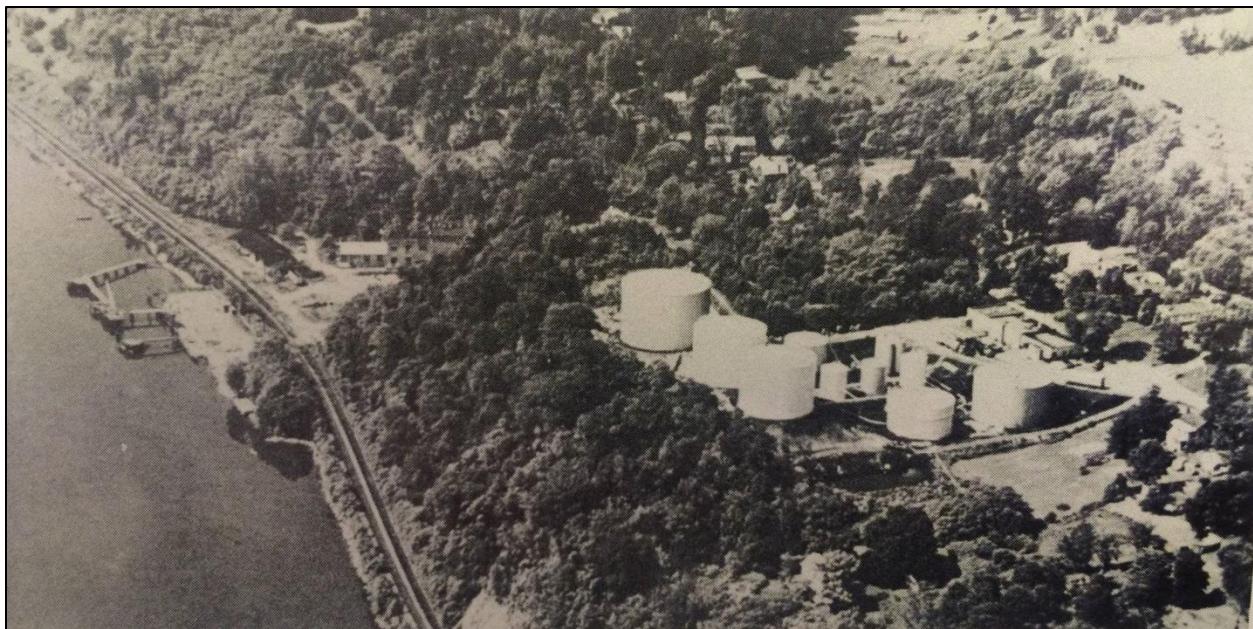
The Streamside: The portion of the site which once had industrial buildings and roads but now is left open and is reverting back to a more natural state. Because of the prior uses the streamside

area remains a compromised ecosystem; for example bricks, cobblestones, concrete and asphalt are strewn and buried throughout the site, remnants of the former buildings and uses.

Steering Committee Input, Vision and Design Observations:

At meetings of the steering committee the subareas were discussed to formalize the town's future vision for the park. The following are pertinent observations that are relevant to this Master Plan:

The Bluff area is the wide open part of the parcel east of Sands Avenue and near several single-family homes. This part of the site was formerly used as an oil storage facility. See photo below:



Several areas remain where asphalt and concrete from the prior use are still present. In addition, there are substantial piles of material which have been brought to the site which will be utilized in the park construction. The town highway department has been leading the effort to clean up and restore this part of the park.



The committee's vision for the bluff area is to keep it in harmony with the surrounding neighborhood. They indicated they would like this area to have a natural feel, with a central lawn area surrounded by perennial or wildflower beds and with walking paths. The committee envision it would be somewhat like Poet's Walk in Red Hook, NY--a simple open landscape with lawns, naturalized plantings of wildflowers and clusters of tree stands with open views to the Hudson River. The committee wanted to respect the neighborhood setting that surrounds the park and did not want to include active recreation uses such as athletic fields or playgrounds but included the open lawn area for occasional informal play such as a Frisbee toss. They also would like to have an area for a dog park and community gardens and foresee the need to provide town water for both. On-site port-a-pottys located near the community garden area would be convenient. A main feature would be a scenic overlook near the top of the hill with open views of the Hudson. Additionally, it would be appropriate to include landscape elements that refer to the town's agricultural history, especially elements that are reminiscent of orchards and vineyards.

