

**VILLAGE OF TARRYTOWN  
BOARD OF TRUSTEES  
WORK SESSION 6:15 P.M.  
WEDNESDAY, JULY 11, 2018  
Tarrytown Village Hall  
One Depot Plaza, Tarrytown, New York**

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**Board of Trustees Concerns**

**Open Session**

1. Off-Grid Wind/Solar Powered Sustainable Exterior Lights
2. Consolidated Funding Applications – 2018
3. Boating Access Grant
4. DEC Grant for Tarrytown and Sleepy Hollow Waterfront Infrastructure
5. Letter Supervisor Feiner re Food Scrap Recycling
6. Fire Chief's Replacement Vehicle
7. Tarrytown Intersection Improvements
8. Hudson Harbor Issues (Hours Pierson Park is Open)
9. Snow and Ice Agreement – NYS DOT
10. Referral - Alternate Side of the Street Parking Rules – Village Wide
11. Referral - Paint Parking Space Lines on Certain Streets
12. Referral – 24-Hour Timeframe for No Turn on Red – Corner of Washington and Wilkey
13. Areas Reserved for Resident Parking Permit Holders
14. No Parking/Stopping/Standing – West Main Street Circle
15. Losee Park Ballfields
16. Discussion – Wilson Park Drive Trailhead at County House Road
17. Skate Shack Demolition
18. Surplus Vehicles
19. Discussion – Village Parking Lots
  - A. Signs
  - B. Code Change
20. Tri-Village Reimbursement Agreement
21. RiverWalk – Bridge Over Metro North
22. Hudson Harbor Donation
23. Continued Discussion – ARB Proposed Changes
24. 2018-2019 Capital Projects - DPW

**Executive Session**

- A. Recreation Employee/Pool Director
- B. Pool Staff Changes
- C. Glenville Fire Protection Agreement
- D. Lease for Eastview Pump Station – Duncan's Abbey



## Kathy Deufemia

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**From:** Richard Slingerland  
**Sent:** Thursday, May 31, 2018 2:13 PM  
**To:** Kathy Deufemia  
**Cc:** Dan Pennella; Howard Wessells  
**Subject:** FW: Off-grid Wind/Solar Powered Sustainable Exterior Lights for Villages—Aris Wind's Remote Power Unit  
**Attachments:** Generic RPU Presentation 20180531.pdf; RPU Two Sided Flyer Handout Compressed.pdf

Kathy:

Let's put this on the July 11 Work Session.

Thanks,

Rich

Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, New York 10591  
914-631-1785  
fax: 914-909-1208  
e-mail: [rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)

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**From:** Jake Whitney <[JWhitney@aris-re.com](mailto:JWhitney@aris-re.com)>  
**Sent:** Thursday, May 31, 2018 10:21 AM  
**To:** Richard Slingerland <[rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)>  
**Cc:** Eddy Rugel <[erugel@aris-re.com](mailto:erugel@aris-re.com)>  
**Subject:** Off-grid Wind/Solar Powered Sustainable Exterior Lights for Villages—Aris Wind's Remote Power Unit

Hi Richard,

It was nice talking with you yesterday. As we discussed, I've attached to this email more information about our Off-Grid Wind and Solar LED Streetlights.

Below I have included pricing as well as a detailed breakdown of our value proposition. We can offer you a monthly payment arrangement, if that would work best for you. I have included approximate numbers on this below.

Please let me know what you think when you have had a chance to read through this. Thank you!

### VALUE PROPOSITION (less dollar focused)

1. Greater Security – lighting currently under-lit parking areas
2. Be Greener – Eliminate carbon emissions for exterior lighting (100% reduction vs. other options – nearly one ton of carbon per year is reduced versus a grid-tied, non-LED light)
3. Charge Cell Phones for Free – Provide Village members and citizens access to USB charging station
4. Works When Power is Out – Retain emergency power, cell charging, and lighting during power a power outage

5. Enhance Village Image – vivid visual messaging conveying your commitment to sustainability
6. Show Leadership – thought leadership by using and providing the Village with lighting performance monitoring

### **VALUE PROPOSITION (more dollar focused)**

1. Modest cost savings by not paying utility for 1-2 kWh/d
2. Modest administrative savings by not requiring electric company account management
3. Major cost and disruption savings by avoiding underground trenching and wire-pulling
4. Major cost savings on LED lighting, bulb replacement, and disposal with LED lamp

### **PRICING – standard**

1 RPU = \$11,000

1 banner w/logo and tailfin graphics = \$400

Installation, foundation (which includes cleanup and haul away) = \$4000

Two years maintenance and data monitoring = included

USB charging station = included

So 1 standard RPU, delivered and installed = approximately \$15,400. This does not include prevailing wage as Aris has been doing installations. There are economies of scale of course so with greater volume the price begins to drop.

### **PRICING – Lighting as a Service**

With a commitment of 5-7 years, we could offer a monthly payment arrangement where the Village would pay approximately \$100/month per light.

### **LIGHT COVERAGE**

Standard light coverage of our RPUs is a batwing pattern: 30 feet deep and 65 feet wide.

### **REFERENCES**

Happy to provide many references upon request.

### **STANDARD WARRANTY**

The standard warranty is two years parts and labor on entire system plus additional warranty coverage via “pass-thru warranties” for individual components: Solar Panel (10 years), Shroud (10 years), Steel (10 years), Generator (3 years). The batteries have an expected life of 10 years in laboratory conditions, discounted to 5-7 years in the field with exposure to local ambient temperature ranges.

Please don't hesitate to reach out with any questions.

Best Regards,



***Jake Whitney***

Aris Wind

Regional Business Manager

506 South 9<sup>th</sup> Ave.

Mount Vernon, NY 10550

914-308-3879 (Office)

914-471-2466 (Cell)

[jwhitney@ariswind.com](mailto:jwhitney@ariswind.com)



[www.ariswind.com](http://www.ariswind.com)





## *The Remote Power Unit (RPU)*



*May, 2018*



## Aris Wind (Aris Energy Solutions) Company Snapshot

- Metro NYC based company, established in 2013 to introduce new small wind turbine technology for the US/Caribbean markets
- Aris is an affiliated company of DGC Capital Contracting Corp ([www.dgccapital.com](http://www.dgccapital.com)), a 30 year old firm with a solid reputation among the largest retailers for executing fast track construction projects on time and on budget
- Aris Wind has commercial “Remote Power Unit” (RPU) off-grid wind/solar LED light units in service in NYC, Chicago, and the Caribbean with a growing order backlog
- Aris Energy Solutions includes several other renewable energy initiatives including Community Solar (in installation on our own rooftop now)

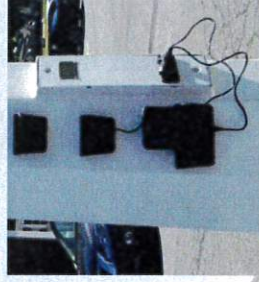
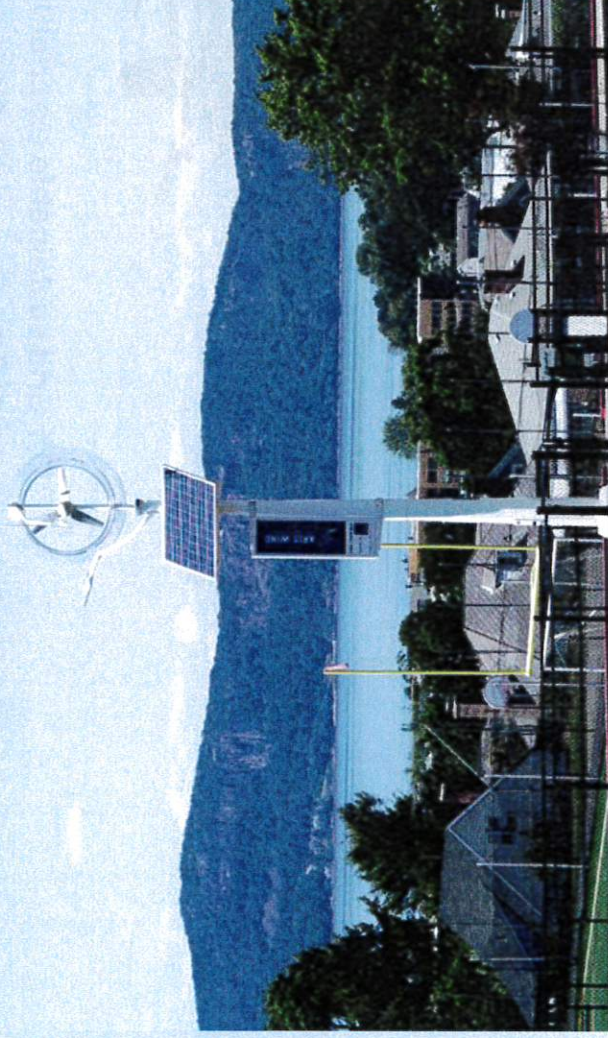




## RPU – Remote Power Unit – Snapshot

**UL Listed**

- Wind/solar powered, off-grid LED light with opportunity to power additional auxiliary power loads
- Patented transparent “shroud” enhancement feature increases wind power output, catches low velocity wind with a shorter pole than traditional turbine
- **Renewable Clean Energy**
- Helps support the end user’s sustainability and grid resiliency goals in a highly visible way
- Smart pole / hosting capabilities for multi-use Internet connectivity



Optional USB ports



Optional security cameras



# The Remote Power Unit (RPU) Off-Grid Hybrid LED Street Light



## Key Features:



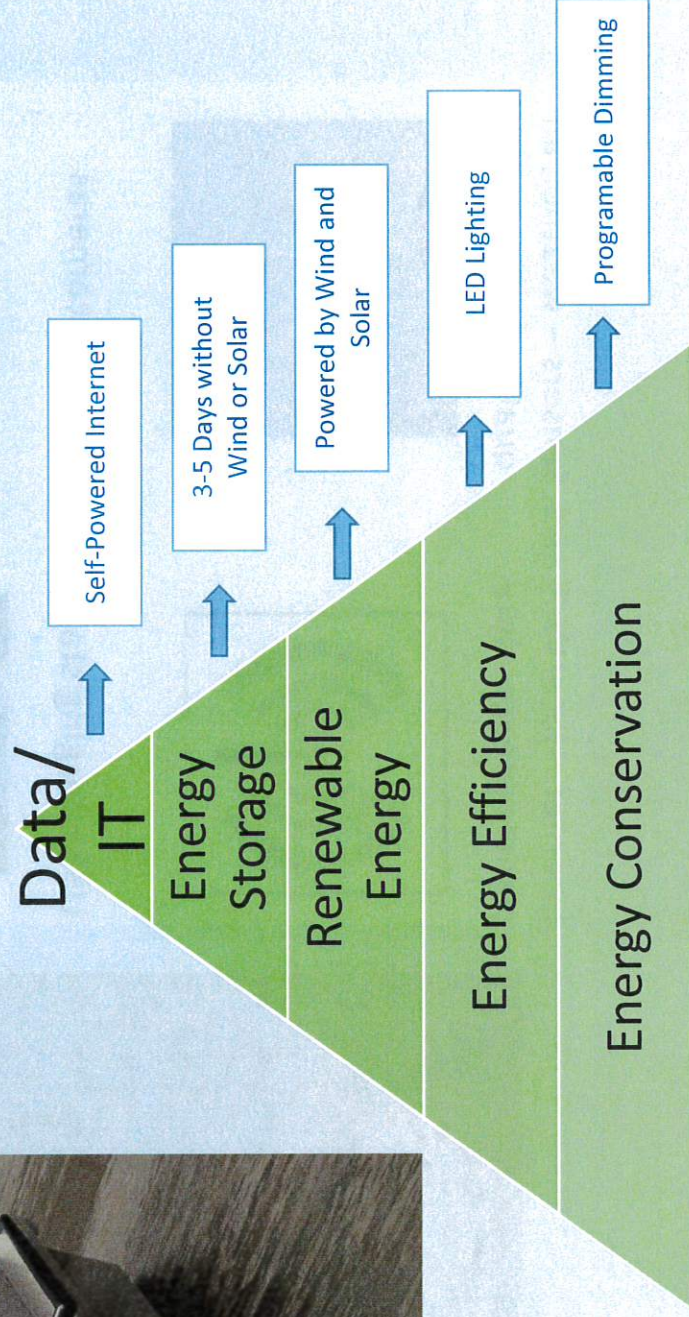
## Off-Grid sustainable exterior lighting solution

with an Enhanced Wind Turbine, solar PV panel, battery storage and controls

- Wind/solar hybrid powered unit captures year round wind and solar energy
- Patented transparent "shroud" enhancement feature increases wind power output, catches low velocity wind
- Battery storage for up to 3-5 days energy demand (depending on battery configuration and seasonal lighting duty)
- Integral dimming feature control
- Optional web connected energy/weather data monitoring package available



## Charge Controller Manages the "RPU Energy Pyramid"





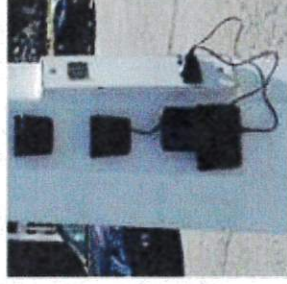
# Charge Controller (UL Listed) Provides Robust Internet Connectivity for “Smart Pole Functions”



Internet — local WiFi and signal repeater duty



USB charging stations



Security cameras





# RPU's Charge Controller and Interface

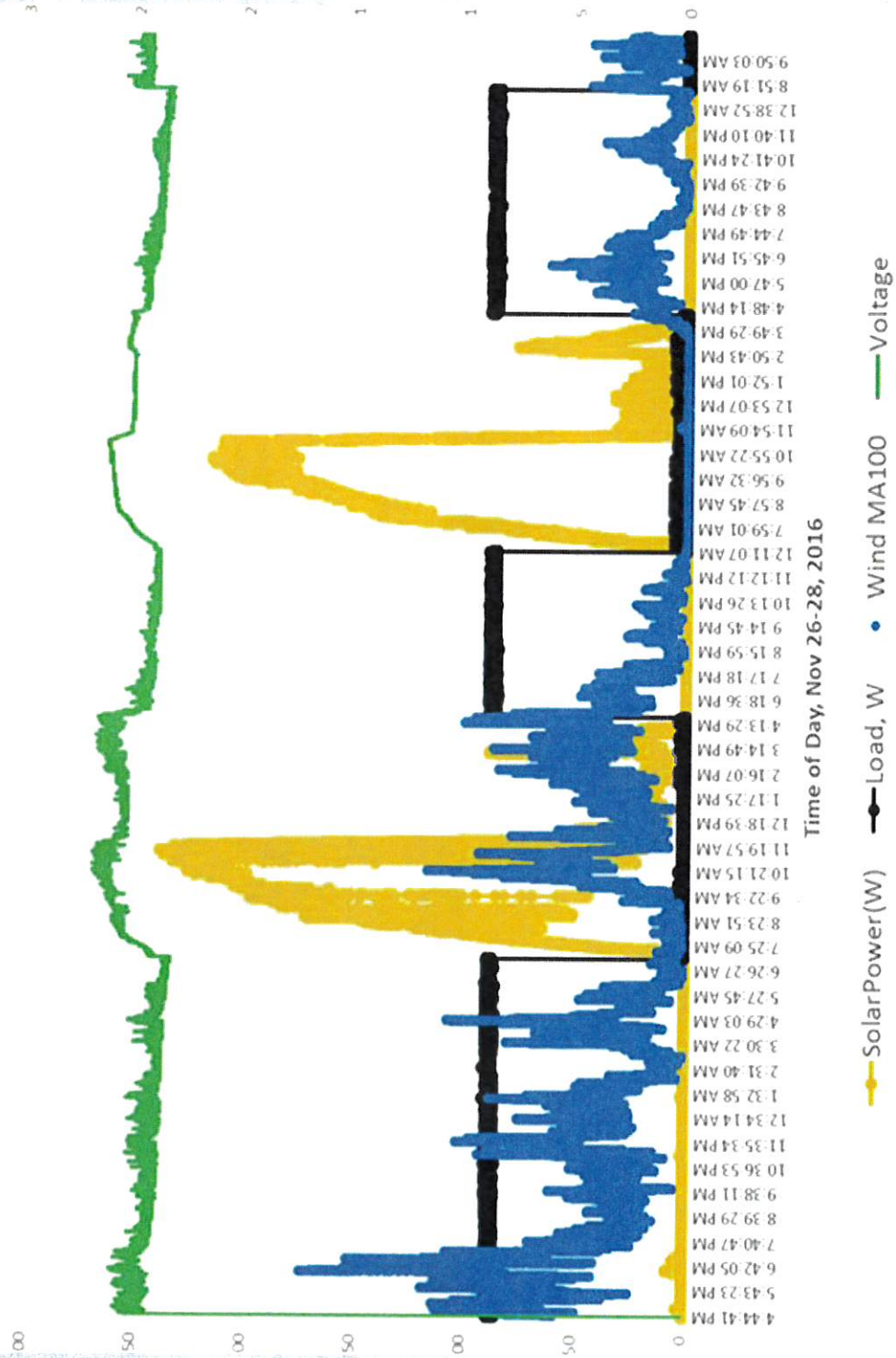




# Charge Controller – enables real time/historical data trending



Breezy Point NY  
Nov 26-28, 2016

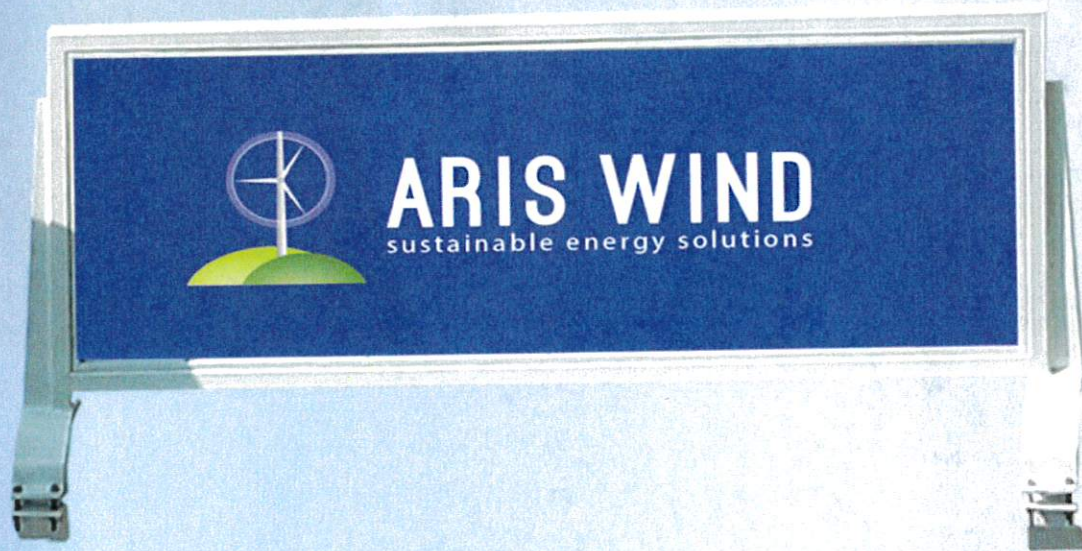




## RPU – Branding and Advertising Opportunities



Customized branding for  
your organization with  
banner and tailfin logo



ARIS WIND



RPU's at Illinois

Institute of Technology, Chicago





# RPU – Illinois Institute of Technology







ARIS WIND  
sustainable energy solutions

## Advantages



- 100% renewable off grid power, resilient through grid outages
- Ease of Installation
- Transportable/permanent models with foundation below or above ground
- Screw lift accessory available to lift "Tilt Up Pole" without heavy equipment
- Eliminates need for trenching, electrical wire runs in new/retrofit lots
- Highly visible and aesthetically pleasing
- Client branding opportunities via designer tail fin/side panel



# THANK YOU!

*Jake Whitney  
Northeast Regional Business Manager  
(914) 471 – 2466 (m)  
[jwhitney@ariswind.com](mailto:jwhitney@ariswind.com)*











# RPU - Remote Power Unit

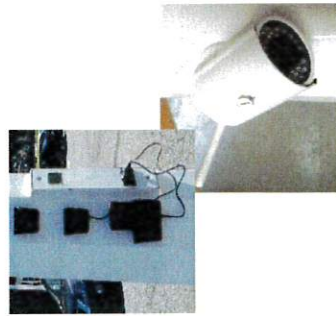
## Off-Grid Wind/Solar LED Streetlight



- 100% renewable and storm resilient power
- Now UL Listed Awaiting Certification
- Patented wind turbine technology for smaller, shorter, quieter, more efficient wind power
- Advertising
  - Customized Branding
  - Add On Value
- Eliminates underground trenching/wiring for easy installation
- 3-5 days energy storage if no wind/solar
- Web based monitoring and control for power/light management
- Multi Use Hosting
  - USB Charging
  - Cameras
  - Local Wi-Fi
  - Air Quality Sensors

### Features:

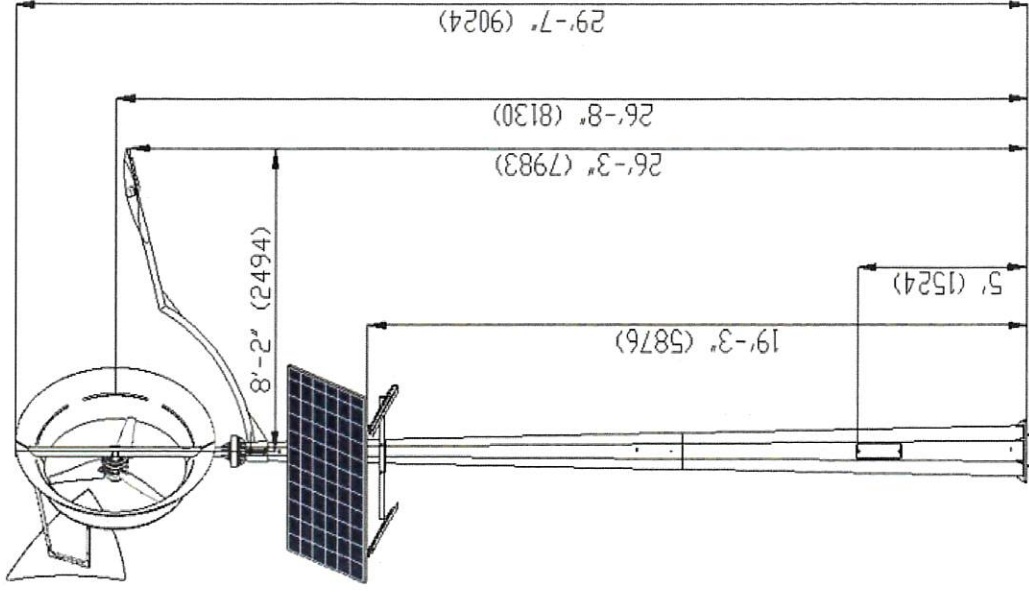
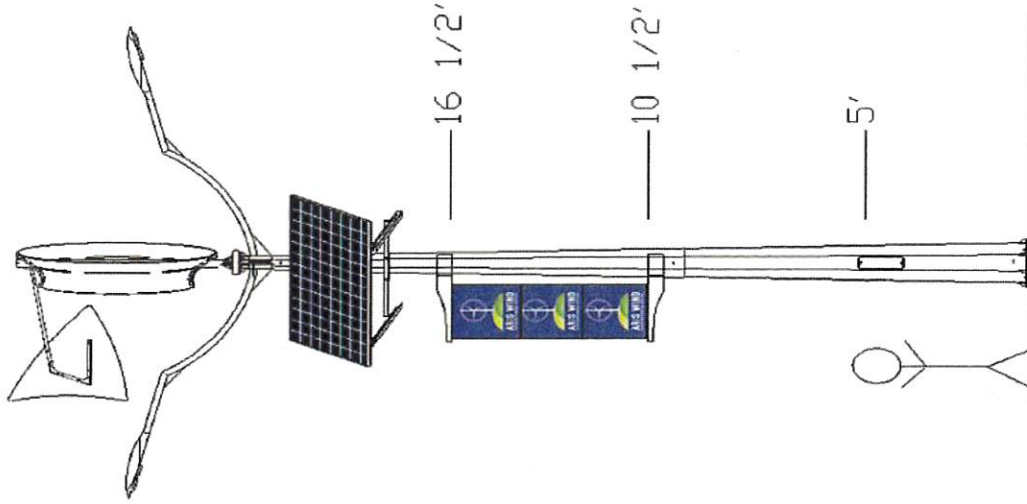
- 30' Tower Powder Coated White
- 80w LED
- 300w Generator
- 395w Solar Panel
- 2 – 230 Ah batteries
- 24v System



[www.ariswind.com](http://www.ariswind.com)

Office: 914 – 663 – 2747 ARIS WIND, LLC 506 S. 9<sup>th</sup> Avenue, Mount Vernon, NY 10550





<b>Wind Power (Permanent Magnetic Generator)</b>	
Rated Power Output	300w
Rated Wind Speed	9 m/s (20 mph)
Cut in Wind Speed	2 m/s (4.5 mph)
<b>Solar Power</b>	
Number of Panels	1 Polycrystalline Panel
Rated Power Output	250w - 500w
<b>LED Lighting</b>	
Number of Lights	1 or 2 lamp arms/fixtures
Wattage/Fixture	60w, 80w, 100w Dimmable
<b>Control System</b>	
Charge Controller	Airsynerg Hybrid Controller
Voltage To Battery	24v
<b>Batteries</b>	
Type	Absorbent Glass Mat (AGM)
Number	(2) 12v Batteries for 24v Storage
Capacity (amp-hrs)	230 amp hour
<b>Tower</b>	
Material	Hot Dipped Galvanized Steel
Powder Coat Paint	White (std), Green/Brown (opt)

## Kathy Deufemia

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**From:** Richard Slingerland  
**Sent:** Monday, June 04, 2018 3:41 PM  
**To:** Kathy Deufemia  
**Cc:** martin Schneider (external)  
**Subject:** FW: Get Engaged in the Consolidated Funding Application Process  
**Attachments:** Attachment for email re Upcoming CFA Workshops.pdf

Kathy:

Please put Consolidated Funding Application grant applications on the July 11<sup>th</sup> Work Session.

Thank you.

Rich

Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, New York 10591  
914-631-1785  
fax: 914-909-1208  
e-mail: [rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)

**From:** Peter Baynes <[peter@nycom.org](mailto:peter@nycom.org)>  
**Sent:** Monday, June 4, 2018 11:03 AM  
**To:** Peter Baynes <[Peter@nycom.org](mailto:Peter@nycom.org)>  
**Subject:** Get Engaged in the Consolidated Funding Application Process

To: Mayors, Managers, Administrators and Fiscal Officers  
From: Peter A. Baynes, NYCOM Executive Director  
Re: Get Engaged in the CFA Process

New York State's Consolidated Funding Application (CFA) process, in conjunction with your municipality's Regional Economic Development Council, provides a critically important means of accessing state-to-local funding for key municipal projects. NYCOM urges you to fully participate in this process and we stand ready to assist you in any way possible.

The [Consolidated Funding Application for 2018](#) is open from May 1st through 4:00 p.m. on July 27th. Please review the [description and webinar for each funding program](#) available through the CFA process. Also, attached to this email is a listing of upcoming CFA workshops within each of the 10 REDC regions. If you have any questions or concerns, please contact NYCOM's Deputy Director Barbara Van Epps at [barbara@nycom.org](mailto:barbara@nycom.org) or 518-463-1185.



## **Get Engaged!!**

### **Consolidated Funding Application (CFA) Process for 2018**

New York State's Consolidated Funding Application (CFA) process, in conjunction with your municipality's Regional Economic Development Council, provides a critically important means of accessing state-to-local funding for key municipal projects. NYCOM urges you to fully participate in this process and we stand ready to assist you in any way possible. The [Consolidated Funding Application](#) for 2018 is open from May 1st through 4:00 p.m. on July 27th. Please review the [description and webinar](#) for each particular funding program available through the CFA process. Also, below is a listing of upcoming CFA workshops within each of the 10 REDC regions. If you have any questions or concerns, please contact NYCOM's Deputy Director Barbara Van Epps at [barbara@nycom.org](mailto:barbara@nycom.org).

#### **Central New York**

CFA Public Workshop

June 20, 2018

2:00 PM-4:30 PM

Cayuga Community College, Auburn Campus

[Event Details](#)

#### **Finger Lakes**

FLREDC CFA Workshop

June 6, 2018

3:00 PM-5:30 PM

SUNY Geneseo

[Event Details](#)

#### **Long Island**

Suffolk County CFA Workshop

June 18, 2018

2:00 PM-4:30 PM

Stony Brook University

[Event Details](#)

#### **Mid-Hudson**

CFA Workshop

June 5, 2018

9:00 AM-11:30 AM

Westchester Community College, Gateway Center

[Event Details](#)

CFA Info Session

June 12, 2018

9:00 AM-11:00 AM

Rockland Community College, Ellipse Center (within the Technology Center)

[Event Details](#)

#### **Mohawk Valley**



2  
Mohawk Valley Regional Economic Development Council CFA Workshop II  
June 13, 2018  
1:00 PM-3:00 PM  
Fulton-Montgomery Community College  
[Event Details](#)

**New York City**  
CFA Workshop  
June 8, 2017  
2:00 PM-4:30 PM  
New York Genome Center  
[Event Details](#)

CFA Workshop  
June 19, 2018  
10:30 AM-1:00 PM  
New York Genome Center Main Auditorium  
[Event Details](#)

**North Country**  
CFA Workshop  
June 29, 2018  
1:30 PM-4:00 PM  
Lake Placid, ORDA Convention Center  
[Event Details](#)

**Southern Tier**  
Southern Tier CFA Workshop  
June 11, 2018  
9:30 AM-12:00 PM  
Binghamton University  
[Event Details](#)

**Western New York**  
Western New York CFA Workshop  
June 7, 2018  
1:30 PM-4:00 PM  
Buffalo State College, Bulger Communication Center  
[Event Details](#)

2

## Richard Slingerland

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**From:** Anthony Giaccio <agiaccio@villageofsleepyhollow.org>  
**Sent:** Monday, June 25, 2018 1:49 PM  
**To:** 'Ken Wray' (kgwray@gmail.com); Drew Fixell (external); Richard Slingerland  
**Subject:** LitFest Grant

Ken, Drew and Rich,

Several meetings have taken place to discuss ways of celebrating the bicentennial of the first publication of Washington Irving's Sketch Book, which will begin starting next year. The first event being planned is the Litfest, which will take place in May, 2019. The organizers of this event include the Warner Library, Writer's Center, Chamber of Commerce, HHV, the Music Hall, Sleepy Hollow Cemetery and the Historical Society.

We are considering applying for a tourism grant for this event (total cost is about \$100,000). The grant will require a match of \$25,000.

### Questions

- 1) Would both Village's be willing to apply jointly for this grant?
- 2) Would each Village be willing to provide a match of up to \$12,500 per Village if the grant is awarded.

