



# Ellenville/Wawarsing Parks and Recreation Plan 2016-2019

**DRAFT**  
**October 24, 2016**

*Created by the Ulster County Economic Development Alliance for the Ellenville/  
Wawarsing Parks and Recreation Commission*

<b>Table of Contents</b>	
01 Introduction and Background .....	2
02 Related Studies and Plans .....	2
03 Parks and Recreation Facilities Inventory .....	3
04 Stakeholder Input .....	12
05 Plan Vision and Goals .....	13
06 Implementation.....	17
07 Additional Funding Opportunities .....	23
08 Conclusion .....	24
09 Attachments .....	25

## **01 Introduction and Background**

Pursuant to the Ellenville Million Committee's recommendation, Ulster County Executive Michael P. Hein and the Ulster County Economic Development Alliance (UCEDA) have allocated \$150,000 toward the improvement of parks and recreation facilities in the Town of Wawarsing and Village of Ellenville, in order to attract hiking and biking tourists and enhance the area's economic development.

In 2015, a temporary Ellenville Million Parks Committee was formed, with oversight and technical assistance provided by Jonathan Drapkin of Hudson Valley Pattern for Progress. Through this committee, an initial set of recommended initiatives was developed, including the establishment of a joint Ellenville/Wawarsing Parks and Recreation Commission (the Commission).

In 2016, the Town and the Village each adopted local laws establishing the Commission and charging it, among other things, "to study the recreational and parks needs and resources of the Village/Town" (Town of Wawarsing, Local Law No. 3 of 2016, Section 82-2).

This document represents the Commission's first planning document, and is intended to guide both the immediate allocation of resources from the Ellenville Million and to inform further efforts of the Commission and the Village and Town over the next two-to-three years. It is recognized that this plan does not substitute for a true parks and recreation master plan, which is identified later in this report as a recommended future step.

## **02 Related Studies and Plans**

The topics of parks and recreation are addressed in a wide variety of local, regional, and statewide plans and studies. Among the primary documents that influence the future evolution of parks and recreation facilities in the Town and Village are the following:

<b>Local/County</b>	<b>Regional/Statewide</b>
Village of Ellenville Comprehensive Plan	NYS Comprehensive Outdoor Recreation Plan (SCORP), 2014-2019
Town of Wawarsing Comprehensive Plan (2006) and Comprehensive Plan Update Draft (2015)	NYSDEC Region 3 Open Space Advisory Committee Report (July 2013 Draft Revision)
Town of Wawarsing Open Space Inventory (2014)	Shawangunk Mountains Regional Open Space Plan
Lippman Park Master Plan	Catskill Park State Land Master Plan (Aug 2008)
Kerhonkson Rail Trail: Design Recommendations for Trail Development	Shawangunk Mountains Scenic Byway
Ulster County Non-Motorized Transportation Plan (2009)	Mid-Hudson Regional Economic Development Council Economic

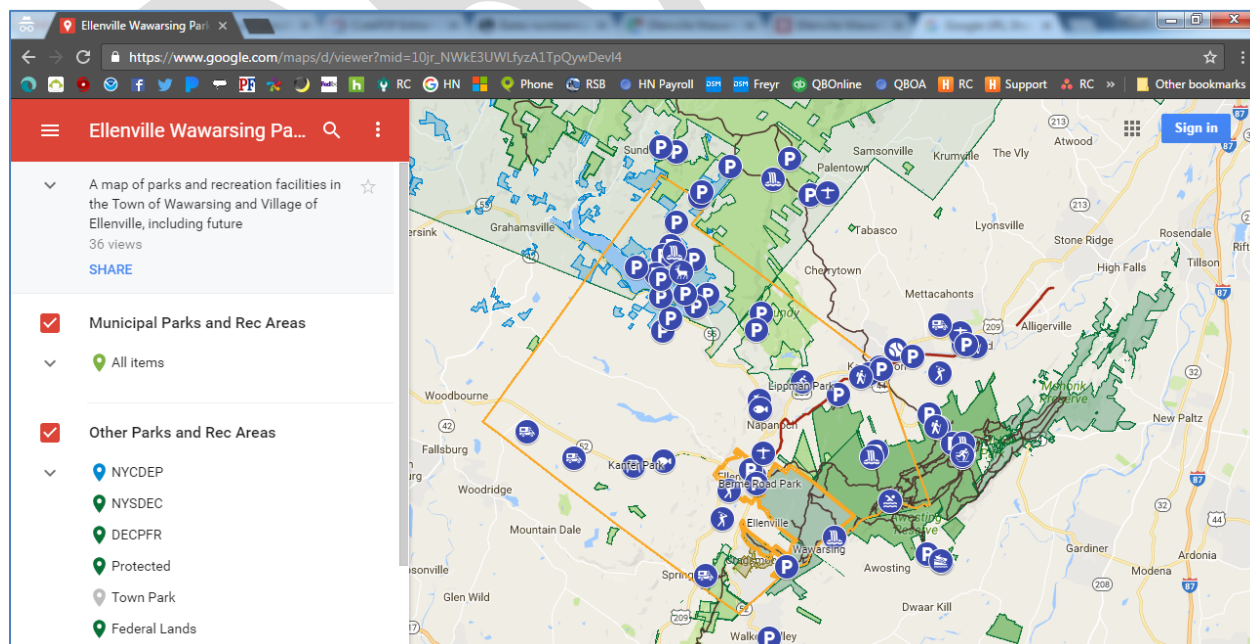
Local/County	Regional/Statewide
	Development Strategy
Ulster County Open Space Plan	NYS 2010 Statewide Trails Plan
NY Rising Community Reconstruction Plan, Ulster Communities (2014)	NY Parks 2020: A 7-Point Vision for Transforming NYS Parks
Interim Watershed Management Plan for the Lower, Non-Tidal Portion of the Rondout Creek and Municipal Agreement	NYCDEP Open Recreation Areas and Use Designations by County (2016)

Where appropriate, this plan draws on and aligns with the recommendations and conclusions identified in these plans and studies. Particular attention has been given to locally-developed plans and studies and the steps that these documents have identified related to the expansion or improvement of the two communities' parks and recreation systems.

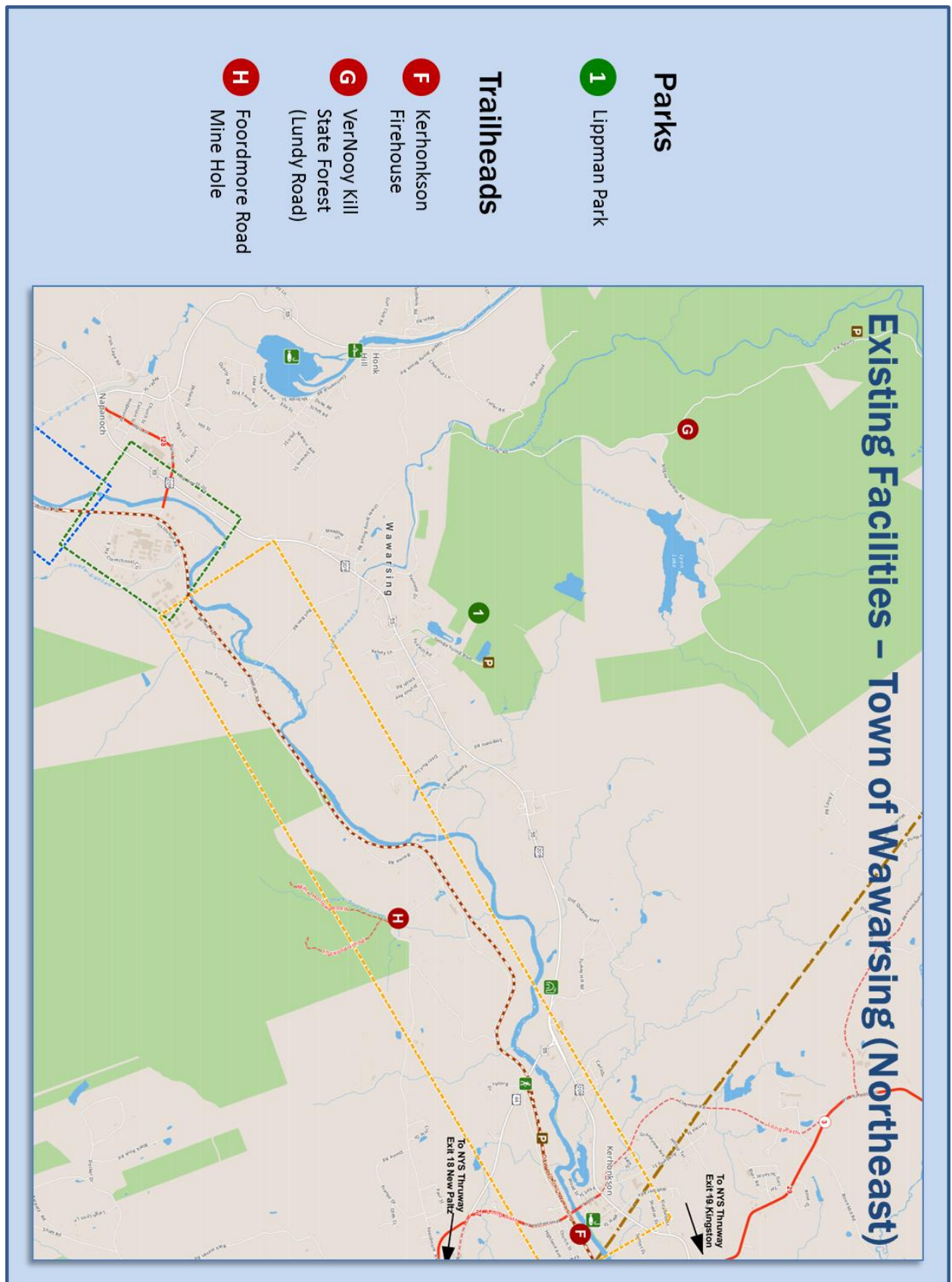
### 03 Parks and Recreation Facilities Inventory