In summary the bluff area will have a main park entry from the neighborhood with an arrival area such as a gazebo with informational signage, a parking area, a community garden area, a fenced-in dog park area, and an open naturalized meadow. Also included will be an overlook with sweeping

views of the river to the north and south with a shade structure, walkways, benches, and a connection to the hillside trail(s).



Seating area at Poet's Walk in Rhinebeck, NY (left). Vineyards in Marlborough (right).

The Hillside area was explored in the company of town supervisor, Al Lanzetta. The Hillside is a steeply sloped area that could be utilized to connect visitors from the Train Station and lower parking area with The Bluff via a walking trail that winds its way through the forested steep slopes. It is not a trail for the faint of heart and should actually only be used by physically capable individuals.



Al Lanzetta, town supervisor.

The committee indicated that a more gradual path would be desired, if possible on the northern portion of the hillside. Ideally they would like the design to include a loop trail in this area, if the slopes allow.

The existing trail begins at Dock Road adjacent to a small clearing at the base of the hill which is flat and utilized for camping and picnicking and the committee would like to expand these facilities if possible. Walking to the north from the clearing, the trail begins to wind up the slope, very steeply in some spots, and through the existing trees, which are important both for stabilizing the slope and for holding by hikers.



[The hillside trail begins at the Dock Road in an area that is used for camping and picnicking.](#)

Additional considerations: Even though the trail is being built by volunteers it should meet certain minimum standards for design and safety. The committee members indicated they would like to utilize the forest ranger trail design guidelines from the U.S. Forest Service, which are quite appropriate for this setting. Another important safety consideration is that the very active CSX rail line sits at the bottom of this slope. A safety feature which is recommended is a sturdy chain link fence along the top of the slope to keep any dislodged material from tumbling over the edge of the slope and onto the railroad tracks. This is especially important as the trail begins to have more users.

The hillside is comprised of a well-forested slope with many mature trees and young saplings. In many places along the trail the younger trees will require thinning for the planned trail construction, and the removed trunks may be used for trail edging or for hand railings as they might be useful or needed. The older trees should remain in place whenever possible, as the trail can be designed to wind around them. Due to the steepness of the slope however some trees develop a downhill "lean". Those leaners should be continually evaluated for their stability and should be cut above the soil line before they fall. Tree fall often leads to disruption of the root mass and which can lead to slope erosion and destabilization. There are leaners near the bottom of the slope which may eventually fall over the railroad tracks and they should be continually evaluated by CSX and cut in the same way, if needed.

Even though the slope is very steep in some places it can be traversed by a trail, but it may also need to include steps in some of the steeper areas. Careful trail route planning should minimize the need for steps. Timber handrails should be provided and existing small trees should remain to assist hikers to the greatest extent possible.

Along the top portion of the hill an existing "shelf" sits just below the top of the slope and to the east of the existing fence and could be utilized for a viewing area (see photos below).



A shelf sits below the top of the slope on the Hillside which may be used for a low gradient trail.

It is recommended to utilize this shelf area for sitting and viewing along the top of the embankment and as a low gradient walking path for those seeking a less challenging walking experience while visiting the upper park. This could easily be accomplished with some minor grading along the top of the embankment. If it is selectively cleared of the smaller saplings, southern views of the river will open up. With additional thinning of smaller trees below the shelf, views of the river similar to the type of river views available at Poet's Walk Park will become available. The implementation of the design of the hillside area will require close coordination with the committee, volunteers and the crew who will do the work, especially in the development of trails and stairs with careful attention to safety features and erosion control.

The Pier area consists of 5.3 acres, most of which is under the waters of the Hudson River, the portion of the parcel which is above water is approximately 0.5 acres (about 20,000 square feet) oriented north-south in a very linear strip on the east side of the railroad right-of-way. There is plenty of existing waterfront infrastructure, including two existing piers in this small area, much of which will need upgrading. Notably however, recent efforts by volunteers have created a wonderful waterfront access experience, with docks and areas used for recreational fishing, as well as picnic tables, benches, and grills located in discreet areas, allowing for appropriate use of the area as it is.



The renovated northern pier allows public access for recreational fishing and viewing the river (left), the southern pier is under evaluation for enhanced docking and mooring capacity (right).

