

# Village of Tarrytown Comprehensive Plan

NOVEMBER 2018

# Tarrytown Connected

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Village of Tarrytown  
Comprehensive Plan

# Tarrytown Connected

Adopted — November 2018



Photo: Franklin Courts. Source: WXYZ

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# **i. Vision & Context**

In 2017, the Board of Trustees initiated a planning process to create a Comprehensive Plan that not only reflected the changes to the Village since the completion of the previous Plan in 2007, but also reoriented the focus of planning toward the future. The process aimed to draw upon broad public input to build consensus around a vision for Tarrytown in the years and decades to come. The resulting Comprehensive Plan leverages the planning process to articulate the community's vision through specific goals and policies that the Village will utilize to guide and prioritize decisions across its Boards, Committees, and Councils.

**Tarrytown & environs**



Tarrytown today is a dynamic and engaging place that possesses a multitude of assets that make it an exciting place to live, work, and visit. The downtown's 19th century street grid and architecture establish a village character and walkable scale that accommodates a lively mix of retail, commerce, and entertainment within a historic built fabric. The variety of neighborhoods and housing types throughout the Village have sustained a diverse community. Employment in local businesses has been growing, after contracting during the 2008 Recession. Community events and institutions draw a wide range of residents and attract visitors from throughout the region. In brief, Tarrytown is connected: to a wealth of trails and parks that provide significant access to open space and the Hudson River; to the regional economy via rail, roadways, and bridge; to its enduring network of cultural, social, and educational institutions; and through a sense of place and community that endures.

However, any plans for the coming decades must acknowledge the Village's current challenges as well as its opportunities for improvement. These challenges touch on every Theme Area of the Comprehensive Plan. Alongside the Village's strong quality of life, there has been a declining availability of affordable housing options and increasing tax burden on longtime residents. There is a need to cultivate an environment that better supports local merchants, one that enables downtown businesses to open and thrive, to serve residents, workers, and the many thousands of tourists who visit the area each year. The interconnected priorities of reducing congestion and aligning parking demand and supply point to a need to implement strategies that make walking, biking, and shared modes of transit safe, effective, and enjoyable ways to navigate the village and connect to the surrounding region. To address these challenges and others will require thoughtful collaboration, both among Village entities and beyond Tarrytown's borders through coordination with adjacent municipalities, the county, and the region on projects of all scales and time horizons.



Festivities on Main Street



Aerial view from Lyndhurst, looking north

Sources (clockwise): Douglas Healey / New York Times; WXY; Lyndhurst; WXY.

The sustainability of the Village in the coming years depends on the realization of Tarrytown's social, economic, and environmental goals and strategies that follow. This Plan sets out a community framework and roadmap toward sustaining a village with an engaged and diverse group of residents and workers who demonstrate through their policies a commitment to expand equity and opportunity, grow and facilitate access, engage and evolve a relationship with their historic context, and protect the environment for future generations.

*Tarrytown Connected* aims to promote a renewed experience of physical continuity that overcomes infrastructure barriers to the waterfront and south end, to expand multi-modal mobility, and to create vibrant pedestrian-scaled and mixed-use places. Through its planning, Tarrytown is committed to enhancing regional access and demonstrating its commitment to twenty-first-century citizens and businesses, while preserving the Village's thoughtful balance of built and open space.

## Purpose of the Plan

*Tarrytown Connected* has a vital and multi-faceted role in shaping Village planning and operations; it demonstrates the Board of Trustees’ commitment to participate actively in its directing its evolution. Its purpose is:

- To create a community-based roadmap that expresses the Village’s values and goals to guide future planning, growth, land uses, and local investment;
- To synthesize and build on recent planning efforts, including planning for the station area and village-wide economic development goals;
- To ensure new developments are integrated with the Village’s planning policies and objectives;
- To connect the Village planning approach to regional policies and goals;
- To develop implementable recommendations that reflect community input, with tracking methods that promote ongoing accountability; and
- To create a dynamic, living document that will remain current over time through continuous effort and refinement.

The Comprehensive Plan serves as a unifying framework to support the decision-making and priorities of Tarrytown’s Board of Trustees and the numerous Boards, Committees, and Councils, and advance the vision the community has laid out. It identifies key themes for planning as well as the opportunities and challenges that exist in Tarrytown today as a motivation for action.

## Planning Process

To carry out the development of the Comprehensive Plan, the Board appointed

a Steering Committee and Working Group. The Steering Committee was tasked with overseeing progress and coordination with parallel Village efforts as well as leading on outreach strategy and encouraging public participation. The Working Group focused on the structure and development of the plan. The larger Village community played an equally significant role: over the course of one year, nearly four hundred resident stakeholders came together in workshops, meetings, and discussions around the priorities and opportunities for future planning. The Board reviewed public input and Plan progress to ensure this resulting document expresses their ideas, priorities, and strategies to inspire future planning and shape Village operations and policies.

The planning process involved wide-ranging and detailed input from a range of community members and stakeholders. Beginning in Summer 2017, three research symposia brought together the project Steering Committee and Working Group along with Village Board and Committee members to review and prioritize existing conditions findings, trends, and questions and discuss initial themes and goals for planning. Over the course of the fall and winter, the Village held three public workshops at Warner Library, which proved instrumental in shaping the vision and goals detailed in this Plan.

The first public workshop, in September 2017, focused on identifying Tarrytown’s strengths, challenges, and strategies to overcome existing challenges. Participants reviewed key findings from the research phase and provided feedback on priorities for future planning. The input from the workshop contributed directly to the creation of an initial list of planning goals and priorities. The second public workshop, in November 2017, summarized this input and introduced draft goals for planning. In addition to providing notes and critiques on the goals, they engaged in break-out sessions focused



Source: WXY.

on key topics, including congestion and mobility, density and land uses for future development, the open space network, and actions to mitigate climate change. A final public workshop took place in February 2018, which included an overview of the input from the second public workshop and the revised Comprehensive Plan goals. The workshop also introduced a range of actions, identified through the planning process, that support the realization of the goals. Participants provided feedback on their priorities for action as related to each of the planning themes.

In addition to the public workshops, project stakeholders contributed input throughout the planning process: through their comments via interactive posters stationed around the downtown and community facilities, through emails, and through messages posted online through the Tarrytown Connected website. The Village organized focused and small-group

meetings throughout the process, including a session with Tarrytown high-school students, a workshop with Village Boards and Committees, and an open house for Village Hall neighbors. The Tarrytown Connected website further supported the process as a bulletin announcing upcoming workshops and meetings, a repository of input, reports, and progress, and a tool for communication.

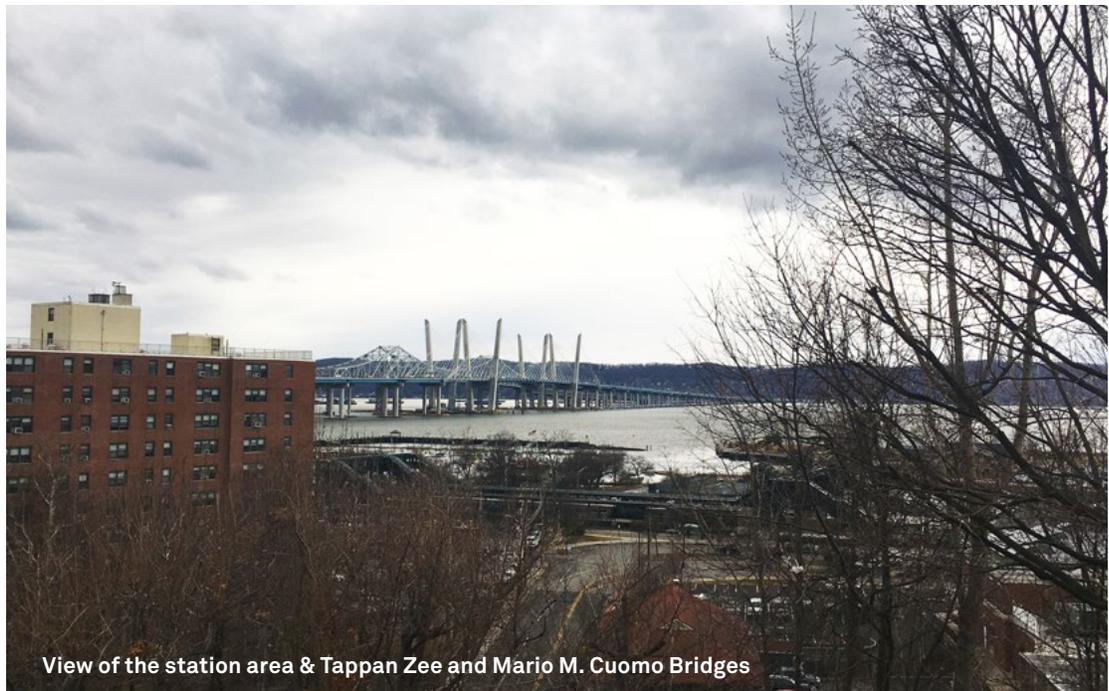
## Previous Plans

*Tarrytown Connected* builds on the numerous planning efforts that the Village has spearheaded over the past decade, integrating their findings with recent trends and reports. Beginning in 2014, the Village commenced a series of planning studies to examine the latent potential of both the private and Village-owned parcels around its Metro-North Station and build consensus around priorities for any future transit-oriented development. The first of these plans, the Tarrytown Station Area Strategic Plan (2014), recognized the momentum building around the Station in the form of new waterfront development and a Village Hall, Metro-North investments and studies, the Tappan Zee Bridge replacement, and other projects. The study aimed to provide a baseline understanding of site conditions and community priorities to shape and support coordination in subsequent planning efforts.

The Village initiated the *Tarrytown Economic Development Study* (TEDS, 2016) to develop a comprehensive strategy that would inform decision-making and land uses at the station area. TEDS culminated in a report on goals and strategies aimed

at stimulating sustainable economic development throughout the Village. The study was completed in parallel with a station area framework that focused on conceptual alternatives for development. *Tarrytown, Connected* (2017) identified key goals for station area and waterfront planning: address traffic congestion at the station; strengthen the connection between the station area and downtown; and improve wayfinding across the Village. Out of a process that engaged property owners, Agency stakeholders, and residents, the plan outlined potential capital improvements, concept development scenarios for the area, and preliminary traffic and fiscal impacts. These successive planning efforts cultivated an active public dialogue around Village priorities and opportunities for sustainable growth.

The station area work provided the impetus to reconsider the Village Comprehensive Plan. Tarrytown’s first Plan was adopted in 1988, and the Village adopted its most recent Plan in 2007. While the 2007 plan indicated a number of potential goals, objectives, and recommendations, it placed an emphasis on characterizing existing conditions. The Plan notably focused only on land use changes to allow single-family residential development.



View of the station area & Tappan Zee and Mario M. Cuomo Bridges

Source: WXY.

However, it identified recommendations for mobility, affordable housing, and communications improvements that have continued to remain important Village considerations for planning. In moving forward with a new Comprehensive Plan, the intent is to address evolving thinking around critical topics ranging from municipal revenues, to the challenges of climate mitigation and adaptation, to the role of technology in shaping everyday experience, and to do so within a forward-looking framework clearly outlines Tarrytown's values in the present and is responsive to emerging future conditions.

## Coordination & Best Practices

While Tarrytown Connected guides policies and planning within the Village, many of the opportunities and challenges it outlines reflect overarching issues and trends among its neighboring municipalities and in the lower Hudson Valley. To be successful, any Comprehensive Plan must be coordinated with planning and policies at all levels of governance. This means that the Town of Greenburgh, Westchester County, nearby towns and villages in Rockland County, and New York State Agencies are as partners in Tarrytown's planning and encouraged to collaborate. Westchester County's 2008 report, *Westchester 2025*, identifies County-wide priorities and imperatives and sets out a policy framework to guide local planning efforts. Not only does Tarrytown's planning align with the tenets of the report, but also the Village's goals and policies give more specific and local shape to many of its concepts, including focusing development in centers served by transportation, managing congestion and improving transportation corridors, connecting the network of open spaces, and expanding the supply of affordable housing.

The Plan draws upon best practices for sustainability in both its process and

its policy framework. The *Mid-Hudson Regional Sustainability Plan* (MHRSP, 2013) represents the collective effort of seven counties, including Westchester. It sets out a regional vision and roadmap for sustainable development and planning for climate change, and through this, aims to build upon existing community assets and strengths, promote economic development, expand environmental sustainability, and enhance quality of life. MHRSP offers policy recommendations and objectives for the region as a whole, in addition to specific project ideas and initiatives. While nearly all MHRSP's recommendations are relevant guidance to the Comprehensive Plan, the report notably identifies Tarrytown as a center for growth – a place with a density of housing and jobs, plus a strong transportation network that demonstrates the capacity to support mass transit and land-efficient development, or smart growth.

In *Sustaining Places: Best Practices for Comprehensive Plans* (2015), the American Planning Association (APA) outlines best practices for comprehensive planning principles, processes, and attributes. The goals and policies described in Tarrytown Connected collectively draw upon the APA's principles, which describe underlying statements of intent: livable built environment, harmony with nature, resilient economy, interwoven equity, healthy community, and responsible regionalism. As described above and through the later chapters and appendices of this Plan, Tarrytown's process has prioritized broad, meaningful, and authentic participation with accountable implementation – the two processes that APA highlights as fundamental. Finally, the Plan's emphasis on shaping its vision, goals, and policies out of community feedback and existing conditions research has ensured consistent content that is evidence-based and coordinated internally within the Plan and within the multiple jurisdictions of which Tarrytown is a part. Incorporated in 1870, the Village of

Tarrytown is located approximately 22 miles north of New York City along the Hudson River in Westchester County. The Village's riverfront siting and location along the north-south rail corridor and the east-west interstate highway system supports its enduring significance as a focal point within the County and the Hudson Valley, as well as an attractive location to do business, for its residents to gain direct access to multiple regional employment centers, and for visitors to discover.

Tarrytown contains a total land area of 2.93 square miles (U.S. Census Bureau) with 2.5 miles of Hudson River shoreline. The Village topography is characterized by slopes and bluffs along the original shoreline east of the railroad tracks and leading up to a plateau along Broadway (NYS Route 9), with steeper grades and rolling topography beyond to the east. This topography, together with the road network, create a strong sense of transition between areas of the Village.

#### *Station area including waterfront*

The area comprises all of the lowlands east and west of the railroad tracks. While historically the center of Village industry, today the area west of the tracks comprises parkland, marinas, commuter parking, Village Recreation and Senior Centers, housing and commuter parking. Additional housing to the north in Sleepy Hollow will be contiguous with Tarrytown's waterfront once completed. East of the tracks, the area consists of multi-family housing, limited commercial and industrial activities, the railroad station, and since 2008, the site of Village Hall. Cortlandt Street provides the primary link between the station and Sleepy Hollow's downtown, to the north.

#### *Downtown*

Tarrytown's historic core lies in the northwest of the Village and merges with downtown Sleepy Hollow to its north. The compact and walkable downtown contains continuous stretches of ground floor retail along Main

Street and Broadway, with numerous historically-significant buildings. Among these is the Music Hall, a key Village cultural institution, which anchors the district at the top of Main Street. Downtown remains today the center of commercial and service activity.

#### *Tarrytown Lakes*

In the northeast of the Village, the area encompasses Tarrytown Lakes, densely wooded lands and parkland, as well as residential areas along Wilson Park Drive and connecting streets. In addition to the Lakes, the area contains a Village playing field and water supply facilities, including a decommissioned pump station at the far eastern end. The Marymount Convent is located at the south-east corner of the Lakes.

#### *The Crest*

The neighborhood bordered by Neperan Road, Broadway, and Benedict Avenue contains a mix of residential and institutional uses, including two schools. Founded in the early twentieth century as Marymount College, the hilltop now supports EF Education First's international language campus, while to the east lies the Hackley School.

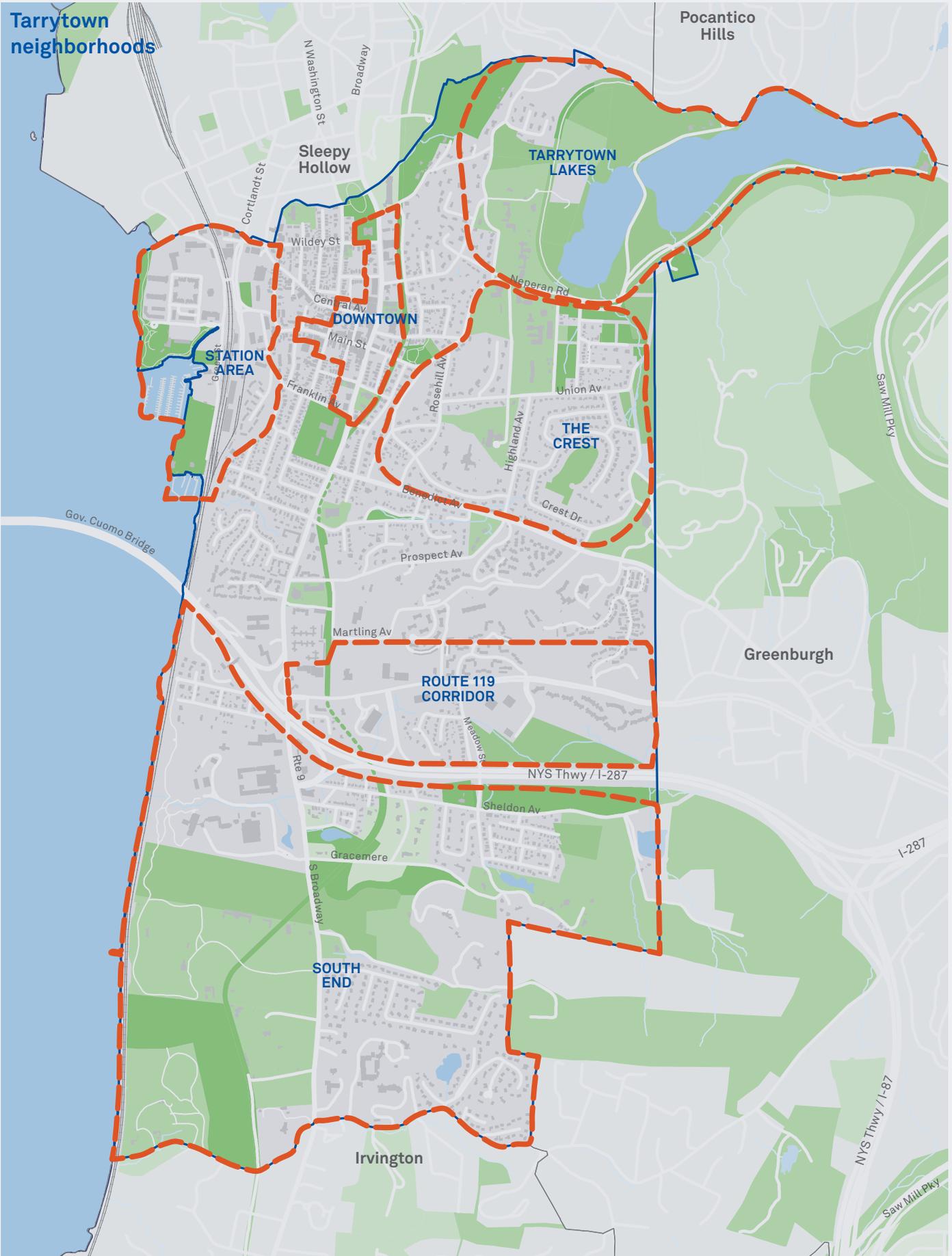
#### *Route 119 Corridor / White Plains Road*

East of Broadway, the area between Prospect Ave, Benedict Avenue, and the interstate is notable for its diverse mix of land uses, including convenience-oriented retail, corporate office facilities, hotels, and housing. Most of the area is occupied by detached or semi-detached multifamily communities built predominantly in the late twentieth century. Sheldon Brook weaves through the district between the interstate and White Plains Road along the way toward the Hudson.

#### *South end*

The Village is bisected by the New York State Thruway and the approach to the Mario M. Cuomo Bridge. The southern half of the Village contains significant tracts of open space. The area is much less densely populated

Tarrytown neighborhoods



Sources: Westchester County GIS



than the northern parts of the Village and contains County-owned parklands as well as and four large riverfront estates: Washington Irving's Sunnyside, Lyndhurst Mansion, Shadowbrook, and the Belvedere Estate. It also contains two large hotels and a medical office facility.

## Population

Over the course of the 20th century, Tarrytown experienced both a decline and then modest growth of its resident population. The Village reached its highest total population (11,115) in 1970, and after losing over four percent in the following decade, it has witnessed the gradual but consistent expansion in each decade subsequent to 1980. By 2010, Tarrytown had surpassed its 1970 peak with an increase to 11,277 residents and grew further in recent years to an estimated 11,532 residents in 2016.

Between the years 2000 and 2015, there was a slight increase in the median age of the Village, from 37 to 39. This increase in median age was also recorded in the other River Towns as well as in Westchester County. Despite this shift, Tarrytown's median age remains younger than that of neighboring towns.

## Race & Ethnicity

Historically and in the present day, Tarrytown has had a larger share of its population identifying as white than in Westchester County as a whole, but a comparatively smaller share than the other River Towns. According to the 2016

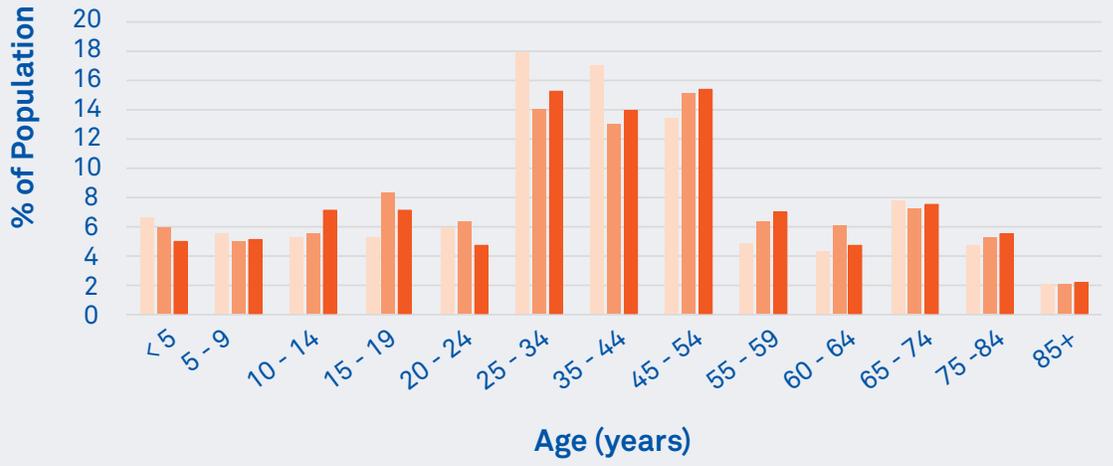
American Community Survey (ACS), 64% of Tarrytown residents identified as White alone (not Hispanic or Latino) compared to 55% in the County, a decrease from the 2000 and 2010 Censuses. At the same time, Tarrytown's Hispanic or Latino population has grown, a trend that is reflected across the County. Since 2000, Tarrytown's proportion of residents identifying as Hispanic or Latino has increased from 16% to 24% (Census; ACS), which mirrors the growth in the County from 16% to 23%, but has surpassed that of the other River Towns. As of 2016, 6% of Tarrytown residents identified as Black or African American, and 5% identified as Asian.

## Income

Tarrytown's median income has increased over the past two decades at a rate greater than Westchester County as a whole. According to ACS, the median household income was estimated at \$104,710 in 2015, up from \$82,991 recorded during the 2000 census. The most significant change was recorded among households earning more than \$150,000 annually, which more than doubled from 16.4% to 34.8% of the population. At the same time, the share of households earning less than \$35,000 annually decreased by one-third from 23.6% (2010) to 15.9% (2015). An estimated 3.6% (2015) of Tarrytown residents live in poverty, compared to 10% in the County overall.

Despite a general rise in income, over a third of employed residents make less than \$40,000 a year. Over 60% of residents reported having some college or higher level of education and 81% of residents work outside the Village borders.

**AGE**



**INCOME**



**TOTAL**

| Total Population | 2000 Census | 2010 Census | 2015 ACS |
|------------------|-------------|-------------|----------|
| Tarrytown        | 11,090      | 11,284      | 11,452   |

**MEDIAN AGE**

|                    | 2000 Census | 2010 Census | 2015 ACS |
|--------------------|-------------|-------------|----------|
| Tarrytown          | 37          | 39          | 39       |
| River Towns        | 39          | 42          | 43       |
| Westchester County | 38          | 40          | 41       |

2000 Census    2010 Census    2015 ACS

## **ii. Plan Structure & Themes**

*Tarrytown Connected* represents a vision as well as a framework. As a vision, it embodies a core value of the Village now and in the future – to continue to engage in planning as a community and as a place inseparable from its regional context. It also underlies all the Plan’s guiding principles, which are the overarching statements of intent that emerged through the Village’s planning process. *Tarrytown Connected* means:

- Expand equity and opportunity
- Grow and facilitate access
- Engage and evolve a relationship with historic context
- Protect the environment for future generations
- Collaborate with regional partners

As a framework, *Tarrytown Connected* structures an understanding of the Village’s conditions today and the discussion of planning to progress the community’s goals. It provides the organizational strategy to enable Tarrytown to achieve its long-term community vision. This chapter lays out how the Plan translates both broad themes and Tarrytown’s specific priorities into a policy roadmap that touches all aspects of the Village experience.



Mario M. Cuomo Bridge under construction

Source: Chang W. Lee / The New York Times

## PLAN STRUCTURE

The Plan is organized around six Theme Areas, which form its central chapters. The Themes represent broad categories that touch on all aspects of the Village's experience. While the Themes depict distinct lenses through which to understand Tarrytown's strengths, opportunities, and challenges for planning, many of topics cut across or unite multiple Themes – underscoring the interconnected nature of planning for the Village. The themes are:

- Economy
- Mobility
- Built Environment
- Community, Culture & Education
- Natural Environment & Open Space
- Sustainability & Resiliency

Within each Theme, a set of overarching Goals structure the intent of the Comprehensive Plan. The Goals define the Village's principal areas of focus and express the community's most fundamental aspirations – what Tarrytown aspires to achieve through the planning process. The Goals are further articulated through specific Policies that outline how the Village will move in the stated direction. Both the Goals

and the Policies approach planning from the perspective of the entire village, although some will more readily apply to specific geographies or areas of policy. Taken together as a framework, they provide a statement of positions that may adapt over time, in step with the advancement of the goals outlined in this plan and the realization of its objectives.

*Goals* are Tarrytown's broad aspirations; they describe how each Theme can be applied to move toward attaining the Guiding Principles.

*Policies* demonstrate the planning directions that the Village will take toward fulfilling each goal.

The final chapter of the Plan outlines its process for implementation. Critical to the success of any plan is its enduring relevance; Tarrytown Connected provides for the ongoing management of both the currency of the Plan as well as the coordination and status of any specific actions. The implementation roadmap connects the Plan's Goals and Policies to a process that enables their realization.

## Economy

Economy encompasses the Village’s fiscal health: the strength of its tax base and revenue sources, the sustained prosperity of its merchants and corporations, and its attractiveness to business owners and the working population. It addresses the ways Tarrytown can manage its available resources to support Village priorities and grow its operations. Although the economy

reflects the product of historic patterns of land use, regional trends and planning, and decisions made at the County or State level of governance, there are many opportunities for Tarrytown to affect the strength and resilience of its jobs, businesses, and other local assets.

## Mobility

Mobility describes how residents, workers, and visitors travel to and from Tarrytown as well as get around the Village. It examines the modes of travel and opportunities to expand access, accessibility, and improve the experience of navigating the Village. This includes a discussion of personal forms of mobility such as driving (in personal and for-hire vehicles), bicycling, and walking

in addition to shared modes such as rail transit, bus, or carpool. The Theme Area also considers strategies to address the implications and consequences of these modes, for example the demand for parking or the growing challenges of congestion and traffic safety.

## Built Environment

Built Environment comprises the many human-made components that make up the Village and contribute to its neighborhood character: its housing stock, offices, institutions, and other buildings; its roadways, bridges, and built elements in the public realm; and its infrastructure including structures to distribute water, power, data, and waste. Tarrytown’s

historic assets and streetscapes are equally significant in defining the constructed experience of the Village. As an extension of the built environment, this Theme Area considers how land use policy and zoning affects the availability and affordability of housing for all residents and identifies where infrastructure could play a role in connecting distinct parts of the Village.

## Community, Culture & Education

Community, Culture & Education addresses the organizations, institutions, and values that shape Tarrytown’s communal life. As a village whose governance depends in large part on citizen participation, Tarrytown’s community engagement is essential to any discussion of the future. The Village’s culture reflects the diverse strands of its history, institutions, and residents, which are

evident in the numerous local community organizations and public events that bring residents together with workers and visitors throughout the year. Education incorporates both the formal network of public and private schools and the expanded network of community institutions that further extracurricular learning, job training, and other programming initiatives.

## Natural Environment & Open Space

Natural Environment & Open Space contains the discussion of Tarrytown’s natural features and living systems – its plant, animal, and soil ecosystems – as well as its open space and recreation amenities, including parklands and trails. It includes the protection of the natural environment from degradation and resource depletion and recognizes the significance of the Village’s Critical

Environmental Areas, including the Hudson River, Tarrytown Lakes, and its wetlands and floodplains. It also describes the natural environment’s important habitat value and the role of undeveloped lands and open space in improving community health. Finally, it complements the built environment in giving shape to Tarrytown’s character and the experience of the Village.

## Sustainability & Resiliency

Sustainability refers to the convergence of equity, economy, and environment around a set of principles that aim to promote Tarrytown’s long-term viability. The Theme Area considers a range of future imperatives, including planning to reduce waste generation, as well as strategies for land use and consumption that reduce local contributions to pollution, climate change,

and greenhouse gas emissions. Resiliency describes planning to enable the Village to bounce back from shocks and reduce the impacts of a range of hazards – including, for example, extreme weather in the form of hurricanes or heat waves. It also means working to identify and reduce social vulnerabilities and to promote adaptation to climate change.

TARRYTOWN CONNECTED: GOALS

1. Leverage land use & development to promote sustainable growth
2. Nurture an attractive & resilient business environment
3. Develop resources & infrastructure for tourism
4. Ensure fiscal health & sustainability
5. Improve local mobility & regional access
6. Reduce dependence on personal vehicles
7. Facilitate access & discovery

8. Connect all parts of the Village
9. Preserve & enhance historical resources & institutions
10. Ensure housing stock supports a diverse, multi-generational community
11. Ensure sustainability of infrastructure
12. Maintain a Village identity
13. Grow a local culture of diversity & representation
14. Support community resources & institutions
15. Foster access to the arts, culture, & education
16. Protect natural resources: land, water, & biodiversity
17. Connect & enhance open space & recreational resources
18. Strengthen connections to the Hudson River
19. Reduce local waste generation & address sources of pollution
20. Reduce greenhouse gas emissions & resource consumption
21. Minimize local impacts of climate change

# iii. Planning Goals & Policies





Main Street 1920



Main Street today

# ECONOMY

Tarrytown possesses a diverse mix of businesses, from its merchants in the downtown area to its offices, hotels, industry, and corporate campuses spread across the Village. Until the end of the twentieth century, a central part of the area's economy were its waterfront industries – the County Asphalt plant in Tarrytown and the General Motors assembly facility in neighboring Sleepy Hollow, which employed more than 2,000 workers at the time of its closing in 1996.

As a counterpoint to the waterfront industries, Tarrytown facilitated the development of office buildings and corporate facilities in the second half of the twentieth century, consistent with a regional shift toward deindustrialization and the rise of corporations in the postwar period. And in the early years of the twenty-first century, the economy has shifted yet again, with the shuttering of corporate headquarters and the rise of professional, hospitality, and health care businesses and services. As of 2015, these growing sectors make up nearly 60% of all Village employment, an increase of 50% over the scale of these industries less than a decade ago.

Tarrytown benefits from a varied economy with local employment options as well as easy access to larger employment centers nearby due to its key location along rail and road corridors. Tarrytown residents who work are engaged in a broad range of sectors, with healthcare, education, and professional and technical services representing the top three over the past decade.

More than 60% have some college or higher level of education, and 90% work outside of the Village (LEHD, 2015), with a growing number of commuters to New York City: almost 35% in 2015 compared with 27% in 2007 (LEHD). Among those who work in Tarrytown, the Village's workforce is younger with higher levels of income and education than the Westchester County average. Workers participate in a range of sectors and represent a significant village population (7,517 in 2015 ). More than one in three workers are employed in professional, scientific, and technical services today, the largest local industry sector, and an increase from one in four in 2007.

In recent years, longtime employers have relocated corporate headquarters out of Tarrytown. Corporations such as Emisphere, Kraft, and Dannon, at one time all hosting major operations within the Village, shifted operations to other locations within the region. Despite these relocations, the Village has seen the arrival of new companies and growth in expanding industries, consistent with larger regional trends. In 2008, Marymount College's campus was sold to EF International, an education company, which now hosts students from around the globe at its English school. Montefiore Medical Center, an academic medical center based in the Bronx, New York, acquired the former Kraft offices on Route 9 for its back-office operations in 2013.

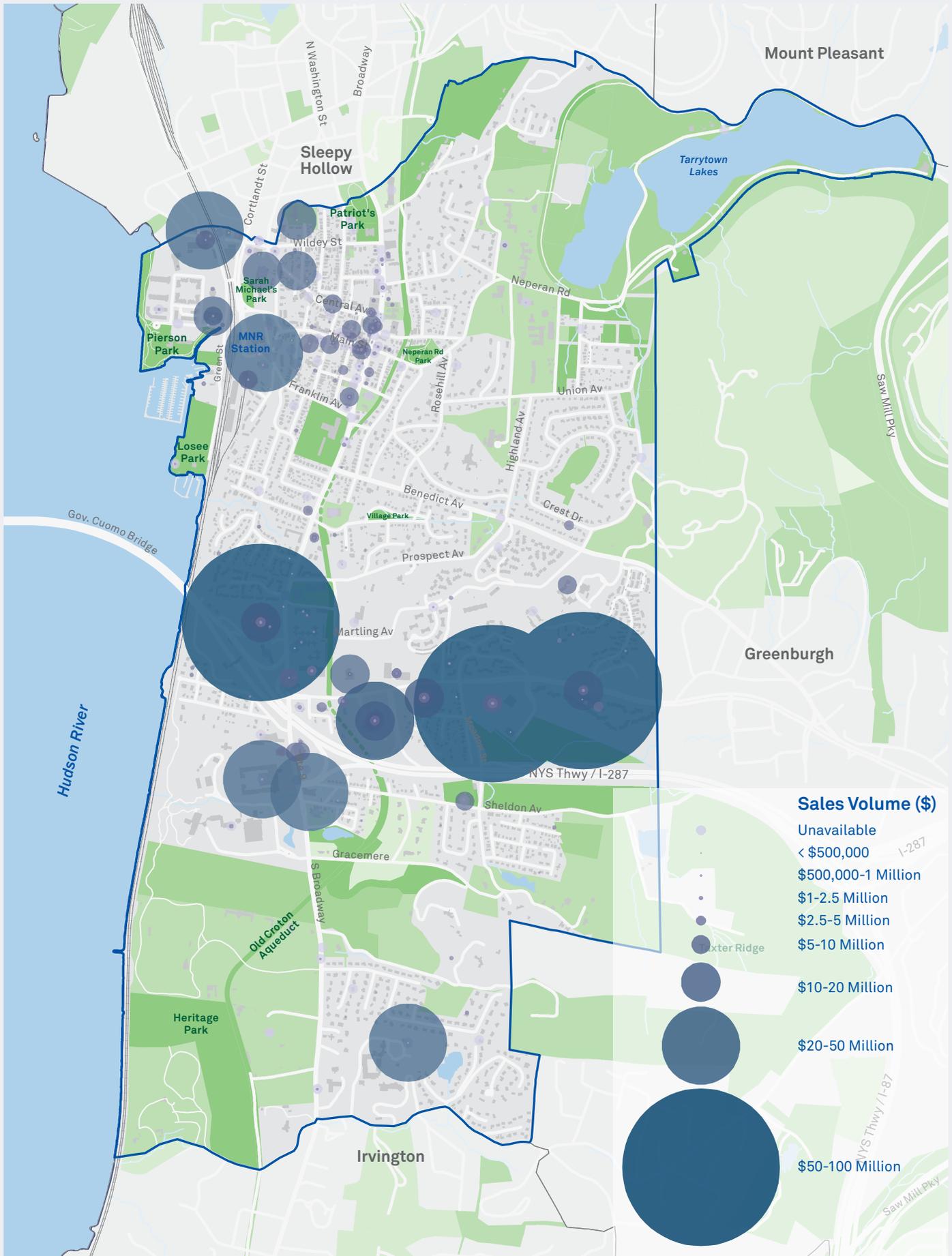
Just beyond Tarrytown Lakes and located in the Town of Greenburgh, the pharmaceutical company Regeneron has continued to expand

its headquarters campus, making it among the fastest growing companies in the County.