Sleepy Hollow would be willing to write the grant, but we need an answer as soon as possible. Let me know what you think.

Anthony

2

## Kathy Deufemia

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**From:** Richard Slingerland  
**Sent:** Tuesday, June 26, 2018 9:10 AM  
**To:** Kathy Deufemia  
**Subject:** FW: LitFest Grant

Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, New York 10591  
914-631-1785  
fax: 914-909-1208  
e-mail: [rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)

---

**From:** Anthony Giaccio <[agiaccio@villageofsleepyhollow.org](mailto:agiaccio@villageofsleepyhollow.org)>  
**Sent:** Monday, June 25, 2018 1:49 PM  
**To:** 'Ken Wray' ([kgwray@gmail.com](mailto:kgwray@gmail.com)) <[kgwray@gmail.com](mailto:kgwray@gmail.com)>; Drew Fixell (external) <[drew.fixell@gmail.com](mailto:drew.fixell@gmail.com)>; Richard Slingerland <[rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)>  
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Questions

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Anthony



2

## Richard Slingerland

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**From:** Anthony Giaccio <agiaccio@villageofsleepyhollow.org>  
**Sent:** Thursday, June 21, 2018 2:58 PM  
**To:** Richard Slingerland  
**Subject:** CFA Grants

Rich,

Our grant writer told me that she won't be able to apply for and more CFA grants. She has too many already (she also works for other Villages as well). If Tarrytown still wants to apply jointly for the commuter study, we'd gladly share in the cost of your grant writer.

Also, prior to learning that Fiona does not have time to write anymore grants, I was going to propose another joint venture. Applying jointly for a tourism grant for the Washington Irving Bicentennial celebration. Same holds true for this one regarding paying your grant writer.

Let me know your thoughts.

Anthony



# BOATING ACCESS PROGRAM

UPDATED 1/2018

Fish and Wildlife Service, Wildlife and Sport Fish Restoration Program



## DISTRIBUTION METHOD

Apportioned based  
on formula

## Governing Guidance

- Sport Fish Restoration Act also known as Dingell-Johnson (DJ) Act of 1950 (enabling legislation)
- 50 CFR Part 80
- USFWS Manual Chapter 517 FW 7

**ELIGIBLE GRANTEES:** ALL STATE/TERRITORY FISH AND WILDLIFE AGENCIES WITH ASSENT LEGISLATION

**Purpose** Provide facilities that create or add to public access for recreational boating

## ELIGIBLE PROJECTS

→ A broad range of access facilities and associated amenities that benefit recreation boaters may qualify

- Projects that seek to acquire, develop, renovate, maintain, or improve facilities that create or improve public access to the waters of the United States or improve the suitability of these waters for recreational boating. These facilities may include auxiliary structures to ensure safe use by recreational boaters. Projects may include surveys to determine information needed to plan for providing access to recreational waters for any size or type of recreational boat
- Maintenance and operations projects can be funded for boating access sites, facilities, and structures, even if the Sport Fish Restoration Program did not fund their acquisition or construction
- Facilities funded through the subprogram must be available to all recreational boaters, but States may restrict uses for public safety, property protection, noise abatement, or aquatic resource protection. Examples of restrictions include limiting the horsepower or types of boat motors and setting speed limits, no-wake zones, or hours of use
- States are responsible for maintenance of all capital improvements they acquire or construct using Sport Fish Restoration Boating Access funds throughout the improvement's planned useful life.

## SOURCE OF FUNDS

*Annual apportionment from the Sport Fish Restoration & Boating Trust Fund*

Includes Revenues from:

- Federal excise taxes on boating and angling equipment
- Import duties on boating and angling equipment
- Portion of gasoline tax attributable to motorboats and small engines
- Interest earned on Trust Fund

## MATCHING REQUIREMENTS AND LIMITATIONS ON AVAILABILITY OF FUNDS

- States may be paid up to 75% federal funding, 25% required from non-federal sources
- At least 15% of the Region's Sport Fish Restoration apportionment over a five-year period must be allocated for Boating Access projects
- WSFR calculates the Regional allocations for separate five-year periods that coincide with Federal fiscal calendars (i.e. 2013-2017, 2018-2022)
- With Regional Director approval, a State may change its current year allocation up to, but not after, the close of the Federal fiscal year which funds were apportioned
- States must use Boating Access funds in the year that the State receives them, or in the following four fiscal years, otherwise the funds will revert to the Service and be reapportioned
- If the primary project purpose is to benefit users who are not recreational boaters, program funds may only be used to the extent that recreational boaters use a facility and other expenses must be matched through other methods. For example, if survey information shows that only 40% of facility's users are recreational boaters, program funds can account for no more than 40% of project costs

## SPECIAL CONDITIONS OR REQUIREMENTS

- ◆ State fish and wildlife agencies are responsible for maintaining capital improvements to ensure that they serve its authorized purpose during its useful life.
- ◆ State fish and wildlife agencies must control the parcel of land and water on which it completes a grant-funded capital improvement. Control must be adequate for the protection, maintenance, and use of the improvement for its authorized purpose during its useful life.



5-18-18 3

UPDATED 2/2017

Due +/-  
end of  
September  
Aim  
August  
31

# BOATING INFRASTRUCTURE GRANTS

Fish and Wildlife Service, Wildlife and Sport Fish Restoration Program

## DISTRIBUTION METHOD

### Tier 1-State:

Provides up to \$200,000 per year to each state

### Tier 2-National:

Nationwide funding based on set ranking criteria

## Governing Guidance

- Sport Fishing and Boating Safety Act of 1998 (Enabling Legislation)
- 50 CFR 86
- 2 CFR 200
- USFWS Manual Chapters



## ELIGIBLE GRANTEES: GOVERNOR DESIGNATED AGENCIES OF STATES AND TERRITORIES

### Purpose

Provide grants to States and Territories to construct, renovate, or maintain tie-up facilities for transient recreational vessels twenty-six feet or more in length

## ELIGIBLE PROJECTS

- Construction, renovation, and maintenance of boating infrastructure tie-up facilities solely for transient recreational vessels twenty six feet or more in length
- Produce information and education materials specific to BIG or BIG-funded projects (i.e. charts, cruising guides, and brochures)

## SOURCE OF FUNDS

Four percent of the amount in Sport Fish Restoration & Boating Trust Fund (shared with Clean Vessel Act grants).

Includes Revenues from:

- Excise taxes on sport fishing equipment, electric motors, and sonar
- Import duties on fishing tackle, yachts, and pleasure craft
- Portion of gasoline tax attributable to motorboats and small engines
- Interest earned on Trust Fund

## MATCHING REQUIREMENTS AND LIMITATIONS ON AVAILABILITY OF FUNDS

- Requires minimum of 25% matching funds, federal share not to exceed 75% total costs
- Funds not obligated within three years are reverted and are made available to the U.S. Coast Guard for Boating Safety
- Maximum amount of federal share for Tier 2-National is \$1,500,000
- Funds are available from time of obligation until the grant closure. Unspent funds are returned to be awarded in addition to new funds in the subsequent year

## SPECIAL CONDITIONS OR REQUIREMENTS

- \* Facilities constructed, operated, or maintained with grant funds must offer reasonable access for all transient recreational vessels for the full period of their useful life
- \* Facilities must be open to the public during reasonable time periods
- \* Entities may charge fees. Fees must be comparable to the prevailing rate in the area
- \* New construction and renovations must be designed to last throughout its useful life

## BIG Eligible Activities

### **Your project is eligible for funding if you propose to:**

**a. Construct, renovate, and maintain either publicly or privately owned boating infrastructure tie-up facilities. To be eligible you must:**

1. Build these tie-up facilities on navigable waters, available to the public. You must design new construction and renovations to last at least 20 years;
2. Design these tie-up facilities for temporary use for transient nontrailerable recreational vessels;
3. Build these tie-up facilities in water deep enough for nontrailerable recreational vessels to navigate (a minimum of 6 feet of depth at the lowest tide or other measure of lowest fluctuation);
4. Provide security, safety, and service for these boats;
5. Install a pumpout station, if you construct a facility for overnight stays;
  - I. If there is already a pumpout within a reasonable distance (generally within 2 miles) of the facility, you may not need one;
  - II. For facilities intended as day stops, we encourage you to install a pumpout;
  - III. You may use funds from the BIG program, or the Clean Vessel Act pumpout grant also administered by FWS, to pay for a pumpout station.

**b. Do one-time dredging only, to give transient vessels safe channel depths between the tie-up facility and maintained channels or open water.**

**c. Install navigational aids, limited to giving transient vessels safe passage between the tie-up facility and maintained channels or open water.**

**d. Apply funds to grant administration.**

**e. Fund preliminary costs:**

1. Preliminary costs may include any of the following activities completed before signing a grant agreement:
  - I. Conducting appraisals;
  - II. Administering environmental reviews and permitting;
  - III. Conducting technical feasibility studies, for example, studies about environmental, economic, and construction engineering concerns;
  - IV. Carrying out site surveys and engaging in site planning;
  - V. Preparing working drawings, construction plans, and specifications.
2. Preliminary costs will be funded only if the project is approved.
3. If the project is approved, the appropriate Service Regional Director must still approve preliminary costs. (IF APPROVED BY FWS, THIS WILL BE INDICATED IN THE CONTRACT BETWEEN NYS PARKS AND SUB-GRANTEE)

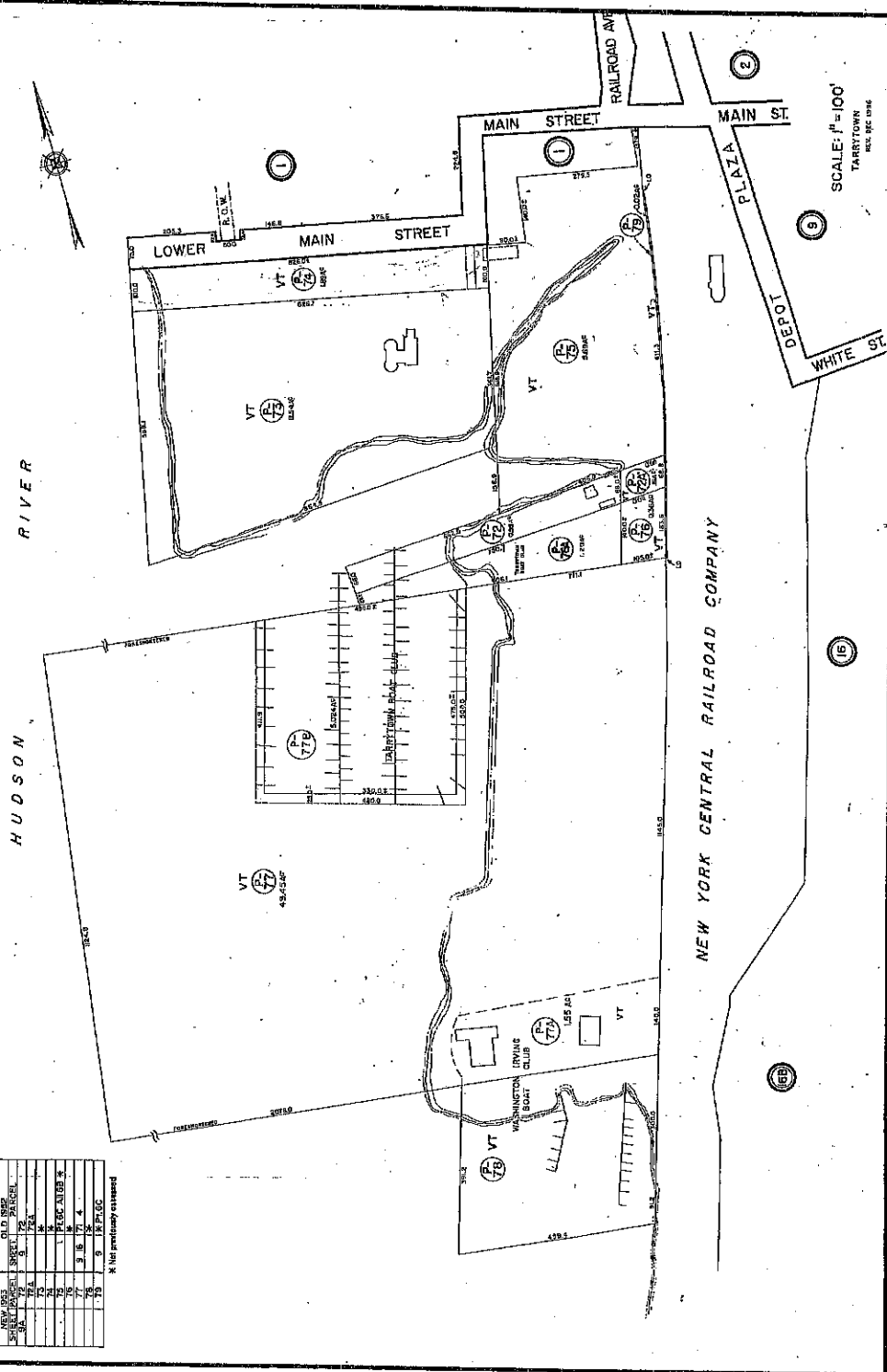
**f. Produce information and education materials such as charts, cruising guides, and brochures.**

# SECTION I

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\* Not previously assessed







# Tarrytown, Sleepy Hollow waterfronts receive \$750K

**Jorge Fitz-Gibbon** Rockland/Westchester Journal News  
USA TODAY NETWORK

New York state has announced that more than \$1.1 million in grants are being made available for recreation projects along the Hudson River, including up to \$750,000 for projects along the Sleepy Hollow and Tarrytown waterfronts.

The grants are part of three programs that seek to increase accessibility to the river for boating, fishing, swimming and "wildlife-dependent recreation," the state Department of Environmental Conservation said.

"This funding supports Governor (Andrew) Cuomo's important investments to create new and expanded recreation opportunities for people of all abilities and provide increased access to New York's natural resources," DEC Commissioner Basil Seggos said in a statement.

The funding for the Sleepy Hollow and Tarrytown waterfronts is being provided under the state's Natural Resources Damages Fund, and seeks projects that are "shovel-ready."

Both villages have ongoing developments at former industrial properties on the waterfront, including the former General Motors assembly plant in Sleepy Hollow. The larger, 67-acre portion of the former GM property is being developed as Edge-on-Hudson, which

calls for more than 1,100 condominiums and rental apartments.

The smaller, 29-acre part of the property known as the East Parcel is being developed by the village to include recreation and entertainment. The village created a local entity, the Sleepy Hollow Local Development Corporation, to oversee the project.

In March, The Journal News/lohud reported on alleged irregularities at the agency.

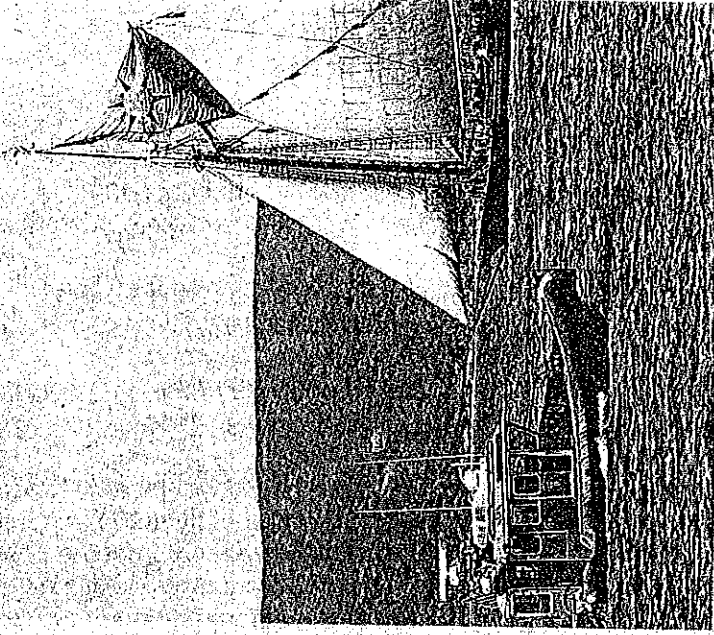
The remaining grants apply to communities

**The funding for the Sleepy Hollow and Tarrytown waterfronts is being provided under the state's Natural Resources Damages Fund, and seeks projects that are "shovel-ready."**

throughout the Hudson River estuary. Those include \$200,000 in grants under the state Environmental Protection Fund, with up to \$50,000 for each individual grant.

The state is also making \$165,000 available for river education programs.

The deadline for all grant applications is Aug. 22.



A Westchester County Police boat passes the Sloop Clearwater on the Hudson River during Clearwater's Great Hudson River Revival at Croton Point Park in Croton-on-Hudson June 16.

MARK VERGARI/THE JOURNAL NEWS

**\$BUYINGS** IMMEDIATE PAYMENT

## Introduction

The New York State Department of Environmental Conservation is pleased to announce funding for projects that implement priorities of the *Hudson River Estuary Action Agenda* to conserve, restore and revitalize the estuary and its ecosystem.

Two separate applications are available under this RFA, for projects in the Hudson River Estuary:

- Application No. DEC01-HRER26-2018 must be used for projects in the Hudson River Estuary, in locations that do not include the Village of Sleepy Hollow or the Village of Tarrytown.
- Application No. DEC01-NRD26-2018 must be used for projects in the Village of Sleepy Hollow and Village of Tarrytown that propose funding from the Natural Resource Damages (NRD) Fund, as further described in this RFA.

**NRD Funding:** In 2010, the New York State Department of Environmental Conservation (NYSDEC), the Trustee, resolved a natural resource damages claim with General Motors LLC (GM) pertaining to injured natural resources of the Lower Hudson River, and adjacent ecosystems from the Former GM North Tarrytown Assembly Plant Site (Site) located in the Village of Tarrytown, Westchester County, New York. The affected site is in the immediate vicinity of the eastern portion of the former Tappan Zee Bridge. The Trustee sought a monetary settlement with GM as compensation for the injuries to natural resources due to releases of environmental contaminants from the Site into the Hudson River. The settlement has been in an interest-bearing account since receipt. The Trustee is required to use settlement funds to compensate for those injuries by restoring natural resources, supporting habitat, and/or services provided by the injured resources. This RFA is being issued in part to assist the Trustee in carrying out the responsibilities under CERCLA (43 CFR Part 11).

Applications must be submitted through the NYS Grants Gateway (<https://grantsgateway.ny.gov>). Paper applications will NOT be accepted. Applicants are strongly encouraged to submit their applications prior to the application deadline. Late applications will not be accepted. For more information about Grants Gateway, please visit the Grants Reform website (<http://www.grantsreform.ny.gov/Grantees>) or contact the Grants Reform Team at: [grantsreform@its.ny.gov](mailto:grantsreform@its.ny.gov). The Grants Reform help desk/hotline can be reached at (518) 474-5595.

Grant application information is also available on the Department's website at [www.dec.ny.gov/lands/5091.html](http://www.dec.ny.gov/lands/5091.html).

## Timetable of Key Events

Event:	Date:
Application Period Begins	June 22, 2018
Question & Answer Period Ends	August 15, 2018
Applications Due	August 22, 2018; 3:00 p.m. ET
Award(s) Announced By (anticipated)	Approximately November 2018

## Applicant Eligibility

For the purposes of this grant program, the following entities are considered eligible applicants: Governmental Entities, Municipalities, and Quasi-Governmental Entities, including but not limited to Counties, Cities, Towns, Villages, or Indian nation or tribe recognized by the state or the United States with a reservation wholly or partly within the boundaries of New York State, or any combination thereof, Public Benefit Corporations, Public Authorities, Municipal Corporations, Soil and Water Conservation Districts, School Districts, and Community Colleges, and 501(c)(3) not-for-profit corporations whose projects are located within the eligible geographic boundaries defined in this RFA.



# TOWN of GREENBURGH

## OFFICE OF THE SUPERVISOR

177 Hillside Avenue Greenburgh, New York 10607  
(914) 989-1540 Office (914) 993-1541 Fax (914) 478-1219 Home  
Web Site [www.greenburghny.com](http://www.greenburghny.com)  
E-Mail - [pfeiner@greenburghny.com](mailto:pfeiner@greenburghny.com)

PAUL J. FEINER  
Supervisor

June 1, 2018

To: Mayor and Village Board of Trustees  
Ardsley, Dobbs Ferry, Elmsford, Hastings, Irvington Tarrytown

Earlier this year the Greenburgh Town Board initiated a food scrap recycling program at A.F. Veteran Town Park. It's been a big success. The program is managed by the Greenburgh Nature Center. Funding for the program comes from the B budget. Residents drop off food scraps and a company picks up the scraps.

Many residents of the villages have taken advantage of the program - dropping off food scraps at our park. Because this program is being taken advantage of by both residents of unincorporated Greenburgh and the villages, I think that funding in the 2019 budget should come from the A budget not the B budget. In addition I suggest that if residents of both the town and villages are paying for the cost of the food scrap recycling initiative that we find a drop off location or locations in at least one of the villages - possibly more with the costs to be assumed by the A budget (not by your village budget).

I would appreciate it if your Village Board would discuss this. You might want to invite Margaret Goldberg of the Greenburgh Nature Center to meet with your Board to discuss the successes of the program.

Sincerely,

Paul J. Feiner  
Town Supervisor



**From:** Margaret Goldberg <[mtjimosgoldberg@greenburghnaturecenter.org](mailto:mtjimosgoldberg@greenburghnaturecenter.org)>  
**Sent:** Thursday, May 31, 2018 4:38:24 PM  
**To:** Victor Carosi; Gerard J. Byrne  
**Cc:** Paul Feiner  
**Subject:** Fwd: food scrap collection in the villages

Gentlemen,

To followup our last meeting, please see below...we are receiving inquiries like these on a regular basis.

Comments?

Thank you.

Sincere regards,

Margaret Tjimos Goldberg  
Executive Director  
Greenburgh Nature Center  
99 Dromore Road  
Scarsdale, New York 10583  
O: 914.813.1837

*Visit our website, [greenburghnaturecenter.org](http://greenburghnaturecenter.org)*



Connect with [Greenburgh Nature Center](#) on [Facebook](#), [Twitter](#) and [Instagram](#).

Begin forwarded message:



**From:** Lindsay Cohen <[lcohen@greenburghnaturecenter.org](mailto:lcohen@greenburghnaturecenter.org)>  
**Date:** May 31, 2018 at 1:53:16 PM EDT  
**To:** Margaret Goldberg <[mtjimosgoldberg@greenburghnaturecenter.org](mailto:mtjimosgoldberg@greenburghnaturecenter.org)>  
**Subject:** Fwd: food scrap collection in the villages

----- Forwarded message -----

**From:** **Maureen Fleming** <[maureencfleming@gmail.com](mailto:maureencfleming@gmail.com)>  
**Date:** Wed, May 30, 2018 at 1:26 AM  
**Subject:** food scrap collection in the villages  
**To:** [LCohen@greenburghnaturecenter.org](mailto:LCohen@greenburghnaturecenter.org)

Hi Lindsey,

I live over in sleepy hollow and I was wondering if the town has any plans to expand this to collecting food scraps in the various villages (as opposed to people driving individually to the drop off site). It seems like a logical next step. Is this in the works? And if so, what is the plan?

Thanks,

Maureen Fleming

--  
Lindsay Cohen  
Sustainability Coordinator & Naturalist Educator  
Greenburgh Nature Center  
99 Dromore Rd.  
Scarsdale, NY 10583  
(914) 723-3470

**Visit our new website** [www.greenburghnaturecenter.org](http://www.greenburghnaturecenter.org)



406 Fulton Street  
Troy, NY 12180  
(518) 874-4211  
[www.altaplanning.com](http://www.altaplanning.com)

7

May 21, 2018  
David Kim  
Village of Tarrytown

**Re: Tarrytown Demonstration Project Proposals**

Dear Mr. Kim,

Alta Planning + Design (Alta) is pleased to present this proposal for assisting the community of Tarrytown with a complete streets demonstration project. Demonstration projects are an effective way to test street or intersection improvements using low cost and temporary means, while also engaging the community. Two scopes of work are outlined below. The first scope of work is for a single intersection demonstration project, utilizing the concepts created as part of the Tarrytown Intersection Study, conducted previously by Alta. The second scope of work is for a larger demonstration project that would span all of Main Street, from Broadway to White Street.

**Intersection Demonstration Project**

Alta will develop an installation plan based on one of the concepts for the White/Main intersection or the Wildey/Central intersection concepts in the Intersection Study. The intersection and concept will be chosen by the client. The installation plan will include a plan view drawing over an ortho image that identifies the proposed changes to the intersection and materials to be used. Alta will assist with identifying and obtaining the appropriate approvals and will complete one plan review based on a consolidated set of comments from the client and any necessary approving Village officials.

Alta will assist with the acquisition of materials for the installation and a two-person Alta team will assist with the installation of the demonstration project and organizing of volunteers on the day-of. It is assumed that the client will arrange for volunteers (5 to 10 volunteers) to assist with installation of the demonstration project and conduct any public outreach prior to, during, and after installation. Alta will provide guidance for recruiting volunteers and will also provide a one-page flyer to be used in public outreach.

**Proposed Alta Labor: \$4,500 (additional \$1,000 to include a second intersection)**

**Proposed Alta Expenses: \$250 (printing and travel expenses)**

The expenses noted above do not include demonstration materials, such as chalk, tape, or traffic cones. The cost of demonstration materials can vary greatly, and is estimated to range from \$100 to \$1500. It is assumed that materials will be purchased directly or donations arranged by the client.

**Corridor Demonstration Project**

Alta will develop an installation plan for the Main Street corridor between White Street and Broadway. Alta will conduct an initial conference call with the client to discuss the range of installation options, materials,



406 Fulton Street  
Troy, NY 12180  
(518) 874-4211  
[www.altaplanning.com](http://www.altaplanning.com)

and complexity of the project prior to developing the installation plan. The installation plan will include a plan view drawing over an ortho image that identifies the proposed changes to the intersection and materials to be used. Alta will assist with identifying and obtaining the appropriate approvals and will complete one revision based on a consolidated set of comments from the client and any necessary approving Village officials.

Alta will assist with the acquisition of materials for the installation and a three-person Alta team will assist with the installation of the demonstration project and organizing of volunteers on the day-of. It is assumed that the client will arrange for volunteers (10 to 20 volunteers) to assist with installation of the demonstration project and conduct any public outreach prior to, during, and after installation. Alta will provide guidance for recruiting volunteers and will also provide a one-page flyer to be used in public outreach.

**Proposed Alta Labor: \$18,000**

**Proposed Alta Expenses: \$300 (printing and travel expenses)**

The expenses noted above do not include demonstration materials, such as chalk, tape, or traffic cones. The cost of demonstration materials can vary greatly, and is estimated to range from \$500 to \$5000. It is assumed that materials will be purchased directly or donations arranged by the client.

Sincerely,

Alta Planning + Design, Inc.

A handwritten signature in cursive script that reads "Lindsay Zefting PE".

Lindsay Zefting, PE  
Senior Associate Engineer

A handwritten signature in cursive script that reads "Jeff Olson".

Jeff Olson, RA  
Principal

CC: Kristie Di Cocco, [kristiedicocco@altaplanning.com](mailto:kristiedicocco@altaplanning.com)



# TARRYTOWN INTERSECTION IMPROVEMENTS

ALTERNATIVES REPORT

APRIL-MAY, 2017



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7

## Kathy Deufemia

---

**From:** Richard Slingerland  
**Sent:** Monday, July 02, 2018 4:04 PM  
**To:** Kathy Deufemia  
**Subject:** FW: Tarrytown Intersection Improvements - Demonstration Project  
**Attachments:** AltaPlanning\_IntersectionStudyReport EXCERPT.pdf

Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, New York 10591  
914-631-1785  
fax: 914-909-1208  
e-mail: [rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)

**From:** David Kim <[deke1029@gmail.com](mailto:deke1029@gmail.com)>  
**Sent:** Monday, July 2, 2018 2:24 PM  
**To:** Richard Slingerland <[rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)>; John Barbelet <[jbarbelet@tarrytowngov.com](mailto:jbarbelet@tarrytowngov.com)>; Gregory Budnar <[gbudnar@tarrytowngov.com](mailto:gbudnar@tarrytowngov.com)>  
**Subject:** Tarrytown Intersection Improvements - Demonstration Project

Richard & Chief Barbelet,

I spoke with Alta Planning this morning to have them update their proposal for the Demonstration Project at the Wildey/Central/Valley Street intersection. I should have a revised proposal no later than Wednesday of next week if not sooner.

The proposal will be for either Alt. #1 or #2 (see attached excerpt from last year's report). We ruled out the roundabout. Too complex and too foreign for this context. In considering Alt. #1 & #2, we opted for Alt. #2 with shorter crossing distances for pedestrians. The bike lanes widens the crossing distance and perceived travel width for drivers and the lanes also do not connect to any larger network at this point.

They are willing to attend the possible Traffic Commission meeting for Thursday, 7/19/18 to present the options and the proposal for demonstration project and to answer any questions.

Let me know what you think. I will forward the updated proposal next week.

--

David Kim  
646.248.2164





## TARRYTOWN INTERSECTIONS STUDY

This project developed concept plans for two key intersections in Tarrytown, NY. The work was funded by a grant from Westchester Community Foundation. Field work was conducted by Alta Planning + Design in the Spring of 2017 in collaboration with Tarrytown Environmental Advisory Council. The concepts presented will require detailed design to identify specific locations of utilities, drainage, streetscape elements, ADA access and other details. Each concept is presented as both a low-cost demonstration project that can be installed on a temporary basis, and as a constructed improvement project.

### WILDEY STREET & CENTRAL AVENUE/VALLEY STREET

#### EXISTING CONDITIONS

The first of the two intersections addressed in this report is that of Wildey Street and Central Avenue/Valley Street. The intersection is signalized and has four approaches. Valley Street, coming from the north, is a one-way street leading vehicles southbound. There is also a one-way driveway leading southwest out of the intersection and into the Walgreen's plaza parking lot. Each approach of the intersection has a marked crosswalk with pedestrian signals.

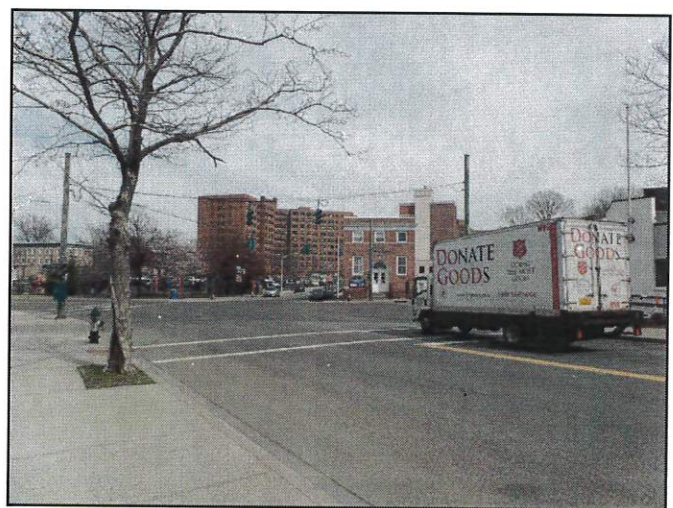
A Synchro traffic analysis was conducted for this intersection and the proposed alternatives that follow. Existing traffic conditions are at a level of service (LOS) of A. This means there is only a few seconds of delay on average for vehicles traveling through the intersection. All proposed alternatives also have an intersection LOS of A.