As previously stated, the existing southern pier was considered for renovations to allow docking by larger vessels, bringing tourists from New York City to explore the Milton and Marlborough area. Site improvements in this area should accommodate the potential arrival of up to 200 people and transfer them safely across the site and the railroad tracks to await ground transportation to other nearby destinations. Expected near-term improvements would likely include improved paths from the dock to the shore and across the tracks, with perhaps controlled gates and enhanced visual and audible warning signalization for the freight trains' arrival. Simple and low maintenance plantings and other treatments to enhance the area but that will tolerate occasional flooding are also anticipated design strategies along the river edge.

Once passenger ships begin to arrive it is expected that the area will be utilized more intensively. Proposed improvements will need to include hardscaped gathering spaces for large groups of people as well as shady seating areas for the comfort of waiting passengers. Interpretive and directional signage, lighting and benches should all be considered in design development of this area and all paths shall be designed to meet ADA requirements. It is expected that there will be a need for public rest rooms, a town information kiosk, a reserved parking area for trollies, small limos or shuttle busses, and a rain / sun shelter nearby.



Blueway Trail improvements could feature ADA accessible kayak and canoe launch (above).

Other committee considerations include the edge treatment along the river and at river access points along the shoreline. These include modifications to the existing rip-rap edge to make it less difficult to cross and include plantings as an alternative stabilization strategy. New guidance documents have been recently published by NYSDEC and are available to review and comment on.



http://www.dec.ny.gov/docs/fish_marine_pdf/dmrlivingshoreguide.pdf

Improvements for users of the Hudson River Blueway Trail will include a kayak launch and a storage rack as well as additional tent platforms along the lower hillside, if possible. The existing picnic tables and grills along the northern waterfront should remain as park amenities for these users.

The Train Station is currently used for community events and meetings. The landing's main parking lot is located north of the train station and is used mostly by those accessing the waterfront and pier area. Because the train station building is of historic importance, the committee felt that recommendations for changes and enhancements to this site should be carefully considered and appropriate for the historic setting.

The committee indicated a desire to keep historic landscape elements as well as train and industrial-related elements evident in the landscape and to incorporate the railroad and industrial feel of the site through appropriate materials and design. The committee also felt it important to maximize parking and maintain alignment of vehicles perpendicular to the tracks as much as possible and to keep views to the river open through any proposed fencing and plantings.

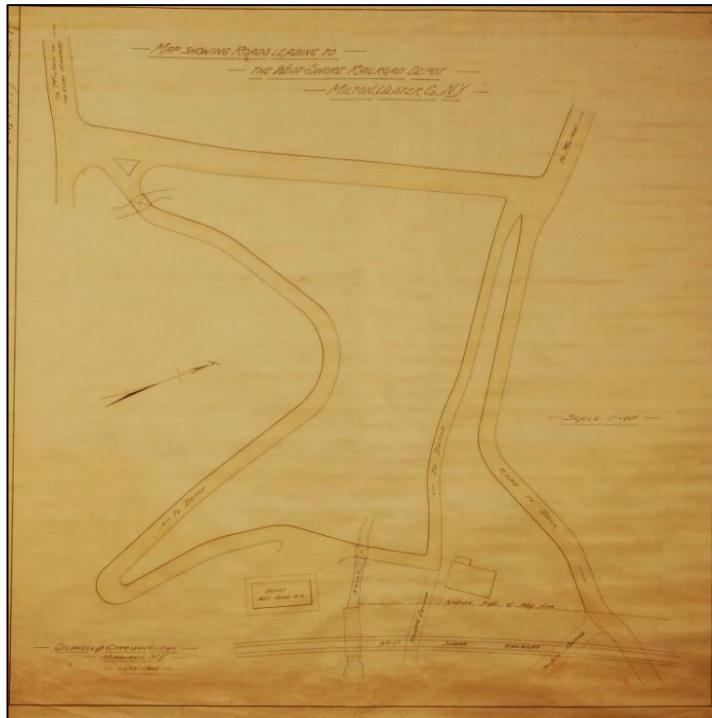


Milton Train Station with restored exterior signage.

The Streamside area is an open area surrounded on the north, west and south sides by steep slopes, creating an enclosed area for park activities. The stream is channelized and the surrounding area has been disturbed by former uses and buildings which have recently been demolished.