Although shifting trends in regional employment and industries will always influence the Village's economy, Tarrytown can leverage these changes as an opportunity to attract new employers in emerging industries. Long-term employment projections show significant growth in health care, professional & technical services, hospitality, as well as the construction industry – the first three of which are already well-represented among local industries. As Tarrytown continues to evolve, having an adaptable office stock will be an important part of attracting and retaining businesses and ensuring fiscal health. In addition, enabling smaller businesses to gain a foothold by allowing flexible office spaces, such as co-working or incubator facilities, could help attract future businesses and create employment opportunities for residents to work within the village.

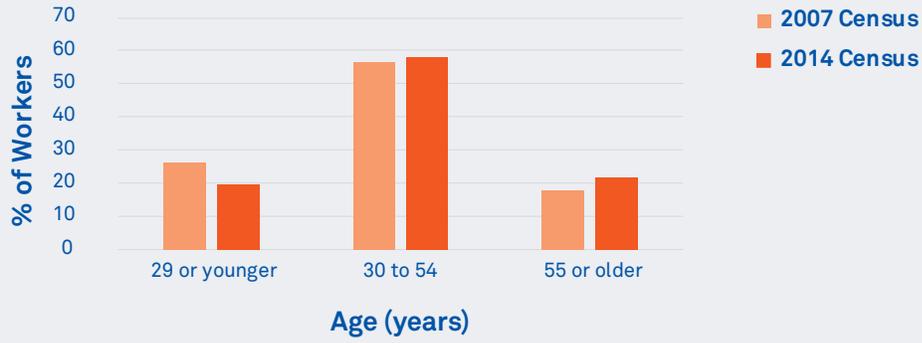
While Tarrytown's offices and corporations represent an important part of the Village economy, perhaps its most visible face is the downtown retail and service district, which serves residents' and workers' needs in addition to supporting the population of tourists who visit or pass through the Village each year. These businesses include retail trade, a growing food and beverage culture, and arts and entertainment. Although in recent years retail in Tarrytown has been more successful than the County average, with a recorded vacancy rate of 1.7% as compared with 7.2% for Westchester, storefronts particularly on North Broadway have struggled. Numerous community members and workshop participants identified the perception of long-lasting retail vacancies as one of their greatest concerns for future planning.

In Westchester County, tourism represents a \$1.8 Billion industry (2015) that continues to grow. Tarrytown has long been a focal

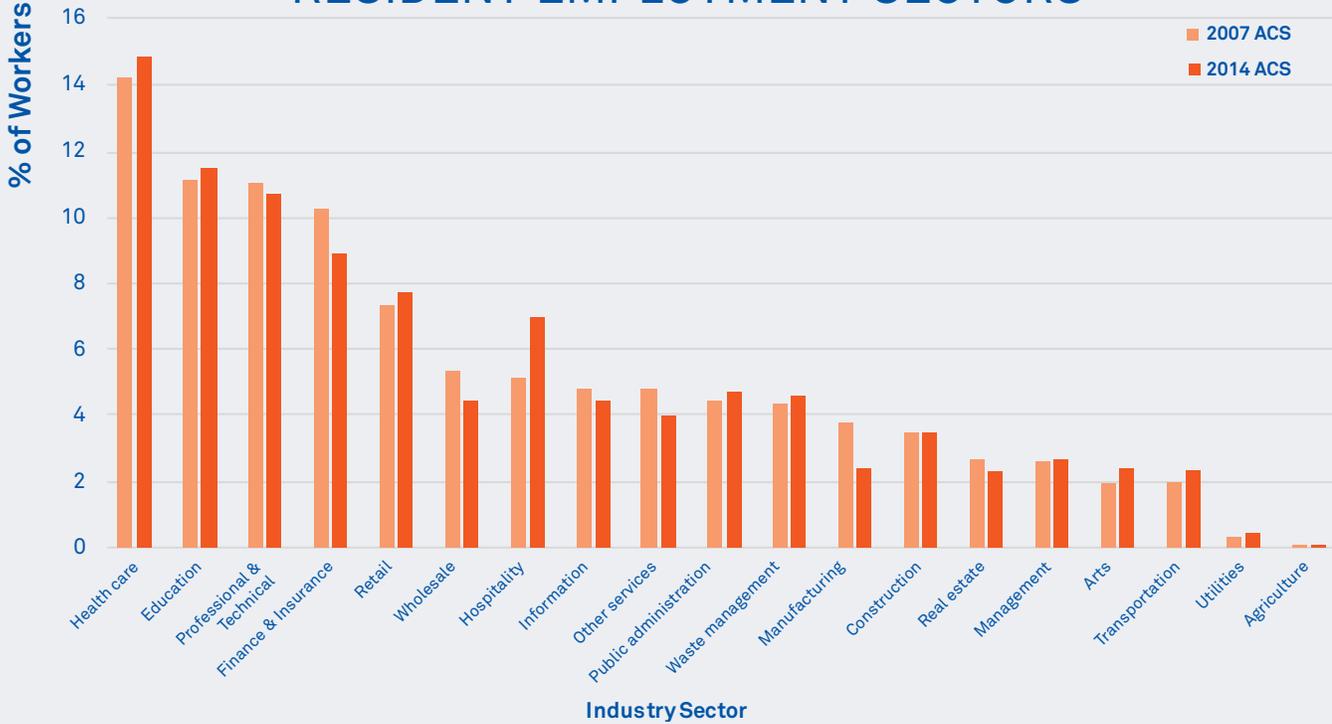


Source: ReferenceUSA

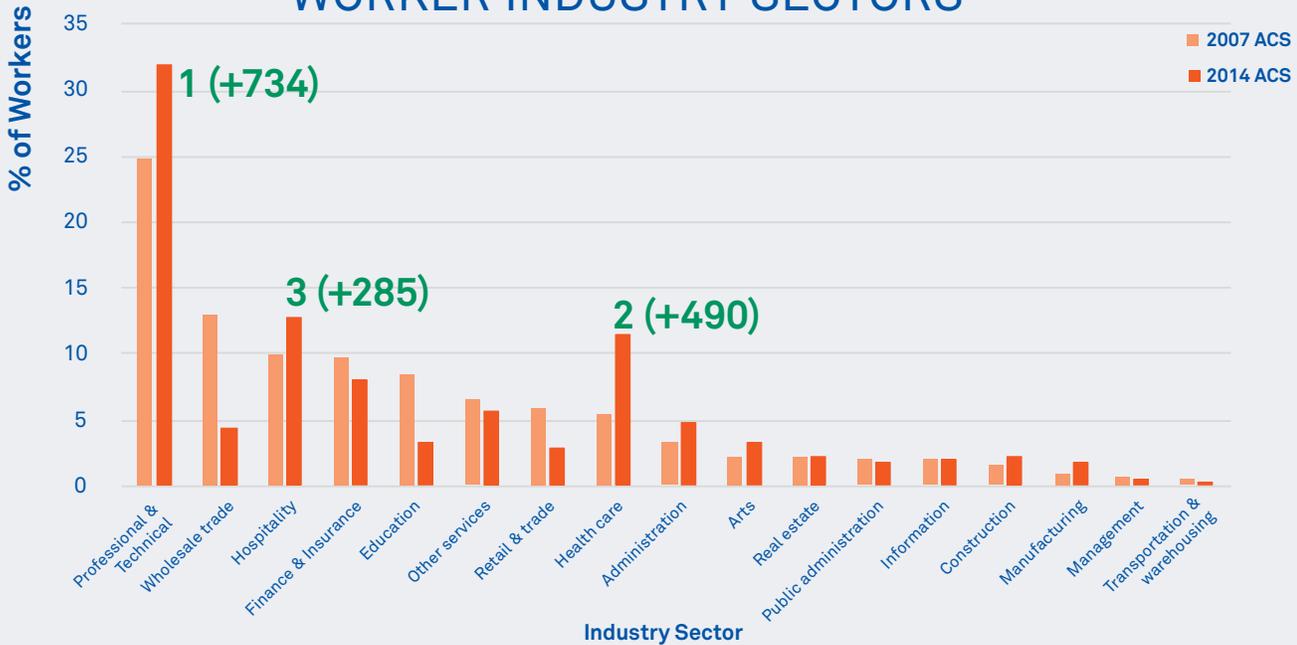
# AGE OF WORKERS



# RESIDENT EMPLOYMENT SECTORS



# WORKER INDUSTRY SECTORS



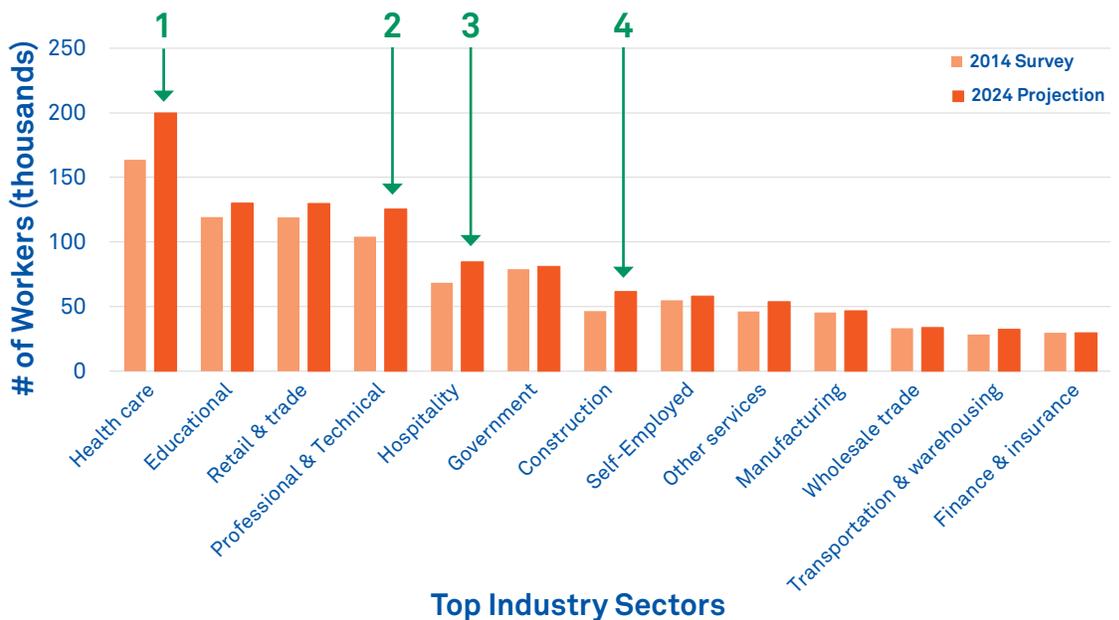
# ECONOMY

point for tourism in the increasingly popular Hudson Valley region, which stretches from the City of Yonkers in Westchester County to the State Capital in Albany. Its hotel offerings have enabled the Village to operate as both a launching point and a destination within the region. Numerous historic sites throughout Tarrytown and nearby Sleepy Hollow, Pocantico Hills, and Irvington attract large numbers of tourists.

Historic Hudson Valley, which owns, maintains, and promotes a number of the area’s historic landmarks and sites, records around 315,000 visitors annually to sites and events in Tarrytown, Sleepy Hollow, and Pocantico Hills, including the annual Great Jack O’Lantern Blaze, Washington Irving’s Sunnyside, as well as Kykuit, the Rockefeller estate. Tarrytown Music Hall, the Village’s critical anchor institution on Main Street, estimates another 85,000 attendees annually to its performances and events. Since 1994, the Historic Hudson River Towns consortium has worked to link efforts and increase tourism; however, Tarrytown itself has no body overseeing or coordinating tourism activities within the Village.

Looking forward, an important challenge for the Village will be raising revenues to sustain its operations and services to its residents. Property tax rates rose approximately 50% over the ten years from 2005-2014 while at the same time the Village saw approximately a 20% decline in its assessment roll even with the addition of new developments over the same period. This decline can be traced primarily to the conversion of taxable properties into non-profit status, as well as the filing of tax certiorari by hotels, condominiums, and commercial properties. Due to its status as a village, Tarrytown receives a fraction of the local sales tax collected by the County; however, the revenue is distributed according to population rather than revenue generation. One important development in the Village’s revenues came from the passage of a New York State law in 2017 that allows villages in Westchester County to collect a local tax on hotel bookings. Still, with a limited number of revenue sources, the Village must continue to use its existing revenues tactically as well as continue to seek to expand and diversify revenue streams.

# HUDSON VALLEY PROJECTIONS



# 1 Leverage land use & development to promote sustainable growth

Tarrytown's land use pattern has experienced limited change since the late twentieth century, with less than 5% of its housing units built since 2000. Notable recent developments have focused on expanding single- and multi-family housing. Around Tarrytown Lakes and in the south end, new developments have consisted of single-family homes on large parcels, while the industrial lands west of the railroad tracks have been transformed into townhouses and multi-family buildings with waterfront parkland, community facilities, and retail.

Promoting sustainable growth means enabling new development in a way that protects the Village's historical resources, enhances the experience and connectedness of existing open space, and supports greater densities of residential and commercial uses only where they can make efficient use of land and support the expansion of residents, workers, and visitors with shared transit, pedestrian, and bicycle access. Any development or redevelopment should further the goals elaborated in this plan, with a focus on creating vibrant, mixed-use, and walkable neighborhoods that welcome all residents, foster affordable living, reduce dependence on personal vehicles, and enhance the built and cultural Village context.

The Village downtown and station area, with its immediate access to regional rail and

bus at the Metro-North Station, represents a significant opportunity to leverage sustainable land use policies and expand transit-oriented development east of the railroad tracks. New spaces for working and living must be integrated with improved strategies for commuter parking that alleviate congestion around Depot Plaza. Any retail should focus on neighborhood needs – enabling residents to shop for necessities locally – and complement, not compete, with the existing collective of downtown merchants. Streetscapes, built fabric, and the design of the public realm should strengthen the physical connection up and down the hill, forging an experience of continuity from the station area to the top of Main Street. Not least, the vision for this area must facilitate access and views toward the Hudson River and waterfront parklands.

Throughout the village, it is a priority to consider any potential development with an understanding of its short and long-term fiscal impacts, its long-term viability in and contribution to a changing climate, that positions the community for a more equitable and connected future. Growth must be balanced with a sense of the historical legacy of place. Any development must contribute to the public life of the Village as well as address regional goals for livable and complete communities.

## 1a — Enable equitable and transit-oriented growth

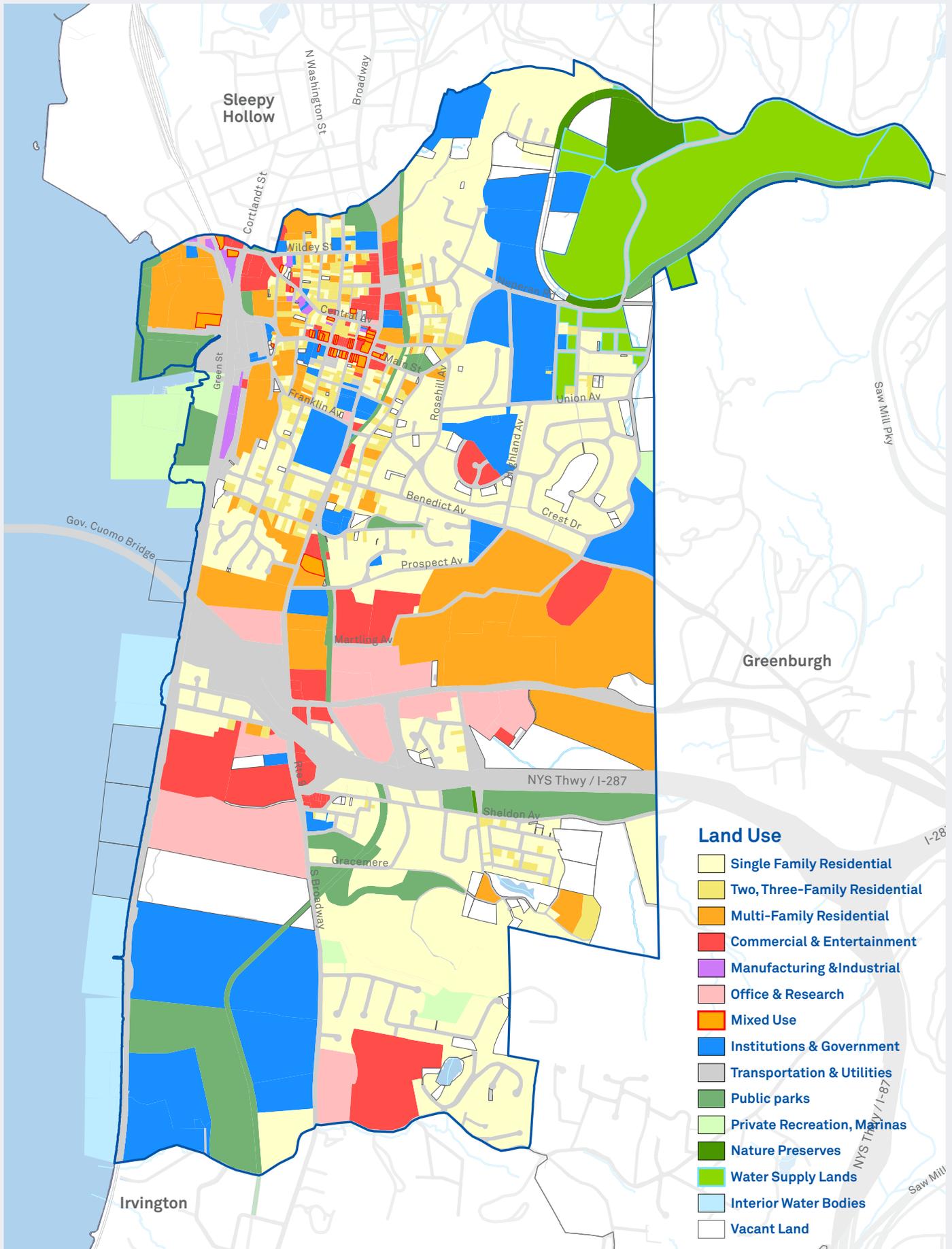


Retail uses adjacent to Village Hall and the train station

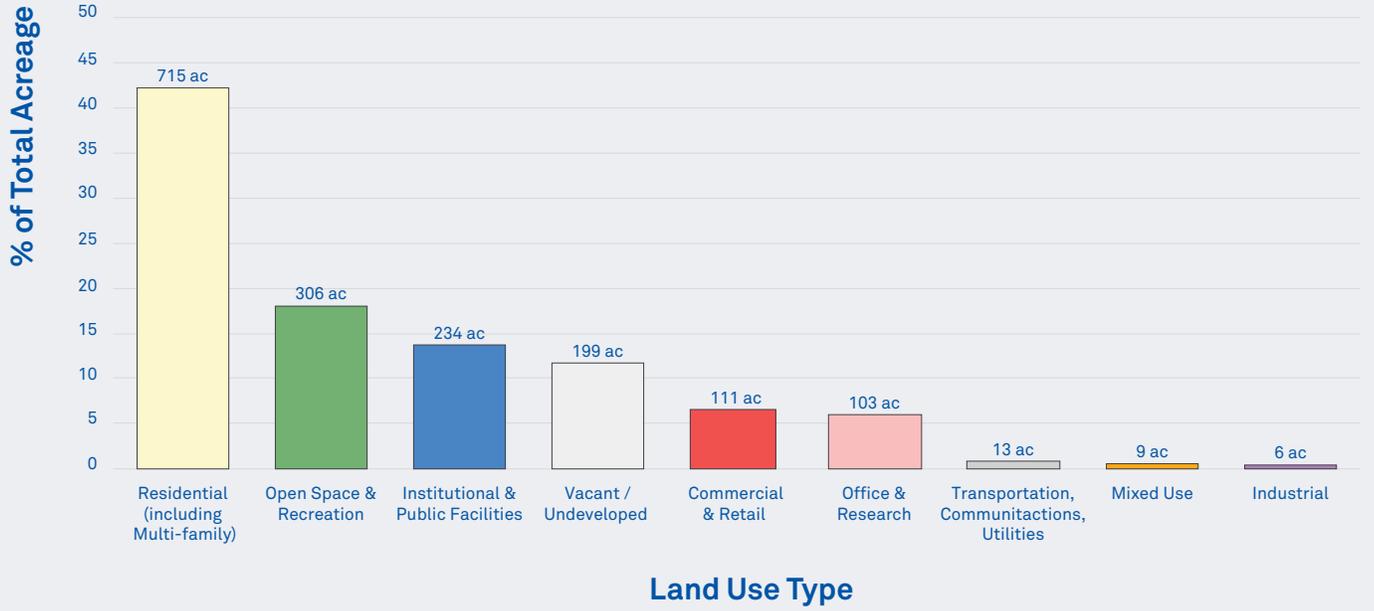


Industrial and storage uses face the rail right of way

Sources: WXY.



# LAND USE CATEGORIES



There are no agricultural lands within the Village.

# 2 Nurture an attractive & resilient business environment

Tarrytown has long been known for its active, vibrant downtown and its range of commercial districts, which support an array of businesses at all scales. While the downtown area and Route 119 corridor have experienced shifts in their retail and office tenants, respectively, the Village continues to grow and maintain a diversity of businesses. These comprise a range of industries and services, from retail, to food and beverage, to culture and hospitality, to medical and professional services.

Creating an environment where businesses can open and thrive, and where districts can adapt to an evolving regional economic context represents an ongoing challenge and opportunity for the Village. While the needs of downtown merchants and office district corporations may differ, Tarrytown's fundamental goal remains in both cases to support its businesses and the development resilient local commerce.

The walkability and density of the downtown retail and service core represents an inherent strength for consumers and business owners alike; however, residents and merchants point to the availability of parking and the process of opening a business as two substantial hindrances to success. Creating a roadmap with clear guidance will help streamline the process and reduce the occurrence of lengthy delays and vacant storefronts. At the same time, promoting infill development and enabling greater residential densities where they can be supported with off-street parking can add to the critical density of customers who access the downtown on foot.

In the Office Building and Mixed Use districts, it is a priority to adapt to each successive era – at the present, the decline of corporation headquarters and the growth of the healthcare and technology sectors. At the same time, contemporary expectations for places of work and modes of access are in flux, and these districts will necessarily grow beyond their origins as suburban office park campuses. Along the Route 119 corridor, there is capacity to integrate a wider mix of uses and expand transit offerings to serve them.

Outside of Tarrytown's historical retail and office districts, changes in land use policy have the potential to spur the expansion of local employment and broaden the supply of commercial space. Emerging models of co-working and live-work spaces near the Metro-North station could offer residents a new place to work within the village, while unlocking potential co-benefits: shifting commute patterns and reducing congestion, as well as increasing collaboration between Tarrytown entrepreneurs and enterprises.

Last, investing in the infrastructure that businesses need to succeed is an important aspect of sustaining successful workplaces. The resiliency of the power grid and increasing the speed and reliability of the Village's data infrastructure are two critical aspects of an ongoing project to maintain and upgrade its systems. This work, as do the other policies outlined, demands active and continuing collaboration with the Town of Greenburgh and Westchester County.

**2a — Support a vibrant village center and its merchants**

**2b — Promote dynamic office districts to attract and retain businesses**



Vacant storefronts among stores on North Broadway



An office park on Route 119 where one of the two buildings remains unleased

Sources: WXY.

# 3 Develop resources & infrastructure for tourism

With its numerous notable historic sites, abundance of open space assets, and active downtown cultural and entertainment offerings, all supported by a range of accommodations and immediate access by rail and highway, Tarrytown possesses the raw ingredients of a successful tourism economy. Like neighboring Sleepy Hollow’s reinvention since the turn of the century, the Village has tremendous potential to grow as a destination and center of regional tourism.

The thousands of tourists who visit annually represent a major constituency and a necessary focus for planning. While local attractions remain robust, there are not yet coordinated or vetted resources to help tourists to learn about or navigate Tarrytown. Wayfinding around the Metro-North station, key destinations, and throughout the Village can help make the connection between the wide array of offerings, while local information and resources can promote merchants and services in the downtown. Clearer signage and information can also enable visitors to explore the Village more widely and mitigate the shortage of downtown parking during certain times of the day and week, which discourages visitors from exploring local shops and restaurants.

At the same time, there is an urgency to coordinate among the many independent efforts that are currently taking place online and at Village destinations. Improved coordination supports navigation, discovery, and greater engagement for visitors arriving by all modes: train, car, and bicycle. These efforts may range from creating a consolidated online platform for information and discovery, to a consistent signage and app-based wayfinding, to coordinated placement of information with the constellation of local and nearby hotels. Creating a centralized location for tourist information near the train station or downtown will help encourage visitors to discover more parts of the Village. A local transportation system that can serve significant tourist destinations will help ensure all parts of the Village benefit from the increased economic activity. At the same time, planning for the tourist population must acknowledge and support the growing cyclist population with resources and infrastructure, for example, the combined installation of bicycle racks or pumps at key locations along with information.

## 3a — Promote village as a destination & regional hub



Lyndhurst Mansion



Food, retail, and entertainment activity on Main Street

Sources: WXY, Historic Hudson Valley.

# 4 Ensure fiscal health & sustainability

Maintaining and improving Tarrytown’s municipal fiscal health while operating within the constraints of all levels of governance is essential to the implementation of any near-term strategies as well as progress toward a long-term vision. In coordination with the other goals enumerated in this plan, fiscal health is fundamental to the continuity of Village operations and planning.

The Village fundamentally strives to minimize the tax burden for residents and businesses, while utilizing its budget strategically to support operations and services in addition to seeking opportunities to expand revenues and through that advance the community vision and goals. Budgeting decisions consider a range of criteria, including initial costs and revenue as well as long-term impacts and benefits, which

enables the Village to manage its limited resources effectively. At the same time, it is important to continue working to identify and evaluate opportunities to expand local sources of revenue and funding. Local revenue sources could include added taxes from the redevelopment of under-performing properties or the reassessment of improved properties, the lease or sale of Village-owned lands, the collection of new taxes such as the hotel tax in 2017, or the restructuring of fee-generating amenities such as public parking.

Funding strategies account for a second group of considerations. Grants from the State, County and other sources support the Village in advancing a range of projects, from capital and infrastructure investments to community-based initiatives. Where appropriate, partnerships with nearby



South end fire station is one of Tarrytown Fire Department's three facilities

Source: WXY.

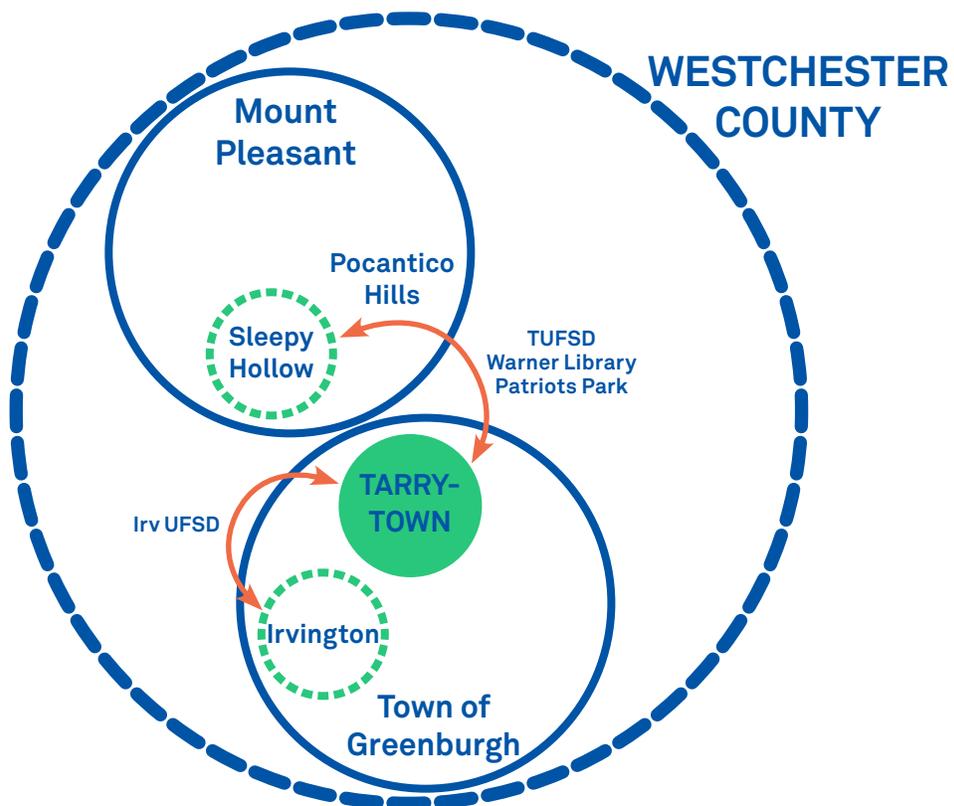
municipalities or public / private structures offer the benefit of enabling the sharing of services and greater efficiencies of scale, or, help advance projects in a way that aligns to the Village and its partner's expertise. For example, a partnership model could enable the construction of a commuter parking facility in which the partner entity constructs the facility in exchange for its revenue over time. Last, donations of land or services can support the sustainability of the Village, enabling the advancement of goals such as the creation of affordable or senior housing, or the maintenance of open space.

technology and sharing data with community members or partner organizations points to opportunities to expand volunteerism to support Village and community needs. Understanding the distribution and trends in downtown parking usage, for example, provides a baseline against which alternatives can be compared and may inform better decisions on management. Implementing smart technologies and other technology-based measures can help the Village to improve productivity and efficiency in operations. Together, these strategies lead the way toward sustainable Village practices and fiscal health.

Greater efficiency in municipal services offers a third strategic element. Employing

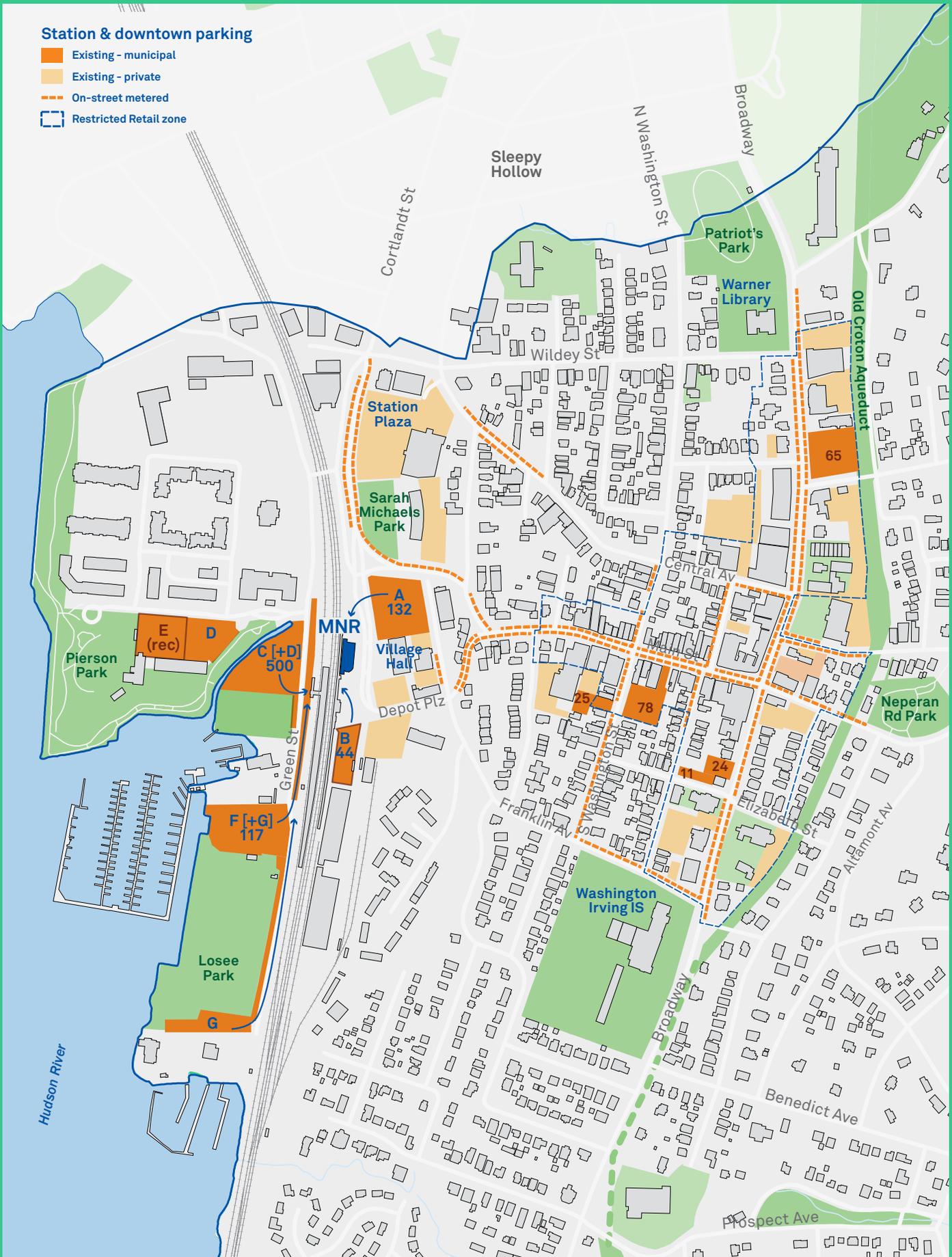
4a — Expand Village revenues

4b — Advance inter-municipal coordination & collaboration



### Station & downtown parking

- Existing - municipal
- Existing - private
- On-street metered
- Restricted Retail zone



# MOBILITY

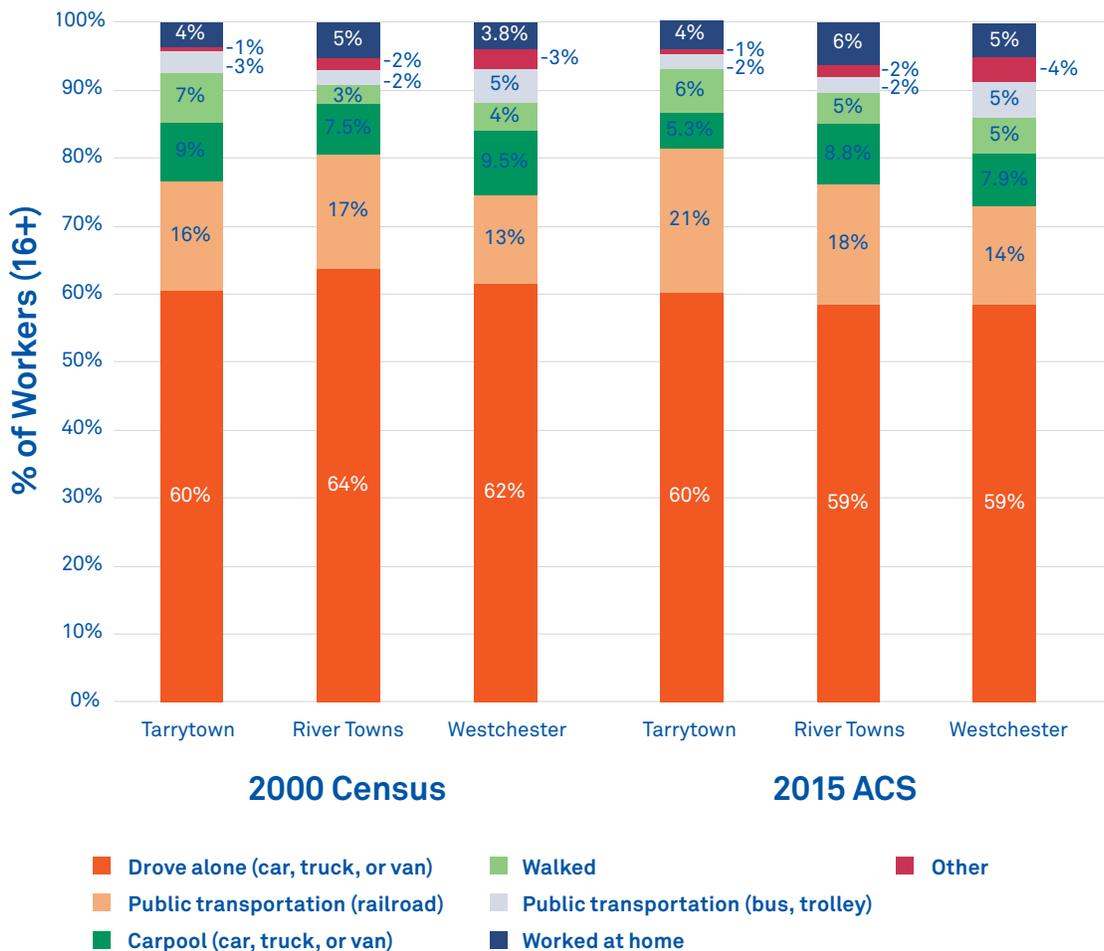
Much of Tarrytown's early history relates to its strategic location along the Hudson River, which served as the primary transportation corridor during the 19th century, linking the newly-completed Erie Canal to New York City. In addition, the Hudson River Railroad, completed in the middle of the 19th century, formed a critical link for train lines running between New York City and the rest of the state. This railroad line runs along the shore of the Hudson River through Tarrytown and is now used by Metro-North.