#### CHALLENGES:

- The long spans of these crosswalks that result from the wide street widths
- The angle that Central Avenue meets the intersection causing difficult turning movements
- Poor visibility of the Central Avenue crosswalk and confusion regarding pedestrian priority
- Presence of transit lines that run through the intersection
- Complex turning movements due to the presence of the driveway.



Crossing of Central Ave and entrance only driveway into Plaza



View of intersection from Wildey Street



## ALTERNATIVE 1: CURB EXTENSIONS AND BIKE LANES

This alternative involves the narrowing of the roadway width by installing landscaping strips on either side of Wildey Street and Central Avenue, installing curb extensions at the corners of the intersection, and installing bike lanes on Central Avenue and the western approach of Wildey Street.

Curb extensions are proposed on southeast, southwest, and northeast corners of the intersection. These will have multiple benefits such as reducing the pedestrian crossing distance, reducing turning radii to slow motor vehicle speeds, and defining the parking lane. The installation of bike lanes will narrow travel lanes and reduce speeds while also providing a dedicated space for cyclists. Bike lane markings should be used through the intersection to provide guidance for the cyclists and motor vehicle, as well as conflict zone markings where the bike lanes cross the plaza's driveway entrance.

### BENEFITS:

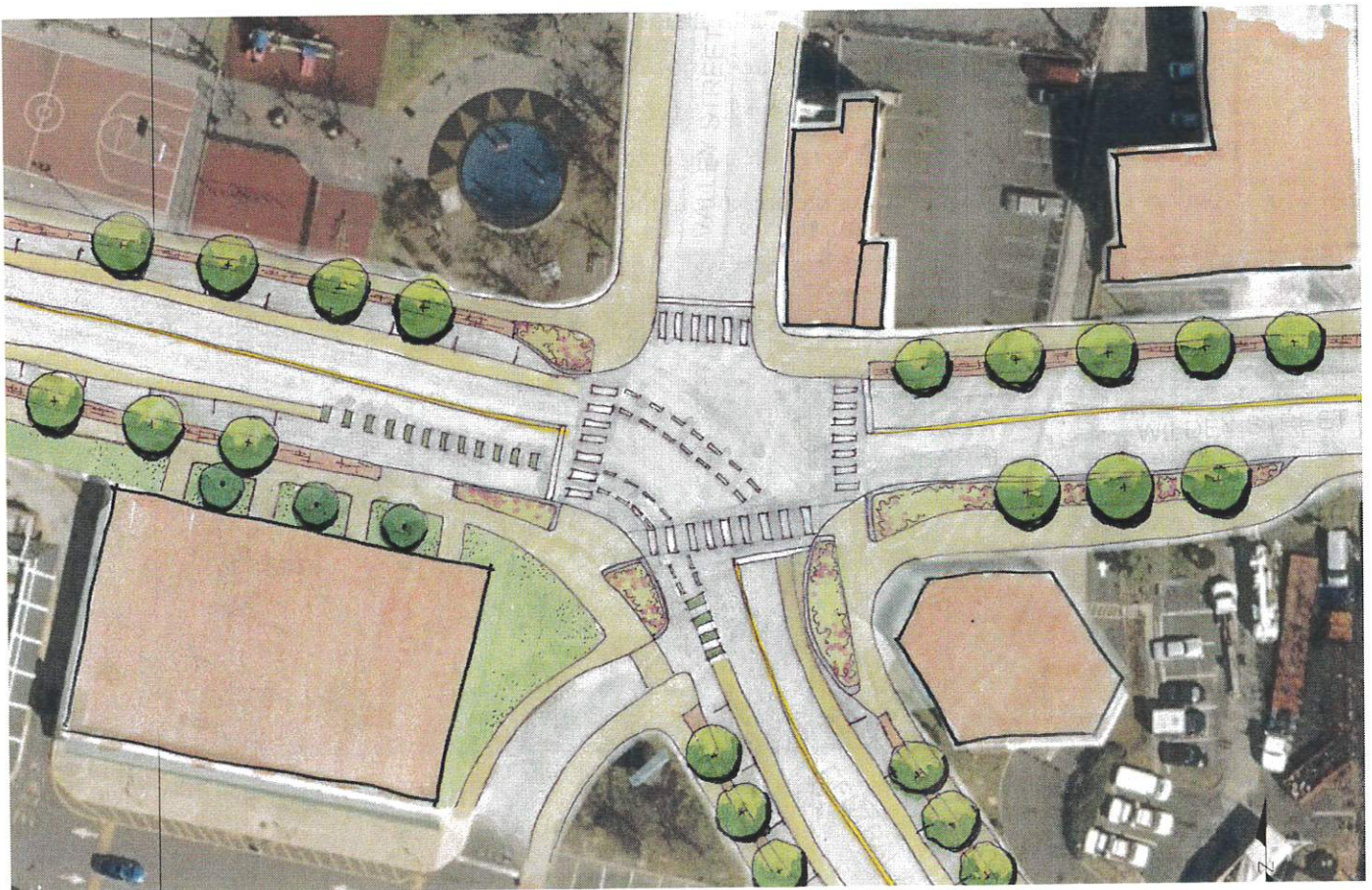
- Provides a separated facility for bicyclists
- Reduces pedestrian crossing distances utilizing curb extensions
- Provides better visibility across the northbound approach crosswalk
- Slows vehicle speeds by reducing travel lane widths and turning radii

### LOW COST OR TEMPORARY MEASURES:

- Curb extensions can be painted as a temporary or more cost effective improvement. To discourage vehicle encroachments, flexible delimiters or planters can be used.

### PLANNING LEVEL COSTS:

- \$50,000-100,000





## ALTERNATIVE 2: CURB EXTENSIONS AND CENTER MEDIAN

This alternative involves the narrowing of travel lanes on Wildey Street and Central Avenue by installing a landscaped median on the western approach of Wildey Street. The center median will reduce travel speeds along the corridor, provide a gateway feature entering Tarrytown, and extends the park on the north side of Wildey. Curb extensions are also proposed for the corners of the intersection in order to reduce the crossing distances of pedestrians at the crosswalks and better define turning movements at the intersection. Bus operations along Wildey Street should be considered prior to installing the curb extension, such as acceptable gaps for the bus to re-enter traffic.

### BENEFITS:

- Provides an improved streetscape
- Reduces pedestrian crossing distances utilizing curb extensions and provides better visibility across the northbound approach crosswalk
- Slows vehicle speeds by reducing travel lane widths and turning radii

### LOW COST OR TEMPORARY MEASURES:

- Curb extensions can be painted as a temporary or more cost effective improvement. To discourage vehicle encroachments, flexible deliniators or planters can be used.

### PLANNING LEVEL COSTS:

- \$75,000-125,000





### ALTERNATIVE 3: ROUNDABOUT

This alternative involves the removal of the traffic signal and converting the intersection into a yield-controlled roundabout with a truck-mountable apron for the inner circle. The roundabout offers vehicle and pedestrian operational and safety benefits including a reduced risk of severe crashes and two-stage pedestrian crossings. Due to the high frequency of bus and traffic making northbound left turns, it is anticipated that much of the inner circle will need to be mountable. Due to several buildings located in close proximity to the intersection, the maximum outside diameter would be approximately 100 feet. This alternative would require the closure of the secondary enter only driveway into the plaza.

#### BENEFITS:

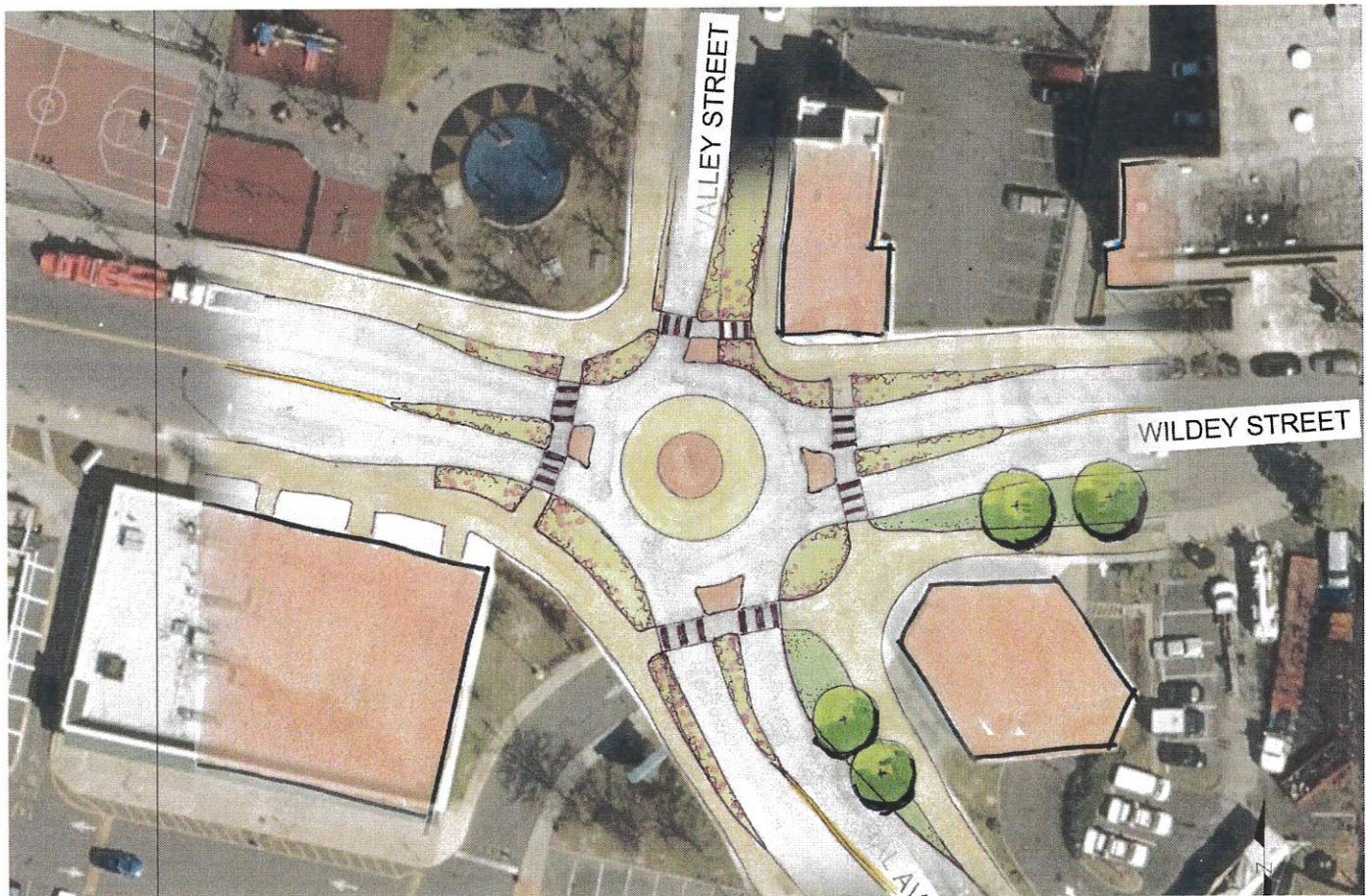
- Slower speeds as vehicles maneuver around circle
- Two-stage pedestrian crossings with refuge islands

#### PLANNING LEVEL COSTS:

- \$500,000



100' inscribed diameter roundabout at the intersection of Rt 114 and Short Beach Road in Sag Harbor, NY





**ALTA RECOMMENDATION: ALTERNATIVE 1**

For the Wildey Street and Central Avenue/Valley Street intersection, Alternative 1 is recommended. This alternative provides greater visibility and protection for both pedestrians and bicyclists. In addition, the range of design options for curb extensions provides a flexibility to the cost of planning and implementation.

**Table 1: Alternatives Comparison for Wildey Street and Central Avenue/Valley Street intersection**

	<b>ALTERNATIVE 1: CURB EXTENSIONS AND BIKE LANES</b>	<b>ALTERNATIVE 2: CURB EXTENSIONS AND CENTER MEDIAN</b>	<b>ALTERNATIVE 3: ROUNDBOUT</b>
Planning level costs	Medium	Medium	High
Separated facility for bicycling	●		
Improved pedestrian visibility	●	●	●
Traffic calming measures	●	●	●
Improved landscaping	●	●	

## CURB EXTENSIONS

### LONG VS. SHORT TERM INSTALLATION

A large number of the proposed alternatives within this report utilize curb extensions as a form of traffic calming and a tool to reduce pedestrian crossing distances at crosswalks. This infrastructure improvement can be an effective method for achieving both of those goals and is a widespread technique used to reduce roadway widths at intersections. Curb extensions, like all hardscape infrastructure improvements, can be an expensive endeavor for a community to pursue. As an alternative to a permanent concrete and landscaping curb extension, the facility may be installed utilizing temporary improvements through street paint and flexible delineators. This option can prove to be an inexpensive short term installation. However, this alternative requires more maintenance than the concrete alternative, and shall remain well maintained in order to continue to remain effective. Maintenance requirements include regular re-painting of the curb extensions and replacement of missing or damaged delineators. If the traffic paint and delineators are chosen as the short term installation, then plans shall be made for a more permanent installation in the long term.



Example of a Landscaped Curb Extension (Source: Richard Drdul)

### LANDSCAPING

Planting plans for curb extensions and utility strips should be kept simple, with lots of massings of the same species. Table 1 provides a list of salt tolerant plants that can be used.



Example of Painted Curb Extensions  
(Source: City of Minneapolis)

Table 3: Salt Tolerant Plant List

COMMON NAME	APPLICATION(S)
Broomsedge	Rain Garden
Rush, Soft	Rain Garden
Rush, Path	Rain Garden
Switchgrass	Rain Garden
Blue Stem, Little	Rain Garden, Border
Bearberry	Groundcover
Butterflyweed	Border, Rain Garden, Pollinator Garden
Aster, New England	Border, Rain Garden
Coneflower, Purple	Border, Pollinator Garden
Black-Eyed Susan	Border, Rain Garden
Aster, New York	Border, Pollinator Garden
Chokeberry, Black	Hedge, Massing, Rain Garden
Pepperbush, Sweet	Hedge, Massing, Rain Garden
Dogwood, Red Twig	Rain Garden
Inkberry	Hedge, Rain Garden
Bayberry, Northern	Hedge, Rain Garden
Blueberry, Lowbush	Groundcover
Blueberry, Highbush	Hedge, Massing, Rain Garden
Arrowwood	Hedge, Massing, Rain Garden
Viburnum, Cranberry	Hedge, Massing, Rain Garden
Serviceberry	Flowering Tree, Rain Garden
Hackberry	Shade Tree
Honeylocust, Thornless	Street Tree, Shade Tree
Witch Hazel	Flowering Tree, Rain Garden
Black Tupelo	Street Tree, Shade Tree
Oak, Scarlet	Street Tree, Shade Tree
Oak, Pin	Shade Tree
Oak, Red	Street Tree, Shade Tree
Lilac, Japanese	Street Tree, Specimen Tree
Cypress, Bald	Specimen Tree
Cedar, Eastern Red	Hedge, Massing



## DEMONSTRATION PROJECTS

As an effort to involve community input and test the receptiveness and effectiveness of the proposed facilities, the Village of Tarrytown has expressed interest in conducting a 'demonstration project' of the proposed facilities through a temporary installation of the different features proposed.

It is important when conducting a demonstration project to establish a well-defined purpose of the project and to gather as much public input as possible before, during, and after the project. In order to reduce costs, donated materials and low-cost materials may be gathered for the installation, but good aesthetics and sound design should be maintained whenever possible. The following are examples of what could be done as part of a demonstration project for the two intersections assessed.

### WILDEY STREET & CENTRAL AVENUE/VALLEY STREET

For this intersection, a demonstration project may include the installation of a single curb extension, temporary bike lanes leading into the intersection, and/or the a temporary closure of the plaza driveway.

The single curb extension could be established using temporary paint, cones, and other barricade items, such as bales of hay to identify its boundaries. The bike lanes could also be established using temporary paint options, such as chalk paint. These features could show pedestrians and bicyclists the change in their level of comfort when the infrastructure facilities are installed.

For closing the driveway, temporary barriers can be installed blocking entry, along with associated signage. This could illustrate the impact that the driveway closure would have on the plaza and the intersection.

### MAIN STREET & WHITE STREET

For Main Street and White Street, a possible demonstration project may include the installation of a temporary crosswalk and temporary curb extension.

The temporary crosswalk should be installed across White Street. This will show motorists how crosswalks increase the visibility of pedestrians and establish a route for pedestrians to cross the street here. This crosswalk may be installed using temporary paint, such as chalk paint, or white duct tape. Painting tar strips to imitate crosswalks off site, and then unrolling them onto the street has also proven to be an effective method in reducing the installation time and reducing the vulnerability of the installation crew while in the street. Along with the crosswalk, painted curb extensions may be installed on either side of the crossing with temporary paint and cones to reduce crossing distances. The curb extensions can be complimented with cones or other physical obstructions to emphasize its presence. This installation will illustrate the effect of this traffic calming feature.

### POSSIBLE MATERIALS:

- Chalk / Chalk Paint
- Duct Tape
- Traffic cones
- Hay Bales
- Planters
- Ballons
- Wood Pallets



### Example Demonstration Project

Temporary paint, hay bales, cones, and tar strips are used to create temporary curb extensions and crosswalks.

(Source: Alta Planning + Design)



7  
**Kathy Deufemia**

---

**From:** Richard Slingerland  
**Sent:** Thursday, June 28, 2018 10:42 AM  
**To:** Kathy Deufemia  
**Subject:** Fwd: Tarrytown Intersection Improvements - Possible Demonstration Project  
**Attachments:** AltaPlanning\_NYDemoProjects.pdf; ATT00001.htm; StreetPlans\_DemoProjects.pdf; ATT00002.htm

Kathy:

Please add David's backup to the July 11 Work Session.

Rich

Sent from my iPhone

Begin forwarded message:

**From:** "David Kim" <deke1029@gmail.com>  
**To:** "Richard Slingerland" <rslingerland@tarrytowngov.com>  
**Cc:** "John Barbelet" <jbarbelet@tarrytowngov.com>, "Joseph Nevins" <jonevins@vassar.edu>  
**Subject:** Re: Tarrytown Intersection Improvements - Possible Demonstration Project

Richard,

Attached are some examples of Demonstration Projects by Alta Planning & Streetplans in preparation for our meeting today at 3pm.

See you then.

On Wed, Jun 13, 2018 at 3:16 PM Richard Slingerland <rslingerland@tarrytowngov.com> wrote:

David:

Thank you for your follow-up e-mail.

As discussed, we'll put this on the July 11 Work Session so that we can discuss with the Board, and review alternatives and funding, and decide whether the Board wants to loop-in the Traffic Committee.





## New York State Demonstration Projects

### Yonkers Lowerre Neighborhood Revitalization Study

Alta used temporary markings during the street's closure to simulate two potential alternatives for bicycle lane designations. This bikeway would enable connections from the proposed rail trail to South Broadway, the area's most lively commercial thoroughfare. The Alta team also installed temporary crosswalks, parking delineations, parklets, and curb bump outs.



### Rochester Bicycle Boulevards

Alta installed 2 miles of temporary bicycle boulevard accommodations, including wayfinding signage at key intersections and shared lane markings as part of the bicycle boulevards master plan for the City. Shared lane markings were installed every 250 feet and temporary bicycle lanes were installed on the bridge over I-490. Ridership approximately doubled during the two week event. Outdoor public meetings were held for one evening during the demonstration to get public input on the plan.



### South Troy Bikepath

Alta worked with and directed a group of volunteers to install a 0.75 mile stretch of bicycle facilities featuring various treatments. These treatments included shared lane markings, buffered bike lanes, bike lanes, and a cycle track. Group rides of the demonstration were led throughout the day.







## JC WALKS PEDESTRIAN ENHANCEMENT PLAN

**Type:** Tactical Urbanism Demonstration Projects;  
Community Engagement  
**Size:** Six Corridors, Citywide  
**Status:** Complete

Street Plans was hired by the City of Jersey City to plan and implement six walkability workshops as a subconsultant to Fitzgerald & Halliday Inc. The workshops gathered feedback from residents to inform the City of Jersey City's forthcoming Pedestrian Enhancement Plan.

To kick off the public engagement process, pop-up public meetings were held at three different locations across Jersey City in late August and early September of 2017. Street Plans led the implementation of three parklets and helped Fitzgerald & Halliday Inc. disseminate surveys to residents to help plan the subsequent walkability workshops.

In October and November of 2017, Street Plans worked closely with Fitzgerald & Halliday Inc. to plan and implement six walkability workshops, one in each of Jersey City's wards. Based upon feedback from the pop-up public meetings and data analysis conducted by Fitzgerald & Halliday Inc., the workshop locations were carefully selected along corridors identified as unsafe for pedestrians.

For each workshop, Street Plans designed and facilitated temporary curb extensions, which included a public-feedback board, tables and chairs, wayfinding signage, planters, and colorful paint. In addition to gathering feedback from residents at the project sites, the demonstration projects were part of the larger walkability workshop and tour with local residents and stakeholders. The curb extensions allowed residents to experience first-hand a potential safety improvement project and provide input for the creation of the City of Jersey City's Pedestrian Enhancement Plan. The plan is expected to conclude in the summer of 2018.



*This parklet on Central Avenue served as a pop-up public meeting to help plan the Walkability Workshops.*



*The first of six Walkability Workshop demonstration projects took place on Central Avenue.*



*The fourth Walkability Workshop demonstration project took place at the intersection of Sip and Bergen Avenue.*



# POUGHKEEPSIE CITY CENTER CONNECTIVITY PROJECT - MARKET STREET CONNECT

**Type:** Downtown Transportation / Street Design Plan

**Size:** 20 City Blocks

**Status:** Awaiting Common Council Approval

**Street Plans Principle-in-charge:** Mike Lydon

**Client reference:** Paul Hess, Community Development  
Coordinator, City of Poughkeepsie, NY

845.451.4106 | phesse@cityofpoughkeepsie.com

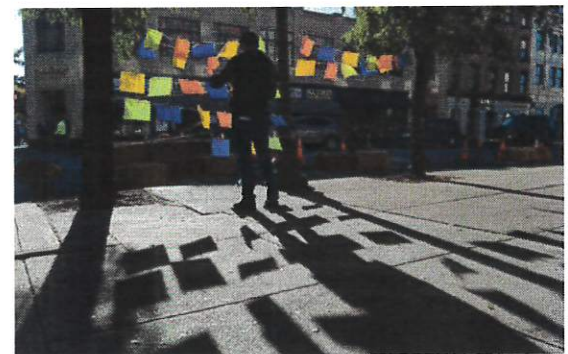
**Fee:** \$220,000

The Poughkeepsie City Center Connectivity Project is focused on developing improvements to the downtown street network that will enhance mobility and support the city's broader efforts to revitalize its downtown and promote economic development. Funded by the New York State Energy Research and Development Authority (NYSERDA), the consulting team was led by Sam Schwartz Engineering, with The Street Plans Collaborative serving a supporting planning, and public engagement role.

The project kicked off in the summer of 2016 with an analysis of mobility and traffic patterns in the city center. Public engagement included a "mobile office" on Market Street, two Stakeholder Advisory Committee (SAC) meetings, and a large Tactical Urbanism demonstration project

Dubbed Market Street Connect, Street Plans worked with the City of Poughkeepsie, Sam Schwartz, and a number of volunteers to lead a road diet test along Market Street. The 48-hour project allowed the project team and wider community to re-imagine Market Street for one day. The project used temporary materials such as hay bales, corn starch paint, plants, artificial turf, and movable furniture to experiment with traffic calming strategies, and reclaim space in the right-of-way for gathering. Building this "rendering in real-time" allowed the team to reach a wide demographic of people not normally engaged with formal city planning processes.

Using feedback from the October demonstration, the project team moved forward with a wide number of recommendations and design alternatives for key links in the city center. The project team then led a public workshop on February 2nd at the historic Bardavon Theatre to gather further input for a preferred design options, which were presented to the Common Council in September of 2017.





## PLAN BTV WALK/BIKE PLAN, DEMONSTRATION PROJECTS AND TACTICAL URBANISM POLICY

**Type:** Bike/Pedestrian Master Plan and Tactical Urbanism Policy

**Size:** Citywide (42,000 population, 15.5 sq. miles)

**Status:** In Progress

Together with Vermont-based Engineering firm DuBois & King, Street Plans is leading Plan BTV Walk Bike - Burlington's first citywide planning effort focused on active transportation.

As part of the second round of public outreach for PlanBTV Walk/Bike in September 2015, Street Plans worked with local advocacy groups and the Department of Public Works (DPW) to create two Tactical Urbanism "demonstration projects" to illustrate possibilities for better bike and pedestrian infrastructure using temporary and low-cost materials. For maximum impact, these demonstration projects occurred in partnership with the Art Hop and Open Streets BTV events already taking place throughout the course of one weekend. The demonstrations also provided an opportunity for Street Plans to test the draft policy framework the firm was developing for Community-led Demonstration Projects.

Demonstrations at the first project site illustrated possibilities for improving walking conditions in Burlington's South End. The project involved re-purposing a small amount of excess asphalt space for a "parklet" - a street-side pedestrian space for sitting and socializing - and creating a colorfully painted curb extension. During the two days it was in place, the demonstration project was used by thousands of people and proved that balancing space between people walking and driving need not be a zero sum game.

Demonstrations at the second project site allowed people to experience three new types of bike lanes, intersecting Burlington's open streets event - Open Streets BTV. The demonstration project designs included Burlington's first parking-protected bike lane, a Neighborhood Greenway, and a planter-protected bike lane. Again, thousands of people were exposed to a number of options that could make cycling and walking safer while not conflicting with the flow of automobile traffic.

As a follow up to these demonstration projects, Street Plans finalized the new permit process the firm developed to enable DPW to support more citizen-led demonstration projects in public rights-of-way. Project types included in the policy include pop-up bike lanes, plazas, parklet, curb extensions, and more.



BEFORE

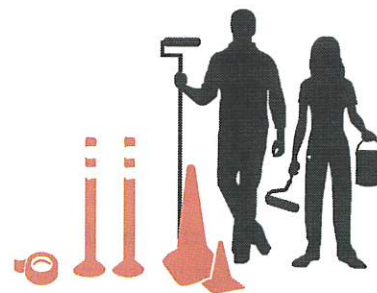


AFTER

*As part public outreach for the plan, Street Plans created two "demonstration projects" to illustrate possibilities for better bike and pedestrian infrastructure using temporary and low-cost materials. The projects also provided an opportunity for Street Plans to test the draft policy framework the firm was developing for Community-led Demonstration Projects.*

### COMMUNITY-LED DEMONSTRATION PROJECT POLICY + GUIDE

City of Burlington, VT | April 2016



*As an outgrowth of the master plan and demonstration projects, Street Plans created a new policy and permit structure to allow the Department of Public Works to enable more citizen-led demonstration projects in public rights-of-way.*



## PLAN BTV WALK/BIKE CITY-WIDE ACTIVE TRANSPORTATION PLAN AND DEMONSTRATION PROJECTS

**Type:** Bicycle and Pedestrian Master Plan, integrating Demonstration Projects

**Size:** Citywide (42,000 population, 15.5 sq miles)

**Status:** Complete

Together with Vermont-based Engineering firm DuBois & King, Street Plans is leading Plan BTV Walk/Bike – Burlington's first citywide planning effort focused on active transportation.

At the start of the project, Street Plans launched numerous online platforms to raise awareness of, and gain early input on, the plan. Platforms included dedicated social media feeds as well as a project website, which included an interactive map that allowed visitors to share geo-located comments on a map of the city. Street Plans also transformed a vacant downtown storefront into a public meeting space. The first public meeting incorporated issue-mapping and crowd-sourcing activities to generate top priorities for improving walking and biking conditions.

As part of the second round of public outreach in September 2015, Street Plans worked with local advocacy groups and the Department of Public Works to create two Tactical Urbanism demonstration projects to illustrate possibilities for better bike and pedestrian infrastructure using temporary and low-cost materials. For maximum impact, these demonstration projects occurred in partnership with the Art Hop and Open Streets BTV events already taking place throughout the course of one weekend.

Demonstrations at the first project site illustrated possibilities for improving walking conditions in Burlington's South End. The project involved repurposing a small amount of excess asphalt space for a "parklet" – a street-side pedestrian space for sitting and socializing – and creating a colorfully painted curb extension. During the two days it was in place, the demonstration project was used by thousands of people and proved that balancing space between people walking and driving need not be a zero sum game.

Demonstrations at the second project site allowed people to experience three new types of bike lanes, adjacent to the route of Burlington's open streets event – Open Streets BTV. The demonstration project designs included Burlington's first parking-protected bike lane, a Neighborhood Greenway, and a planter-protected bike lane. Again, thousands of people were exposed to a number of options that could make cycling and walking safer while not conflicting with the flow of automobile traffic.

In addition to sparking important community conversations, these short-term demonstrations allowed the project team to gather data on vehicle speeds and volumes. Data at the second site showed that although volumes of vehicles did not change significantly, speeds were significantly lower during the demonstration. Thus, the projects helped illustrate that more robust bikeway treatments could lead to a higher percentage of drivers observing the speed limit.

The draft plan was posted for public comment in July of 2016. Carrying the Tactical Urbanism approach through to final recommendations, the plan identifies actions DPW can take to make change all over Burlington in 12 months, with little else than paint (see example concept drawing above). The plan also recommends pilot and interim design measures to phase in many more complicated projects over time. The plan is in the final stages of adoption by Burlington's City Council.

As a parallel effort, Street Plans also created a new permit process to enable DPW to support more citizen-led demonstration projects in public rights-of-way. Approved project types in the policy include pop-up bike lanes, plazas, parklet, curb extensions, and more. To view the draft policy, visit: [www.burlingtonvt.gov/DPW/Tactical-Urbanism-and-Demonstration-Projects](http://www.burlingtonvt.gov/DPW/Tactical-Urbanism-and-Demonstration-Projects).



## PLAN BTV WALK/BIKE CITYWIDE ACTIVE TRANSPORTATION PLAN AND DEMONSTRATION PROJECTS

**Type:** Bicycle and Pedestrian Master Plan, integrating Demonstration Projects

**Size:** Citywide (42,000 population, 15.5 sq miles)

**Status:** Complete

Together with Vermont-based Engineering firm DuBois & King, Street Plans led Plan BTV Walk/Bike – Burlington's first citywide planning effort focused on active transportation.