Recently demolished buildings in the streamside



1902 Map showing historic roads in area of streamside

The committee expressed an interest in utilizing this area to allow park users access to the waterfalls that come into the site at the northwest and southwest corners. In addition, further site remediation may be required to develop park features, minimally grading to establish a better stream channel and allow for flatter use areas and paths. There are hints of the old industrial uses still in place in the landscape that could serve as elements of interest if highlighted and interpreted in this area.



The streamside area has been disturbed by demolition of former uses and is only partially restored



Historic road on the north side of the parcel



Historic road on the south side of the parcel.

Along the north side of the parcel is an old road that offers potential for pedestrian access to the train station area, which would provide a more pleasant alternative to walking along Dock Road, which is narrow and leaves little comfort room for pedestrians.

Another historic roadway occurs on the southern ridge, a portion of which may be on town-owned land. It would be a beautiful pedestrian access way from the Maple Avenue area and is an important and historic asset of the area which should be preserved and kept available for public access.

Vision Summary

Vision for the Bluff: A natural park respectful of the neighborhood setting.

- Open lawn with wildflower edges and with clumps of trees resembling the Poet's Walk Park in Red Hook.
- Hudson River overlook with sitting areas and views of the river.
- Loop trail to the north and through the woods.
- Dog Park – a fenced in area for dogs to run, play and exercise with access to water.
- Community garden plots with access to water.

Vision for the Hillside: A natural treed hillside with trails traversing the slopes.

- Trails developed through the wooded slopes, according to Forest Ranger details and specifications. Include stairs and safety features where needed.
- Minimal tree disturbance or removal to minimize slope destabilization.
- Sitting areas located along the crest of the hill along the shelf, allowing river viewing points along an easily walkable path.

Vision for the Pier: Maintain accessible waterfront area and make improvements to accommodate larger ship arrivals in the future

- Short term: Continue to accommodate current uses of the waterfront and improve the shoreline condition to control erosion.
- Long term: Renovate the southern pier to accommodate the docking of the SS Columbia and other large vessels welcoming passengers to Marlborough. More extensive design features will be needed to accommodate the more intensive use.

Vision for the Train Station: Maintain historic railroad, industrial character and open views and improve parking.

This historic area should remain as is with better organized parking while keeping views to the station and to the river open. Details and design elements should reflect the railroad or the former industrial heritage. Keep railroad maintenance areas accessible.

Vision for the Streamside: Create a parklike setting for events and trail access to waterfalls.

This area requires further remediation to remove remaining demolition debris and reestablish a healthy stream corridor but should be designed to result in a parklike setting including open gathering spaces for events such as craft fairs or musical events. Trails to the waterfalls at the western edge and along preserved historic roads are important to be incorporated.

SITE ANALYSIS

Site Analysis

Aerial topographic information was secured to provide scaled base mapping and to provide the approximate locations of undevelopable portions of the sites due to the steepness of slopes.

The parcel lines shown on the topographic map below are approximate but the topographic information clearly reveals flatter developable areas in white, while the steeply sloped areas are grey. The darker areas that appear as circles on the bluff site are mounds of fill that have recently been brought in. They will be used to achieve final grades for the bluff site and possibly elsewhere, so they are temporary and are not a long term site constraint.

The main consideration for the site analysis is the areas of steep slopes which define the undevelopable portions of the site. Secondly, the Hudson River, directly east of the park sites is a major consideration since views of the river are possible throughout the site. Another important consideration for the river environs is the occasional flooding and shoreline erosion. Finally the CSX rail line imposes safety considerations and site limitations due to their constant and heavy use of the area. The treed slopes of the hillsides should be treated carefully to avoid removal of trees and erosion of slopes.



Notable design considerations from the site analysis:

- Avoid development on steep slopes
- Trail construction on steep slopes should involve minimal tree disturbance to avoid erosion.
- Additional site remediation for both the streamside and bluff sites is needed.
- On the bluff site, the former containment wall along the northern property line should be evaluated for long term structural stability. Final grades should be set to create proper drainage. Subbase material to be added should be well drained and the depth of topsoil and subsurface soils should be adequate to support vegetative growth well into the future. This is true for planting areas throughout the property due to shallow depth to bedrock, compacted subbase material or imported rock fill.
- Open views to the river carefully on the hillsides, leaving larger trees as much as possible and if not, cut carefully to avoid creating erosion issues.
- Include safety features along the railroad: A new signalized and gated at-grade crossing, and a safety fence at the bottom of the hillside slope. Fencing elsewhere as needed but avoid obstructing views of the river.