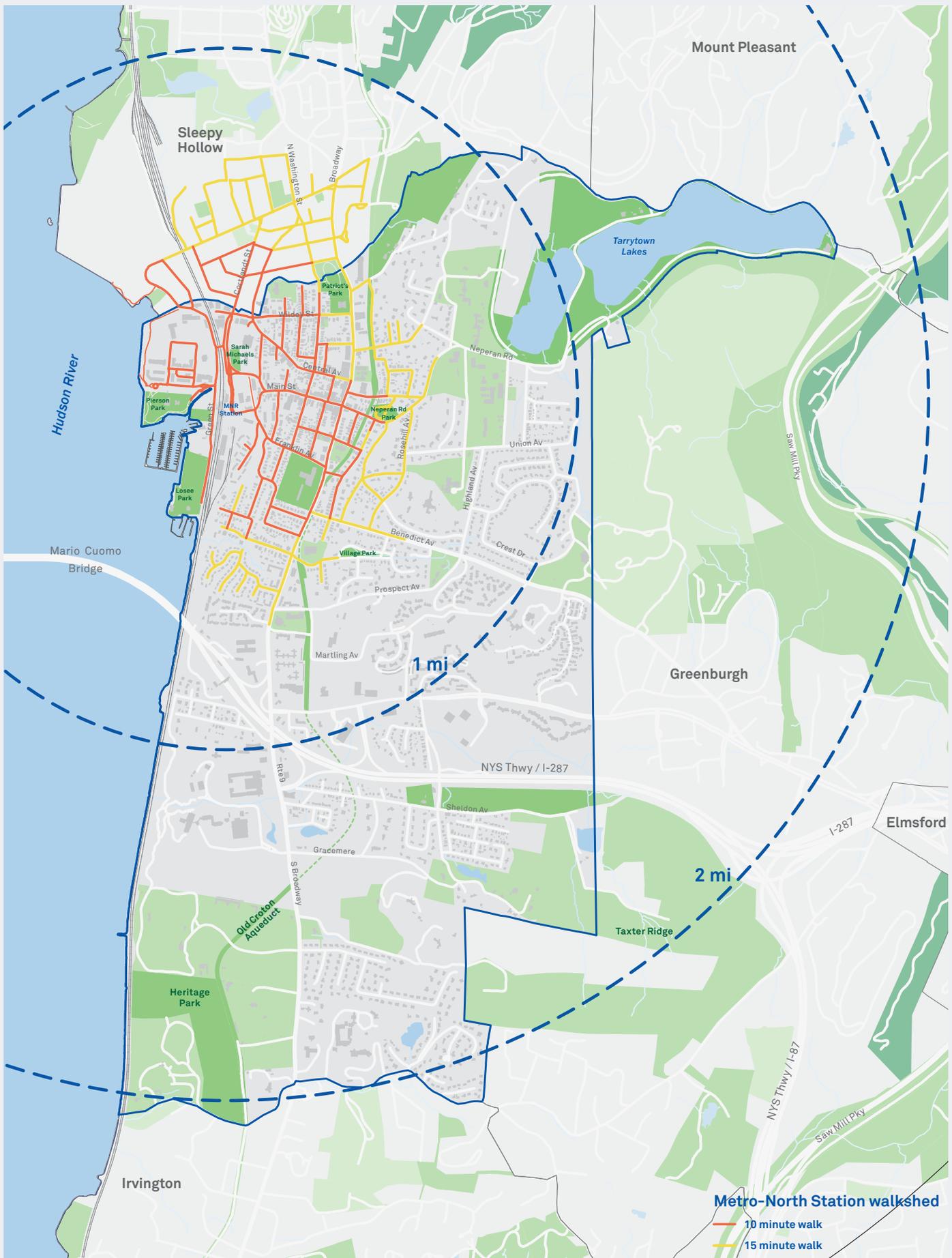
Tarrytown's prominence and location has been critical to the development of the Village throughout history as a key regional junction of many transportation modes. The junction of I-287 and I-87 connects Tarrytown to major employment centers within Westchester County as well as across the Hudson River to Rockland County and New Jersey via the Governor Mario M. Cuomo Bridge. Route 9, which cuts through the center of the Village, serves as a major north-south route. Tarrytown is served by the region's major airports such as Westchester County Airport, LaGuardia Airport, J.F.K. Airport, and Newark Airport. Tarrytown is served by a variety of public transportation options centered around a local hub at the Metro-North station. From the station, Metro-North's Hudson River Line provides direct and frequent rides in under an hour to New York City with numerous trains offering one-stop express service to Grand Central Terminal.

The train station’s central location puts it within walking distance to many of the Village’s densest areas including downtown businesses. Working in coordination with this train service, Rockland County operates Tappan Zee Express (TZx), a regional express bus network that provides service from points west of the Hudson River to the Tarrytown and White Plains Metro-North Stations. The network is scheduled to be replaced by the Lower Hudson Transit Link with the completion of the Mario M. Cuomo Bridge. This new network will add additional routes as well as implement infrastructure improvements such as transit priority enhancements along the corridor to improve reliability and reduce travel times. In addition to these networks, The Bee-Line, Westchester County’s bus system, provides a variety of local routes that carry passengers from Tarrytown to other locations within the County with stops along major roadways.

Despite an ostensibly robust network of public transportation options, Tarrytown residents rely on private vehicles as the primary means of transportation for local and regional trips. The data reinforces the perception of an existing misalignment between transit services provided and the convenience of auto use, as well as an opportunity to explore services that fulfill unmet needs. As Tarrytown anticipates that the residential population will expand in the coming years, both within the Village and in neighboring municipalities, traffic congestion and parking continue to present significant concerns. Although the percentage of Tarrytown commuters using the Metro-North increased from 16% to 21% between 2000 and 2015, the share of commuters who carpool has decreased over the same period; the share of commuters who drive alone has remained unchanged (2000 Census; 2015 ACS).

TRANSPORTATION  
MODE SHARE





Sources: Westchester GIS, WXY analysis.

## MOBILITY

Traffic congestion is a daily occurrence near the train station and along Broadway and major concern for many Village residents. As traffic congestion worsens, drivers increasingly find alternative routes, cutting through local neighborhoods using roads not designed for handling large volumes of vehicles. In addition to lengthening trip times, this traffic often creates dangerous conditions for drivers, pedestrians, and cyclists, as well as excessive noise and pollution for the areas along the congested routes. Traffic congestion is also influenced by factors outside of Tarrytown's borders: large developments near Tarrytown that are nearing completion, such as Edge on Hudson in Sleepy Hollow, represent an additional challenge for already-congested roads and highlight the importance of ensuring alternatives to personal vehicles exist to facilitate a shift in the way people travel within and around the Village.

Tarrytown is advantaged in that many key village nodes such as the train station, waterfront, and downtown are located in

close proximity within a central area. Despite this, barriers preventing the widespread use of non-motorized transportation are frequently cited by residents. A steep grade slopes upward from the station area to downtown creating topographic challenges. The Metro-North train tracks isolate the waterfront from the rest of the Village. Currently, the only methods of crossing the tracks include using a pedestrian overpass within the Metro-North Station or navigating the H Bridge, which is designed primarily for cars. While sidewalks are abundant within the Village's downtown and around the train station, pedestrians struggle with discontinuous sidewalks on a number of streets beyond these high-traffic areas. Along Route 9, missing and poorly-identified crossings makes pedestrian mobility challenging and points to an opportunity to improve safety.

Bicycle infrastructure is has expanded on a limited basis in recent years, beginning with the limited installation of racks in the station area and downtown. Since most roadways



Multi-modal opportunities at the Metro-North station

in the Village provide only a single lane of vehicle traffic in one or both directions, the introduction of bicycle routes has inspired debate about how to enable strategically a wide range of mobility options while ensuring pedestrian safety, alleviating congestion, and supporting an active and vibrant downtown.

Parking availability within the downtown has frequently been cited by Village residents and businesses as a challenge. Existing on-street parking and municipal lots serve a daily need for downtown business owners and workers in addition to providing short-term parking for residents and tourists who visit local shops and eateries. While parking is time-limited and metered during the day, evening parking remains free and unrestricted, often the downtown's busiest period with its lively entertainment and restaurant scene.

Numerous parking lots surrounding the Metro-North station provide parking for residents and non-resident commuters. These lots are controlled by Village-issued permits during weekday commute hours, and

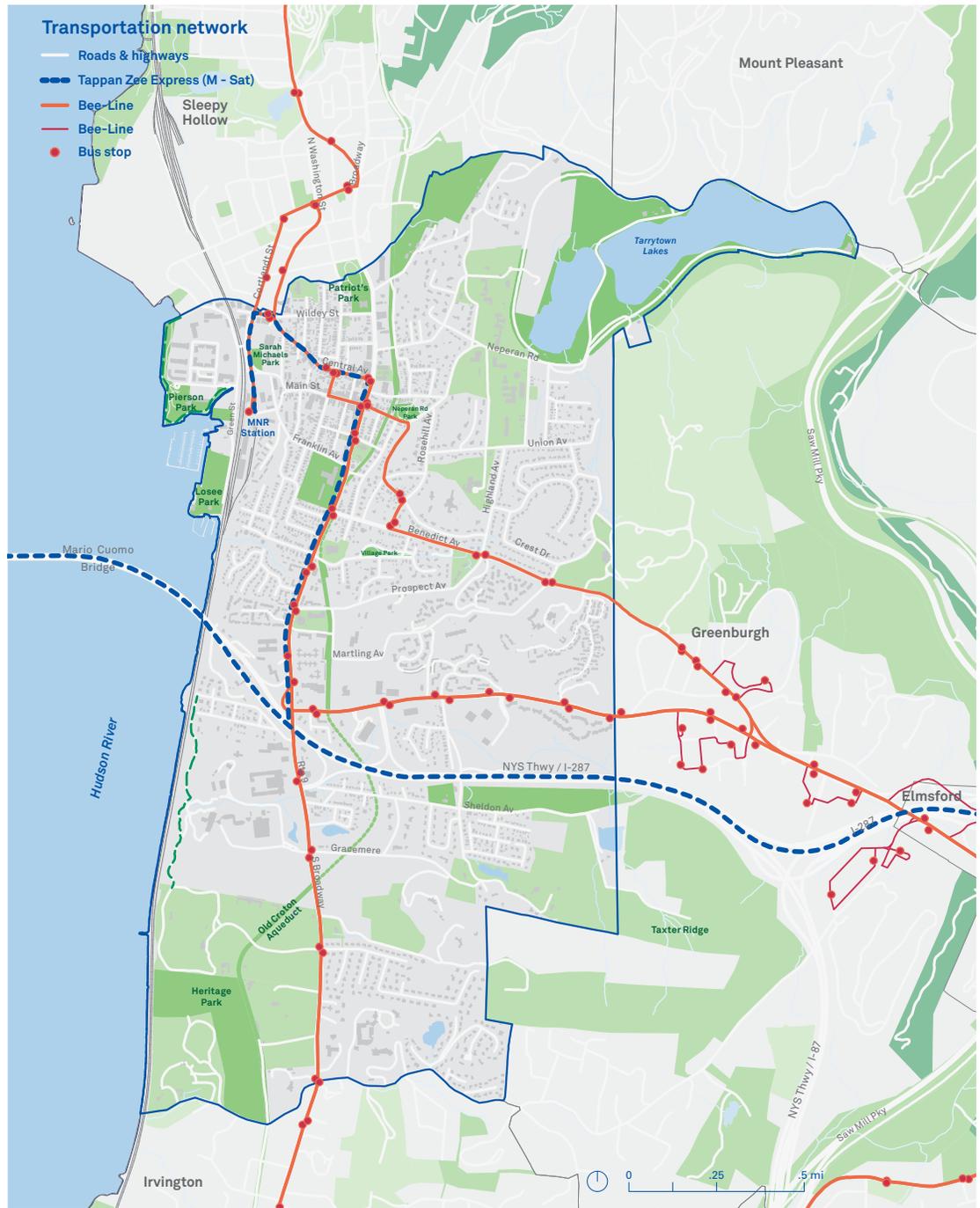
consistently approach or reach maximum capacity during peak times, which include the weekday commute as well as evening and weekend events at the waterfront. However, at other times this parking remains unused, even when parking in the downtown approaches capacity. Tarrytown is unusual among Westchester municipalities in that the Village sells permits to non-residents; more than one third of permit holders come from outside the Village to board the train, with Rockland County representing the largest constituency of non-residents.

Within the Village, there is limited signage at major village gateways that direct visitors to key destinations. The need for clearer signage is particularly evident along the route between the train station and downtown. This route takes numerous turns along minor streets and is critical to bringing visitors arriving by train to the commercial center of the Village. In addition, there is very little signage that directs visitors arriving by car or train to key historic sites, some of which are outside of downtown.



Route 9 / Broadway is Tarrytown's primary north-south thoroughfare

# MOBILITY



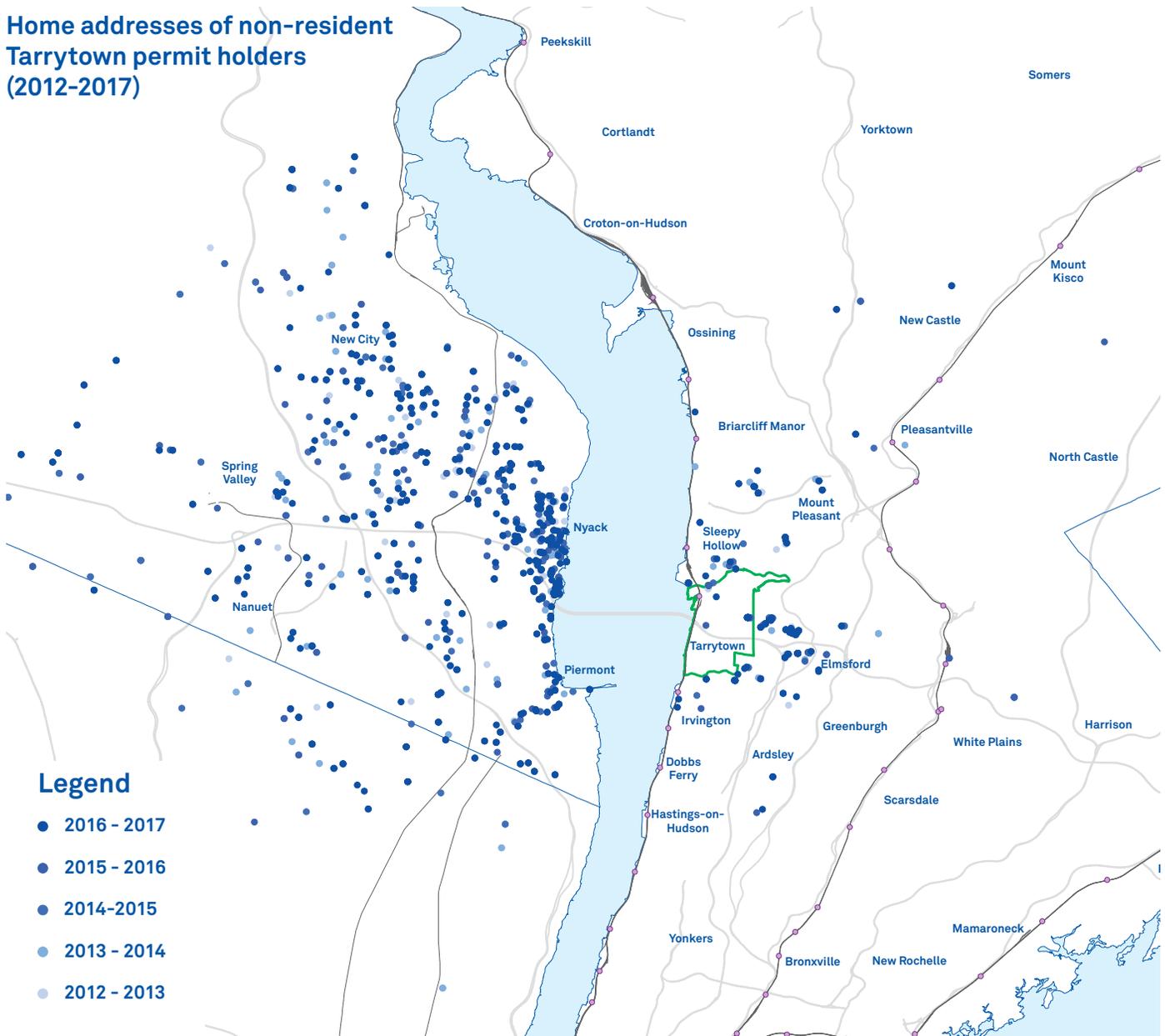
# COMMUTER PARKING RATES COMPARISON

|  | Tarrytown | Hartsdale | Bronxville | White Plains | Larchmont | Scarsdale       |
|--|-----------|-----------|------------|--------------|-----------|-----------------|
| Total Parking Spaces                     | 802       | 832       | 200        | 620          | 600       | 725             |
| Annual Resident Parking Permit Price     | \$410     | \$800     | \$1000     | \$1089       | \$695 *   | \$1000 - \$1500 |
| Annual Non-Resident Parking Permit Price | \$1125    | N/A       | N/A        | N/A          | N/A **    | \$1440          |

\* Village of Larchmont residents alternate: \$60 annual meter parking permit + \$6 daily fee  
 Town of Mamaroneck residents alternate: \$185 annual meter parking permit + \$6 daily fee

\*\* Outside Village of Larchmont and Town of Mamaroneck residents: \$545 annual meter parking permit + \$6 daily fee

## Home addresses of non-resident Tarrytown permit holders (2012-2017)



### Legend

- 2016 - 2017
- 2015 - 2016
- 2014 - 2015
- 2013 - 2014
- 2012 - 2013

Source: Village of Tarrytown.

# 5 Improve local mobility & regional access

Local mobility strategies seek to improve the ease and experience of getting around the village for all users of all modes: pedestrians, cyclists, passengers and drivers in personal and public vehicles, and businesses transporting goods in trucks. The primary goal of these strategies to ensure a safe, accessible, and shared experience on roadways, sidewalks, and at crossings, for those traveling by foot or with assistance, vehicle, or bicycle. At the same time, working to improve mobility through shared and non-vehicular modes has the potential to reduce congestion throughout the Village.

The Village's Complete Streets initiative and the Route 9 and Route 119 active transportation studies represent two meaningful steps toward evaluating how streets are functioning and identifying where targeted efforts can improve safety and mobility. Embracing Complete Streets principles not only means recognizing how streets are used today but also how transportation trends can be encouraged to evolve over time. While right of way usage and needs vary widely, improvements may include, but are not limited to: ensuring continuous and accessible sidewalks or widening sidewalks in high-traffic pedestrian areas; allocating space for bicyclists with lanes or road markings; implementing traffic calming measures and safe crossings; and implementing public space improvements to improve sidewalk continuity and priority where pedestrians must cross driveways.

Where there are opportunities to revisit street design and circulation patterns, for

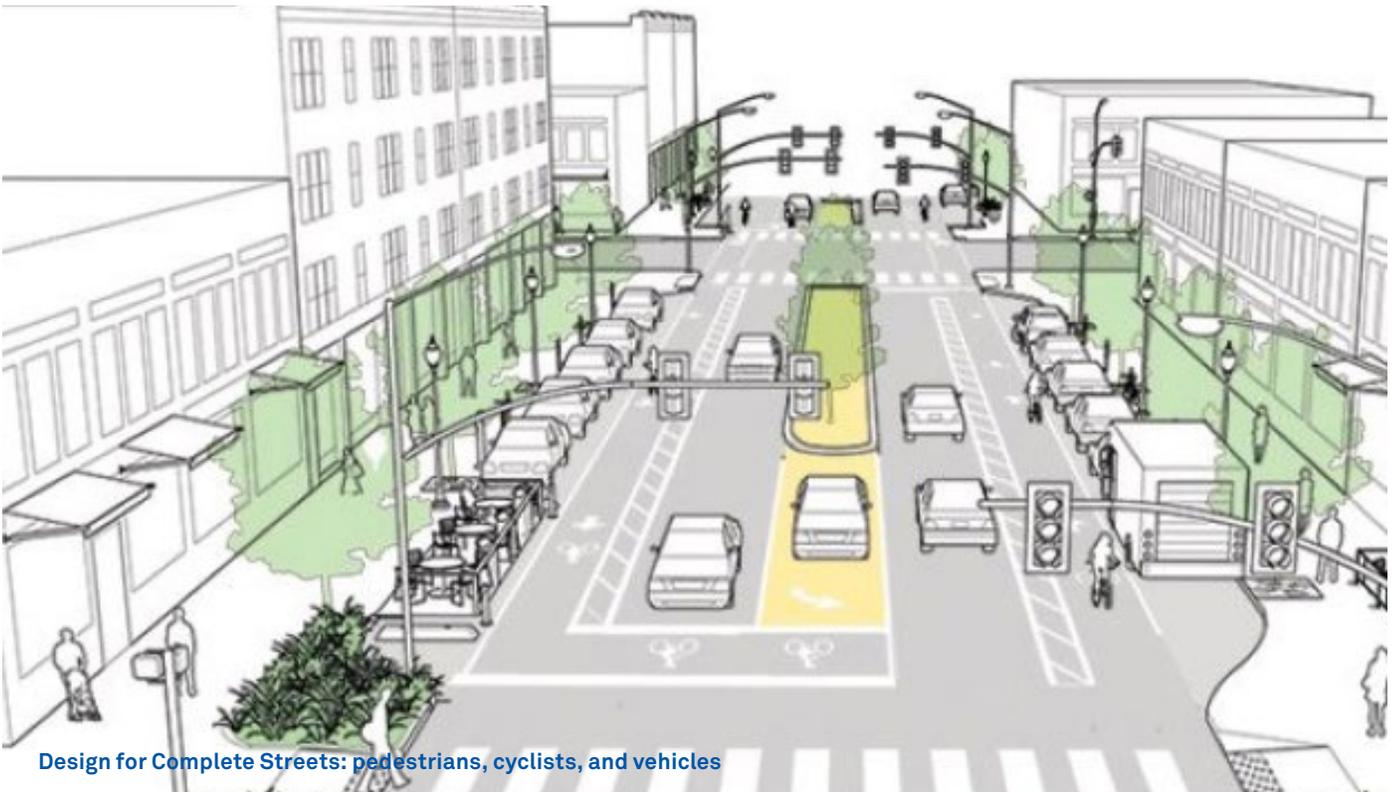
example at Depot Plaza and throughout the station area, it is a priority to transform these spaces with the safety of pedestrians in mind. Reducing crossing lengths and creating highly-visible crossings is a part of ensuring safety at all intersections. And while pedestrian safety is paramount, alleviating congestion and improving traffic flow and safety at known pinch-points are also important challenges – particularly for commuters and residents who pass daily over the H Bridge or traverse Route 9. Reducing congestion requires a multi-faceted approach to take vehicles off the road and move traffic more efficiently, for example, through improved alternative mobility, deployment of smart technologies for ride-share, and adaptive signal timing.

Any strategies for local mobility must be complemented by an approach to regional access – both to improve first and last-mile connections and generally make it easier for commuters and visitors to get to and around the village. Supporting increased coordination between regional transit operators is an important part of facilitating better connections between distinct modes of transit. A priority is to realize an efficient multi-modal transit connection at the station area for Metro-North, Bee-Line, and Tappan Zee Express (LHTL) riders to facilitate trips north and south along the Hudson River as well as by bus throughout Rockland and Westchester Counties. Increased coordination includes both improvements to the physical location of inter-modal connections and more closely integrated schedules.

- 5a — Invest in safe, accessible, people-friendly infrastructure to facilitate mode shift
- 5b — Improve regional transit access & connections



Route 9 / Broadway has been a focal point for Complete Streets efforts



Design for Complete Streets: pedestrians, cyclists, and vehicles

Sources: WXY, NACTO.

# 6 Reduce dependence on personal vehicles

Frustration with traffic congestion throughout the village and limited parking in the downtown area are two of the most frequently cited concerns for Village residents. Policies that focus on the transit-oriented potential of the station area and infrastructure improvements that support and facilitate a mode shift away from personal vehicles and toward cycling, walking, and shared local transit are two ways to advance this goal. In the station area, for example, an increase in density could be served by the existing transit network of rail and bus service, as well as benefit from its immediate access to the downtown area.

There is a robust playbook of strategies to enable mobility without personal vehicles. Ensuring the continuity of pedestrian access between adjacent neighborhoods makes it easier to complete trips on foot. Meanwhile, the installation of bicycle infrastructure in public space and at any new private developments supports the expansion of the network and enables certain short trips to be completed without a vehicle. Some examples of this infrastructure include installing bicycle racks and pumps at key destinations,

and covered on-street bike parking downtown, secure bike-locker parking at the Metro-North Station, and indoor bike parking wherever it is provided for vehicles.

Infrastructure for walking and biking is complementary to shared local mobility systems that provide another alternative to personal vehicles, particularly where they bridge the gap between regional transit and last-mile trips within the Village. The development of a technology-enabled micro-transit service represents a potential to link destinations across the Village affordably, including such high-traffic nodes as the station area, downtown, the Route 119 corridor, and key tourist sites. In contrast to the deployment of a fixed-route shuttle service, leveraging technology to create demand-responsive shared transit will ensure the system is able to easily adapt and evolve with changes over time.

A policy of enabling organized and affordable micro-transit has a range of additional potentials: alleviating the demand for multiple independent local shuttle services, improving the convenience of ascending



Congestion on Route 9

Source: WXY.

the hill from the station area to downtown, and expanding tourist access throughout the Village. It has the potential to expand equity in access for lower-income residents and residents with mobility limitations. Last, it could reduce congestion around the train station and offer an alternative to driving and parking in the downtown area where the supply is limited.

Not unlike many other suburban municipalities, the availability and distribution of parking in the station area and downtown represents a major concern for many residents and visitors. Commuter parking west of the railroad tracks results in morning and evening congestion at the H Bridge, while the current supply of downtown parking does not meet its high demand in the evening, weekends, and during Music Hall events, while more than sufficient at other times of the day and week.

The provision and regulation of parking represents a significant challenge that requires a comprehensive and coordinated approach to ensure it is available for its intended purpose and that the Village continues to derive a benefit over time. While parking in the station area serves Village Hall and the Recreation and Senior Centers as well as longer-term commuter needs, parking in the downtown serves merchants and their employees, in addition to short-term visits to access services and entertainment and residents who do not have access to off-street parking. The differentiation and pricing of parking is one way to affect the supply and ensure some parking is available at all times, whatever need it serves; the other is to invest in new public parking. Aligning parking supply and demand will be an ongoing effort that serves many of the goals in this plan, not least supporting local merchants and a thriving and dynamic village center.

- 6a — Leverage technology to facilitate shared mobility & reduce congestion
- 6b — Align parking supply with land use and mobility goals



Shuttle and bus services at the train station

# 7 Facilitate access & discovery

The legible expression of space and direction is an essential part of interacting with and navigating the public realm, even in an age where people increasingly rely on mobile mapping applications to find their way. While Tarrytown’s geography encompasses a small area with a single primary north-south thoroughfare, the key gateways into the Village – from Sleepy Hollow, Greenburgh, Irvington, and via the Metro-North Station – do not provide any orientation toward the geography or sites within. A number of locations throughout the Village host directional signage, and still others hold a cacophony of informational signs bearing parking regulations, traffic rules, and snow ordinances for example.

The coordination and expansion of a signage and wayfinding program to establish a unique, local visual language opens significant possibilities to orient visitors to the Village and encourage residents and workers to explore aspects of Tarrytown

that are less familiar. Physical and digital systems of wayfinding can operate in tandem to help people locate and discover cultural, historic, and recreational sites, in addition to local destinations such as the train station, downtown businesses and entertainment, and the waterfront.

In conjunction with the Village’s efforts to promote itself as a destination for tourism and articulate a local identity, wayfinding is not a static object but another opportunity to test, evolve, and expand inclusivity. A program that considers the variety of users, their needs, and potential interests, can also be adapted or translated to reach a broader public, encompassing a range of languages, ages, and physical abilities. The station area is an ideal place to pilot a program with its thousands of daily passers-through before expanding to other parts of the Village, where it could be deployed to serve cyclists arriving via the shared use path or tourists navigating between historic estates.

## 7a — Improve wayfinding and navigation for residents, workers, and visitors

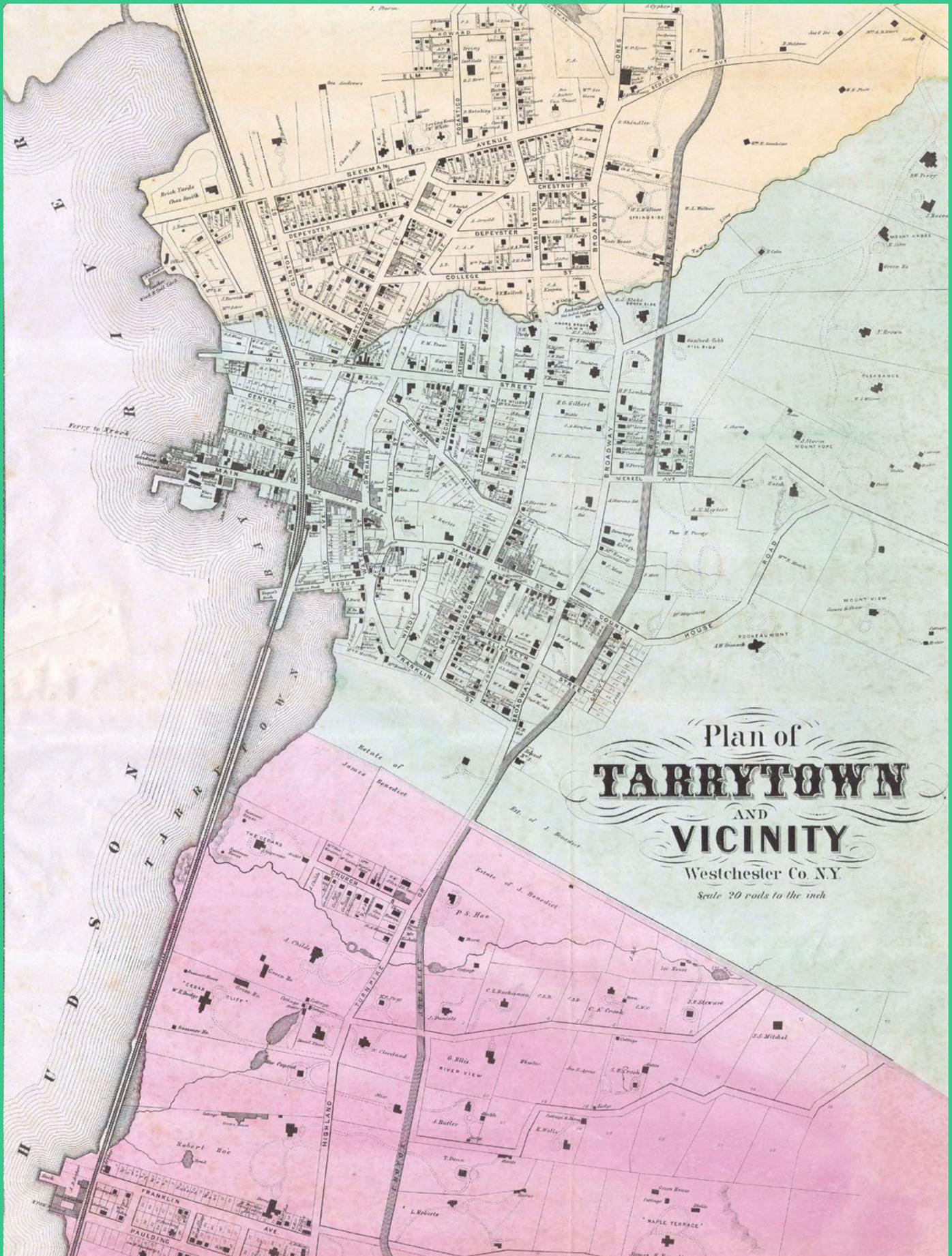




Existing directional signage on Route 9 at Main Street



Signage pointing traffic toward the train station at Franklin Street



Plan of  
**TARRYTOWN**  
AND  
**VICINITY**  
Westchester Co. N.Y.  
Scale 70 rods to the inch

# BUILT ENVIRONMENT

Tarrytown residents often cite its historic character and lively downtown as two of the Village's strongest attributes. Its consistent, pedestrian-scale blocks, celebrated historic structures, and intimate feeling contributes to its strong identity and sense of anchoring each neighborhood. A walkable and historic downtown provides a clear destination for all residents and is in close proximity to numerous recreational opportunities along the waterfront. Numerous historic buildings and institutions, such as the Tarrytown Music Hall which regularly attracts large numbers of visitors to its events, adds to the diverse set of retail options and anchors downtown. Maintaining and improving the built environment of Tarrytown requires the preservation of historically significant sites, buildings, and viewsheds.

Tarrytown's built environment encompasses varied conditions, including a dense downtown and station area along with lower-density neighborhoods toward the periphery of the Village. Historically, as most of Tarrytown's economy was once based off industrial activity near the river and railroad, most development was concentrated along the waterfront and Main Street. Consequently, downtown has a consistent, dense, and walkable pattern of streets. Further uphill, Tarrytown's residential neighborhoods are less densely developed, with streets that accommodate the more variable topography. A mix of retail and office uses can be found along Broadway, while Route 119 is lined by office buildings, multi-family residential developments, and hotels.

Since Tarrytown’s Comprehensive Plan of 1988, there have been numerous large development projects throughout the Village. The 300-unit Talleyrand Apartment complex was constructed during the 1990’s along White Plains Road. Greystone on Hudson, a gated community in the south end, is set to include up to 26 individual mansions ranging in scale from 8,000 - 18,000 square feet. Hudson Harbor, a large residential complex that has transformed the station area, consists of 238 residential units.

The current Village Hall, completed in 2008, is located on a prominent site next to Tarrytown’s Metro-North Station, moved from its former location on Wildey Street next to Warner Library. Outside of downtown, large mono-use districts have resulted in suburban office complexes and private developments. Although these projects are significant for the Village, many have not had an ideal mix of uses. Since the village is largely built out, future development will likely focus on the redevelopment of underperforming properties to enable uses that bring a greater benefit to the Village.

Tarrytown’s evolution has resulted in a village with a varied housing stock that includes single-family homes, suburban condominium developments, and high-density buildings near the waterfront. This mix of housing has historically met the needs of a diverse residential population across a range of incomes, but is increasingly out of reach today for lower and middle-income persons and families. As new developments throughout Tarrytown, especially along the waterfront, supply housing out of the reach of most Village residents, affordability has become a major concern. As of 2015, 36% of housing units were renter-occupied while 64% were owner-occupied (ACS, 2015). The median price of homes for sale in June 2017 was \$849,000, far out of the reach of most Village residents. In addition, the proportion of rent-burdened households has grown from 28% to 42% from 2000 to 2015 (ACS). As

housing costs and property taxes have risen over the past decade, residents have turned to other, often informal, methods to maintain affordability. This sometimes includes the use of short-term rentals, which are presently illegal under Village code. While Tarrytown has already implemented the County’s Model Ordinance Provisions for affordable housing, the production of new housing represents a small number compared to the Village’s existing stock. Maintaining diversity of housing types and prices consistently remains a priority for Village residents.

While the station area has seen significant growth in recent years, the Village has not yet realized the potential to connect it to the downtown. The significant grade change between the station area and downtown divides the two areas. The rail line also present a physical barrier isolating the waterfront from the rest of the Village with few ways to cross. Better connections across the rail line would improve the linkage between the recreational opportunities on the waterfront and the retail downtown.

The street network creates a village of varying neighborhood experiences. The compact blocks of the historic downtown result in walkable, urban density. Beyond the downtown, residential streets branch off of major routes and thoroughfares, creating distinct pockets of development. The design of streetscapes plays a key role in the experience of continuity in the built environment and the perception of the village as a single entity. Street furniture, appropriate street lighting, street trees, and the balance of space for people and vehicles all contribute to the understanding of place.

Recent construction of additional housing units means additional strain is placed on Village infrastructure such as sanitary systems, water supply, and roads. These systems need be maintained and expanded as demand grows.





Residential, industrial, and transportation uses in the station area



Adaptive reuse resulting in multi-family apartments along North Broadway

Sources: WXY.



Main Street retail and mixed-use buildings



Waterfront townhouses at Hudson Harbor

# 8 Connect all parts of the Village

One of the Village’s key assets is its diversity of vibrant neighborhoods and districts. Although these distinct areas are thriving, they are divided by physical barriers such as the railroad tracks, the highway, and steeply-sloping village topography. Through planning and infrastructure improvements, there exists an opportunity to strengthen the connections between neighborhoods and overcome these physical barriers, which will strengthen the perception and experience of continuity.

The top priorities for improved access between neighborhoods include both north-south and east-west connections. Between the south end and the north, pedestrian improvements and streetscape interventions offer a way to emphasize continuity along Route 9 and Meadow Street (the only other north-south crossing) and bridge the divide of the Interstate highway. Between the downtown and the waterfront, the rail right of way cuts most of the village off from the

Hudson River. New bridges, tunnels, or other crossings that open new points of access to the west side of the tracks would support a more porous and seamless connection to the parklands and shore. The potential of the waterfront to become an accessible destination within Tarrytown depends on the expansion of access via multiple direct, convenient pedestrian crossings that are safe and accessible.

