

Draft Report

Firehouse Site Evaluations

Government, Infrastructure, and Public Services Working Group

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Special Board

Comprehensive Plan/Local Waterfront Revitalization Plan

Village of Cold Spring

4/14/2008

(The Village of Cold Spring has received N.Y. State Hudson River Valley Greenway and N.Y. Department of State grants.)

This evaluation was compiled following site visits conducted by members of the Government, Infrastructure, and Public Services working group of the Cold Spring Comprehensive Plan and LWRP Special Board with assistance from the Special Board. It is one section of a larger report on Emergency Services being prepared by the working group.

For on all sites on state roads (301 and 9D):

A truck turning plan is required for DOT approval to confirm that all fire trucks and equipment can turn completely within the site's property boundaries, since backing on or off a state road is not allowed.

In addition, the DOT has driveway width and turn radius/curb cut requirements. These requirements make locating bays parallel to the road preferable, unless the building is set back far enough from the road so trucks have sufficient space in which to merge onto the driveway. (For example, you cannot have three parallel bays exiting directly onto a state road via an extra-wide driveway).

The DOT also has minimum line-of-sight/visibility distance requirements to ensure that exiting trucks can see approaching traffic and approaching traffic can see trucks from a safe distance.

Before the Village acquires any site on a state road for a new firehouse, a surveyed preliminary site plan and truck turning plan is needed to confirm the site is large enough to accommodate a firehouse of a sufficient size while complying with DOT requirements, including turning circles, driveway location, and visibility.

See Appendix A for handouts provided by the NYSDOT.

Corner of Main and Church Streets



View of current firehouse (for reference, same scale)



Location under evaluation: Site of existing firehouse

Current use?	Firehouse
Current ownership?	Village of Cold Spring
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Yes, if a new 2 storey building is constructed on the site
Does the site meet DOT requirements?	Not applicable – site not on or near a state road
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	Old gas tanks exist below grade
Sufficient parking for responders, esp. at busy times?	No assigned parking for responders Available on-street parking is very limited
Good access for getting equipment in and out, especially at busy times?	Limited by width of street and traffic at busy times
Can equipment reach all parts of the village quickly?	Yes
Provides sufficient space to maneuver vehicles for maintenance?	Limited, especially if new building infringes upon existing apron
Prominent location that conveys fire co's important role within community and helps attract volunteers?	Yes
Possibility for shared complex with police dept?	No – insufficient space even with a new building on the site
Other benefits?	Site is level and utilities already exist at the site Village already owns the site
Other concerns?	Where to go during teardown and reconstruction

McConville Park (Morris Ave/9D)



View of current firehouse (for reference, same scale)



Location under evaluation: McConville Park

Current use?	Park and 9-11 memorial
Current ownership?	Village of Cold Spring
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Yes, if Tots Park is relocated
Does the site meet DOT requirements?	Yes – on a standalone block with possible access from all four sides; good line of sight in both directions (see note on page 1 and Appendix A)
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	No
Sufficient parking for responders, esp. at busy times?	Yes
Good access for getting equipment in and out, especially at busy times?	Yes
Can equipment reach all parts of the village quickly?	Yes
Provides sufficient space to maneuver vehicles for maintenance?	Yes
Prominent location that conveys fire co's important role within community and helps attract volunteers?	Yes
Possibility for shared complex with police dept?	Yes
Other benefits?	<p>Site is level</p> <p>Increased prominence to 9-11 Memorial (could be integrated into new site plan)</p> <p>Site could accommodate other community/municipal uses in same complex</p>
Other concerns?	<p>Land was deeded to the village for recreation and fire company use may not qualify (see Appendix C); requires relocation of Tots Park; current use includes open space with mature trees</p>

Fair Street Municipal Parking Lot and Public Works Site



View of current firehouse (for reference, same scale)