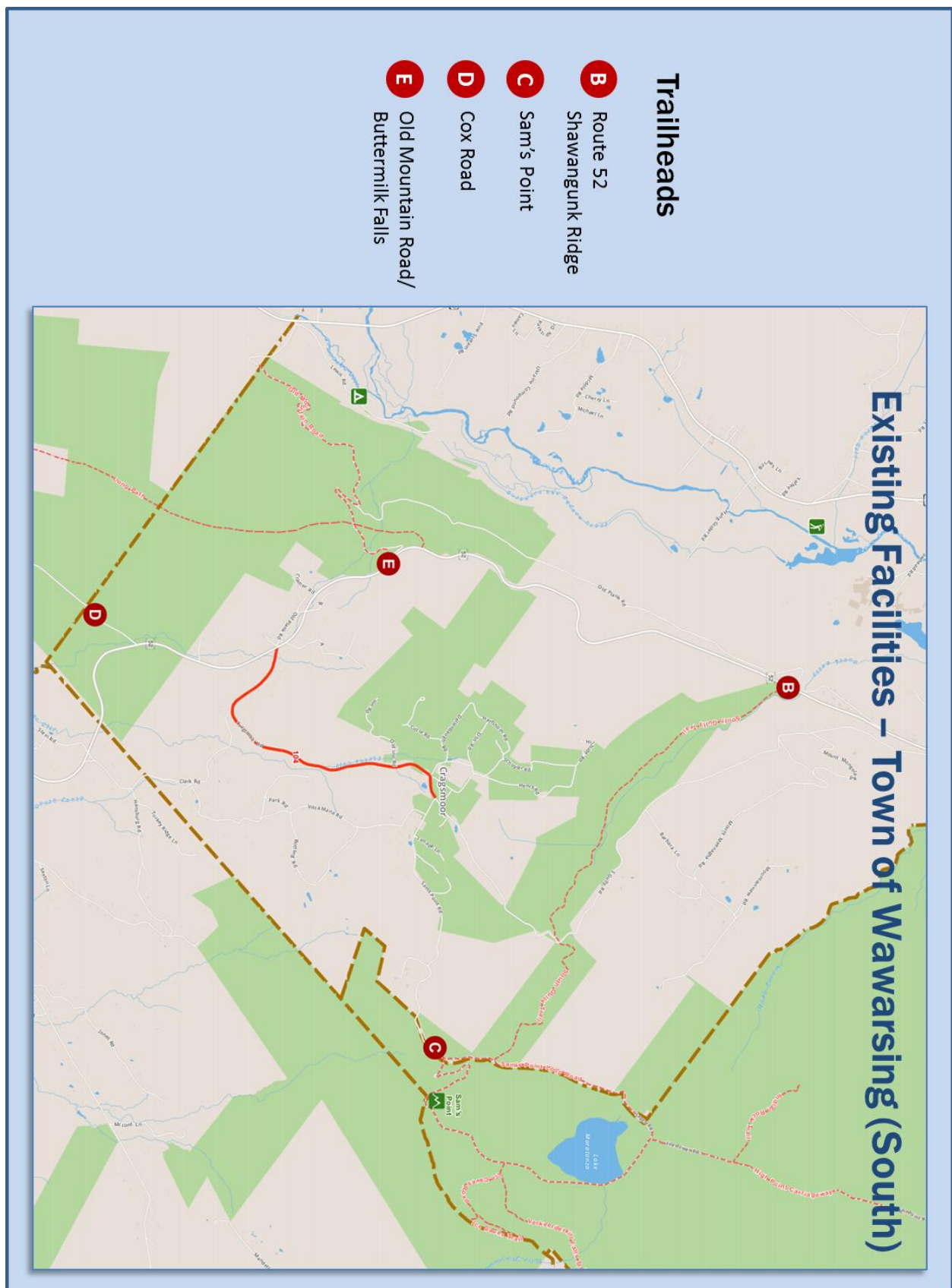
To date, a full inventory of current park and recreation facilities with the Town and the Village has not been completed. Drawing from several sources, including interviews with members of the Commission, NYS Office of Parks, Recreation and Historic Preservation's Recreation Facilities Inventory, Ulster County Planning Department files, and others, we have developed the following basic inventory of parks and recreation facilities.

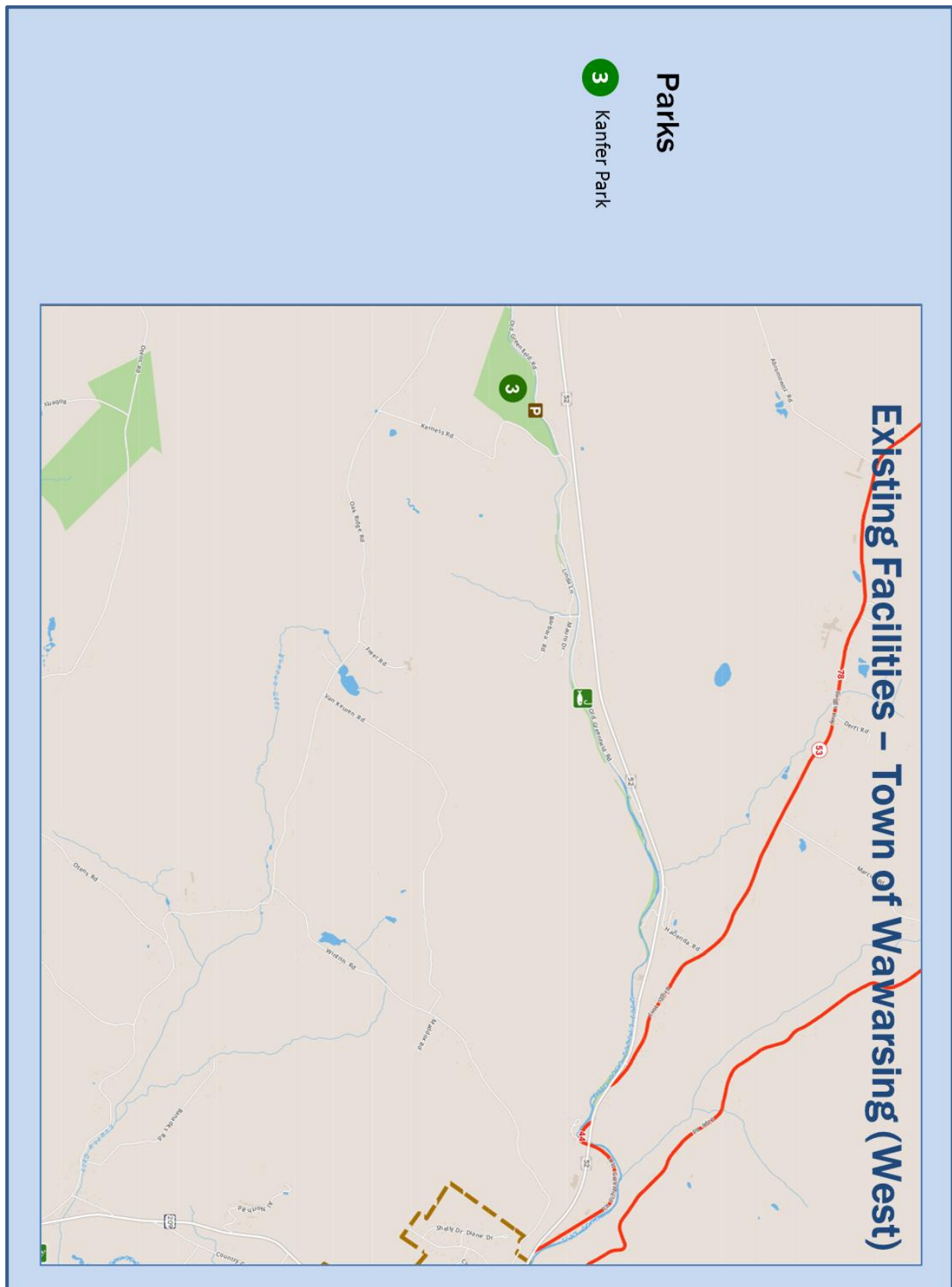
An interactive map including municipal parks and trails, as well as county, state and private park and recreation lands is available online at <https://goo.gl/d7VITd>