At the start of the project, Street Plans launched numerous online platforms to raise awareness of, and gain early input on, the plan. Platforms included dedicated social media feeds as well as a project website with an interactive map that allowed visitors to share geo-located comments on a map of the city. Street Plans also led a series of Walkabout and Handlebar surveys, engaging dozens of community members in the effort to document existing conditions and brainstorm ideas for projects that would improve walking and biking conditions. Following the tours, Street Plans transformed a vacant downtown storefront into a public meeting space. The first public meeting incorporated issue-mapping and crowd-sourcing activities to generate priority projects.

As part of the second round of public outreach in September 2015, Street Plans worked with local advocacy groups and the Department of Public Works (DPW) to create two Tactical Urbanism demonstration projects to illustrate possibilities for better bike and pedestrian infrastructure using temporary and low-cost materials. For maximum impact, these demonstration projects occurred in partnership with the Art Hop and Open Streets BTV events already taking place throughout the course of one weekend.

Demonstrations at the first project site illustrated possibilities for improving walking conditions in Burlington's South End. The project involved repurposing a small amount of excess asphalt space for a "parklet" – a street-side pedestrian space for sitting and socializing – and creating a colorfully painted curb extension. During the two days it was in place, the demonstration project was used by thousands of people and proved that balancing space between people walking and driving need not be a zero sum game.

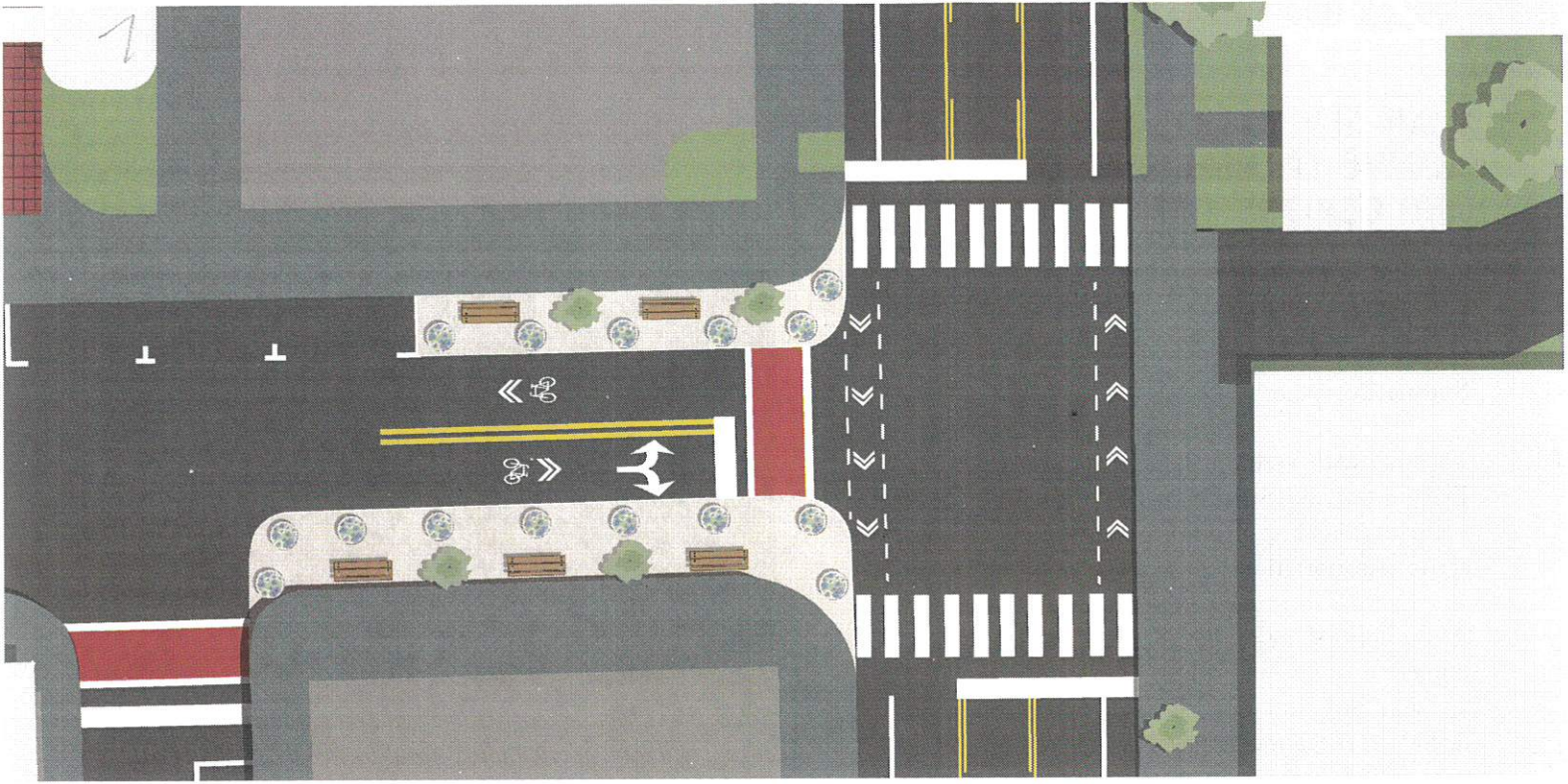


*Street Plans led a series of Walkabout and Handlebar surveys, engaging dozens of community members in helping document existing conditions and brainstorm ideas for projects that would improve walking and biking conditions.*



*The projects at the second site featured a parking-protected bike lane (top). The project also had demonstration tactics (bottom left) turn into permanent solutions (bottom right).*





Demonstrations at the second project site allowed people to experience three new types of bike lanes, adjacent to the route of Burlington's open streets event – Open Streets BTV. The demonstration project designs included Burlington's first parking-protected bike lane, a Neighborhood Greenway, and a planter-protected bike lane. Again, thousands of people were exposed to a number of options that could make cycling and walking safer while not conflicting with the flow of automobile traffic.

In addition to sparking important community conversations, these short-term demonstrations allowed the project team to gather data on vehicle speeds and volumes. Data at the second site showed that although volumes of vehicles did not change significantly, speeds were significantly lower during the demonstration. Thus, the projects helped illustrate that more robust bikeway treatments could lead to a higher percentage of drivers observing the speed limit.

The plan was officially adopted by Burlington's City Council in March of 2017. Carrying the Tactical Urbanism approach through to final recommendations, the plan document identifies actions DPW can take to make change all over Burlington in 12 months, with little else than paint (see example concept drawing above). The plan also recommends pilot and interim design measures to phase in many more complicated projects over time.

As a parallel effort, Street Plans also created a new permit process to enable DPW to support more citizen-led demonstration projects in public rights-of-way. Approved project types in the policy include pop-up bike lanes, plazas, parklet, curb extensions, and more. To view the draft policy, visit: [www.burlingtonvt.gov/DPW/Tactical-Urbanism-and-Demonstration-Projects](http://www.burlingtonvt.gov/DPW/Tactical-Urbanism-and-Demonstration-Projects).

*The above concept drawing illustrates one alternative for how the City of Burlington can use temporary materials such as paint, planters, and potted trees to pilot test curb extensions and other traffic calming measures at a dangerous intersection with high volumes of pedestrian traffic. The drawing shows options for a road diet and a new pedestrian plaza space, across the street from a popular food co-op.*

## SPEEDING ON N. WINOOSKI AVE.

### NORMAL CONDITIONS

■ ~1 in 4 vehicles (28%) did not observe the speed limit



### WITH THE DEMO IN PLACE

■ Speeding dropped to 6% of vehicles counted



*The demonstration projects helped illustrate that more robust bikeway treatments could lead to a higher percentage of drivers observing the speed limit.*



## PLAN BTV WALK BIKE DEMONSTRATION PROJECTS

**Type:** Demonstration Projects in support of a citywide bicycle and pedestrian master plan

**Size:** Multiple demonstration projects across two project sites in one weekend

**Status:** Complete

Together with Vermont-based Engineering firm DuBois & King, Street Plans is leading Plan BTV Walk Bike - Burlington's first citywide planning effort focused on active transportation.

As part of the second round of public outreach for PlanBTV Walk/Bike in September 2015, Street Plans worked with local advocacy groups and the Department of Public Works to create two Tactical Urbanism "demonstration projects" to illustrate possibilities for better bike and pedestrian infrastructure using temporary and low-cost materials. For maximum impact, these demonstration projects occurred in partnership with the Art Hop and Open Streets BTV Events already taking place throughout the course of one weekend.

Demonstrations at the first project site illustrated possibilities for improving walking conditions in Burlington's South End. The project involved repurposing a small amount of excess asphalt space for a "parklet" – a street-side pedestrian space for sitting and socializing – and creating a colorfully painted curb extension. During the two days it was in place, the demonstration project was used by thousands of people and proved that balancing space between people walking and driving need not be a zero sum game.

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In addition to sparking important community conversations, the demonstrations allowed the project team to gather data on vehicle speeds and volumes. Data at site two showed that although volumes of vehicles did not change significantly, speeds were significantly lower during the demonstration. Thus, the projects helped illustrate that more robust bikeway treatments could lead to a higher percentage of drivers observing the speed limit!



*The project at site one involved repurposing a small amount of excess asphalt space for a "parklet" – creating a street-side pedestrian space for sitting and socializing.*



*The projects at site two illustrated several new bikeways types, including a parking-protected bike lane (top) and a neighborhood greenway (bottom).*





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## Kathy Deufemia

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**From:** Richard Slingerland  
**Sent:** Friday, June 15, 2018 4:39 PM  
**To:** Robert Toppe  
**Cc:** Anthony Ross; John Barbelet  
**Subject:** Re: Recap

Hello Bob:

Thank you for the reminder.

We discussed it several times and did not come up with a definitive answer.

We also discussed some of the concerns with elected officials.

At the least we will put it on the Work Session agenda in July, but I don't have a single definitive policy direction from the Village yet.

We can follow up further next week if you'd like.

Best regards,

Rich

Rich

Sent from my iPhone

On Jun 15, 2018, at 3:43 PM, Robert Toppe <[toppe12@aol.com](mailto:toppe12@aol.com)> wrote:

Hi Rich,

Any update on the topics below, that we discussed a few weeks ago?

As the weather heats up, the loitering on our stone walls and late night noise is also heating up...

And Happy Father's Day!

Thanks,  
Bob Toppe

-----Original Message-----

From: Robert Toppe <[toppe12@aol.com](mailto:toppe12@aol.com)>  
To: rslingerland <[rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)>  
Cc: aross <[aross@tarrytowngov.com](mailto:aross@tarrytowngov.com)>; Toppe12 <[Toppe12@aol.com](mailto:Toppe12@aol.com)>  
Sent: Thu, May 24, 2018 1:24 pm  
Subject: Recap

Hi Rich,

Good to see you, and thanks again for your time. I appreciate the open dialogue.



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To recap the noise and safety issues:

\* the Private Property signs are routinely ignored, and the front walls and steps of the western-edge townhomes are treated as if they are inside the public park. In addition to the recent vomit chunks I mentioned, we've experienced picnics on the walls, trash left, noise, and items stolen off a front lawn. Whether or not Dan's research shows the sidewalk is Village property, some increased vegetation, as discussed with Anthony, to create more of a physical barrier would be greatly appreciated. Vegetation was actually removed when the park was re-landscaped, making the problem worse.

\* 4th of July is a madhouse. Using the recently donated orange fencing could both protect the Village's new plantings and help keep the crowd off our walls and lawns. We intend to hire two security guards, but without fencing, the two guards won't be sufficient.

\* the park and waterfront is a beautiful facility, and is heavily utilized by the entire Village as it should be. However, at some point Hudson Harbor residents should be able to get to sleep. Chief Barbelet was gracious in meeting with me when I dropped into Village Hall on no notice. Although the park technically closes at dusk, the police have done a great job in balancing public enjoyment of the park vs more serious issues. My one ask was for increased enforcement late at night, say from 11 pm to 12:30 am, especially on warm, pleasant evenings. The two areas where we've had numerous noise issues are the parking lots and near the circle. Last night, a group was enjoying a spirited discussion in the "lover's lane overlook" at 12:30 am. I completely understand that police resources are a scarce and valuable commodity, and Chief Barbelet explained to me that the signs near the circle have been changed several times. Yet, with the new video system being phased-in, perhaps potential offenders might reassess their chances of getting "caught" if they saw a sign such as "video monitored, up to \$250 fine". Education may also be part of the issue. Perhaps a notice in the parking lots such as "no loitering or music playing" would help. And perhaps a visible sign located right in the "lover's lane overlook" indicating the park closing time would help - the folks there last night at 12:30 am may have had no idea the park was closed, since the closing time appears only on the unlit Riverwalk sign, in tiny print.

\* the West Main corner is a safety hazard when trucks are double-parked unloading restaurant supplies. A sign to discourage this might help.

Thanks again,  
Bob Toppe  
914-441-5883

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Contract #	Municipality	Ext. Season	Region #
D010647	Village of Tarrytown / S. Westchester County	2017/18	8

### AGREEMENT TO EXTEND FIXED LUMP SUM MUNICIPAL SNOW AND ICE AGREEMENT

This Agreement made this \_\_\_\_\_ day of \_\_\_\_\_ by and between THE PEOPLE OF THE STATE OF NEW YORK (hereinafter referred to as "STATE"), acting by and through the Commissioner of Transportation of the State of New York (hereinafter referred to as "COMMISSIONER"), and the \_\_\_\_\_ of the Village of Tarrytown of **S. Westchester County** (hereinafter referred to as "MUNICIPALITY") as follows:

WHEREAS, the COMMISSIONER and the MUNICIPALITY have entered into an Agreement No. **D010647** entitled "Fixed Lump Sum Snow and Ice Agreement between the New York State Department of Transportation and the Municipality of Village of Tarrytown dated November 18, 1996; and

WHEREAS, the term of the said Agreement is for a period of three years commencing July 1, **1987** and the said Agreement provides that the parties may at the end of each year of the term of the Agreement extend such term for an additional year; and

WHEREAS, the present term of the Agreement, as extended, expires June 30, **2017**; and

WHEREAS, Section 7 of the said Agreement provides that the COMMISSIONER shall furnish the MUNICIPALITY with a suitable map for each term of the Agreement, or for any extended term thereof, modified to show the changes, if any, to the State Highways affected by this Agreement.

WHEREAS, Section 9 of the said Agreement provides for an annual update of the estimated expenditure to be determined by the COMMISSIONER subject to the provisions of Section 9 at the time for extension of the Agreement;

NOW, THEREFORE, in consideration of the mutual covenants and benefits between the parties,

WITNESSETH:

1. The aforementioned "Fixed Lump Sum Snow and Ice Agreement Between New York State Department of Transportation and the MUNICIPALITY" is hereby extended for a period of one year; now to expire on June 30, **2018**, unless further extended.

2. The State Highways or parts thereof affected by this Agreement are as delineated on the attached map, agreed upon by the COMMISSIONER and the MUNICIPALITY, which shall be effective for the remainder of the term of the Agreement commencing July 1, **2017**, unless changed by future agreement between the COMMISSIONER and the MUNICIPALITY.

3. All the terms and conditions of the original contract remain in effect except as follows. The fixed lump sum estimated expenditure specified in Section 9 of the aforementioned Agreement shall be \$ 15,954<sup>40</sup> for 9.8 lane miles for the **2015/16** season and for the remainder of the term of the Agreement commencing July 1, **2015**, unless changed by future update.

IN WITNESS WHEREOF, This Agreement has been executed by the State, acting by and through the duly authorized representative of the COMMISSIONER, and the MUNICIPALITY, which has caused this Agreement to be executed by its duly authorized officer on the date and year first above written.

over ➤



9

Agency Certification Contract No. D010647

"In addition to the acceptance of this contract, I also certify that original copies of this signature page will be attached to all other exact copies of this contract."

THE PEOPLE OF THE STATE OF NEW YORK

MUNICIPALITY

BY \_\_\_\_\_  
for Commissioner of Transportation

BY \_\_\_\_\_

ATTORNEY GENERAL'S SIGNATURE

NYS COMPTROLLER'S SIGNATURE

\_\_\_\_\_  
Dated \_\_\_\_\_

\_\_\_\_\_  
Dated \_\_\_\_\_

STATE OF NEW YORK                    )

) SS:

COUNTY OF S. Westchester County                    )

On the \_\_\_\_\_ day of \_\_\_\_\_ in the year \_\_\_\_\_ before me personally came \_\_\_\_\_ to me known who, being by me duly sworn, did depose and say that he resides in \_\_\_\_\_, New York; that he is the \_\_\_\_\_ of \_\_\_\_\_ the municipality described in and which executed the above instrument; that he executed said instrument by order of the Governing Body of said municipality pursuant to a resolution which was duly adopted on \_\_\_\_\_; a certified copy of such resolution attached hereto and made a part hereof.

\_\_\_\_\_  
Notary Public


<b>NYSDOT MUNICIPAL SNOW &amp; ICE CONTRACTS</b>
<b>Estimated Expenditure Calculation</b>

<b>MUNICIPALITY :</b>	VILLAGE OF TARRYTOWN
<b>CONTRACT :</b>	D010647
<b>COUNTY :</b>	Westchester South
<b>EXTENSION SEASON :</b>	2017/18

<b>Municipality</b>	<b>Labor</b>	<b>Materials</b>	<b>Equipment</b>
<b>Averages</b>	<b>41.50%</b>	<b>25.82%</b>	<b>32.68%</b>

<b>Current \$/Lane Mile</b>	<b>\$1,578.00</b>	<b>% Increase/ Decrease</b>	<b>Revised \$</b>
<b>Labor \$</b>	\$668.80	1.00%	\$675.49
<b>Materials \$</b>	\$365.47	15.00%	\$420.29
<b>Equipment \$</b>	\$532.02	0.00%	\$532.02
<b>Revised \$/Lane Mile</b>			<b>\$1,627.80</b>

Revised \$/Lane Mile		\$1,628.00
Lane Miles of S&I Agreement	x	9.80
<b>Estimated Expenditure</b>		<b>\$15,954.40</b>

Recommended By: 

Transportation Maintenance Representative



9

MAP SHOWING

VILLAGE OF TARRYTOWN

RESPONSIBILITY FOR SNOW & ICE CONTROL ON STATE HIGHWAYS FOR THE SEASONS

OF

2015/16-2017/18

CENTER LANE MILES	CONTRACT LANE MILES
	9.80



SIGNED

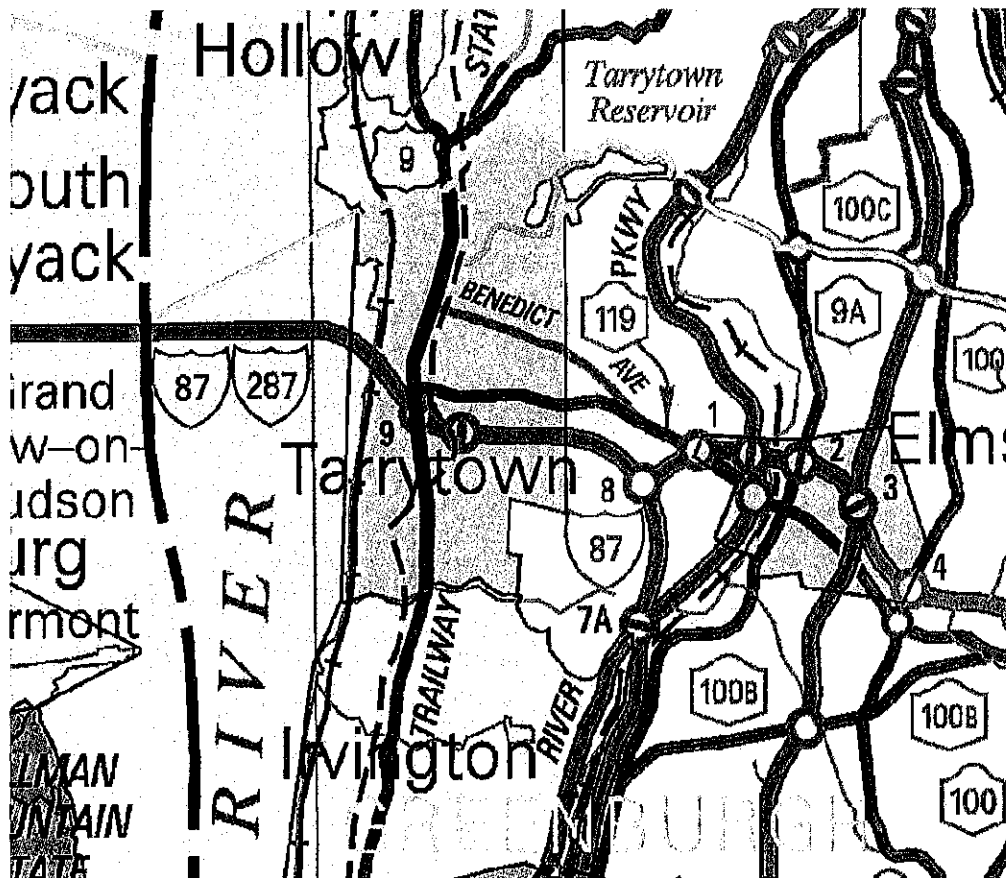
REGIONAL DIRECTOR OF OPERATIONS

DATE

SIGNED

FOR MUNICIPALITY

DATE



15

## Kathy Deufemia

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**From:** Richard Slingerland  
**Sent:** Monday, June 04, 2018 3:32 PM  
**To:** Kathy Deufemia  
**Cc:** Anthony Ross  
**Subject:** FW: Losee Park Reports  
**Attachments:** Tarrytown - Losee Park - Turf Area Report 4-25-2018.docx; ASTM Standards - RE-Fencing for Baseball and Softball 10-30-2017.pdf; SportsFieldSolutions-ReferenceList-Colleges,Municipalities 9-20-2017.docx; Tarrytown - Losee Park - Ball Field Report 4-24-2018.docx

Kathy:

Please add this to the July 11<sup>th</sup> Work Session.

Thank you.

Rich

Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, New York 10591  
914-631-1785  
fax: 914-909-1208  
e-mail: [rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)

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**From:** Scott Bills <[scott@sportsfieldsolutionsllc.com](mailto:scott@sportsfieldsolutionsllc.com)>  
**Sent:** Wednesday, April 25, 2018 2:22 PM  
**To:** Richard Slingerland <[rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)>  
**Cc:** Anthony Ross <[aross@tarrytowngov.com](mailto:aross@tarrytowngov.com)>  
**Subject:** Losee Park Reports

Rich/Anthony,

Attached are my reports to improve the ball fields and the turf areas at Losee Park.

The report for the ball fields includes all the work necessary to repair the mistakes made over the years and return them to a condition that will be safe, playable and easier to maintain. Also, you mentioned replacing some of the fencing, so I have attached the ASTM standard for ball field fencing.

The report for the turf areas includes my observations and general recommendations. I do suggest the soil sample be sent for analysis ASAP. The lab I suggest is in the report. You can get more information on how to take and send the sample from their website. [www.turfdiag.com](http://www.turfdiag.com).

I have also included a list of references that includes ball fields I have personally worked on that followed similar recommendations I detailed in my ball field report.

Once you have the opportunity to review the information, let me know how you would like to proceed.



15  
Scott Bills, CSFM  
Certified Sports Field Consultant  
Sports Field Solutions, LLC  
908-268-8866  
[www.sportsfieldsolutionsllc.com](http://www.sportsfieldsolutionsllc.com)



Scott A. Bills, CSFM  
Certified Sports Field Consultant  
SPORTS FIELD SOLUTIONS, LLC  
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April 24, 2018

Mr. Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, NY 10591

Re: Losee Park – Turf Areas

Dear Rich,

As requested, please find my observations and recommendations to improve the turf areas at Losee Park.

#### OBSERVATIONS

The existing grass plants are small and weak. The turf is made up of a combination of cool season grasses, including fine and tall Fescue, Perennial Ryegrass and Kentucky Bluegrass.

There is evidence of numerous annual and perennial weeds that are competing with the more desirable grass plants.

Based on my physical inspection, approximately 80% of the field has turf coverage. The 20% of bare areas are worn from damage during soccer season or simply poor turf health. Keep in mind, these bare areas will become hard in the summer and may cause serious injury if players fall and hit their head. There is no better cushion than a thick stand of grass.

The topsoil appeared to be a silty-loam or silty-clay. This type of soil is subject to compaction and minimal internal pore space. As a result, grass plants have difficulty developing deep roots and the soil does not drain adequately. While on site, the entire turf area was soft and wet. We were not able to drive on most of the turf without sinking or causing damage.

With NY State laws preventing the use of pesticides to control weeds and insects, more intense fertilization and cultural practices will be needed to develop a suitable stand of grass that can compete with weeds, rebound from heavy use, and provide a safe playing surface.

#### RECOMMENDATIONS

1. Irrigation – Installing and maintaining an automatic irrigation system will prevent the turf from stresses that cause dieback and reduced rooting. This will be especially important after initial over-seeding. It is very important to provide water to new, young grass plants when they are trying to establish. Water draining through the soil provides pore space for roots to follow.



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2. Fertilization – Based on soil test results a balanced and consistent fertilization program will allow existing grass plants to grow bigger and provide the required nutrients for new grass plants to become established. I strongly suggest submitting soil samples to a laboratory for analysis. The most reputable nearby lab is Turf and Soil Diagnostics, near Cornell, NY. The sample should be tested for physical properties (sand, silt, clay, organics) and nutrients. The website for more information and to download submittal forms is [www.turfdiag.com](http://www.turfdiag.com). The contact is Sam Ferro.  
Soil samples will not provide information about available Nitrogen. However, I recommend applying no less than 4 lbs of Nitrogen in a growing season or as state law allows.

Initially, during the first heavy over-seeding I do recommend a 10-20-10 starter fertilizer application, followed up with a 30-0-10 (or similar) application after about 3 mowings of the new turf. One big mistake in turf establishment is not providing enough Nitrogen to the new grass plants after establishment.

3. Pest Control – As mentioned above, state law greatly restricts the ability to apply weed, fungus, and insect controls. The best defense is establishing and maintaining a healthy stand of grass and over-seeding with grass seeds that have endophytes that naturally defend against some pests. Also, periodically adding other turf grasses to the over-seeding program, such as Tall Fescue and Kentucky Bluegrass will prevent the area from becoming a mono-culture.
4. Aeration – As noted above, due to the physical properties of the soil at Losee Park, it will be subject to compact naturally and then compounded by use. I strongly recommend aerating the turf areas no less than 2 times per year. I normally recommend a solid or shatter tine aeration in the spring time, then a core aeration in the fall. It is important to remember to aerate to a depth of at least 6 inches at least one time per year so that roots are encouraged to grow deep and not remain in the top 3-4 inches where they are subject to more stress.

Solid tine or shatter tine aeration in the spring allows the fields to be ready immediately.

Core aeration in the fall should be followed by top-dressing and dragging the field to break up the cores and distribute the top-dressing material. This is a more aggressive approach and should be performed in the late fall after field use has stopped for the season.

5. Topdressing – Due to the physical properties of the soil, notable small size of the grass plants and unevenness of the playing surface, I highly recommend initiating an aggressive topdressing program.

After the soil sample analysis is returned, I will provide a recommendation for top-dressing material, plus sources of supply. The recommendations will be determined by the sand, silt, and clay make-up of the topsoil, plus how much organic matter is present. I would imagine the material would be a 90/10 ratio of clean, washed sand and compost.

I do recommend the Village of Tarrytown consider purchasing a 1,2 or 3 cubic yard rotary top-dresser. This implement will be very useful over the next several years and will pay for itself. In addition, a top-dresser can be calibrated to apply soil amendments, fertilizers, infield mix and conditioners.

Based on the size of the turf area approximately 100 Cubic Yards of topdressing material will be needed for each application. I also recommend at least 20-40 Cubic Yards be budgeted and left in stock each season for repairs and additional build-up of low areas.



6. Over-seeding – During the initial over-seeding to re-establish turf on the field I recommend a two-step approach that has been very successful. First, apply a 70% Turf-type Tall Fescue, 20% Perennial Ryegrass and 10% Kentucky Bluegrass (or similar) at 6-8 lbs/1,000 Square Feet, splitting the application in two directions. Next apply a Triplex Perennial Ryegrass with Grey Leaf Spot resistance also at 6-8 lbs/1,000 Square Feet in two directions.

This process re-introduces new, improved varieties of the three recommended type grass plants to the field, plus allows for quicker cover and establishment with the second perennial ryegrass application.

Once we have an establish, healthy stand of grass, I recommend continual over-seeding with a high-quality Triplex Perennial Ryegrass with Grey Leaf Spot resistance.

Below are some pictures from a similar over-seeding with no irrigation.



Late August 2017



October 2017



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The above pictures are from a farm where we converted a field that was used to grow hay to a Polo field that will be ready for the first event this May.

The program included killing most of the weeds, over-seeding, aerating, and top-dressing as detailed above.

The next step for the Village of Tarrytown will be to take the soil samples and send them out ASAP.

Once you get the results, send them to me and I will help Anthony design a program to improve the soil and re-establish the turf on the fields.

Thank you for the opportunity to provide my thoughts and I look forward to working with you.

Sincerely,

Scott Bills, CSFM  
Certified Sports Field Consultant  
Sports Field Solutions, LLC



Designation: F2000 – 10

## Standard Guide for Fences for Baseball and Softball Fields<sup>1</sup>

This standard is issued under the fixed designation F2000; the number immediately following the designation indicates the year of original adoption or, in the case of revision, the year of last revision. A number in parentheses indicates the year of last reapproval. A superscript epsilon (ε) indicates an editorial change since the last revision or reapproval.

### 1. Scope

1.1 This guide provides recommended minimum requirements for various types of fences used in softball and baseball ballfields and other sports facilities, and practices for installation.

1.2 The values stated in inch-pound units are to be regarded as standard. The SI values given in parentheses are for information only.

1.3 *This guide does not purport to address all of the safety concerns, if any, associated with its use. It is the responsibility of the user of this standard to establish appropriate safety and health practices and determine the applicability of regulatory limitations prior to use.*

### 2. Referenced Documents

#### 2.1 ASTM Standards:<sup>2</sup>

- A392 Specification for Zinc-Coated Steel Chain-Link Fence Fabric
- A491 Specification for Aluminum-Coated Steel Chain-Link Fence Fabric
- A700 Practices for Packaging, Marking, and Loading Methods for Steel Products for Shipment
- F552 Terminology Relating to Chain Link Fencing
- F567 Practice for Installation of Chain-Link Fence
- F626 Specification for Fence Fittings
- F668 Specification for Polyvinyl Chloride (PVC), Polyolefin and Other Polymer-Coated Steel Chain Link Fence Fabric
- F1043 Specification for Strength and Protective Coatings on Steel Industrial Fence Framework
- F1083 Specification for Pipe, Steel, Hot-Dipped Zinc-Coated (Galvanized) Welded, for Fence Structures
- F1183 Specification for Aluminum Alloy Chain Link Fence Fabric
- F1345 Specification for Zinc-5 % Aluminum-Mischmetal

Alloy-Coated Steel Chain-Link Fence Fabric  
F1664 Specification for Poly(Vinyl Chloride) (PVC) and Other Conforming Organic Polymer-Coated Steel Tension Wire Used with Chain-Link Fence

#### 2.2 CPSC Document:

CPSC Staff Recommendations

#### 2.3 ASA and Other Ball Sports Associations:

Staff Recommendations

#### 2.4 BOCA Document:

BOCA National Building Code/1993 – 12th Edition

#### 2.5 NFPA Documents:<sup>3</sup>

Staff Recommendations

NFPA 70 National Electric Code (NEC)

#### 2.6 ANSI/IEEE Document:<sup>4</sup>

ANSI/IEEE C2 National Electric Safety Code

### 3. Terminology

3.1 See Terminology F552 for definitions of terms relating to chain-link fencing.

#### 3.2 Definitions of Terms Specific to This Standard:

3.2.1 *fence, n*—a type of barrier that surrounds and deters balls, bats, and passage to or from the playing area.