Location under evaluation: Fair Street Municipal Lot

Current use of proposed site?	Municipal parking lot, Village public works facility, County salt shed
Current ownership?	Village of Cold Spring
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Yes
Does the site meet DOT requirements?	Not applicable – site not on or near a state road
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	No steep slopes, but regrading required
Sufficient parking for responders, especially at busy times?	Yes
Good access for getting equipment in and out, especially at busy times?	Yes (assuming sufficient setback from street)
Can equipment reach all parts of the village quickly?	Requires changes to temporary one-way traffic restrictions on Fair Street
Provides sufficient space to maneuver vehicles for maintenance?	Yes (assuming sufficient setback from street)
Prominent location that conveys fire co's important role within community and helps attract volunteers?	Neutral
Possibility for shared complex with police dept?	Yes
Other benefits?	Site has potential for a larger community-use complex
Other concerns?	Possible loss of 47 parking spaces unless relocated to another portion of the site Could block river view from adjacent properties

Old Garage on Fair Street



View of current firehouse (for reference, same scale)



Location under evaluation: Garage on Fair Street

Current use?	Abandoned garage
Current ownership?	Privately owned (not listed for sale)
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Possibly – depends on setbacks (requires surveyed preliminary site plan to determine)
Does the site meet DOT requirements?	Not applicable – site not on or near a state road
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	Probable removal of underground gas tanks
Sufficient parking for responders, especially at busy times?	Yes
Good access for getting equipment in and out, especially at busy times?	Possibly – depends on setbacks
Can equipment reach all parts of the village quickly?	Requires changes to temporary one-way traffic restrictions on Fair Street
Provides sufficient space to maneuver vehicles for maintenance?	Possibly – depends on setbacks
Prominent location that conveys fire co's important role within community and helps attract volunteers?	Neutral
Possibility for shared complex with police dept?	Possibly if multi-storey building
Other benefits?	Site is level Utilities already exist at the site
Other concerns?	Acquisition cost (if available for purchase)

Former Marathon Battery Site (Kemble Ave/The Boulevard)



View of current firehouse (for reference, same scale)



Location under evaluation: Marathon Battery site

Current use?	Vacant
Current ownership?	Nozzleman Development after settlement of back taxes
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Yes, if 2 acre site in preliminary proposal is acquired by the Village
Does the site meet DOT requirements?	Not applicable – site not on or near a state road
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	Former Superfund site so disturbing soil for foundations may require studies and more complicated processes Possible drainage issues on and adjacent to site
Sufficient parking for responders, especially at busy times?	Yes
Good access for getting equipment in and out, especially at busy times?	Depends on size/location of parcel acquired by village
Can equipment reach all parts of the village quickly?	No – very difficult street access with narrow streets, one-way traffic, dead-ends to south and west
Provides sufficient space to maneuver vehicles for maintenance?	Depends on size/location of parcel acquired by village
Prominent location that conveys fire co's important role within community and helps attract volunteers?	No
Possibility for shared complex with police dept?	Depends on size/location of parcel acquired by village, but same problems with street access
Other benefits?	
Other concerns?	No existing utilities on site

Old haul road (Scenic Hudson property on Chestnut Street)



View of current firehouse (for reference, same scale)



Location under evaluation: Old haul road off Chestnut

Current use?	Vacant (top of old haul road)
Current ownership?	Scenic Hudson
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Would require massive amount of infill
Does the site meet DOT requirements?	Not applicable – site not on or near a state road
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	Yes – would require massive amount of infill and slope stabilization
Sufficient parking for responders, especially at busy times?	Yes
Good access for getting equipment in and out, especially at busy times?	Depends on how much land is filled and stabilized
Can equipment reach all parts of the village quickly?	Yes
Provides sufficient space to maneuver vehicles for maintenance?	Depends on how much land is filled and stabilized
Prominent location that conveys fire co's important role within community and helps attract volunteers?	No
Possibility for shared complex with police dept?	No (creating a large enough site considered infeasible)
Other benefits?	
Other concerns?	<p>Major site preparation required to overcome steep slopes and geological issues</p> <p>Village approached Scenic Hudson who deemed the site unsuitable</p> <p>No existing utilities on site</p>

Cedar Street - American Legion site



View of current firehouse (for reference, same scale)