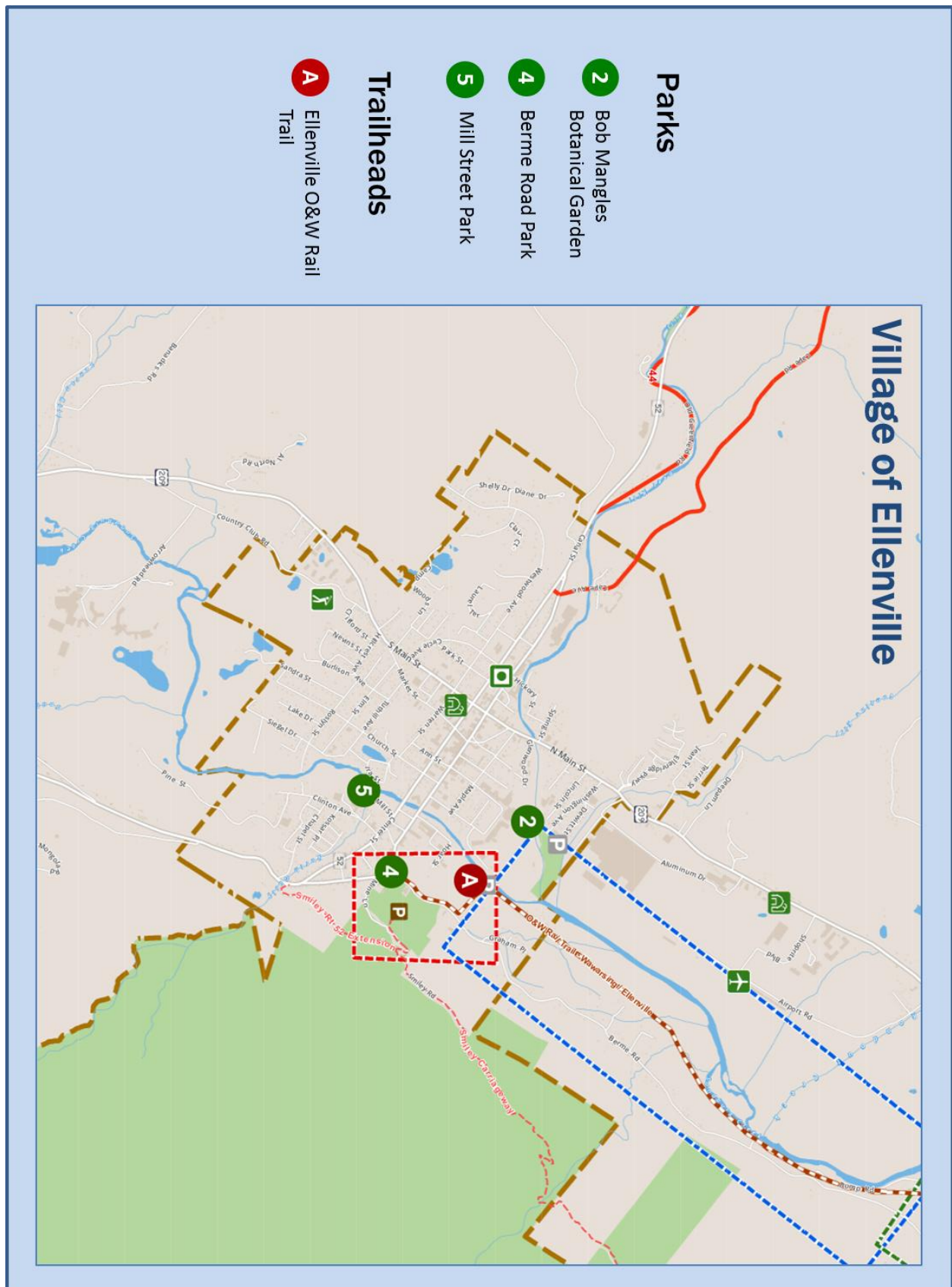












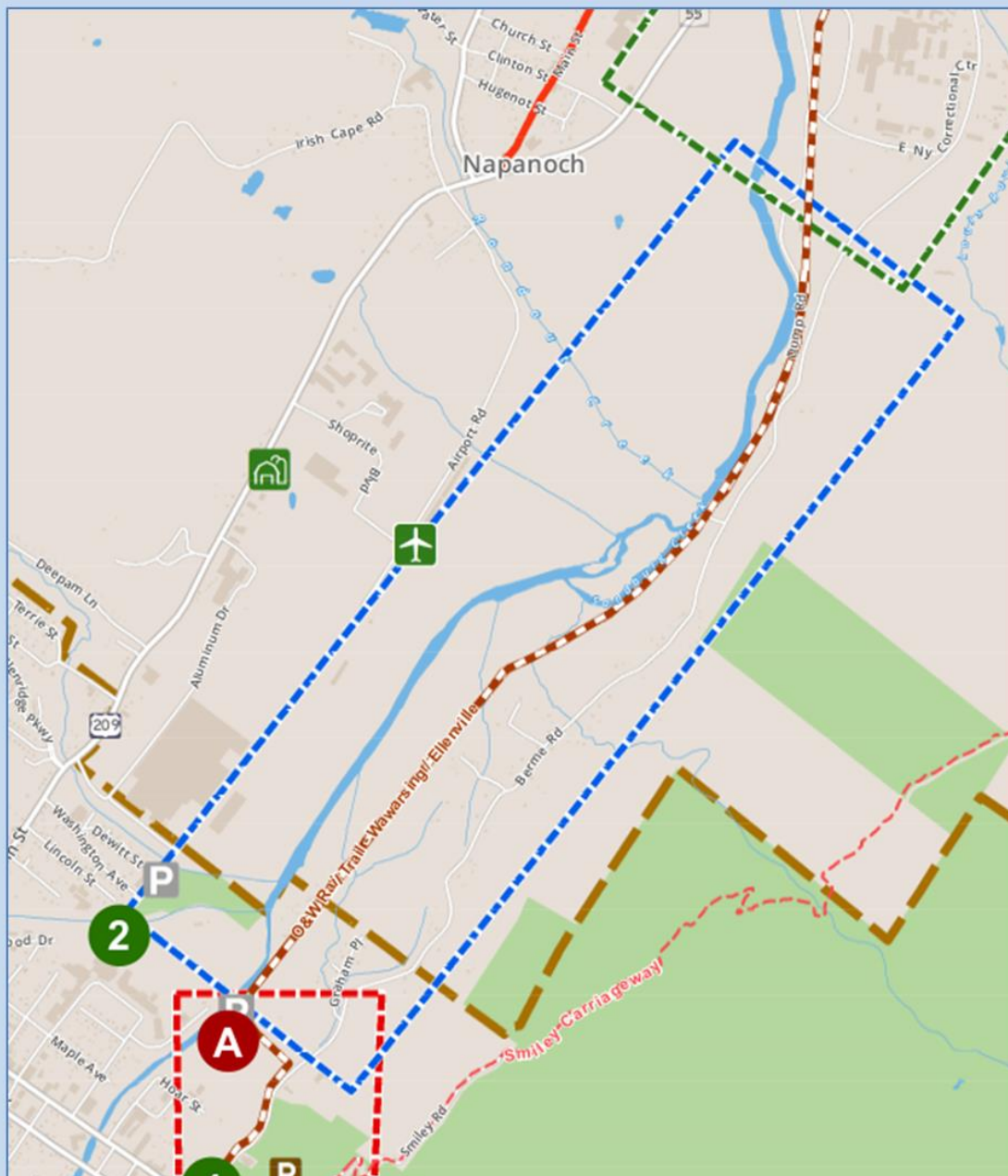
## Ellenville Tow Path Trail



Start	End	Status
Berme Rd Park	Sewer Plant Rd Trailhead	Received DOT approval to reprogram funds; awaiting contract with engineer.

