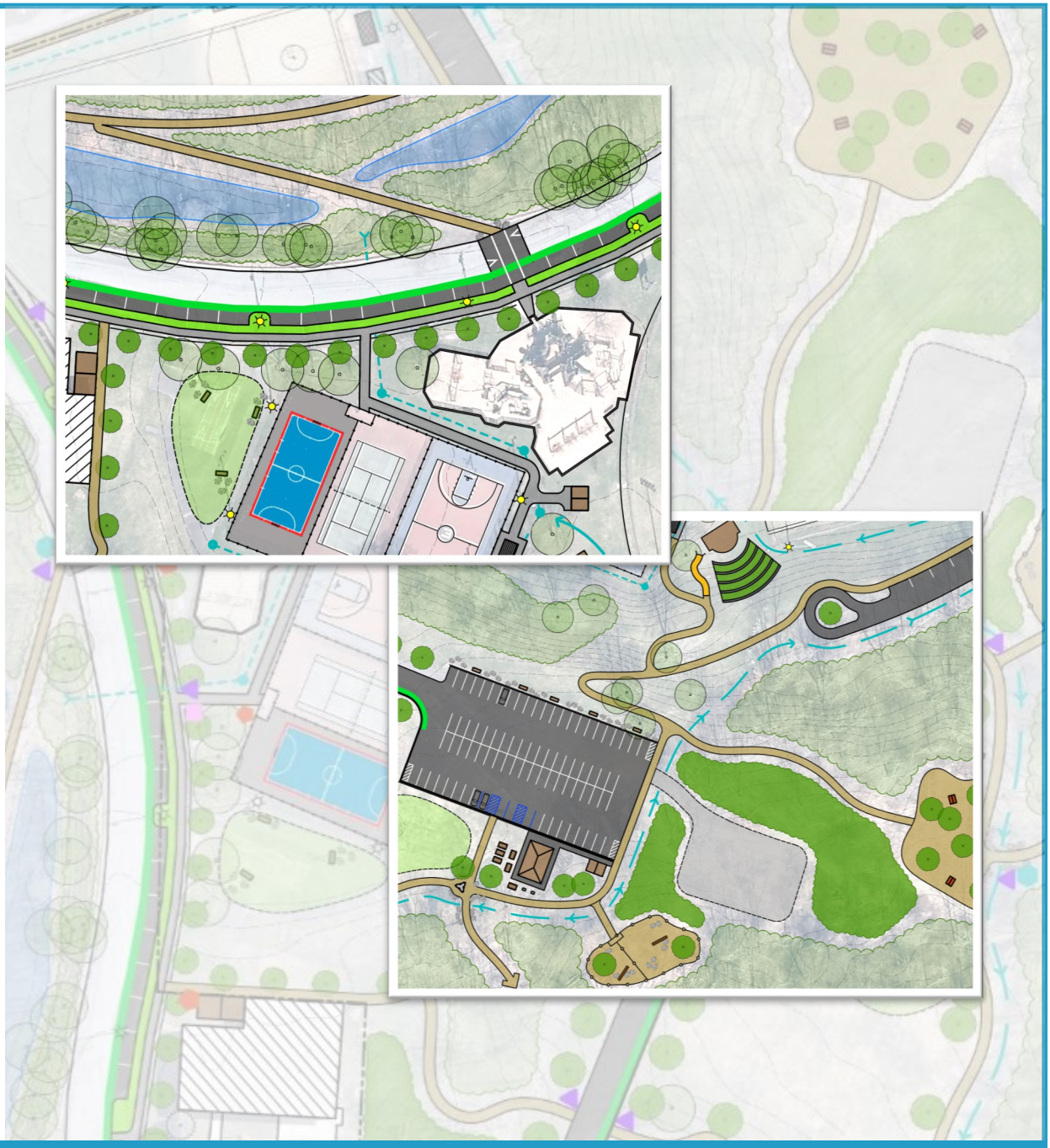

Berme Road Park Master Plan

Village of Ellenville / Town of Wawarsing
December 2018

NEW YORK STATE OF OPPORTUNITY. | Hudson River Valley Greenway

ULSTER COUNTY ECONOMIC DEVELOPMENT ALLIANCE

TOWN OF WAWARSING

Barton & Loguidice, D.P.C.

Berme Road Park

Master Plan

Village of Ellenville, Town of Wawarsing, New York

Prepared for:

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December 2018

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SECTION 1

INTRODUCTION & BACKGROUND

Introduction and Background

A Master Park Plan is a formal document designated to assist communities to develop parks and open space which will satisfy the needs of its citizens. Parks, recreation facilities, and open space are a valuable asset to a community. They provide leisure time opportunities for residents and visitors of the community. Public open space is becoming an increasingly important investment for both municipalities and residents. To assure these services are provided in an efficient and effective manner, planning principles should be included as an important element of outdoor recreation and open space programs.

Berme Road Park is a fifty-three (53) acre park located on the eastern edge of Ellenville, New York between two regional trails, the Smiley Carriage Road and the O & W Rail Trail, and bordering the western edge of Minnewaska State Park. A little more than half of the park is wooded with trails connecting to Minnewaska State Park. The open portion of the park, approximately twenty (20) acres, is the focus of this study. These approximately 20 acres will be referenced when using the terms Berme Road Park and park throughout this document.

Photo 1-Existing Berme Road Park sign

Berme Road Park is a multi-level park offering a range of activities including basketball, tennis, softball, sledding, a playground, a picnic area, and trail access. Due to the park's proximity to two regional trails, the Minnewaska State Park, and to downtown Ellenville, improvements made to the park have the potential to have a positive economic and environmental impact on the local communities and the region.

Prior to its designation as a park, the site served as a landfill in the Village of Ellenville. Once the landfill was closed and covered in the early 1970s, the area was developed as a local park for residents. Throughout Berme Road Park's history, an array of groups have been influential in its use and its development. In recent years the park has experienced improvements with the help of various types of funding including the State and Municipal Facilities Program and Ulster County's Economic Development Alliance. Upgrades to the park have included a playground (built 2010), a kiosk (built 2018), a pavilion (expected 2019), and future drainage improvements for the athletic courts area (expected 2019).

In order to fully explore the possibilities of revitalizing the park, the Town of Wawarsing, with monies from the Village of Ellenville, the Hudson River Valley Greenway, and the Ulster County Economic Development Alliance, hired Barton & Loguidice, D.P.C. in May 2018, to prepare this master park plan. The Master Plan will include preliminary site plans and

opinions of probable project costs for various improvement projects at Berme Road Park. Having this Master Plan, which is informed by the local community's participation, is crucial to the future of Berme Road Park. The adoption of this Master Plan will assist the Village, Town, and County in designating monies for the future development of Berme Road Park, and it will help achieve the goal of positioning Berme Road Park as the western gateway to Minnewaska State Park and the main connection point for Smiley Carriage Road, the O&W Rail Trail, and downtown Ellenville.

Photo 2 - Berme Road Park

SECTION 2

PHYSICAL INVENTORY & ANALYSIS

Physical Inventory and Analysis

Introduction

Before the Town of Wawarsing and the Village of Ellenville could develop strategies to improve Berme Road Park and enhance its role in the community, the municipalities assessed the park's various opportunities and constraints. After a consensus was reached in the identification of these opportunities and constraints, residents and users worked together to create a common vision to guide growth and development. Barton & Loguidice reviewed previous reports, visited the site, analyzed current conditions, and reviewed widespread community input and generated a list of opportunities and constraints that best reflected the common vision of local officials and residents. Photos of Berme Road Park's existing conditions can be found in Appendix A.

Opportunities

Berme Road Park is a small community park located in a central position connecting local trails and the Village downtown, while offering many amenities for park users. There is great potential here, through a series of existing elements, proposed improvements, and enhanced physical linkages, to create a strong community park which can be a model for future park development in the Town.

- *Location*

  Berme Road Park is considered an anchor park in the overall parks and recreation system in the region. This distinction should be a primary focus of improvements and enhancements. The park located at the defined Mountain Gateway of Ellenville and is viewed as a key recreational component of this district.

  The park is located within walking distance of businesses in downtown Ellenville, the local schools, and the local grocery store. The planned development of the O&W Rail Trail and the proposed enhancement of the D&H Canal Towpath, along with the western edge of the Minnewaska State Park all connect or abut to Berme Road Park. These connections should be highlighted on a map and advertised in a directory posted in a park kiosk.

  See the following page for Berme Road Park's proximity to other regional parks and trials.

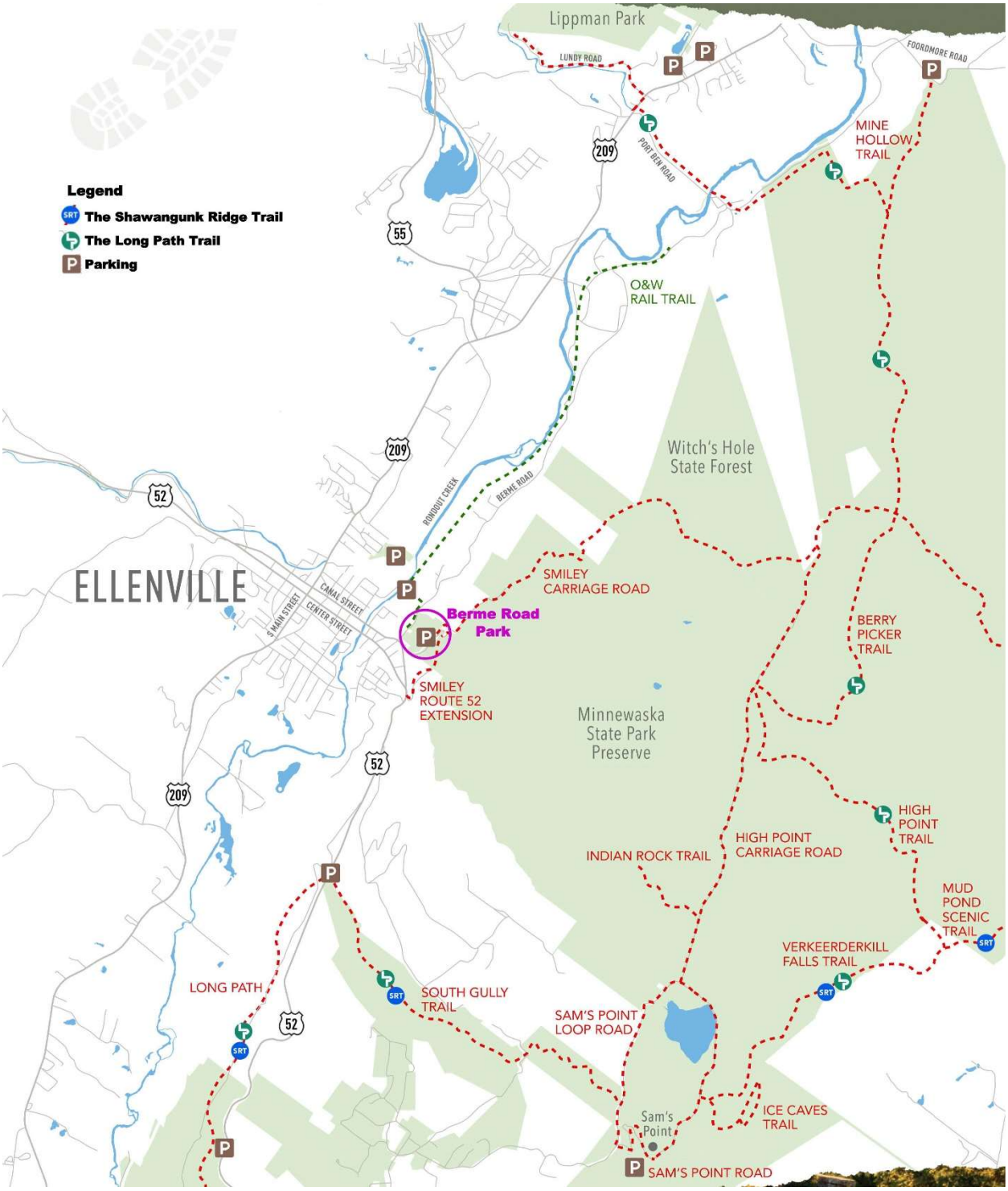


Photo 3 - Berme Road Park location map.
Source: Ellenville/Wawarsing Parks and Recreation Plan 2016-2019, 2016.

- *Recreation – Playground and Open areas*

It is important to recognize Berme Road Park as an important recreational resource in the Town/Village. The existing amenities of the playground, sports fields, and the access to existing trails could be enhanced through better signage to highlight the recreational opportunities and through the creation of trail connections between existing trails, planned trails, future trails, and sidewalks. The benefits of such connections include greater diversification of recreation, protection of natural areas within the area, and circulation linkages for possible new development.