Location under evaluation: Cedar Street

Current use?	American Legion Hall/Philipstown Ambulance
Current ownership?	American Legion/Philipstown
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Probably (requires surveyed preliminary site plan to determine) Existing site uses (ambulance, American Legion) could be incorporated into a new multi-storey structure
Does the site meet DOT requirements?	Not applicable – site not on or near a state road
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	No, but existing wetland behind site and issues with existing buildings need to be considered
Sufficient parking for responders, esp. at busy times?	Yes
Good access for getting equipment in and out, especially at busy times?	Yes
Can equipment reach all parts of the village quickly?	Yes – has advantage of being in center of fire company coverage area Downhill to Village
Sufficient space to maneuver vehicles for maintenance?	Yes
Prominent location that conveys fire co's important role within community and helps attract volunteers?	Neutral – adjacent to Philipstown Town Hall, which is being expanded to this site's property line
Possibility for shared complex with police dept.?	Yes
Other benefits?	Would consolidate all community emergency services in one location Fits with idea of shared municipal services within the region Proximity to school for emergency response
Other concerns?	Acquisition cost Part of the site/building might be in Nelsonville Street is currently one-way to non-emergency vehicles

Little League field on Morris/Northern Ave



View of current firehouse (for reference, same scale)



Location under evaluation: Little League field (lower section)

Current use?	Used primarily for football practice and Little League
Current ownership?	Haldane School
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Yes
Does the site meet DOT requirements?	[Via access road along north edge of upper field to 9D]: Crest of hill north on 9D limits visibility (see note on page 1 and Appendix A; see sight times in Appendix B) Vehicle access onto Northern Avenue would be difficult and expensive due to steep slope
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	No, but need consideration of vehicle access down slope to lower field (see "Other concerns")
Sufficient parking for responders, esp. at busy times?	Yes
Good access for getting equipment in and out, especially at busy times?	Access road would need to be fenced off from upper field
Can equipment reach all parts of the village quickly?	Yes
Provides sufficient space to maneuver vehicles for maintenance?	Yes
Prominent location that conveys fire co's important role within community and helps attract volunteers?	Yes
Possibility for shared complex with police dept?	Yes
Other benefits?	Site was considered when school was considering an athletic facility at James Pond
Other concerns?	Acquisition cost or cooperative arrangement with school Truck access would be on second storey to minimize slope

Cedar Street – Hill West



View of current firehouse (for reference, same scale)



Location under evaluation: Hill West

Current use?	Vacant woodland
Current ownership?	Haldane School
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Yes
Does the site meet DOT requirements?	Not applicable – site not on or near a state road
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	Woodland and slopes/drainage
Sufficient parking for responders, esp. at busy times?	Yes
Good access for getting equipment in and out, especially at busy times?	No – location appears to be a bottleneck with school entrance, bus traffic, school parking, and entry to private dead-end street
Can equipment reach all parts of the village quickly?	Away from Village, but fairly central to coverage area
Provides sufficient space to maneuver vehicles for maintenance?	Yes
Prominent location that conveys fire co's important role within community and helps attract volunteers?	No
Possibility for shared complex with police dept?	No (same access issues)
Other benefits?	Proximity to school for emergency response
Other concerns?	Requires destruction of woodland adjacent to state park hiking trail network Acquisition cost

Vacant portion of “The Nest” property (Chestnut Street/9D)



View of current firehouse (for reference, same scale)



Location under evaluation: Grass beside “The Nest”

Current use?	Vacant (used as overflow parking for Farmers’ Market)
Current ownership?	Privately owned (not listed for sale)
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Probably (if 2-storey building) – requires surveyed preliminary site plan to determine
Does the site meet DOT requirements?	Requires sufficient building setback to allow (a) trucks to turn on site and (b) enter/exit via a restricted curb cut (see note on page 1 and Appendix A)
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	Slope at back of site would require retaining wall and/or specialty foundation
Sufficient parking for responders, especially at busy times?	Possibly behind building on upper level of site
Good access for getting equipment in and out, especially at busy times?	With sufficient setback from street, but this area of 9D area is congested at times on weekends
Can equipment reach all parts of the village quickly?	Yes
Provides sufficient space to maneuver vehicles for maintenance?	With sufficient building setback from street
Prominent location that conveys fire co’s important role within community and helps attract volunteers?	Yes
Possibility for shared complex with police dept?	Yes
Other benefits?	
Other concerns?	Acquisition cost Could block view of historic “Grove” property

301/Back Brook



Current firehouse (for reference, same scale)