3.2.2 *field, n*—the outdoor area that has been either designated, designed, constructed, or otherwise used for softball or baseball, or both.

3.2.3 *grade, n*—the finished elevation at any specified point of the ground or pavement outside or inside the playing area.

3.2.4 *outdoor, adj*—site located outside of a completely enclosed building or other structure.

### 4. Summary of Guide

4.1 This guide is based in part upon recommendations of the task groups concerned with baseball and softball of ASTM Committee F08.

4.2 This guide is directed to outfield fences, side and foul line fences, backstops, on-grade players benches and below grade players dugouts.

<sup>1</sup> This guide is under the jurisdiction of ASTM Committee F14 on Fences and is the direct responsibility of Subcommittee F14.10 on Specific Applications.

Current edition approved Aug. 1, 2010. Published November 2010. Originally approved in 2000. Last previous edition approved in 2006 as F2000 - 06. DOI: 10.1520/F2000-10.

<sup>2</sup> For referenced ASTM standards, visit the ASTM website, [www.astm.org](http://www.astm.org), or contact ASTM Customer Service at [service@astm.org](mailto:service@astm.org). For *Annual Book of ASTM Standards* volume information, refer to the standard's Document Summary page on the ASTM website.

<sup>3</sup> Available from National Fire Protection Association (NFPA), 1 Batterymarch Park, Quincy, MA 02169-7471, <http://www.nfpa.org>.

<sup>4</sup> Available from American National Standards Institute (ANSI), 25 W. 43rd St., 4th Floor, New York, NY 10036, <http://www.ansi.org>.



## 5. Significance and Use

5.1 This guide sets forth minimum standard requirements for use in local codes and ordinances relating to baseball and softball fencing.

5.2 This guide does not have the effect of law, nor is it intended to supersede local codes and ordinances of a more restrictive nature.

5.3 Studies, as listed in Annex A1, have been referenced as the basis for certain recommendations in this guide and will assist those who intend to provide protection against injuries or fatalities associated with anticipated thrown or batted balls and bats as well as passage to or from a baseball or softball field. This would include, but not be limited to, state and local governments, model code organizations, building code groups, and consumers. It is understood that the format will vary depending upon the specific use and local conditions.

5.4 Articles and studies have noted that fencing for baseball and softball sports, or both, should exist for baseball and softball sports outfields, backstops, sidelines, players on-grade benches, below-grade dugouts, and spectator seating.

## 6. Dimensions and Materials

### 6.1 Permanent Outfield Fence:

6.1.1 *Height*—The top of the fence shall be a minimum of 96 in. (2.4 m) above grade measured on the side of the fence that faces away from the ballfield (see 3.2.3 for the definition of *grade* specific to this guide). The height is to be such that players in the outfield can safely attempt to catch a fly ball without impaction on the kidneys, back, or head. However, in circumstances where it is necessary to protect people or objects outside the fences, the height should be increased accordingly. Top rail padding systems may also be used. A mid rail is not needed, in accordance with Specification F668.

6.1.2 *Ground Clearance*—The maximum vertical clearance between grade and the bottom of the fence shall be no more than a 1 in. (25.4 mm) reveal or space, measured on the side of the fence that faces the ballfield, to avoid entrapment of feet.

6.1.3 *Panels*—Solid barriers and safety padding that does not have openings, such as plastic, plywood, or canvas, shall not contain indentations or protrusions, except for normal construction tolerances and joints. Such indentations shall not be deeper than 0.375 in. (9.5 mm) and should be flush facing the ballfield.

6.1.4 *Horizontal and Vertical Members*—Where the fence is composed of horizontal and vertical members, the structural members shall be located on the side opposite of the play environment to prevent encountering the member. The spacing between the vertical or horizontal members shall not exceed 1¾ in. (4.44 cm). If of a lattice design, the members shall be diagonal.

### 6.1.5 Diagonal Members:

6.1.5.1 Where the fence is composed of diagonal or other angular positioned members, such as in a lattice fence, any opening created by the diagonal members shall be a maximum of 1¾ in. (4.44 cm) measured in its largest direction, to prevent toe holds. Such members should be on the side away from the ballfield.

6.1.5.2 Diagonal bracing members extending from one corner to the opposite corner, creating a ladder effect on all styles of fences and gates, are not permitted where spacing of vertical or horizontal members in any area between posts exceeds 1¾ in. (4.44 cm), in order to prevent climbing into the ballfield.

6.1.6 *Fabric or Mesh*—Mesh opening for chain-link and other fence fabrics shall be a minimum of 2-in. (5-mm) mesh, 9 gauge. All chain-link fabric shall have a knuckle and knuckle selvage and shall be selected from chain-link fabric in accordance with Specifications A392, A491, F668, or F1345. Other materials shall have blunt edges.

### 6.2 Portable Outfield Fence:

6.2.1 Portable outfield, and often sideline, fencing is generally used when it is necessary to reconfigure the playing field boundary for games in which the classification will change or when the field is to have multiple uses. The potential for injury caused by an outfielder colliding with a fence that does not meet resiliency, break away, or fall-down requirements is significant. The added criteria that must be considered is the stability of the cross or horizontal pieces, supports, the panel fabric opening, the vertical pieces and their give away, and the height. Portable fence systems made of specially formulated polymers in approximate 10-ft (3.05-m) lengths with break-apart connections and stable support should allow panels to release and fall down in sections when impacted. The collapsibility feature should prevent cartwheeling over the fence and allow the outfielder to be lowered to the ground in a fall. The downed panel should quickly and easily return to its original position and be snapped into place.

### 6.3 Wood Outfield Fence:

6.3.1 *Height*—The top of the fence shall conform to height for other fence types.

6.3.2 *Ground Clearance*—The clearances shall conform to prior appropriate sections to eliminate foot entrapment.

6.3.3 *Panels*—The panels should conform to prior appropriate sections with the flush side inside the playing area and shall be covered with a wall padding.

### 6.4 Foul Line Fencing:

6.4.1 *Height*—The top of the fence shall be a minimum of 96 in. to 8 ft (2.44 m) above grade measured at the side of the fence from the ballfield where any sideline obstructions exist or where objects such as other activity areas, parking lots, and so forth have to be protected.

6.4.2 *Ground Clearance*—The clearance shall conform to prior appropriate sections to eliminate foot entrapment.

6.4.3 *Panels*—The panels should conform to prior appropriate sections.

6.4.4 *Horizontal and Vertical Members*—The horizontal and vertical members shall conform to prior appropriate sections.

6.4.5 *Diagonal Members*—The diagonal members shall conform to prior appropriate sections.

6.4.6 *Fabric or Mesh*—The fabric or mesh shall conform to prior appropriate sections.

### 6.5 Spectator Protective Fencing:



6.5.1 *Height*—The top of the fence shall be a minimum of 8 ft. 0 in. (2.44 m) above grade or of a greater dimension that ensures protection of spectators from a fouled line drive or related trajectory.

6.5.2 *Ground Clearance*—The clearance shall conform to prior appropriate sections to eliminate foot entrapment.

6.5.3 *Panels*—The panels shall conform to prior appropriate sections.

6.5.4 *Horizontal and Vertical Members*—The horizontal and vertical members shall conform to prior appropriate sections.

6.5.5 *Diagonal Members*—The diagonal members shall conform to prior appropriate sections.

6.5.6 *Fabric or Mesh*—The fabric or mesh shall conform to prior appropriate sections.

#### 6.6 *Player Bench Protective Fencing:*

6.6.1 *Height*—The top of the fence shall be a minimum of 96 in. (8 ft) (2.44 m) above grade measured at the side of the play side of the fence. For the below-grade dugouts the protective fencing should cover the entire opening from ground level to top of dugout roof or overhang.

6.6.2 *Ground Clearance*—The space from the fence bottom and ground shall conform to prior appropriate sections to eliminate foot entrapment.

6.6.3 *Panels*—The panels shall conform to prior appropriate sections.

6.6.4 *Diagonal Members*—The diagonal members shall conform to prior appropriate sections.

6.6.5 *Fabric or Mesh*—The fabric or mesh shall conform to prior appropriate sections.

#### 6.7 *Backstop Fencing:*

6.7.1 Backstops provide a containment of pitched, thrown, and batted balls. It should delineate the spectator area from the playfield. It most often consists of three panels; one panel centered behind home plate with the other two panels located at the end of the center panel at an angle of 45° to the center panel and parallel to the foul lines.

6.7.2 Backstops should be of a protective mesh of either chain-link or synthetic net materials of a 2 in. (5 mm) mesh to prevent climbing.

6.7.3 The vertical backstop center panel for softball fields and youth baseball fields should be no less than 25 ft (7.62 m) behind home plate. The side panel should be no less than 25 ft from the foul line. The vertical backstop center panel for 90 ft (27.43 m) (bases) baseball field should be no less than 60 ft (18.28 m) behind home plate, and the distance from the ends of the backstop to the sidelines should be no less than 60 ft (18.28 m).

6.7.4 The backstop height and width may vary depending on the type of ball being played, the size and height of the spectator area around it, and other structures or objects that should be protected from foul balls, passed balls, wild pitches, and overthrows. The minimum height for backstops should be 16 ft (4.88 m). The height should be determined by the extent of protection of the spectators while standing behind it at the highest level of seating. The minimum width of the panels is dependent upon the structural design supporting the chain-link or net fabric.

6.7.5 The backstop overhang panels should be installed at the top of the center and wings of a design that meets height regulations of the game played.

#### 6.8 *Access Gates:*

6.8.1 Double-leaf access gates shall comply with the requirements of prior appropriate sections and shall be equipped with a padlock device.

6.8.2 Single-leaf pedestrian access gates shall open outward away from the play environment, shall be self-closing, and shall have a self-latching device. The release mechanism shall be located on the side opposite of the play environment or the gate. It shall be of a height to facilitate egress/access below the top of the gate. The gate and fence shall have no opening greater than ½ in. (13 mm) within 18 in. (457 mm) of the release mechanism when the gate is in the fully closed position.

### 7. *Location*

7.1 *Outfield Fence*—The outfield fences are located by a radius measurement from home plate. The radius distance is determined by the level and type of ball play expected on the field and in conformance with the efforts of ASTM Committee F08 for classification of field systems. There should be no physical obstructions between the backstop and the outfield fence, light poles, and foul ball markers, and other equipment should be located outside the playing field fence.

7.2 *Foul Line Fence*—The foul line fence is designed to protect the fielder from obstructions and other sideline objects, to contain the ball and prevent spectators from intruding onto the field. The fence shall be offset to the entire foul line from a point opposite the first and third bases toward the outfield fence. The minimum distance between the foul lines and the sideline fence at the outfield fence shall be 25 ft (7.62 m) for softball fields and 60 ft (18.28 m) baseball fields. The minimum distance between the foul line opposite the bases and the fence line shall be 25 ft. (7.62 m).

7.3 *Spectator Protective Fence*—The spectator fence shall be located where spectators will congregate to watch the game or in front of bleachers of an 8 ft height or of a sufficient height to protect spectators at the highest point of the bleachers.

7.4 *Player Bench Protective Fence*—The protective fencing in front of an on-grade players bench, and below-grade dugouts, shall be a minimum of 96 in. or 8 ft (2.4 m).

7.5 *Backstop Fence*—The backstops shall conform to prior appropriate sections applicable to backstops.

7.6 *Gates*—The gates shall be placed to provide emergency and maintenance access to the field as well as for officials use and player use.

### 8. *Grounding*

8.1 Grounding and bonding shall be in accordance with NFPA 70 and ANSI/IEEE C2.

8.2 Grounding rods shall be positioned so as not to be a hazard to ballplayers and spectators.



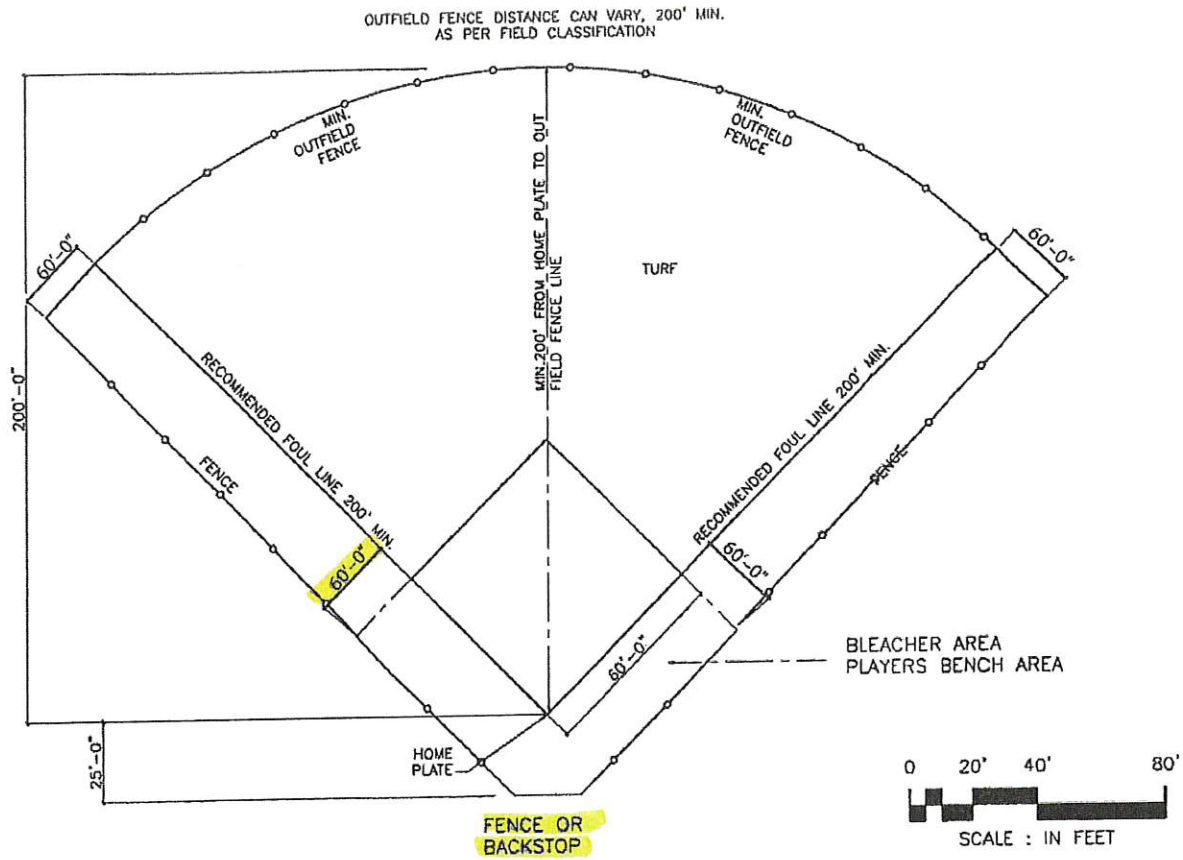


FIG. 1 Junior Baseball Field

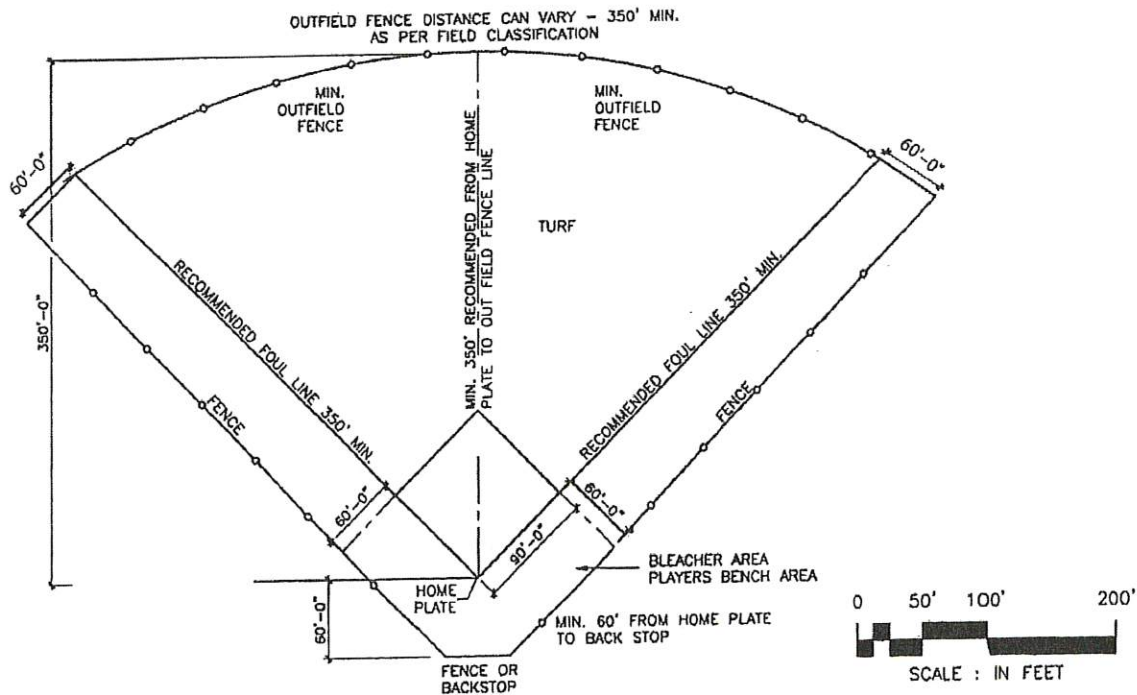


FIG. 2 Baseball Field

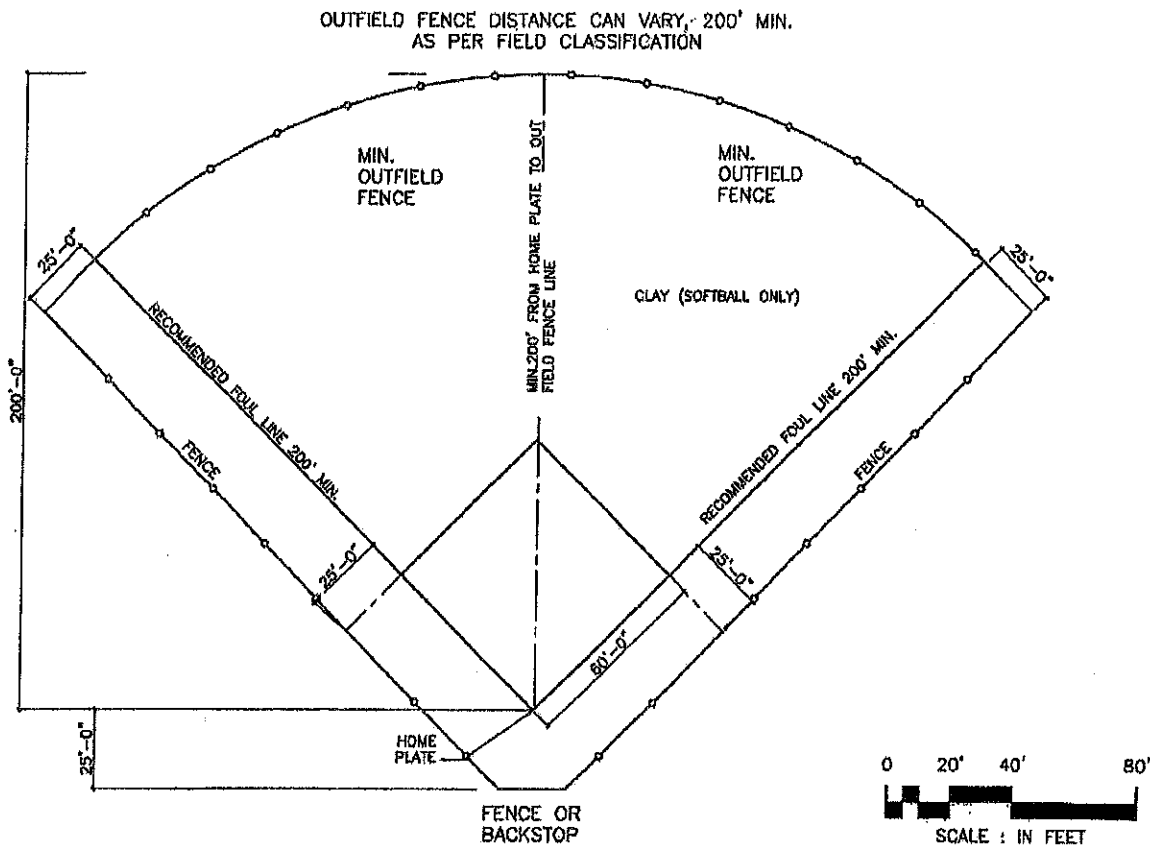


FIG. 3 Softball Field

## 9. Strength

9.1 Post, rails, and braces for chain-link fence shall conform to strength requirements of Specification F1043 or Specification F1083 and Uniform Building Code: Chapter 23, Sec. 2303 (d).

9.2 All permanent fence posts shall have a design factor considering soil-bearing values and wind or earthquake forces, either acting alone or when combined with other loads.

## 10. Workmanship, Finish, and Appearance

10.1 The finished fence shall be reasonably plumb and free of defects.

## 11. Inspection and Certification of Raw Material

11.1 All tests and inspection of posts, rails, and fabrics shall be made at the place of manufacture prior to shipment, unless otherwise specified, and shall be so conducted as not to interfere unnecessarily with the operation of the works.

11.2 Responsibility for inspection of raw materials, unless otherwise specified in the contract or purchase order, rests upon the producer. This includes performance of all inspection and test requirements specified herein.

11.2.1 Except as otherwise specified in the contract order, the producer may use their own or any other suitable facilities for the performance of the inspection and test requirements

specified herein unless disapproved by the purchaser. The purchaser shall have the right to perform any of the inspections and tests set forth in this specification where such inspections are deemed necessary to ensure that material conforms to the prescribed requirements.

## 12. Rejection

12.1 Each length of fence received from the manufacturer may be visually inspected by the purchaser and, if it does not meet the requirements of this guide based on the inspection and test method as submitted by the producer, may be rejected and the manufacturer shall be notified. Disposition of rejected fence shall be a matter of agreement between the manufacturer/retailer and the purchaser.

12.2 Fence found in fabrication or installation to be unsuitable for the intended use, under the scope and requirements of this guide, may be set aside and the manufacturer notified. Such fence shall be subject to mutual investigation as to the nature and severity of the deficiency involved, and the forming or installation conditions, or both. Disposition shall be a matter for agreement.

## 13. Certification

13.1 The producer or supplier shall, upon request, furnish to the purchaser a certificate of inspection stating that the material



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has been sampled, tested, and inspected in accordance with the applicable specification, and has been found to meet the requirements.

## 15. Keywords

15.1 fence; fences

## 14. Packaging, Marking, and Loading

14.1 When specified on the purchase order, packaging, marking, and loading for shipment shall be in accordance with Practices A700.

## ANNEX

### (Mandatory Information)

#### A1. RATIONALE

A1.1 The presence of a fence around a ballfield shall conform to the requirements of the field classification system as being established under Committee F08.

A1.2 The recommendations consider anthropometric and developmental characteristics of children under eighteen. A fence should not have footholds and handholds, and spaces should be limited in size and location to preclude a child or youth from climbing over or passing through the fence. Latches on gates should be shielded as not to be protrusions or entrapments.

A1.3 The minimum fence height above grade for the out-field fence and foul line fence is based on the ability of people to climb fences and on appropriate anthropometric and developmental characteristics.

A1.4 The minimum mesh size is intended to reduce the potential for gaining a foothold.

A1.5 The grounding section was included to ensure against electrical shock hazards from ungrounded or improperly grounded metal fences.

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April 24, 2018

Mr. Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, NY 10591

Re: Losee Park – Ball Fields

Dear Rich,

It was a pleasure meeting with you and Anthony at the park Friday, April 20, 2018. As requested, please find my observations, recommendations, and estimated costs to improve the safety, playability, and appearance of the two ball fields and the turf areas.

#### BACKGROUND

For the benefit of town officials, my qualifications and experience include over 25 years in the industry building, renovating, and maintaining sports fields. I am a nationally certified sports field consultant, member of the Sports Turf Managers Association, serve on the executive board of the Sports Field Managers Association of New Jersey and am a consultant to Major League Baseball and the NCAA. I played baseball at Rutgers University and still play competitive amateur baseball. Several notable local fields I have constructed or renovated include Palisades Credit Union Park (Rockland Boulders), TD Bank Ball Park (Somerset Patriots), Newark Eagle & Bears Stadium (Newark Bears), Coca-Cola Park (Lehigh Valley Iron Pigs), Rutgers University, Princeton University, Seton Hall University, Kean University, Drew University, Fairleigh Dickinson University, Byram Hills High School, Ryeneck High School, Pearl River High School, Washingtonville High School and many others.

I have included a full list of fields that I have designed and renovated following a similar scope of work that will be detailed for these fields, including amending the existing infield mix using the DuraEdge process.

#### OBSERVATIONS

##### Ball Fields

While on site I surveyed both infields with a laser level. In addition, I dug several holes within the infield skin surface to determine depths of infield mix.



### Infield Skin Surface

The problems on these infield are not unlike many fields I inspect each year. The single most important issue is the infield mix. This material, probably purchased through state contract or a purchasing co-op does not meet the industry standards or specifications for infield mixes. The material has a high percentage of sand, especially fine sand, and loose gravel. Too much sand allows the material to remain loose and migrate into the grass edges causing elevated lips. Once this happens water becomes trapped, can't exit the skin surface, and creates additional grade issues. Over the years, instead of fixing the lips, additional infield mix has been added to meet the lips. Eventually, the infield skin surface becomes elevated, causing drainage problems within the infield grass and transition problems along the baselines and infield perimeter. Ironically, despite how high the infield skin becomes, lips still develop and prevent water from efficiently draining from the skin surface. Once grades are lost, any significant rain will cause water to accelerate, causing more erosion and grade problems. During my inspection I found 10-12 inches of infield mix within the skin surface. Adding this material year after year has elevated the skin surface 6-8 inches along the infield perimeter causing the transition to be too steep and affecting playability. The infield still can't efficiently drain water from the skin surface because of the elevated lips. Any permanent improvements must include solving the infield mix problem, so your investment can be protected. Additionally, training of the grounds staff in proper infield maintenance will prevent the same mistakes from damaging the field in the future. The excess 6-8 inches of infield mix on both infield equates to 500+ Tons of unnecessary material, that has cost the town at least \$25,000 for the material alone, plus the cost of labor to apply it and has now created a costly capital improvement project.

All infield mix materials are composed of a combination of sand, silt, and clay. Unfortunately, this material which is simply harvested from a sand pit and screened, does not meet the requirements of a suitable ballfield infield material. The standards established for infield mixes require the material to be engineered or manufactured to meet the type of play and maintenance capabilities of the facility. Additionally, good quality infield mixes contain sand that is like that used to construct golf greens and tees, plus the type of clay that can manage moisture. The silt to clay ratio must also be less than one, meaning there should be at least twice as much clay in the mixture as there is silt.

The issues with both fields are the same. Although the fields were originally designed and constructed with proper pitch from Home Plate towards the outfield, due to poor maintenance and improper renovations the grades now direct water back towards Home Plate or the middle of the infields.

In fact, on the 46/60 field closest to the maintenance building, the radius along the infield perimeter where the grass meets the skin surface 5-7 inches higher than home plate when it should be 4-6 inches lower than home plate.

On the 60/90 field, there is a 6-8 inch grade change from home plate to a distance about 10' into the outfield grass. Unfortunately, the elevated lip along the infield radius is 4-8 inches higher and is creating a dam that directs water back to the infield.

The infield radius on the 46/60 field is inconsistent, measuring 60-65 feet from the center of the field. The radius should be a consistent 65' and can actually be moved to 70' if in the future the town would like to play 50/70 baseball on the field.

The infield radius on the 60/90 field is also inconsistent, measuring 88-95' from the center of the pitcher's mound. The distance should be a consistent 95 feet.

### Home Plate

The Home Plate batter's/catcher's box areas are worn and have depressions that put the batters and catcher at a disadvantage. On both fields Home Plate is lower than the surrounding grades. Any improvement work to the field should include setting home plate at the correct elevation and location. The batter's boxes and catcher's/umpires' box should be reinforced with moisturized clay. The Home Plate circle should be covered when the field is not being used.

### Pitcher's Mound

The Pitcher's Mounds have significant wear. On the 46/60 field there is wear in front of the pitching rubber. On the 60/90 field the elevation is 14 inches higher than Home Plate. The required height is 10 inches. There was no table/plateau around the pitching rubber and the landing area was heavily worn. Any improvement work to the field should include checking grades and distances, then re-constructing the mound to provide the best advantage for the pitcher. For every inch a pitcher stands or lands in a hole, he will lose 3-5 miles per hour off his fastball. The table/plateau around the pitching rubber allows the pitcher to start from a balanced position. This allows pitchers duplicate their delivery and prevent arm injuries caused by changing arm angles. The landing area allows the pitcher to continue with his momentum and provides the necessary elevation change to create the best downward angle for sliders and curveballs.

All the above issues are due to inferior infield materials and improper maintenance.

## RECOMMENDATIONS

### Infield Skin and Turf

As detailed above, the major problem with these fields is the existing infield mix. Over the years it has created elevated grass lips and affected overall grades to a point where water cannot efficient shed off the skin surface.

The solution is a two-step process. First, after the field is surveyed, the grades need to be repaired. This will include removing all existing turf from inside the proposed infield radius and up to 4-8 feet of grass from the outfield.

Once the grass is removed the infield will be re-graded using a laser level. This work will undoubtedly include the removal or re-distribution of some of the existing infield mix. The areas to receive new sod will also be graded to insure a smooth, level transition. Some screened topsoil may be needed to level the areas to be re-sodded.

After each infield is graded, approximately 2,000 Square Feet of new Kentucky Bluegrass 'Big Roll' sod will be installed around each infield at the proper grades to create the new radius.