More broadly, the design of streetscapes and the public realm provides a way to signal continuity throughout the village and strengthen principal connections to adjacent municipalities. Specific examples include a proposal to reinvent Cortlandt Street as a tree-lined boulevard, expanding the installation of street furniture such as benches or bicycle racks, enhanced sidewalk paving materials, or a palette of plantings and street trees, as well as signage and wayfinding at decision points.

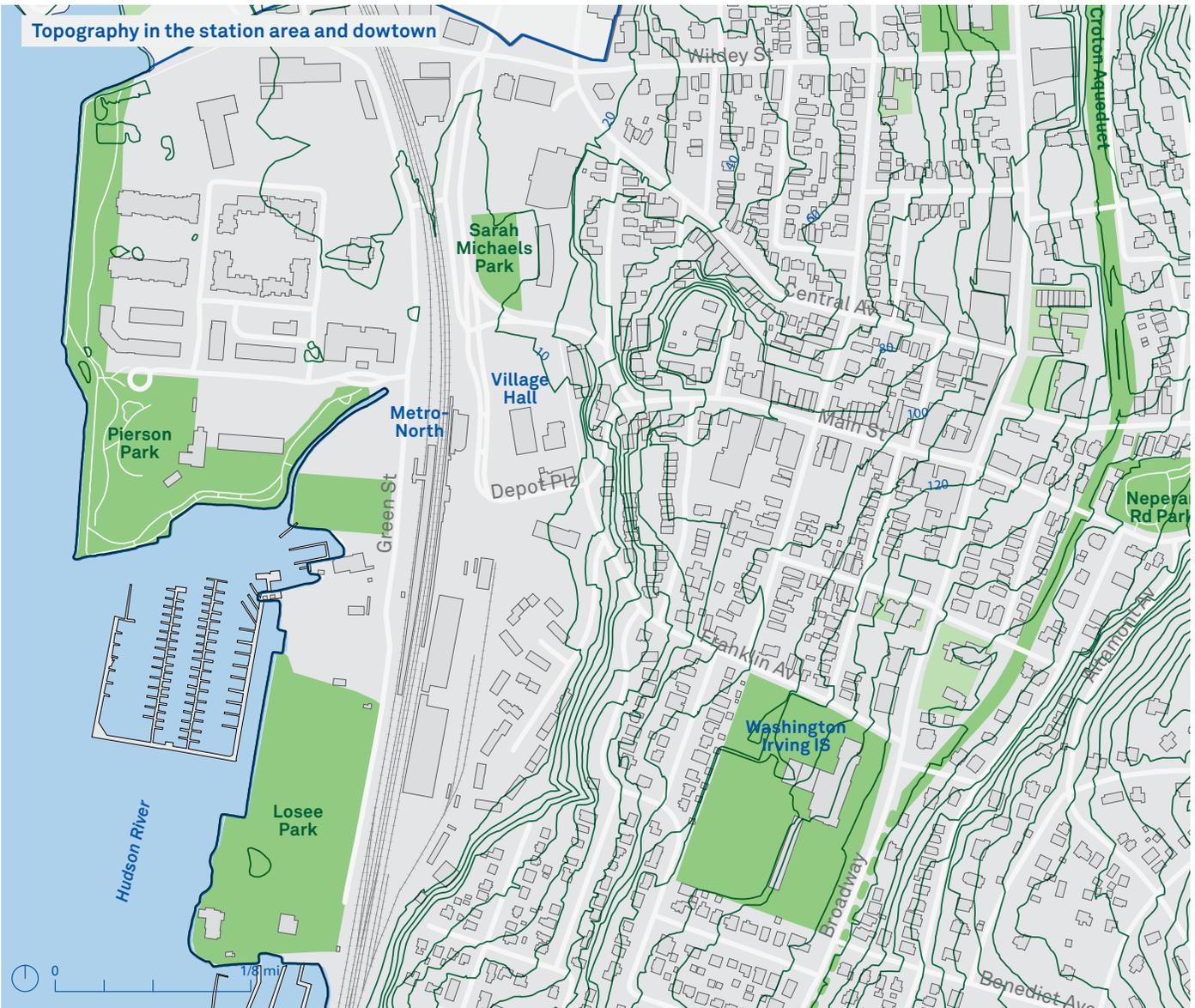
## 8a — Improve access between neighborhoods



Source: WXY.



The elements of streetscape design help signal continuity in the public realm



Sources: WXY; Westchester GIS.

# 9 Preserve & enhance historical resources & institutions

Tarrytown possesses numerous features, resources, and institutions that have shaped the Village’s trajectory through history and represent a critical part of its identity and aesthetic character today. These assets, comprising built structures and natural features, are critical to protect and complement through planning. National, State, and local historic sites provide anchors within the Village that enrich its experience. These include Lyndhurst, the Music Hall, Foster Memorial AME Zion Church, and the Old Croton Aqueduct; the Grove Street, Main Street, and South Tarrytown historic districts; and scenic views enabled by topography and the road network.

Any new development adjacent to Village landmarks or historic districts should aim to enhance these sites with its architecture. At the same time, existing structures or elements with identified historical significance can be preserved through the initiation of local landmark status. However, the preservation of Tarrytown’s historic built fabric must allow it to adapt and retain relevance in contemporary times. Adaptive reuse is one

example of a strategy to enable historic structures to be preserved and reimaged, while at the same time reducing the energy and new materials inputs required to construct a new building. Policies that encourage adaptive reuse can accommodate the evolution of the Village while connecting it to prior eras and preserving vacant lands for open space.

Further integrating and celebrating Tarrytown’s history in daily life is a second important aspect of engaging and enlivening its historical context and resources. The Village already contains a constellation of organizations focused on access and preservation to historic resources: The Historical Society, Historic Hudson Valley, and National Trust for Historic Preservation, among others. Empowering property owners with resources and information is one avenue to support the expansion of the preservation network; connecting visitors to Tarrytown’s assets and history using the website and other media represents a second strategy to enliven the experience and understanding of the Village’s past.

## 9a — Facilitate the preservation of historical structures and resources



The Eastview Pump Station at Tarrytown Lakes

Source: WXY.



**Historical assets**

- National / State Register
- State Register Eligible
- Village Historic Structures
- ⋯ Village Historic Features
- Village Historic Districts



Source: Westchester GIS; Village of Tarrytown.

# 10 Ensure housing stock supports a diverse & multi-generational community

The social and economic diversity of Tarrytown’s residential community is a celebrated aspect of the Village today and top priority to protect and support in the coming years. This goal begins with acknowledging the role that the housing supply plays in determining who will continue to live in the Village. It goes further to establish policies that preserve and expand the diversity of housing choices with access to transit, services, and jobs, to support residents with a range of living arrangements and at all stages of life. Whereas recent housing developments have focused on the luxury market, it is critical that future planning facilitates a wider mix of building and unit types to encourage mixed-income development in the station area and wherever new housing is added in the future.

Any successful strategy to promote diversity and affordability in housing must inherently represent a multi-pronged policy approach. The first step entails permanently preserving

Tarrytown’s existing supply of affordable housing through identification of properties before they age out of their subsidy programs and advocacy or support for measures that will ensure long-term affordability. The second concerns expanding the supply of deed restricted and other affordable homes through new development in areas of the Village supported by strong transit options, to allow for a greater variety of unit types as well as sufficient density to reduce housing construction costs. New developments can contribute to enlarging the overall housing pool and have the potential to introduce new housing typologies that can better serve the existing residential population.

Any new housing should seek to complement and expand the Village’s range of offerings. At a minimum, new developments must set aside a portion of their units as onsite affordable housing, with the goal of decreasing Tarrytown’s share of cost-burdened households – those paying more



Asbury Terrace is a key affordable housing resource in Tarrytown

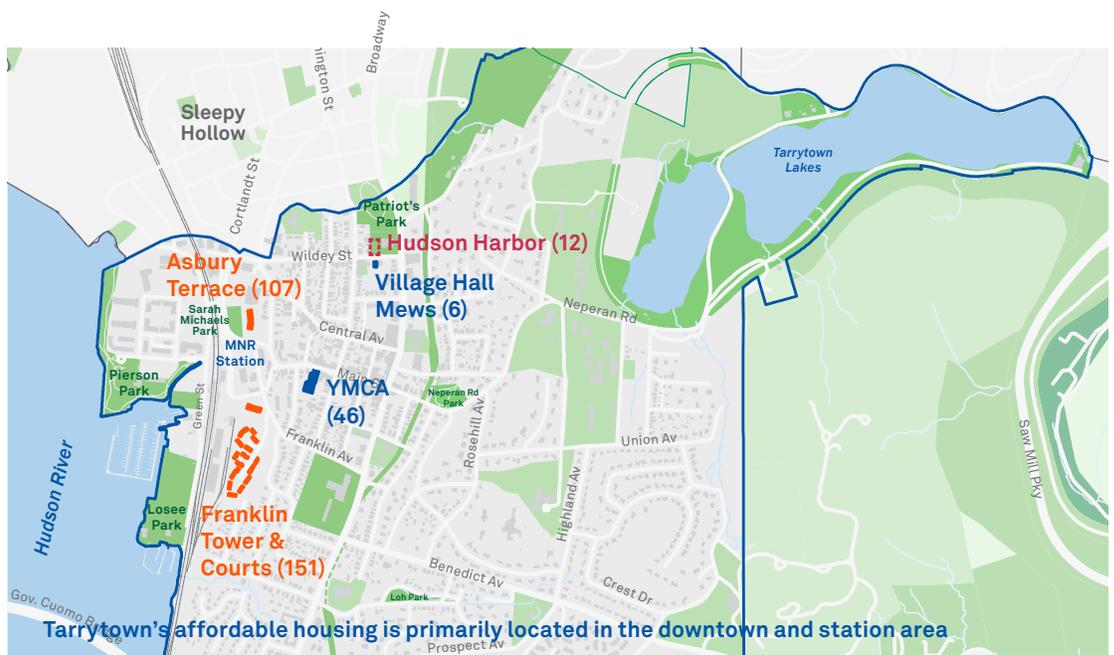
Source: WXY.

than 30% of household income in rent – over the coming decade. Drawing from a range of high-density housing and inclusionary zoning strategies including floating zones and mixed-use zoning as well as mixed-income housing, age-restricted models, and novel typologies such as live-work spaces or micro-units, the Village and its housing can help create places that serve a wider range of residents while preserving the balance of built and open space. New housing for seniors can offer a way for long-time residents to remain a part of the community without continuing to occupy and maintain a single-family property. Underutilized parcels in the station area, downtown, and Route 119 corridor represent an opportunity to imagine a variety of new developments integrated with transit that serve residents of all family sizes and income levels.

There are also a range of informal measures that have the potential to increase Tarrytown’s affordability. In areas with large lots and single-family homes, permitting the division into two- or three-family homes, introducing in-law apartments, or allowing accessory units are strategies that could enable more efficient use of existing resources. Although accessory units may increase the Village’s regulatory burden, where appropriate, they represent an additional source of monthly income for a homeowner as well as a potentially affordable rental arrangement. And while short-term rentals often present a challenge for ongoing regulation, they can also help to offset housing costs while enabling visitors to experience Tarrytown.

**10a — Preserve existing affordable housing**

**10b — Facilitate the creation of alternative & affordable housing types**



Source: Wetchester GIS; WXY.

# 11 Ensure sustainability of infrastructure

Maintaining infrastructure in a state of good repair is a basic expectation for any successful municipality. Just as roadways and rail provide vital links within Tarrytown and to surrounding areas, it is essential to sustain and manage the Village's electrical, gas, water, sewer, and communications infrastructure and systems. Maintenance as well as intergovernmental collaboration with the agencies and utilities that control infrastructure for power and drinking water is an ongoing need to support a thriving community of residents, businesses, and visitors.

As mobile technologies and internet access become an increasing necessity for business and everyday life, improving this aspect of Tarrytown's infrastructure will continue to represent a central concern. The Village plays a role not only in ensuring infrastructure investments maintain their currency but enable adaptation as successive industry

innovations necessitate upgrades over time. And as a village within a municipal structure that includes the Town of Greenburgh and Westchester County, Tarrytown has a role in advocating for and contributing to the expansion of high-speed internet.

The Village also has the potential to support and facilitate the expansion of sustainable infrastructure. This may include new installations to generate renewable energy, resources and incentives to encourage the retrofit of existing buildings, and guidelines for new structures to reduce the impact of buildings on the Village's aging infrastructure. Introducing water retention and filtration measures such as rain gardens, bioswales, and blue roofs in new construction can slow the flow of water into local storm sewer, while deploying techniques to reuse greywater can contribute to a decrease in demand for potable water village-wide.

## 11a — Maintain reliable, safe, & effective power, communication, water, & sanitary systems



Outside of the downtown, much of Tarrytown's power distribution is overhead

Source: WXY.



Water infrastructure at Tarrytown Lakes



Sources: WXY, NYC DEP



Tarrytown Music Hall

# COMMUNITY, CULTURE & EDUCATION

Tarrytown's communal life is focused through numerous community events that bring Tarrytown residents together not only with each other but with neighbors in adjacent Sleepy Hollow and other nearby municipalities. Street fairs, the seasonal weekend Tarrytown-Sleepy Hollow (TaSH) farmer's market, library tag and book sales, jazz at Pierson Park on the waterfront, and Sunset Jazz at the Lyndhurst Estate are among the many events that occur throughout the year within the Village. These public gatherings represent a thread that weaves together new and long-time residents.

Periodic and seasonal events are complemented by the efforts of Tarrytown's wealth of community institutions. These institutions form a culture, entertainment, and social network that shapes daily life for its residents. The Tarrytown Music Hall, Jazz Forum Arts, and seasonal outdoor concerts at Pierson Park and Lyndhurst Mansion attract residents and visitors from the surrounding region to their performances. Warner Library is another enduring Village institution that provides regular curriculum and programming for both Tarrytown and neighboring Sleepy Hollow residents, including conversation classes for non-native English speakers and various resources for job seekers. Built in 1929, it serves as the public library for both Sleepy Hollow and Tarrytown.

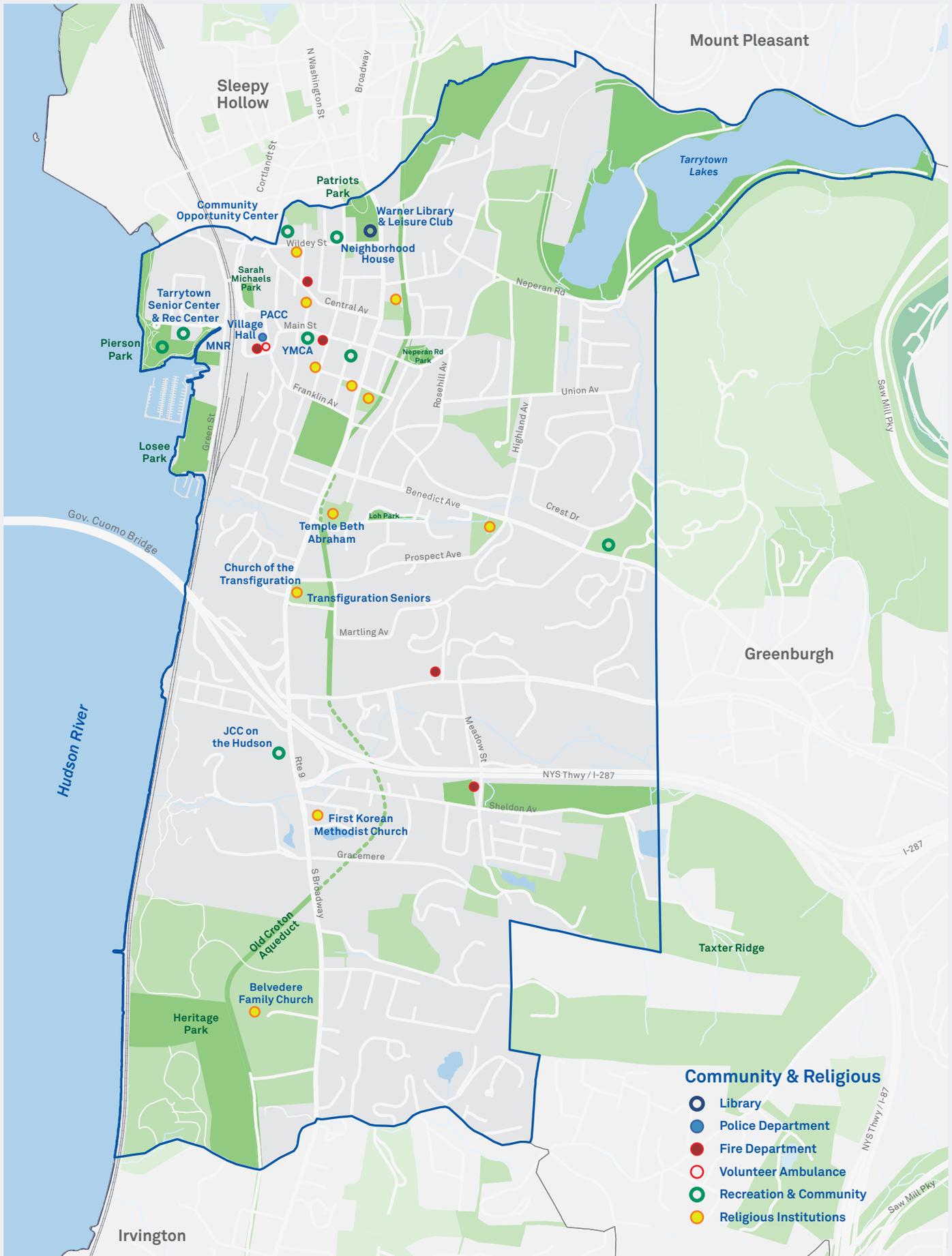
## COMMUNITY, CULTURE & EDUCATION

Other institutions include the Family YMCA at Tarrytown, JCC on the Hudson, the Tarrytown Senior and Recreation Centers, as well as numerous other organizations that support the surrounding communities with a range of services. The Hudson Independent newspaper and River Journal, both based in Tarrytown, provide local news for Tarrytown and the surrounding villages.

The Village's strong educational resources continue to be a major draw to the Village for many current and new residents. Currently, Tarrytown is divided between two school districts, the Tarrytown Union Free School District (TUFSD), and the Irvington Union Free School District (IUFSD). The TUFSD, which covers the northern portion of the Village together with Sleepy Hollow contains the W.L. Morse Elementary School, the John Paulding Elementary School, Washington Irving Intermediate School, Sleepy Hollow Middle School, and Sleepy Hollow High School. The IUFSD, which covers the southern portion of the Tarrytown as well as the Village of Irvington, contains Dows Lane Elementary School, Main Street School, Irvington Middle School, as well as Irvington High School. Recent studies have shown that both school districts have some capacity for further growth in enrollment.

As in any municipality, the safety of residents and businesses is a top priority. Tarrytown continues to be a remarkably safe place to live. In 2014, the Village was ranked as the 11th safest municipality in New York State by Safe Choice, a home security company. Nationally, Tarrytown is considered safer than 84% of all cities in the U.S. Although levels of violent crimes as well as property crimes in Tarrytown remain extremely low, traffic safety has been repeatedly identified as an area of concern by Village residents. Highly congested streets, fast moving traffic, as well as the lack of a safe pedestrian environment on some roads are all potential factors contributing to unsafe roadway conditions.

Tarrytown has long had a culture of active participation in local governance. The Village Board of Trustees is the legislative body that oversees the Village, its administration, and operations. The Board is comprised of the Mayor and six Trustees who each serve a two-year term. Large portions of the Village management are directed by volunteer-run boards, committees, and councils. Through this organizational structure, there are opportunities for a range of residents to become part of local governance and operations, across a range of areas.



Sources: Westchester GIS, WXY analysis

# 12 Maintain a Village identity

Any place-based identity will undoubtedly evolve over time; however, promoting a sense of connection and commonality remains an enduring Village goal. The values identified and articulated through the process of creating this Comprehensive Plan illustrate the range of Tarrytown's aspirations; of equal importance is to identify the sources of a shared understanding of place and community. Nurturing a village identity is a process that aims to better connect residents, workers, and visitors with the physical landscape, to support the conception of Tarrytown as a single and cohesive geographical place, as well as to bridge between the many aspects of its social context.

The physical aspects of place-based identity extend to all parts of the village, as discussed under Built Environment. As a village with a limited number of distinct points of access, Tarrytown also has an opportunity to imagine these places as gateways into the

Village with signage and wayfinding. Entries at the Mario M. Cuomo Bridge, along Route 9 in the south end, by the Tarrytown Lakes at Old Saw Mill River / Neperan Road, and Cortlandt Street are among the key points of access that lend themselves to reinvention. In addition to delineating space, these sites represent an opportunity to communicate Tarrytown's values to its visitors.

No less significant is the identity the Village cultivates and projects virtually. Tarrytown's municipal website, social media presence, and representation through tourism and other websites are a living and evolving expression of the Village. The reinvention of its website has the potential to connect the virtual, physical, and social expressions of the Village in a cohesive and improved web presence and identity that feeds into wayfinding and discovery of Tarrytown. Any efforts must connect to Tarrytown's related goals to coordinate and grow its tourism industry, expand access, and increase equity.

**12a — Strengthen a sense of community & place, both physical & virtual**

**12b — Improve communication & expand access to information & technology**





Signage at the entrance to the Village along Route 9 / North Broadway



Entrance to the Village at Tarrytown Lakes

Sources: WXY.

# 13 Grow a local culture of diversity & representation

Diverse citizen participation in local governance is fundamental to sustain Village operations and enable representation from a range of voices and opinions to inform its direction. As a municipality that is governed by a board of elected Trustees but managed through delegated responsibilities to a range of appointed boards, committees, and councils, the engagement of citizen-volunteers represents the basic premise of effective and continuous operations. Ensuring that the activities of Village boards and committees are accessible to outside participation is a first critical step toward the meaningful engagement of a broader subset of the local population in governance. Accessibility includes ensuring the availability of translation services for public events, in addition to advertising meetings and their agendas in multiple languages, providing minutes online for all boards and committees, or instituting regular progress updates to the public on initiatives or projects.

Sharing and promoting information on the process of joining a Village board or committee is another critical element of access to participation. The development of clear guidance on the process for volunteering

for any of the boards or committees represents one strategy that can help broaden the group of participants. A second strategy could entail the creation of a system for registering citizen interest in participation, such that as positions become available they can be filled.

Growing a local culture of representation also points to an opportunity to reconsider the mandates of each of the boards and committees and how they operate individually and collectively. Each of the boards and committees inevitably focuses on topics where inter-board collaboration would be fruitful and unlock synergies in their thinking. Quarterly symposia, for example, could focus on bringing a number of boards together around topics that one is actively considering on behalf of the Village Trustees, or they could jumpstart collaboration on new topics or questions that are not specifically in the purview of any one group, but open the discussion of emerging and relevant topics. These regular events could further serve as an opportunity to introduce residents to the work and perspectives that the boards and committees bring to Village operations.

**13a — Facilitate open communication with & between Village boards & committees**

**13b — Expand citizen access to & participation in local governance**



Village Hall



Trustee meetings

Sources: WXY, Patch.

# 14 Support community resources & institutions

Village residents of all ages already enjoy the support of a range of community institutions and organizations that promote health, safety, and social connectivity. These institutions encompass cultural organizations, community programming and activities, and direct service providers, including Warner Library, senior services, recreation facilities, food pantries at local religious institutions, and the TaSH summer farmer's market. While many residents are already attuned to the focus areas and services of the distinct organizations, the Village has a role in promoting its organizational partners to help residents connect with their varied resources. In some cases, it may be possible to expand and formalize an existing collaboration to take on the form of a partnership, or through the delegation of certain services.

A policy to promote and connect residents to social service programs and resources goes hand in hand with any larger effort to utilize web-based and other technological resources to increase transparency and information

about Village operations and local concerns and interests. Where Tarrytown's capacity is currently limited, it can be extended through the establishment of a local network of resources will help identify needs that are yet unmet and organizations or services that would benefit the community. The Village website can complement these efforts by making a stronger link between Tarrytown's services and specific local organizations' pages. In the example of continuing to improve public health, the Village can support the expansion of awareness about the farmer's market, or provide and clarify information about recreational opportunities.

In addition to the organizations and institutions that provide formal and ongoing activity, there is a vital role for the events and celebrations that punctuate the annual Village calendar and bring residents together around community service, holidays, and the arts. As with its service providers, Tarrytown benefits from continuing to engage with and support its network of community partners.

**14a — Promote and connect social services programs & resources**

**14b — Expand access to fresh foods, open space, & recreation**



The Family YMCA at Tarrytown



A Halloween parade on Broadway

Sources: WXY, LoHud.

# 15 Foster access to the arts, culture, & education

Tarrytown is a village with extensive cultural resources, both locally and in its surrounding region. Fostering and expanding access to the arts, cultural institutions, and educational opportunities is a collaborative effort between the Village and its institutions and organizations. Traditions such as the community-focused, free events embodied by open gallery evenings and outdoor summer jazz at Pierson Park and Lyndhurst Mansion bring residents, workers, and visitors together.

Pilot programs that test the appeal of arts, culture, and educational events could inform the development of additional, future events and curricula and help assess how Tarrytown institutions can connect with a wider audience. These in turn suggest a way to reach a diverse population in meaningful and engaging ways that relate to local history, the arts, or learning resources.

Supporting residents' access to education is a fundamental Village goal for people at all stages of life, from the public elementary school system, to vocational training, professional development, and adult education. Digital literacy and access to technology is a key element of success in the contemporary economy. Partnerships with and between local public and private institutions can play a role in fostering the development of skills; access to training for residents, from elementary level students, to job seekers, to the senior population, is an important aspect of this changing landscape. While the Village is responsible for direct hiring in a small proportion of cases, it can support residents' employment by working with Warner Library, the Chamber of Commerce, and other local entities that provide resources and training to job seekers.

**15a — Support & encourage collaboration with cultural & historical institutions**

**15b — Support learning at all stages of life; connect job seekers to training opportunities**



Building models of the Mario M. Cuomo Bridge at the JCC



Washington Irving's Sunnyside



Jazz at Pierson Park

Sources: Tarrytown Patch, Historic Hudson Valley, xxx.



Patriots Park

# NATURAL ENVIRONMENT & OPEN SPACE

Tarrytown's natural environment and open space are prized assets that differentiate the Village in a congested region and make it a highly desirable place to live, work, and visit. The natural environment and open space are not only critical to the quality of life in Tarrytown, but also to sustaining plant and animal species and preserving a balance between the built and natural landscape. Numerous open spaces and a rich network of trails provide Tarrytown residents with abundant recreational and leisure opportunities. Protected historic estates such as Lyndhurst Mansion and Washington Irving's Sunnyside add large open lawns and walking paths to this recreational network and provide space for community events.

Tarrytown enjoys abundant natural resources both within and around the Village. Large forested areas surround the Village in most directions. Within Tarrytown, an extensive tree canopy contributes significantly to the Village identity and adds to the quality of life of its residents. Due to a sloping topography, many residences and open spaces in Tarrytown enjoy views of the Hudson River, the Mario M. Cuomo Bridge, as well as the distant Manhattan skyline.

Tarrytown residents have identified the Village’s rich network of trails and diversity of parks as a major Village strength and the protection of these assets as a priority for any future plans. These open spaces range from manicured parks and playgrounds, to waterfront and wooded trailways, to playing fields, passive open spaces, and wilderness areas. Maintaining an appropriate scale of development has been a key strategy to creating a balance between the built environment and the natural landscape. This balance ensures residents continue to live in proximity to nature while preventing development encroachment on open space. Every effort should be made to ensure local and regional sources of pollution do not disrupt resident’s high quality of life. Historically, the Hudson River had poor water quality due to the abundance of industrial uses along its shoreline. Water quality in the Hudson has shown substantial improvement due to increased regulation as well as the decrease in industrial activity.

In the same way, regulation can be used to address other sources of pollution. Due to Tarrytown’s location in a large metropolitan region, some light pollution is inevitable. Despite this, local sources such as bridge, road, and highway lighting, as well as illuminated signage only worsen the problem. As many residents see Tarrytown as a bucolic village within a dense region, noise is a major concern. Construction on the Mario M. Cuomo Bridge has led to years of elevated noise levels for residents facing the riverfront. With the new bridge expected to be completed in the coming years, this issue should subside. Other sources of noise include cars on both local roads and highways and public events.

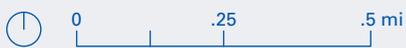
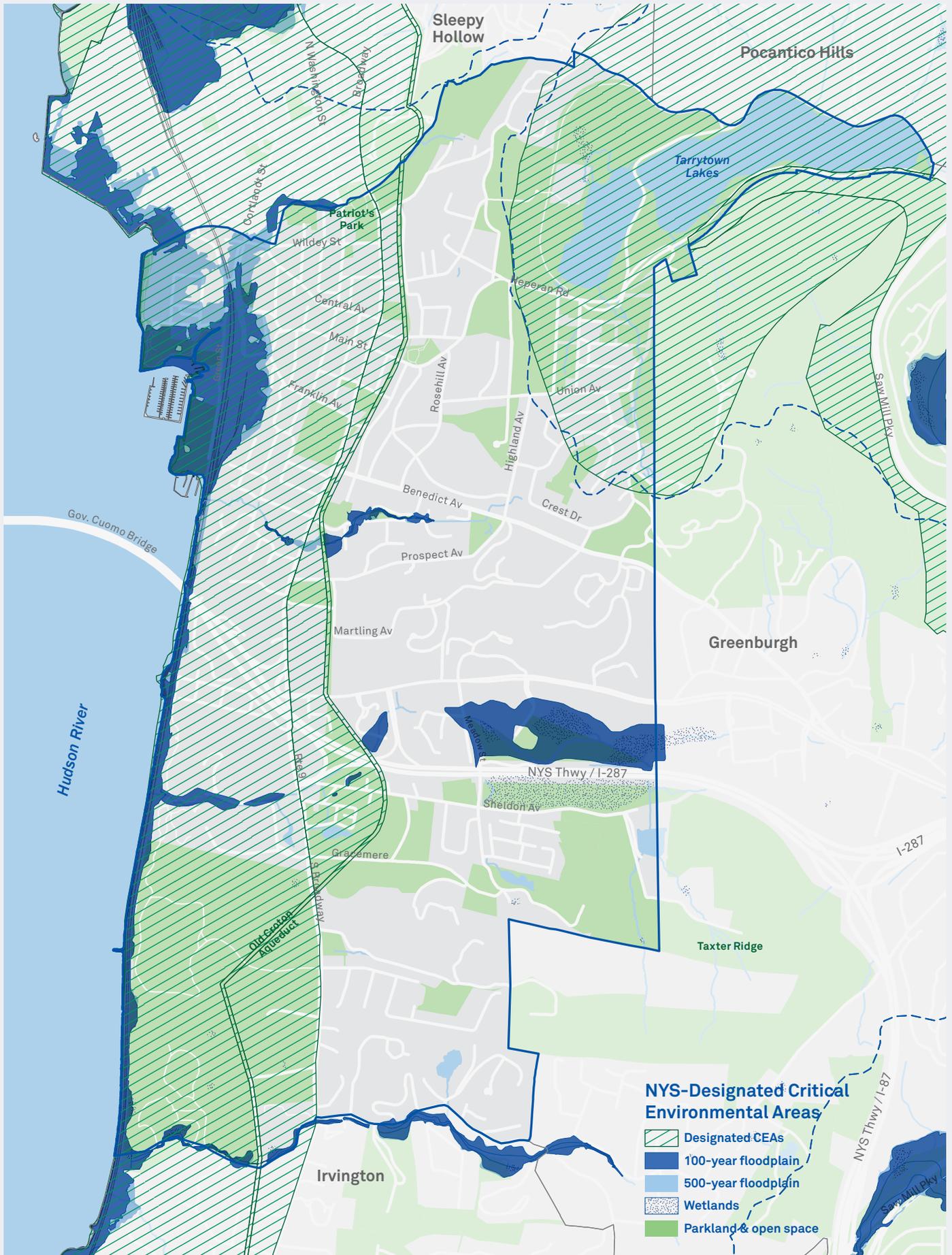
Residents have voiced concern over the use of gasoline powered leaf blowers due to the high levels of noise and pollution they produce, which resulted in an initial set of use restrictions. In addition to noise, air pollution remains a significant concern. As a whole, Westchester County receives a low grade for

air quality. This has serious consequences for residents including high asthma rates especially along highway routes. Tarrytown is faced with issues of poor air quality because of multiple heavily trafficked routes running through or adjacent to the Village such as I-287, I-87, and the Saw Mill River Parkway.

The Village’s topography is characterized by numerous steep grades sloping down to the Hudson River. The bedrock underneath Tarrytown has been classified as Fordham Gneiss which runs along much of the Westchester side of the Hudson River into Manhattan. The Hudson River Valley and Tarrytown’s rugged topography was formed due to the constantly expanding and shrinking glaciers during the last ice age. This series of slopes creates a natural drainage pattern for storm-water runoff that is disrupted by development and large areas of paved surfaces. Tarrytown currently has an MS4 Sewer System, meaning that storm-water collected from streets and gutters flows directly to waterways without being treated. Although this type of system is common in the region, it untreated runoff is a source of pollution in local waterways and ecosystems.

Tarrytown residents have proven to be proactive when it comes to reducing waste. Composting bins are set up at the weekly local TaSH farmers market and groups such as the Tarrytown Environmental Advisory Council advocate for reducing the Village’s contributions to the waste stream. Out of the 7,173 tons of solid waste generated in 2016, 2,908 tons, or 41%, of it was recycled. Although this diversion percentage is substantial, it is lower than average in Westchester, with the neighboring communities of Elmsford and Irvington recycling 76% and 57% of their total waste respectively. This recycled material is taken to the South Yonkers Material Recovery Facility where it is processed and resold. The remaining solid waste is disposed using combustion at the Charles Point Resource Recovery Facility in Peekskill.

Sources: Westchester GIS, FEMA.



Tarrytown has a number of State- and County-designated Critical Environmental Areas. These include the areas near the Hudson River shoreline, the Old Croton Aqueduct Trailway, as well as the Tarrytown Lakes watershed area. These environmental areas are prized assets for Tarrytown and are frequently enjoyed by residents; protecting them from deterioration and over-development has remained a priority through successive eras of planning for the Village. Although these areas are protected, they are not immune to damage from pollution. Homes and institutions within the Tarrytown Lakes drainage area contribute to water quality issues and an ongoing challenge with nutrient loading, as evidenced by the regular algal blooms. The Croton Trailway has seen an increase in the prevalence of invasive plants, such as the Norway Maple, that are slowly crowding out native species. Protecting these sensitive environmental areas is critical to maintaining a healthy Village.

Tarrytown's abundant open spaces, proximity to nature, as well as its location along the

Hudson River have been defining features throughout the Village's history. The river, long used for industrial activities, has recently become a center of recreation. Numerous parks and open spaces along the waterfront, such as Pierson and Losee Park, are connected as part of the planned Westchester RiverWalk, a 46-mile pathway along the Hudson River that will connect villages and waterfront open spaces, and of which two segments are complete within the Village. The Mario M. Cuomo Bridge includes a shared use path that gives pedestrians and bikers a direct connection across the Hudson River. This path presents a significant opportunity to develop a regional network of trails in addition to linking the Village's parks to a larger recreational network. The Old Croton Aqueduct State Park, a path which runs close to downtown, provides a forested recreation trail within close proximity to many Village residents. Rockefeller State Park, a large nature preserve just north of Tarrytown in neighboring Pocantico Hills, provides abundant recreational options and serves as a major attraction for visitors to the region.



Pierson Park play area



Lagana Field



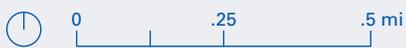
Old Croton Aqueduct Trail



Neperan Park

Sources: WXY.

Sources: Westchester GIS, WXY analysis.



# 16 Protect natural resources: land, water, & biodiversity

Tarrytown’s natural resources – land, air, ecosystems, its waterbodies, watercourses, and habitats – are critical to sustaining the village as a vital and growing place for humans, plants, and animals. The continued management and restoration of Tarrytown’s waterbodies, floodplains, wild landscapes, forests, and even private lands will be fundamental to preserve a balance between built and open space, grow the functional capacity and resiliency of Village ecosystems, and sustain habitats and species biodiversity.

While the Village has already championed measures to minimize stormwater runoff, upgrades to existing drainage systems and the management and restoration of wetlands, waterbodies, and the floodplain represent an ongoing effort. The increasing presence of invasive species represents a threat to local biodiversity that will demand more strenuous management as a changing climate exacerbates the issue and threatens native

flora and fauna. The monitoring and control of nutrient-rich runoff remains a challenge for the health of the Tarrytown Lakes.

The Village’s mature tree canopy requires continued efforts to protect its functional and aesthetic value for generations to come, and refined policies to enable reforestation over the coming decades. And although the Village is largely built-out, the existing wild and vacant landscapes represent an increasingly scarce resource that contributes to the continuity of the open space network and its overall function. Any future development must carefully weigh alternatives to promote the enduring ecosystem value of these places within the village. Efforts to protect existing resources must be coupled with restoration and community education initiatives that communicate the issues and opportunities that are critical for the continuing functional value and health of the natural environment.