MASTER PLAN

Master Plan

Using the topographic information, site analysis and the committee's vision and program as a foundation, a conceptual master plan was developed and reviewed with the committee. Based on committee feedback and further design development, the final master plan, shown below, was developed. The overall plan graphic below depicts the park areas, their interrelationships and the approximate location of the proposed trails accessing them.



Illustrative Master Plan

This park master plan depicts a pragmatic design which respects the historic train station area, guides development the future pier area in an accommodating way, creates new activity areas at both the bluff site and at the streamside and respects the quiet neighborhood setting, especially along Sands Avenue. It provides a mix of quiet contemplative areas with some areas of higher activity. There are interrelationships and settings that allow park users a great variety of experiences.

Recognizing the interrelationships the following description considers the park areas separately for ease of graphic representation: The northern area includes the Bluff and the Hillside while the southern area includes the train station, the pier and the streamside.

The Northern Area



Park features in northern area off Sands Avenue

The northern area is accessible by car from Sands Avenue at the existing site access point. The large open area shown is an open lawn surrounded by a walking path with benches and wildflower or perennial beds along the outside edge. Plantings along the entrance drive would include three or four apple trees in rows with a bit of fencing and with some grape vines growing on them to reflect the agricultural heritage of the town.



Head-in parking along the wooded edge provides adequate and shaded parking. The internal arrival area includes a pavilion such as a gazebo or a farm style shed, while the drop off and turnaround area provide handicapped accessibility from there to other portions of the upper site.



The park pavilion located at the drop-off will serve as a shelter and will have park information but might also be able to store some maintenance or gardening equipment on the side or in the back,

opening towards the gardens. The community gardens are conveniently located directly to the south of the pavilion and the fenced in dog walk area is directly south of that. A water line extension to that area could serve all three uses. A port-a-potty could be either located in the shelter and screened with walls or set off to the west side of the community garden area. Picnic tables under shady trees in this area would be very convenient both for easy access for picnickers at the drop-off as well as for gardeners taking a break from their work.

The dog park is an area developed already by the boy scouts and their volunteer mentors. They have built a pergola structure and added bench seating under it and have fenced in the dog play area with a light duty fence.

A low gradient walking path with great southerly views is proposed for the top of slope heading to the south along the eastern edge of the dog park. Benches and chairs along that path would be well used. From there an accessible path to the north will bring park users to the highest point of the site at the overlook to enjoy the best Hudson River views.



The overlook will have a railing and perhaps a low wall along the edge and will include a flat, open area with a shade structure to provide some comfortable bench or swing seating to relax and take in the view. Selective and careful thinning of smaller trees below the overlook will be needed to open the views. The steeper trail connecting to the southern part of the park begins near the central drop-off area but there is also a less steep loop trail proposed through gentler wooded slopes to the north that connects back to the open lawn area. This easier trail will require minimal work to establish and will be a nice trail option for users with moderate ability.

The trail connection to the lower portion of the site is one that should be used by those with excellent agility and it should include signage indicating that limitation along with safety accommodations such as railings. This slope can be very difficult especially in slippery conditions so it is recommended that the town provide safety features along the trail. Stairs will likely be required

to assist at the steepest parts of the slope. Another recommended safety item is a chain link fence should be installed along the bottom of the slope so that stones and debris that may be dislodged by trail users do not go over the edge of the slope and onto the railroad tracks below.

On the technical side, some parts of the upper park area will require special attention to installation of appropriate subsoil, topsoil and final grading so that proper drainage is established. Providing sufficient sub-base drainage and adequate topsoil to support vegetation will be a key element of soil stability and plant establishment. Providing for watering trees and lawn areas during the period of plant establishment is also very important to consider. The planned new water service to the park should include a stub for a yard hydrant(s) for watering purposes.

The Southern Area



Park features in southern area off Dock Road

As for the southern portion of Milton Landing Park the master plan allows multiple interrelated uses to occur simultaneously.

From the western edge at the intersection of Watson and Dock Roads a new pedestrian entry is shown at the intersection of Watson Avenue and Dock Road. A small gateway feature at that location might mimic the style of the historic Milton Train station in detail or roof pitch and it will serve to frame the distant building in the view east. The gateway structure leads to a new pedestrian trail to be constructed along the old historic road, keeping as much of the original

features as possible. Stairs may be needed near the intersection since this is the steepest part of the trail, so they should be provided right at the gateway feature as part of it. (Handicapped accessibility to the southern park site would be down at the end of Dock Road or at the train station area). There is also an informal trail off towards the waterfall through the wooded slope for the more agile trail users.