Next, the existing infield mix on each field will be amended. Prior to the amendment process, the existing infield mix will be scarified to homogenize the top 2-3 inches and graded. The 46/60in field will have 25 Tons of infield amendment applied and scarified into the top 2-3 inches. The 60/90 infield will have 50 Tons of infield amendment applied and scarified into the top 2-3 inches. This process will lower the overall sand content by approximate 8-10%, dilute the amount of fine sand and silt, add 8-10% clay that can manage moisture more efficiently and provide a firmer, more stable playing surface. The infield skin surface on the 46/60 infield will then be capped with 25 Tons of DuraEdge 'Classic' infield mix and the 60/90 field will be capped with 50 Tons of DuraEdge 'Classic' infield mix. Once the fields are graded they will be topdressed with ProSlide Red Conditioner.



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46/60 Field





60/90 Field





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The scope of work for each field will be as follows:

#### **46/60 Field**

##### Infield Skin Surface

1. Survey the entire infield from fence line to fence line and at least 12 feet into the outfield.
2. Remove all grass in designated areas including up to 8 feet of outfield grass along the infield perimeter.
3. Laser grade then entire infield (skin and turf areas) utilizing a laser level and the ABI Force grader/groomer.
4. Install new base anchors. (Supply new double 1<sup>st</sup> base and new 2<sup>nd</sup> and 3<sup>rd</sup> base to accommodate new anchors).
5. Remove or re-distribute any existing infield mix to meet proposed new grades.
6. Supply, if needed, screened sandy loam topsoil or sand to insure the proposed areas to be re-sodded are level.
7. Supply and install up to 2,000 Square Feet of Kentucky Bluegrass 'Big Roll' sod to meet proposed layout.
8. Apply 25 Tons of DuraEdge infield amendment evenly across the skin surface.
9. Till the amendment into the top 2-3".
10. Re-grade the amended infield skin surface.
11. Apply 25 Tons of DuraEdge 'Classic' and groom. If necessary, water and compact lightly to help settling.
12. Apply 2 Tons of ProSlide Red Conditioner and groom.

Note: If this work is completed in the late fall, as suggested, the field should be groomed and compacted to prepare for winter, helping to reduce the amount of field preparation needed in the spring.

Note: All irrigation repairs or adjustments will be coordinated and completed by the parks grounds staff.

##### Home Plate

Construction of the batter's boxes, catcher's box and umpires' box must be completed with the infield renovation work. The elevation of Home Plate will dictate all other grades. The following scope of work is required to properly build this feature.

1. Layout location and height of home plate.
2. Install a new 3" All Rubber Home Plate.
3. Layout the elevation and dimension of the boxes to be constructed.
4. Excavate to a depth of no more than 3", removing all excavated materials.
5. Grade and compact the bottom of excavated boxes.
6. Install DuraPitch Professional Mound Clay, spread evenly and compact in one-inch lifts.
7. Cover the area with a light coating of DuraEdge infield mix and top-dress with DuraEdge Pro Red Conditioner.
8. Protect the Home Plate area with a 26' tarp. Keep covered when the field is not being used.

##### Pitcher's Mound

The following scope of work is recommended for the Pitcher's Mound. This work must be performed with the infield renovation.

1. Check alignment, height and distance of the pitching rubber and mound.
2. Install a new 4-way pitching rubber at the correct alignment, height, and distance.
3. Layout the dimension of the pitching area for softball (8'x3').
4. Excavate to a depth of no more than 3", removing all excavated materials.
5. Grade and compact the bottom of the excavated boxes.
6. Install DuraPitch Professional Mound Clay, spread evenly and compact in one-inch lifts.
7. Protect the Pitcher's Mound circle with a 26' round tarp. Keep covered when the field is not being used.

## 60/90 Field

### Infield Skin Surface

1. Survey the entire infield from fence line to fence line and at least 12 feet into the outfield.
2. Remove all grass in designated areas including up to 8 feet of outfield grass along the infield perimeter.
3. Laser grade then entire infield (skin and turf areas) utilizing a laser level and the ABI Force grader/groomer.
4. Install new base anchors. (Supply new double 1<sup>st</sup> base and new 2<sup>nd</sup> and 3<sup>rd</sup> base to accommodate new anchors).
5. Remove or re-distribute any existing infield mix to meet proposed new grades.
6. Supply, if needed, screened sandy loam topsoil or sand to insure the proposed areas to be re-sodded are level.
7. Supply and install up to 2,000 Square Feet of Kentucky Bluegrass 'Big Roll' sod to meet proposed layout.
8. Apply 50 Tons of DuraEdge infield amendment evenly across the skin surface.
9. Till the amendment into the top 2-3".
10. Re-grade the amended infield skin surface.
11. Apply 50 Tons of DuraEdge 'Classic' and groom. If necessary, water and compact lightly to help settling.
12. Apply 3 Tons of ProSlide Red Conditioner and groom.

Note: If this work is completed in the late fall, as suggested, the field should be groomed and compacted to prepare for winter, helping to reduce the amount of field preparation needed in the spring.

Note: All irrigation repairs or adjustments will be coordinated and completed by the parks grounds staff.

### Home Plate

Construction of the batter's boxes, catcher's box and umpires' box must be completed with the infield renovation work. The elevation of Home Plate will dictate all other grades. The following scope of work is required to properly build this feature.

1. Layout location and height of home plate.
2. Install a new 3" All Rubber Home Plate.
3. Layout the elevation and dimension of the boxes to be constructed.
4. Excavate to a depth of no more than 3", removing all excavated materials.
5. Grade and compact the bottom of excavated boxes.
6. Install DuraPitch Professional Mound Clay, spread evenly and compact in one-inch lifts.
7. Cover the area with a light coating of DuraEdge infield mix and top-dress with DuraEdge Pro Red Conditioner.
8. Protect the Home Plate area with a 26' tarp. Keep covered when the field is not being used.

### Pitcher's Mound

The following scope of work is recommended for the Pitcher's Mound. This work must be performed with the infield renovation.

1. Check alignment, height and distance of the pitching rubber and mound.
2. Install a new 4-way pitching rubber at the correct alignment, height, and distance.
3. Layout the dimension of the table/plateau and landing area for baseball.
4. Excavate to a depth of no more than 3", removing all excavated materials.
5. Grade and compact the bottom of the excavated boxes.
6. Install DuraPitch Professional Mound Clay, spread evenly and compact in on- inch lifts.
7. Protect the Pitcher's Mound circle with a 26' round tarp. Keep covered when the field is not being used.



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ESTIMATED COSTS

**46/60 Field**

Labor and Equipment		\$ 6,800.00
Materials	2,000 SF 'Big Roll' Kentucky Bluegrass Sod	\$ 1,250.00
	25 Tons of DuraEdge Amendment	\$ 3,750.00
	25 Tons of DuraEdge 'Classic' Infield Mix	\$ 3,125.00
	2 Tons of ProSlide Professional Conditioner	\$ 1,360.00
	DuraPitch Mound Clay	\$ 800.00
	New 4 Way Pitching Rubber	\$ 120.00
	New All Rubber Official Home Plate	\$ 120.00
	New Base Set with Steel Anchors/Double 1 <sup>st</sup> Base	\$ 450.00
	2 – 26' Round Poly Tarps with Stakes	\$ 640.00
	Delivery	<u>\$ 600.00</u>
	Total Material Cost	\$12,215.00
<b>TOTAL COST</b>		<b>\$19,015.00</b>

**60/90 Field**

Labor and Equipment		\$ 8,000.00
Materials	2,000 SF 'Big Roll' Kentucky Bluegrass Sod	\$ 1,250.00
	50 Tons of DuraEdge Amendment	\$ 7,500.00
	25 Tons of DuraEdge 'Classic' Infield Mix	\$ 6,250.00
	3 Tons of ProSlide Professional Conditioner	\$ 2,140.00
	DuraPitch Mound Clay	\$ 800.00
	New 4 Way Pitching Rubber	\$ 120.00
	New All Rubber Official Home Plate	\$ 120.00
	New Base Set with Steel Anchors	\$ 450.00
	1 – 26' Round Home Plate Tarp	\$ 290.00
	1 – 20' Round Pitcher's Mound Tarp	\$ 190.00
	Delivery	<u>\$ 600.00</u>
	Total Material Cost	\$19,710.00
<b>TOTAL COST</b>		<b>\$27,710.00</b>

Conditions

Village of Tarrytown to mark existing irrigation and make any necessary adjustments or repairs.

Village of Tarrytown to provide a location on site to dump excess materials and debris.

Village of Tarrytown to provide a location to store equipment and materials during the work.

Sports Field Solutions to provide a new pitching rubber and home plate.

Sports Field Solutions to provide the necessary labor and equipment such as laser level, sod cutter, power edger, Skid Steer Loader with Tracks, ABI Force and all necessary hand tools.

Sports Field Solutions to provide training of staff in proper infield, pitcher's mound, and home plate maintenance upon completion of the project.

Sports Field Solutions will meet and educate user groups, if requested, to help protect the investment.

This proposal is valid until December 31, 2018

All information within this proposal shall remain the property of Sports Field Solutions, LLC and shall not be shared with other contractors, vendors, suppliers, engineers, architects, or consultants without consent.

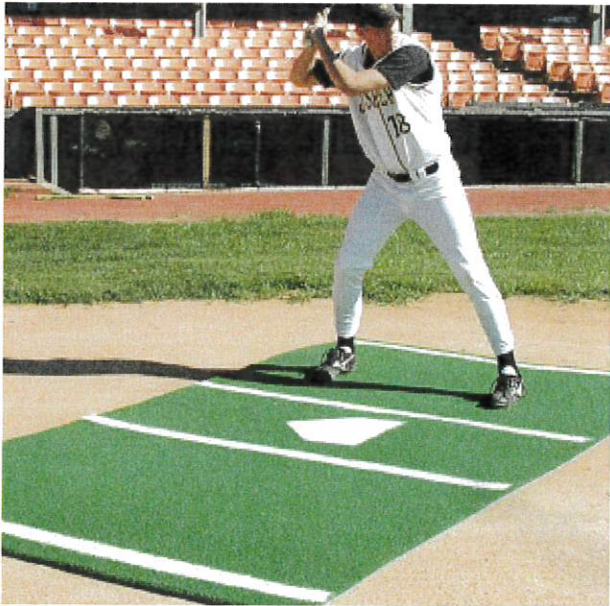
Please contact me with any questions.

Sincerely,

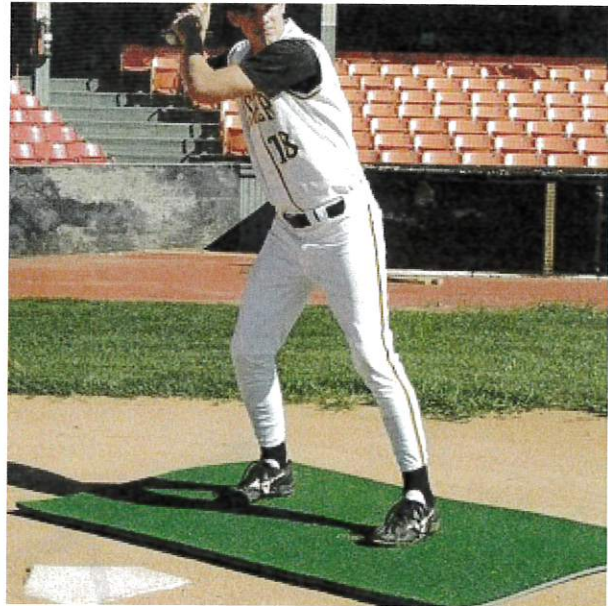
Scott Bills, CSFM  
Certified Sports Field Consultant  
Sports Field Solutions, LLC

Additional items recommended for use to help maintain and protect the ball fields.

1. Protective Mats – For use during batting, pitching and infield practice to cover the pitcher's mound and home plate batter's boxes. (Sizes 4'x6' or 4'x12')
2. Base Plugs – Bases should always be removed during infield grooming. An extra set or two of plugs should always be in stock.
3. Field Rakes – 36" with scarifying teeth, smooth edge and flat back.
4. Hand Tamps – 41/2" x 10" and 10"x10", both with socks
5. Finishing Brooms for hand work at Bases, Home Plate and Pitcher's Mound. Should not use machines or drag mats close to these areas.
6. 1" Groundskeepers Hose kit with Nozzle and Quick Connect Coupler. 50' foot lengths.
7. Back Pack or Hand Sprayer to moisten clay during Pitcher's Mound/Home Plate repairs.



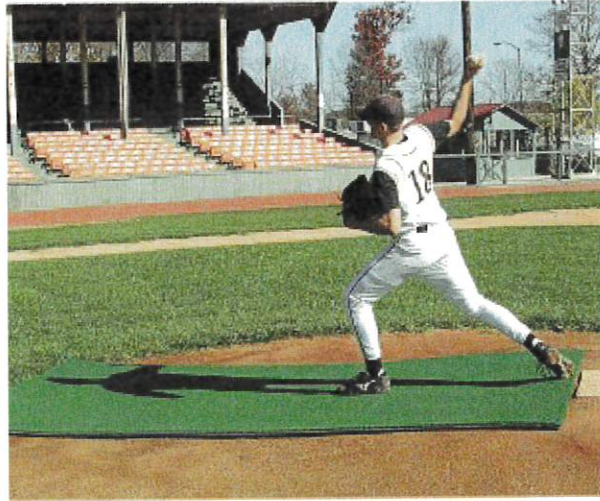
Sample 4'x12 Protective Mat



Sample 4'x6' Protective Mat



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Sample 4'x12' Pitcher's Mound Protective Mat



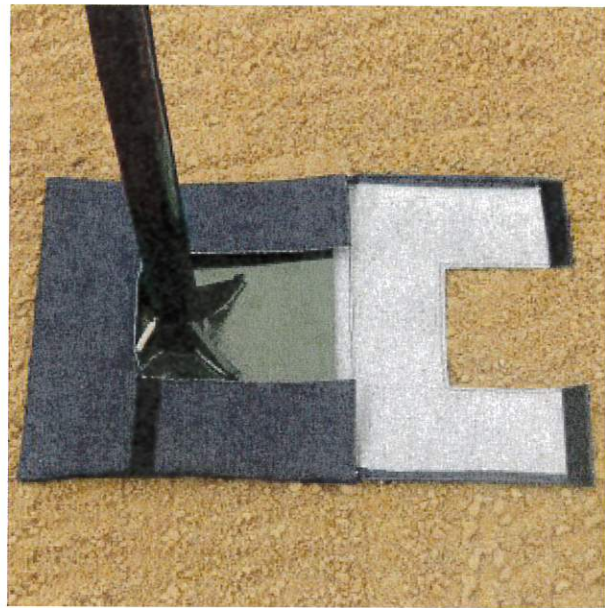
Sample Base Plug



Sample 36" Field Rake



Sample 4 1/2"x10" Finishing Tamp w/Sock



Sample 10"x10" Tamp w/Sock



Sample 7' Finishing Broom



Sample 1 inch diameter x 50 foot Groundskeeper Hose Kit



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## Kathy Deufemia

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**From:** Richard Slingerland  
**Sent:** Tuesday, June 26, 2018 11:13 AM  
**To:** Kathy Deufemia  
**Subject:** Losee Park -- Consultant, Scott Bills  
**Attachments:** LoseeFieldInfieldSkins.docx; Red Infield Mix 2015.pdf; Lite Orange Mix results.pdf; 3 mm Orange-Brown Infield Mix results.pdf; 6mm Orange-Brown Infield Mix results 4-17-17.pdf

Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, New York 10591  
914-631-1785  
fax: 914-909-1208  
e-mail: [rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)

---

**From:** Anthony Ross  
**Sent:** Tuesday, March 6, 2018 3:24 PM  
**To:** Scott Bills <[scott@sportsfieldsolutionsllc.com](mailto:scott@sportsfieldsolutionsllc.com)>  
**Cc:** Richard Slingerland <[rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)>  
**Subject:** RE: Tarrytown NY

Scott,

I managed to track down who has been providing us infield clay and have included the spec sheet analysis. The "Losee Field Infield skin" file shows all the amendments that have been bought and incorporated over the last 10 years. The "Red Infield Mix" has been the normal clay added and last year they re-graded the fields with the "Lite Orange Mix". The "3mm and 6mm Orange-Brown mix" are additional clays that they offer.

As you start to plan your trip to the NY area keep me updated and we can hopefully arrange a meeting. My Village Administrator, Richard Slingerland, will most likely accompany our talk. Also, if you plan on doing any site work locally I would love to volunteer myself for a few hours to gain some experience. Thanks.

Anthony Ross  
Parks Foreman Village of Tarrytown  
914-598-7115  
[aross@tarrytowngov.com](mailto:aross@tarrytowngov.com)

---

**From:** Scott Bills [<mailto:scott@sportsfieldsolutionsllc.com>]  
**Sent:** Wednesday, February 21, 2018 3:40 PM  
**To:** Anthony Ross <[aross@tarrytowngov.com](mailto:aross@tarrytowngov.com)>  
**Subject:** RE: Tarrytown NY

Can you find out where they have been buying material from.? If so, I'll know the analysis. If not, let me know and I'll advise you what to do.



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**From:** Anthony Ross <[aross@tarrytowngov.com](mailto:aross@tarrytowngov.com)>  
**Sent:** Wednesday, February 21, 2018 3:37:20 PM  
**To:** Scott Bills  
**Subject:** RE: Tarrytown NY

Ok that sounds great. Do you think I should have the infield mix tested before your visit or just wait for you to take a look?

---

**From:** Scott Bills [<mailto:scott@sportsfieldsolutionsllc.com>]  
**Sent:** Wednesday, February 21, 2018 3:32 PM  
**To:** Anthony Ross <[aross@tarrytowngov.com](mailto:aross@tarrytowngov.com)>  
**Subject:** Re: Tarrytown NY

Anthony

Thanks for taking the initiative to come to the course. As mentioned, I plan to be in your area sometime in mid to late March. I'll give you a heads up.

Scott

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**From:** Anthony Ross <[aross@tarrytowngov.com](mailto:aross@tarrytowngov.com)>  
**Sent:** Wednesday, February 21, 2018 2:53:50 PM  
**To:** Scott Bills  
**Subject:** Tarrytown NY

Scott,

It was nice meeting with you today and listening to your presentation at Rutgers. Your knowledge and experience would go a long way with helping Losee Park in Tarrytown achieve its goals. If you are planning a trip near the Westchester area anytime soon it would be great if you could stop over and evaluate our fields. Let me know if this is possible.

Thanks,

Anthony Ross  
Parks Foreman Village of Tarrytown  
[aross@tarrytowngov.com](mailto:aross@tarrytowngov.com)  
914-598-7115

Date	Material	Amount
7/15/08	Turface Quick Dry	2000 lbs
5/12/09	Turface MVP	2000 lbs
6/23/09	Turface MVP	2000 lbs
6/23/09	Red Infield Mix	25 yards
8/2/10	Turface MVP	2000 lbs
5/25/12	Turface Quick Dry	2000 lbs
6/23/11	Turface MVP	2000 lbs
8/15/11	Red Infield Mix	21.56 yards
4/12/13	Turface Quick Dry	2000 lbs
4/28/13	Red Infield Mix	33.86 yards
7/18/14	Turface Quick Dry	2000 lbs
10/27/13	Red Infield Mix	36.24 yards
6/10/15	Turface Quick Dry	2000 lbs
6/1/17	Turface Quick Dry	2000 lbs
6/30/17	Turface Quick Dry	2000 lbs

Regraded infields with Light Orange Mix from Carearea and Son from Portchester NY.

27,600 sq ft of material

# A. McNITT & SEREN SOIL TESTING

andy@turfsoiltesting.com  
tom@turfsoiltesting.com

306 Ravendale Road  
PA Furnace, PA 18865  
www.TurfSoilTesting.com

## Sample:

### Infield Mix

Sample Submitted By: James Carriere & Sons, Inc. - Bill Carriere

Date Received: 4-Feb-15  
Testing Dates: 2/11-2/15  
Report Date: 15-Feb-15

## Particle Size Analysis

% Gravel	5.4%
% Sand	67.9%
% Silt	14.2%
% Clay	12.5%

## Sand Sieve Size Analysis (ASTM F-1632-03)

Gravel (> 2.0 mm)	5.4%
Very Coarse Sand (2.0 - 1.0 mm)	7.9%
Coarse Sand (1.0 - 0.5 mm)	18.4%
Medium Sand (0.5 - 0.25 mm)	24.7%
Fine Sand (0.25 - 0.10 mm)	11.8%
Very Fine Sand (0.10 - 0.05 mm)	5.1%
Silt (0.05 - 0.002 mm)	14.2%
Clay (< 0.002 mm)	12.5%

Angularity / Sphericity	Acid Reaction	D15	D85
Sub-Rounded / Medium Sphericity	Slight	0.0035 mm	0.94 mm
Soil Textural Class	Silt / Clay Ratio	Color* - Dry	Color* - Wet
Sandy Loam	1:1	Light Reddish Brown	Yellowish Red
		5YR 6/4	5YR 4/6

\*Munsell Soil Color Chart



# A. McNITT & SERENSOIL TESTING

andy@turfsoiltesting.com  
tom@turfsoiltesting.com

1338 Deerfield Drive  
State College, PA 16803  
www.TurfSoilTesting.com  
610-360-5985

## Sample:

### Lite Orange Mix

Sample Submitted By: Carriere Materials, LLC

Date Received: 5-Feb-18  
Testing Dates: 2/5-2/7  
Report Date: 7-Feb-18

## Particle Size Analysis

		Pro Mix	Int. Mix	Rec. Mix
% Gravel	8.4%	≤ 5%	≤ 5%	≤ 5%
% Sand	79.6%	58% - 62%	65% - 69%	70% - 75%
% Silt	2.9%	38% - 42%	31% - 35%	25% - 30%
% Clay	9.1%			

## Sand Sieve Size Analysis (ASTM F1632-03)

		Pro Mix	Int. Mix	Rec. Mix
Gravel (> 4.0 mm)	2.6%	0%	0%	0%
Fine Gravel (4.0 - 2.0 mm)	5.8%	≤ 5%	≤ 5%	≤ 5%
Very Coarse Sand (2.0 - 1.0 mm)	16.1%			
Coarse Sand (1.0 - 0.5 mm)	31.0%	38% - 45%	45% - 50%	> 50%
Medium Sand (0.5 - 0.25 mm)	27.6%			
Fine Sand (0.25 - 0.15 mm)	3.3%			
Fine Sand (0.15 - 0.10 mm)	0.8%			
Very Fine Sand (0.10 - 0.05 mm)	0.8%			
Silt (0.05 - 0.002 mm)	2.9%	38% - 42%	31% - 35%	25% - 30%
Clay (< 0.002 mm)	9.1%			

Angularity / Sphericity	Acid Reaction	D15	D85
Sub-Rounded / Medium Sphericity	None	0.17 mm	1.5 mm

Soil Textural Class	Silt / Clay Ratio	Color* - Dry	Color* - Wet
Loamy Sand	0.3	7.5YR 6/6 reddish yellow	7.5YR 5/8 strong brown

\*Munsell Soil Color Chart

## Comments

Mix tested as received. There are currently no widely accepted standards for baseball infield mixes. Example specifications of common professional, intermediate, and recreational infield mixes are shown above for reference. In general, infield mixes that tend to perform the best contain around 70% sand, with the majority of sand in the coarse and medium categories. For fields with limited or no access to water and a low maintenance level, mixes containing 70 to 75% sand often perform well. For more intensely-managed fields with access to water and tarping, mixes with 65 to 70% sand often perform well. Professional stadiums under intense maintenance sometimes have less sand. Mixes with higher than the typical range of 65 to 75% sand can be unstable and mixes with less sand than the recommended range often remain wet for longer periods of time, require routine grooming, and may crack when dry. Silt to clay ratios of between 0.5 and 1.0 are typically desirable. Additional information on selecting and maintaining infield mixes can be found in ASTM F2107-08. It is important to note that skinned infield mixes are not designed to vertically drain. Therefore, it is important that the grade be sloped (0.5 - 1.5%) to allow water to sheet off the surface.

## A. McNitt & SerenSoil Testing

### Sample:

#### 3 mm Orange/Brown Infield Mix

Sample Submitted By: Carriere Materials LLC

Date Received:	22-Jul-17
Testing Dates:	7/22-7/24
Report Date:	24-Jul-17

#### Particle Size Analysis

		Pro Mix	Int. Mix	Rec. Mix
% Gravel	2.4%	≤ 5%	≤ 5%	≤ 5%
% Sand	69.8%	58% - 62%	65% - 69%	70% - 75%
% Silt	6.5%	38% - 42%	31% - 35%	25% - 30%
% Clay	21.3%			

#### Sand Sieve Size Analysis (ASTM F1632-03)

		Pro Mix	Int. Mix	Rec. Mix
Gravel (> 4.0 mm)	0.0%	0%	0%	0%
Fine Gravel (4.0 - 2.0 mm)	2.4%	≤ 5%	≤ 5%	≤ 5%
Very Coarse Sand (2.0 - 1.0 mm)	11.9%			
Coarse Sand (1.0 - 0.5 mm)	21.8%	38% - 45%	45% - 50%	> 50%
Medium Sand (0.5 - 0.25 mm)	22.9%			
Fine Sand (0.25 - 0.15 mm)	9.4%			
Fine Sand (0.15 - 0.10 mm)	2.3%			
Very Fine Sand (0.10 - 0.05 mm)	1.5%			
Silt (0.05 - 0.002 mm)	6.5%	38% - 42%	31% - 35%	25% - 30%
Clay (< 0.002 mm)	21.3%			

Angularity / Sphericity	Acid Reaction	D15	D85
Sub-Rounded / Medium Sphericity	None	<0.002 mm	1.0 mm

Soil Textural Class	Silt / Clay Ratio	Color* - Dry	Color* - Wet
Sandy Clay Loam	0.3	5YR 6/4	5YR 4/6
		light reddish brown	yellowish red

\*Munsell Soil Color Chart

### Comments

Mix tested as received. There are currently no widely accepted standards for baseball infield mixes. Example specifications of common professional, intermediate, and recreational infield mixes are shown above for reference. In general, infield mixes that tend to perform the best contain around 70% sand, with the majority of sand in the coarse and medium categories. For fields with limited or no access to water and a low maintenance level, mixes containing 70 to 75% sand often perform well. For more intensely-managed fields with access to water and tarping, mixes with 65 to 70% sand often perform well. Professional stadiums under intense maintenance sometimes have less sand. Mixes with higher than the typical range of 65 to 75% sand can be unstable and mixes with less sand than the recommended range often remain wet for longer periods of time, require routine grooming, and may crack when dry. Silt to clay ratios of between 0.5 and 1.0 are typically desirable. This mix generally falls between the 'intermediate' and 'recreational' mixes based on the example specifications shown above. Additional information on selecting and maintaining infield mixes can be found in ASTM F2107-08. It is important to note that skinned infield mixes are not designed to vertically drain. Therefore, it is important that the grade be sloped (0.5 - 1.5%) to allow water to sheet off the surface.

# A. McNitt & SerenSoil Testing

## Sample:

**6mm Orange/Brown Infield Mix**

Sample Submitted By: Carriere Materials LLC

Date Received:	12-Apr-17
Testing Dates:	4/12-4/17
Report Date:	17-Apr-17

## Particle Size Analysis

		Pro Mix	Int. Mix	Rec. Mix
% Gravel	5.0%	≤ 5%	≤ 5%	≤ 5%
% Sand	67.0%	58% - 62%	65% - 69%	70% - 75%
% Silt	6.8%	38% - 42%	31% - 35%	25% - 30%
% Clay	21.2%			

## Sand Sieve Size Analysis (ASTM F1632-03)

		Pro Mix	Int. Mix	Rec. Mix
Gravel (> 4.0 mm)	0.9%	0%	0%	0%
Fine Gravel (4.0 - 2.0 mm)	4.1%	≤ 5%	≤ 5%	≤ 5%
Very Coarse Sand (2.0 - 1.0 mm)	10.3%	38% - 45%	45% - 50%	> 50%
Coarse Sand (1.0 - 0.5 mm)	16.9%			
Medium Sand (0.5 - 0.25 mm)	24.3%			
Fine Sand (0.25 - 0.15 mm)	10.9%			
Fine Sand (0.15 - 0.10 mm)	2.7%			
Very Fine Sand (0.10 - 0.05 mm)	1.9%			
Silt (0.05 - 0.002 mm)	6.8%	38% - 42%	31% - 35%	25% - 30%
Clay (< 0.002 mm)	21.2%			

Angularity / Sphericity	Acid Reaction	D15	D85
Sub-Rounded / Medium Sphericity	None	<0.002 mm	1.0 mm

Soil Textural Class	Silt / Clay Ratio	Color* - Dry	Color* - Wet
Sandy Clay Loam	0.3	7.5YR 5/6	7.5YR 4/6
		strong brown	strong brown

\*Munsell Soil Color Chart

## Comments

Mix tested as received. There are currently no widely accepted standards for baseball infield mixes. Example specifications of common professional, intermediate, and recreational infield mixes are shown above for reference. In general, infield mixes that tend to perform the best contain around 70% sand, with the majority of sand in the coarse and medium categories. For fields with limited or no access to water and a low maintenance level, mixes containing 70 to 75% sand often perform well. For more intensely-managed fields with access to water and tarping, mixes with 65 to 70% sand often perform well. Professional stadiums under intense maintenance sometimes have less sand. Mixes with higher than the typical range of 65 to 75% sand can be unstable and mixes with less sand than the recommended range often remain wet for longer periods of time, require routine grooming, and may crack when dry. Silt to clay ratios of between 0.5 and 1.0 are typically desirable. This mix generally falls between the 'intermediate' and 'recreational' mixes based on the example specifications shown above. Additional information on selecting and maintaining infield mixes can be found in ASTM F2107-08. It is important to note that skinned infield mixes are not designed to vertically drain. Therefore, it is important that the grade be sloped (0.5 - 1.5%) to allow water to sheet off the surface.