Location under evaluation: 301/Back Brook

Current use?	Vacant
Current ownership?	Privately owned (not listed for sale) Part of the large property on Paulding Ave.
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Depends how much land is filled and stabilized
Does the site meet DOT requirements?	No visibility issues but would require sufficient building setback to allow (a) trucks to turn on site and (b) enter/exit via a restricted curb cut (see note on page 1 and Appendix A)
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	Major topographical/geological issues requiring significant excavation or infill and stabilization Water issues since Back Brook runs through the site
Sufficient parking for responders, especially at busy times?	Yes (on Main Street)
Good access for getting equipment in and out, especially at busy times?	Unlikely – depends on size of parcel acquired and amount of infill/stabilization
Can equipment reach all parts of the village quickly?	Yes
Provides sufficient space to maneuver vehicles for maintenance?	Unlikely – depends on size of parcel acquired and amount of infill/stabilization
Prominent location that conveys fire co's important role within community and helps attract volunteers?	Yes
Possibility for shared complex with police dept?	Unlikely
Other benefits/concerns?	
Other concerns?	Environmental destruction Acquisition cost

Butterfield Hospital site (south end)



Current firehouse (for reference, same scale)



Location under evaluation: Butterfield south end

Current use?	Vacant
Current ownership?	Privately owned; ownership transferred recently from Hudson Valley Hospital to Unicorn Construction
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Depends on size of parcel acquired by village
Does the site meet DOT requirements?	OK if entrance/exit is on Paulding Ave; requires sufficient building setback to turn vehicles if entrance/exit is on 9D (see note on page 1 and Appendix A)
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	Slope at back of site would require retaining walls and/or specialty foundation Truck access would likely be on upper level of building to exit onto Paulding
Sufficient parking for responders, esp. at busy times?	Depends on size of parcel acquired by the Village; on-street parking could be reduced if proposed senior complex is built
Good access for getting equipment in and out, especially at busy times?	Depends on size of parcel acquired by the Village
Can equipment reach all parts of the village quickly?	Yes
Provides sufficient space to maneuver vehicles for maintenance?	Depends on size of parcel acquired; could be problematic if exiting from a small site directly onto Paulding Ave
Prominent location that conveys fire co's important role within community and helps attract volunteers?	Yes
Possibility for shared complex with police dept.?	Depends on size of parcel acquired by the Village
Other benefits?	
Other concerns?	Lawn with mature trees is gateway to village Developer's plans include this area for other uses Acquisition cost

Butterfield Hospital site (north end on 9D)



Current firehouse (for reference, same scale)



Location under evaluation: Butterfield below Lahey

Current use?	Driveway, parking area, lawn, trees
Current ownership?	Privately owned; ownership transferred recently from Hudson Valley Hospital to Unicorn Construction Site offered to the Village as part of developer's plan for the Butterfield Hospital site
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Not while complying with existing zoning and probably not while complying with DOT setback requirements (requires surveyed preliminary site plan to determine)
Does the site meet DOT requirements?	May fall short on line of sight distance due to curve (see site times in Appendix B); requires sufficient building setback to allow (a) trucks to turn on site and (b) enter/exit via a restricted curb cut (see note on page 1 and Appendix A)
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	Sloping terrain would require retaining wall/specialty foundation; requires consideration of drainage issues
Sufficient parking for responders, esp. at busy times?	Depends on size of parcel acquired by village
Good access for getting equipment in and out, especially at busy times?	Depends on building setback from street
Can equipment reach all parts of the village quickly?	Yes
Provides sufficient space to maneuver vehicles for maintenance?	Appears unlikely – depends on size of parcel acquired by village
Prominent location that conveys fire co's important role within community and helps attract volunteers?	Yes
Possibility for shared complex with police department?	No (insufficient space)
Other benefits?	
Other concerns?	Aesthetic cost due to building on open space gateway to village and required removal of trees Acquisition cost

Butterfield Hospital Parking Lot



Current firehouse (for reference, same scale)