Photo 4 - Existing recreation facilities

The adjacent Minnewaska State Park and portion of the O&W Rail Trail provide opportunities to attract new visitors and provide related recreational amenities. This could establish the park as a hub for trail users across the area and beyond while potentially encouraging visitors to explore the Village.

- *Sports Fields & Athletic Courts*

With the existence of a natural grass softball field, a basketball court, and two (2) tennis courts, Berme Road Park provides great opportunities for sports leagues structured games, as well as, recreational pickup games of multiple sports. The athletic field and courts are important resources which can be enhanced through field improvements, increased programming, and signage to indicate their locations and defined uses to best serve the community at large.

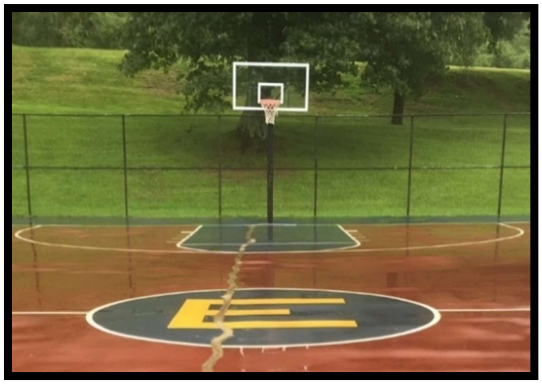


Photo 5 - Existing condition of the basketball court.

Photo 6 - Existing condition of the softball field.

- *Parking*

  Free parking is an asset to any community and Berme Road Park offers both off-street (ideal) and on-street parking free of charge for its users.

Photo 7 - On street parking-Berme Road

Photo 8 - Off street parking-Upper Berme Road Park

- *D&H Canal Ticket Office ('Ticket Takers' Building)*

  The D&H Canal Ticket Office has been revered as an important historic building by many and has been recently landmarked by the Ellenville Wawarsing Joint Historic Preservation Commission. The Town/Village can capitalize on this historic resource by developing increased signage, controlled access to the building, and creating an historic walking tour (self-guided or tour guide led) beginning and ending here, or as a minimum, includes this historic building.

Photo 9 - Ticket Takers Building

The sign attached to the building reads:

"Once the business office of the Delaware & Hudson Canal Company, this building stood from the 1860s across Canal Street facing the canal and lock. To ensure its preservation it was moved to this Village owned site in 1974. The Canal's first full season of operation was 1829. It made possible Ellenville's rapid growth as a commercial center. The telegraph installed in the building over a century ago gave this region its first quick communication beyond Ellenville. The canal ceased operation in Ellenville in 1901, yielding to faster transportation of the railroad.

Constraints

- *Overlapping Uses*

  Generally, spatial relationships are poorly defined throughout the park. The boundaries of the park are indistinguishable from the adjacent Street Department Building and lot, the Kimble Hose #2 Building and lot, the Village Street Department yard located at Upper Berme Road Park, and from Berme Road itself.

This is due to the lack of vegetation or vertical elements defining the park edges versus the Building Department and Kimble Hose #2 Building edges and the lack of signage defining the uses in the area.

Photo 10 - Street Department and Kimble Hose #2 Building

- *Berme Road*

  The existing road width is unnecessarily wide, has blind curves in the area of the park, has pull-in on-street parking, and does not have designated crosswalks to connect adjacent trails to the park. As a result of these characteristics, it is unsafe for both pedestrians using the park and for vehicles pulling out into traffic from the parking spaces.

Photo 11 - Berme Road's existing streetscape at the entrance to the upper park.

- *Maintenance*

  While the park has many amenities to offer, the overall maintenance is not adequate to properly keep the facilities up and running in good condition for its users. This lack of maintenance could be due to insufficient funds and/or lack of availability of Town staff to properly service the park.

- *Soils*

  The majority of the park that is the focus of this project is considered 'made land' (ML), meaning portions of the park were once used as a landfill by the Village. Once the landfill was closed, the area was covered with soil, seeded to lawn, and then further developed into the park that we see today.

  The major constraint with 'made land' (ML) soils is that below finished grade is landfill material, so it is recommended that no excavation or earthwork is performed in the areas of 'made land' (ML) to avoid any uncovering of unknown materials.

  With this in mind, all recommended improvements will include no earthwork that cuts into the existing topography of the landfill. Further soils mapping and analysis can be found in Appendix B.

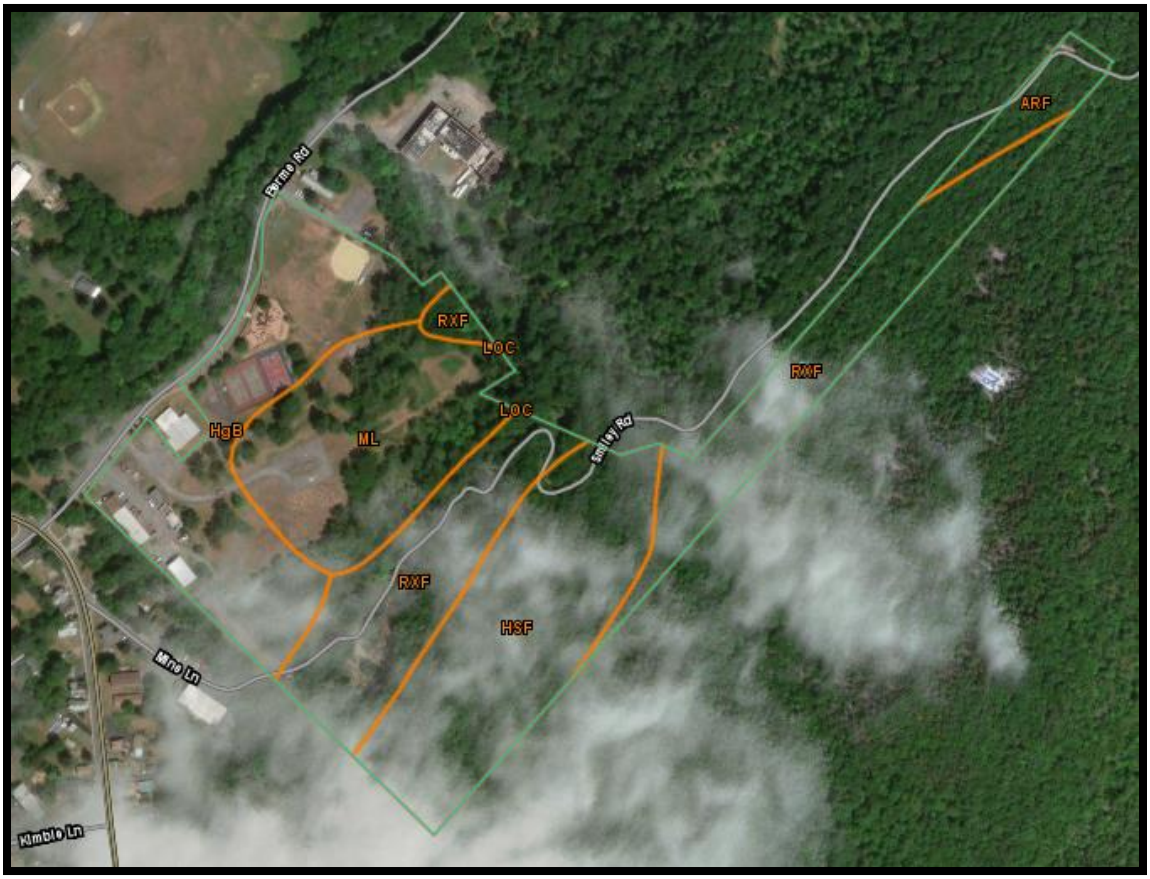
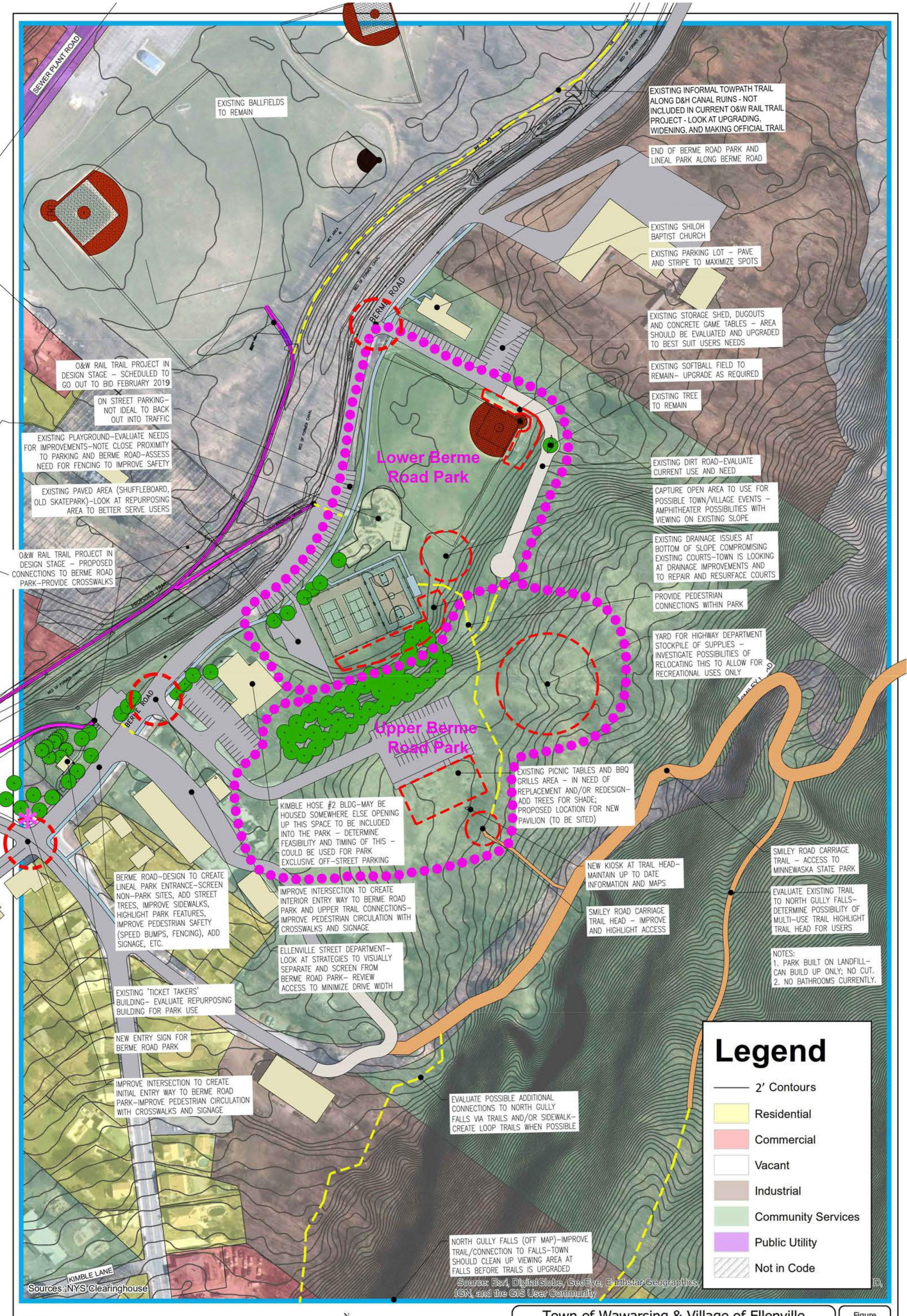


Photo 12 - Soils Map; Source: www.websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx

Site Analysis Plan

The Site Analysis Plan on the following page shows the areas of opportunities and constraints and further shows observations from multiple site visits. The Plan also shows the designation areas of dividing the park into Lower Berme Road Park and Upper Berme Road Park.



Barton & Loguidice, D.P.C.

N W E S

1 Inch = 70 Feet

Town of Wawarsing & Village of Ellenville

Berme Road Park

Existing Conditions

Ulster County — September 2018 — New York

Figure 1

Project No. 1492.003.001

SECTION 3

PUBLIC PARTICIPATION

Public Participation

Introduction

A critical part of the planning process is facilitating methods to gather the public's input. When design and planning consultants work with a community, it is important that the residents be actively involved in the process. A community park plan should be a product of its residents, it should address their concerns, and it should present their vision for the future of the park. The Village and Town leaders and the Barton & Loguidice design team recognized the importance of community participation and together they designed a planning process to actively involve the community. Through this process, local residents and park users shared their understanding and knowledge of Berme Road Park and its connections to the surrounding area, they identified concerns, expressed preferences, and reviewed the design alternatives presented at the Community Input Meetings.

Two participatory strategies were developed and implemented in this case. The first was an *online public opinion survey* which helped the design team establish a general sense of the residents' opinions and preferences for the revitalization of the park. Participants were asked to answer twenty (20) questions regarding the park's existing conditions and their preferences for the future development of the park. Two hundred and eighteen (218) responses were received and analyzed.