The downhill trail leads to a level graded area which can be used as a gathering or performance area. This is shown as an open lawn but may require grading to make it flatter and perhaps even a low retaining wall, which will be determined during the design development phase. It is also possible to re-establish the old mill pond or something similar, a possibility which would need to be evaluated during the site remediation / restoration study. The pond would be a wonderful aesthetic feature and serve as a focal point for this part of the park, with water flowing over a spillway and into the stream bed. The stream should be redesigned with shallower side slopes and with spillways along its course, to provide some storm attenuation, allow park users opportunity to experience the stream and to potentially accommodate fish passage. A trail along the stream will provide a relaxing stroll and boulders, benches or grassed sitting areas will offer places to stop and enjoy the setting.



Minimal change is proposed to the area in the vicinity of the Historic Train Station but a more organized parking layout with accessible spaces delineated are important to include. The area on the west side of the station primarily used for parking could also be used on occasion as a gathering space especially if decorative/permeable pavers are used while carefully detailing the handicapped accessible area. Low plantings around the building and between the building and

the river would be recommended to keep the views of the river and the station itself open. The grassed areas north of the station may be used to display old railroad carts or other historic artifacts which are educational and appropriate for the historic setting. Low interpretive signage would be carefully designed to provide information without detracting from the setting.

Across the road from the station a small playground area is set up against the hillside in a small triangular area. It could be designed as a railroad themed play area to keep railroad history relevant to new generations of children. Fencing removed from the east side of the station (black picket) could be relocated to enclose the playground area, since no views of the river or the station would be disrupted if it was used there.

Reorganized parking to accommodate approximately 21 cars is shown in the area north of the train station. Most of these spaces would be perpendicular to the river. The parking island will serve as a turnaround for busses as they drive away to head up Dock Road. Parking in the area to the south of the train station is also organized better to maximize the number of parking spaces possible on the site.

In the area near the sewer treatment plant, changes focus on creating an arrival gateway for the park at the end of Dock Road and eventually accommodating the arrival of passengers from the cruise ships. Parking for busses could be provided along the front of the building as they await the arrival of passengers. When not in use by busses, that area would provide 5 additional parking spaces for cars. Parking for staff and a maintenance area for this building are also shown along the south side, screened from the park and trails by evergreen trees and other plantings.



On the north side of the building at the base of Dock Road is the gateway area, an important welcoming feature for those arriving by car and by ship. An information booth using the beautifully refurbished ticket shanty will be centered in a small plaza and surrounded by low retaining walls.

When passengers arrive and are awaiting transport, they can sit on the benches and low walls around the plaza which is conveniently located directly across from

the railroad crossing. Just to the north across Dock Road is the park arrival sign which will be maintained in the current location. This area would benefit from regrading that would pull the slope down behind the sign and would ease the grade to the lowest camping and picnicking level while a few stairs will provide an easier transition up to that level. Accessibility options will also be considered during design development.



Proposed improvements to the pier area are shown on the plan. This will eventually be a busy area with the need for hardscaped, decoratively detailed gathering places and handicapped accessible paths. Benches in shady areas and full site amenities such as lighting benches, etc. should be provided to create the park-like ambiance. The plan will require careful design development in the

future but for now this plan shows the layout of the spaces and interrelationships between present and future uses on that portion of the site.

North of the crossing area along the waterfront is envisioned as a quieter area of the park that will accommodate anglers, blueway trail users, picnickers, etc. Minor improvements to the water edge to reduce erosion such as planting and stabilizing rock placements will also improve the aesthetics. Providing a path for walkers to use will promote healthier lawn areas by minimizing compaction.

The western edge of the waterfront parcel would benefit from some treatments to reduce the visibility of the railroad. A jersey barrier could be used along the edge to control the movement of the railroad ballast. Using a stone veneer to cover the face and mounting a fence along the top of the barrier would give it a more park-like aesthetic. Evergreen plantings such as arborvitae would also be useful in screening the train and tracks from the park without taking up too much "floor" space.



Reduce railroad presence along western edge of waterfront



Decorative treatment of Jersey Barrier.