Location under evaluation: Butterfield parking lot

Current use?	Driveway, parking area, grass
Current ownership?	Privately owned; ownership transferred recently from Hudson Valley Hospital to Unicorn Construction
Is the site large enough to accommodate required equipment and facilities while meeting state/local building code and local zoning requirements?	Depends on size of parcel acquired by village
Does the site meet DOT requirements (e.g., driveway perpendicular to street)?	Not applicable – site not on or near a state road
Does the site present challenges that would increase construction costs (e.g., steep slopes, wetland)?	No
Sufficient parking for responders, especially at busy times?	Yes
Good access for getting equipment in and out, especially at busy times?	Depends on size of parcel acquired by village
Can equipment reach all parts of the village quickly?	Yes
Provides sufficient space to maneuver vehicles for maintenance?	Depends on size of parcel acquired by village
Prominent location that conveys fire co's important role within community and helps attract volunteers?	No (not visible from a major street)
Possibility for shared complex with police department?	Depends on size of parcel acquired by village
Other benefits?	Existing utilities nearby Flat site No disturbance to existing lawn and trees on site
Other concerns?	Acquisition cost Developer's plans include this area for other uses

Appendix A – Excerpts from DOT Handouts

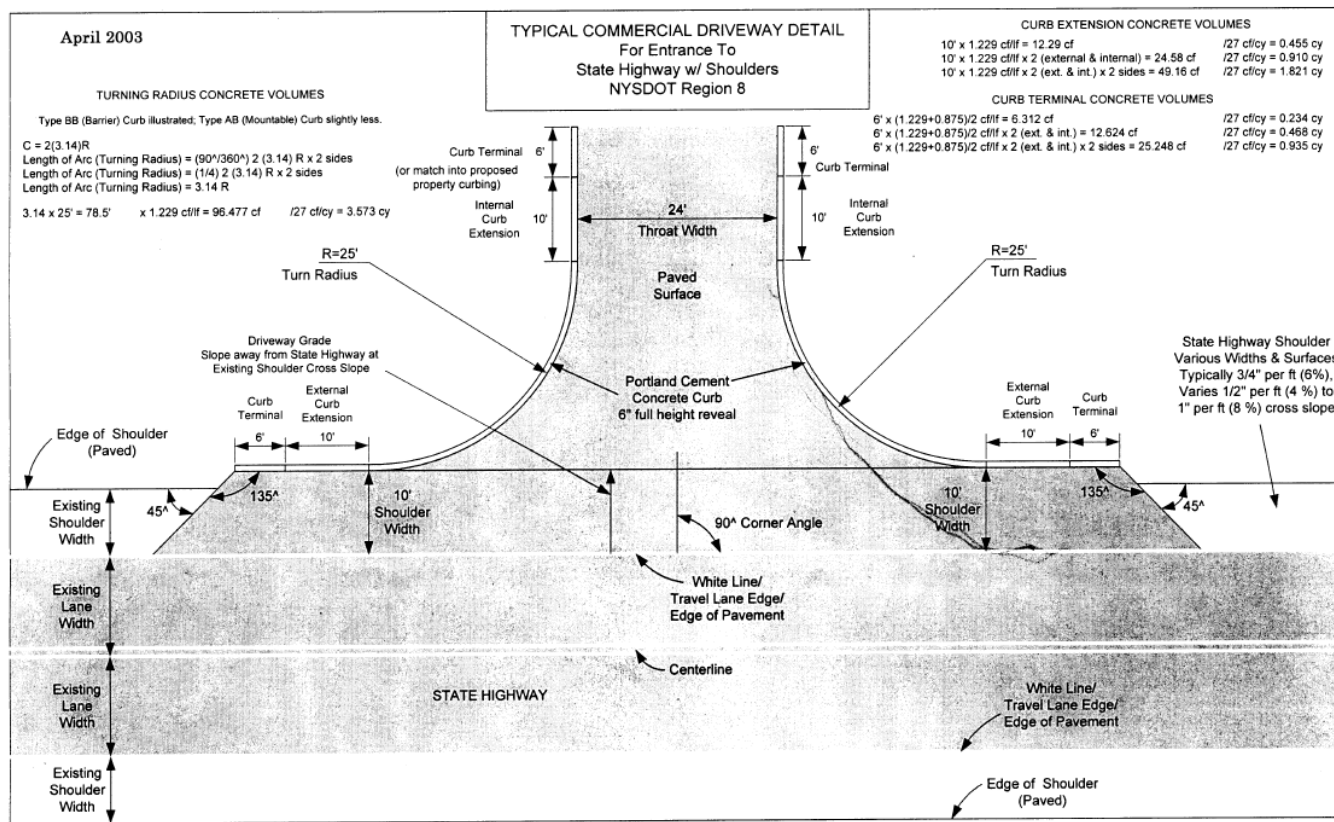


Table 1: Intersection sight distance needed for left turns

Vehicle type	Sight distance needed (ft)				
	20 mph	30 mph	40 mph	50 mph	60 mph
Passenger car	190	325	450	560	660
Single-unit truck	260	425	560	710	840
Tractor-trailer	320	510	680	850	1000

Table 2: Intersection sight distance needed for right turns and crossing maneuvers

Vehicle type	Sight distance needed (ft)				
	20 mph	30 mph	40 mph	50 mph	60 mph
Passenger car	195	290	385	480	575
Single-unit truck	280	380	520	620	740
Tractor-trailer	320	480	625	775	930

Fire House Considerations/ Feasibility Comments

Often, NYSDOT is contacted regarding feasibility and/or NYSDOT requirements of Access to a State Highway. Some commentary follows.

1. NYSDOT has a Policy and Standards for the Design and Construction of Entrances to State Highways, November 24, 2003. However, special latitude (dimensions and number of driveway entrances) has been given to Fire Houses due to their Emergency Responder Status.

2. Meeting Sight Distance requirements is Important.

3. There are warrants in the MUTCD for a Fire Signal. However, using Preemption on nearby Signals may be a preferred alternative to avoid an additional signal installation.