The second participatory activity were two (2) *public information meetings (PIM)* conducted at the Village Hall. The PIMs were planned as informational and interactive sessions during which B&L presented the current state of the project and local participants would provide input and feedback through discussions, react to design proposals, and develop ideas to guide the project moving forward.

Online Public Opinion Survey

To gain the public's feedback for the Berme Road Park Revitalization Plan, a survey was available on SurveyMonkey® from June 12, 2018 to October 31, 2018. The survey was created by Barton & Loguidice with input from the Village and Town and publicized through public meetings, the Village of Ellenville's website, Town of Wawarsing's website, the Ulster County Economic Development Alliance website, the local newspaper (*The Shawangunk Journal*), and through emails.

An online survey is a valuable tool to reach a wider audience than those who only attend public meetings. It is also an efficient way to measure public opinion on various topics. But, there were limitations to this online survey since it was unable to reach participants who did not have internet access. Despite its limitations, the online survey was taken by 218 participants, and was a valuable tool to gather information, opinions, and preferences.

The purpose of the online survey was to gather the public's opinion on the current conditions of specific park features and to identify which park features the public would like to see improved, removed, or added. Various questions had open ended comment sections in order

to gain additional information on the different topics. These questions provided a plethora of valuable information.

See Appendix C for a complete summary of the survey findings.

Public Meetings

In gathering community input, three (3) public meetings were held: a *kick-off meeting*, and two (2) *public information meetings.* The *kick-off meeting* reviewed project goals, available information, and the project schedule. Two (2) *public information meetings* gathered design suggestions and input. The second public information meeting presented two (2) park alternative plans to gain final input and consensus. Refer to Appendix D for meeting minutes and summaries of all three meetings. Refer to Appendix E for the PowerPoint presentations of Public Input Meetings #1 and #2. Refer to Appendix F for the Alternative Site Plans from Public Input Meeting #2.

Kick-off Meeting

The kick-off meeting was held on June 6, 2018 between the Barton & Loguidice design team and Town and Village officials. This meeting was held to establish the scope of work and to review an overview of anticipated deliverables that would be required to create a Master Park Plan of Berme Road Park. The ultimate goal established at the meeting was that the project would position the communities with a Master Plan so as to seek future funding to implement the recommended projects.

Public Information Meeting #1

The first public information meeting was held on September 12, 2018 at the Village Hall and included a presentation from Barton & Loguidice (B&L) on the funding project scope, previous studies, related projects, existing conditions, site analysis, and public survey results (up to that point). Following the presentation, there was a group discussion with the almost thirty (30) participants as a whole. Public comment included topics such as accessibility, signage, a shuttle, lighting, bathrooms, and park programming.

From here, the group was broken up into three (3) groups to discuss items further, as well as, mark up plans of the existing conditions at the park. Large photos of existing conditions were displayed around the room and at each group workshop.

The group workshops involved community members breaking into groups and ranking which park features should be added, removed, or improved at the park. Then, the group decided where the park features should go within the park boundary. This information was used to create two (2) alternative park plans to present at the next public information meeting.

Public Information Meeting #2

The second public information meeting was held on October 17, 2018 at the Village Hall and included a presentation from B&L on the project team, funding, scope/schedule, previous public participation, site analysis/existing conditions overview, typical images/alternative

plans, and the next steps. The presentation was structured as an open discussion where members of the public could comment on the material as it was presented.

Participants had many comments and questions during the *typical images and alternative plans* section of the presentation. Comments and questions revolved around changes made to Berme Road's streetscape, the shuffleboard area, upper Berme Road Park, and the overall alternative plans. There were streetscape questions on parking, speed bumps vs. speed humps; and there were comments on adding crosswalks and extending sidewalks.

In terms of the shuffleboard area there were comments on the proposed dog park, the difficulty of adding a skate park, and adding an exercise station. Discussion on upper Berme Road Park included adding screening to the access roads, maintaining a snow dump area for the street department, and adding trail accessories to the kiosk and trail entrance.

When displaying the two (2) overall alternative site plans there were questions about the bike trails connecting to surrounding parks and fields. The public had positive comments on adding an amphitheater and extending parking along the softball outfield. There were concerns about softballs hitting cars, so there were comments on extending the net down right field. There were positive comments on activating the 'ticket taker' building by adding parking and sidewalks to the site.

After the presentation there were two (2) workshops. One workshop involved community members spending 'money' on park items they valued the most. The other workshop displayed the two (2) park plans that had just been presented on and the public was asked to review in more detail and write directly on the plan with comments and suggestions, as well as, place dots on park features they liked or did not like. The results from this Public Information Meeting informed the final Park Master Plan.

Photo 13 - The second public information meeting in Ellenville, NY

Public Participation Summary

The large group of citizens that participated in the online public opinion survey or either of the public information meetings played a key role in allowing us to gain a better understanding of Berme Road Park and its users. With this increased understanding of the needs and desires of the community we were better able to apply our design skills to this unique park and develop the best possible design ideas and recommendations for the Village of Ellenville and the Town of Wawarsing.

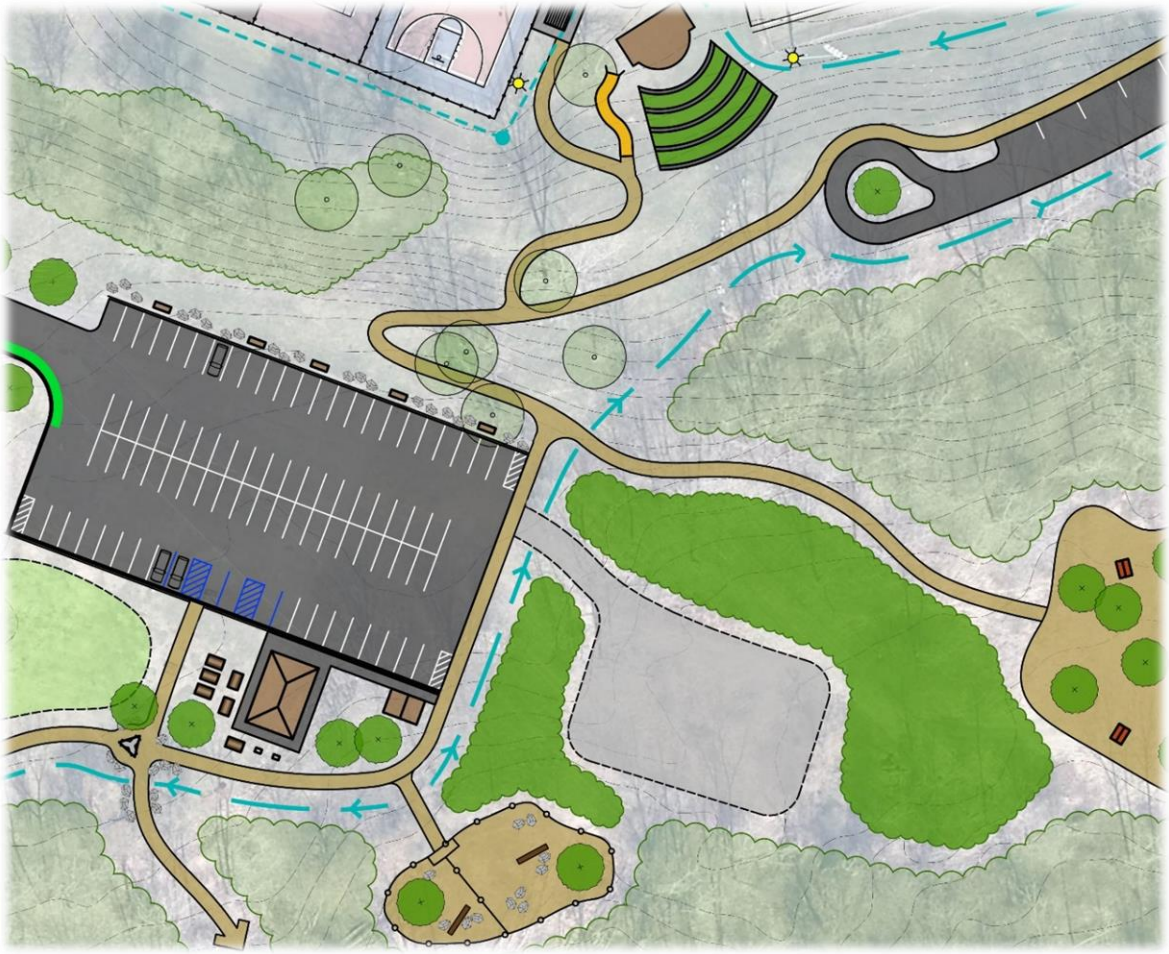
SECTION 4
MASTER PLAN

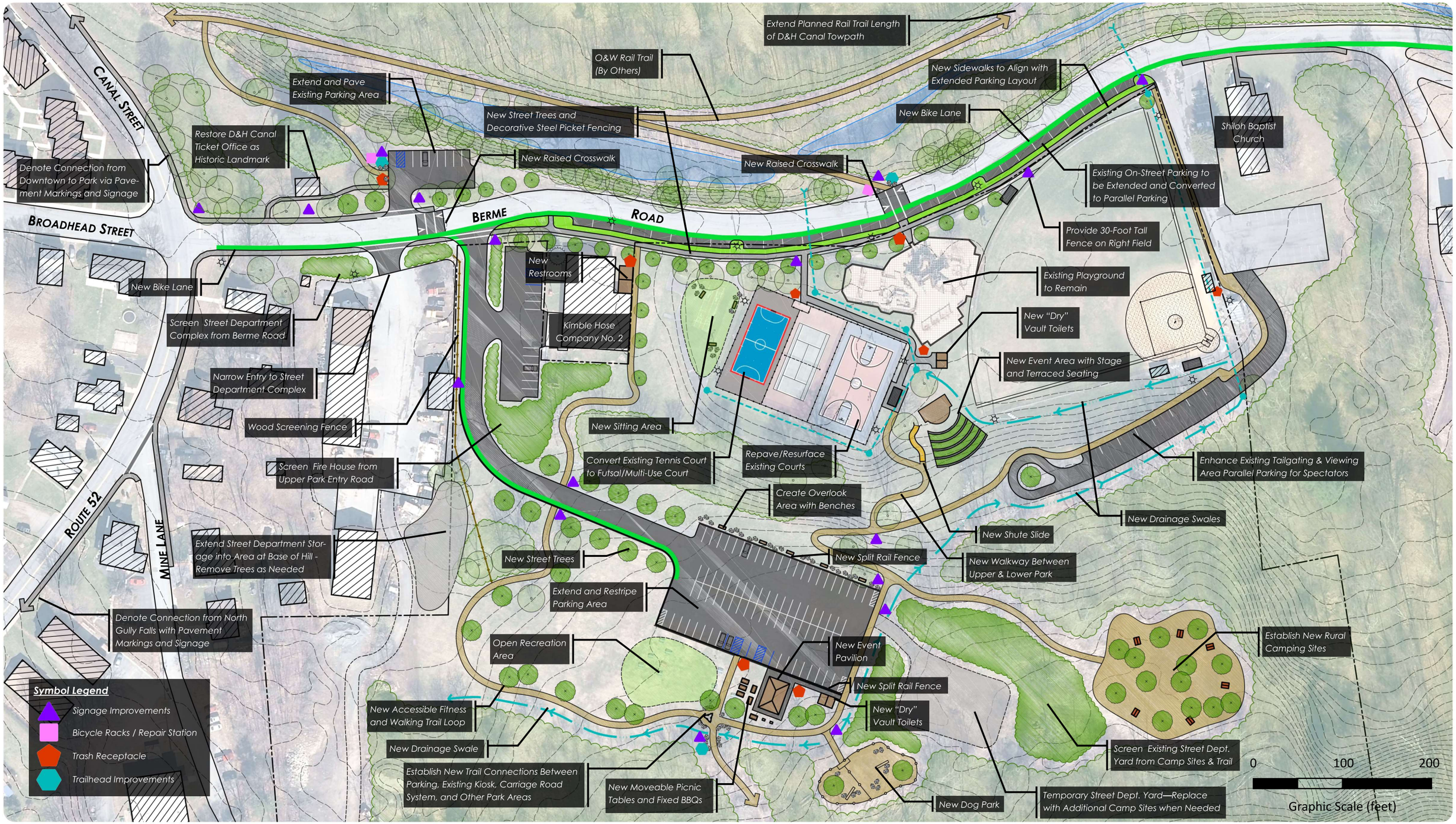
Master Plan

Introduction

The plan recognizes that Berme Road Park has a variety of opportunities for users including passive and active recreation and is centrally located between Ellenville's downtown and Minnewaska State Park. The location of the park makes it a crucial part of the fabric of the area and it should be revitalized in a way that highlights its importance to the community. This Master Plan strives to define, enhance, and build on the opportunities and strengths of the existing park and to improve and add to the park to maximize its potential.