**16a — Protect, restore, & manage land and habitats: Critical Environmental Areas, wild landscapes, existing tree canopy, & forests**

**16b — Protect groundwater aquifers, water bodies, wetlands, floodplains, & the Hudson River**

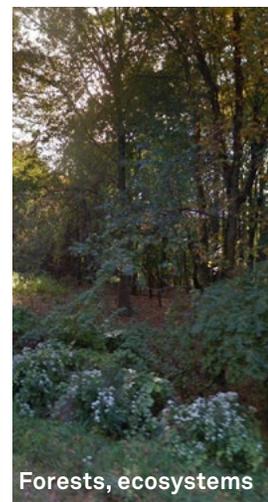


Image sources: Scenic Hudson; New York Times; Google Maps; Benny Simpson



Tarrytown Lakes & Lakes Park



Pierson Park by the Hudson River

Sources: WXY.

# 17 Connect & enhance open space & recreational resources

Tarrytown’s open space and recreation network includes a array of parks, waterfront and wooded trails, wild and cultivated landscapes, passive and active facilities, and historic estates. A secondary ring of County and State parklands and trailways just beyond the Village’s boundaries further bolster the experience of access and range. Preserving the balance and diversity of open space types is fundamental to its value and experience to the Village. While Tarrytown boasts an impressive range of open spaces, these assets have the potential to become more related, connected, and complementary through the development of a parks and open space policy framework that can support their function as a unified system for residents and visitors alike. Parks and open space not only provide ecological value, but also a critical ingredient for a healthy, balanced community.

Improving the continuity and safe access along the entire length of the Old Croton Aqueduct trail, coordinating with the County and State to complete the RiverWalk, and connecting local trails to the County Trailways are all examples that could

enhance the experience of these key north-south routes. At the same time, streetscape improvements, including new sidewalks, street furniture, and plantings, can improve access between open spaces. An overarching strategy has the potential to address public rights of way as part of its purview, with the goal of improving walkability and bikeability. Private developments offer a potential third way to enhance the network; easements and public access accommodations present an opportunity to improve access to and between public facilities where they exist. As a complement to their physical access, parks and public open spaces should bear consistent and legible signage to identify each resource as part of the larger system.

The continuing and equitable maintenance of parks and other open space assets represents a priority and a challenge that requires ongoing management and creativity. As part of any larger effort to expand and rethink Village revenue streams, it is important to consider how funding sources can better support and expand current maintenance efforts.

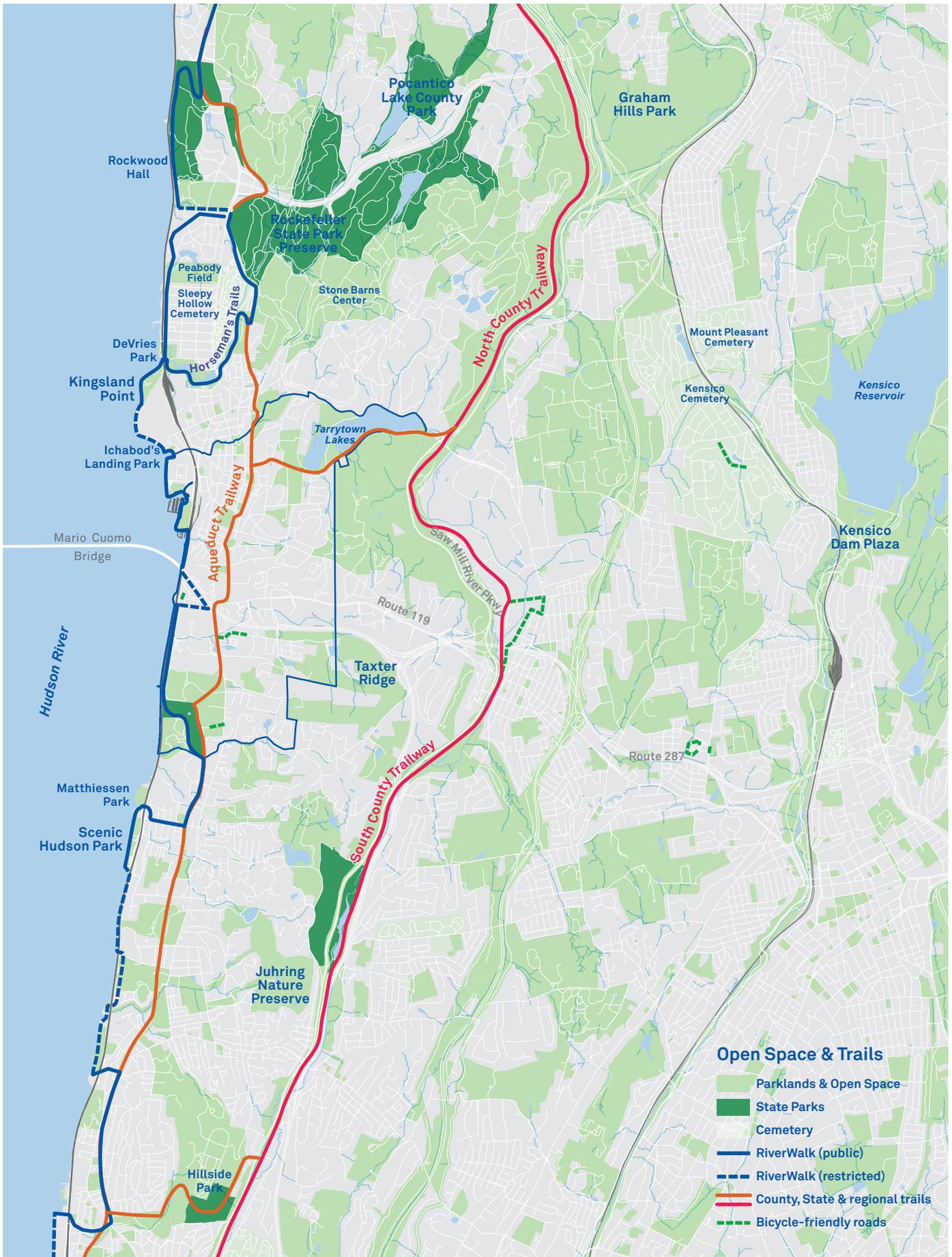
**17a — Preserve & support the diversity of open spaces**

**17b — Promote, maintain & ensure access to & between current assets**



The Old Croton Aqueduct Trail connects to the Lyndhurst estate

Source: WXY.



# 18 Strengthen connections to the Hudson River

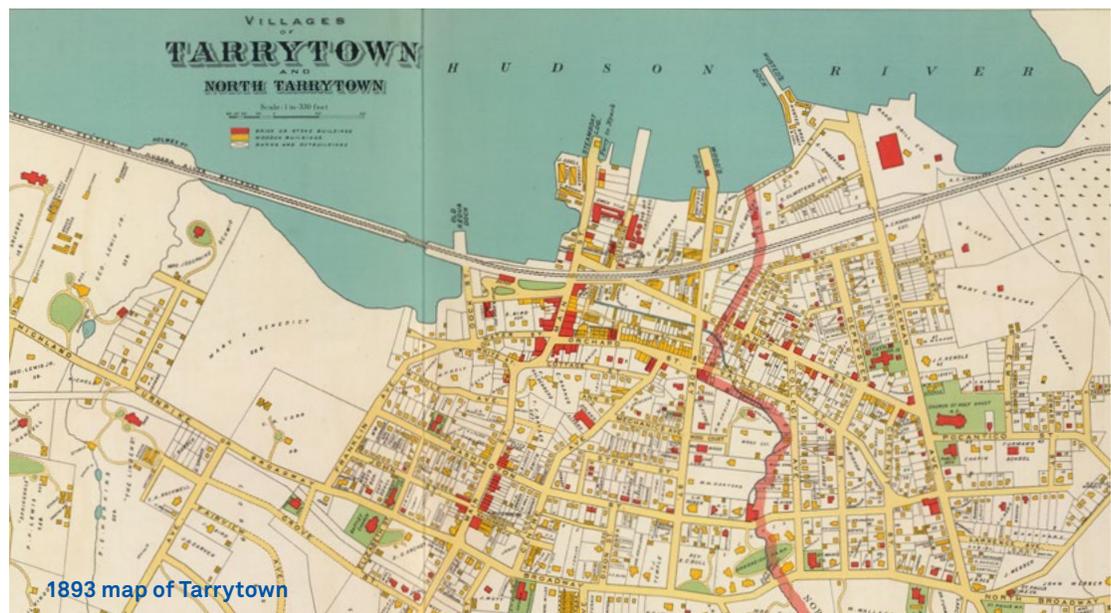
The relationship to the Hudson River has been among Tarrytown's most enduring and defining elements throughout the history of the Village. From the earliest settlements to the present, the Hudson River has enabled access and commerce to flourish, supported industrial operations that developed the local economy, and become an anchor of local recreation. Moreover, the Hudson's visibility throughout Tarrytown – both expansive views and glimpses of water that open up along roadways and with topographic change – anchors the Village and solidifies its identity as a River Town.

As most of Tarrytown's two-and-a-half miles of shoreline is cleaved from the rest of the Village by the rail right of way, the station area represents the greatest opportunity to expand public access and strengthen the relationship between the water and

the Village. Creating new points of access across the railroad tracks will help more Village residents take advantage of the existing recreational opportunities along the waterfront. In addition, any development in the station area should prioritize uses that can advance and expand the continuity of public access along the shore and support the shared use and benefit of the riverfront to the whole Village.

The experience of the waterfront should become more integrated with daily life and help to integrate the Village from east to west, building on the existing marinas through expanded opportunities for water-based recreation which require additional access points in the form of public boat launches and docks as well as the expansion of the Riverwalk to facilitate continuous shoreline access.

## 18a — Expand & prioritize opportunities for water-based recreation & access

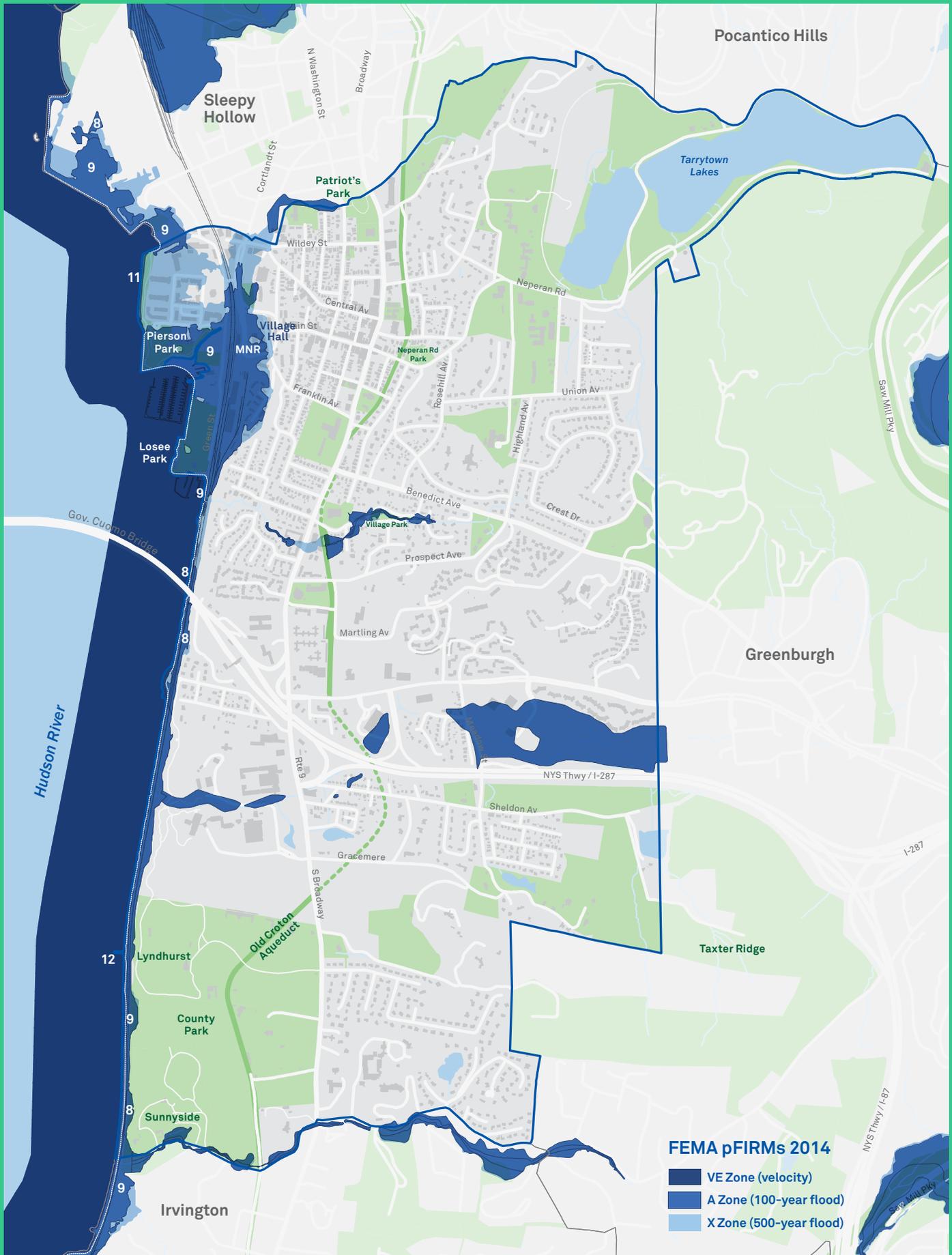


Source: Atlas of Westchester County (Joseph R. Bien).



Sunset view of the Hudson River from the Washington Irving Boat Club

Source: WXXI



# SUSTAINABILITY & RESILIENCY

Among the top priorities of any comprehensive plan is to ensure that the Village utilizes the process to plan toward a future that benefits current residents and workers without compromising the needs of future generations or the ecosystems that support them – to develop sustainably and in coordination with the goals of the larger region. Over the coming decades, one of the most urgent challenges will be to leverage village-wide planning to evolve the municipality toward a carbon-neutral future in which residents and businesses are increasingly aware and accountable for their actions and impacts on emissions and the natural environment, while at the same time advancing efforts to adapt to the changing climate.

A significant effort is required to curb the Village's greenhouse gas emissions while seeking opportunities to build up local adaptive capacity and resiliency, to temper the local impacts, and to become more resilient to extreme weather. The five preceding planning themes, together with their identified goals and policies, set out a framework for the sustainable evolution of the village. The goals and policies contained in this theme chapter aim to confirm and supplement the underlying objectives of the previous chapters through specific, complementary policies.

Climate mitigation is defined as the collective action to reduce the production and emission of greenhouse gases, thus reducing a municipality’s contribution to climate change. This can be achieved partly by using new technologies and renewable energies to reduce or prevent the emission of greenhouse gases. Climate adaptation, by contrast, refers to the response: both the process and range of practices or interventions through which a community reformulates its physical and social environment to cope with life in a climate that differs from the present day. In the Lower Hudson region, climate projections for the middle of the century indicate that Tarrytown will experience warming average air temperatures with multiple heat waves per year, potential short-term drought with a longer-term increase in total annual average precipitation as well as increased frequency of extreme rain events.

Tarrytown’s location on the Hudson River, much of which is classified as a tidal estuary, means that the Village is vulnerable to rising average sea level coupled with increasing frequency and severity of coastal storms. Outlining planning efforts and desired outcomes will enable the Village to plan successfully to mitigate its own current contributions to climate change and anticipate coming climate impacts reducing the future burden on all residents, especially the most vulnerable.

Models exist at the State, region, and County levels for establishing goals and targets and identifying planning strategies toward their realization. In addition to establishing goals, numerous reports have been released detailing future climate projections which highlight the importance of meeting climate goals. The 2013 *Mid-Hudson Regional Sustainability Plan*, developed by representatives of the seven counties in the study area of the mid-Hudson region as well as hundreds of stakeholders, establishes objectives for the long term sustainable development of the region. The plan promotes

economic development and environmental sustainability as two fundamentally intertwined aspects of regional growth in order to improve the quality of life for area residents. It advocates for improvements in land use, transportation options, energy use, and water protection.

In 2014, New York State ClimAID report established twenty-first century climate projections and assessed impacts statewide. The ClimAID report focuses specifically on climate impacts to water resources, coastal zones, ecosystems, agriculture, energy, transportation, telecommunications, and public health. The following year, the 2015 New York State Energy Plan outlined priorities for emissions reductions through increased renewable energy production and decreased energy consumption, with a target to reduce emissions 80% by 2050. In 2016, the adoption of 6 NYCRR Part 490 established projections for future sea-level rise in the region which will be used to help guide the decision-making of relevant New York State agencies.

In the face of these significant challenges and ambitions goals, Tarrytown residents have already demonstrated a commitment to planning for a sustainable and resilient future through their environmental awareness and efforts. A range of Village and local Boards, Committees, and Councils have spearheaded initiatives to promote sustainable modes of transport, preserve the existing tree canopy, and protect the Tarrytown Lakes – among others. The first campaign of Solarize Tarrytown, in 2016, resulted in the installation of photovoltaics on numerous homes, generating renewable energy and decreasing the Village’s reliance on fossil fuels. Tarrytown’s walkable downtown as well as the centrally located train and bus station gives residents a variety of transportation methods and reduces local dependence on cars. Electric vehicle charging stations encourage electric vehicle use with three recently installed near the train station.

NYS CLIMATE PROJECTIONS  
/ LOWER HUDSON VALLEY

| Baseline<br>1971-2000 | 2020s | 2050s | 2080s | 2100 |
|-----------------------|-------|-------|-------|------|
|-----------------------|-------|-------|-------|------|

**AIR TEMPERATURE PROJECTIONS FOR REGION 5**

|                         |     |            |            |            |            |
|-------------------------|-----|------------|------------|------------|------------|
| Annual avg. air temp    | 50° | 52.3-53.2° | 54.5-56.2° | 55.6-59.7° | 56.1-61.4° |
| Increase in annual avg. | -   | 2.3-3.2°   | 4.5-6.2°   | 5.6-9.7°   | 6.1-11.4°  |

**PRECIPITATION PROJECTIONS FOR REGION 5**

|                           |     |          |        |          |            |
|---------------------------|-----|----------|--------|----------|------------|
| Tot. annual precipitation | 51" | 52-54.5" | 53-57" | 53.5-57" | 53.5-61.5" |
| % increase                | -   | 2-7%     | 4-12%  | 5-15%    | 5-25%      |
| # days precipitation > 1" | 10  | 14-15    | 14-16  | 15-17    | -          |
| # days precipitation > 2" | 1   | 3-4      | 4      | 4-5      | -          |

**HEAT WAVE PROJECTIONS FOR REGION 5**

|                         |     |         |         |        |   |
|-------------------------|-----|---------|---------|--------|---|
| # days per year > 90°F  | 10  | 26-31   | 39-52   | 44-76  | - |
| # days per year > 95°F  | 1   | 2-4     | 3-10    | 6-25   | - |
| # heat waves per year   | 1   | 3-4     | 5-7     | 6-9    | - |
| Avg. # days / heat wave | 4   | 5       | 5-6     | 5-7    | - |
| # days / year <32°F     | 155 | 127-136 | 104-119 | 84-109 | - |

**SEA LEVEL RISE PROJECTIONS FOR THE HUDSON**

|                    |   |       |       |        |        |
|--------------------|---|-------|-------|--------|--------|
| NYC / Lower Hudson | - | 2-10" | 8-30" | 13-58" | 15-75" |
|--------------------|---|-------|-------|--------|--------|

**FLOOD PROJECTIONS FOR THE HUDSON**

|   |     |            |            |            |   |
|---|-----|------------|------------|------------|---|
| Increase in probability of 100-yr flood | 0%  | 20-50%     | 70-190%    | 140-610%   | - |
| Height of 100-yr flood                  | 15' | 15.3-15.7' | 15.9-16.8' | 16.5-18.3' | - |



Sea Level Rise projections visualized relative to the MNR station

Sources: ClimAID 2014; WXY analysis.

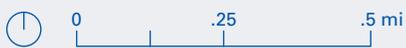
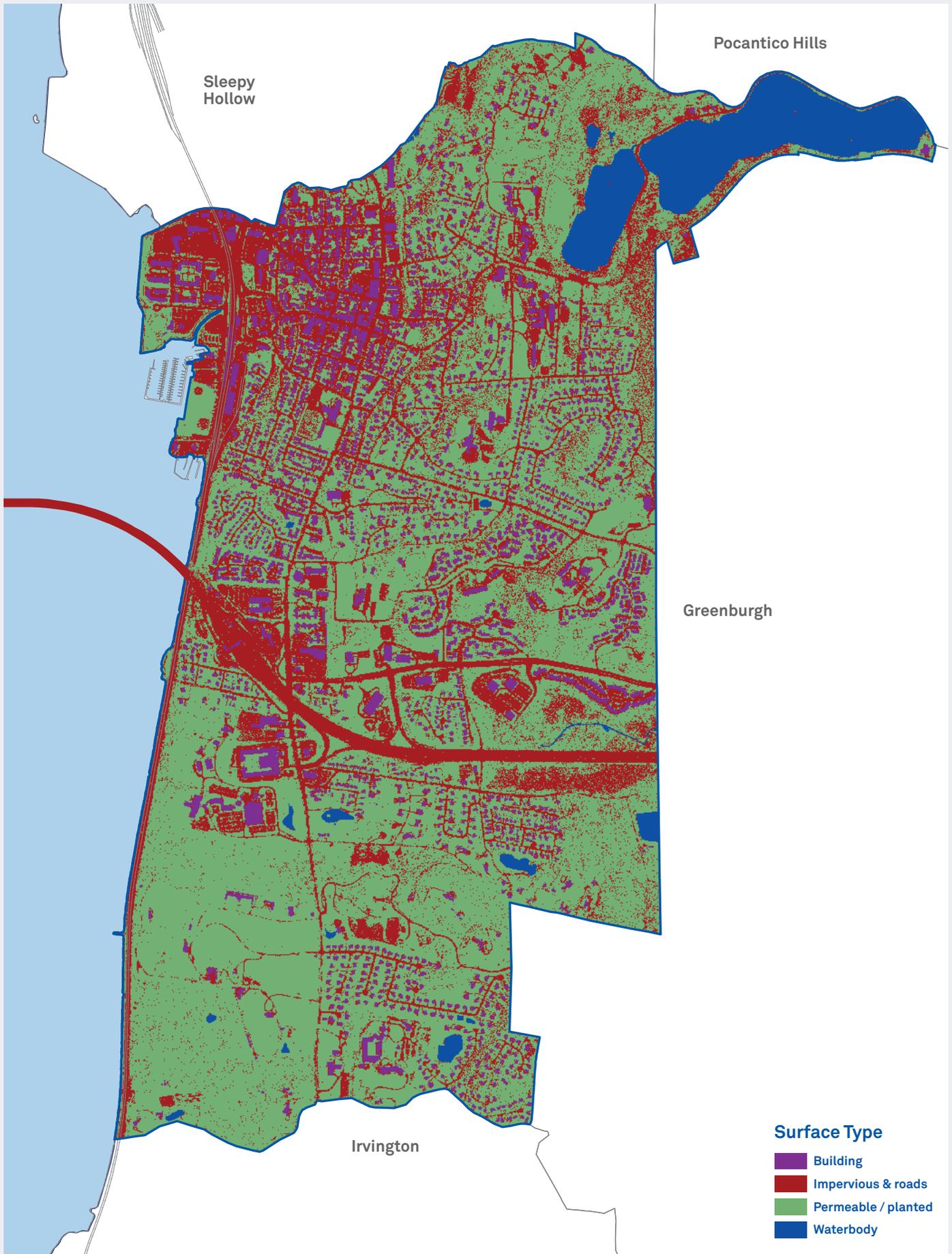
The preservation of numerous open spaces as well as the development of a tree canopy has demonstrated the desire for the natural environment to be interwoven with the built environment.

Tarrytown's commitment to expanding sustainability and climate resilience village-wide begins with an understanding of current challenges and opportunities. While it is possible to develop a more nuanced picture of emissions within the Village, currently in New York State, transportation represents a major source of greenhouse gas emissions including both private and commercial vehicles. The education of drivers, promoting the adoption of electric vehicles, and village-wide implementation of EV infrastructure are all measures that can expand usage of electric vehicles. Partnerships between businesses and residents to reduce energy consumption and switch to greener energy options will help reduce Village emissions.

Expanding renewable energy generation such as integrating solar and wind power into buildings and public facilities can significantly reduce use of fossil fuel energy. By encouraging composting and setting up composting infrastructure throughout the Village including schools, Tarrytown can divert solid waste from landfills and reduce its carbon footprint. By decreasing the amount of paved surfaces throughout the Village, either by conversion to permeable pavement or natural surfaces, the Village will mitigate the damage from floods and reduce storm water runoff, improving the quality of nearby bodies of water. And not least, a water management strategy that includes greywater recapture and reuse can reduce the demand for potable water.

Although Tarrytown has been proactive in becoming a more sustainable Village, some effects from climate change are inevitable and in some cases, may already be occurring. Tarrytown needs to recognize the current and future impacts that climate change will have on the local community and adapt to mitigate its effects. Vulnerable populations as well as critical infrastructure and facilities need to be identified in their relation to high risk zones such as low-lying areas along the river. Federal Emergency Management Agency maps show large portions of the station area within the 100-year flood zone with many other recent developments within the 500-year flood zone.

A clearer and more local understanding of Tarrytown's climate risks and challenges will enable the Village to take them into account in policy decisions moving forward. Any new developments are built to withstand future risks. Identifying the different natural disasters that could affect Tarrytown will help the Village plan potential responses to these events. Sea level rise must be accounted for especially in relation to how it threatens new developments along the waterfront area. The alternative could prove costly and dangerous to both Village residents and businesses. New reports have detailed the immense economic benefits to early investment in improving infrastructure for later climate risks. Investing in the safety of the Village's infrastructure as well as its residents and businesses before extreme climate events must be a top priority.



# 19 Reduce local waste generation & address sources of pollution

As mentioned above, the Village's impact on the natural environment may be concentrated within its borders, but the pollution and waste that its residents, workers, and visitors' activities generate has implications far beyond. Light and noise pollution have the potential to affect neighboring communities on both sides of the Hudson River, while emissions from buildings, vehicles, and industry contribute to regional problems with air pollution. Nutrient-rich runoff, as mentioned above, degrades local waterbodies and the Hudson River and endangers plant and animal species. Not least, the Village generates thousands of tons of solid waste each year, requiring transport across the County for material recovery or disposal via combustion.

Tarrytown has the potential to effect change in waste and pollution production through proactive efforts and shifts in policy. Restrictions on illuminated signage and the deployment of full-cutoff luminaires or other dark-sky lighting strategies can reduce

nighttime light pollution. Expanded controls on leaf-blowing equipment and vehicle idling can advance efforts to curb both noise and air pollution. Elimination of toxic pesticides can reduce chemicals in local waterways. Incentives for carpooling, other shared transit, or improvements for pedestrian mobility will support the goal of reducing dependence on personal vehicles while eliminating vehicle trips altogether.

As a community with a strong environmental conscience, residents and businesses are amply capable to advance waste reduction practices and participate in recycling and reuse programs. Information, resources, and incentive programs could spur more comprehensive engagement than currently exists. Introducing a Village-wide compost program, either through partnership arrangements with existing non-profits or municipal efforts, represents a natural extension of the Village policy that would help support Tarrytown's efforts to divert material from the waste stream.

**19a — Expand participation in recycling, reuse, & compost programs**

**19b — Reduce and control sources of pollution (airborne, light, noise, runoff)**



Congestion at the H Bridge and idling vehicles — two sources of pollution

Sources: WXY; WXY; Montgomery County DEP.



Nutrient-rich runoff represents an ongoing challenge at Tarrytown Lakes



Green infrastructure in Maryland (before/after)

# 20 Reduce greenhouse gas (GHG) emissions & resource consumption

Tarrytown today is largely built out with neighborhoods of moderate-density single-family homes connected to each other, downtown, and the surrounding region along roadways and interstates. The density, active streetscapes and excellent transit connections within the downtown area encourage trips made by foot as well as local bus systems. Despite this, the Village fundamentally faces a challenge in transforming an engrained way of life and significant existing building stock toward a more sustainable future. Reducing the consumption of energy and water represents a village-wide effort that speaks to changes in human behavior as well as incremental retrofits.

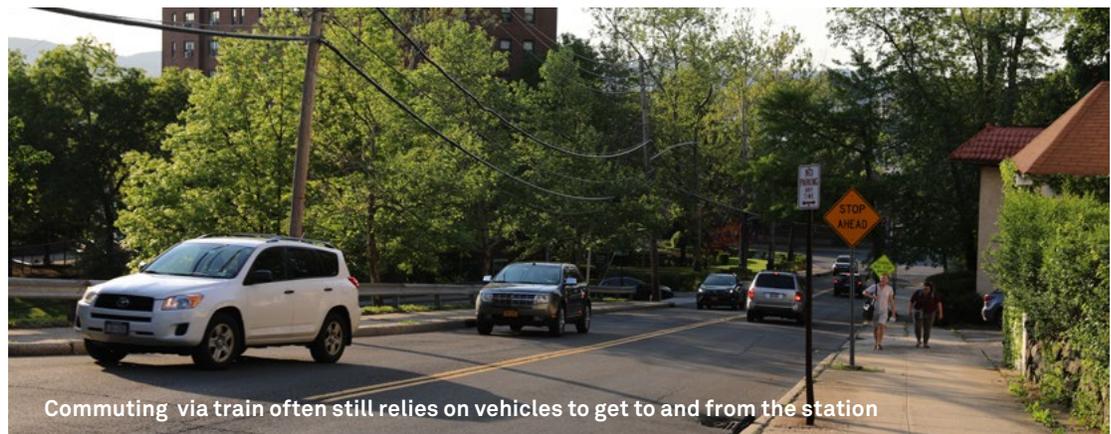
To participate successfully in New York State’s greenhouse gas emissions (GHG) goals, Tarrytown must characterize its baseline condition and set targets for emissions reduction locally through a community climate action plan. The principle of smart growth – encouraging additional density only where it can be supported by transit – is

fundamental to any future efforts to amend zoning, both in the station area and along other transit corridors.

Two additional top priorities will be reducing automobile trips and improving the energy performance of buildings, both through retrofit programs and guidelines for new construction. Promoting green buildings and investing in clean, renewable sources of energy will help residents identify and learn more about existing initiatives underway, and at the same time, facilitate the Village’s collective advancement toward its targets. Not least, Village operations and procurement should incorporate considerations for reducing emissions and resource consumption as part of its criteria. All of the goals and policies of this Comprehensive Plan should be understood to simultaneously advance Tarrytown’s efforts to reduce its dependence on carbon and increase local mitigation efforts.

## 20a — Improve energy conservation, reduce emissions & resource consumption

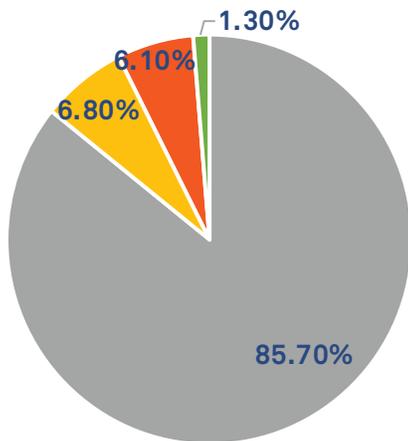
## 20b — Expand local renewable energy generation



Commuting via train often still relies on vehicles to get to and from the station

Sources: WXY; ClimAID 2014; Ecocor; PlugShare; Alternate Energy Company.

# PRIMARY ENERGY CONSUMPTION



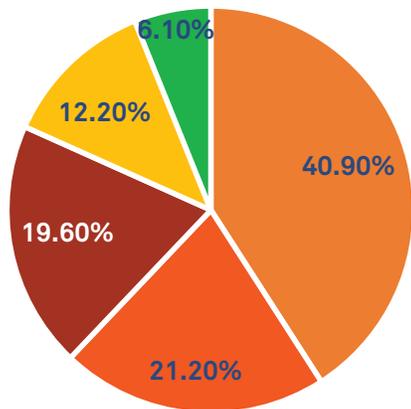
■ Fuel combustion

■ Industrial processes

■ Agriculture / waste

■ Power supply

# GHG EMISSIONS FROM FUEL COMBUSTION



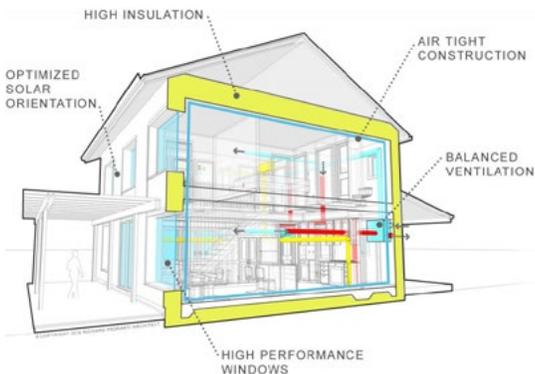
■ Transportation

■ Electric generation

■ Residential

■ Commercial

■ Industrial



Passive House construction



EV charging (DoubleTree)



Local renewable energy generation

# 21 Minimize the local impacts of climate change

Climate change represents a threat today that will only grow more significant over the coming decades. The impacts of climate change are already becoming manifest, including both the gradual change of rising average temperatures and sea levels in the region as well as the punctuated transformation that can occur with extreme weather events that bring about floods, heat waves, precipitation, high winds, and even cold. Planning for climate change must therefore address issues facing Tarrytown today as well as laying the groundwork for long-term adaptation; it entails further developing an understanding of existing vulnerabilities and advancing a range of projects to increase preparedness, facilitate adaptation and improve resiliency.

First, Tarrytown must continue to work closely with partners at the County and State levels to identify existing vulnerabilities and expand planning for improved preparedness and response capacity for extreme weather events. Reducing vulnerability refers not only to physical characteristics and infrastructure but also to the social profile of the Village, for example, working to support residents who are at greater risk because of their age or youth, linguistic isolation, need for physical or medical assistance, or other attributes. Introducing Village-wide communications and preparedness guidance for residents,

business owners, and workers can expand response capacity before, during, and after extreme weather events. Collaborations with local organizations is complementary to Village efforts.

Second, the Village will leverage its ongoing and future planning efforts, capital projects, infrastructure maintenance, and other projects to increase resiliency to extreme weather and enable climate adaptation in both the built and natural environments. The implementation of this policy will require coordination and planning at multiple scales and across a range of disciplines, including disseminating resources to support building owners' retrofit efforts, to village-wide policy shifts such as comprehensive climate risk zoning analysis and amendment, to the design and implementation of resilient infrastructure – for example green and grey infrastructure to mitigate flooding or open space conservation and building retrofits to moderate extreme heat. It will also require building in flexibility to adapt planning priorities and infrastructure projects to a changing future climate context and more developed projections. Future climate adaptation must become a fundamental consideration as the Village continues to invest time and resources in future planning and physical and social initiatives.

**21a — Improve preparedness for extreme weather events**

**21b — Facilitate adaptation in the built & natural environment**



The train station and the surrounding areas are just feet above high tide on the Hudson River today

# **iv. Implementation**

## OVERVIEW & PURPOSE

*Tarrytown Connected* is a policy document that sets out the vision for future planning for the Village of Tarrytown. The themes, goals, and policies in the previous chapters reflect the Village’s ongoing work to lay out a considered and realistic direction for Tarrytown’s planning, based on numerous public workshops and stakeholder conversations over time. However, the Comprehensive Plan alone does not directly shape the evolution of Tarrytown; the Village will continue to implement a range of specific actions to support and advance the goals and policies of *Tarrytown Connected* over time and to maintain the Plan as an ever-current policy-based document.

The purpose of this chapter is to establish a framework for the ongoing management of the Comprehensive Plan as a living document that retains its currency over time. Of equal importance is the process for managing and coordinating the status of implementation for specific actions that grow out of the Plan, and to account for their progress.

## Currency of the Plan

The Comprehensive Plan is reviewed on an ongoing basis to ensure its goals and policies reflect the intent of the Board of Trustees (Board) and to ensure its continuing relevance to Village operations as well as to individual boards, committees, and officials in day-to-day decision-making as well as longer-term priorities. The review process also considers and tracks the status of actions related to the Plan's goals and policies, as described further below.

The review is overseen and managed by the Comprehensive Plan Management Group (CPMG), which reports to the Board on a regular basis and otherwise as required. The CPMG is responsible for identifying and implementing updates to the Comprehensive Plan and list of actions. Updates to the Plan or its actions may be triggered by emerging external and internal conditions, or Board initiatives. All updates use standard Board review procedures, including but not limited to public hearings, environmental impact assessment as prescribed by the NYS Environmental Quality Review Act (SEQRA), and formal adoption by Board resolution.

## Actions

The themes, goals, and policies outlined in the Comprehensive Plan are implemented through a series of discrete actions, which are shown in the Appendix. The actions represent specific tasks and may require further review and consideration with their implementation. All actions are subject to Board approval prior to proceeding, accountable for progress updates to the Board during their execution, and considered complete only once they have received Board confirmation.