4. Orientation and proximity to road the of the Fire House Building/ Bay Doors are important factors

A. Bay Doors perpendicular to the Road can result in very wide curb cuts (driveway throat widths), especially when the building is in close proximity to the Road and there are more than two bays.

B. Bay Doors perpendicular to the Road can require backing into the bay upon returning from a call - requiring stopping of traffic.

C. Fire House Companies often complain about traffic using wide curb cuts (driveway throat widths) for U-Turns. Wide curb cuts (driveway throat widths) invite this action.

D. A standard/ narrower curb cut (driveway throat) can be achieved by locating the building deeper into the property or orienting the building/ bay doors parallel to the road so that On-Site backing can be facilitated, thus avoiding stopping traffic upon returning from a call.

E. If building is set back from the Road, a good open view angle from the Road is highly recommended so that approaching traffic can see from advance distance.

Appendix B – Sight Times at Sites Exiting onto 9D

Table III: Stopwatch method		
Vehicle type	Gap time needed – Left turns*	Gap time needed – Crossing and right turns*
Passenger car	7.5 sec	6.5 sec
Single-unit truck*	9.5 sec	8.5 sec
Tractor-trailer	11.5 sec	10.5 sec
* This is the time needed between the moment the fastest vehicles come into view, and the time that they enter the intersection. For multilane main roads, add 0.5 sec per additional lane crossed for passenger cars, and 0.7 sec per added lane for trucks.		



End of existing Butterfield/Lahey driveway:

9 sec
9
9
10
9
8
9
11
10
10



Middle of Butterfield/Lahey site:

6 sec
8
7
8
7
7
6
7
7
7



Little League field on 9D via edge of upper field:

8 sec
11
11
8
10
10
11
9
10
10

FORM 561X N. Y. DEED-EXECUTOR'S

LIB 725 548

TUTTLEMANX REGISTERED U.S. PAT. OFFICE
Tuttle Law Print Publishers Ruland N.Y.

This Indenture,

Made the 17th day of December
Nineteen Hundred and Seventy-three

Between HARRY BUCHMAN, residing at No. 737 Park Avenue, New York,
N.Y., JOHN L. SUPPLE, residing at No. 395 Wolcott Avenue, Beacon, N.Y.
and MORGAN GUARANTY TRUST COMPANY OF NEW YORK, 23 Wall Street, New
York, N.Y.

as Executors of ----- the last Will and Testament of
----- AGNES SHEWAN RIZZO, Deceased -----, late of
the Town of Philipstown, County of Putnam, State of New York,
~~deceased~~ ----- part 1es of the first part, and

THE VILLAGE OF COLD SPRING, a Municipal Corporation
organized and existing under the laws of the State of New York, with
a principal office located at Main Street, Cold Spring, N.Y.