Working closely with the Town, Village, and community members was key to understanding how the park is currently used, what works, what needs improvements, and what is desired in addition to what is already there. It is the intention of this Master Plan to best reflect and illustrate the goals identified by the Town, Village, and Community, and to be used to assist the Village, Town, and County in designating monies for the future development of Berme Road Park, and to have this park design repeatable for other parks within the communities.





Berme Road Park Revitalization Plan

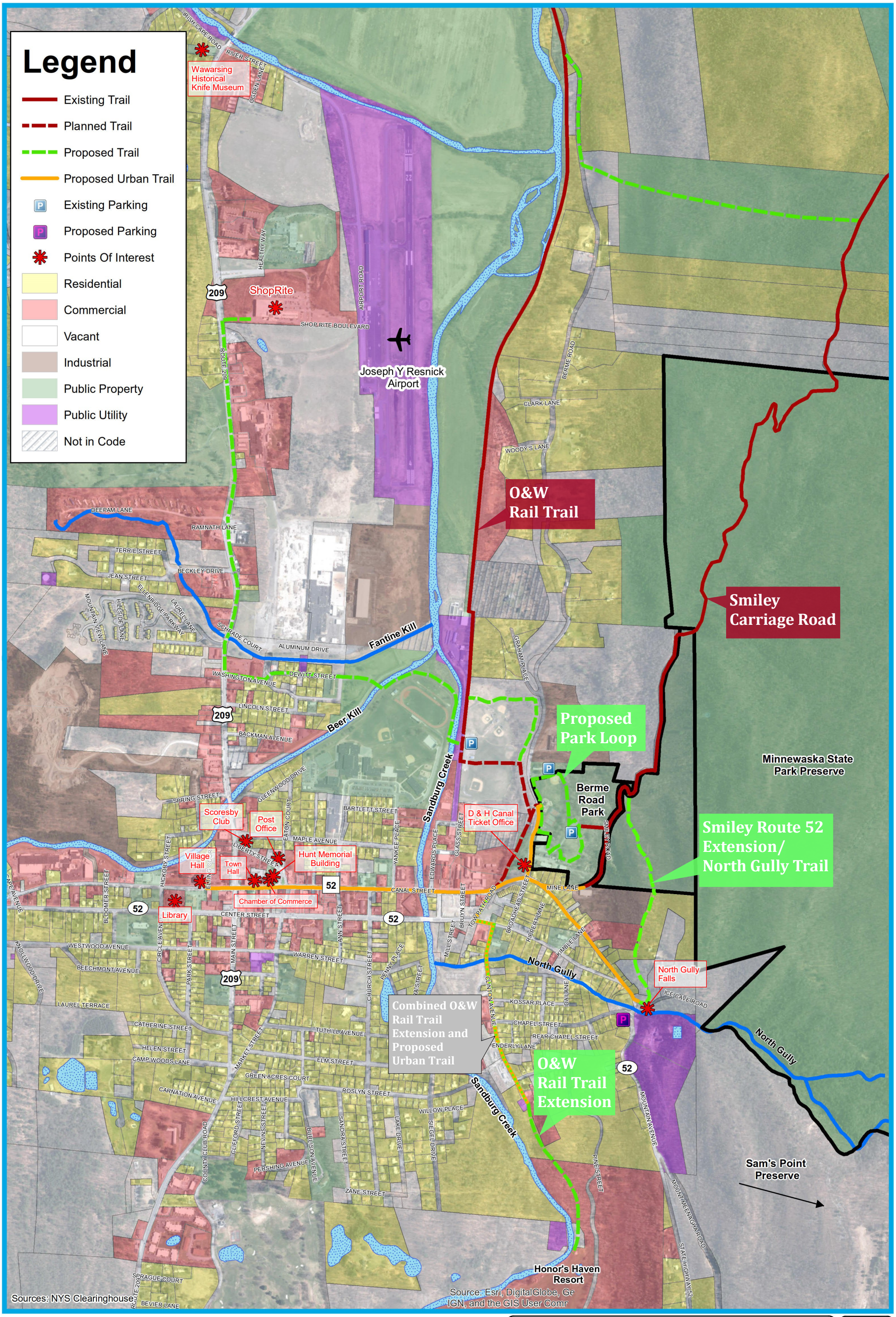
Master Site Improvement Plan

December 2018

Town of Wawarsing / Village of Ellenville

Barton & Loguidice

Figure 2



Barton & Loguidice, D.P.C.

1 inch = 900 feet

Town of Wawarsing & Village of Ellenville

Ellenville Trails Map

Ulster County — November 2018 — New York

Figure 3

Project No. 1492.003

Suggested Improvements & Probable Project Costs

The Master Plan has been broken down into individual project areas that can be executed separately without impacting other parts of the park. This Master Plan can be implemented and phased over time depending on available resources and monies.

Each area is defined in more detail below and probable cost opinions have been developed to best assist in planning for improvements moving forward. These cost opinions are intended to provide a general estimate and indicate a probable range of costs. Depending on existing conditions, including soils, depth to bedrock, true topography, final design decisions of elements, labor sources, etc., the actual costs may vary significantly from those shown here.

These items are listed in our recommended order of priority with the understanding that these can be implemented in any order based on desire, and monies or funding procured. The order of priority is first based on projects that are partially funded already and by items that the Town can complete on their own and then moves onto items that will be best enhance and promote the park moving forward.

New Pavilion Area

The goal is to improve the visual character of the area, install the new pavilion (already funded), update existing site furnishings, provide new site furnishings, increase parking, and to improve pedestrian and vehicular safety and use. The following are recommendations to achieve this goal.

- Site Grading - Regrade entire area before installation of new pavilion. Provide 12"+/- of fill to raise grade at far end of existing parking in the proposed location of the new pavilion to make lawn area at same elevation as parking lot. Create 1.5-2% slope on lawn towards existing hill in the direction of the Street Department. Ensure proper drainage towards hill and remove any low spots to ensure no standing water in this area. Only provide fill to achieve positive drainage. Do not cut into existing grade.
- New Pavilion – Install a new 24'x36' pavilion on a concrete pad. Orient the pavilion so that the short end is parallel to the parking lot and the longer end opens up to the adjacent open recreation area.

Photo 14- New Pavilion Area Rendering

- Remove and Salvage Picnic Tables - Remove the existing picnic tables and salvage any structures that are straight and true for possible future use. Store at Street Department for possible future use at Lower Berme Road Park.
- New Picnic Tables - Provide new freestanding wooden picnic tables (use already salvaged and restored tables currently at the Street Department) to allow for flexible use of the area with the picnic tables being used under the pavilion or in the open lawn areas.
- Salvage and Reuse BBQ Grills - Remove and salvage existing barbeque grills. Clean and provide new grill racks. Install in new concrete footings in general area shown on the Master Plan.
- Expand Parking Lot - Extend the parking lot pavement to the tow of slope to the east to provide additional parking. Remove existing center island to allow for four (4) rows of parking as opposed to the existing three (3).
- New Split Rail Fence - Provide split rail fencing on either side of the parking lot to separate vehicles from pedestrians. Install with openings to allow necessary pedestrian access at key points on the pavilion side and the new overlook sitting area side.
- New Overlook Area - Create new overlook site at edge of parking area. Provide plantings, boulders, and benches to define the area. Selectively thin out and provide necessary

pruning to existing stand of trees between Upper and Lower Berme Road Park to open up views to the Lower Park, as well as, surrounding mountains.

- New Bike Racks and Repair Station - Install new bike racks and a bike repair station near the parking lot, off of the trail, to encourage bicyclists to use the park.

Photo 15 – An example of a bike service station that can service two bikes at once.

Photo 16 – A bike service station from 'The Park and Facilities'.

Photo 17 – A deluxe bike service station from 'The Park and Facilities'.

- New Toilets - Provide two (2) new permanent vault toilets on a concrete slab. A vault toilet does not use running water and waste is held in an underground vault which holds between 750 and 1000 gallons before the vault needs to be emptied. A composting toilet is another alternative toilet option that should be considered. Before permanent toilets can be installed, it is recommended to rent temporary portable toilets to provide necessary bathroom facilities for users.
- Improve Kiosk Area – Regrade around existing kiosk to ensure proper drainage away from kiosk. Add paved gravel area around kiosk to aid in future maintenance. Add boulders and plantings to define area and to provide informal seating.

Photo 18 - Kiosk Area Improvements Example

- New Path to Kiosk - Provide new stone dust trail to existing kiosk to prevent wear and tear of lawn.
- New Wayfinding Signage - Provide signage to define uses and direct users throughout the park.
- New Trash Receptacles - Provide new bear proof trash receptacles.

Photo 19/20- Bear Proof Trash Receptacles

- New Deciduous Shade Trees - Plant deciduous shade trees to provide shade in the open area and along the trails. Recommended trees include: Acer saccharum (Sugar Maple), Acer rubrum (Red Maple), Quercus alba (White Oak).

Probable Cost Opinion	**New Pavilion Area**	**$295,000-$390,000**
Item	**Description**	**Cost Estimates**
Site Grading	Regrade to provide positive drainage. Assume 15,000 sf area. Provide approximately 275 cy of clean fill to raise grade and create a 1.5-2% slope towards the lawn hill adjacent to the Street Dept. Provide approx. 100 cy topsoil and restore to lawn.	$20,000-$30,000
New Pavilion	Assume pavilion costs are covered. Estimate includes installation and 34'x46' concrete slab.	$10,000-$15,000
Remove and Salvage Picnic Tables	Assume labor and disposal or storage of eight (8) picnic tables.	$500-$1,000
New Picnic Tables	Assume ten (10) picnic tables - six (6) salvaged provided by the Street Department; four (4) new tables.	$4,000-$8,000
Salvage and Reuse BBQ Grills	Assume two barbeque grills. Include labor and two (2) new concrete footings.	$250-$500
Expanded Parking Lot	Approximately 8,300 sf of new pavement and markings.	$54,000-$60,000

New Split Rail Fence	Assume 430 lf at edge of parking lot on pavilion and overlook side.	$4,000-$6,000
New Overlook Area	Assume five (5) benches and ten (10) boulders at overlook area.	$5,000-$10,000
New Bike Racks	Assume ten (10) bikes capacity on concrete pavement.	$1,500-$2,500
New Bike Repair Station	Assume one (1) station installed on concrete pad.	$1,500-$2,500
New Toilets	Assume two (2) vault toilets installed on concrete slabs.	$120,000-$150,000
Improve Kiosk Area	Assume approximately 700 sf of gravel paving and boulders.	$5,000-$10,000
New Path to Kiosk	Assume 75 lf, 7' wide stone dust walkway.	$15,000-$20,000
New Trash Receptacles	Assume two (2) trash receptacles.	$1,000-$2,500
New Deciduous Shade Trees	To provide shade and definition of open area. Assume three (3) to five (5) trees.	$1,500-$2,500
New Wayfinding Signage	Assume $200-$300 per sign.	$1,500-$2,500
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$50,000-$65,000

Site Drainage Improvements

The goal is to improve drainage throughout the site. Areas of the site currently have issues of standing water and improper drainage. These areas of poor drainage are causing damage to the sports courts, the softball field, and the upper lawn area. Improving the site drainage will assist in better maintaining the park as a whole. The following are recommendations to achieve this goal.

- Drainage Improvements at Sports Courts – Currently, the Village has $50,000 to improve the sports courts area and it is our recommendation that a portion of these funds be used towards improving the drainage in the area. We recommend a new perimeter drain be installed at the base of the hill adjacent to the courts to divert the surface runoff away from the courts. Ideally, this drain would be routed around the courts into underground piping that could be taken under Berme Road and day-lighted for discharge across the road into the old canal bed.
- Softball Field Area Drainage Improvements – 1 – Create a vegetated swale at the base of the adjacent hill prior to the dirt road and then again down the left field line, before the runoff hits the field. Create this vegetated swale to direct surface runoff away from the field.
- Softball Field Area Drainage Improvements – 2 – Pickup up runoff from proposed vegetated swale into a drainage structure to allow for the water to be channeled away from the site in underground pipes. Ideally, this drain would be routed around the field, under Berme Road and day-lighted for discharge into the old canal bed on the opposite side of the road.

- Upper Berme Road Park Drainage Improvements - Regrade entire area before installation of new pavilion. Provide 12"+/- of fill to raise grade at far end of existing parking in the proposed location of the new pavilion to make lawn area at same elevation as parking lot. Create 1.5-2% slope on lawn towards existing hill in the direction of the Street Department. Ensure proper drainage towards hill and remove any low spots to ensure no standing water in this area.