In the case that an action includes multiple phases or steps, each may require separate approval by the Board, for example:

- Initial assessment of topic, issues, and additional steps
- Detailed study of topic, issues, and recommendations to the Board
- Pursuit and securing of outside funding
- Implementation and assessment, e.g. for the adoption or amendment of a regulation or policy, completion of a capital project, or change to Village operational practices

Each action must be presented with a structure that identifies at a minimum the project lead (Village entity or individual), scope of work, schedule, funding (if necessary), and relationship to Comprehensive Plan goals and policies.

## Management

The management process and structure for the Comprehensive Plan's implementation ensures coordination across all parts of the plan and at the same time institute specific oversight responsibilities aligned to its six theme areas.

The overall coordination of implementation is led by the CPMG, which is responsible for managing updates to the Comprehensive Plan and supporting the Board in the identification and tracking of actions. Its specific roles and duties include:

- Reporting to the Board on a regular basis to recommend necessary consideration of updates to the Plan, its goals, and its policies;
- Assisting the Board as needed in conjunction with its management of the Plan's six theme areas;
- Identifying actions and project leads for the Board's consideration and approval, and assist in resolution of issues
- Supporting the Board in overseeing the progress of approved actions and recording the Board's confirmation of completed actions.

It is further the CPMG's role to lead the resolution of any issues that arise over the course of maintaining the currency of the Comprehensive Plan and the implementation of specific actions.

The CPMG is a body created and appointed by the Board specifically on the adoption of the 2018 Comprehensive Plan. Its membership and structure are actively reviewed and updated by the Board and are outlined in the Appendix of this plan.

## Action Plan

Planning, managing, and coordinating the implementation of actions represents a critical part of maintaining the currency of the Comprehensive Plan. The CPMG manages and updates the Action Plan on an ongoing basis as directed and approved by the Board. The current list of proposed and approved actions may be found in a table at the beginning of the Appendix.

The actions represent specific tasks that comprise the following parts:

### *Policy*

Each action is connected to the realization of a policy and its corresponding theme and goal. While many actions address multiple policies, each has been grouped under the primary policy it is understood to address, but also is listed briefly under other relevant policies with a cross reference to the primary.

### *Action statement*

The statement describes what each action aims to accomplish and, where applicable, details the subtasks or specific components that comprise the action. The actions range in their level of specificity and complexity.

### *Action type*

Each action requires study, management, and accountability; each is characterized

for its relationship to one of the following categories:

Organization – for use in ongoing Village operations and management

Policy – refers to specific changes to Village Code

Capital – relates to physical improvements, including infrastructure and public facilities

Funding – involves the identification of new resources (e.g. grants) or the allocation of Village resources

Intergovernmental – to be advanced through collaboration with adjacent municipalities, Westchester County, or New York State

# v. Appendix

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List of Maps & Data

Glossary

# IMPLEMENTATION ACTIONS

The table of Implementation Actions are supplementary to the Comprehensive Plan and will be continually evaluated and revised based on changing circumstances and priorities. Each potential action, if carried forward into a project, will be evaluated in accordance with SEQRA.

# Economy

| Goal / Policy   | #      | Action  | Action Type                     |
|---|--------|---|---------------------------------|
| <b>1. Leverage land use and development to promote sustainable growth</b> |        |   |                                 |
| a. Enable equitable and transit-oriented growth                           | 1.a.i  | Amend zoning for the Station Area to facilitate resilient, mixed-use neighborhood development and waterfront access in alignment with the other goals identified in this comprehensive plan. Zoning should ensure public access and year-round amenities on the waterfront, strategies to reduce congestion over the H-bridge, enable pedestrian access to the waterfront and to downtown, and adapt to a changing climate.   | Policy                          |
| <b>2. Nurture an attractive and resilient business environment</b>        |        |   |                                 |
| a. Support a vibrant village center and its merchants                     | 2.a.i  | Create a new business roadmap: develop clear, online guidance and resources on requirements and permitting process for applicants seeking to open a business in the village   | Organization                    |
|   | 2.a.ii | Launch initiative to empower and promote downtown merchants: support the creation of a downtown Business Improvement District; work with hotels to make information on local merchants accessible to visitors; and expand BOT / Chamber / merchants collaboration to advance streetscape improvement efforts in the district  | Organization                    |
| b. Promote dynamic office districts to attract and retain businesses      | 2.b.i  | Amend village code and commercial districts zoning to enable a wider range of business types, scales and adapt to changes in the market, encourage residents to work locally; e.g. for discussion<br>1. Route 119 corridor (OB, MU, NS) with a focus on enabling mixed-use job centers: analyze the existing range of permitted accessory uses, e.g. childcare, food/beverage, nighttime uses. Study how zoning amendment could improve upon the process that the BOT already uses to consider and allow accessory uses.<br>2. Restricted Retail (RR): evaluate the opportunity to support greater density utilizing increased height limitations for dwelling space above business uses, especially along N Broadway. Permit incubator spaces and pop-up uses, including temporary use of vacant storefronts; study and amend the range of permitted uses; study incentives to reduce long-term storefront vacancies | Policy                          |
|   | 2.b.ii | Study and identify local implications for regional employment trends; attract businesses that align with residents' skills; enable technology sector growth<br>1. Promote village as a location for tech startups; promote local entrepreneurs; provide platform to support community growth<br>2. Support implementation of Town of Greenburgh Generation Gigaspeed project to expand availability of high speed internet throughout   | Organization                    |
| <b>3. Develop resources and infrastructure for tourism</b>                |        |   |                                 |
| a. Promote the village as a destination and regional hub                  | 3.a.i  | Create a tourism management body to oversee and coordinate the below initiatives in collaboration with local municipalities and County<br>1. Promote amenities and institutions, connect to regional tourist draws through targeted advertising<br>2. Create a physical location for visitor information<br>3. See 12.b.ii.: Redesign tarrytowngov.com; create a new, consolidated web / mobile platform to provide current information and highlight local offerings for visitors, including events, arts & culture, dining, entertainment, recreation, trails, etc.<br>4. See 7.a.i.: Introduce a wayfinding program to connect key destinations  | Policy / Organization / Capital |
| <b>4. Ensure fiscal health and sustainability</b>                         |        |   |                                 |
| a. Expand village revenues  | 4.a.i  | Create a comprehensive strategy and roadmap for expanding Village revenues and reducing the tax burden on residents<br>1. Identify opportunities for generating additional revenues; evaluate their costs and benefits both initially and longer-term<br>2. Study and identify opportunities for operational efficiencies<br>3. Seek out partnerships and resources to advance Village efforts – grants, donations, resources, etc.   | Organization                    |
|   | 4.a.ii | Establish a Community Preservation Fund, funded by property transfer tax revenues, to support designated Village projects / objectives related to the Comprehensive Plan; work with the Town of Greenburgh as needed  | Funding Intergovernmental       |
| b. Advance inter-municipal coordination and collaboration                 | 4.b.i  | Continue to prepare CFA and other grant / funding applications to facilitate initiatives outlined in this plan  | Funding                         |

# Mobility

| Goal / Policy   | #       | Action   | Action Type                  |
|---|---------|--|------------------------------|
| <b>5. Improve local mobility and regional access</b>                                      |         |  |                              |
| a.<br>Invest in safe, accessible, people-friendly infrastructure to facilitate mode shift | 5.a.i   | Deploy Complete Streets principles on key thoroughfares throughout the village, with Routes 9 & 119 as priority active transportation corridors. Identify additional priority routes village-wide. Complete streets implementation may include:<br>1. identify and remove barriers to accessibility in public spaces, at street crossings, and on sidewalks;<br>2. identify and install pedestrian improvements, e.g. new or widened sidewalks where needed; additional crossings along Rt. 9 to shorten distances; traffic calming measures where needed<br>3. allocate space for bicycles where appropriate (e.g. sharrows, lanes, paths); prioritize bike lanes along roads that connect to county trailways to create a connected network of routes (riverfront, Rt. 119, Rt. 9, Main St, Washington St north of Franklin St as an alternate route)<br>4. create design standards to give sidewalks priority over driveways. | Capital                      |
|   | 5.a.ii  | Introduce bicycle infrastructure at key locations: install bike racks at MNR Station, Village Hall, downtown, recreational destinations; require bike racks in new developments  | Capital                      |
|   | 5.a.iii | Work with Sleepy Hollow to mitigate traffic impacts of Edge on Hudson; design and construct a covered MNR Connector Pathway with bike route along service pathway parallel to H-Bridge, to Green Street and MNR Station  | Capital<br>Intergovernmental |
| b.<br>Improve regional transit access and connections                                     | 5.b.i   | MNR multi-modal hub improvements: redesign MNR Station drop-off area to improve circulation; advocate for an efficient and accessible transit node at the Station, to improve connections between modes; advocate for the Station to remain open for extended hours  | Capital                      |
|   | 5.b.ii  | Advocate for regional Agencies (e.g. Westchester and Rockland Counties, MTA, NYS DOT) to expand and align service with local needs (e.g. expand weekend and event related bus service, expand partnerships for discount programs to promote transit use)   | Intergovernmental            |
| <b>6. Reduce dependence on personal vehicles</b>  |         |  |                              |
| a.<br>Leverage technology to facilitate shared mobility and reduce congestion             | 6.a.i   | Study and implement a new local transit system to connect the Station Area to various village and nearby destinations to support commuters, enable local trips without personal vehicle, support tourists, etc.  | Funding                      |
| b.<br>Align parking supply with land use and mobility goals                               | 6.b.i   | Amend zoning to reduce off-street parking requirements: simplify the zoning text; reduce requirements and/or include shared parking in areas served by transit; reduce requirements to align with peer municipalities  | Policy                       |
|   | 6.b.ii  | Undertake a comprehensive parking study to better understand supply, demand, revenue opportunities and implications, and projected evolution over time, with a focus on the Station area and downtown, recreational destinations (parks & lakes), Bridge Plaza.<br>1. Consolidate parking in the station area east of the tracks to reduce congestion on the H-bridge<br>2. Understand relative supply, demand, and pricing of parking based on location (station area; downtown) in order to make better use of existing facilities<br>3. Eliminate individual parking meters; expand consolidated (pay and display) or app-based payment systems<br>4. Reevaluate commuter and metered parking as a revenue opportunity; expand metered hours; increase prices for resident and non-resident commuter parking permits; study implications of eliminating non-resident parking permits  | Policy                       |
| <b>7. Facilitate access and discovery</b>   |         |  |                              |
| a.<br>Improve wayfinding and navigation for residents, workers, and visitors              | 7.a.i   | Design and implement a coordinated signage and wayfinding program<br>1. Consolidate and coordinate signage for roads, parks, etc.<br>2. Introduce a wayfinding program that connects an app-based platform for mobile navigation with signs integrated strategically at key village sites (Station Area, downtown, Tarrytown Lakes trails, and around major tourist destinations)  | Capital                      |

# Built Environment

| Goal / Policy  | #       | Action   | Action Type          |
|--|---------|--|----------------------|
| <b>8. Connect all parts of the village</b>   |         |  |                      |
| a.<br>Improve access between neighborhoods   | 8.a.i   | Study and implement capital projects to improve the east / west connection across the tracks, e.g. rehabilitate and reopen the pedestrian tunnel under the MNR tracks, work with MNR to build a new pedestrian bridge, or other TBD  | Capital Improvements |
|  | 8.a.ii  | Study and implement streetscape improvements to enhance pedestrian connections between neighborhoods<br>1. Develop streetscape design guidelines: design of sidewalks and sidewalk continuity, pedestrian crossings, inclusion of street trees and street furniture, removal of redundant signage, install appropriate street lighting, consolidate parking meters into stations<br>2. What about sidewalks, sidewalk continuity, pedestrian crossings/crosswalks, etc?<br>3. Implement improvements between from the Station Area to Main Street<br>4. Implement improvements along Cortlandt Street, including street trees, plantings, and green infrastructure   | Capital              |
| <b>9. Preserve and enhance historical resources and institutions</b>                           |         |  |                      |
| a.<br>Facilitate the preservation of historical structures and resources                       | 9.a.i   | Create a consolidated list of all historical assets not yet designated or protected by the Village or State, for review and consideration<br>1. Introduce new historical district designation for the south end<br>2. Decision regarding the ice house at Gracemere  | Policy               |
|  | 9.a.ii  | Seek grant funding to restore and adapt historical assets for present use<br>1. Seek funds to convert the Eastview Pump Station into a public amenity  | Funding              |
| <b>10. Ensure housing stock supports a diverse and multi-generational community</b>            |         |  |                      |
| a.<br>Preserve existing affordable housing   | 10.a.i  | Work with Asbury Terrace to preserve its affordability   | Organization         |
|  | 10.a.ii | Identify and preserve other at-risk affordable housing   | Organization         |
| b.<br>Facilitate the creation of alternative and affordable housing types                      | 10.b.i  | Study and recommend amendments to Village code to encourage the development of affordable housing; require on-site affordable for new developments of 8 or more units  | Policy               |
|  | 10.b.ii | Undertake a comprehensive study to identify strategies to increase the range of housing prices and affordability for residents, both existing stock and future developments<br>1. Identify sites for mixed-age co-housing: affordable senior housing mixed with other demographics and uses; e.g. downtown, Broadway / Rt. 119<br>2. Regulations to facilitate short-term rental services without taking rental units out of the marketplace<br>3. Amend single-family zoning to permit accessory, establish guidelines and permitting process<br>4. Amend multi-family zoning to facilitate emerging housing models, for example: micro-units, cooperative living, and mixed-age co-housing arrangements<br>5. Create floating zones for affordable or senior housing<br>6. Amend definitions to support new models of housing, including "Multi-family"<br>7. Other factors to be determined | Policy               |
| <b>11. Ensure sustainability of infrastructure</b>   |         |  |                      |
| a.<br>Maintain reliable, safe, and effective power, communication, water, and sanitary systems | 11.a.i  | Complete a village-wide audit of current infrastructure status; identify and prioritize upgrades needed<br>1. Upgrade phone lines and data infrastructure<br>2. Undertake infrastructure improvements to increase water pressure at the Crest<br>3. Identify areas with leaky pipes – for repair   | Capital              |

# Community, Culture, & Education

| Goal / Policy   | #       | Action  | Action Type  |
|---|---------|---|--------------|
| <b>12. Maintain a village identity</b>  |         |   |              |
| a.<br>Strengthen a sense of community and place, both physical and virtual                  | 12.a.i  | Install signage and historical markers as part of any wayfinding program: at village gateways (Tarrytown Lakes, entry via the MCB and Shared Use Path); at historical sites to inspire dialogue with historical past  | Capital      |
| b.<br>Improve communication and expand access to information and technology                 | 12.b.i  | Implement free public Wi-Fi in the Station Area   | Capital      |
|   | 12.b.ii | Develop an online village presence and communication strategy through the design and launch of a new village website, including web / mobile integration, improved transparency for village initiatives and operations, visitor information, alert / notification system          | Organization |
| <b>13. Grow a local culture of diversity and representation</b>                             |         |   |              |
| a.<br>Facilitate open communication with and between village boards and committees          | 13.a.i  | Develop an accessible communication system for the entire village<br>1. Share community news and alerts<br>2. Provide updates on village operations, all boards and committees' agendas and minutes<br>3. Accessible for computer / mobile and non-connected residents            | Organization |
|   | 13.a.ii | Institute a quarterly symposium program to bring boards and residents together around specific topics   | Organization |
| b.<br>Expand citizen access to and participation in local governance                        | 13.b.i  | Develop and maintain a pool of candidates for boards and committees; provide information on how to get involved   | Organization |
| <b>14. Support community resources and institutions</b>                                     |         |   |              |
| a.<br>Promote and connect social services programs and resources                            | 14.a.i  | Disseminate information on local services and programs  | Organization |
|   | 14.a.ii | Expand support network for the elder population<br>1. Create cooperative / independent senior housing<br>2. Work with the high schools to create programs that connect students' community service to senior needs;<br>3. Ensure village communications are accessible to seniors | Organization |
| b.<br>Expand access to fresh foods, open space and recreation                               | 14.b.i  | Improve access to exercise and fitness activities by installing outdoor equipment in selected parks   | Capital      |
|   | 14.b.ii | Promote fresh foods and healthy eating: advertise the local network of food assistance programs, including TaSH, Community Food Pantry of SH & T, and emergency food pantries at churches and community centers   | Organization |
| <b>15. Foster access to the arts, culture, and education</b>                                |         |   |              |
| a.<br>Support and encourage collaboration with cultural and historical institutions         | 15.a.i  | Establish public art program and rotate local public art at Village Hall and parks  | Organization |
| b.<br>Support learning at all stages of life; connect job seekers to training opportunities | 15.b.i  | Support technology training to connect job seekers to training opportunities, including STEM training   | Organization |

# Natural Environment & Open Space

| Goal / Policy  | #        | Action   | Action Type         |
|--|----------|--|---------------------|
| <b>16. Protect natural resources: land, water, and biodiversity</b>  |          |  |                     |
| a.<br>Protect, restore, and manage land and habitats: Critical Environmental Areas, wild landscapes, existing tree canopy, and forests | 16.a.i   | Establish committee oversight and authority to develop policies to promote functional and native plant species, habitat creation and biodiversity, and guidelines for the removal of non-functional invasive species; develop an inventory of invasive species; and educate residents about natural resources  | Policy              |
|  | 16.a.ii  | Review and revise village policies around tree canopy and natural habitat protection, for example:<br>1. Prohibit clear cutting<br>2. Simplify the permitting process for new trees<br>3. Institute two-to-one replacement of trees<br>4. Plans for new developments should demonstrate efforts to protect habitat   | Policy              |
|  | 16.a.iii | Expand the role of the Tree Commission to include educational initiatives, e.g.: develop and disseminate educational materials on the value and care of trees; develop a species list and other resources for contractors and residents  | Organization Policy |
| b.<br>Protect groundwater aquifers, water bodies, wetlands, floodplains, and the Hudson River  | 16.b.i   | Continue to manage nutrient loading in the Tarrytown Lakes area and advance restoration efforts  | Organization        |
|  | 16.b.ii  | Seek Green Zone certification for village-owned parklands – require quiet, emissions-free routine maintenance, using electric equipment and manual techniques  | Organization        |
| <b>17. Connect and enhance open space and recreational resources</b>   |          |  |                     |
| a.<br>Preserve and expand the diversity of open spaces   | 17.a.i   | Inventory, analysis, communication, and ongoing management of current open space assets: provide current information and map through village website; evaluate equity of public space distribution; identify opportunities to expand the range of open space use types based on needs (e.g. passive, active, age, pets)  | Organization        |
|  | 17.a.ii  | Create educational “wilderness trail” in open space adjacent to Taxter Ridge   | Capital             |
| b.<br>Promote, maintain and ensure access to current assets  | 17.b.i   | Continue to work with County and NYS agencies to design, fund, and construct a RiverWalk connection from Losee Park to the path south of the MCB   | Intergovernmental   |
|  | 17.b.ii  | Study and identify opportunities to expand safe access and continuity of the trails network (Tarrytown Lakes, RiverWalk, Old Croton Aqueduct, North and South County Trailway) and connections to Village Parks (Gracemere to Taxter Ridge) – e.g. identify private parcels whose purchase would facilitate access or provide linkages; pursue creation of easements | Capital             |
|  | 17.b.iii | Prioritize maintenance; identify strategies to increase funding for parks and open space facilities  | Organization        |
|  | 17.b.iv  | Create and install signage for all facilities and assets   | Capital             |
| <b>18. Strengthen connections to the Hudson River</b>  |          |  |                     |
| a.<br>Expand and prioritize opportunities for water-based recreation and access  | 18.a.i   | Adopt the LWRP   | Policy              |
|  | 18.a.ii  | Create storage facilities at the Losee Park kayak launch   | Capital             |
|  | 18.a.iii | Seek funding / grant support periodic dredging of marina facilities  | Funding             |
|  | 18.a.iv  | Amend zoning text to require continuous public access along the waterfront   | Policy              |

# Sustainability & Resiliency

| Goal / Policy  | #        | Action  | Action Type                       |
|--|----------|---|-----------------------------------|
| <b>19. Reduce local waste generation and address sources of pollution</b>      |          |   |                                   |
| a.<br>Expand participation in recycling, reuse, and compost programs           | 19.a.i   | Implement strategies to improve resident and business participation in programs<br>1. Institute public education program and develop resources to teach residents & businesses about strategies to reduce waste generation, practice onsite compost (within backyards) increase water conservation, introduce domestic greywater reuse, and expand<br>2. Establish village-wide compost program and drop-off location<br>3. Introduce community mulching facilities | Organization                      |
| b.<br>Reduce and control sources of pollution (airborne, light, noise, runoff) | 19.b.i   | Amend code to restrict airborne pollution<br>1. Tighten leaf blowing restrictions; make fines more punitive<br>2. Enact and enforce a local ban on vehicle idling   | Policy                            |
|  | 19.b.ii  | Reduce light pollution from street lights and signage<br>1. Study and identify sources of light pollution within village<br>2. Develop a plan to implement low-energy consumption, dark sky lighting strategies<br>3. Develop a pilot for smart street lights and assess viability for village-wide implementation<br>4. Amend code to restrict hours of illuminated signage operation  | Policy                            |
|  | 19..iii  | Study and identify strategies to reduce runoff and pollution<br>1. Disseminate resources on material selection for property owners<br>2. Identify opportunities for removing impervious surfaces<br>3. Amend code to require green infrastructure as part of any new development  | Organization<br>Policy            |
| <b>20. Reduce greenhouse gas (GHG) emissions and resource consumption</b>      |          |   |                                   |
| a.<br>Improve energy conservation; reduce emissions and resource consumption   | 20.a.i   | Appoint a Climate Smart Community Coordinator and establish a Climate Action Plan for Village operations and actions; adopt targets and milestones for emissions reductions in both public and private sectors, comparable to NYS goals of 80% reduction by 2050<br>1. Apply to become a NYSERDA Clean Energy Community<br>2. Pursue higher levels of NYS Climate Smart Community certification   | Organization<br>Intergovernmental |
|  | 20.a.ii  | Analyze and monitor energy consumption and greenhouse gas emissions<br>1. Assess baseline energy use and waste<br>2. Identify areas of high consumption with village-wide infrared building audit<br>3. Work with utilities to provide residential energy audits<br>4. Initiate update to 2009 GHG emissions study  | Organization                      |
|  | 20.a.iii | Assess and incentivize local changes to improve energy use in buildings:<br>1. Conduct a study of current building codes<br>2. Create a local green building code; require deeper energy conservation for new construction / substantial reconstruction<br>3. Expand building permit review process to include both plans and specifications<br>4. Provide one-time tax credit for passive house conversion   | Organization<br>Policy            |
|  | 20.a.iv  | Compile & disseminate resources:<br>1. NYS / County resources that describe sources of emissions<br>2. Guidance on green building retrofits and clean energy conversions<br>3. Guidance on financing retrofits for existing buildings, e.g. PACE financing  | Organization                      |
|  | 20.a.v   | Develop guidelines and standards for climate mitigation in Village procurement, operations, and maintenance, including: emissions-free fleet, green maintenance, green building upgrades  | Policy                            |
|  | 20.a.vi  | Facilitate the shift toward electric mobility<br>1. Pilot electric vehicle charging at municipal lots<br>2. Assess feasibility of implementing on-street EV charging infrastructure in the downtown<br>3. Introduce public education campaign<br>4. Study electric bicycle bikeshare  | Policy<br>Capital<br>Funding      |
| b.<br>Expand local renewable energy generation                                 | 20.b.i   | Work with Solarize Westchester to initiate further rounds of photovoltaic installations   | Organization                      |
|  | 20.b.ii  | Study effectiveness of wind power systems throughout the village and feasibility to install at Village facilities   | Capital                           |

# Sustainability & Resiliency — continued

| 21. Minimize local impacts of climate change                     |          |  |                                |
|--|----------|--|--------------------------------|
| a.<br>Improve preparedness for extreme weather events            | 21.a.i   | Develop Village emergency preparedness plans including:<br>1. Study and identify vulnerability in local population (e.g. age, social isolation, linguistic isolation, health challenges, other)<br>2. Continue to collaborate with County on hazard mitigation planning<br>3. <b>See 12.b.iii.:</b> Create an emergency alert system to broadcast critical information to residents – in tandem with or as an add-on to a village communication system                     | Organization Intergovernmental |
|  | 21.a.ii  | Pursue grants and funding for micro-grid implementation, to improve the resiliency of the power supply   | Funding                        |
| b.<br>Facilitate adaptation in the built and natural environment | 21.b.i   | Study and identify opportunities to advance adaptation to climate change<br>1. Disseminate State and County resources to educate residents about projected impacts of climate change and low-impact opportunities for landscape adaptation<br>2. Amend zoning text to facilitate climate change adaptation: link height limits to flood elevations in the flood zone and incorporate sea level rise, review lot coverage requirements, and planting for drought resiliency | Organization Policy            |
|  | 21.b.ii  | Identify opportunities to retrofit and adapt public facilities and open spaces, e.g. install cool roofs, landscape restoration projects with native plants, removal of paved surfaces plus the introduction of vegetation and shade trees  | Capital                        |
|  | 21.b.iii | Develop guidelines and standards for adaptation in Village procurement and capital projects<br>1. Evaluate and incorporate adaptation into procurement, infrastructure planning and upgrades<br>2. Incorporating adaptation into public and open space projects and upgrades, e.g. plant and material selections   | Organization Policy            |



Family YMCA at Tarrytown

# PUBLIC WORKSHOPS & INPUT



## September 27, 2017

### EXECUTIVE SUMMARY

The Village of Tarrytown Public Engagement Report presents and explores comments received at the September 17, 2017 Public Workshop to inform the Village's comprehensive plan update process. The report documents the participants' goals, objectives, and vision for the Village. The consulting team consisting of WXY architecture + urban design, the Land Use Law Center, Regional Plan Association, and Westchester County Planning facilitated the public meeting.

To promote attendance at the meetings, consultants and Village staff solicited participation using several advertisement methods. At the meeting, facilitators asked participants for feedback regarding six land use discussion themes: Built Environment; Economy; Mobility; Community, Culture & Education; Natural Resources & Open Space; and Sustainability & Resiliency. For each discussion theme, facilitators asked: "What is good now, what is not working, and what are some strategies to overcome what is not working?" As participants discussed each theme, facilitators recorded exact responses on flipcharts. For each meeting, staff also collected private comment cards from participants. Once the meetings concluded, staff compiled all recorded comments and comment cards and organized them by discussion theme. The consulting staff examined these results to identify the participants' most significant concerns and planning strategies.

A few overall themes emerged from the public engagement process:

- Participants expressed a clear wish to maintain and protect the Village of Tarrytown's unique character, including its historic properties, recreational and natural spaces, and diversity of businesses and population.
- Participants also discussed economic sustainability, tourism opportunities, and ways to support local businesses.
- Participants focused their attention on the connections and mobility within Tarrytown. This included strategies to reduce traffic congestion, improve parking availability, and improve pedestrian safety and walkability. Participants wanted to find linkages and better connections between distinct areas of the Village.
- Participants also discussed improving downtown walkability, wayfinding, expanding parking availability in the downtown and at the train station, and shared mobility opportunities, including bikes, buses, and shuttles.
- Participants also focused on Tarrytown's community resources, including the opportunities and challenges to connect the downtown with the waterfront, and ways to connect Tarrytown's diverse resident population and maintain its Village-feel with increased development pressures.
- Participants finally focused on natural resource protection, trails and pathway enhancements, open space preservation and ways to make Tarrytown more sustainable and resilient in the coming years.

Below, the participants' specific planning priorities are summarized by discussion theme.

## **Built Environment**

For the Built Environment, participants were most concerned with future development and its impact to the character of the Village. In particular, participants discussed environmental impacts, historic preservation, scale of development, impacts on infrastructure, traffic considerations, and housing affordability. Many discussed how nearby development from both regional and neighboring municipalities would also impact Tarrytown and that such developments should be planned for and considered.

Participants suggested policies such as impact fees, creation of more affordable housing, resiliency considerations in new developments, continued economic growth and a streamlined permitting process to keep taxes down and get businesses open. Strategies, such as reviewing the highest and best use of certain properties, intermunicipal cooperation, and the integration of green spaces in new development were also discussed. In addition, participants stated that connections between the waterfront and Main Street should be enhanced.

## **Economy**

For the Economy, many participants were pleased by the diversity of restaurants, shops, and other businesses in Tarrytown. Many also considered the Village to be a tourist attraction with its existing community programs, public facilities, and natural resources. Some concerns noted included ways to sustain existing businesses in the downtown, as future waterfront development occurred, traffic impacts, and the underutilization of certain sites. Strategies were discussed regarding ways to enhance shopping locally, growing the tourism industry through a boutique hotel, creating a visitor/tourism center, and linking outdoor recreational events. Many also discussed support for existing businesses, including providing resources, creating a local economic development strategy, promoting live/work spaces and maker spaces, and creating a clear roadmap for small startup businesses in Tarrytown. Finally, participants discussed the need to attract new businesses to Tarrytown.

## **Natural Environment & Open Space**

For Natural Environment & Open Space, a large number of participants expressed the importance of the various parks and Tarrytown Lakes, the beautiful trails and pathways in Tarrytown, and the various natural resources and open spaces which give Tarrytown its charm.

Participants were concerned with protecting the Village's open spaces from development impacts, including mention of future waterfront development and the Tarrytown Lakes area. Some felt that not all development was preserving the natural environment. Additionally, participants were concerned about tree maintenance and plantings; park access; and trail signage and maintenance; light pollution; and invasive species. Participants discussed creating more pedestrian pathways, improving the trails, and connecting both trails and connections in green spaces. In addition, participants comments on creating new open spaces, inventorying and mapping current open space, and looking at other models for green space integration downtown, and removing and inventorying invasive species. Participants made note of linking Tarrytown's open space and recreation features with economic development opportunities and tourism. Finally, participants mentioned the unsightliness of utility wires and consideration to bury the wires.

## **Sustainability & Resiliency**

For Sustainability & Resiliency, participants noted the environmental conscience of Tarrytown residence, including an increase solar installations, electric vehicles, and recycling. However, many

## September 27, 2017 — continued

commented on the lack of composting, noise pollution from the bridge, impacts of sea level rise, and the needed preservation of the tree canopy. Participants discussed the need for more electric vehicle charging stations, continued solar installations, design guidelines for green development, Village-wide composting, community gardens/local farming, continued green spaces and permeable surfaces, and finally better education and resources regarding sea level rise, energy consumption, and long-term planning for natural disasters.

### Mobility

For Mobility, participants overwhelmingly expressed their support for walkability in and around the Village, including the Village's recreational and trail network. Participants also commented on Tarrytown's great local and regional connections to NYC and the Hudson Valley. However, participants found issue with the lack of bike paths, missing and interrupted sidewalks, and lack of connections between areas in the Village. Traffic congestion and safety were of high concern to participants. And the lack of parking in certain areas of Town were also discussed.

Participants suggested improved access with shared mobility, including the idea of busses, trolleys, jitneys, shuttles, and ferries and better improvements in transit options & incentives. Many also suggested the need to improve the bike infrastructure, bike sharing, and improvement in trail networks in and around the Village. In particular, participants want to enhance the pedestrian experience by creating more sidewalks throughout the Village, installing bicycle lanes and bicycle parking infrastructure in the Village and in connection with transit agencies. Participants also discussed installing traffic calming measures to improve safety for pedestrians and cyclists. However, some noted that biking enhancements should be carefully weighed against parking and road capacity. Finally, participants suggested measures to increase parking availability, including development of parking structures and the review of the parking permitting policies. Many also discussed various streetscape improvements to enhance the Village character.

### Community, Culture & Education

For Community, Culture & Education, many participants like existing community programs and community centers, including the Farmer's Market (TaSH), the street fairs, community concerts, the library and recreational center, YMCA, and the Music Hall. Participants commented on the Village's community diversity and small town feel, and welcoming nature. However, participants commented on the potential lack of accessibility to the Recreational Center due to its fees, and it not being available to Sleepy Hollow residents. Others discussed the challenges of maintenance issues on Main Street, the need to diversify programming and concerts for all ages, and the overall lack of information on businesses, historical locations, and other opportunities.

Participants suggested the utilization of the Recreational Center for more events and allowing Sleepy Hollow residents to use the Center. Comments were made on creating pop up events/stores in vacant buildings and using the Senior Center as a Teen Center, when available. Discussion was also had on improving wayfinding throughout the Village and coordinating & promoting Town events online. Support for the historical society and placing more historical markers in town was also discussed. Finally, participants wanted to see more community services, including outdoor fitness facilities, community gardens, and other local amenities.

## INTRODUCTION

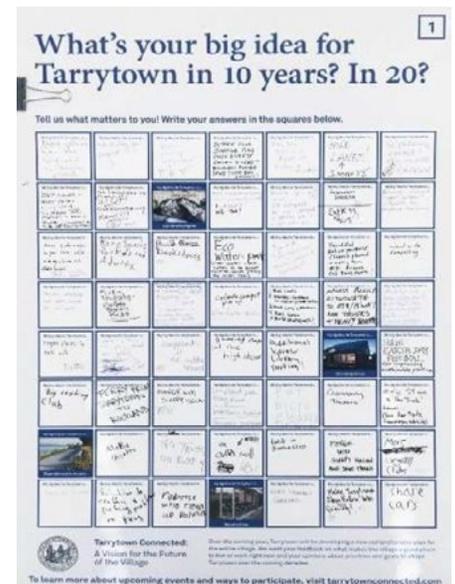
The Village of Tarrytown's Public Engagement Report is a guide for the Village of Tarrytown, the consulting team, and the Village's Comprehensive Plan Committee and Working Groups. Public participation is a key element of the comprehensive plan process; as such involvement is critical to the planning effort's success, as well as long-term implementation of the plan. Community engagement in the process strengthens the plan by incorporating various stakeholders' and residents' local knowledge and preferences. Further, a collaborative planning process that includes several methods of public engagement provides a more open, inclusive, and interactive way of involving citizens in the overall process, increasing confidence in and providing support for the comprehensive plan, which becomes the blueprint and guidance document for future planning decisions.

## PUBLIC PARTICIPATION METHODOLOGY & PROCESS

The Consulting Team held its first public meeting to collect feedback from Village residents and identify the Village's priority issues, assets, and challenges with regard to six land use themes. The consulting team, Village staff, and Comprehensive Plan Committee Members solicited participation in the meetings using flyers, posters, canvassing, electronic announcements, street banners, and newspaper articles. Methodology for these outreach efforts and meetings is described below.

### Outreach Methods

The consulting team and Village advertised and solicited resident and stakeholder participation in the Village's comprehensive plan public engagement process in several ways. Outreach flyers were printed and distributed at local businesses, shopping areas, and during Village events. The consulting team emailed Village schools, homeowner associations, religious organizations, and clubs to ask for their assistance in reaching additional people. Additionally, flyers were provided to Comprehensive Plan Steering Committee members for distribution throughout the Village. Along with flyers, 6 large-scale posters were printed and posted in merchant establishments, including Coffee Labs, YMCA, Village Hal, Warner Library, and Muddy Waters Cafe. The posters asked for feedback on various topics, including residents' big ideas, challenges, development ideas, and favorite places in Tarrytown. Further, the Village distributed electronic announcements to neighboring municipal officials, Village Board staff and land use boards, and to County & State officials. A newspaper article ran in the Hudson Independent's monthly E-newsletter discussing the importance of the comprehensive plan and the involvement of citizens. The consulting team met with merchants and business owners at the Chamber and Rotary's summer breakfast. Comprehensive Plan Steering Committee members set up booths on July 29, August 5, August 26 at TaSh, the Village's weekly Farmer's Market, and on July 28, August 4, August 18 at summer Jazz Concerts. Emails were collected during these efforts to send reminders regarding the upcoming public workshops. *Tarrytown Connected*, the Comprehensive Plans website, was created and posted information regarding the comprehensive plan and made announcement to the upcoming public workshop. Social media was used, as well, to distribute information regarding the event. Finally, a street banner announcing the workshop was placed at the bottom of Benedict Avenue and Rt. 119 Appendix A shows the sample flyer.



## September 27, 2017 — continued

### September 17 workshop

After informing the Tarrytown community about the workshop, the consulting team held its first public meeting on September 17, 2017 at Warner Library from 1:00 – 4:00 pm. The consulting team facilitated these meetings, which followed an agenda, which is presented in Appendix B. Each meeting began with a participant registration and sign-in period. During this time, staff collected each participant's name and contact information. Additionally, staff distributed name tags, index cards for private comments, agendas, and exit survey. Following registration, the Mayor and Village Administrator welcomed all participants and introduced the Consulting Team and Comprehensive Plan Steering Committee and Working Group members. WXY presented an overview of the importance of a comprehensive plan and presented the planning process timeline, and existing conditions of Tarrytown. The Land Use Law Center staff then explained the meeting agenda, discussion questions, and ground rules, noting the importance of collecting information from participants. Participants divided into small groups to enhance effective conversation with participants. A trained facilitator led each small group of 10 to 15 participants, asking the same three questions for each of six discussion topics. The small groups discussed each topic for 30 minutes then groups rotated to a new facilitator and topic. For each discussion topic, the facilitator recorded all responses using a large paper flip-chart, markers, and easels. Participants were able to attend three stations during the allocated time.