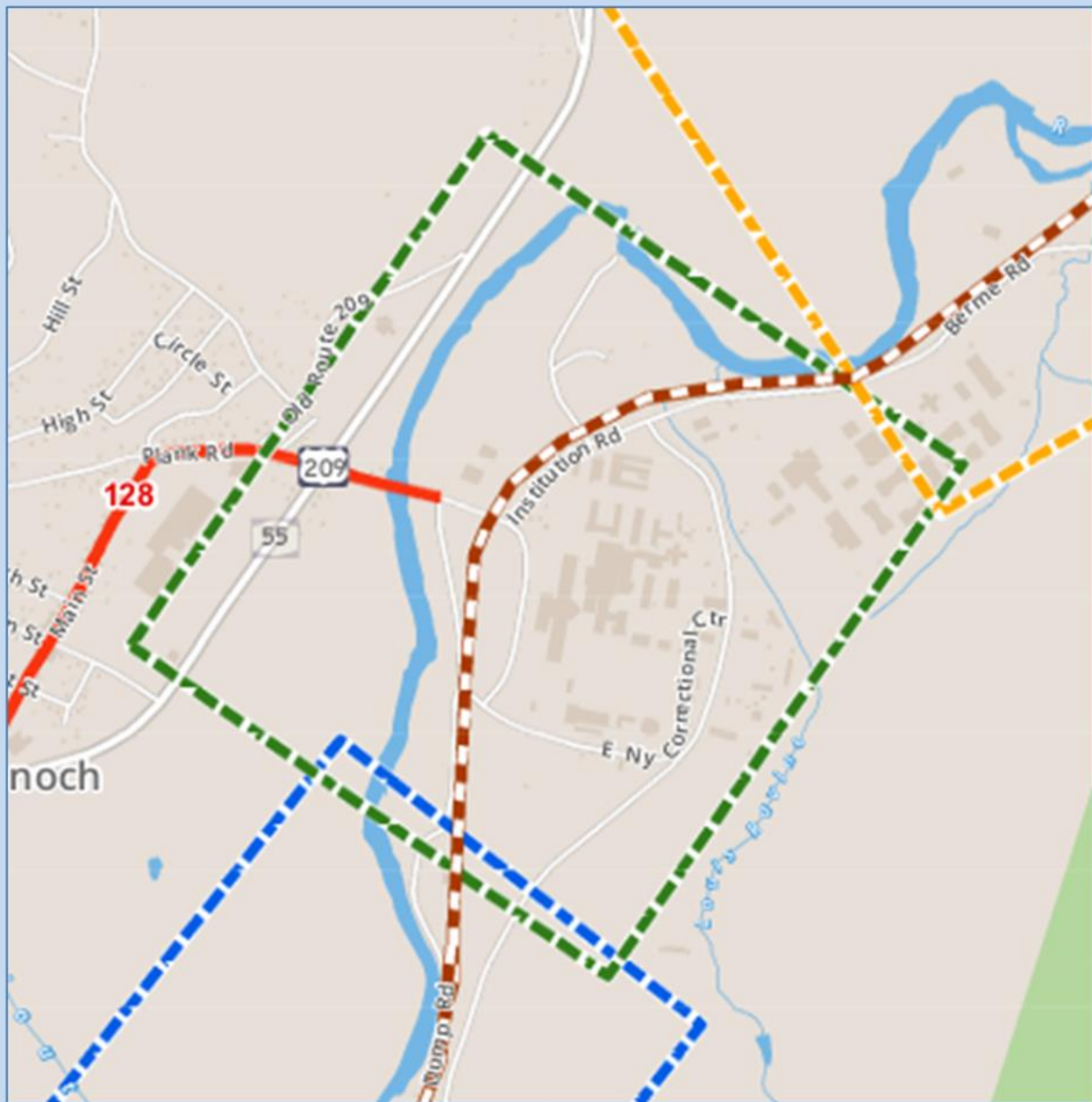


## Wawarsing O&W Rail Trail

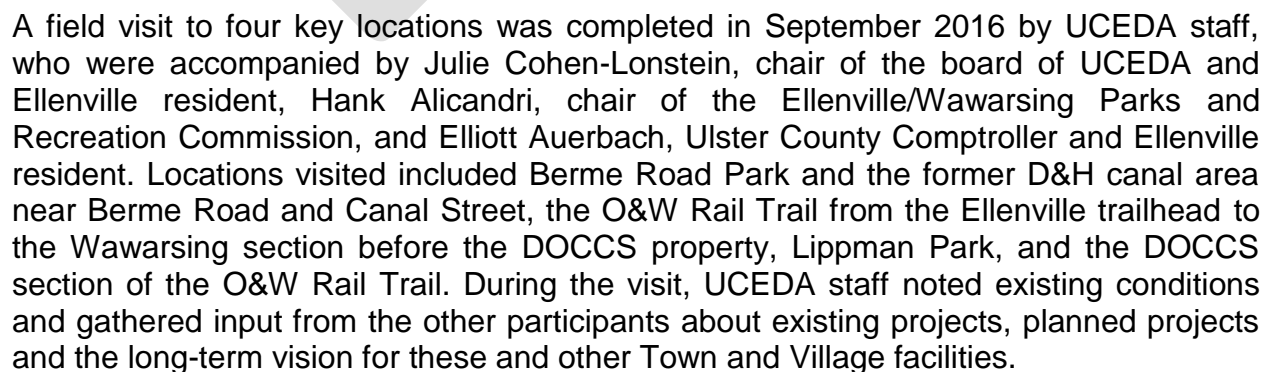


Start	End	Status
Sewer Plant Rd Trailhead	DOCCS property	Initial improvements completed by Town, additional improvements planned. Trail open.

## DOCCS Section



Start	End	Status
SW edge DOCCS property	NE edge DOCCS property	Easement in place, awaiting EM funds to assist with purchase of materials for required improvements.





## **04 Stakeholder Input**

Due to the rapid schedule for development of this interim planning document, stakeholder input has been limited to engagement of the Commission and of municipal elected officials in the Town and the Village. In the future, additional stakeholder input – including public workshops, interviews with key stakeholders such as the school district, chamber of commerce, and civic groups – will be valuable in defining long-term goals for the Ellenville/Wawarsing parks and recreation system.

On October 6, 2016, staff of UCEDA conducted a workshop with at the Commission's regular monthly meeting. During the workshop, participants were asked to provide input to help guide the creation of this interim planning document. Input was solicited on the following topics:

- Identifying parks and recreation resources in the community
- Assessing the current condition of existing parks and recreation resources
- Identifying “high-priority” improvements or expansions to the current parks and recreation system

The input was collected through a small-group mapping exercise, where participants used markers to provide input on prepared maps of the recreation and parks facilities in the Town and Village.

Following the mapping exercise, commission members were asked to identify and then vote for the improvements or initiatives that they believe are most urgent and should be included in this three-year planning document. The results are summarized here, in order of priority:

1. Expansion of Berme Road Park, including better connections into the Village, parking improvements, kiosk/signage, pavilion, bathroom facilities (6)
2. Improvements to the DOCCS section of the Wawarsing O&W Rail Trail (5)
3. Improvements to the Northern section of the Wawarsing O&W Rail Trail from DOCCS to the Rochester Town line (3)
4. Establish a connection between the Ellenville O&W Rail Trail and Berme Road Park (3)
5. Open access to Colony Farm and establish a “wildlife” bridge between the Shawangunks and the Catskill Mountains (2)
6. Improvements to the Southern section of the Wawarsing O&W Rail Trail from DOCCS to the Ellenville Village line (2)
7. Improvements at the Mill Street Park, including lighting, asphalt path resurfacing, benches
8. Improvements at Bob Mangles Botanical Garden, including trees, benches and possible conversion back to a baseball field
9. Extend the O&W Rail Trail from Canal Street south to the Nevele property
10. Create an “exercise trail” along the O&W Rail Trail
11. Establish a shuttle service from Berme Road Park to Sam's Point
12. Create a dedicated youth recreation facility

- 13.Improvements at Lippman Park, including signage for existing kiosk, paddleball court
- 14.Improvements to existing pool facilities, including handicap-accessible bathroom facilities in Kerhonkson
- 15.Improvements at Resnick Park, including gazebo and kiosk
- 16.Improvements at Kanfer Park, including Kerness Road access, playground and general maintenance of grounds

In addition to gathering input from the Commission, UCEDA staff interviewed Supervisor Len Distel from the Town of Wawarsing and Village Manager Joe Stoeckeler from the Village of Ellenville via telephone in late September 2016. These interviews largely confirm the input received from the Commission, though Supervisor Distel emphasized his desire to see lighting and safety improvements at Lippman Park.

Mr. Stoeckeler emphasized the ongoing work of the Village, with state funding, in the area between Berme Road Park and the current terminus of the Ellenville O&W Rail Trail at Sewer Plant Road. This project, which was initially funded in 2010 and sought to include improvements of the former D&H canal, has been reprogrammed to focus instead on connectivity between the current trailhead and Berme Road Park. This is a major design and construction project, which is currently funded with a grant from NYSDOT and a required match by the Village. The Village is currently in the process of establishing a contract with the selected engineering firm to begin design and anticipates construction in 2017/2018.

## **05 Plan Vision and Goals**

This document seeks to establish a common vision and set of short-term goals for improvements to the Village and Town's parks and recreation system. Based on the input received to date, and on the various initiatives and priorities identified in relevant local, regional and statewide plans and studies, the following is offered as a guiding vision statement for the Ellenville/Wawarsing Parks and Recreation Commission:

***Ellenville and Wawarsing are home to a beautiful and vibrant system of parks and recreation opportunities that will act as a catalyst for economic growth in the area by: 1) showcasing our natural and cultural resources, 2) making them easy for visitors and residents to find, use and enjoy, and 3) capturing economic impacts locally.***

To further this vision, the Town and the Village must direct meaningful and focused energy toward a program of strategic improvements and expansions, while at the same time ensuring proper stewardship and maintenance of existing parks and recreation resources. Accomplishing these two overarching objectives – strategic expansion and ongoing management – is no small task, so it is anticipated that the Commission's work in the years to come will require an expanding partnership with local government, area nonprofits and community organizations, businesses and institutions, and with the residents and visitors that the parks and recreation system serves.