PROJECT FUNDING

Project Funding. The master plan will serve as the basis for development of more detailed area specific and project specific sets of construction documents including grading, drainage, and stormwater pollution prevention plans (SWPPP), planting plans, construction details, and specifications which would be developed to facilitate future park improvements once funding has been secured.

Volunteer services, donations, and in-kind public works services. The train station and environs, and more recently the improvements to the larger park area would not have been possible without the generous contributions by many individuals and organizations. Continuing to foster community support will be a key to completing the vision set forth in the park master plan.

In particular, town highway department staff along with volunteers have made much progress in site improvements and stand poised to continue these efforts. This master plan provides a framework for organizing their efforts around particular aspects of the project. These efforts can be organized spatially by improving an entire portions of the park (e.g., the parking area for the train station; the dog park area, etc.) or by element (e.g., water service extension; earthwork, grading, and lawn/wildflower site development, etc.).

Grants. The town has been fortunate to have secured support for the acquisition of the 14.5-acre parcel that is now the waterfront park. The Town of Marlborough, Scenic Hudson, New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), New York State Department of Environmental Conservation, and the Land Trust Alliance worked together to secure the purchase of the property for the town and in working with Suburban Propane, the former land owner who performed environmental clean-up operations prior to the transfer to the town.

Some of the grant programs that are recommended for consideration by the town include:

The New York State Consolidated Funding Application (CFA)--this competitive program puts several state funding sources in play including parks development grants from NYSOPRHP. And, because the town is participating in the local waterfront revitalization program (LWRP), this is another good category to consider within the CFA program.

The Dormitory Authority of the State of New York (DASNY) has a series of grant programs that could be applied to the park development. The state and municipal facilities (SAM) grant program is well-suited to assist in funding facility development related to the park. Another DASNY program that may also be applicable is the Community Enhancement Facilities Assistance Program (CEFAP).

The New York State Department of Environmental Conservation's (NYSDEC) Hudson River Estuary Program is a natural partner for developing the park—in particular with aspects related to shoreline stabilization and resiliency and stream and estuary habitat enhancement. Funding opportunities exist through the NYS Environmental Facilities Corporation Green Innovative Grant Program to support clean up, restoration and “daylighting” the stream corridor. NYSDEC offers an Urban and Community Forestry Grants Program to support tree planting or tree maintenance projects.

Federal grant programs include the Land and Water Conservation Fund (LWCF) among others. The LWCF has been the major source of federal funding for park development and provides matching grants to states and local governments for the acquisition and development of public outdoor recreation areas and facilities. A number of federal and state agencies may be interested in supporting the pier improvements including the US Army Corp of Engineers. In 2016 the Federal Railroad Administration (FRA) awarded \$25 million in grants to increase safety at railroad crossings, train stations, and tracks across the country. The Federal Railroad Administration along with the NYSDOT and CSX would be logical partners along with Ulster County and the town to consider safety improvements for the at-grade crossing between Dock Road and the waterfront and pier area.

Among the region's foundations/nonprofits the Trust for Public Lands and Scenic Hudson have been early partners on the waterfront park project and would be natural potential future partners. There are several other nonprofits and foundations in the region that may also be interested in supporting the development of the park and the myriad benefits offered for waterfront access.

Town

Many of the grant programs listed above require some kind of a match either cash and/or in-kind contributions of material, labor and equipment. For example, as the park master plan calls for placement of fill and site grading improvements, the fill material (if donated) along with the labor and equipment required to install the improvements may all be eligible as a match for a grant from NYS Office of Parks, Recreation and Historic Preservation.

In addition, as budgets allow, the town can allocate annual budget amounts for capital improvement or bond for a larger capital project.

County Support

A potential partnership project with Ulster County would consider the opportunities along the Dock Road (County Route 119) corridor to add a shared-use path to accommodate bicycles, pedestrians and address Americans with Disabilities Act (ADA) improvements along with addressing potential safety improvements to the railroad crossing.

CSX

The plan presents opportunities to work with CSX to install some of the park features along the railroad property. For instance the railroad crossing and signalization as well as the recommended safety fencing along the base of the hill are two things that a cooperative effort with CSX and the town could lead to a positive outcome. They may also be able to assist with installing the desired ballast control strategy along the waterfront property. It is expected that CSX will review the town's plans along their property to ensure there is adequate room for their maintenance and safety requirements and facilities.

