

## *MEETING NOTES*

**DATE:** May 22, 2019 at 10AM

**SUBJECT:** Rondout Riverport Shoreline Stabilization and Public Access – Phase 2  
PAC (Project Advisory Committee) – Meeting 3

**LOCATION:** Skype Meeting

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### **ATTENDEES:**

Jim Sperry – HRMM (Hudson River Maritime Museum)  
Kristin Haber – Ponckhockie Resident  
Danyl Sayed – HKWR  
Dan Proctor – HKWR  
Lisa Vasilakos – NYSDOS  
Julie Noble – City Sustainability + CAC  
Jeff Anzevino – Scenic Hudson  
Kristen Wilson – City of Kingston  
Kyla DeDea – City of Kingston Planning  
Steve Roy – Weston & Sampson  
Norman Ward – Weston & Sampson

### **ITEMS OF DISCUSSION**

1. Kristen Wilson provided a brief overview of where we're at in the project. Norman took roll call on who was in attendance (above).
2. Weston & Sampson gave a power point presentation (attached) to the PAC that included a quick summary of the previous meeting and the current schematic design efforts to date. This work generally included:
  - a. Typical shoreline stabilization matrix that Weston & Sampson utilizes for the various types of shoreline conditions.
  - b. Concept diagram depicting the proposed shoreline stabilization methods presented at the 05/01/2019 meeting for the Rondout Riverport project area based on the matrix.
3. One of the major outcomes from the 05/01/2019 meeting was to break the project area down into sub project areas with proposed shoreline stabilization methods. These areas have been defined as:

- a. Roundout Waterfront
  - b. Breakwater to Rondout II Lighthouse
  - c. Trolley Trail Causeway
  - d. East Strand Street & North Street
4. The Roundout Waterfront consists of the shoreline from the WWTF outfall east of the Cornell Building to the west side of the dead-end of North Street and adjacent to the Central Hudson Gas site. Proposed shoreline stabilization measures include steel sheet pile wall with floating ecosystem, steel sheet pile wall with boat access, pedestrian plaza/ tiered access to water as a transition from bulkhead to 'soft' shoreline, and vegetated berm/park/flood storage ('soft' shoreline) for protection and conveyance of stormwater during flooding events. Discussion:
- a. Dan Proctor stated that the amount of 'soft' shoreline shown between the two areas of steel bulkhead limits the potential for tourism because it doesn't facilitate cruise boats.
  - b. Kristen Wilson stated that developing the entire shoreline to steel bulkhead isn't financially feasible and is like "putting the cart before the horse".
  - c. Dan Proctor stated that a phased approach makes sense.
  - d. Jeff Anzevino likes the phased approach and that the ships we know have places to dock. What about the possibility of adding mooring piers with gangways to a series of dolphins for larger boats?
  - e. Julie Noble asked if provisions for swimming access and fishing are being provided. Kristen Wilson stated that part of the Central Hudson project included improvements to the dead-end of North Street for public fishing access.
  - f. Dan Proctor asked what the scope of this project includes. Norm Ward stated Schematic Design through Construction Documents.
  - g. Kristen Wilson stated the Central Hudson site was not included in the grant application for this project.
5. The Breakwater to Rondout II Lighthouse includes is the existing  $\pm 30$  foot wide riprap and timber cribbing (channel protection measure) from the east side of the dead-end of North Street (east of the Central Hudson Gas site) out to the Rondout II Lighthouse. Proposed shoreline stabilization measures include combination of an elevated boardwalk with conduit for water/sewer and intermittent shade structures to the lighthouse, vegetation in riprap, and restored wetland. A couple of alternatives to the elevated boardwalk include a floodable concrete boardwalk on the breakwater, or a floating boardwalk along the north side of the breakwater. Discussion:
- a. Julie Noble raised concern about tides/overtopping of the concrete panel walkway out to the lighthouse. Steve Roy stated it can be designed to be adaptable to both flooding and ice.
  - b. Kristen Wilson said it would be helpful to have a rendering of the boardwalk to the lighthouse (slides 15 and 16) and the cost of all three options.

- c. A question was raised about the difference between timber pilings for the boardwalk and helical piles. Helical piles are 3-4" steel pilings that get screwed into the substrate to a depth sufficient for structural integrity and longevity.
  - d. Jeff Anzevino likes each one, but need better detail related to concerns about the visual impacts.
  - e. Floating dock would be removed in the winter, which raises maintenance concerns.
  - f. Need pros/cons of each option plus cost of each one.
6. The Trolley Trail Causeway is the area along the existing trolley line starting at 224 East Strand Street to the trail's terminus at Delaware Ave. Proposed shoreline stabilization measures include vegetated riprap and MSE (Mechanically Stabilized Earth). Discussion:
- a. How long does MSE last and what is cost? 75 years and W&S will look into cost.
  - b. How much are we certifying?
  - c. Is it adaptable?
  - d. Does it get overtopped?
  - e. Good solution for next couple decades.
  - f. On the marsh side we would propose pruning trees worth saving and removal of invasive species.
  - g. We need to be cognizant of proposed trees blocking views to the lighthouse.
7. The East Strand Street & North Street includes a portion of East Strand Street from the WWTF to the intersection with North Street, and North Street from the dead-end at Rondout Creek to its intersection with Delaware Avenue. The main objective is climate resiliency to set the stage for future development along the Rondout Waterfront by raising and reconstructing a portion of East Strand Street and North Street. Additional enhancements include integrating porous pavement where appropriate, introducing rain gardens and bioretention areas to control stormwater runoff, and sidewalk and pathway improvements for better connectivity to and from the waterfront.
- a. What is the length of road raising?
  - b. Where would we like to see sidewalks?
  - c. Julie Noble to share analysis of raising the road (have not received). The sea level rise task force didn't set a design-to elevation.
  - d. Danyl Sayed raised concern about not having hard bulkhead along the shoreline if this project was selected.
  - e. Need to study more about raising the road. Elevation 8 or 11?
  - f. Sidewalk from the bend at East Strand/North to Delaware Ave.
8. Next PAC Meeting TBD. Location to be determined.
9. Upcoming Public Meeting to be scheduled after the meeting with the Grantors.