In the near term, the pursuit of this vision entails work toward the following plan goals, each of which has been identified as a high-priority by the involved stakeholders, and aligns with other planning documents.

### **Goal 1: Enhance Visitor Experience at Anchor Parks**

The Town and the Village each have one major park – Berme Road Park in Ellenville and Lippman Park in Wawarsing. These are considered the anchor parks in the overall parks and recreation system, and should be the primary focus of investment by the two municipalities. Several immediate improvements have been identified through this planning process, including

- Install an informational kiosk at Berme Road Park (similar to the kiosk at Lippman Park);
- Establish an overall program of improved signage, including gateway signs, park information signs, locational signs, wayfinding signs, and interpretive signs;
- Make critical accessibility improvements, including repaving of upper lot at Berme Road Park;
- Beautify park entrances and gateways to enhance the visitor experience;
- Provide updated park info on town/village web sites.

Even as these improvements are underway, additional enhancements should be planned and designed, and the necessary funding should be sought to continue to improve these two parks. Within the next three years, the Commission should seek to implement the following further enhancements:

- Add a pavilion and bathroom facilities at Berme Road Park;
- Offer limited primitive camping in back portion of Berme Road Park to small groups, by Village-issued permit only;
- Work with management at Sam's Point/Minnewaska State Park to establish and improve a trailhead at Berme Road Park to access the Smiley Carriage Road;
- Make safety improvements, including lighting and cameras (if needed) in Berme Road Park and Lippman Park;
- Repair recreation facilities at Lippman Park, including paddleball court, pavilions and other park structures.

### **Goal 2: Extend and Improve Ellenville/Wawarsing O&W Rail Trail**

The establishment of a trail along the former O&W railroad corridor has long been a goal within the two communities. Prior plans have identified design recommendations and route options, and a recent push by the Town and the Village has resulted in the first open section of trail in the Town and Village, which begins by the Sewer plant in the Village and extends to the beginning of the DOCCS property in the Town, a stretch of about 1.5 miles.

In the past few years, an increasing amount of attention has been given both locally and nationally to the value of rail trails as both recreation and transportation resources.



Research has established a link between the development of trails and improved economic conditions. This urgency has been amplified recently all along the O&W corridor by the establishment of the O&W Rail Trail Association of Towns, which is an intermunicipal body of which the Town and the Village are voting members.

With the growing attention to the rail trail, this plan lays out a series of steps that are designed to maximize the value of the trail to the two communities. Most importantly, the priority is to complete the remaining sections so that the trail extends from Berme Road Park all the way to the Town of Rochester, with connections along the way that provide access to key community and recreational resources. Priority efforts include:

- Completing the Ellenville Tow Path Project (connection from Sewer Plant Rd to Berme Road Park and Canal St)
- Improving the Town of Wawarsing section (from Village line to DOCCS section)
- Improving and opening the DOCCS section
- Completing D&H-O&W Rail Trail Project (from DOCCS section to Town line)

These goals include the completion of two federally-funded/locally-administered grant projects, the Ellenville Tow Path Project (PIN 8758.49) and the D&H-O&W Rail Trail Project (PIN 8759.25), that have been long-delayed due to funding shortfalls, but which now are progressing toward the finish line.

### **Goal 3: Connect Anchor Parks, Residential/Commercial Areas and Other Parks/Rec Areas**

With improvements at anchor parks and the establishment of an intact multi-use trail from Berme Road Park to the Town of Rochester line, additional connections will serve to expand access and improve the overall attraction for visitors of the Town/Village park system. Ellenville and Wawarsing are home to a number of regionally-significant recreation opportunities, and these connections will boost their impact on local businesses by increasing visitation and linking those visitors to the communities' commercial areas.

Priority connections include:

- O&W Rail Trail to Lippman Park connection,
- Smiley Carriage Road trailhead,
- North gully trail,
- Long Path connection,
- Mountain Gateway catalytic area,
- Creek connections,
- High school connection

#### **Goal 4: Improve Park Safety, Maintenance and Accessibility**

Efforts to improve the visitor experience go beyond aesthetic or functional improvements – they must include enhancements to ensure visitor safety, comfort and accessibility. Key priorities here include:

- Improved and additional lighting at anchor parks
- Security cameras in areas of heightened security concerns
- Application of “crime prevention through environmental design” standards in all future projects
- Establishment or clarification of maintenance and monitoring roles/responsibilities
- Attention to necessary budgeting goals to support recreation and parks operations and maintenance
- Establishment of new operational policies and procedures (permits, rentals, special events, camping, vehicles, etc.)
- Ongoing improvements to ensure handicap accessibility
- Evaluation, selection and completion of high priority maintenance projects

#### **Goal 5: Develop Long-Term Parks and Recreation Master Plan**

While the goals above are expected to generate tangible results, including increased park visitation and enhanced economic development opportunities, the Commission should look to develop a full parks and recreation master plan for the Village and the Town in the coming years. This plan would address areas including:

- Evaluation of future park expansion/acquisition, facilities enhancements,
- Extension of the O&W Rail Trail through the Village and Nevele property to the southern Town border,
- Access to DEP lands,
- Creek access,
- Berme Road park mine,
- Swimming facilities,
- Organized sports facilities,
- Zoning amendments,
- Camping facilities, horseback riding,
- Commercial lodging and accommodations,
- Hang-gliding,
- Agriculture-related recreation and Colony Farm,
- Complete-streets connections,
- Branding and promotion,
- Community engagement,
- Funding,
- Maintenance and capital planning

## 06 Implementation

The goals above are intended to provide guidance to the Commission over the next 2-3 years as it seeks additional funding and support to advance its vision.

### Phase 1 Implementation Projects

In the near-term, several projects are either underway and moving toward completion or have been identified as important immediate action items. These “phase 1” projects are outlined below.

#### *Berme Road Park – Upper Parking Lot Improvements*

To promote increased accessibility and safety, and to improve the appearance of the park, it is important that the Village make improvements to the upper parking lot and access road. This location will eventually serve as a trailhead linking the O&W Rail Trail to the Smiley Carriage Road and Sam’s Point/Minnewaska State Park.

**Project Description** – repaving with subbase improvements and drainage, 490’ x 24’ roadway plus 140’ x 108’ parking area.

**Project Budget** – see attached quote from Callanan Industries.

**Total Cost** –  
\$53,368.00

#### *Ellenville Tow Path Project – Design and Construction*

Funded through a grant from NYSDOT, this project originally included restoration of the canal lock by Berme Road Park. The Village has negotiated with NYSDOT to reprogram the funds for design and construction of a connection from the current O&W trailhead on Sewer Plant Road to the bottom entrance of Berme Road Park.

#### Ellenville Tow Path Project – Route Alternatives



This project will establish a connection from the trailhead at the end of Sewer Plant Road to Berme Road Park and Canal Street. The Village is in the process of hiring a firm to evaluate route options and develop design documents for the preferred alternative. Additional funding and in-kind support from the Village are expected to advance the project to construction.



**Project Description** – engineering services for design, plus a combination of in-kind and grant-funded labor for construction.

**Project Budget** – to be provided by Village upon execution of consultant contract.

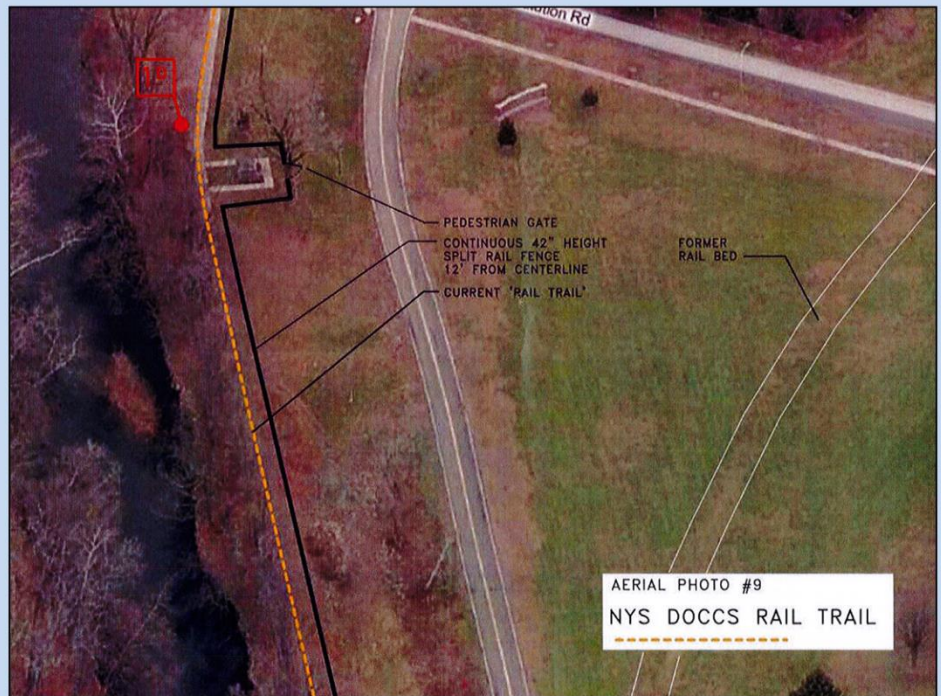
**Total Cost** – approximately \$250,000, with \$200,000 grant funding and \$50,000 Village match.