As noted earlier in the constraints section, the majority of the park was once used as a landfill by the Village, therefor below finished grade is landfill material, so it is recommended that no excavation or earthwork is performed in the areas of 'made land' (ML) to avoid any uncovering of unknown materials.

With this in mind, all recommended improvements will include no earthwork that cuts into the existing topography of the landfill area. All proposed drainage work that includes proposed swales, falls outside of this area. Regardless of this, all work should include test areas along the proposed route to avoid contact or exposure of buried material. If encountered, alternative routes and/or raised berms should be used to create proposed swales to divert surface runoff away from proposed areas of use.

Probable Cost Opinion	**Site Drainage Improvements**	**$80,000-$155,000**
Item	**Description**	**Cost Estimates**
Drainage Improvements at Sports Courts	Assume new perimeter drain at base of hill at sports courts. Assume 600 lf of piping to allow for daylighting across Berme Road and four (4) drainage structures.	$25,000-$50,000
Softball Field Area Drainage Improvements -1	Assume new swale at base of adjacent hill to direct water away from field. Earthwork only.	$5,000-$10,000
Upper Berme Road Park Drainage Improvements	Regrade to provide positive drainage. Assume 15,000 sf area. Provide approximately 275 cy of clean fill to raise grade and create a 1.5-2% slope towards the lawn hill adjacent to the Street Dept. Provide approx. 100 cy topsoil and restore to lawn.	$10,000-$20,000
Softball Field Area Drainage Improvements - 2	Assume new drainage structures and subsurface piping connection to new swale from Upper Berme Road Park. Assume 450 lf of piping to allow for daylighting across Berme Road and three (3) drainage structures.	$25,000-$50,000
Professional Design Fees (assume 20%)	Designed by professional Engineer or Landscape Architect.	$15,000-$25,000

Streetscape Improvements

The goal is to improve the visual character of Berme Road the length of the park, to highlight the location and entrances for the park, to separate uses, highlight park amenities, and to improve pedestrian and vehicular safety and use. The following are recommendations to achieve this goal.

The addition of street tree plantings, extended sidewalks, and raised crosswalks will increase the positive experience of walking to the park and will connect historical amenities with recreational amenities.

- New Street Trees – Trees should be spaced regularly along the length of the park along Berme Road. This will denote this area as the park and define the park boundaries. Trees should have a minimum of a 7' height branching clearance to ensure that pedestrians can walk by easily.

  Tree plantings should continue along the entry drive to Upper Berme Road Park, as well. This continuation of trees will create a visual link between the different parts of the park, as well as, define the park boundaries along Berme Road.

  Recommended trees include: Acer saccharum (Sugar Maple), Acer rubrum (Red Maple), Platanus acerifolia (London Planetree).

Photo 21- Proposed Streetscape Improvements Rendering

- Concrete Sidewalk Improvements or New Concrete Sidewalks – As a minimum, the existing sidewalks should be repaired and maintained for safe use and extended to include the D&H Canal Ticket Office building and the associated parking lot. If a full streetscape project for Berme Road takes place, all new concrete sidewalks should be installed.
- New Concrete Curbs – The existing curbing is in disrepair and should be replaced and upgraded to concrete curbs for the length of the park along Berme Road.
- New Raised Crosswalks - The safety issues along Berme Road is a concern shared by all residents. Reducing the street width and adding raised crosswalks will result in reduced speed and a safer pedestrian environment. The use of curbline 'bump-outs' at the raised

crosswalks and at locations of existing utility poles will clearly define parking areas, enlarge the pedestrian zone along the park boundary and shorten the distance for people to cross Berme Road.

- Convert Parking from Pull-In to Parallel – Convert existing on-street pull-in parking to parallel parking to maintain access to Lower Berme Road Park while improving safety for both pedestrians and vehicles in this area. It is recommended that the parallel parking be extended to the entry drive for the church at the north edge of the park. With this extension, a thirty foot (30') high netting extension should be added to the existing outfield fence at the softball field to best protect the parked cars along the road.
- New Decorative Steel Picket Fencing – The safety issue of the proximity of the existing playground and the road was raised by many residents. It is recommended that a decorative steel picket fence be installed to separate these uses. This fence should extend the length of the Park to further define the Park boundaries while further separating pedestrian use from vehicular use.
- New Painted Bike Lane – With the large existing width of Berme Road, there is ample room to provide a painted bike lane for bike users to more safely access the park. This installation would need to be coordinated on a larger scale to provide designated bike use throughout the Village and Town.
- New Bike Racks and Repair Station - As trails continue to be promoted and developed further and connected to trails county and state wide, cyclists will increase in the area. With this in mind, it will be necessary to provide both bike racks and bike repair stations within the Park. This will allow users to lock up their bikes to use the park's facilities and it will allow bicyclists to repair their bikes as needed to continue on their journey. Providing both of these items will accommodate both bicyclists on longer treks and those using their bike as transportation to the park.
- Narrowing of Specific Drives – Currently, the access drive to the Street Department is larger than required. It is recommended to extend the concrete sidewalk and curbing in this area to reduce this opening to the minimum distance required. This will further enhance the area aesthetically, as well as, put emphasis on pedestrian access to the park.
- New Evergreen Screening – Plant evergreen hedges to screen adjacent uses, specifically the Street Department and Fire Hose Co. #2 properties.
  Recommended screening hedges include: Picea abies (Norway Spruce), Thuja standish x plicata 'Green Giant' (Green Giant Arborvitae), Thuja plicata 'Virescens' (Virescens Arborvitae), Cupressus × leylandii (Leyland Cypress).
- New Wood Fencing – Where trees are not able to be planted, specifically in the area along the road to Upper Berme Road Park on the Street Department side due to underground piping, a 6' high wood screening fence should be installed to screen the different uses from the park experience. This fence should continue along the base of the slope from the upper park to screen the length of the Street Department property.
- New Wayfinding Signage - Provide signage to define uses and direct users throughout the park.

Photo 22- Proposed Streetscape Improvements Rendering

Probable Cost Opinion	**Streetscape Improvements**	**$250,000-$360,000**
Item	**Description**	**Cost Estimates**
New Street Trees	Assume 20-30 new deciduous trees.	$10,000-$15,000
Concrete Sidewalk Improvements	Improve existing 5' wide sidewalks in current locations-approx. 1,000 lf.	$15,000-$25,000
New Concrete Sidewalks	Replace all existing sidewalks in park area with new concrete sidewalks. Assume 1,000 lf and 7' wide.	$50,000-$60,000
New Concrete Curbs	Approximately 1,000lf.	$15,000-$20,000
New Raised Crosswalks	Assume two (2) across Berme Road.	$10,000-$15,000
Convert Parking from Pull-In to Parallel	Assumes 6,000 sf of new asphalt 1.5" overlay and striping.	$7,000-$9,000
New Decorative Steel Picket Fencing	Assume 575 lf between Berme Road and the park.	$40,000-$60,000
New Painted Bike Lane	Along Berme Road in portion of park and along drive to Upper Berme Road Park.	$5,000-$10,000
New Bike Racks	Assume ten (10) bikes capacity on concrete pavement.	$1,500-$2,500
New Bike Repair Station	Assume one (1) station installed on concrete pad.	$1,500-$2,500
Narrowing of Specific Drives	Extend curbing and sidewalks at entrance to Street Department.	$5,000-$10,000
New Evergreen Screening	Assume 35-50 evergreen shrubs.	$10,000-$15,000
New Wood Fencing	Assume 375 lf along the drive to the upper park.	$35,000-$55,000
New Wayfinding Signage	Assume $200-$300 per sign.	$1,500-$2,500
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$40,000-$60,000

Shuffleboard Area Improvements

The goal is to improve appearance and use of this area. The existing shuffleboard courts are no longer used by the community on a regular basis and it is recommended that this area be repurposed. While a couple of ideas were expressed by the community with much support, specifically a concrete street skatepark and an outdoor gym, these are large ticket items which the Village would need to raise or secure money to install. In the meantime, it is recommended that this area be improved and used as a pocket park to act as a place holder should the Village want to install a different use at a later time. This allows for this area to be used without preventing future development. The following are recommendations to achieve this goal to the varying degrees.

New Pocket Park

The development of a small gathering area could be used for a variety of activities including picnicking, reading, socializing, and resting. This area would take advantage of this available space and the existing scenic qualities of the park.

- Convert to Lawn Sitting Area – Remove the asphalt pavement and close off the vehicular access from Berme Road to this area. Restore the area to lawn.
- New Benches and New Boulders – Install benches and boulders to define the area and to provide seating opportunities.
- New Signage - Provide signage to define uses and direct users throughout the park.

New Skatepark

- Convert to Skatepark – Remove the asphalt pavement and close off the vehicular access from Berme Road to this area. Install new concrete street skatepark to provide new recreational area within the park.

Photo 23- Proposed New Skatepark Rendering

- New Benches – Install benches to provide seating opportunities.
- New Signage - Provide signage to define uses of the skatepark.

New Outdoor Gym

- Convert to Outdoor Gym – Remove the asphalt pavement and close off the vehicular access from Berme Road to this area. Install new outdoor gym to provide new recreational area within the park.
- New Safety Surfacing – Install new safety surfacing to ensure safe use of the outdoor gym.
- New Benches – Install benches to provide seating opportunities.
- New Signage - Provide signage to define uses of the outdoor gym.

Probable Cost Opinion	**Shuffleboard Area Improvements**	**$50,000-$475,000**
Item	**Description**	**Cost Estimates**
New Pocket Park	**Description**	**$50,000-$75,000**
Removal of Existing Asphalt Pavement	Assume 6,700sf.	$30,000-$35,000
Convert to Lawn Sitting Area	Regrade area and restore to lawn. Assume 10,000sf.	$2,500-$5,000
New Benches	Assume five (5) benches.	$5,000-$10,000
New Boulders	Assume boulders salvaged and provided by Village. Labor only.	$5,000-$10,000
New Signage	Assume $200-$300 per sign.	$500-$1,000
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$7,500-$12,500
New Skatepark	**Description**	**$285,000-$475,000**
Removal of Existing Asphalt Pavement	Assume 6,700sf.	$30,000-$35,000
Convert to Skatepark	Assume 5,000sf concrete street skatepark.	$200,000-$350,000
New Benches	Assume five (5) benches.	$5,000-$10,000
New Signage	Assume $200-$300 per sign.	$500-$1,000
Professional Design Fees (assume 20%)	Designed by professional Skatepark Designer.	$50,000-$80,000
New Outdoor Gym	**Description**	**$160,000-$300,000**
Removal of Existing Asphalt Pavement	Assume 6,700sf.	$30,000-$35,000
Convert to Outdoor Gym	Assume 4,000sf outdoor gym.	$50,000-$100,000
New Safety Surfacing	Assume 4,000sf safety surfacing.	$50,000-$100,000
New Benches	Assume five (5) benches.	$5,000-$10,000
New Signage	Assume $200-$300 per sign.	$500-$1,000
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$25,000-$50,000

New Trails

The goal is Increase the passive recreation opportunities within the Park and to connect the Park to the surrounding areas. The following are recommendations to achieve this goal.

See Trails Map of existing, planned, and proposed trails.

- New Loop Trail - Residents are interested in expanding the opportunities for passive recreation focusing on the improvement of existing trails, providing trail connections, and designing a new loop trail within the park. Passive recreation refers to individuals walking, jogging, hiking, and biking. Construction of a loop trail within the park would increase the diversity of recreation opportunities while improving use and aesthetic qualities of the area.

Photo 24 – Typical stone dust loop trail.

  New proposed loop trail to be 7' wide, approximately a half mile long, and designed for single-use including walking, jogging, running, etc. The loop trail should not be designated a multi-use trail through the park. Bicycle use within the park will be on paved road surfaces.
- Connection Trails off of Main Loop – This loop trail should have extensions to different areas within in the park to prevent overuse of lawn areas (cowpaths) and to aid in the overall maintenance and appearance of the Park.
- New Deciduous Shade Trees - Tree plantings will create a sense of enclosure and provide shade along the trails, contributing to the quality of the pedestrian experience.
  Recommended trees include: Acer saccharum (Sugar Maple), Acer rubrum (Red Maple), Quercus alba (White Oak).

- New Shute Slide – It is recommended that a new 50' minimum long shute slide be installed into the existing slope to provide an alternative way to connect the two levels of the park and will be a recreational addition for young users of the park.

Photo 25 - An example of a shute slide.

- New Benches – Benches placed along the proposed loop trail will help to define the pedestrian spaces, as well as, providing resting places and opportunities for social interaction.
- Possible Lighting - Lighting may also be incorporated along the loop trail to accommodate evening use.
- New Urban Trails – Urban trails refer to existing and proposed sidewalks. Including these in the trail connections allows for walking loops, as well as highlighting the existing pedestrian access routes. These sidewalks should be marked as urban trails through signage and/or pavement markings and should be included on any walking trail maps to indicate the intent.