CONCLUSION AND ADDITIONAL INFORMATION

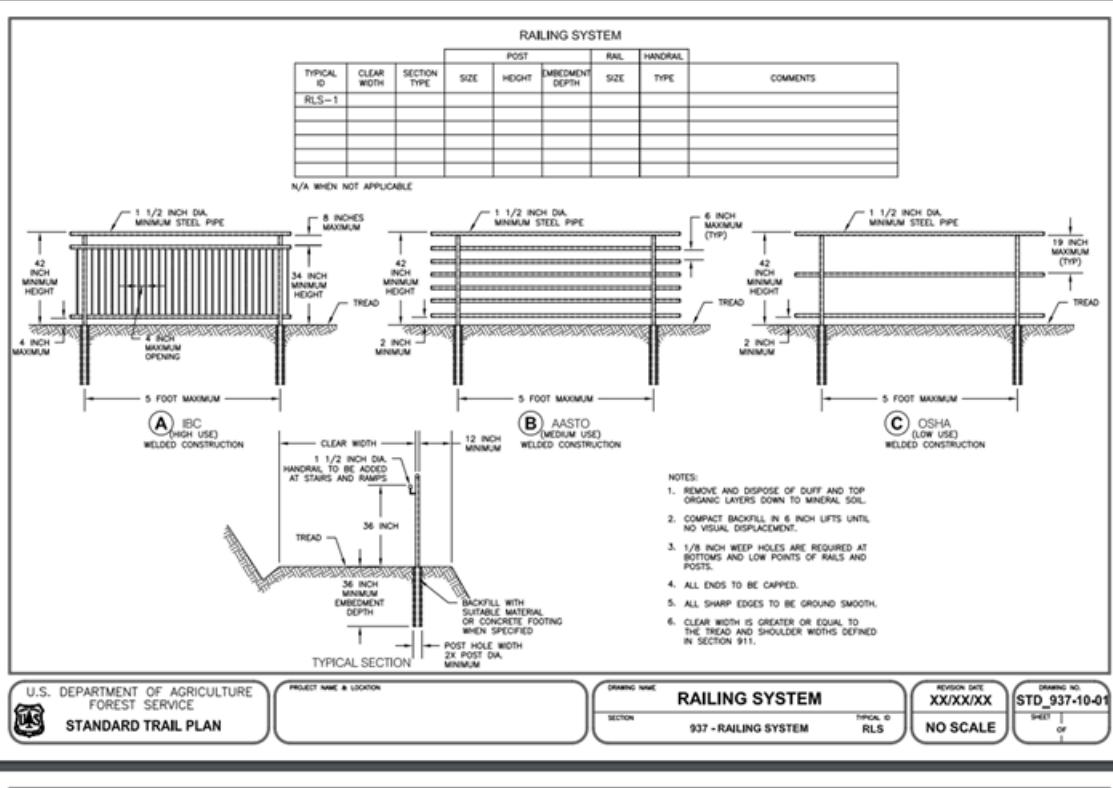
Conclusion

The greater Marlborough community—including the partners from around town and along and across the river, and with the state and federal representatives and so many supporters—people have worked together to create this opportunity to make the Milton Landing Park a reality. Still like a rough crystal pulled from the mountainside, this landscape will continue to be polished and transformed into a shining gem for all to treasure and enjoy what beauty lies within Milton Landing Park.

Additional Information

The NYS Blueway Trail stretches from the base of Lake Champlain in Whitehall and the Adirondack Park south to New York Harbor and the open ocean. A goal of the Blueway is to provide one or more designated launches and take-outs every 10 miles along both shores of the Hudson River; a series of campsites every 15 miles to promote multi-day excursions on the river; and access to as many day use attractions as possible. Day use attractions along the Blueway vary from wildlife marshes, islands and swamps, to historic sites, downtowns and hiking trails. For more information on the Blueway Trail see: <http://hudsonrivergreenwaywatertrail.org> The development and enhancement of the Milton Waterfront Parks will not only benefit the people of Marlborough, but will also serve as a destination for paddlers along the Blueway.

The U.S. Forest Service has an excellent set of trail guidelines. Here is an excerpt from the trail construction design guidelines:



(See:<http://www.fs.fed.us/recreation/programs/trail-management/trail-fundamentals/index.shtml>) for overall program information and for specific construction design guidelines see https://www.fs.fed.us/recreation/programs/trail-management/documents/plans/trail_pdfs/COMBINED_STD_TRAIL_PLANS.pdf