### ***Wawarsing O&W Rail Trail – DOCCS Section***

Earlier this year, the Town was successful in obtaining an easement for trail access from DOCCS to extend the rail trail from its current terminus to the northern end of the DOCCS property, where the project area of a separately-funded trail design and construction project begins (see D&H-O&W Rail Trail Project below). The easement stipulates certain design elements that must be installed prior to opening the trail for public use, and this project will satisfy those requirements. Under the terms of the easement, the Town's interest will expire in March 2018 if it has not completed the necessary improvements to allow public access.

**Project Description** – as per the requirements of the DOCCS/Wawarsing easement, the Town must provide and install approximately 3,200 lineal feet of split rail fence along the boundary of the trail easement, and provide and install an 8'-wide surface of crushed stone (Item 4) for the entire length of the 1.5 mile easement.

### **O&W Rail Trail – DOCCS Section**



This project will create an 8' wide crushed-stone surface trail through the DOCCS Eastern Correctional property, linking the Wawarsing O&W Rail Trail's southern and northern sections.

**Project Budget** – see attached letter from the Town of Wawarsing.

**Total Cost** – \$86,514, with a request for \$55,000 from the Ellenville Million and remaining budget to be provided by the Town.

### ***D&H-O&W Rail Trail Project***

Like the Ellenville Tow Path Project, this rail trail design and construction project was funded through a grant from NYSDOT. The project has been delayed as the Town's consulting engineers seek DOT concurrence with the preliminary design. The project continues to progress, however, with pending resubmission by the Town of design documents for DOT review.

**Project Description** - engineering services for design, plus a combination of in-kind and grant-funded construction costs (including labor and materials).

**Project Budget** – to be determined based on approved engineering documents.

**Total Cost** – to be determined, but based on grant requirements will include a required local match to be contributed by the Town.

### ***Comprehensive Signage Project***

As the Town and the Village continue to make progress on their respective rail trail and park improvement projects, it is increasingly clear that a comprehensive approach to signage is needed. Current signage is often not consistent with the latest standards, or, in some cases, is missing entirely. As additional sections of trail are opened, new trailhead, locational and wayfinding signs will be required. Further, locational signage along local, county and state roads will be needed, necessitating a dialogue with NYSDOT and other officials to ensure compliance with requisite standards.

Most notably, thanks to volunteer efforts, the Town has installed a substantial kiosk at Lippman Park, but has not had the funds to design and produce signage to install at the kiosk.

**Project Description** – consulting services to develop a signage program for the Ellenville/Wawarsing parks and recreation system, with an emphasis on immediate signage needs, plus a budget for fabrication and installation of high-priority signs.

**Project Budget** - \$30,000, including \$15,000 for design services and \$15,000 for fabrication and installation.

**Total Cost** - \$36,000, assuming a match of 20% through a combination of in-kind contributions by Commission members or other volunteers and in-kind labor from the Town and Village for signage installation, where appropriate.

### ***Phase 2 Implementation Projects***

In addition to the projects described above, the Commission should seek to implement further projects in the next two-three years, including the following "phase 2" projects:

#### ***Berme Road Park Enhancements – Phase 2***

Berme Road Park has tremendous potential given its location near the nexus of the Village of Ellenville's business district, at the foot of the Shawangunk Ridge, and along

the future extension of the O&W Rail Trail. Due to this ideal location and the potential value the park could contribute to the local community, it is recommended that additional enhancements at the park be prioritized in the coming years, with implementation as funding allows.

Key phase 2 enhancements include:

- Construction of a picnic/event pavilion and permanent bathroom facilities, including running water;
- Streetscaping and landscaping along Berme Road and the entrance to the upper parking lot, including curbing and landscaping at the Kimble Hose Company parking lot, which will increase the visual appeal of the park;
- A paved multi-use trail along the eastern side of Berme Road, from the playground to Canal Street, which provides a safe and accessible pathway for residents and visitors to traverse from the central business district into the park and doubles as an extension of the O&W Rail Trail heading south toward the Nevele property;
- Trailhead improvements at the upper parking lot, in coordination with management at the Sam's Point/Minnewaska State Park, which provides access to the park via the Smiley Carriage Road; and
- Primitive camping facilities upper portion of the park, near the Smiley Carriage Road, which will accommodate a low volume of bicycle tourists and other visitor groups looking for rustic accommodations within close proximity of the Shawangunk Ridge, through a Village-issued permit.

The conceptual drawing below is meant to provide an example of these improvements. Further design work should be incorporated into the project, particularly for features such as crosswalks, multi-use trails, and other engineered improvements. As part of the design process, public input should be collected through a variety of means, including a public information session, a design advisory committee that includes local residents and business leaders, and interviews with important local stakeholders to review the design and gather input and feedback.



## Design Concept for Berme Road Park Enhancements – Phase 2



### ***O&W Rail Trail Connection to Lippman Park***

As the various projects in Phase 1 are completed, the Commission should turn its attention to establishing a safe, accessible and recognizable connection between the O&W Rail Trail and Lippman Park. Particularly given Lippman Park's prominence within the mountain biking community, this connection seems a logical way to expand the park's attractiveness to visitors and residents.

The project will involve an exploration of route alternatives, particularly when it comes to traversing the Ver Nooy Kill creek. It is likely that the most feasible route will involve significant on-road connections, which require careful evaluation of design features that strike a balance between safety for users and efficient traffic operations.

### ***Wawarsing O&W Rail Trail Enhancements***

With labor and materials provided by the Town of Wawarsing Highway Department, this section of the O&W Rail Trail is currently open for hiking. However, the surface of the trail has not been improved, and one small washout requires a new culvert or other treatment to make the path suitable for all but the most adventurous bicyclists.

While much of the additional work could be accomplished by Highway crews, it is likely that materials and some specialized equipment could be needed, including a culvert. In the future, the Commission should work with the Town to ensure that the necessary resources are available to complete these upgrades in order to bring this section of trail up to typical standards along the rest of the O&W Rail Trail corridor.

### ***Park Facilities Maintenance and Upgrades***

While the phase 1 projects above address several immediate needs at Lippman Park and Berme Road Park, these and the other Town and Village parks have deferred maintenance needs that should be addressed. At Lippman Park, the paddleball court is in need of repairs and additional lighting is needed near the parking lot and walking path. Structures at Kanfer Park and Bob Mangles Botanical Garden are in need of repair or replacement. At Kanfer Park, additional park access via Kerness Road requires roadway repairs and improvements.

These projects should be feasible using existing Town and Village funds. Where appropriate, volunteer assistance may be needed to complete smaller maintenance or repair projects.

### ***Management Plan for Parks and Recreation Facilities***

An important role of the Commission, as stated in its organizing legislation, is to operate and maintain any facilities designated by the municipalities' boards, and to operate and maintain the programming at designated parks and recreation facilities. It is assumed that in cases where the municipalities have not designated this role to the Commission, it is the Commission's responsibility to work with the municipalities to ensure that parks and recreation facilities are adequately maintained and operated in such a manner as to promote the overall purpose of the Village and Town recreation and park system.



To this end, it is recommended that the Commission work with each municipality to establish a plan for management of municipal parks and recreation facilities. The plan should address roles/responsibilities related to routine maintenance, emergency maintenance, capital maintenance, monitoring, enforcement of rules/regulations, capital improvements, programming, liability and insurance, permitting/operations, etc.

These “phase 2” projects are subject to change as the Commission pursues the immediate priority projects and as funding opportunities become available. It is recommended that the Commission prepare quarterly reports for the Village and Town to document progress toward the goals of this plan, and that annually the Commission should review the plan to determine whether any significant changes to the plan goals or priority projects are necessary.

## **07 Additional Funding Opportunities**

Under its contract with UCEDA for technical support for the parks component of the Ellenville Million, Hudson Valley Pattern for Progress is responsible to assist with grant-writing efforts related to implementation of additional projects identified by the Commission. It is expected that the goals outlined in this plan will guide the Commission and Hudson Valley Pattern for Progress in the identification of promising projects that will be the subject of future grant applications.