Photo 26 - Examples of Sidewalk Wayfinding Pavement Markings

Probable Cost Opinion	**New Trails**	**$335,000-$625,000**
Item	**Description**	**Cost Estimates**
New Loop Trail - alternative 1	Assume 7' wide stone dust trail.	$37,000-$40,000
New Loop Trail - alternative 2	Assume 7' wide asphalt trail.	$55,500-$60,000
New Loop Trail - alternative 3	Assume 7' wide bark chip trail.	$18,500-$20,000
Connection Trails off of Main Loop Trail	Assume 7' wide, single use trail-bark chip or stone dust.	$5,000-$15,000
New Deciduous Shade Trees	To provide shade and definition along trail. Assume 15-20 trees.	$7,500-$10,000
New Shute Slide	Install new 50'-55' long shute slide in existing hillside to connect loop trail to Lower Berme Road Park.	$35,000-$50,000
New Benches	Assume five (5) benches.	$5,000-$10,000
Possible Lighting	Assume twenty-five (25) lights.	$200,000-$375,000
New Urban Trail	Assume signage and pavement markings.	$10,000-$25,000
Professional Design Fees (assume 20%)	Designed by professional Engineer and Architect.	$20,000-$25,000

New D&H Canal Towpath Trail Extension

The goal is Increase the passive recreation opportunities within the Park vicinity and to further extend the planned O&W Rail Trail to include the existing towpath along the D&H Canal. See Figure 3, Ellenville Trails Map, for this proposed trail extension.

Photo 27 - Existing towpath.

The following are recommendations to achieve this goal listed below only reflect trail improvements based on its current condition. A full design study including a site analysis and a grading study will need to be performed to design the trail with a desired width of 7' minimum. Extensive earthwork and installation of retaining walls may be required to create this trail to its desired design specifications. The probable cost opinion shown does not include these possibilities.

- Clear Existing Towpath – A narrow path exists adjacent to the D&H Canal ruins in the area. This path should be cleared of all debris, fallen limbs, rocks, etc. and widened wherever possible to provide a safe single-use trail for walkers and joggers.
- New Trail Extension - A proposed trail extension to be 5' wide minimum and about 1,500 feet long to reach behind the existing little league fields. This trail should not be a designated multi-use trail unless it is properly designed and widened to 10' wide minimum.
- New Railing Where Required – Provide wood railing, split rail fencing or similar, along the trail in areas where there is a steep slope adjacent to the edge of the trail.
- New Wayfinding Signage - Provide signage to define the trail, trail rules, and to direct users along the trail extension.

- New Informational Signage - Design interpretive signage with photos and graphics to provide historical information of the D&H Canal and the O&W Rail Trail, as well as information on the local flora and fauna of the area.

Photo 28 - Existing ruins of D&H Canal along existing towpath.

Probable Cost Opinion	**D&H Canal Towpath Trail Extension**	**$35,000-$65,000**
Item	**Description**	**Cost Estimates**
Clear Existing Towpath	Assume 1,500 lf of trail extension.	$5,000-$10,000
New Trail Extension	Assume 5' wide minimum, single use trail-bark chip or stone dust. Assume 1,500 lf of trail extension.	$15,000-$25,000
New Railing Where Required	Assume 500 lf. of wood railing at areas of adjacent steep slopes.	$5,000-$10,000
New Wayfinding Signage	Provide new directional signage for trail extension. Assume $200-$300 per sign.	$500-$1,000
New Informational Signage	Provide new informational & interpretative signage to provide information/facts about the D&H Canal and O&W Rail Trail. Assume $500-$1,000 per sign.	$1,500-$5,000
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$5,000-$10,000

New Trailhead Improvements

The goal is to highlight the passive recreation opportunities within the Park. It was noted that trails are not well marked causing many to not know the trails that are there. Proper design of the trailheads will highlight them and increase usage of the existing and future trails. The following are recommendations to achieve this goal.

Assume three (3) new trailheads in the vicinity of the park:
One (1) at Upper Berme Road Park (the western gateway to Minnewaska State Park); and
Two (2) at Lower Berme Road Park at the locations where the O&W Rail Trail meets Berme Road.

- New Boulders – It was noted that many native boulders from the area have been gathered and are stored at the Street Department. It is recommended that these are located in clusters at any trailheads, existing, planned, proposed and future ones. These will provide an indicator that a trailhead exists in that area, as well as, provide rustic seating to trail users.
- New Gravel Pavement – In addition to the boulders to define the trail entrance, a widened trail that is paved with gravel will also achieve this. As well as aiding in definition of the trailhead the gravel will help maintain this much used portion of the trail which receives the most wear and tear.
- New Wayfinding Signage - Provide signage to define the trail, trail rules, and to direct users throughout the park.

Photo 29- New Trailhead Improvements Rendering

Probable Cost Opinion	**New Trailhead Improvements**	**$20,000-$45,000**
Item	**Description**	**Cost Estimates**
New Boulders	Assume range of sizes (small: 24"-36"; medium: 36"-48"; large: 48"-60"; x-large: 60"+. Use salvaged materials from the Village. Costs to include labor only. Assume three (3) locations.	$7,500-$20,000
New Gravel Pavement	Assume widened trail entrance and gravel pavement for first 50' of trail. Assume three (3) locations.	$4,500-$10,000
New Signage	Assume $200-$300 per sign. Assume three (3) locations.	$1,500-$5,000
Professional Design Fees (assume 20%)	Designed by professional Engineer and Architect.	$5,000-$10,000

New Bathrooms

The goal is to provide bathroom facilities allowing users to extend their time at the park and not have to go offsite to find a bathroom. The following are recommendations to achieve this goal.

Assume two (2) new toilets at Lower Berme Road Park and two (2) at Upper Berme Road Park. Begin with installing Porta-Potties until additional funds can be secured to installed permanent toilets at the park. While the Master Plan shows three (3) possible locations for toilets, it is recommended that only two (2) be installed at the lower park and two (2) at the upper park.

- Temporary Portable Toilets – While the goal is to have more permanent bathroom facilities in the park, as a minimum the Village/Town should rent portable toilets to accommodate the park users. It is recommended that at least two (2) porta potties be placed at both the Upper and Lower Park.
- Test Pits and Soils Analysis - Test pits will be required at all proposed locations to determine if it is possible to excavate the existing soils to install the toilets or if it will be required to build up the area to install the toilets on fill to avoid excavation completely. See soils analysis explanation of the made lands found on site.
- Permanent Vault Toilets – Upper and Lower Berme Road Park – Ideally, permanent toilets would be installed at the upper portion of the park to service trail and pavilion users and the lower portion of the park to service playground and sports fields/courts users.

  Recommended vault toilet companies include: CXT Concrete Buildings, www.cxtinc.com and Clivus Multrum, Inc., www.clivusmultrum.com. CXT vault toilets have successfully been installed in the Mohonk Preserve.

Photo 30 - Example of permanent vault bathrooms.

- Permanent 'Wet' Toilets – Lower Berme Road Park – As an alternative to the vault toilets for Lower Berme Road Park, it is recommended that the possibility of constructing toilets with running water off of the Fire Hose #2 Company building be investigated.

Probable Cost Opinion	**New Bathrooms**	**$210,000-$340,000**
Item	**Description**	**Cost Estimates**
Temporary Portable Toilets	Assume rentals for two (2) at the Lower Park and two (2) at the Upper Park. Four (4) total. Assume $175-$500/month each. Estimates for one (1) year rental and maintenance.	$8,400-$24,000
Test Pits and Soils Analysis for Locating the Permanent Toilets	Assume test pits and soils report and analysis for proposed locations.	$5,000-$10,000
Permanent Vault Toilets - Upper Berme Road Park	Assume two (2) vault toilet stalls installed on concrete pad.	$50,000-$75,000
Permanent Vault Toilets - Lower Berme Road Park **OR**	Assume two (2) vault toilet stalls installed on concrete pad.	$50,000-$75,000
Permanent 'Wet' Toilets - Lower Berme Road Park	Assume new bathroom with running water attached to Fire House to access running water.	$60,000-$100,000
Professional Design Fees (assume 20%)	Designed by professional Engineer and Architect.	$35,000-$55,000

Sports Courts Improvements

The goal is to improve existing sports facilities while providing additional opportunities. The recommendation is to improve the existing basketball court and one of the existing tennis courts, while converting the second tennis court to a multi-use court including lines for both roller hockey and futsal. The following are recommendations to achieve this goal.

- Remove Existing Items – Removal of existing tennis court equipment from the one court to be converted.
- Existing Fence and Pavement Improvements – Repair and resurface existing court pavements to ensure safe use of the courts.
- New Courts Surfacing – Provide new color coat playing surface and lines for basketball (court 1), tennis (court 2), and roller hockey and futsal (court 3).
- New Sports Accessories – Provide new sports equipment as needed for all four (4) sports.
- New Chainlink Fencing and Gates – Repair and upgrade existing chainlink fencing as required. Install new fencing and gates to allow for separation between all three (3) courts and individual access to all three (3) courts.
- New Spectator Bleachers - Replace existing bleachers and provide new bleachers as required.
- New Players Benches – Provide one (1) bench per court as a minimum.
- New Signage - Provide signage to define uses of the sports courts.

Probable Cost Opinion	**Sports Courts Improvements**	**$125,000-$175,000**
Item	**Description**	**Cost Estimates**
Remove Existing Items	Assume removals of tennis center tie downs and nets. Basketball goals to remain.	$1,000-$2,000
Existing Fence Improvements	Assume removal and replacement of all chainlink mesh (1-3/4" black diamond mesh)-460 lf.	$23,000-$25,000
Existing Pavement Improvements	Apply crack repair system over existing cracks. Assume 500-1,000 lf of cracks.	$10,000-$20,000
Grout Control Joints	Assume 700 lf.	$17,000-$20,000
New Courts Surfacing	Assume three (3) courts-basketball, tennis, and futsal (multi-sport). Four (4) coats new athletic court surfacing.	$25,000-$30,000
New Sports Accessories	Assume new net posts, center ties, futsal accessories, and misc.	$7,500-$10,000
New Chainlink Fencing and Gates	Assume 120 lf to separate two (2) tennis courts to separate uses. 10' high chainlink fencing. Assume two (2) new gates.	$10,000-$15,000
New Spectator Bleachers	Assume two (2).	$10,000-$20,000
New Players Benches	Assume three (3) - one (1) per court.	$1,500-$2,000
New Signage	Assume $200-$300 per sign.	$500-$1,000
Professional Design Fees (assume 20%)	Designed by professional Engineer or Landscape Architect.	$20,000-$30,000

Softball Field Improvements

The goal is to improve existing softball facilities. The following are recommendations to achieve this goal.

- Removal of Existing Items – Remove and replace existing dugouts. Remove existing concrete tables and chairs in the area of the backstop.
- Field Grading – Regrade entire field to improve surface drainage.
- New Field Underdrainage System – If possible, install new subsurface underdrainage system to aid in the proper drainage of the field.
- New Field Irrigation System and RPZ – Extend water to this area to provide an irrigation system to aid in properly maintaining the field moving forward.
- New Softball Accessories, Hooded Backstop, Dugouts, Players Benches, Foul Poles, and Spectator Bleachers – Provide new items as needed.
- New Skinned Infield and Field Restoration – Improve and restore field after regrading.
- New Outfield and Dugout Fencing – Provide new chainlink fencing as required.
- New Signage - Provide signage to define uses of the softball field.

Probable Cost Opinion	**Softball Field Improvements**	**$395,000-$560,000**
Item	**Description**	**Cost Estimates**
Removal of Existing Items	Assume removal of existing dugouts and concrete tables and chairs	$10,000-$15,000
Field Grading	Assume 60,000 sf of grading to improve surface drainage.	$10,000-$15,000
New Field Underdrainage System	Assume 60,000 sf.	$100,000-$125,000
New Field Irrigation System and RPZ	Assume 60,000 sf.	$40,000-$50,000
New Softball Accessories	Assume new bases, home plate, and pitching rubber.	$500-$1,000
New Hooded Backstop	One (1).	$10,000-$15,000
New Dugouts/Players Benches	Two (2) on concrete pads.	$50,000-$100,000
New Foul Poles	Assume two (2).	$5,000-$7,500
New Spectator Bleachers	Assume two (2). Reuse existing when possible.	$10,000-$20,000
New Skinned Infield	Assume entire infield (7,000sf); 4" depth.	$15,000-$20,000
Field Restoration	Topsoil and seed entire field. Assume 50,000 sf.	$25,000-$30,000
New Outfield Fencing - 6' ht.	Assume 400 lf.	$25,000-$30,000
New Outfield Fencing-30' ht. Netting on Top of 6' CLF	Assume 200 lf.	$20,000-$25,000
New Dugout Fencing-8' ht.	Assume 100 lf total.	$7,500-$10,000
New Signage	Assume $200-$300 per sign.	$1,000-$2,000
Professional Design Fees (assume 20%)	Designed by professional Engineer or Landscape Architect.	$65,000-$95,000

Park Lighting Improvements

The goal is to upgrade and repair existing lighting, as well as, add new pedestrian lighting to highlight specific areas at night. The following are recommendations to achieve this goal.