The small groups discussed the following topics regarding the land use themes:

#### Economy

- Fiscal condition, tax base & Village budget
- Economic development strategy
- Employment & workforce
- Tourism
- New economy (co-working, light industry)
- Potential redevelopment sites
- New developments and school impacts

#### Community, Culture & Education

- Historical & Cultural Resources
- Community Facilities & Services
- Arts & Culture
- Health & Wellness
- Educational Institutions & School Impacts
- Community Safety & Emergency Services

#### Built Environment

- Land Use & Zoning
- Housing Affordability & Choice
- Historic Preservation & Districts
- Utilities & Infrastructure
- Accessibility

#### Mobility

- Transportation infrastructure – roads, rail, sidewalks
- Transit systems & system integration
- Congestion & parking
- Ridehail & carshare
- Wayfinding & street design

Bicycles  
Walkability

### Natural Environment & Open Space

Natural & Environmental Features  
Critical Environmental Areas  
Natural Resources  
Local Controls Protecting the Environment  
Open Space & Recreation

### Sustainability & Resiliency

Climate mitigation  
Resource consumption  
Green & passive buildings  
Climate adaptation

For each of the above discussion topics, facilitators asked participants the following three questions:

- What's **good** now?; What do you like?; What should be maintained?
- What **issues** remain?; What do you dislike?; What needs to be changed?
- What are some **strategies** to overcome what is not working?; What **new things** can we do to make it better?; What exciting **ideas** do you have?; Where can we make these ideas happen?

After participants discussed three topics, the public meeting concluded, and participants were able to provide input on the topics that they weren't able to attend during the time period by filling out worksheets for that topic. Participants were thanked and the next public workshop was announced. In addition to the small group discussions, staff collected private comment cards from participants, as well as collected exit surveys.

After collecting all recorded comments and comment cards, staff compiled them into the various themes. Below, the section presents these comments and their consolidation. Staff grouped identical and equivalent comments together under the discussion themes. Each discussion theme records the frequency of each separate comment to reflect how often each comment occurred. Occasionally, a comment includes enough information to break its frequency down by specific detail.

## November 5, 2017

On November 5, 2017, a public workshop was held at Warner Library to continue the dialogue regarding Tarrytown's Comprehensive Plan update. Appendix A shows a sample of the postcard inviting people to attend.

The consulting team reported back on the goals and objectives of the Comprehensive Plan and how comments and concerns of Tarrytown residents from the September 17<sup>th</sup> workshop had been integrated. Appendix B shows the agenda for the day's event.

Themes of the comprehensive plan were broken into three stations for further conversation – Built Environment/Economy; Mobility; and Community, Culture, Education/Sustainability & Resiliency/Open Space and Natural Resources. Participants participated in two sessions during the course of the workshop. Facilitators discussed specific strategies to overcome issues faced by Tarrytown. Discussion was had on trade-offs, balances, and future changes. Some sessions had mapping exercises. Below are the notes recorded on the flipcharts during the workshop. Each theme is broken up into Session 1 and 2.

At the conclusion of the workshop, participants engaged in offering comments and suggestions regarding the goals and objectives formulated by the consulting team. Participants put comments down on sticky notes and placed them on poster boards highlighting the current drafted goals. Appendix C shows an accounting of the notes regarding each themed board.

### Economy/Built Environment - Session 1

#### Housing

- Unique sites
  - Add accessory apartments
  - Legalize existing accessory apartments
  - CVS parking lot
  - Walgreens
  - Anywhere there is one-story, make it two
  - Office building conversion on Rt. 119
  - Hitachi property
  - Stop and Shop area
- Issues
  - Integrate into the neighborhood
  - Housing prices are increasing in this area, need to do something
  - Maintain view sheds and identify them
  - If create mixed use sites everywhere, then need to connect them, not have them compete, integrate transit

#### Economy

- Need a shuttle/bus
- Meet with Regeneron and other local businesses – why did they locate here? What more can Tarrytown do for them in housing and transportation.
- Meet with Westchester hotel to discuss transportation around Tarrytown and to Tarrytown destinations/train station and discuss their market segments and demands
- Need a broader economic view to put into plan
- Need physical connection of waterfront to downtown through Main Street

- Enhance the corridor from waterfront to Main Street – with more commercial/retail and mix
- Job Sites needed
  - Need open land for large business
  - Look to sites within walking distance of train station
- If build up, how high?
  - 3 – 5 stories on Broadway/Main

## Economy/Built Environment - Session 2

### Housing

- What type of housing?
  - Apartments
  - Multi-family
  - Senior/elder generation housing
  - House boats
- Challenges
  - Increase to property value
  - Expensive single-family being developed
  - What is Tarrytown's' housing needs? Conduct a housing needs survey
  - Put money not into more studies – put into action
  - Parking – put parking underneath development
  - Need to study topology of Tarrytown to see where to densify but not hurt views
- Where are there unique sites for future development?
  - Hitachi property
  - Walgreens
  - Old Citibank
  - Reuse of historic homes
  - Look at zoning restrictions and challenges to allow for more repurposing

### Economy

- Where can we grow? Have more commercial development?
  - Waterfront (mixed-use)
  - Rt. 119 corridor
  - Air rights – build up (e.g. Mrs. Green's)
  - Near Recycling plant
  - Issue of parking capacity with any future growth
- What types of businesses?
  - Delivery business
  - Shared work spaces
  - Brewery
  - Small vendor mall
  - Art Space/Maker Space
  - More anchor stores
  - No chain stores- no large square footage
- Issues
  - need a visionary planning board
  - restrictions on signage
  - shuttles
  - more hang-out space

## November 5, 2017— continued

- more intergenerational interactions
- upgrade the YMCA
- More family space and outdoor space
- More festivals/food trucks
- Activate the public space
- Community BBQ in Wilson Park
- Communications & Marketing
- Time and Patience

### Mobility - Session 1

#### Concerns

- Traffic
- Riverwalk connection
- Parking
- Mobility – vehicle, bike, pedestrian
- Need to be cultural center
- Biking

#### Goals

- Parking
- Reducing vehicle dependence

#### Strategies

- Trolley / bus
  - Rotating schedule
  - Fun, reduce cars
  - Loop (route drawn)
  - Sleepy Hollow interested, coordinate
  - Edge, Tarrytown Music Hall
  - Riverwalk – help access; weekends; culture; tourism
  - Cost is an issue – possibly Tarrytown free, tourists pay
  - Digital event board on trolley
  - App – tourism app
  - Integrated into event fee (e.g.: 50 cents per ticket)
  - hop-on, hop-off tourist bus around Tarrytown and Sleepy Hollow attractions
- Why use for weekends and events?
  - Congestion points
  - Past shuttle 10 years ago pre-riverfront – why not successful?
  - Also day to day congestion
  - Possibly – weekend/cultural; weekday shuttle
  - Goal – make the trip pleasant and easy into and out of Tarrytown
  - Autonomous vehicle loop
  - Being done elsewhere
  - Eliminate parking on Main Street and Broadway – reduce incentive to drive
  - Consider seniors and poor people (11% don't have cars)
  - Transportation equity
  - Possibly Music Hall uber option
  - Challenge of parking

- Parking
  - Capacity
    - Reduce on-street parking
    - Change or build capacity
      - Incentivize other forms of transportation (bike routes, trolley, pedestrian crossing improvements, trail connections)
      - Tappan Zee Bridge is an opportunity to move people directly to White Plains (Bike racks on buses; bikers off bridge need better routes)
      - Commuters – more than 50% are nonresidents; BRT may help; study effects of pricing
      - Electric bikes – coordinate with Metro-North and needs to be legalized
      - Biking is very difficult in Town
      - E-bikes are expensive and not an option for many
  - Costs (Tarrytown - Station parking charges less than others in Westchester County)
    - Bike parking should be required
    - Parking requirements for Tarrytown (2.5<sup>2</sup>/unit) 1/750 square feet in Scarsdale )
    - Hudson Harbor – now 1.5/unit, but now a problem
    - Underutilized private lots off Broadway
      - Strategies for use – monetize these lots
    - Active parking management
      - Signs on street – point to lots
    - Pricing – on street should be more expensive; help business owners on street; quick turnaround
  - Subsidizing
    - Need parking and congestion as package
    - Convenience parking – less time for more – keep stops brief to free up space
    - Electronic meters (common approach)
    - Offsite more expensive
    - Parking costs not a decision maker for some
    - Shuttle routes
      - Route started to expand up the hill, possible more revenue
    - Shop owners – important to consider
  - Demand
    - Edge on Hudson – many people coming; may not work, only if dependable times
    - Guaranteed parking then you guarantee driving
    - The new Tappan Zee will not reduce traffic on I-287 corridor
    - No in-Westchester BRT routes are planned – LHTL just replaces Tappan Zee express from Rockland
    - This brings nothing for Tarrytown beyond today's Bee Line services
    - Trolley – Huntington, NY and Park City, Utah

## Mobility - Session 2

### Goals

- Reduce dependence on personal vehicles
- Improve parking access and address demand

### Issues

- Many vehicles going to station

## November 5, 2017 — continued

- Need to maximize bus access – jitney with loops
- Many commuters and weekend visitors, including train riders

### Strategies

- Shuttles
  - Often difficult, but new technology (some examples)
  - Layout difficult in Tarrytown
  - Example – use bikes for part of trip
  - Potential lot for bikers
    - JCC – a new lot, then route into downtown, flat route
  - Past trolleys – why not successful?
    - Not publicized, need info/marketing
  - Accommodate seniors (e.g. Briteview)
  - Parking – at former Mrs. Green's
    - Business owner nearby – difficult
  - Car share, zip car – for train/bus riders – for destinations in Tarrytown
  - Bike system also could benefit, bike share
  - Two issues of train station and outside downtown – people will walk, but need distinction
  - Focus on walkability and bike ability – easier to do now
    - Shuttles expensive, not enough density in area
    - Simply slow cars, allow on-street parking
    - Small downtown
  - Streets designed before cars
  - Long button for pedestrians on Benedict & Rt. 9
  - Snow/Rain? Will they bike?
    - Dangerous
    - Some do bike/walk in winter
  - Bike share and partner with e-bike store
    - Station at train station, leave at sites
- Parking – Capacity & Demand
  - Many from Rockland & NJ at station parking
    - Some shop here too. Some use Tarrytown address for lower prices
  - Parking structure
    - Train Station
    - CVS lot
  - Downtown the evenings are full
    - WI school parking provides good relief
  - Daytime capacity okay
    - McKeel open
  - Pricing maybe zones
  - Commuter more expensive
  - No demand pricing
  - More density downtown – need more parking if more development
  - South Washington lot – possible structure
  - Garage near station with shuttle to downtown
  - More parking at station?
    - Fills up now, seasonally
    - Fitness Center, pool, Riverwalk use
    - Edge will be coming to Tarrytown station
    - Seniors cannot park when busy
    - Cars shouldn't be at the waterfront. Move parking to east side and give to people
    - If more parking at downtown & station, more cars coming so redirect to outside

## Community, Culture, and Education/Sustainability & Resiliency/Natural Resource & Open Space - Session 1

- Need better communication means/method (Village to residents with interactive mechanism)
- Print medium as well as Village
- Senior services
  - Seniors rely on non-computer means of communication
  - Senior center an Neighborhood House - have to go there
  - No senior housing – consider near C-Town, church
  - Need affordable senior rentals
  - Possibility to support the existing population
- Village transit (shuttle / bus / tbd)
  - Sleepy Hollow – opportunity for circulator van between SH + TT- at peak times
  - Senior accessible to serve the senior population
  - combine separate hotel, business & senior shuttle services into coordinated operation with hotels and company contributing to the cost
  - It will take time for any new practice to be adopted – needs patience, coordination & communication to succeed over time (don't give up if
  - Shuttle must be marketed well and coordinated and hit all the needed spots
    - 119/Stop and Shop
    - Main street
    - Hospital
    - Cultural Sites – need buy in from these stakeholders
    - C-Town supermarket has limited delivery area & system – use shuttle to expand
  - Partnership with local hotels – mutually beneficial; ADA
- High schools – Community Service – deliveries; messaging – untapped resource

## Resiliency & Sustainability & Natural Resources

- "Green" put into Comprehensive Plan
- View from River. Where?
  - In front of Village Hall
  - Riverwalk
  - Train Station
  - 21 Wildey
- Tree canopy
  - Prune and low growing trees
  - Replace what you take down
  - Look at code and tree requirements for replacements
- Climate issues
  - Biodiversity/fauna
  - Aesthetics
  - Cooling
  - Clean air
- Connectivity of Trails

## November 5, 2017 — continued

- Conservation issues
- Crossing of Aqueduct – major roads; needs to be addressed
- Continuity of Aqueduct – wayfinding and crosswalks at crossings
- Strategies to reduce pollution and reduce energy expenditure
  - Trees
  - Idling – enforce law or no idling at all
  - Leaf blowing – go for mulching
  - No piles – yes, bags if need – don't go down storm drains
  - Composting – food and leaf
  - Create a food waste program
  - Education

### Community, Culture, and Education/Sustainability & Resiliency/Natural Resource & Open Space - Session 2

- Need to have quantifiable goals/measurable
  - As Village – need to find out what our inefficiencies are
  - Increase efficiencies
- Do we have focus efforts
- Planning board and Building Department – certification potentials: need to evaluate specifications and not only drawings when granting building permits
- Advocacy for renewable energy & reduced consumption
- Affordability in mandating higher efficiency – not only about the environment
- Over the long term, savings means more affordability
- Group consensus: community advocates for energy efficiency
  - Municipal and educational buildings should be energy efficient
  - Lighting – rebates issues – long term
- Property Assessed Clean Energy (PACE) financing can be used with residential and commercial buildings, stays with building even if sold
- Primary emitters: buildings and motor vehicles – reduce vehicle demand
- Improve waste management
- Garbage
  - Pay as you throw
  - Incentives for recycling
  - Compost – see “re-cultivate NY”
- Educate people about waste
- Reuse – repurpose
  - Expand upon Village tag sale
  - Ongoing Take it or Leave it center
  - “Tarrytown take away”
- Self-assess/online – Tarrytown's efficiencies and inefficiencies
- Plastic bags – prohibit
- Infrared Assessment Village wide to see energy leakage – partner with Con-Ed and others
- Vehicles – bike issues/less easy in Tarrytown, must be other ways of getting people out of cars
- Garage at Station Area (North lot)
- Bikes
  - Speed enforcement
  - Narrow streets
  - Sidewalks – people
- Driveway / sidewalk conflicts– design issues – who has priority value? Give the sidewalk priority so the cars must stop before crossing & entering an intersection

# February 27, 2018

## Executive Summary

On February 27, 2018, a public workshop was held at Warner Library to continue the dialogue regarding Tarrytown's Comprehensive Plan update. Appendix A shows a sample of the postcard inviting people to attend.

The consulting team reported back on the goals, policies, and actions of the Comprehensive Plan and how comments and concerns of Tarrytown residents from the previous workshops had been integrated. The consulting team then reviewed the zoning approach proposed for the Station Area.

Comprehensive Plan Goals and Proposed Actions were placed on posters stationed around the room for further conversation and for voting purposes. Participants used sticky dots to vote on their top 3 priority actions within each Theme, as an indication of community priorities for the Village Board of Trustees as it considers the implementation of the Comprehensive Plan. Facilitators were on hand to discuss the specific strategies to overcome issues faced by Tarrytown. Furthermore, participants were able to discuss the zoning approach, principles, and land uses proposed for the Station Area with the consulting team experts. Appendix B shows the actions and the number of votes the action received by participants of the evening event.

At the conclusion of the workshop, the consulting team announced that an online survey would also be released for further participation and consideration by those that were not in attendance.

## Summary of Priority Actions

Based on the combined votes from both outreach efforts, the following actions rose to the top in terms of priorities by residents under each Comprehensive Plan theme:

**Economy** - Amend zoning for the Station Area to facilitate resilient, mixed-use neighborhood development and waterfront access in alignment with the other goals identified in this comprehensive plan. Zoning should ensure public access and year-round amenities on the waterfront, strategies to reduce congestion over the H-bridge, enable pedestrian access to the waterfront and to downtown, and adapt to a changing climate.

**Mobility** - Deploy Complete Streets principles on key thoroughfares throughout the village, with Routes 9 & 119 as priority active transportation corridors. Identify additional priority routes village-wide.

**Built Environment** - Study and implement capital projects to improve the east / west connection across the tracks, e.g. rehabilitate and reopen the pedestrian tunnel under the MNR tracks, work with MNR to build a new pedestrian bridge, or other TBD

**Community, Culture and Education** - Develop an accessible communication system for the entire village and Establish public art program and rotate local public art at Village Hall and parks

**Nature Environment and Open Space** - Continue to work with County and NYS agencies to design, fund, and construct a RiverWalk connection from Losee Park to the path south of the MCB

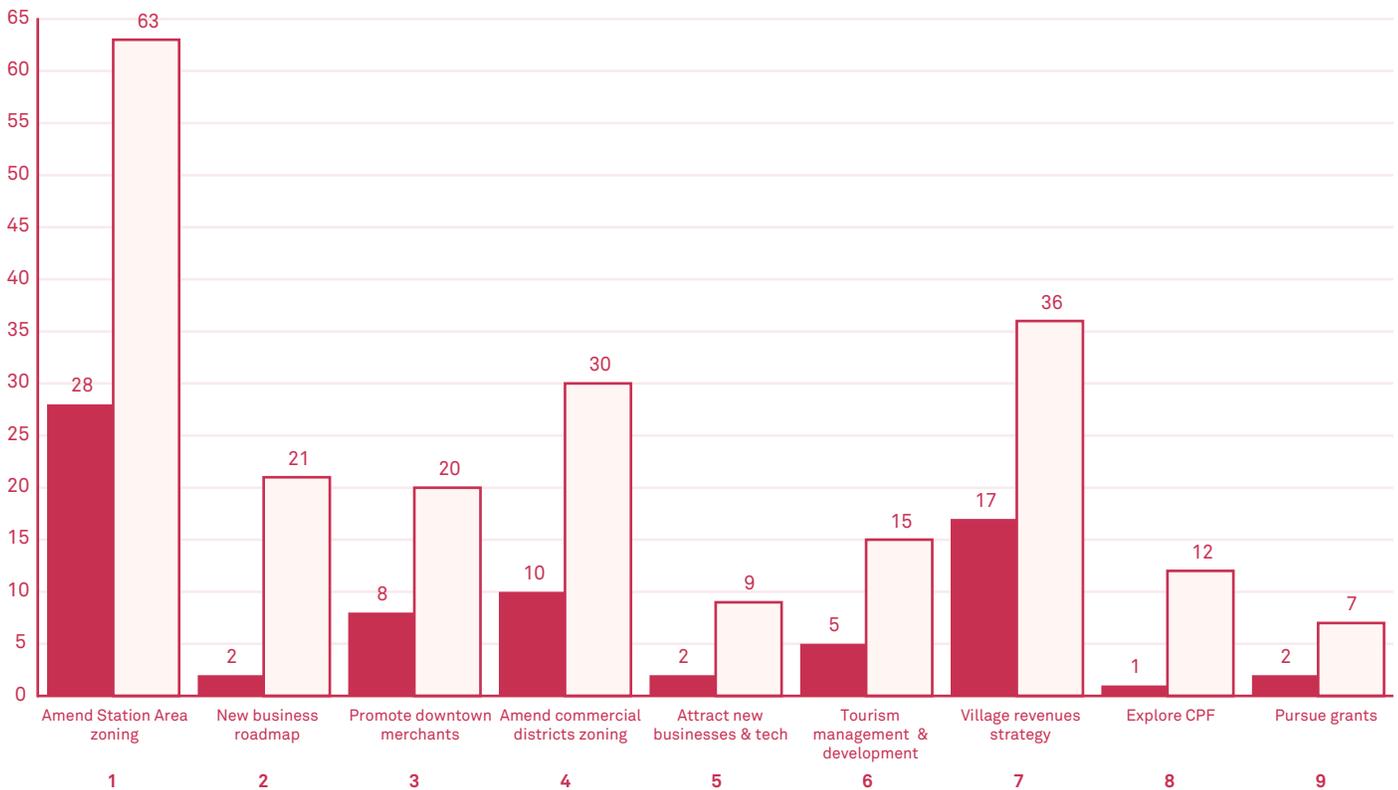
**Sustainability & Resiliency** - Identify opportunities to retrofit and adapt public facilities and open spaces, e.g. install cool roofs, landscape restoration projects with native plants, removal of paved surfaces plus the introduction of vegetation and shade trees

IMPLEMENTATION ACTIONS  
MARCH 2018 PUBLIC INPUT

# Economy

Total votes = 288

■ Workshop (75)  
□ Online (213)

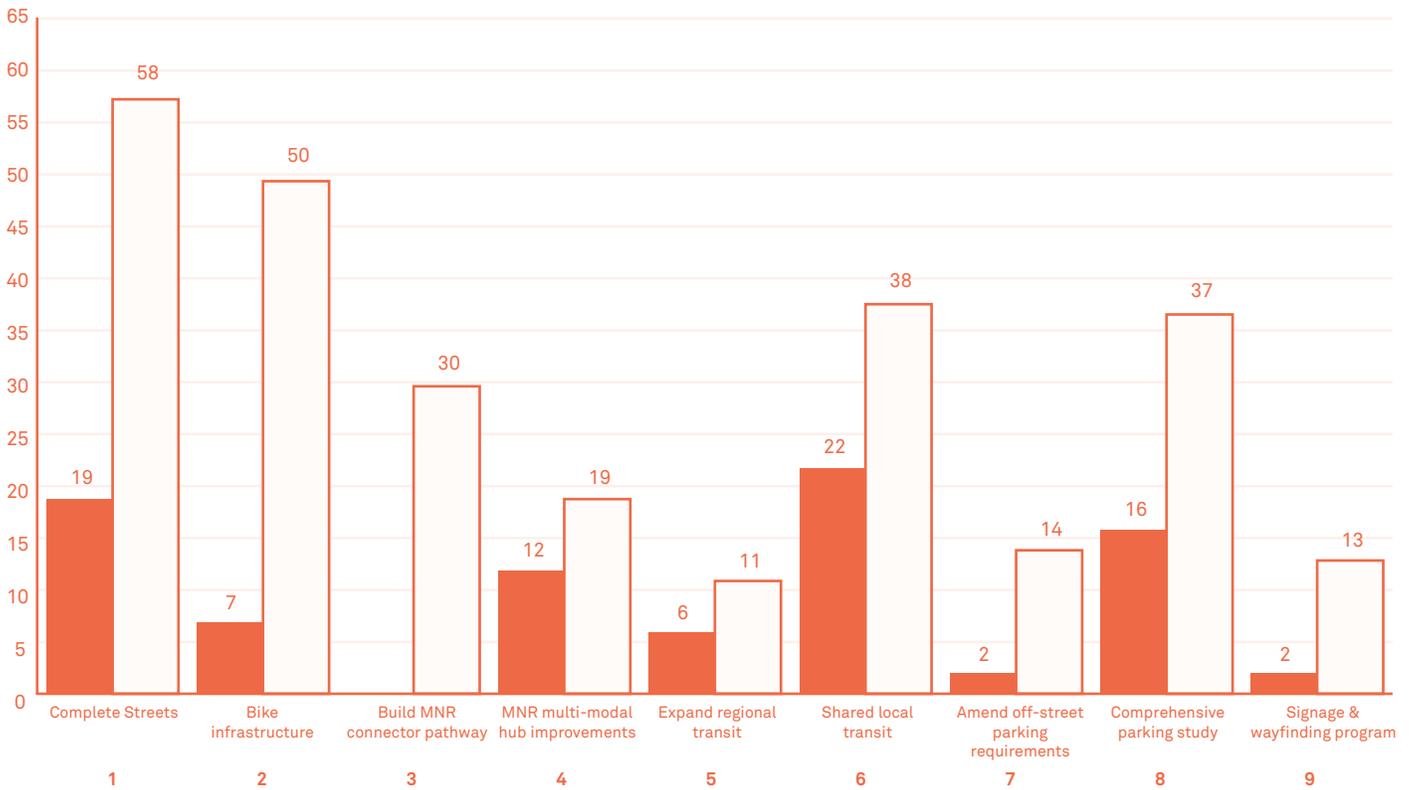


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|--|--|---|
| <p>1 Amend zoning for the Station area to facilitate resilient, mixed-use neighborhood development and public waterfront access</p> <p>2 Create a new business roadmap: develop clear, online guidance and resources on requirements and permitting process for applicants</p> <p>3 Launch initiative to empower and promote downtown merchants through the creation of a BID, working with hotels to place merchants' information; and collaborate on streetscape improvement efforts</p> | <p>4 Amend village code &amp; zoning to accommodate a wider range of business types and adapt to changes in the market, e.g. mixed-use along Rt. 119; greater density (4-5 fls) on N. Broadway; incubator spaces &amp; pop-up uses</p> <p>5 Study &amp; identify local implications for regional employment trends; attract businesses that align with residents' skills; enable technology sector growth</p> <p>6 Create a tourism management body to oversee and coordinate initiatives, such as creating a visitor information center; collaborate on Village website redesign and wayfinding</p> | <p>7 Create a strategy and roadmap for expanding village revenues and reducing the tax burden on residents</p> <p>8 Establish a Community Preservation Fund, funded by property transfer tax revenues to support designated Village projects / objectives</p> <p>9 Continue to prepare State CFA and other grant applications</p> |
|--|--|---|

# Mobility

Total votes = 356

■ Workshop (86)  
□ Online (270)



1 Deploy Complete Streets principles on key routes throughout the village (Complete Streets are roadways planned & designed to consider the safe, convenient access & mobility of all roadway users of all ages & abilities)

2 Design and implement a signage and wayfinding program, including signage for roads, parks, and landmarks, that is connected to an app-based platform for mobile navigation

3 Introduce bicycle infrastructure at key locations, including station area, downtown, recreational destinations; require bike racks in new developments

4 Undertake MNR multi-modal hub improvements: redesign the Station drop-off area to improve circulation; advocate for an efficient and accessible transit node at the Station; advocate to extend Station hours

5 Advocate for State and County Agencies to expand and align train and bus service with local needs, including weekend and event related bus service and new discount partnerships

6 Implement a new local transit system to connect the station area to various village and nearby destinations to support commuters, enable local trips without personal vehicle, support tourists

7 Amend zoning for off-street parking requirements: reduce requirements to align with peer municipalities and include shared parking in areas served by transit

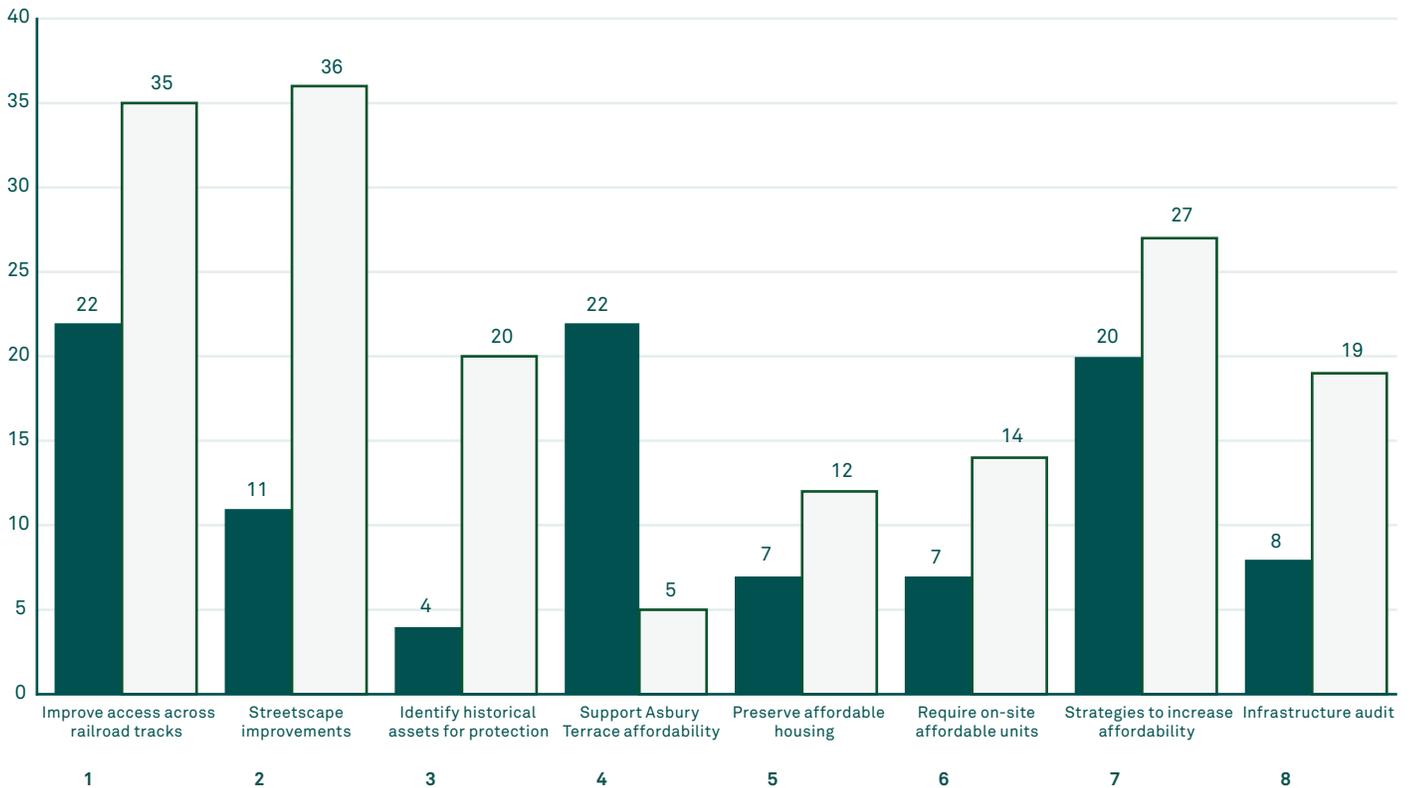
8 Undertake a comprehensive parking study to better understand the relative supply, demand, and pricing of parking based on location

9 Design & implement a signage and wayfinding program Include signage for roads, parks, and landmarks, that is connected to an app-based platform for mobile navigation

# Built Environment

Total votes = 269

■ Workshop (101)  
□ Online (168)



1 Study and implement capital projects to improve the east and west connection across the tracks

2 Study and implement streetscape improvements to enhance pedestrian connections between neighborhoods

3 Create a consolidated list of all historical assets not yet designated or protected by the Village or State, for review and consideration

4 Work with Asbury Terrace to preserve its affordability

5 Identify and preserve other at-risk affordable housing

6 Amend Village code to require on-site affordable for new developments of 8 or more units (revision from 10 or more in current code)

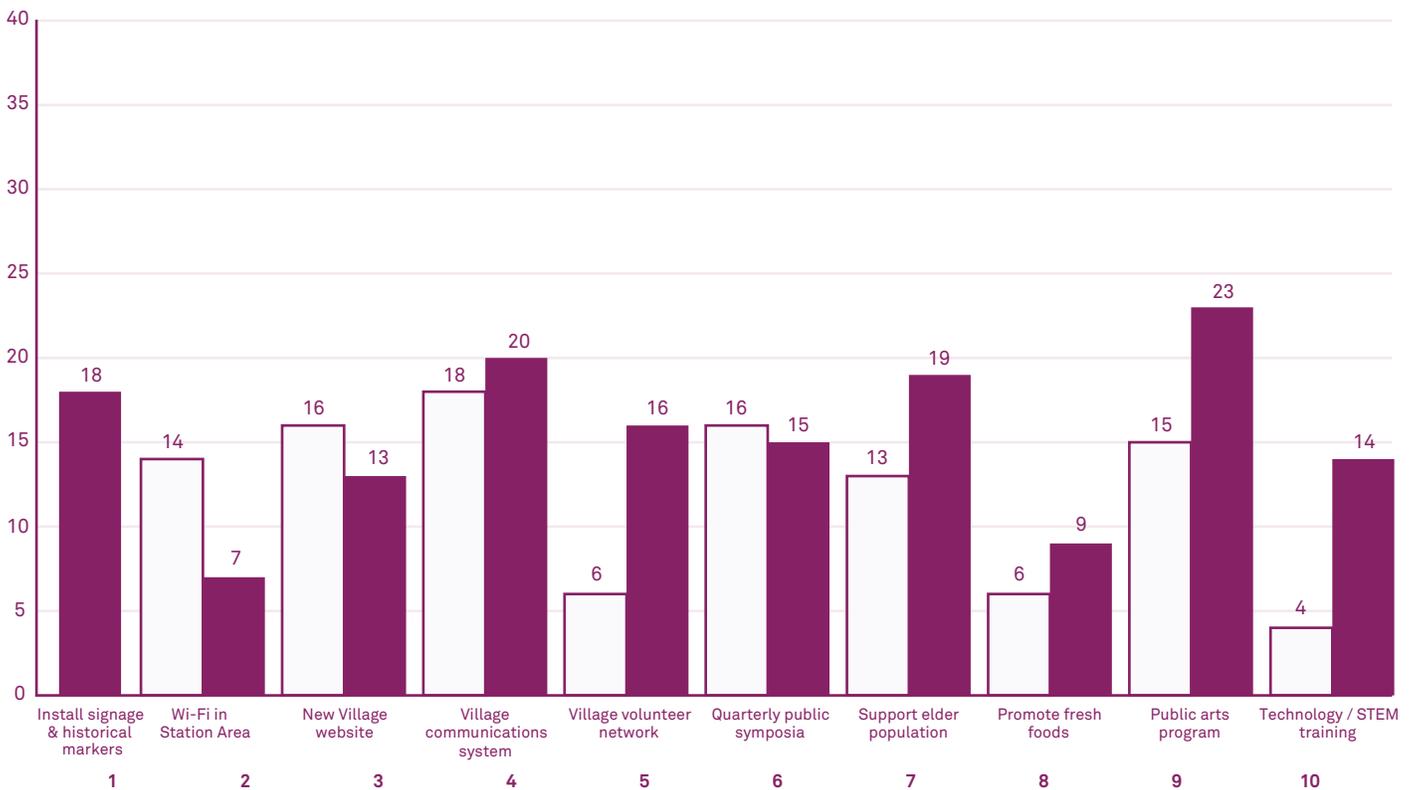
7 Undertake a study to identify strategies to increase housing affordability for residents, both of existing stock and future developments, including accessory apartments, mixed-age housing, emerging housing models, short-term rentals

8 Complete a village-wide audit of current infrastructure status; identify and prioritize upgrades needed

# Community, Culture & Education

Total votes = 278

■ Workshop (108)  
□ Online (170)

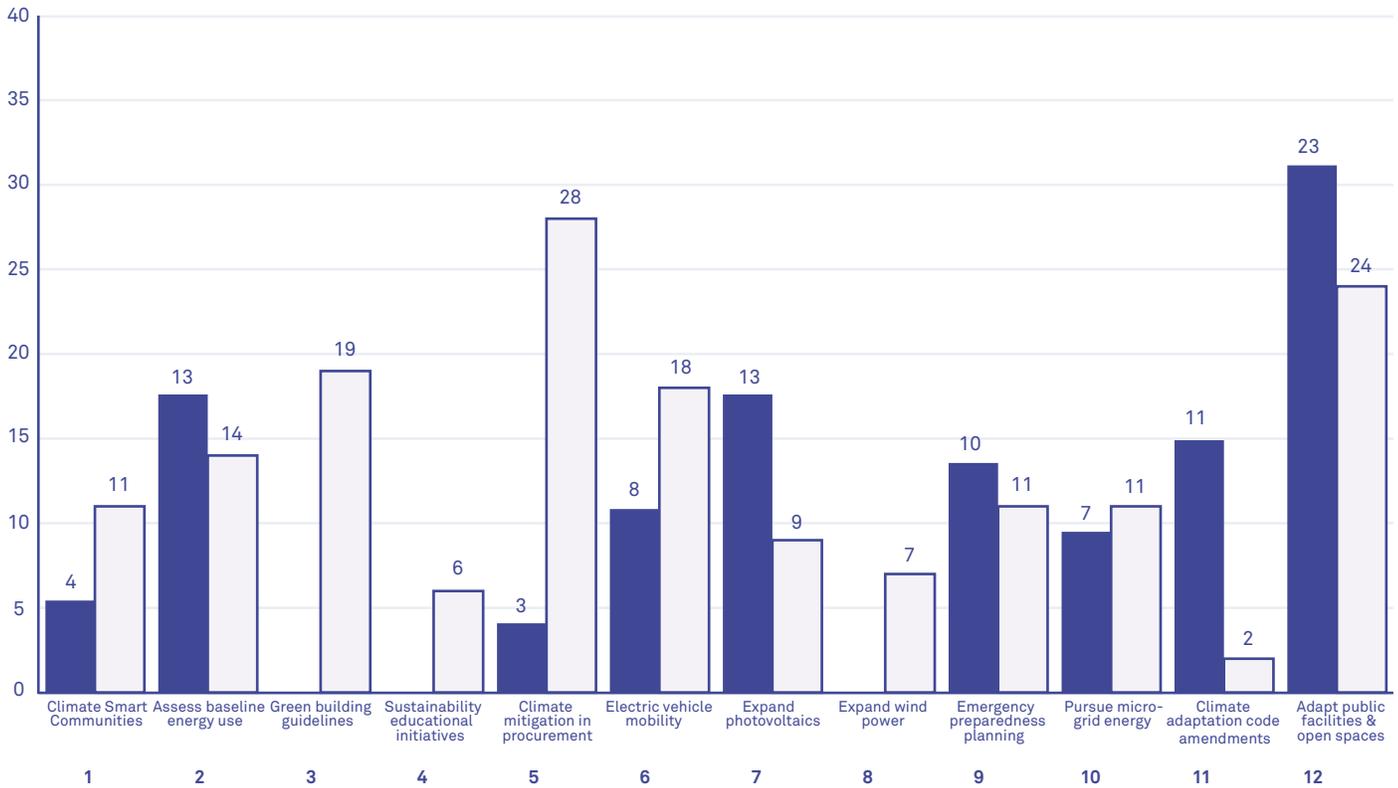


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|---|---|--|
| <p>1 Install signage and historical markers at village gateways and historical sites – in coordination with any village-wide wayfinding program</p> <p>2 Implement free public Wi-Fi in the Station area</p> <p>3 Develop an online village presence and communication strategy through the design and launch of a new village website</p> <p>4 Develop an accessible communication system for the entire village, including to share community news and alerts, as well as updates on village operations</p> | <p>5 Develop and maintain a pool of candidates for boards and committees; provide information on how to get involved</p> <p>6 Institute a quarterly symposium program to bring boards and residents together around specific topics</p> <p>7 Expand support network for the elder population with new housing and programs that connect high school students' community service to senior needs</p> | <p>8 Promote fresh foods and healthy eating; advertise the local network of food assistance programs</p> <p>9 Establish public art program and rotate local public art at Village Hall and parks</p> <p>10 Support technology training to connect job seekers to training opportunities, including STEM training, through the Chamber of Commerce and Warner Library</p> |
|---|---|--|