The following funding programs/sources represent likely sources of additional funding for implementation of additional projects related to the goals above:

- **Hudson River Valley Greenway** – Greenway Conservancy Grants provide funding for trail planning, construction and amenities, with amounts ranging from \$5,000 – 10,000 per project, with a required 50% match.
- **Parks and Trails NY** – Provides technical assistance and small grants through the Healthy Trails Healthy People Program.
- **Laura Jane Musser Fund** - Grants are provided for programs that will help to strengthen individual rural towns in economic development, business preservation, arts and humanities, public space improvements, and education. The applicant community must have a population of 10,000 or fewer.
- **NYS Office of Parks, Recreation and Historic Preservation** – Administers several relevant grant programs as part of the state’s annual Consolidated Funding Application, including the federally-funded Recreational Trails Program, the Parks Program, and the Historic Preservation Program.
- **NYS Department of Transportation** – Administers the federally-funded Transportation Alternatives Program, which in 2016 included \$98.7M in available funding for bicycle, pedestrian, multi-use path and transportation-related projects.
- **NYS Office for Small Cities New York state Community Development Block Grant (CDBG)** – Provides grants to non-entitlement communities for improved community facilities and services where projects are located in, or primarily serve, low income communities. Funding is up to \$400,000 for individual projects or \$900,000 for joint applications.

- **NYS Department of State** – Provides grants for waterfront-related redevelopment in furtherance of a community's Local Waterfront Revitalization Program plan.
- **US Department of Agriculture Community Facility Grants** – Provides funding for construction, expansion or improvement of community facilities for health care, public safety, and community and public services, which can include the purchase of equipment for the facility's operation.
- **National Parks Service Rivers, Trails and Conservation Assistance Program** – provides technical assistance for community groups and local, state and federal government agencies to develop trails and greenways.

## **08 Conclusion**

This plan has identified a series of short-term goals and implementation steps that the Ellenville/Wawarsing Parks and Recreation Commission may consider as it begins to fulfill its mission. The recommendations here are based on input from local stakeholders, as well as the results of previous local, regional and statewide planning efforts. In the future, the Commission should review this document on a periodic basis to determine its ongoing relevancy, and should anticipate conducting a master planning process to develop a comprehensive, long-term strategy in the coming years.



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### **Ellenville Million Parks Component Plan – Phase One**

Pursuant to the Ellenville Million Committee's recommendation, County Executive Hein and the UCEDA allocated \$150,000 towards improvements to the Town and Village's parks in order to attract hiking and biking tourists and enhance economic development. A temporary Ellenville Million Parks Committee was formed, with oversight by Jonathan Drapkin at Hudson Valley Pattern for Progress. Phase One of this Parks Component Plan was created by this Committee. Phase One includes an allocation of \$55,000 to the Town and \$53,368 to the Village for rail trail improvements.

As suggested by the Ellenville Million Committee, the Town and Village have recently created a Parks & Recreation Commission. It is anticipated that this Commission will allocate the remaining funds in future phases to further enhance Ellenville and Wawarsing's valuable tourist attractions.

#### **Village Share**

The Village of Ellenville will pave the O&W Rail Trail trailhead and access connecting it to Berme Road. The estimated cost is \$53,368. See attached estimate from Callanan Industries, Inc. dated 6/30/16.

#### **Town Share**

The Town of Wawarsing will complete the 1.5 mile O&W rail trail across an approved easement through the New York State Department of Corrections grounds in Napanoch. With these funds the Town will provide and install approximately 3,200 lineal feet of split rail fence and provide and install an 8' wide "Item 4" path for the 1.5 mile long right of way. Gates and signs are also required. This project is estimated to cost \$86,514 and the Town is requesting \$55,000 toward this expense. See attached letter from Deputy Supervisor Daniel L. Johnson dated July 8, 2016 and the estimate from Williams Lumber dated July 11, 2016.

#### **Attachments:**

Ellenville Million Parks Committee Memo – June 23, 2016  
Letter from Joseph Stoeckeler – July 8, 2016  
Callanan Industries estimate – June 30, 2016  
Letter from Daniel Johnson – July 8, 2016  
Williams Lumber estimate – July 11, 2016  
Letter from Town Highway – May 26, 2016

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June 23 2016

Ellenville Million

Parks committee - Transition Memorandum

With the creation of the Parks and Recreation Commission of the Town of Wawarsing and Village of Ellenville, the work of the Ellenville Million parks committee will be winding down. Should the new Commission's officers agree, it is suggested that their first meeting be held on August 11th at 8:30am at Village hall. This memorandum is to help insure a smooth transition and summarizes the current status of the activities of the Parks Committee and attempts to summarize the status of the 5 parks and 4 rail trail sections that have been the focus of the committee's efforts and, as the recommend, should eventual be weaved together to create a multi- year plan for maintenance and development.

The Committee's goals were defined by the Ellenville Million's summary memorandum to the county Executive and was adopted by the county legislature. This component of the Ellenville Million was allocated \$150,000. Below is a summary of where the Committee stands as of June 23, 2016.

1) The Ulster County Economic Development Alliance (UCEDA) has approved \$55,000 in funding for both the town and village to support improvements to parks and rail/trails for a total of \$110,000. The Town has provided a fairly good outline of the work it intends to do to complete the Rail trail across the easement through NYS DOCS grounds. This is known as "Section 2" for Rail Trails by the committee. The Town (Dan Johnson) has been requested to provide further clarity in their proposal to Suzanne Holt in order for the UCEDA to provide the approved funds. The Village (Joe Stoeckeler) will be using their \$55,000 for improvements to the trail head section of Berme Road Park. While it has been indicated by the Village that these efforts will include leveling, material, resurfacing and a kiosk for a total of \$50,000 from the Ellenville Million funds plus \$10,000 from the village, an additional \$5000 was requested for temporary port o potties and stockade fencing for use this summer which together equals the \$55,000 allotted to the village. In order for the Village to draw down their approved funds, the Village must provide a detailed cost breakdown also to Suzanne Holt itemizing the expenditures up to the approved amount of \$55,000 for Berme Road Park.

2) The committee has also set aside \$10,000 for signage. It should be understood that the signage budget may or may not be needed as it will be the job of the Commission to provide the New York State Department of Transportation a plan for the signage they are seeking on state roads. These are both destinational and directional signage. The reason for setting aside the funds now is that should the town and village choose to improve their signage now on "other than state roads or outside of the State right of ways" that cost would have to borne by the municipalities. A good example of this kind of signage is the sign for Lippman park. If not, the committee wants to insure that they have funds for signage on state roads should they be required to pay for it. There is a chance that the state may incur the cost of these signs but this will be a task of the new Commission.

3) Finally the balance of the allocation of funds from the Ellenville Million was left for distribution by the Commission. This currently would tally approximately \$30,000. This would enable the commission to make some fiscal decisions, subject to approval by UCEDA, as soon as they are ready. Some possible expenditures are listed below. However the committee members or town officials might attempt to



seek the use of these funds now (up to \$30,000) by applying to UCEDA or simply wait for further discussion within the newly constituted joint parks commission which is how those funds were currently allocated by UCEDA.

(Committee please feel free to edit the section below as I clearly may not have written it down correctly.)

#### Status of Rail Trails

There are four sections:

1) Section One. North from the Town of Rochester to NYS DOCs property. Marc Blauer is the project manager. There is a grant that is enabling the first phase to get done. The next phase is real estate acquisition and final design. There is the need to acquire a little more property. (either this second phase is \$600k or the first phase was - need help). This is about 4.0 miles.

2) Section Two. This is the section that the town is using its \$55,000 of funding for. It is from \_\_\_\_ to \_\_\_\_\_. This section goes across the DOCs property and requires an easement. It is 1.2 miles

3) Section Three. This section is fully within the town line and goes up to the village boundary. Needs funding but not too much. This is 1.9 miles. This is an example of where the new Commission could seek to request funding (the \$30,000) from UCEDA.

4) Section Four. The fourth and last section is within the village and there is \$200,000 in funds currently available from a prior grant. The civil engineering firm Clough Harbour is responsible for work in this portion. The Ellenville School Board President has agreed to an easement. There may still be a little more in cost and again this might be another project that could be funded through the use of the remaining \$30,000

#### Status of Parks:

There are five parks within the town and village.

1) Lippmann Park - Funding is needed to improve the parking and signage. (Did anyone approach Lippman family for a donation as suggested by Joe?)

2) Bob Mangles Botanical Park - Needs proper fencing and lighting. Just a little maintenance is needed.

3) Kanfer park - General consensus is that this might make a good dog park. There is \$25k in an existing fund for this park. Needs some minor maintenance, mowing and weed whacking

4) Berme Road Park. This is the park that the village will invest their \$55k from the Ellenville Million. They will be working on the trail head. Outhouses and more signage is needed as well as other improvements. Plus an additional 4 parking spaces.

5) Mill Street park - Maintained by the village. Definately some lighting is needed.