Sports Lighting

Improvements to the existing sports lighting will provide extended use of the athletic field and courts. It is recommended that all improvements include the Musco Control-Link system so that all new lights can be set on a schedule and be controlled remotely.

- Existing Softball Field Lighting Improvements – The existing softball lights were installed in 1996 and it does not appear that Musco, the company that installed the existing lights, was contracted for lamp replacement services once the original warranty expired. Therefore, at a minimum, it is recommended that a complete re-lamping and an electrical components check be completed by Musco to see if anything needs to be replaced. It is also recommended that the existing system be retrofitted to LED to give the field a whole new look and better lighting and will alleviate any issues with light levels and future maintenance.
- Existing Sports Courts Lighting Improvements – The existing lights appear to be Musco lights as well, installed on wood poles in the late 1970s or early 1980s. It is believed that these types of fixtures are no longer able to be serviced as they utilize 1000W lamps which were phased out by the U.S. government in 2016. It is therefore recommended to remove and replace these lights entirely and install new Musco Poles and LED lights and equipment, still utilizing four (4) poles in their existing locations.

Photo 31 – Typical field lighting – Total Light Control for LED.

Street Lights and Interior Pedestrian Lighting

- Street Lights Improvements - Street lights contribute to the character of the pedestrian corridor. Careful consideration should be given to possibly replacing the existing street lights along Berme Road for the length of the Park. The selection of the pole and fixture

styles should convey the character and aesthetic of the Town and Village. When regularly spaced, they can create a visual edge between the pedestrian and vehicular areas.

- New Pedestrian Lighting - Pedestrian light poles that do not exceed twelve feet in height are recommended. When regularly spaced, they can create a visual line and definition of uses along the trail loop.

Probable Cost Opinion	**Park Lighting Improvements**	**$400,000-$500,000**
Item	**Description - Sports Lighting**	**Cost Estimates**
Existing Softball Field Lighting Improvements	Assume a complete relamp and an electrical components check by Musco. Retrofitting this system to LED. Poles and footings to remain.	$115,000-$125,000
Existing Sports Courts Lighting Improvements	Assume replacement of wood poles with new Musco poles and LED equipment. Four (4) poles total.	$120,000-$130,000
Professional Design Fees (assume 20%)	Designed by professional Electrical Engineer.	$45,000-$50,000
Item	**Description - Street / Interior Ped. Lighting**	**Cost Estimates**
Street Lights Improvements	Replace existing street lights with a more pedestrian friendly style and size for the length of the park. Assume six (6) street lights.	$75,000-$125,000
New Pedestrian Lighting	Assume pedestrian lighting in Lower Berme Road Park only. Includes new power supply and feeders. Assume twenty (20) fixtures.	$25,000-$35,000
Professional Design Fees (assume 20%)	Designed by professional Electrical Engineer.	$20,000-$35,000

Playground Area Improvements

The goal is to provide a safe and fun playground for all. The following are recommendations to achieve this goal.

- Removal of Existing Playground – The existing playground is a composite structure manufactured by Leathers and is approximately ten (10) years old. These wood structures are difficult to move so it is recommended that this playground be maintained in place for the remainder of its life. When it is determined that this playground should be replaced, this playground should be removed complete and the concept of moving the playground to Upper Berme Road Park should be reviewed and analyzed. This was recommended to separate park uses moving forward.
- Repurposing of Area to New Parking Lot – If the new playground gets sited at Upper Berme Road Park, this area of the existing playground could be paved and used as an off street parking lot for twenty-six (26) cars.
- New Playground – Alternative locations should be reviewed to determine the best location for the playground.
- New Signage - Provide signage to define uses of the playground.

Probable Cost Opinion	**Playground Area Improvements**	**$325,000-$600,000**
Item	**Description**	**Cost Estimates**
Removal of Existing Playground	Includes removal and disposal of all play structures and associated mulch surfacing and timber edging.	$10,000-$15,000
Repurposing of Area to New Parking Lot	Includes regrading of area as needed and conversion of area to full depth asphalt parking lot and striping. Approximately 10,000 sf.	$60,000-$75,000
New Playground	Assume 10,000 sf new playground including play equipment and safety surfacing.	$200,000-$400,000
New Signage	Assume $200-$300 per sign.	$500-$2,000
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$55,000-$100,000

New Dog Park

The goal is to provide a separate dog park designated area to allow dogs to run and play off leash. While Berme Road Park does allow dogs, they must be leashed. To allow for additional recreational opportunities for dogs and their owners, a separate dog park is recommended. The following are recommendations to achieve this goal.

- Site Clearing and Grading – An area within the woodland in Upper Berme Road Park has been noted as a desirable location for a possible dog park within the park. This area should be cleared of any unwanted understory plantings. All trees within the designated area should be limbed up to a minimum of 7' high clearance. The area should be graded as required to ensure positive drainage out of the fence area, removing any low spots to prevent ponding of water.
  Boulders and fallen trees should be strategically placed to allow for multiple obstacles for the dogs to play on.
- New Fencing – Fence in the designated area with 6' high chainlink fencing to contain the dogs. Create a minimum 5,000 square foot area. Separate the space into two (2) different areas with an interior 6' high chainlink fence to separate large and small dogs.
- New Mulch Cover – Provide 5" depth of wood chip mulch to assist in erosion control.
- New Signage - Provide signage to define uses of the dog park.

Probable Cost Opinion	**New Dog Park**	**$40,000-$60,000**
Item	**Description**	**Cost Estimates**
Site Clearing and Grading	Remove understory plantings and any debris from designated site. Minimal grading required to ensure positive drainage away from fenced in area.	$2,500-$5,000
New Fencing - 6' High Chainlink Fencing	Assume 275lf exterior fencing and one (1) single access gate and 50lf interior fencing to separate large and small dogs.	$25,000-$35,000
New Mulch Cover	Provide 5" depth wood chip mulch (75cy).	$5,000-$10,000
New Signage	Assume $200-$300 per sign.	$250-$500
Professional Design Fees (assume 20%)	Can be as simple as fencing off a designated area up to having the area designed by a professional Landscape Architect.	$5,000-$10,000

New Rural Camping Area

The goal is to provide a camping area for users passing through the area on longer treks via hiking or bicycling to create Berme Road Park as a destination along the Rail Trails and other longer trails within the area. The following are recommendations to achieve this goal.

Currently in the area shown as a possible location for the rural camping area, the Street Department is storing materials and uses the area for snow dumping. This area should continue to be used for snow removal but all other Street Department uses should be relocated to the existing Street Department yard to avoid overlapping uses through the park and to provide a safer park experience for users.

In the rear of the existing Street Department property there is an opportunity to expand the paved area used for storage towards the base of the hill from Upper Berme Road Park. This area should be used by the Street Department to minimize the need to store materials at Upper Berme Road Park, therefor opening this space up for future camping.

- Clear Area – Review and analyze designated woodland area in Upper Berme Road Park for possibility of creating a rural camping area. Clear an area of 15,000-20,000 square feet of all understory plantings and small saplings to create ample open area for approximately ten (10) campsites.
  Area should be in close proximity to the new toilets at Upper Berme Road Park but still be screened from the open recreation area to ensure that different uses are separated.
- New Trail Access – Provide a 7’ wide single use trail of stone dust or mulch.
- New Signage - Provide signage to define uses of the camping area.

Probable Cost Opinion	**New Rural Camping Area**	**$10,000-$25,000**
Item	**Description**	**Cost Estimates**
Clear Area	Clear area of understory shrubs and small saplings as required to create ample open areas for five (5) to ten (10) campsites.	$2,500-$10,000
New Trail Access	Assume 7' wide, single use trail-bark chip or stone dust	$1,500-$3,500
New Signage	Assume $200-$300 per sign.	$500-$1,000
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$5,000-$10,000

New Performance Area

The goal is to provide a space designated for performances and events within the park to increase park programming and usage. The following are recommendations to achieve this goal.

- New Paved Stage Area – Provide a paved area at grade to prevent wear and tear of the designated 'stage' area at the base of the existing hill in Lower Berme Road Park. Area to be sited on a flat ground and pitched towards recommended drainage swales to ensure positive drainage.
- New Amphitheater Seating Set in Slope – The existing adjacent lawn hillside can act as natural sloped seating. As the area is used more it can be determined if more permanent, formal seating is required. Wood to stone seat benches could be installed within the existing hillside if needed.
- New Electrical Power and Lighting – Electrical power and lighting should be provided at the 'stage' area to allow for a range of performances within the space.

Photo 32 – Typical performance area seating.

Probable Cost Opinion	**New Performance Area**	**$65,000-$100,000**
Item	**Description**	**Cost Estimates**
New Paved Stage Area	Assume 725sf of concrete pavement.	$5,000-$7,500
New Amphitheater Seating Set in Slope	Assume wood or stone seat benches set within slope.	$35,000-$50,000
New Electrical Power and Lighting	Provide power to stage area. Includes new power supply and feeders. Assume two (2) fixtures.	$15,000-$25,000
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$10,000-$15,000

Signage Improvements

The goal is to influence the character and image of the park and provide wayfinding and information throughout the park. The following are recommendations to achieve this goal.

- New Wayfinding Signage – Provide signage to designate parking, road rules, park information, etc. These signs can be separated into two (2) designs: typical street signage and interior Berme Road Park specific signs.
- New Informational Signage – Design interpretive signage with photos and graphics to provide historical information, as well as information on the local flora and fauna of Berme Road Park and the surrounding area.

Photo 33 - Existing Interpretive Sign at Trailhead at Upper Berme Road Park

Signs are an important element of any Town or Village. Signs are intended to be highly visible and attract attention. They often produce a lasting impression on visitors and provide an indication of the vitality of the Town or Village. Nevertheless, signage can be detrimental to an area if it overwhelms the surrounding landscape. With this in mind, the types of signs and their design should have a consistent theme and should correspond to Ellenville's small town image. General design guidelines for these signs need to be developed and implemented.

Sign locations shown on plans are approximate. New signs shall be installed in accordance with the MUTCD and NYS supplement and will the approval of the Village.

Probable Cost Opinion	**Signage Improvements**	**$17,500-$35,000**
Item	**Description**	**Cost Estimates**
New Wayfinding Signage	Provide new directional signage to define uses and direct people throughout the park. Assume $200-$300 per sign.	$5,000-$10,000
New Informational Signage	Provide new informational and interpretative signage to provide information and facts about the park and surrounding area. Assume $500-$1,000 per sign.	$7,500-$15,000
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$5,000-$10,000

D&H Canal Ticket Office Building Rehabilitation

The goal is to analyze the existing historic building to determine its best use moving forward as an historic landmark within Berme Road Park and the Town. The following are recommendations to achieve this goal.

Photo 34 - Existing D&H Canal Ticket Office Building

- Evaluation of Existing Structure – Evaluate existing building to determine appropriate treatment of the building, as well as, determining what improvements are required to restore the building. This step will determine what are the best steps moving forward and will assist in determining the true probable costs for this project.
- Rehabilitation of the Ticket Office – Restore and rehabilitate the existing historic building to create an interpretative center and a landmark along the trail systems and within the community.
- New Wayfinding Signage - Provide signage to define the trail, trail rules, and to direct users along the proposed historic trail route, as well as, to the other uses within the Park.

- New Informational Signage - Design interpretive signage with photos and graphics to provide historical information of the D&H Canal Ticket Office Building, as well as, information on the D&H Canal as a whole and other related historical information.

Probable Cost Opinion	**D&H Canal Ticket Office Building Rehabilitation**	**$160,000-$360,000**
Item	**Description**	**Cost Estimates**
Evaluation of Existing Structure	Determine if the historic D&H Canal Ticket Office should be rehabilitated, restored or reconstructed.	$25,000-$30,000
Rehabilitation of The Ticket Office	Assume rehabilitation of this historic property to meet the needs of the proposed changed use while retaining the building's historic character.	$100,000-$250,000
New Wayfinding Signage	Provide new directional signage for proposed historic trail. Assume $200-$300 per sign.	$500-$1,000
New Informational Signage	Provide new informational and interpretative signage to provide information and facts about the D&H Canal Ticket Takers Building. Assume $500-$1,000 per sign.	$1,500-$5,000
Professional Design Fees (assume 25%)	Designed by professional Landscape Architect.	$30,000-$70,000

North Gully Falls Trail and Site Improvements

The goal is to improve the area around North Gully Falls including site and access improvements to the existing falls, to define this area as an additional destination point within the area. The following are recommendations to achieve this goal.