7-10 Taylor

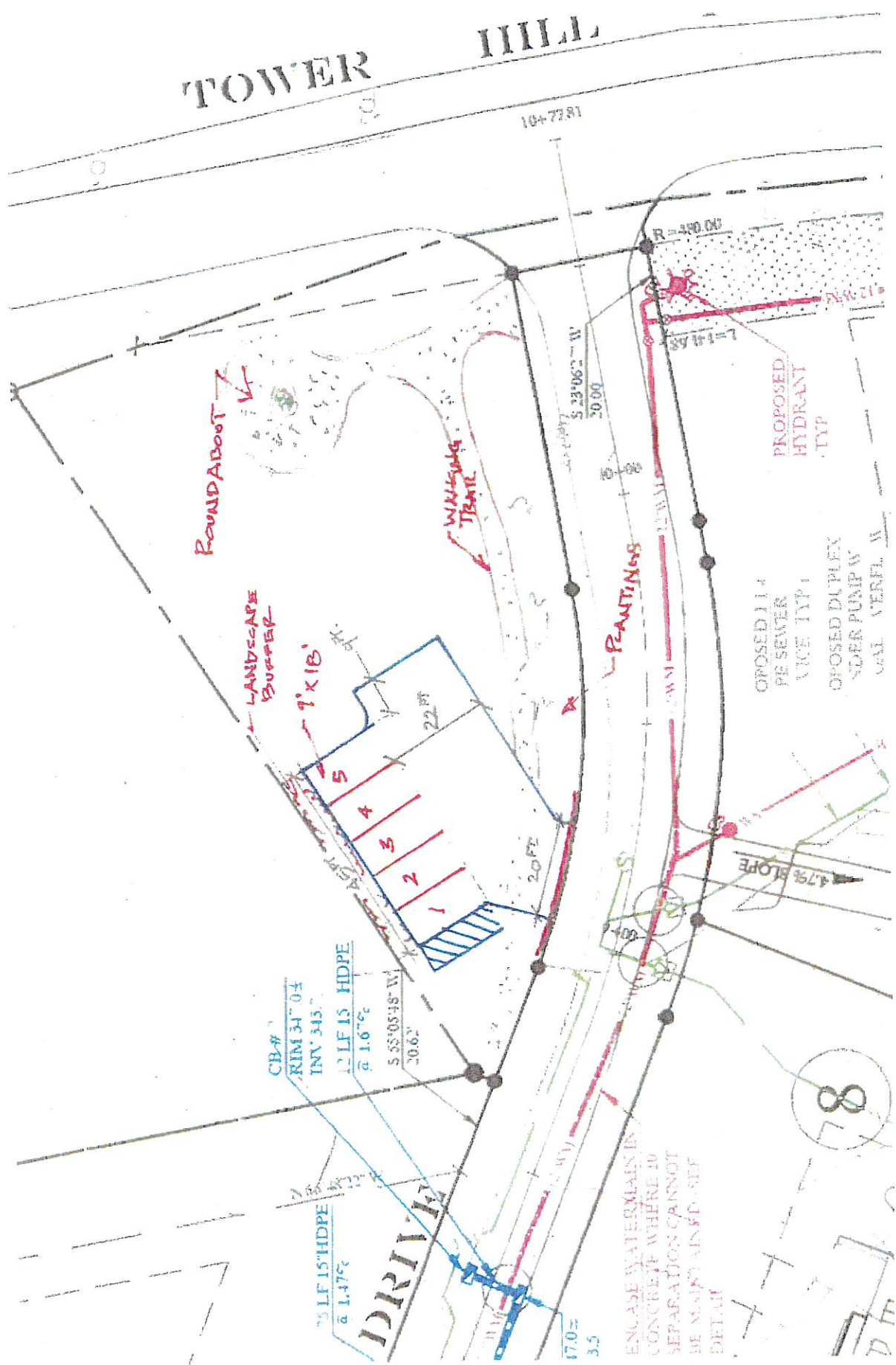
[illegible]

**Parking Area - County House & Wilson Park**

23

Checked By: JWD

[illegible]





# GovDeals Vehicle Inspection Form

18

Inventory ID:	Asset Number:	Fair Market Value:
<b>Short Description:</b> Year <u>1993</u> Make <u>John Deere</u> Model <u>544G</u>		
VIN: <u>DW544GD542162</u> Title Restriction: <input type="checkbox"/> Y <input type="checkbox"/> N		
Odometer: <u>8205</u> Hours <u>5</u> <input type="checkbox"/> Miles <input type="checkbox"/> Kilometers Odometer Accurate <input checked="" type="checkbox"/> Y <input type="checkbox"/> N:		
<b>Long Description:</b> This Vehicle: <input type="checkbox"/> Starts <input checked="" type="checkbox"/> Starts with a Boost & <input type="checkbox"/> Runs/Driveable <input type="checkbox"/> Engine Runs <input type="checkbox"/> Does Not Run <input type="checkbox"/> For Parts Only Engine Type: <u>L, V</u> <input type="checkbox"/> Gas <input type="checkbox"/> Diesel Engine <input type="checkbox"/> Propane/Natural Gas <input type="checkbox"/> Gas/Electric Hybrid Engine Condition: <input checked="" type="checkbox"/> Runs <input type="checkbox"/> Needs repair <input type="checkbox"/> Is in unknown condition Repairs needed: <u>Front &amp; Rear Axle seals leak Hydraulic Fluid</u> This vehicle was maintained every <u>          </u> <input type="checkbox"/> Days <input type="checkbox"/> Hours <input type="checkbox"/> Miles Date Removed From Service: <u>2016</u> Maintenance Records: <input type="checkbox"/> Available <input type="checkbox"/> Not Available For Inspection <b>Transmission:</b> <input checked="" type="checkbox"/> Automatic <input type="checkbox"/> Manual <u>Speed</u> Condition: <input type="checkbox"/> Operable <input type="checkbox"/> Needs repair <input type="checkbox"/> Is Unknown Condition Repairs Needed: <u>          </u> <b>Drivetrain:</b> <input type="checkbox"/> 2 Wheel Drive <input checked="" type="checkbox"/> 4 Wheel Drive Condition: <u>          </u>		
<b>Exterior:</b> Color: <u>yellow</u> Windows: <input type="checkbox"/> No Cracked Glass <input checked="" type="checkbox"/> Cracked Minor: <input type="checkbox"/> Dents <input type="checkbox"/> Scratches <input type="checkbox"/> Dings Tire Condition: <u>good</u> Tread: <u>          </u> #Flat <u>          </u> Hubcaps # <u>          </u> Major Damage to: <u>Right Front glass cracked</u> Additional Damage: <u>Rust Bottom of Door</u> Decals: <input type="checkbox"/> None <input type="checkbox"/> Have Been Sprayed or <input type="checkbox"/> Have been Removed & <input type="checkbox"/> Impressions Remain <input type="checkbox"/> No Impressions Emergency equip: <input type="checkbox"/> None <input type="checkbox"/> Has been removed & <input type="checkbox"/> There are holes in the exterior <input type="checkbox"/> There are no holes		
<b>Interior:</b> Color <u>Brown</u> <input checked="" type="checkbox"/> Cloth <input type="checkbox"/> Vinyl <input type="checkbox"/> Leather Damage to Seats: <u>needs roof liner</u> Damage to Dash/Floor: <u>          </u> Radio: <input type="checkbox"/> Stock or <input type="checkbox"/> Brand & Model: <u>          </u> <input type="checkbox"/> AM <input type="checkbox"/> AM/FM <input type="checkbox"/> AM/FM Cassette <input type="checkbox"/> AM/FM CD <input type="checkbox"/> AC (Condition: <input type="checkbox"/> Cold <input type="checkbox"/> Unknown) <input checked="" type="checkbox"/> No AC Air Bags: <input type="checkbox"/> Driver's Side <input type="checkbox"/> Dual <input type="checkbox"/> Cruise Control <input type="checkbox"/> Tilt Steering <input type="checkbox"/> Remote Mirrors <input type="checkbox"/> Climate Control Power: <input checked="" type="checkbox"/> Steering <input type="checkbox"/> Windows <input type="checkbox"/> Door Locks <input type="checkbox"/> Seats		
<b>Additional Equipment:</b> <u>          </u> Manufacturer <u>          </u> Model <u>          </u> Serial # <u>          </u> <input type="checkbox"/> Tool Box <input type="checkbox"/> Light Bar <input type="checkbox"/> Ladder Rack <input type="checkbox"/> Utility Body: Brand <u>          </u> <input type="checkbox"/> Hitch: Type <u>          </u>		
<b>Location of Asset:</b> <u>          </u> <b>For more information contact:</b> <u>          </u> <b>Reminder:</b> Do not close items on or surrounding a Holiday, on Friday nights, or Weekends. Stagger closing times by 10 minutes.		

# GovDeals Vehicle Inspection Form

Inventory ID:	Asset Number:	Fair Market Value:
<b>Short Description:</b> Year <u>1998</u> Make <u>MAZDA</u> Model <u>RD688S</u>		
VIN: <u>1M2P296C7WM036831</u> Title Restriction: <input type="checkbox"/> Y <input type="checkbox"/> N		
Odometer: <u>105338</u> <input checked="" type="checkbox"/> Miles <input type="checkbox"/> Kilometers Odometer Accurate <input checked="" type="checkbox"/> Y <input type="checkbox"/> N:		
<b>Long Description:</b> This Vehicle: <input checked="" type="checkbox"/> Starts <input type="checkbox"/> Starts with a Boost & <input type="checkbox"/> Runs/Driveable <input type="checkbox"/> Engine Runs <input type="checkbox"/> Does Not Run <input type="checkbox"/> For Parts Only Engine Type: <u>L, V</u> <input type="checkbox"/> Gas <input checked="" type="checkbox"/> Diesel Engine <input type="checkbox"/> Propane/Natural Gas <input type="checkbox"/> Gas/Electric Hybrid Engine Condition: <input checked="" type="checkbox"/> Runs <input type="checkbox"/> Needs repair <input type="checkbox"/> is in unknown condition Repairs needed: <u>passenger side gas tank needs strap</u> This vehicle was maintained every _____ <input type="checkbox"/> Days <input type="checkbox"/> Hours <input type="checkbox"/> Miles Date Removed From Service: _____ Maintenance Records: <input type="checkbox"/> Available <input type="checkbox"/> Not Available For Inspection Transmission: <input checked="" type="checkbox"/> Automatic <input type="checkbox"/> Manual Speed Condition: <input type="checkbox"/> Operable <input type="checkbox"/> Needs repair <input type="checkbox"/> Is Unknown Condition Repairs Needed: <u>FRONT tranny seal Leaks</u> Drivetrain: <input checked="" type="checkbox"/> 2 Wheel Drive <input type="checkbox"/> 4 Wheel Drive Condition: _____		
<b>Exterior:</b> Color: <u>green &amp; white</u> Windows: <input type="checkbox"/> No Cracked Glass <input checked="" type="checkbox"/> Cracked <u>passenger side windshield</u> Minor: <input type="checkbox"/> Dents <input type="checkbox"/> Scratches <input type="checkbox"/> Dings Tire Condition: <u>good</u> Tread: _____ #Flat _____ Hubcaps # _____ Major Damage to: _____ Additional Damage: _____ Decals: <input type="checkbox"/> None <input type="checkbox"/> Have Been Sprayed or <input type="checkbox"/> Have been Removed & <input type="checkbox"/> Impressions Remain <input type="checkbox"/> No Impressions Emergency equip: <input type="checkbox"/> None <input type="checkbox"/> Has been removed & <input type="checkbox"/> There are holes in the exterior <input type="checkbox"/> There are no holes		
<b>Interior:</b> Color: <u>Dark grey</u> <input type="checkbox"/> Cloth <input checked="" type="checkbox"/> Vinyl <input type="checkbox"/> Leather Damage to Seats: _____ Damage to Dash/Floor: _____ Radio: <input type="checkbox"/> Stock or <input type="checkbox"/> Brand & Model: <u>Panasonic</u> <input type="checkbox"/> AM <input type="checkbox"/> AM/FM <input checked="" type="checkbox"/> AM/FM Cassette <input type="checkbox"/> AM/FM CD <input type="checkbox"/> AC (Condition: <input type="checkbox"/> Cold <input type="checkbox"/> Unknown) <input checked="" type="checkbox"/> No AC Air Bags: <input type="checkbox"/> Driver's Side <input type="checkbox"/> Dual <input type="checkbox"/> Cruise Control <input type="checkbox"/> Tilt Steering <input type="checkbox"/> Remote Mirrors <input type="checkbox"/> Climate Control Power: <input checked="" type="checkbox"/> Steering <input type="checkbox"/> Windows <input type="checkbox"/> Door Locks <input type="checkbox"/> Seats		
<b>Additional Equipment:</b> _____ Manufacturer _____ Model _____ Serial # _____ <input type="checkbox"/> Tool Box <input type="checkbox"/> Light Bar <input type="checkbox"/> Ladder Rack <input type="checkbox"/> Utility Body: Brand _____ <input type="checkbox"/> Hitch: Type _____		
<b>Location of Asset:</b> _____ <b>For more information contact:</b> _____ <b>Reminder:</b> Do not close items on or surrounding a Holiday, on Friday nights, or Weekends. Stagger closing times by 10 minutes.		

**GovDeals Vehicle Inspection Form**

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<b>Inventory ID:</b>	<b>Asset Number:</b>	<b>Fair Market Value:</b>
<b>Short Description:</b>		
Year <u>2008</u>	Make <u>Ford</u>	Model <u>Crown Vic</u>
VIN: <u>2FAHP71V78X1173017</u>		Title Restriction: <input type="checkbox"/> Y <input type="checkbox"/> N
Odometer: <u>671193</u>		<input checked="" type="checkbox"/> Miles <input type="checkbox"/> Kilometers Odometer Accurate <input checked="" type="checkbox"/> Y <input type="checkbox"/> N
<b>Long Description:</b>		
This Vehicle: <input type="checkbox"/> Starts <input checked="" type="checkbox"/> Starts with a Boost & <input type="checkbox"/> Runs/Driveable <input type="checkbox"/> Engine Runs <input type="checkbox"/> Does Not Run <input type="checkbox"/> For Parts Only		
Engine Type: <u>L, V</u> <input checked="" type="checkbox"/> Gas <input type="checkbox"/> Diesel Engine <input type="checkbox"/> Propane/Natural Gas <input type="checkbox"/> Gas/Electric Hybrid		
Engine Condition: <input checked="" type="checkbox"/> Runs <input type="checkbox"/> Needs repair <input type="checkbox"/> is in unknown condition		
Repairs needed: _____		
This vehicle was maintained every _____ <input type="checkbox"/> Days <input type="checkbox"/> Hours <input type="checkbox"/> Miles		
Date Removed From Service: _____ Maintenance Records: <input type="checkbox"/> Available <input type="checkbox"/> Not Available For Inspection		
Transmission: <input checked="" type="checkbox"/> Automatic <input type="checkbox"/> Manual _____ Speed Condition: <input type="checkbox"/> Operable <input type="checkbox"/> Needs repair <input type="checkbox"/> Is Unknown Condition		
Repairs Needed: _____		
Drivetrain: <input checked="" type="checkbox"/> 2 Wheel Drive <input type="checkbox"/> 4 Wheel Drive Condition: _____		
<b>Exterior:</b> Color: <u>White</u> Windows: <input checked="" type="checkbox"/> No Cracked Glass <input type="checkbox"/> Cracked		
Minor: <input type="checkbox"/> Dents <input type="checkbox"/> Scratches <input type="checkbox"/> Dings Tire Condition: <u>good</u> Tread: _____ #Flat _____ Hubcaps # _____		
Major Damage to: _____		
Additional Damage: <u>Left Rear Quarter dent, paint peeling on hood</u>		
<b>Decals</b> <input type="checkbox"/> None <input type="checkbox"/> Have Been Sprayed or <input type="checkbox"/> Have been Removed & <input type="checkbox"/> Impressions Remain <input type="checkbox"/> No Impressions		
Emergency equip: <input type="checkbox"/> None <input checked="" type="checkbox"/> Has been removed & <input checked="" type="checkbox"/> There are holes in the exterior <input type="checkbox"/> There are no holes		
<b>Interior:</b> Color <u>Blue</u> <input type="checkbox"/> Cloth <input type="checkbox"/> Vinyl <input type="checkbox"/> Leather		
Damage to Seats: _____		
Damage to Dash/Floor: _____		
Radio: <input checked="" type="checkbox"/> Stock or <input type="checkbox"/> Brand & Model: _____ <input type="checkbox"/> AM <input checked="" type="checkbox"/> AM/FM <input type="checkbox"/> AM/FM Cassette <input type="checkbox"/> AM/FM CD		
<input checked="" type="checkbox"/> AC (Condition: <input type="checkbox"/> Cold <input checked="" type="checkbox"/> Unknown) <input type="checkbox"/> No AC Air Bags: <input type="checkbox"/> Driver's Side <input checked="" type="checkbox"/> Dual		
<input type="checkbox"/> Cruise Control <input checked="" type="checkbox"/> Tilt Steering <input checked="" type="checkbox"/> Remote Mirrors <input type="checkbox"/> Climate Control		
Power: <input checked="" type="checkbox"/> Steering <input checked="" type="checkbox"/> Windows <input checked="" type="checkbox"/> Door Locks <input checked="" type="checkbox"/> Seats		
<b>Additional Equipment:</b> _____		
Manufacturer _____ Model _____ Serial # _____		
<input type="checkbox"/> Tool Box <input type="checkbox"/> Light Bar <input type="checkbox"/> Ladder Rack <input type="checkbox"/> Utility Body: Brand _____ <input type="checkbox"/> Hitch: Type _____		
<b>Location of Asset:</b> _____		
<b>For more information contact:</b> _____		
<b>Reminder:</b> Do not close items on or surrounding a Holiday, on Friday nights, or Weekends. Stagger closing times by 10 minutes.		





TARRYTOWN POLICE DEPARTMENT  
OFFICE MEMORANDUM

**DATE:** June 14, 2018

**FROM:** Lt. Budnar

**TO:** Chief Barbelet / Carol Booth

**SUBJECT:** Village Code Changes:

- Recreation Lot Parking
- West Main St Metered Parking

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### Recreation Lot West Main St Metered Parking

Currently Village code 291 does not address parking regulations regarding the Recreation Lot (herein referred to as Lot E). Village Code 291 does address areas reserved for parking permit holders. The following code changes are being requested (amendment request in underlined highlighted print, existing language to remain is in plain times font, language to be removed is in italic single struck);

#### § 291-46.1 Resident Recreation Permits.

Upon submitting to the Village Treasurer a properly completed, signed application the Village Treasurer shall issue to any owner of a passenger or suburban vehicle who is a resident of the Village of Tarrytown a resident recreation parking permit consisting of a numbered permit. Such permit shall be valid for a period of no more than one year and shall expire, in any event, on May 31 of each year. The permit shall only be valid on one vehicle at a time.

§ 291-52. Areas reserved for parking permit holders.

The following off-street parking areas shall be reserved exclusively for holders of parking permits issued under §§ 291-45 through 291-51 of this article. It shall be unlawful for any person to park any vehicle in such areas unless such person is the holder of a valid parking permit for such vehicle.

- A. Resident parking permits: *Depot Plaza Parking* Lot **A**, McKeel Avenue Parking Lot, South Broadway Parking Lot, South Washington Street Parking Lot, South

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TARRYTOWN POLICE DEPARTMENT  
OFFICE MEMORANDUM

Washington Street Parking Lot West, ~~Green Street North Parking Lot, Green Street South Parking Lot, West Main Street Parking Lot, Losee Park Parking Lot,~~ Lot C, Lot D, Lot F, Lot G and West Elizabeth Street Parking Lot.

1) Resident Recreation Parking Permits: Lot E

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**Metered Parking on West Main Street**

Village code 291-90 regulates Parking Meter Zones. The following code addition is being requested (amendment request in underlined highlighted print, existing language to remain is in plain times font);

§ 291-90. Schedule XXV: Parking Meter Zones.

The following streets or parts of streets shall constitute parking meter zones:

<u>Name of Street</u>	<u>Side</u>	<u>Location</u>
<u>West Main Street</u>	<u>North</u>	<u>From a point 70 feet west of Green Street for a distance of 105 feet.</u>
<u>West Main Street</u>	<u>North</u>	<u>From Orchard Drive to Rivers Edge Drive</u>
<u>West Main Street</u>	<u>North</u>	<u>From a point of 47 feet west of Rivers Edge Drive for a distance of 75 feet.</u>
<u>West Main Street</u>	<u>South</u>	<u>From the cul-de-sac westbound for a point of 130 feet.</u>
<u>West Main Street</u>	<u>South</u>	<u>From Rivers Edge Dr to Orchard Drive.</u>
<u>West Main Street</u>	<u>South</u>	<u>From a point 70 feet west of Green Street for a distance of 105 feet in a westerly direction.</u>



# Parking Meter Rates

## **Parking Meter Rates**

- Meter Rate: \$1.50/hour (pay here or with PayByphone)
- Receipt does not need to be displayed
- Maximum Daily Payment \$12
- Meters Enforced 6AM - Midnight
- Multi-day Parking requires additional payment for each day. Must be done through PayByPhone.
- See lot signs for parking regulations.

# Parking Lot Regulations



## **LOT A PARKING REGULATIONS**

### **Parking Allowed As Follows**

- **Monday - Friday      6AM - 2PM**

Resident Commuter Permits ONLY

- **Monday - Friday      2PM - Midnight**

Permits- All Tarrytown Parking Permits

Meters- All Others Must Pay at Pay Station or with  
PayByphone (remember your space number)

- **Unrestricted Free Parking**

- **Monday - Friday      Midnight - 6AM**
- **Weekends & \*Holidays**

- **No Parking December 1 - March 30      3AM - 4AM**

\* Holidays: See [tarrytowngov.com](http://tarrytowngov.com) for list of Village Holidays

# LOT C PARKING REGULATIONS

## Parking Allowed As Follows

- **Monday - Friday      6AM - 2PM**

Permits- Resident & Non-Resident Commuter Permits

Meters- All Others Must Pay at Pay Station or with  
PayByphone (remember your space number)

- **Monday - Friday      2PM - Midnight**

Permits- All Tarrytown Parking Permits

Meters- All Others Must Pay at Pay Station or with  
PayByphone (remember your space number)

- **Unrestricted Free Parking**

- **Monday - Friday    Midnight - 6AM**

- **Weekends & \*Holidays**

- **No Parking December 1 - March 30    3AM - 4AM**

\* Holidays: See [tarrytowngov.com](http://tarrytowngov.com) for list of Village Holidays

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## **LOT D PARKING REGULATIONS**

### **Parking Allowed As Follows**

- **Monday - Friday      6AM - 2PM**

Permits- Resident & Non-Resident Commuter Permits

Meters- All Others Must Pay at Pay Station or with  
PayByphone (remember your space number)

- **Monday - Friday      2PM - Midnight**

Permits- All Tarrytown Parking Permits

Meters- All Others Must Pay at Pay Station or with  
PayByphone (remember your space number)

- **Unrestricted Free Parking**

- **Monday - Friday    Midnight - 6AM**
- **Weekends & \*Holidays**

- **Overnight Parking Permitted January 1 – December 31**

\* Holidays: See [tarrytowngov.com](http://tarrytowngov.com) for list of Village Holidays



# LOT F PARKING REGULATIONS

## Parking Allowed As Follows

- **Monday - Friday      6AM - 2PM**

Permits- Resident & Non-Resident Commuter Permits

Meters- All Others Must Pay at Pay Station or with  
PayByphone (remember your space number)

- **Monday - Friday      2PM - Midnight**

Permits- All Tarrytown Parking Permits

Meters- All Others Must Pay at Pay Station or with  
PayByphone (remember your space number)

- **Unrestricted Free Parking**

- **Monday - Friday    Midnight - 6AM**
- **Weekends & \*Holidays**

- **No Parking December 1 - March 30    3AM - 4AM**

\* Holidays: See [tarrytowngov.com](http://tarrytowngov.com) for list of Village Holidays

# LOT G PARKING REGULATIONS

## Parking Allowed As Follows

- **Monday - Saturday 6AM - 2PM**

Permits- Resident & Non-Resident Commuter Permits  
Tarrytown Recreation Permits (3 Hr Maximum)

Meters- All Others Must Pay at Pay Station or with  
PayByphone (remember your space number)

- **Monday - Saturday 2PM - Midnight**

Permits- All Tarrytown Parking Permits

Meters- All Others Must Pay at Pay Station or with  
PayByphone (remember your space number)

- **Unrestricted Free Parking**

- **Monday - Friday Midnight - 6AM**
- **Weekends & \*Holidays**

- **No Parking December 1 - March 30 3AM - 4AM**

\* Holidays: See [tarrytowngov.com](http://tarrytowngov.com) for list of Village Holidays

# **LOT E PARKING REGULATIONS**

**Tarrytown Recreation  
Permit Holders ONLY**

**For use of the Tarrytown  
Recreation facilities**

**6 Hour Maximum Limit Monday-Friday**

**Lot Open 5AM-11PM**





Current Village Code:

Village of Tarrytown, NY, Thursday, July 5, 2018

## Chapter 291. Vehicles and Traffic

### Article VI. Permit Parking

#### § 291-52. Areas reserved for parking permit holders.

The following off-street parking areas shall be reserved exclusively for holders of parking permits issued under §§ **291-45** through **291-51** of this article. It shall be unlawful for any person to park any vehicle in such areas unless such person is the holder of a valid parking permit for such vehicle.

A. Resident parking permits: Depot Plaza Parking Lot, McKeel Avenue Parking Lot, South Broadway Parking Lot, South Washington Street Parking Lot, South Washington Street Parking Lot West, Green Street North Parking Lot, Green Street South Parking Lot, West Main Street Parking Lot, Losee Park Parking Lot, and West Elizabeth Street Parking Lot. [Amended 3-19-2012; 12-3-2012; 3-21-2016]

#### Proposed Changed Code

In Part A -- deletes lot names, and changes the lot names to Letters, also adds Subsection 1. **Language in Bold shows what the new language is.**

#### §291-52. Areas reserved for parking permit holders.

The following off-street parking areas shall be reserved exclusively for holders of parking permits issued under §291-45 through 291-51 of this article. It shall be unlawful for any person to park any vehicle in such areas unless such person is the holder of a valid parking permit for such vehicle.

A. Resident parking permits Lot **A**, McKeel Avenue Parking Lot, South Broadway Parking Lot, South Washington Street Parking Lot, South Washington Street Parking Lot West, **Lot C, Lot D, Lot F, Lot G** and West Elizabeth Street Parking Lot.

**(1) Resident Recreation Parking Permits: Lot E**





## Kathy Deufemia

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**From:** Richard Slingerland  
**Sent:** Monday, June 25, 2018 8:07 PM  
**To:** Kathy Deufemia  
**Cc:** Dan Pennella; Howard Wessells  
**Subject:** FW: Tri-Village Reimbursement Agreement

Kathy:

Please put on the July 11 Work Session.

Rich

Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, New York 10591  
914-631-1785  
fax: 914-909-1208  
e-mail: [rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)

---

**From:** EngineerAdmin <[engineeradmin@briarcliffmanor.org](mailto:engineeradmin@briarcliffmanor.org)>  
**Sent:** Monday, June 25, 2018 10:36 AM  
**To:** David Turiano <[DTuriano@briarcliffmanor.org](mailto:DTuriano@briarcliffmanor.org)>; wballard@sleepyhollowny.org; Dan Pennella <[DPennella@tarrytowngov.com](mailto:DPennella@tarrytowngov.com)>  
**Cc:** Philip Zegarelli <[pzegarelli@briarcliffmanor.org](mailto:pzegarelli@briarcliffmanor.org)>; Richard Slingerland <[rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)>; agiaccio@villageofsleepyhollow.org  
**Subject:** FW: Tri-Village Reimbursement Agreement

Please see the below email from Jerry Wetzel of the DOT. This is good news. Timing is favorable in that 30" Water Main relocation work could be pushed to the winter months, with lower water demands.

Villages of Sleepy Hollow and Tarrytown – How do we stand on the resolutions pertaining to DOT reimbursements? If there is anything my office can do, please advise.

Karen Johnson  
For David J. Turiano, P.E.  
Village of Briarcliff Manor  
Building/ Engineering Department  
1111 Pleasantville Road  
Briarcliff Manor, NY, 10510  
Phone # (914) 944- 2770  
[engineeradmin@briarcliffmanor.org](mailto:engineeradmin@briarcliffmanor.org)

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**From:** Wetzel, Jerry (DOT) <[Jerry.Wetzel@dot.ny.gov](mailto:Jerry.Wetzel@dot.ny.gov)>  
**Sent:** Friday, June 22, 2018 11:23 AM  
**To:** David Turiano <[DTuriano@briarcliffmanor.org](mailto:DTuriano@briarcliffmanor.org)>; EngineerAdmin <[engineeradmin@briarcliffmanor.org](mailto:engineeradmin@briarcliffmanor.org)>



## Kathy Deufemia

**From:** Richard Slingerland  
**Sent:** Tuesday, June 26, 2018 3:14 PM  
**To:** Kathy Deufemia  
**Subject:** FW: RverWalk July 11 Work session

Richard Slingerland  
 Village Administrator  
 Village of Tarrytown  
 One Depot Plaza  
 Tarrytown, New York 10591  
 914-631-1785  
 fax: 914-909-1208  
 e-mail: [rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)

**From:** Katz, Philip <Philip.Katz@stantec.com>  
**Sent:** Tuesday, June 26, 2018 8:51 AM  
**To:** Richard Slingerland <rslingerland@tarrytowngov.com>; Drew Fixell (external) <drew.fixell@gmail.com>; Tom Butler <tbutler@tarrytowngov.com>; Becky McGovern (external) <becky1874mcgov@gmail.com>; Robert Hoyt (external) <hrdmjj@gmail.com>; Doug Zollo <dzollo@tarrytowngov.com>; Karen Brown (External) <cageybeez@live.com>; mary McGee (external) <mlm39br@gmail.com>  
**Cc:** Amy Kacala <akacala@scenichudson.org>; David Aukland-External <aukland1@verizon.net>; William Brady <wbb4@westchestergov.com>; Hammerberg, Thomas <Thomas.Hammerberg@stantec.com>  
**Subject:** RE: RverWalk Open House

Richard:

Just wanted to clarify the routes.

1. There are two connections proposed for connecting to the new Bridge Shared Use Path. One would be via a path and stairs under the new bridge, utilizing a refurbished railroad signal bridge to get across the tracks. The other connection would be an accessible route which travels along Route 9 via a new path and bridge over the thruway to be constructed by NYSTA. Once to Paulding, the path would cut through the JCC and then thru Montefiore, connecting to the existing trail along the water.
2. To connect the existing terminus of RiverWalk south of the bridge and east of the railroad to the terminus north of the bridge and west of the tracks in Losee Park, there are 3 options:
  - a. Build a waterfront path, west of the railroad from Losee Park and cross the railroad via a new bridge a Van Wart Street.
  - b. Build a waterfront path from Losee Park and continue southerly beyond Van Wart, connecting to the node in the trail on the Montefiore Property.
  - c. Build a waterfront path from Losee Park to the new bridge, crossing at the signal bridge and then progressing southerly, east of the tracks and connecting to the existing Van Wart cul de sac, between the existing homes and the railroad.

Hopefully, this clarifies the project.

Philip J. Katz, P.E.  
 Associate



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55 Church Street, Suite 601  
New Haven, CT 06510  
philip.katz@stantec.com  
203-495-1645  
917-224-1628 (cell)

Stantec



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Please consider the environment before printing this email.

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**From:** Richard Slingerland [mailto:rslingerland@tarrytowngov.com]

**Sent:** Monday, June 25, 2018 7:40 PM

**To:** Drew Fixell (external) <drew.fixell@gmail.com>; Tom Butler <tbutler@tarrytowngov.com>; Becky McGovern (external) <becky1874mcgov@gmail.com>; Robert Hoyt (external) <hrdmjj@gmail.com>; Doug Zollo <dzollo@tarrytowngov.com>; Karen Brown (External) <cageybeez@live.com>; mary McGee (external) <mlm39br@gmail.com>

**Cc:** Amy Kacala <akacala@scenichudson.org>; David Aukland-External <aukland1@verizon.net>; William Brady <wbb4@westchestergov.com>; Katz, Philip <Philip.Katz@stantec.com>; Hammerberg, Thomas <Thomas.Hammerberg@stantec.com>

**Subject:** RverWalk Open House

Drew, Tom, Becky, Bobby, Doug, Karen and Mary:

Good afternoon. I hope you're getting a chance to enjoy the beautiful day!