#### Maps and signage

1) A map of existing rail trails and parks has been made and will be provided to the marketing firm working with the county for use this summer as they see fit for the promotion of these activities throughout the town and village

2) A second map - which should be one of the first projects of the Commission - needs to have added the locations of signage - both destinalational and directional - along state roads. This map needs to be given to David Corrigan of New York State DOT permits for analysis as to what can and can't be done and if the state can bear the cost of any of these signs as they would be on or within state right of way.

#### Grants

Finally, the town and village should be in contact immediately with Glenn Gidaly of Barton and Loguidice and Ben Syden of labergegroup.com to see if they can determine if there are any grants that meet the above needs. The Ellenville Million has set aside money for at least two grants ( to be written at a cost of not to exceed \$5k each ). There may also be some funds for the writing of a smaller grant e.g. the Greenway.



# ***Village of Ellenville***

**Government Center  
2 Elting Court  
Ellenville, New York 12428  
Phone: 845-647-7080, Fax: 845-647-7171  
[www.villageofellenville.com](http://www.villageofellenville.com)**

July 8, 2016


Ms. Suzanne Holt  
Director-Office of Economic Development  
Ulster County Executives Office  
PO Box 1800  
244 Fair Street  
Kingston, NY 12401

Dear Ms. Holt:

It is the intention of the Village of Ellenville to pave the trailhead and access connecting it to Berne Road. The Village is contributing preparation and materials for the paving. The paving quote is from Callanan Industries which is the State Bid prices. This improvement will tie in the newly completed Rail Trail access with the work in progress on the trails from the bottom to the top of the Shawangunk Ridge. This effort will also be in conjunction with the work in progress signage component of the project and will be complimented by the \$200,000 received from the O&W Rail Trail grant.

The aforementioned combined with tourism efforts and the development of several restaurants should be synergistic with the overall economic development efforts.

Sincerely,

  
Joseph P. Stoeckeler, Jr., M.P.A. /ND  
Village Manager

/nd



June 30, 2016

Mr. Michael Jeter  
Village of Ellenville  
2 Elting Court  
Ellenville, NY 12428

RE: Village of Ellenville- Berne Road Rail Trail Park

Michael:

Reference is made to your request for pricing for paving at the Berne Road Rail Trail Park in the Village of Ellenville. Our proposed scope of work is as follows:

- Area #1 – approx. 490' x 22' – furnish and install truing and leveling asphalt followed by 1.5" Superpave Top asphalt with a wing gutter on one side
- Area #2 – approx. 140' x 108' – furnish and install 2" crushed stone subbase for grading followed by 2.5" 19mm binder and asphalt and 1.5" 12.5mm Top asphalt. Includes wing gutter around approx. 1/2 of the area.

Callanan Industries, Inc. can supply the paving material and installation services based upon the NYSOGS Contract Group #31502 Bituminous Concrete bid. This bid was awarded to Callanan under award #22897 and is in effect through February 28<sup>th</sup>, 2017. Our Contract # is PC66848. The stone subbase is not included on the NYSOGS contract but is included in our cost estimate. Pricing would be as follows:

Price breakdown as follows:

• Crushed Stone Subbase	170 Tons @ \$9.00	\$ 1,530.00
• Asphalt Binder (402.198202)	235 Tons @ \$57.90	\$ 13,606.50
• Asphalt Top (402.128202)	310 Tons @ \$59.90	\$ 18,569.00
• Delivery of Stone/Asphalt Material	715 Tons @ \$ 7.50	\$ 5,362.50
• Paver w/screedman and Operator	2 Days @ \$3,350.00	\$ 6,700.00
• 1 - Vibratory Roller w/Operator	2 Days @ \$1,700.00	\$ 3,400.00
• 3 - General Laborers	6 Days @ 700.00	\$ 4,200.00
• Paver Mobilization	0 EA @ \$700.00	\$ 0.00
• Roller Mobilization	0 EA @ \$700.00	\$ 0.00
	<b>Estimated Cost</b>	<b>\$ 53,368.00</b>

We have assumed that we will be doing this work at the same time as other paving in the Village.

If you have any questions or wish to schedule this work, please contact me at your earliest convenience at (518) 374-2222 ext. 72037

Very Truly Yours  
Callanan Industries, Inc.

Adam Hershberg  
Construction Manager

MATERIALS • CONSTRUCTION

Post Office Box 15097 • Albany, New York 12212-5097 • (518) 374-2222 • Fax (518) 374-1721

July 8, 2016

Town of Wawarsing proposal to complete O & W rail trail across approved easement through NYS DOCCS grounds in Napanoch, NY.

History – Over the last 5 years the Town of Wawarsing negotiated approval to build a Rail trail through the NYS DOCCS facility in Napanoch along the bed of the Old O and W rail line through prison ground property. This was finally approved in October of 2015 and the Easement recorded in March of 2016.

Benefit to the community – to extend the recently opened section of Rail Trail which extends from the Ellenville Village line North (1.9 miles which was 100% paid for by the Town.) an additional 1.5 miles along the easement granted and facilitate further interconnectivity to the rest of the O and W rail trail to the north to eventually extend from the Sullivan County line all the way to Kingston. This vital trail has been identified as one of the contributors to increasing ecotourism through the county and specifically will benefit the Town of Wawarsing and Village of Ellenville by potentially bringing in thousands of Hikers, bikers and other tourists.

In order to comply with the contract with DOCCS and open the trail The Town of Wawarsing needs to meet two conditions.

- 1- Provide and install approximately 3200 lineal feet of Split Rail Fence per DOCCS requirements.
- 2- Provide and install 8' wide Item 4 path for the entire length of the 1.5 mile long right of way

Estimated material costs		Split Rail Fence	\$10,214
		Gates	\$500
		Signs 19 x \$200	\$3800
In Kind labor provided by town to install fence		15 days x 3 men x \$60	21600.
Cost of materials	Item 4 for cart path	per Tony Paes	\$12400
In kind labor provided by town to build trail		15 days x 5 men x \$60	\$36000
Cost of Surveyor to mark trail			\$2000
Total cost of project			\$86514
Would like to get 50% of labor and all of materials			
Materials and survey help		28914	
Labor		57600.x50%	\$28800.= \$57714.
Amount requested and approved			\$55000.



Additional information. This funding will allow the Town to do this project this September as opposed to the time it would have taken to procure the necessary funding which could have taken 2-3 years. This is of obvious great benefit.

This project will also nicely tie in to the project the Village is doing. Creating a Hub in Ellenville connecting the Rail Trail to the Smiley Carriage trail and the several mountain Trails that lead to Sams Point.

Additional interconnectivity of the Rail trail will occur when the financing for the Nevele Sports complex occurs with a commitment from the development to deed an additional 5 miles of trail to the Town which reaches the Sullivan County line simultaneous to the closing. This may very well also occur this fall.

Additional connectivity is also progressing with progress with The DOT grant which will complete the connection between the DOCCS property and the rail trail in Kerhonkson.

We thank you for your favorable consideration of this very beneficial work.

Respectfully Submitted

Daniel L. Johnson

Deputy Supervisor

Town of Wawarsing

8457062648

djohnson@williamslumber.com

WILLIAMS LUMBER AND HOME CENTERS # 8

317 KYSERIKE RD

HIGH FALLS, NY 12440

(845) 687-7676

DOCUMENT NUMBER

843030/8

PAGE NO

1

CUST NO: 88505

JOB NO: 000

CLERK

SALESPERSON

DATE / TIME

8111

DAN JOHNSON SR.

7/11/16 8:47 am

PO NUMBER

REFERENCE

**ESTIMATE**

SHIP VIA

ROUTE

EXPECTED SHIP DATE

ESTIMATE

PHONE

843030

845-647-6560

TAX

TERMS

EXE TAX EXEMPT SALES

NET 15TH

BILL TO: TOWN OF WAWARSING\*\*  
PO BOX 671ELLENVILLE  
845-647-6560

NY 12428

LN#	ITEM	QUANTITY	UM	DESCRIPTION	LOC	PO#	VENDOR	PRICE /PER	EXTENSION
1	RAIL	685	EA	SPLIT RAIL TREATED PINE 11 FT				9.39 /EA	6432.15 N
2	LINEPOST	415	EA	LINE POST TREATED 2 HOLE SYP				9.113 /EA	3781.90 N
ESTIMATE									

(T)

TAXABLE	0.00
NON-TAXABLE	10214.05
SUBTOTAL	10214.05

TAX AMOUNT	.00
TOTAL AMOUNT	10,214.05

X



# TOWN OF WAWARSING HIGHWAY DEPARTMENT

**ANTHONY PAES***Highway Superintendent*

845-647-6890

Fax: 845-647-3238

P.O. Box 671  
Ellenville, NY 12428Route 209  
Wawarsing, NY 12489

May 26, 2016

**MEMO****TO:** Dan Johnson, Town Board Member**FROM:** Anthony Paes, Hwy Supt**SUBJECT:** Rail Trail work estimate

Per your request, I've attempted to anticipate the cost of work that will be required to accomplish the task at hand below:

\$10,000 - \$15,000 item 4

6 weeks of man hours

Unknown additional materials

  
Highway Superintendent