Witnesseth, That the parties of the first part, by virtue of the power and
authority to them given in and by the said last Will and Testament,
and in consideration of -----

*** O-N-E *** ----- Dollars,
(\$1.00 -----) lawful money of the United States, actual consideration
paid by the party of the second part,

do hereby grant and release unto the party of the second part, -----
its successors ----- and assigns forever, all

that certain lot, piece or parcel of land with the buildings and im-
provements thereon erected, situate lying and being in the Village of
Cold Spring, Putnam County aforesaid which in a deed from Elizabeth B.
Haldane to the Trustees of the Haldane Union Free School District of
Philipstown dated July 24, 1890 and recorded in the Putnam County
Clerk's Office on August 21, 1890 in Liber 71 of Deeds at Page 426
was bounded and described as follows:

"BEGINNING at a stake at the intersection of the south-
westerly side of Morris Avenue with the Northwesterly
side of a short street forty feet wide, extending from
High Street northeasterly to said Morris Avenue, such
stake being at the southeasterly corner of the piece
hereby conveyed, thence running south forty-nine degrees
and thirty-five minutes west along the northwesterly side
of said short street, two hundred and forty-two feet
six inches to a point in range with the northeasterly
side of High Street, at a chestnut stake; thence on a
course in range with the northeasterly side of High
Street, if produced, north forty degrees, thirty
minutes west along lands of Estate of Mary Gouverneur,
deceased, one hundred and sixty-five feet, to a chest-
nut stake on the southeasterly side of Northern Avenue;
thence along said southeasterly side of Northern
Avenue north sixty-four degrees and fifteen minutes east
one hundred and eight feet, seven inches to a chestnut
stake; thence still along the southeasterly side of
Northern Avenue, north forty-nine degrees thirty
minutes east one hundred and thirty-seven feet, nine
inches to a stake at the intersection of the south-
easterly side of Northern Avenue with the southwesterly
side of said Morris Avenue; thence south forty degrees
and thirty minutes east along the southwesterly side of
Morris Avenue one hundred and thirty-seven feet eight
inches to the beginning, be the contents more or less.

* Town of Philipstown

And also, ALL that certain other lot, piece or parcel of land situate, lying and being in the Village of Cold Spring, Putnam County aforesaid bounded and described as follows:

BEGINNING at a point on the southwesterly side of Morris Avenue, at the easterly corner of a lot of land granted by Elizabeth B. Haldane to the Trustees of the Haldane Union Free School District of Philipstown in the County of Putnam, by deed dated the first day of November eighteen hundred and eighty-seven; thence running southwesterly two hundred and forty-two feet six inches along said lot so granted, to the most southerly corner of such so granted lot; thence in a southeasterly direction fifty feet along the northeasterly side of High Street and such side continued; thence northeasterly and parallel with the first course given two hundred and forty-two feet six inches to the southwesterly side of Morris Avenue; thence fifty feet northwesterly along said Morris Avenue, to the place of beginning."

SUBJECT to the covenant and restriction that the use of the aforesaid real property is restricted to the residential or non-commercial recreational purposes.

BEING the same premises described in a deed given by the Board of Education of Central School District No. 1 of the Towns of Philipstown and Putnam Valley, Putnam County and Fishkill, Dutchess County, to Ada Shewan Chambers and Agnes Shewan Rizzo, dated June 19, 1946 recorded in the Putnam County Clerk's Office in L. 321 of Deeds at Page 38.

Ada Shewan Chambers died a resident of Putnam County, New York on October 8, 1969. Agnes Shewan Rizzo died testate on April 2, 1973, under Paragraph SEVENTH (c) of her Will, admitted to probate in the Putnam County Surrogate's Court on July 18, 1973. The above described premises were devised to The Village of Cold Spring. Letters Testamentary were issued to Harry Buchman, John L. Supple and Morgan Guaranty Trust Company of New York on July 18, 1973. This deed is given for the purpose of confirming title in the grantee.

LIB: 725 MAR 549