Yesterday at the JCC we had a good open house, with about 60 or so people who attended the session on the proposals for the new RiverWalk connection over the Metro North railroad tracks, between Montefiore and Losee Park. While I'll share the plans under conceptual review at this point, there are basically 3 to 4 options –

1. have a crossing by Paulding and Van Wart and/or Montefiore;
2. have a crossing under the New Bridge with a "switch-back" to get down to the river elevation,
3. have a crossing down towards west of Tappan Landing, with most of the path being on the east side of the tracks; and
4. have 2 paths across Metro North – one by Montefiore and one by Losee.

Another alternative amendment would be to create a path through an easement through JCC's driveway and into the woods behind it crossing through the Montefiore woods.

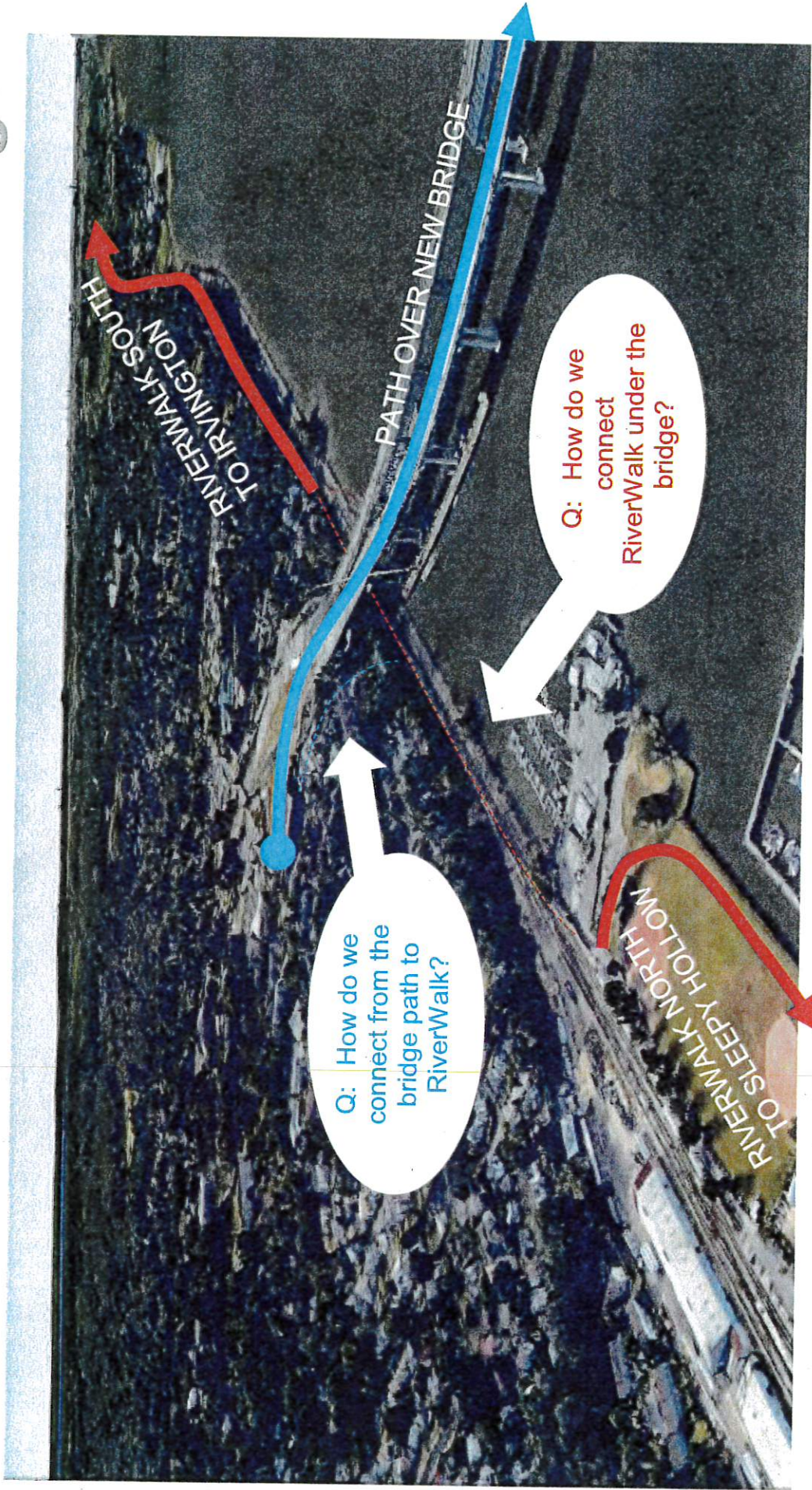
A vast majority of attendees were either in favor of the project, or willing to go along with it.

A group of residents from Tappan Landing expressed strong concerns about the project and said that nothing should be done, because it is a drain on Village residents and tax payers and takes up our time and tax dollars. To discuss this further, they requested a meeting with you all to hear their concerns. If you're willing and able to accommodate their request for a meeting, based on your schedules, I was going to suggest that we have it prior to the Board meeting on Monday July 16, 2018, so we can have a real discussion with them, and avoid prolonging the Regular Meeting after. So I'd suggest an early start at 6:30 p.m. to 7:30 p.m. or so, and we can move down the Board Meeting right after.

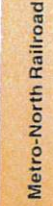
If there are no objections, I will set this up. If you have any questions, please let me know.

Respectfully,

# Connecting Riverwalk Under The New Bridge



TARRYTOWN RIVERWALK EXTENSION OPEN HOUSE 06.24.2018



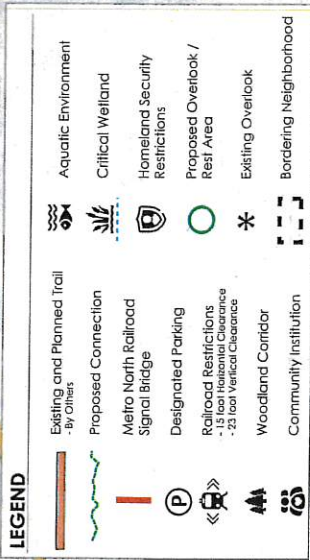


# EXISTING CONDITIONS



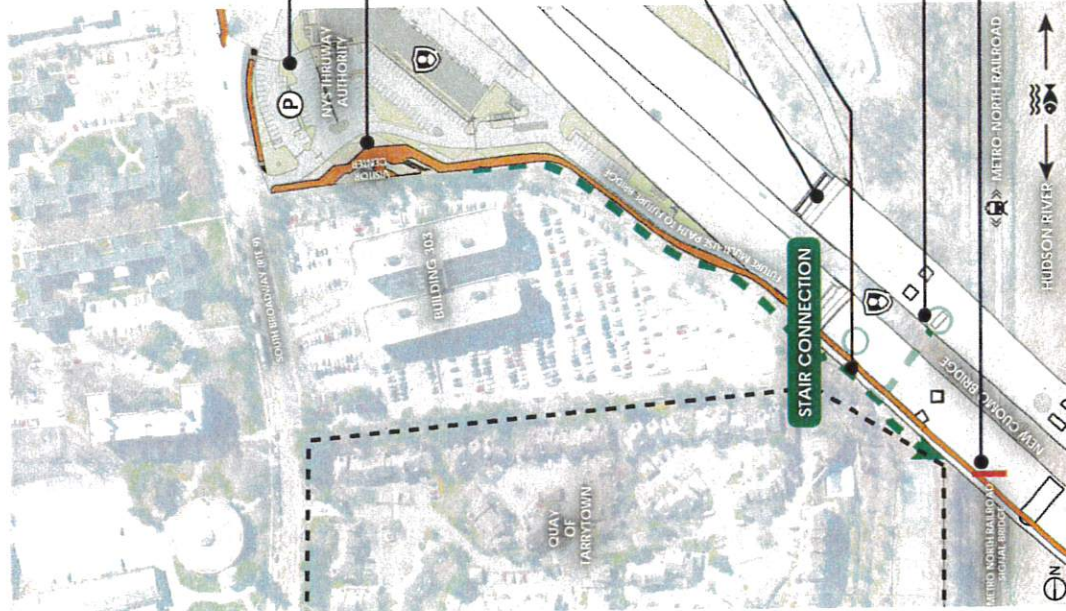


## How will we connect to...





# Connect to the Shared-Use Path with a... STAIR CONNECTION



Designated, shared parking with NYS Thruway Authority

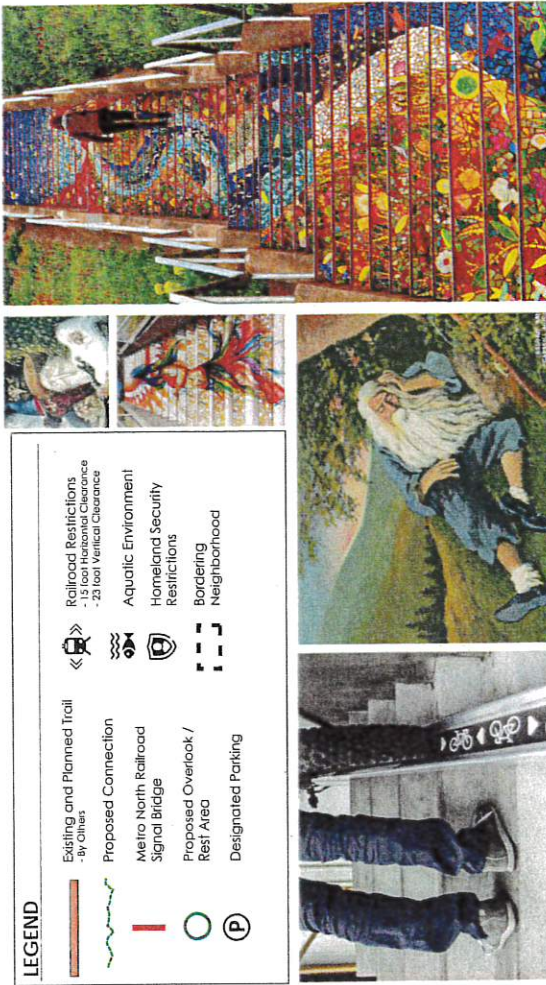
Direct connection to Visitor Center and Parking

Avoid bridge piers, abutments and tunnels per Homeland Security measures

Create artistic mural featuring Tarrytown and local culture along stair treads

Provide overlooks at multiple points along stair run

Connect to rehabilitated, railroad signal bridge to be transformed into a pedestrian bridge



## LEGEND

- Existing and Planned Trail or Shores
- Proposed Connection
- Metro North Railroad Signal Bridge
- Proposed Overlook / Rest Area
- Designated Parking
- Railroad Restrictions - 23 foot Vertical Clearance
- Aquatic Environment
- Homeland Security Restrictions
- Bordering Neighborhood

## PRECEDENT IMAGES - STAIR MURAL

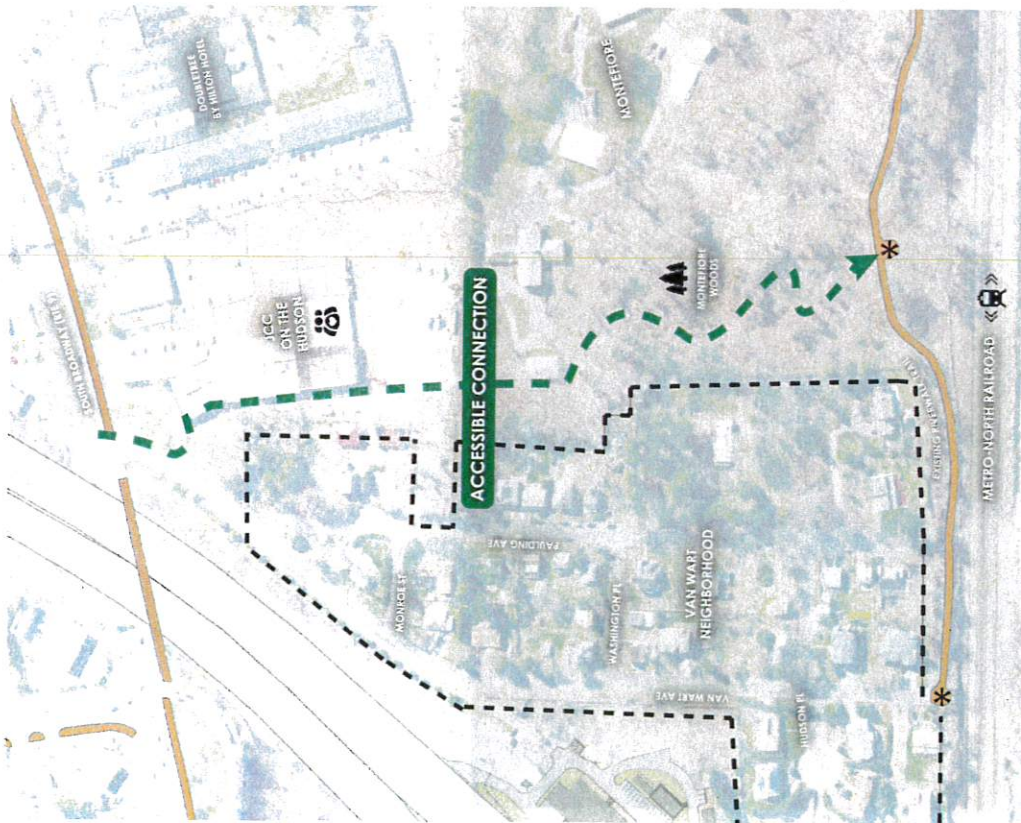


## RENDERING OF REHABILITATED, RAILROAD SIGNAL BRIDGE

TARRYTOWN RIVERWALK EXTENSION OPEN HOUSE 06.24.2018



# CONNECT TO SHARED-USE PATH WITH... ACCESSIBLE TRAIL CONNECTION

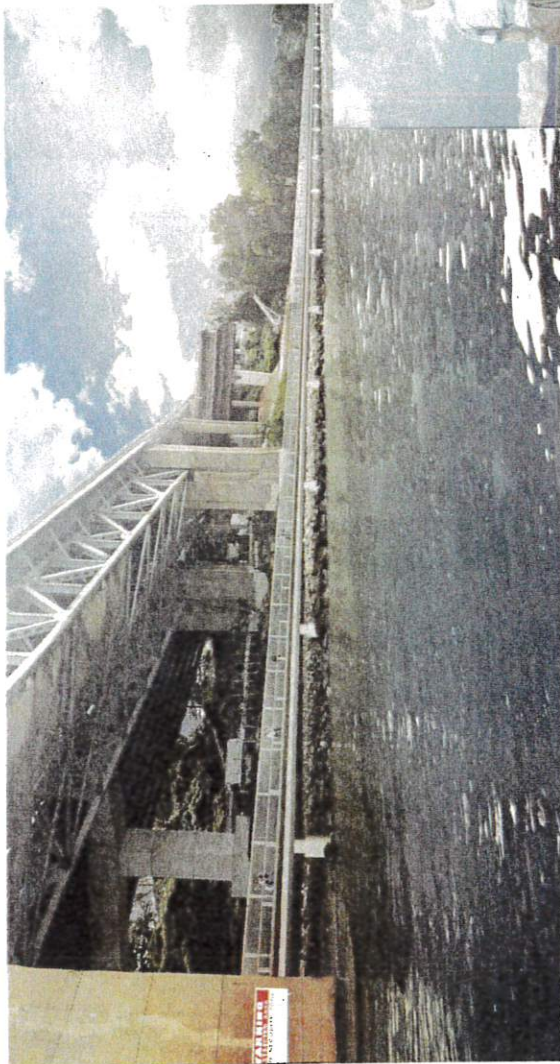


LEGEND	
	Existing and Planned Trail
	Proposed Connection
	Community Institution
	Railroad Restrictions - 15 foot Horizontal Clearance - 23 foot Vertical Clearance
	Woodland Corridor
	Bordering Neighborhood
	Existing Overlook
	Proposed Overlook / Rest Area

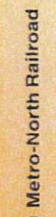




# Waterfront Trail



TARRYTOWN RIVERWALK EXTENSION OPEN HOUSE 06.24.2018





# Trail Connection Options

## Option A

### Water and Land Trail Connection

- 1,325' long waterfront esplanade along river
- One new Metro-North Railroad crossings at former signal bridge
- Ramp connects to Van Wart neighborhood along existing retaining wall
- Path connects to Montefiore property and JCC on the Hudson
- No path across waterfront peninsula
- Potential waterfront overlooks / fishing piers

## Option B

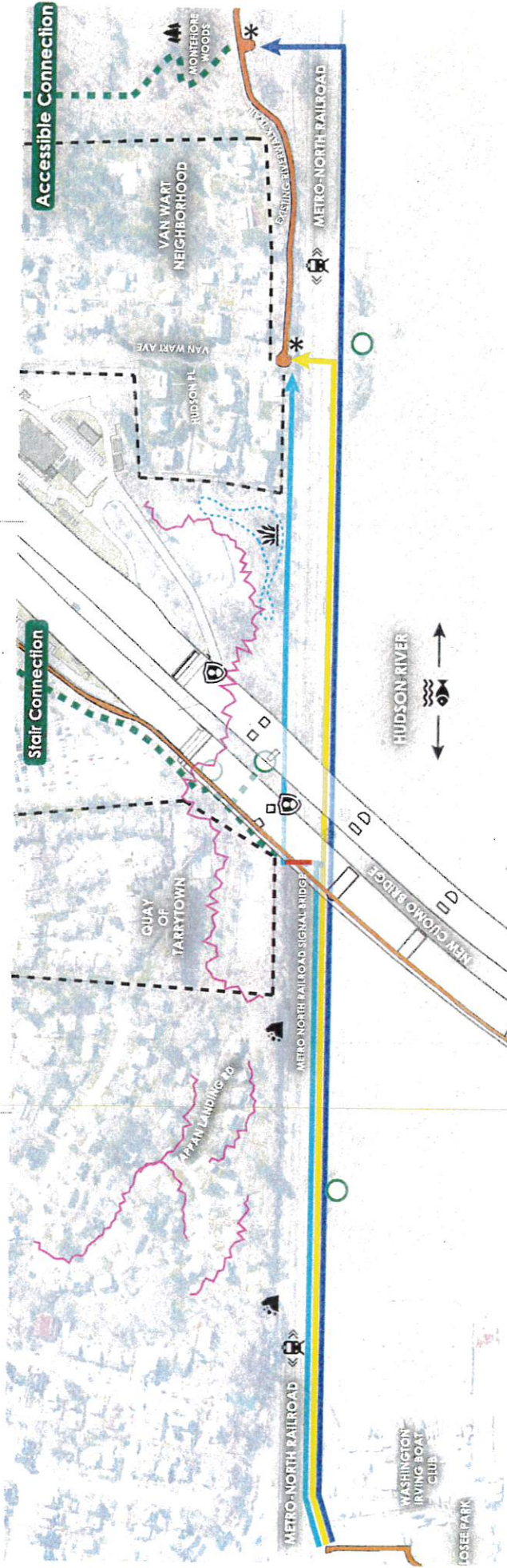
### Van Wart Trail Connection

- 2,900' long waterfront esplanade along river
- Two Metro-North Railroad crossings at former signal bridge and Van Wart Node
- Path connects to Van Wart neighborhood
- Path access waterfront peninsulas with overlooks
- Potential waterfront overlooks / fishing piers

## Option C

### Montefiore Trail Connection

- 3,440' long waterfront esplanade
- Two Metro-North Railroad crossings at former signal bridge and Montefiore Node
- Path access to waterfront peninsula with overlooks
- Potential waterfront overlooks / fishing piers
- Minimal impact to Van Wart neighborhood



## LEGEND

Existing and Planned Trail - By Others	Metro North Railroad Signal Bridge	Homeland Security Restrictions	Critical Wetland
Option A: Water and Land Connection	Proposed Shared Use Path Connection	Railroad Restrictions - 15 foot Horizontal Clearance - 23 foot Vertical Clearance	Aquatic Environment
Option B: Van Wart Connection	Proposed Overlook / Rest Area	Woodland Corridor	Designated Parking
Option C: Montefiore Connection	Steep Slope	Steep Rock Face	
		Existing Overlook	
		Bordering Neighborhood	

**TARRYTOWN RIVERWALK EXTENSION** OPEN HOUSE 06.24.2018

# LET US KNOW YOUR OPINION!

Place a sticky under any of the 3 options

Option A

Water and Land Trail Connection

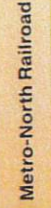
Option B

Van Wart Trail Connection

Option C

Montefiore Trail Connection

TARRYTOWN RIVERWALK EXTENSION OPEN HOUSE 06.24.2018





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## Kathy Deufemia

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**From:** Richard Slingerland  
**Sent:** Friday, June 29, 2018 6:19 PM  
**To:** Kathy Deufemia  
**Cc:** Drew Fixell (external); Tom Butler (external)  
**Subject:** FW: Hudson Harbor  
**Attachments:** IMG\_6310.JPG

For the July 11 Work Session.

Richard Slingerland  
Village Administrator  
Village of Tarrytown  
One Depot Plaza  
Tarrytown, New York 10591  
914-631-1785  
fax: 914-909-1208  
e-mail: [rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)

-----Original Message-----

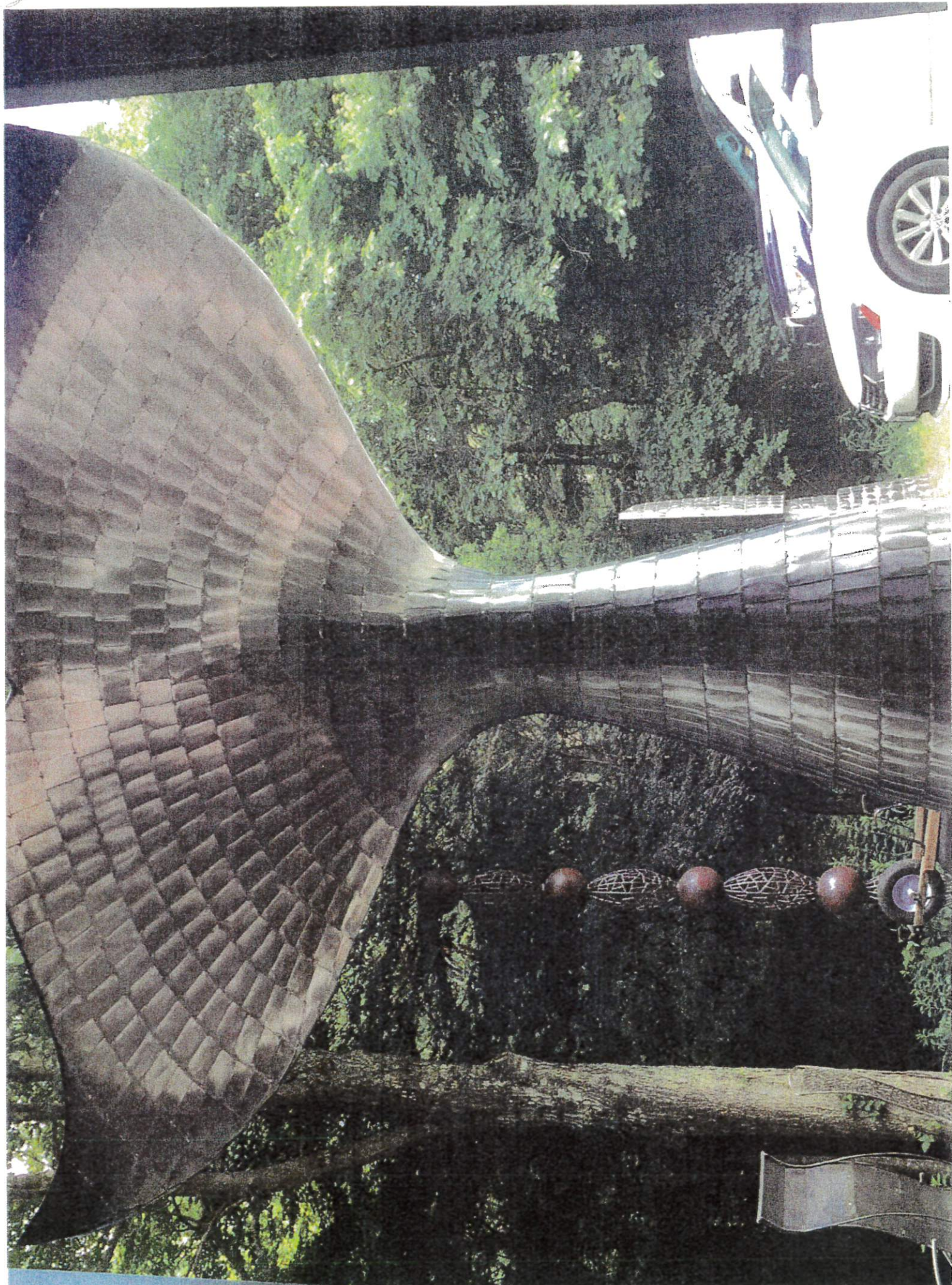
From: Lauren Rago <[lrago@nationalresources.com](mailto:lrago@nationalresources.com)>  
Sent: Friday, June 29, 2018 2:18 PM  
To: Richard Slingerland <[rslingerland@tarrytowngov.com](mailto:rslingerland@tarrytowngov.com)>; [tom.butler@acom.com](mailto:tom.butler@acom.com); Drew Fixell <[dfixell@tarrytowngov.com](mailto:dfixell@tarrytowngov.com)>  
Subject: Hudson Harbor

Dear Sirs,

At Joe's direction, I am forwarding you an image of the sculpture discussed during yesterday's meeting. It is expected to arrive in two to three weeks. We will be in touch on the other items.

Thank you for your time,  
Lauren Rago







**Local Law Number \_\_\_ of 2018**

A local law to amend Chapter 9 of the Code of the Village of Tarrytown entitled Architectural Review Board to address the referral requirements of applicants for building permits to the Architectural Review Board

Be it enacted by the **Board of Trustees of the Village of Tarrytown** as follows:

**Section A: Purpose.**

The Village wishes to limit the Building Inspector's requirement to refer building permit applications to the Architectural Review Board to only applications for new building construction, additions to existing buildings that increase building footprint by 25% or more, applications requiring Planning Board approval, applications for signage or awnings, and certain applications involving property within the Restricted Retail RR Zone or commercial buildings outside the RR Zone. The Village finds that its current mandatory building permit application referral to the Architectural Review Board is too burdensome on landowners. The referral creates too many restrictions and impediments on design throughout the Village and the Village intends to limit that mandatory referral to only certain building permit applications, including those that may impact the character of the downtown area and historic district.

**Section B: Amend Chapter 9 Section 4(A) "Referral of Applicants for building permits", which shall read as follows:**

Except where an application for a certificate of appropriateness must be submitted to the Architectural Review Board pursuant to the Landmark and Historic District Act (Chapter 191, Historic Districts and Landmarks), every application for a building permit **involving any of the following shall be referred by the Building Inspector to the Architectural Review Board:**

- (1) Applications for all new building construction or additions whereby the existing building footprint increases by 25% or more;**
- (2) Applications requiring Planning Board approval; except applications involving only fences, retaining walls, steps, and /or sidewalks;**
- (3) Applications for signage or awnings; or**
- (4) Applications for a property within the Restricted Retail RR Zone or commercial properties outside the RR Zone involving:**
  - (a) Construction, reconstruction or alteration of any building or structure that affects the portion of the exterior appearance of the building or other**



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structure that is visible from any public street, except applications involving only fences, retaining walls, steps, and /or sidewalks;

(b) Construction, reconstruction or alteration of any deck or uncovered porch that affects the exterior appearance of the building or other structure, is visible from any public street and exceeds 25 square feet (such size calculation shall include any steps); or

(c) Construction, reconstruction or alteration of existing/new windows or security grills that affect the exterior appearance of the building or other structure and are visible from any public street.

#### **Section C: Supersession of other laws.**

All laws, ordinances, rules and regulations of the Village are modified and superseded by this article with respect to their application to parking and enforcement.

#### **Section D: Severability**

If the provisions of any article, section, subsection, paragraph, subdivision or clause of this local law shall be judged invalid by a court of competent jurisdiction, such order of judgment shall not affect or invalidate the remainder of any article, section, subsection, paragraph, subdivision or clause of this local law.

#### **Section E: Effective Date**

This local law shall take effect immediately upon filing in the office of the New York State Secretary of State in accordance with Section 27 of the Municipal Home Rule Law.

# MEMORANDUM

## DEPARTMENT of PUBLIC WORKS

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TO: Richard Slingerland, Village Administrator

FROM: Howard D. Wessells Jr., Superintendent of Public Works

DATE: 3 July, 2018

RE: 2018 – 2019 Capital Projects

As part of the approved budget for 2018 – 2019 budget certain items were adopted in the capital plan.

I am requesting that the following projects be funded and approved:

The purchase of one heavy dump truck/snow plow to replace T-2 1995 Mack. This vehicle has rust issues with the frame and only a couple of the MEO's are capable of driving it as it is equipped with a 12 speed standard transmission and all-wheel drive. If not driven correctly in the past has had problems with broken front axles (exact cause unknown). Estimated purchase cost \$290,000

The purchase of one, one ton pickup truck and packer body (Chase Truck) to be used by Ed Garcia, Sanitation Foreman in the performance of his duties. \$40,000

The purchase of one, F-550 mason dump or equivalent to replace on existing mason dump C-3500. The existing mason dump to be repurposed into a chase truck for the sanitation crews use. \$75,000

The purchase of one, ¾ ton pickup truck to replace Water 5 for Steve Cowles use in Water Source and Supply. The current Water 5 will be repurposed to Water Distribution to augment the van as the only source of transportation for personnel and equipment. \$35,000

The purchase of one 6/8 cubic yard garbage truck that will collect those streets and lanes that the large garbage trucks cannot enter such as, Dixon Lane, Oak Ave, Quarry Lane, Oak Rise, use in the parks and for servicing the litter baskets. This vehicle has already been ordered due to the very long lead time for delivery. It will also replace the smaller chase trucks during recycling collection that are currently being used, reducing the spillage during transportation and emptying along the routes into the larger trucks. Original budget number was \$140,000 purchase cost through NJPA \$94,922.08.

Rehabilitating the Salt Storage Shed \$125,000. This will raise the floor to a level above the finished grade of the surrounding area and the walls and roof structure so as to not reduce the amount of salt storage below what it can currently hold (900 tons).

The funding for the remaining portion of the Phase 7 Water Main Replacement Project (White Plains Road and Martling Ave). \$1,500,000

The funding for the engineering for Phase 8 Water Main (PHASE 8 - Benedict Avenue, South Broadway, Rosehill Avenue, Fairview Avenue, Hamilton Place, Grove Street). \$65,000