- New Trail Improvements – Improve and define a true trail from Berme Road Park/Minnewaska State Park to the North Gully Falls. Investigate the proposed route to determine if easements or acquisitions are required for existing properties. Re-route proposed route as required.
- New Viewing Area(s) – Determine the best places to view the Falls and clear any branches, small trees, invasive shrubbery, debris, etc. to highlight and enhance views. Clear area as required to allow for users to sit and enjoy the falls for a duration of time.
- New Parking Area – Investigate available lots along Route 52 at the intersection of Chapel Street. Pave and mark the lot to provide parking for as many cars as possible.
- New Benches – Provide seating options to offer resting places and viewing opportunities.
- New Bike Racks - Install new bike racks near the parking lot, away from the Falls viewing area, to encourage bicyclists to visit.
- New Wayfinding Signage - Provide signage to define the trail, trail rules, and to direct users to and from the falls, as well as, to the other locations within the Berme Road Park and Minneswaska State Park.
- New Informational Signage – Design interpretive signage with photos and graphics to provide information on the falls, as well as, on the local flora and fauna of the area.
- Professional Design Fees – Create a site design for North Gully Falls area through site analysis and evaluation, including viewing area, seating area, parking, bike racks, signage, and trail connections.

Probable Cost Opinion	**North Gully Falls Improvements**	**$95,000-$130,000**
Item	**Description**	**Cost Estimates**
New Trail Improvements	Assume .5 miles, 7' wide stone dust trail.	$37,000-$40,000
New Viewing Area(s)	Assume clearing of existing vegetation to open up views and create level open spaces.	$15,000-$25,000
New Parking Area	Assume parking for 10-15 cars.	$25,000-$30,000
New Benches	Assume three (3) benches.	$1,000-$5,000
New Bike Racks	Assume ten (10) bikes capacity on concrete pavement.	$1,500-$2,500
New Wayfinding Signage	Provide new directional signage for proposed trail. Assume $200-$300 per sign.	$500-$1,000
New Informational Signage	Provide new informational and interpretative signage to provide information and facts about the Falls. Assume $500-$1,000 per sign.	$1,500-$5,000
Professional Design Fees (assume 20%)	Designed by professional Landscape Architect.	$15,000-$20,000

Suggested Improvements & Probable Project Costs Overall Summary

While the proposed recommendations were broken down into the above individual projects and in our recommended order of priority, it is understood that the needs and desires of the Village and Town will continue to change and grow over time and priorities may be shifted or modified. This list is to be used as a reference and a guide moving forward and should be amended and added to as needed to best serve the community moving forward.

See the separately attached Typical Details section of the report for details that would be appropriate for Berme Road Park.

SECTION 5

CONCLUSION - NEXT STEPS

Conclusion - Next Steps

The Master Plan builds on strengths, resources and opportunities that are present in Berme Road Park. This plan is intended to provide a framework and vision for future planning by the Town, Village, County, and individuals. While the plan does not provide details for implementation, it does provide before and after rendered photos of typical recommendations that illustrate much of the design intent of the recommendations. This summary document provides a vision that was drawn from the stated hopes and desires of the community and the opportunities identified by both residences and the design team.

This planning project is one step among many that will move the park forward. The active participation by Town and Village officials, community groups, and local residents is a sign of community commitment; the success of this planning effort should be celebrated. The Town and Village have initiated a public dialogue around this planning process that we hope will continue. To that end, it is recommended that the Town and Village or local service organizations sponsor follow-up meetings to allow public review and discussion of this report. It is recommended that Town and Village officials form an advisory committee to organize these discussion groups and to coordinate community participation. After the community has had an opportunity to review the plan, Town and Village officials and the advisory committee will be in a better position to establish planning priorities based on community support, need, opportunity, feasibility, and available funding. Local leaders should organize meetings with cooperating planning agencies and organizations, state/county officials, and with Town and Village consultants to review the plan.

As the Village and Town move forward, implementation of the plan will take many different forms and involve a variety of strategies. Some of the recommendations can be accomplished through community service projects, while others may involve actions by the planning board or municipal development projects. Implementation of any community vision will require cooperation and communication. The active community service organizations in the Town and the Village are a tremendous resource and local officials should keep these groups involved in the planning process. The Town and Village should take a pro-active position and move forward to implement priority projects. Local leaders must remember, however, that without success, community support will diminish. It is, therefore, important to select projects that can be accomplished. Overtime, individual projects will contribute to the development of the vision and strengthen the future of Berme Road Park as an essential part of the community and the surrounding area.

Potential Funding Sources

The potential funding sources listed below range from federal, state, and private funding opportunities that could be used towards Berme Road Park. These grants can vary in use from implementing park improvements, to trail and trailhead improvements, to historic restoration, and connecting local schools to the park.

Office of Parks, Recreation and Historic Preservation:

Park Program Grant: This is a matching grant program for the acquisition, development and planning of parks and recreational facilities to preserve, rehabilitate or restore lands, waters or structures for park, recreation or conservation purposes and for structural assessments and/or planning for such projects. Funds may be awarded to municipalities for indoor or outdoor projects and must reflect the priorities established in the NY Statewide Comprehensive Outdoor Recreation Plan (SCORP).
https://parks.ny.gov/grants/parks/default.aspx

Connect Kids to Parks Field Trip Grant Program: The Connect Kids to Parks Transportation Grant Program is available to K-12 classrooms in Title 1 schools any public school in a district with a Title 1 school (grades preK-12 including school-sponsored clubs), Advantage After School Programs, 21st Century Community Learning Centers, and village, town, or county youth bureaus in communities with Title 1 schools are eligible to apply for a field trip grant to connect New York public school children with nature and New York State history by providing reimbursement grants to public schools for visits to a New York State park, nature center or historic site, or a Department of Environmental Conservation (DEC) Environmental Education Center for a special guided educational program or self-guided field trip at a NYS Parks or historic site.
https://parks.ny.gov/environment/connect-kids/grant-program.aspx

Historic Preservation Program: A matching grant program to improve, protect, preserve, rehabilitate, restore or acquire properties listed on the State or National Registers of Historic Places and for structural assessments and/or planning for such projects. Funds are available to municipalities or not-for-profits with an ownership interest.
https://parks.ny.gov/grants/historic-preservation/default.aspx

Heritage Areas Program: A matching grant program for projects to acquire, preserve, rehabilitate or restore lands, waters or structures, identified in the approved management plans for Heritage Areas designated under section 35.03 of the Parks, Recreation and Historic Preservation Law and for structural assessments or planning for such projects. Projects must fall within a New York State Designated Heritage Area.
https://parks.ny.gov/grants/heritage-areas/default.aspx

U.S. Department of Transportation (NYSDOT) administered by Office of Parks, Recreation and Historic Preservation:

Recreational Trails Program: This is a matching grant program for the acquisition, development, rehabilitation and maintenance of trails and trail-related projects. Funds are available to non-profit organizations, municipal, state and federal agencies, and other government entities. Funded projects must be identified in, or further a specific goal of, the Statewide Comprehensive Outdoor Recreation Plan (SCORP) and must be available to the general public. Source of funds: Federal Highway Administration.
https://parks.ny.gov/grants/recreational-trails/default.aspx

Parks and Trails New York in partnership with the NYS Office of Parks, Recreation and Historic Preservation:

The Parks and Trails Partnership Program: The Park and Trail Partnership Program is a $500,000 capacity-building matching grants program funded through the NYS Environmental Protection Fund. The program is designed to:
Enhance the preservation, stewardship, interpretation, maintenance and promotion of New York State parks, trails, state historic sites and public lands.
Increase the sustainability, effectiveness, productivity, and volunteer and fundraising capabilities of not-for-profit organizations that promote, maintain, and support New York State parks, trails, state historic sites and public lands.
Promote the tourism and economic development benefits of outdoor recreation through the growth and expansion of a connected statewide network of parks, trails, greenways and public lands.
https://www.ptny.org/our-work/support/park-trail-partnership-program

Hudson River Valley Greenway:

Conservancy Trail Grants: The Hudson River Valley Greenway Conservancy Trails Grant Program is dedicated to funding recreational trail projects. Special consideration is given to projects that seek to implement the goals of the Greenway Trail Program. Eligible project categories include trail construction, planning and design, trail rehabilitation or improvement, and trail education or interpretation.
https://hudsongreenway.ny.gov/grants-funding

Hudson River Estuary Program:

The New York State Department of Environmental Conservation provides funding through the Hudson River Estuary Program to implement priorities aimed at conserving or improving clean water; fish, wildlife and their habitats; waterway access; the resiliency of communities; and river scenery. Ellenville falls within the Hudson River Estuary Program boundary and Berme Road Park's proximity to the Sandburg Creek could make it an eligible candidate for the various estuary grants offered.
https://www.dec.ny.gov/lands/5091.html

Teaching the Hudson Valley:

Explore Awards: These matching grants are intended to create opportunities for students to explore the history, environment, and culture of the Hudson River Valley, connecting their studies to significant places. They encourage students' appreciation for and stewardship of their communities and cultures, and connect teachers with site educators and place-based learning. Eligible expenses include transportation and admission fees to eligible Hudson Valley locations for school groups.
https://www.teachingthehudsonvalley.org/grants/thv-explore-award/

Wal-Mart Foundation

Community Grant Program: Community Grants range from a minimum of $250 to the maximum grant of $5,000. Organizations applying must be a Section 501(c)(3) or (19) non profit, government entity, a school, or a faith based organization. There are 8 areas of funding for which an organization can apply. These include hunger relief and healthy eating, health and human service, quality of life, education, community and economic development, diversity and Inclusion, public safety, and environmental sustainability.
http://giving.walmart.com/apply-for-grants/local-giving-guidelines

Programming

While Ellenville has made strides in increasing the quality of Berme Road Park, the park still remains underutilized not yet reaching its full potential as a vibrant center of community life. A Park Master Plan will contribute greatly to the revitalization of Berme Road Park but other strategies such as the promotion of park programs can contribute to its revitalization. Park programs present an opportunity to offer a variety of exciting open space activities.

Photo 35 - Movie in the park at Grand Forks, ND

The presence of park programs attract and increase park use and change the way people interact with their local environment. Facilitating ways that the community can get involved with its green spaces benefits the health and wellbeing of residents. This section will cover the opportunities that Berme Road Park has to incorporate a variety of park programs such as nature programs and other seasonal programs.

Nature Education Programs

Berme Road Park is uniquely situated by regional trails such as the O&W Rail Trail, the D&H Canal, and Smiley Carriage Road, which connects to the Minnewaska State Park. The Park's proximity to these trails and to Minnewaska State Park presents an opportunity for nature based programming. A nature based program can teach participants about the local natural environment which surrounds them and is in their parks.

Photo 36- The 'Neighborhood Naturalists' program in Minneapolis, MN

This type of programming has been successful in Minneapolis, Minnesota with their *Neighborhood Naturalists* program. The description of the *Neighborhood Naturalists* program states, 'Through hands-on exploration and learning, children find their own connections to the natural world that surrounds them.' A variety of activities are lead through the program and they adapt based on the participants. Activities include, exploring ball fields for edible plants, snowshoeing, birdwatching, forestry education, and stormwater management. The program content and structure changes seasonally ranging from week-long camps, weekly program series, and single day engagements.

Berme Road Park has a natural environment that would be well suited for a naturalist program. The program could be linked to local Boy Scout or Girl Scout troops as well as other local educational groups. This type of program would familiarize local youth with their surrounding environment and their public parks year round.

Seasonal Programs

Seasonal programming is an effective strategy which activates the park throughout the entire year. This type of programming can give the park a purpose during times when it would otherwise be unused. In some cases this type of programming has little to no cost and is simple for all ages and abilities.

Winter programs do require a fair amount of materials and organization. Winter programs include tubing, sledding, snowshoeing, and cross-country skiing. These types of programs could be linked to local schools or community centers in order to reduce costs.

Popular programs for spring, summer, and fall have included movie viewing, yoga, exercise classes, lawn games, and walking classes. Besides movie viewing, these programs are little to no cost and mostly require participants to bring their own materials. Movie viewing does require the cost of a projector and screen as well as the movie. Again, these types of materials may be donated by a local school or library.

Photo 37 - Yoga in the park in Brooklyn, NY

Photo 38 - Snowshoeing in New Paltz, NY

Looking Ahead

There are various programming methods that can activate Berme Road Park. Other methods that are more economically driven can include farmer's markets, artisan markets, and food truck days. Another common strategy that activates the park for all seasons is to have holiday related events. These types of events can be related to various religious or non-religious holidays. Nonetheless, all the programs in this section should be weighed and measured as to their effectiveness at Berme Road.