# Sustainability & Resiliency

Total votes = 263

■ Workshop (92)  
□ Online (171)



- 1 Appoint a Climate Smart Community Coordinator and establish a Climate Action Plan for Village operations and actions, including community certifications
- 2 Assess baseline energy use and waste for both public and private buildings to create a new green building code and guidelines
- 3 Create a new green building code and guidelines; introduce more rigorous energy standards for new construction / substantial reconstruction
- 4 Compile & disseminate resources to teach residents and businesses about sources of emissions and green building retrofits

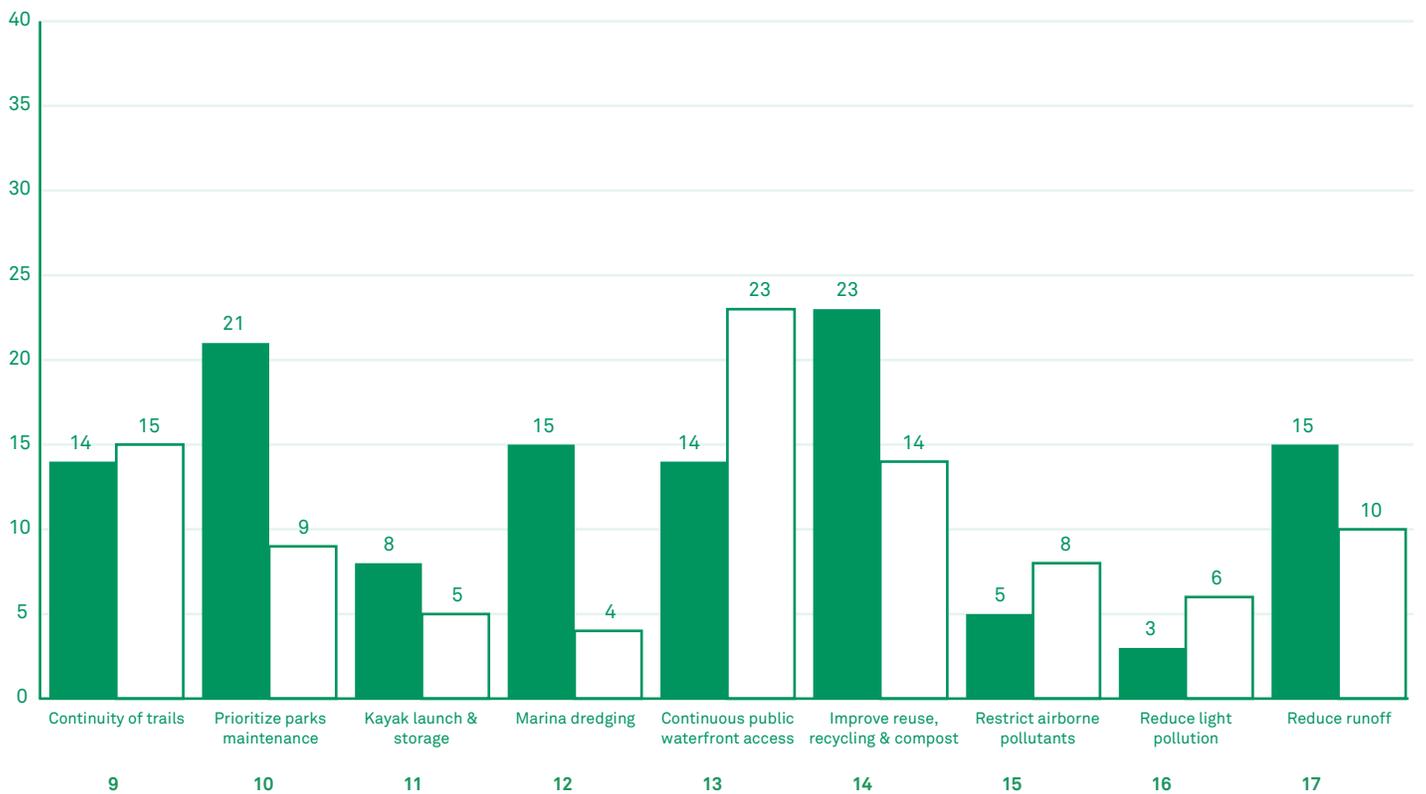
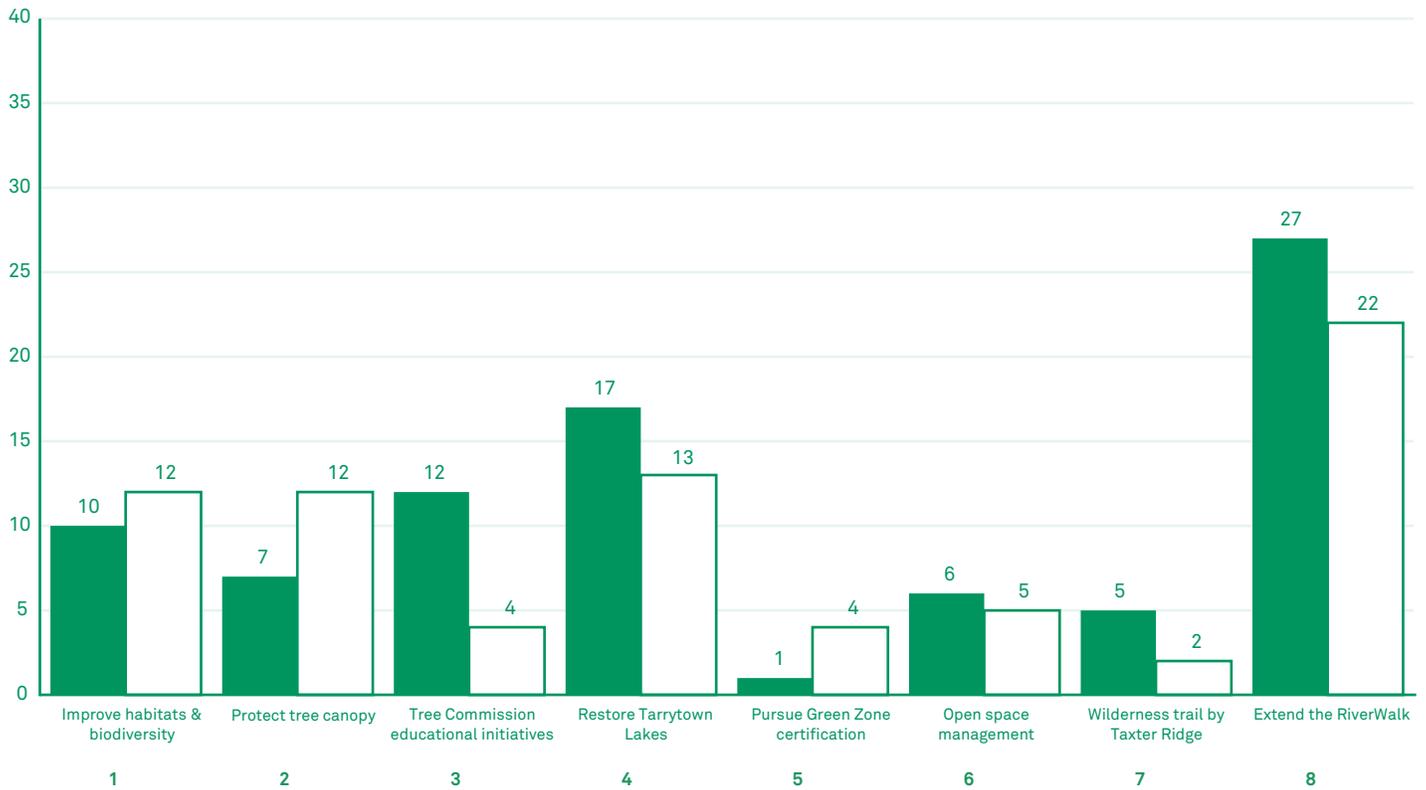
- 5 Develop guidelines and standards for climate mitigation in Village procurement, operations, and routine maintenance, including an emissions-free fleet, green maintenance practices, and green building upgrades
- 6 Facilitate the shift toward electric mobility with charging stations, education, and pilots for on-street EV charging; consider e-bike bikeshare
- 7 Work with Solarize Westchester to initiate further rounds of PV installation
- 8 Study effectiveness of wind power systems throughout the village and feasibility to install at Village facilities

- 9 Develop Village emergency preparedness plans including identifying social vulnerabilities and creating an emergency alert system; continue to work with the County on hazard mitigation planning
- 10 Pursue grants and funding for micro-grid implementation
- 11 Study and identify opportunities to advance adaptation to climate change through amendments to building code and zoning
- 12 Develop guidelines and standards for adaptation in Village procurement and capital projects, including infrastructure planning and upgrades and public and open space projects and upgrades

# Natural Environment & Open Space

Total votes = 371

■ Workshop (203)  
□ Online (168)



- 1 Establish committee oversight and authority to develop educational resources and policies to promote functional and native plant species, habitat creation and biodiversity, and guidelines for the removal of non-functional invasive species
- 2 Review and revise village policies around tree canopy protection; prohibit clear cutting
- 3 Expand the role of the Tree Commission to include educational initiatives, e.g.: develop and disseminate educational materials on the value and care of trees; develop a species list and other resources for contractors and residents
- 4 Continue to manage nutrient loading in the Tarrytown Lakes area and advance restoration efforts
- 5 Seek Green Zone certification for village-owned parklands – require quiet, emissions-free routine maintenance, using electric equipment and manual techniques
- 6 Develop an inventory, analysis, communication, and ongoing management of current open space assets and opportunities to improve access
- 7 Create educational “wilderness trail” in open space adjacent to Taxter Ridge
- 8 Continue to work with County and NYS Agencies to design, fund, and construct a RiverWalk connection from Losee Park to the path south of the MCB
- 9 Study and identify opportunities to expand safe access and continuity of the trails network and connections to Village Parks
- 10 Prioritize maintenance; identify strategies to increase funding for parks and open space facilities
- 11 Create storage facilities at the Losee Park kayak launch
- 12 Seek funding / grant support periodic dredging of marina facilities
- 13 Amend zoning text to require continuous public access along the waterfront
- 14 Implement strategies to improve access to and participation in reuse, recycling, and compost programs, including village-wide compost and expanded educational resources
- 15 Amend code to restrict airborne pollution, with a focus on tightening leaf blowing restrictions and enacting a local ban on vehicle idling
- 16 Reduce light pollution from street lights and signage; pilot smart street lights; amend code to restrict hours of illuminated signage operation
- 17 Study and identify strategies to reduce runoff and pollution, including disseminating resources and amending village code to introduce a green infrastructure mandate with any new streetscape

# REFERENCE DATA & EXISTING CONDITIONS MATERIALS



*Reproduced from Tarrytown's LWRP, 2013*

Recorded history begins in September 1609 when Henry Hudson sailed up the Mahicantuck, the Mohican name meaning “the river that flows both ways,” which later came to be known as the Hudson River. The Weckquasqueck, a tribe of the Mohicans, had a settlement called Alipkonck, “The place of the Elms,” located along a small tributary near present-day Church Street. Early European settlers paid the Native Americans for land in the area, though relations were stormy from the start, and before long the Native Americans were driven from the area.

As had the Weckquasquecks, the settlers fished, hunted, farmed oysters, trapped for furs, and grew wheat and cereals in the light, loamy soil ideal for this purpose. After the English took control of this area from the Dutch in 1664, they referred to the area as “Terwe Town.” Terwe means “wheat” in Dutch, thus the probable derivation of the name of the Village.

In 1693, 90,000 acres amassed by the Dutchman Frederick Philipse in purchases from earlier settlers were elevated to manorial status by William and Mary of Great Britain. Philipse thereby became “Lord of the Manor” with governmental and judicial authority over the land and his tenant farmers.

As explained in *History of the Tarrytowns*, Frederick regarded his 90,000-acre manor as a source of revenue. He erected gristmills in two central locations: the Lower Mills in Yonkers, and the Upper Mills in what later became North Tarrytown and then Sleepy Hollow. Philipse and his descendants administered their lands from the manorial houses at the Lower Mills and the Upper Mills, which doubled as a trade depot. The mill and two-story manor house, along with a dam across the swift-flowing Pocantico River, were erected in the early 1680s. At the time much of the now filled-in, silt-clogged “marsh” was open water, and shallow-draft

vessels docked beside the Upper Mills to carry the ground grain to New York City.

Philipse prospered until his death in 1702. Some 200 individuals lived near the Upper Mills, providing both a ready labor supply for processing grain and a market for finished products shipped from New York. The vast manorial farmlands supplied grain for the mills in Westchester, and Frederick’s bolting factory in New York City (which removed bran and chaff from the ground grain) prepared the refined product for packing and export. His operation was one of the few full-scale colonial production distribution cycles.

The manor flourished and grew; by 1750 the tenant population at the Upper Mills was 1,100. Frederick Philipse III leased the Upper Mills in 1751, sided with the British in the early days of the American Revolution and was banished in absentia for treason. Therefore, in 1785 all Philipse holdings were sold at auction. The Upper Mills became part of the 900-acre Beekman estate, with its south boundary following today’s border between Tarrytown and Sleepy Hollow at Andre Brook.

From this point, the lands on either side of Andre Brook developed differently. The lands to the north became the hamlet of Beekmantown. The harbor at Tarrytown grew as a commerce center while the Beekman lands with their port on the Pocantico River did not. It was not until 1822 that the Beekmans, pressed for funds, laid out streets and building lots for sale.

In 1703 the Albany Post Road had been approved by the New York Provincial Legislature. Following a Native American trail, it was the main thoroughfare, aside from the River, until 1849 when the railroad was built through to Peekskill. Main Street in Tarrytown connected the Post Road (with growing travel support services) with the port (and its support industries).

During the Revolution, Westchester County was a battleground ravaged by both sides and many notable events occurred in Tarrytown, including the capture of Major John Andre by three local militiamen. Major Andre was a British soldier who carried plans for the surrender of West Point given him by the traitor Benedict Arnold for delivery to the British Commander in New York. Major Andre was captured near Tarrytown before he could deliver the plans. The largest military event in Tarrytown was the “Action at Tarrytown Bay.” The British vessels eventually withdrew and the Action is commemorated by a plaque at the railroad station.

Tarrytown recovered quickly from the Revolution and became a leading port. Sloops carried flour and produce to New York City. Iron ore from the Central Avenue pits and Hastings-on-Hudson was shipped from the “Point Dock” shown on many maps at the foot of Main Street. There were also two other docks—the Requa Dock south of the later railroad station and Woods Dock at the foot of Wildey Street. Fisherman delivered catches of shad and “Albany beef” or sturgeon. Oysters were fanned off of what is now Losee Ballfield below Church Street. Local population and services grew. In 1800, the population was 3,000. By 1824, a regular steamboat service for passengers and freight had been established. The ferry to Nyack was started in 1839.

Tarrytown became the home of Washington Irving, who brought the countryside international fame with his colorful stories set in the Hudson Valley. His estate on Sunnyside Lane is listed on the National Register of Historic Places and as a National Historic Landmark.

In the mid-19th century, factories, stores, and offices began to predominate over farming-related enterprises. A map from 1881 shows a steam pump works, gas works, lumber and coal yards, a brickyard and a

plenary mill. There were also, by then, a leading shoe factory, a pickle-processing plant, and factories for silk, hats, toots, and so forth. Concurrently, the farmland gave way to country estates of wealthy and noted families, and Tarrytown became known as a millionaire’s colony. Gardens were laid out, fountains donated, dances and sleigh rides given, and exclusive clubs formed.

Under a new state law, the hamlets of Tarrytown and North Tarrytown (now Sleepy Hollow) incorporated as Villages in 1870 and 1873, respectively, in order to organize more services for the residents. After a great fire devastated Tarrytown in 1876, the residents voted to build a reservoir (currently the Tarrytown Lakes) and water supply system, which opened in 1888.

The basic patterns of land use in Tarrytown were well established by this time: the Village’s center along Main Street and Broadway was flanked by denser residential neighborhoods and then larger estate properties. The great discoveries, inventions and events of the nation from World War I through World War II affected Tarrytown as the rest of the country.

In an effort to encourage commercial development, between 1846 and 1919 the State of New York disposed of all the parcels along the Hudson River in Tarrytown to private owners or businesses. These parcels were conveyed to the owners listed on the Historic Water Grants maps (Figures 2-1, and detailed on Figures 2-1 a through 2-1 t) for the expressed purpose of constructing docks or wharfs to encourage commercial access and development in the Village of Tarrytown. The grants were conditioned to allow the State to reclaim the lands if commercial activity was not established by the new private owner before a certain time period {ranging from one year to a discretionary period). Until this commercial activity, requiring wharf or dock access, was established, the new owner could not construct any other use upon the

land or restrict others from accessing the land as they had when it was State property. The lot descriptions and conditions of these grants are detailed in the New York State Department of State records.

Beginning in 1924 and continuing through 1954, the State began granting title to the land under water along the Hudson River to the Village of Tarrytown and to the Tarrytown Terminal Corporation. These grants to the Village of Tarrytown and the Tarrytown Terminal Corporation are detailed in New York State Department of State records, copies of which the Village has obtained for its own files. A number of these below-water grants were given conditionally to the Village of Tarrytown: some parcels were granted upon the condition of free public access, some parcels were granted specifically for utility and sewer use, and other parcels were granted upon the condition that they remain undeveloped. Still other parcels were granted conditionally to the Tarrytown Terminal Corporation preventing the physical modification of the land below-water and the restriction of public access. The grants also provided that control of the parcels may revert to State title at the discretion of the State or if there is a violation of the grant conditions. Copies of the grants are included as an appendix to this LWRP.

Three major land use changes occurred in the 20th century:

1. The scale of riverfront industry changed to include the large operations of the North Tarrytown General Motors plant, with thousands of employees and extensive trucking operations through the Village. Another dramatic change occurred when the plant closed in June 1996. The former manufacturing facility was demolished and the 100-acre site remains vacant pending new development proposals.
2. Many of the estates of the wealthy have given way in an ongoing process to industrial research centers and company

headquarters; these large employers were attracted by easy access to roadways instead of railroad and River access. This helped create demand for, and then usage of, the large interstate highways. Use of the River and the railroad for transport has declined; for decades it has become increasingly less desirable to locate industry near the railroad and the River, and many large industries in the Hudson Valley have left this zone. This has created a new opportunity to reclaim parts of the industrial riverfront for non-industrial purposes.

3. The completion of the Thruway and the Tappan Zee Bridge in 1955 was a major event; it placed Tarrytown astride the major regional and interstate highway network. This increased access to office and industrial sites, but also dramatically increased truck and car traffic on Village streets. It also diminished the wetlands along Sheldon Brook, disrupted the Pennybridge and Irving hamlets, invited increased development which led to flooding, ended the ferry service to Nyack, divided the village in half, and interrupted the continuity of the Croton Aqueduct walkway.

In recent decades, Tarrytown has worked to limit the impact of further expansion of regional transport facilities through its neighborhoods. Previous proposals which were not approved include the Hudson River Expressway {proposed in 1965 to be built on fill along the shore from 1-84 in Beacon to the Major Deegan Expressway in the Bronx) and New York State Department of Transportation proposals in the 1990s to widen 1-287.

## LIST OF RECENT PLANS

- Tarrytown, Connected. (2016)
- Tarrytown Economic Development Study (2015)
- Tarrytown Station Area Strategic Plan (2014)
- Tarrytown Local Waterfront Revitalization Plan (2013)
- Mid-Hudson Regional Sustainability Plan (2013)
- Westchester 2025 (2008)
- Tarrytown Comprehensive Plan (2007)

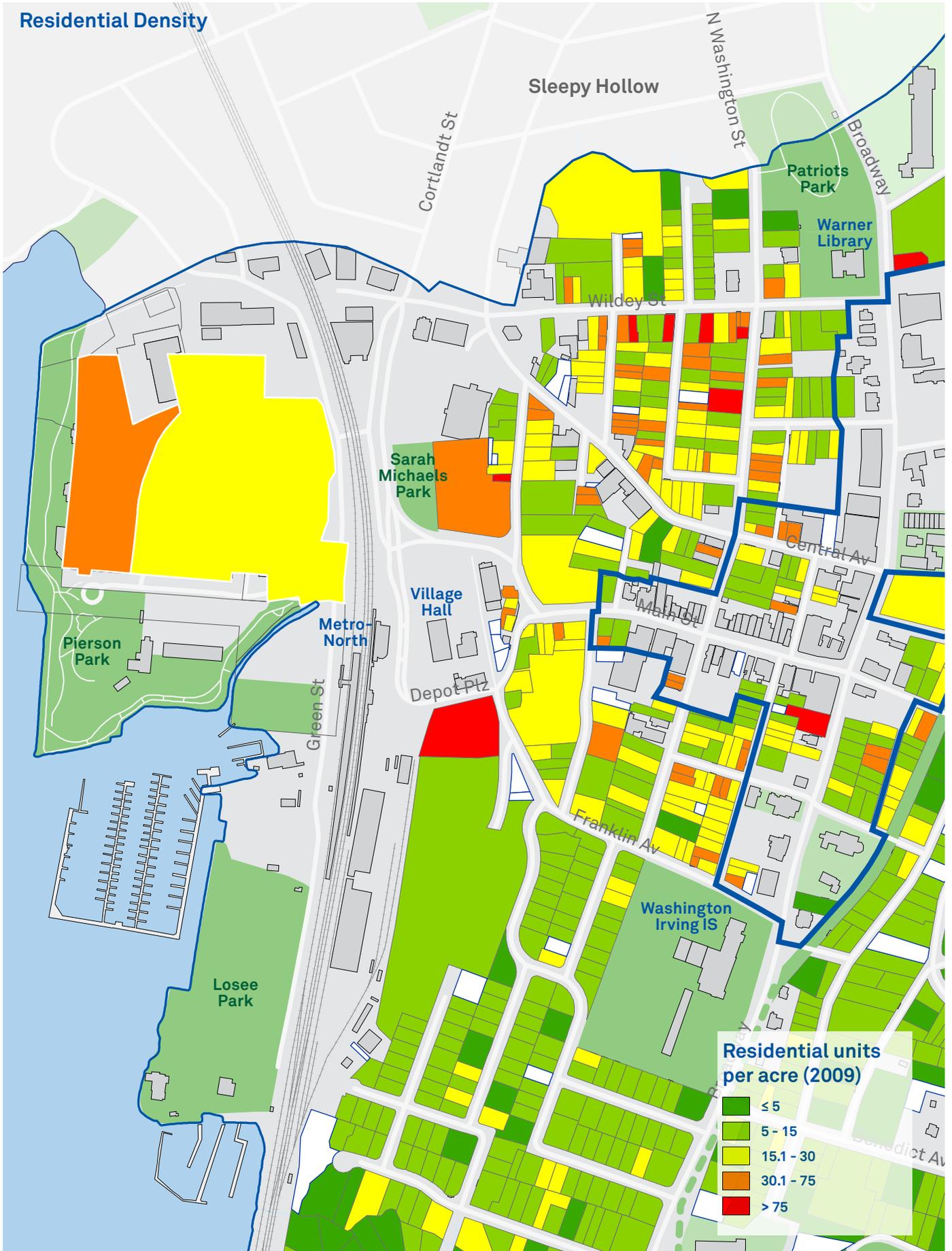
Tarrytown's first Comprehensive Plan was adopted in 1988, with a draft update in 2004, and a new Plan adopted in 2007. In 2004, a draft update to the Comprehensive Plan was completed by Peter J. Smith & Company. This plan outlined updated policies and actions for the Village to undertake in areas such as Smart Growth and Regional Development, Population and Housing, Land Use, Transportation and Infrastructure, and Economy.

The 2007 Comprehensive Plan, prepared by BFJ Planning, was developed to characterize current conditions and guide policy and

land use planning to ensure any new developments would be compatible with the existing character of the Village through use and density, as well as expand Tarrytown's potential as a hub of tourism in the Hudson Valley. At the same time, the 2007 plan sought to mitigate any negative effects of new developments on congestion and quality of life for existing residents.



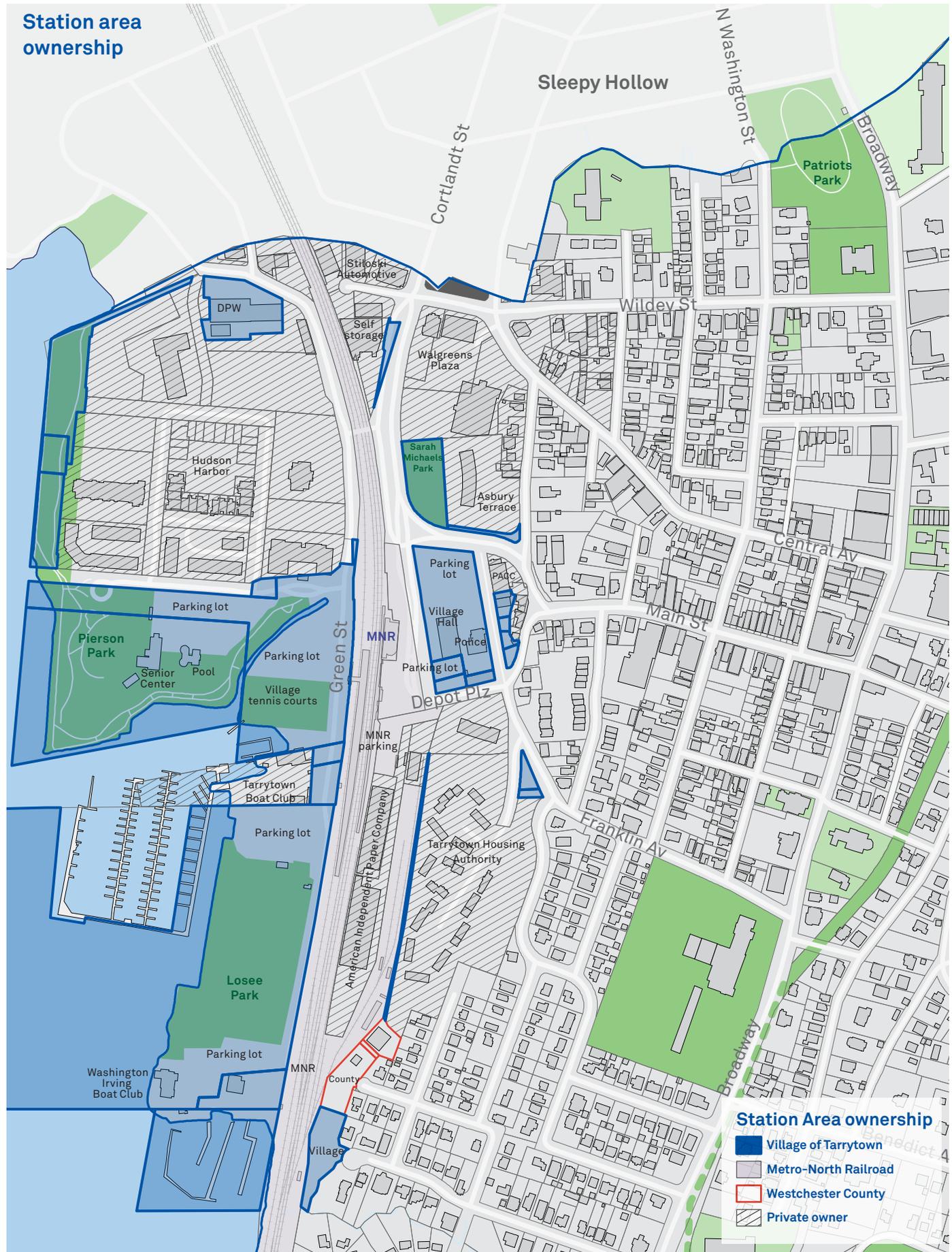
# Residential Density



Sources: Westchester County GIS



# Station area ownership



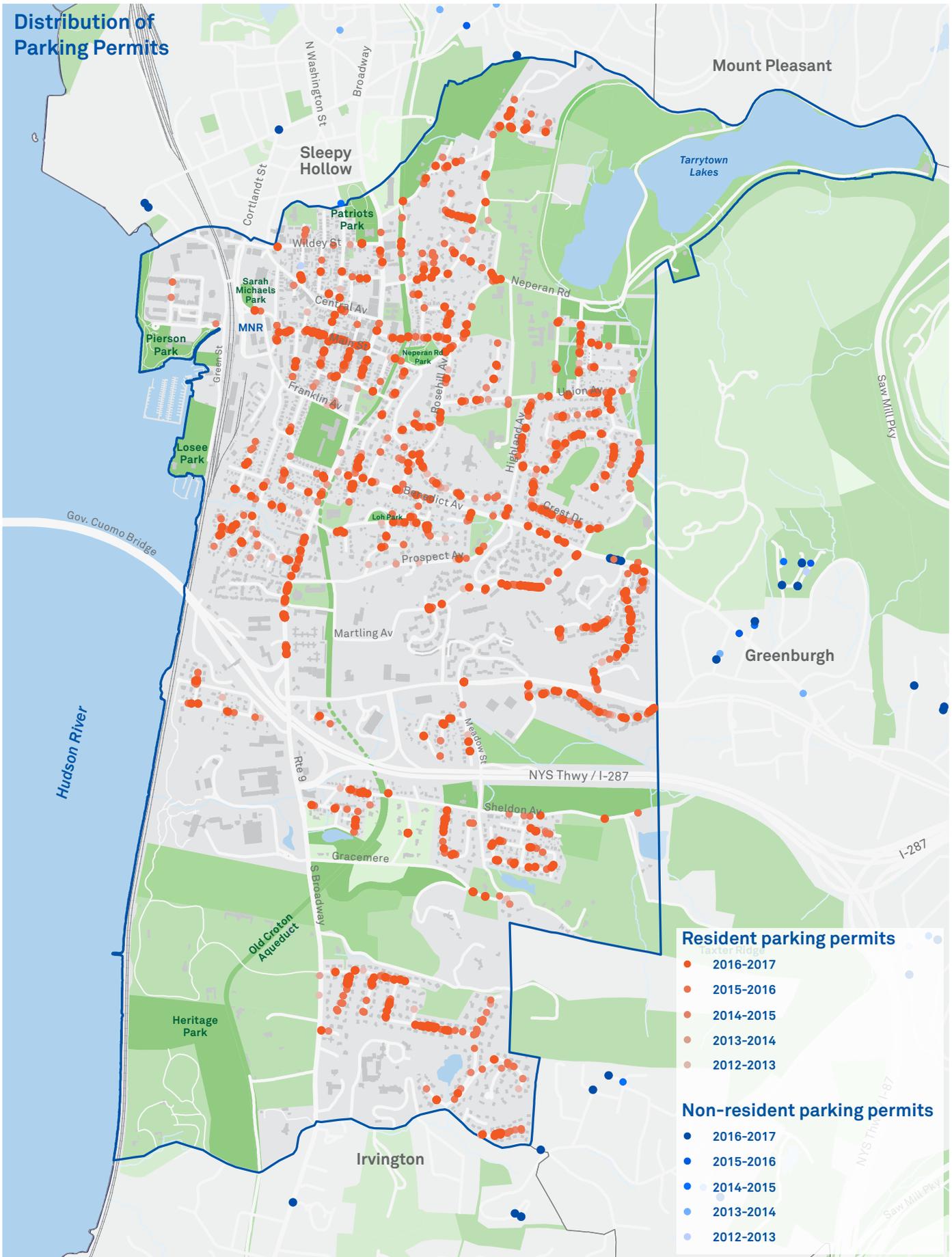
## Station Area ownership

- Village of Tarrytown
- Metro-North Railroad
- Westchester County
- Private owner





# Distribution of Parking Permits



## Resident parking permits

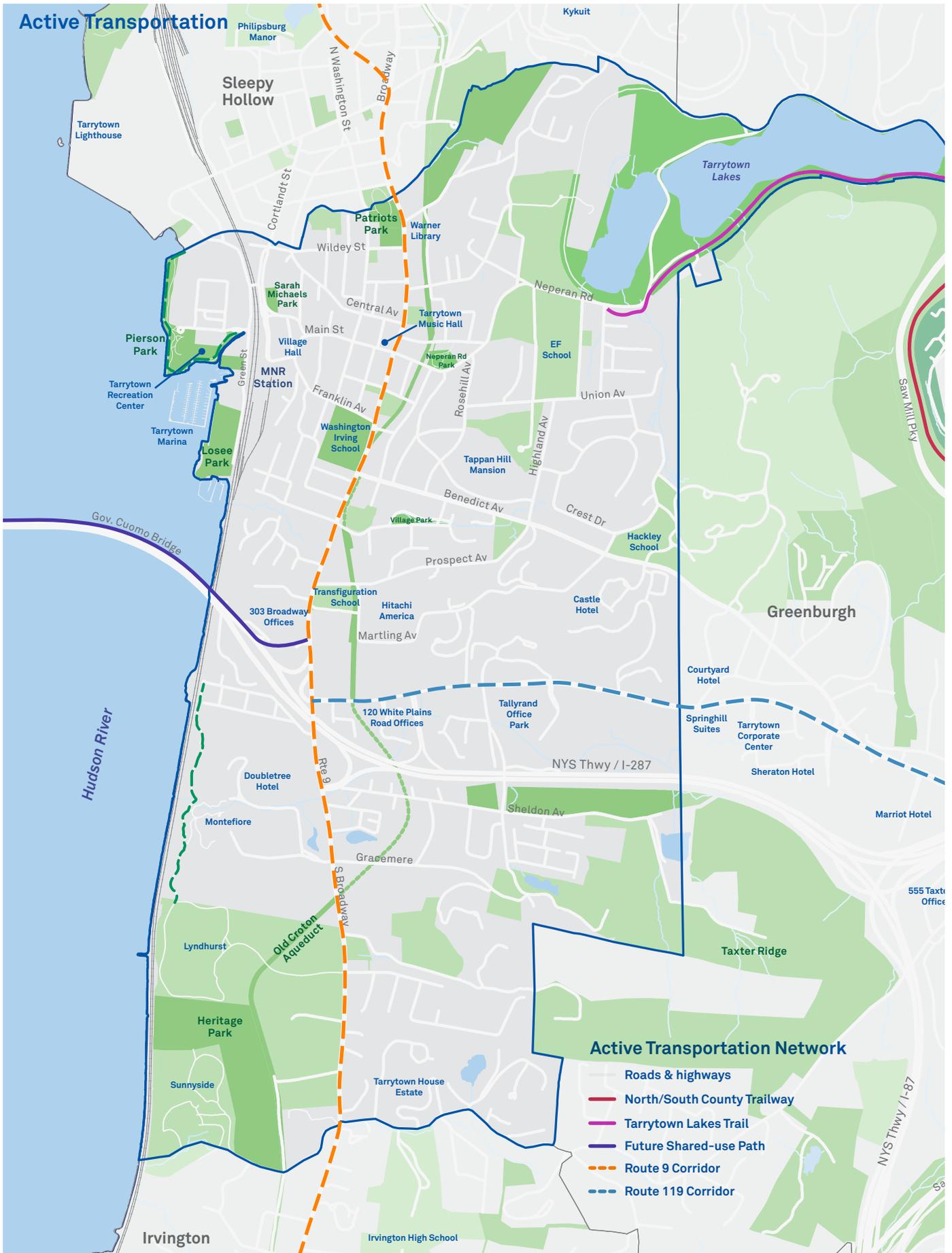
- 2016-2017
- 2015-2016
- 2014-2015
- 2013-2014
- 2012-2013

## Non-resident parking permits

- 2016-2017
- 2015-2016
- 2014-2015
- 2013-2014
- 2012-2013



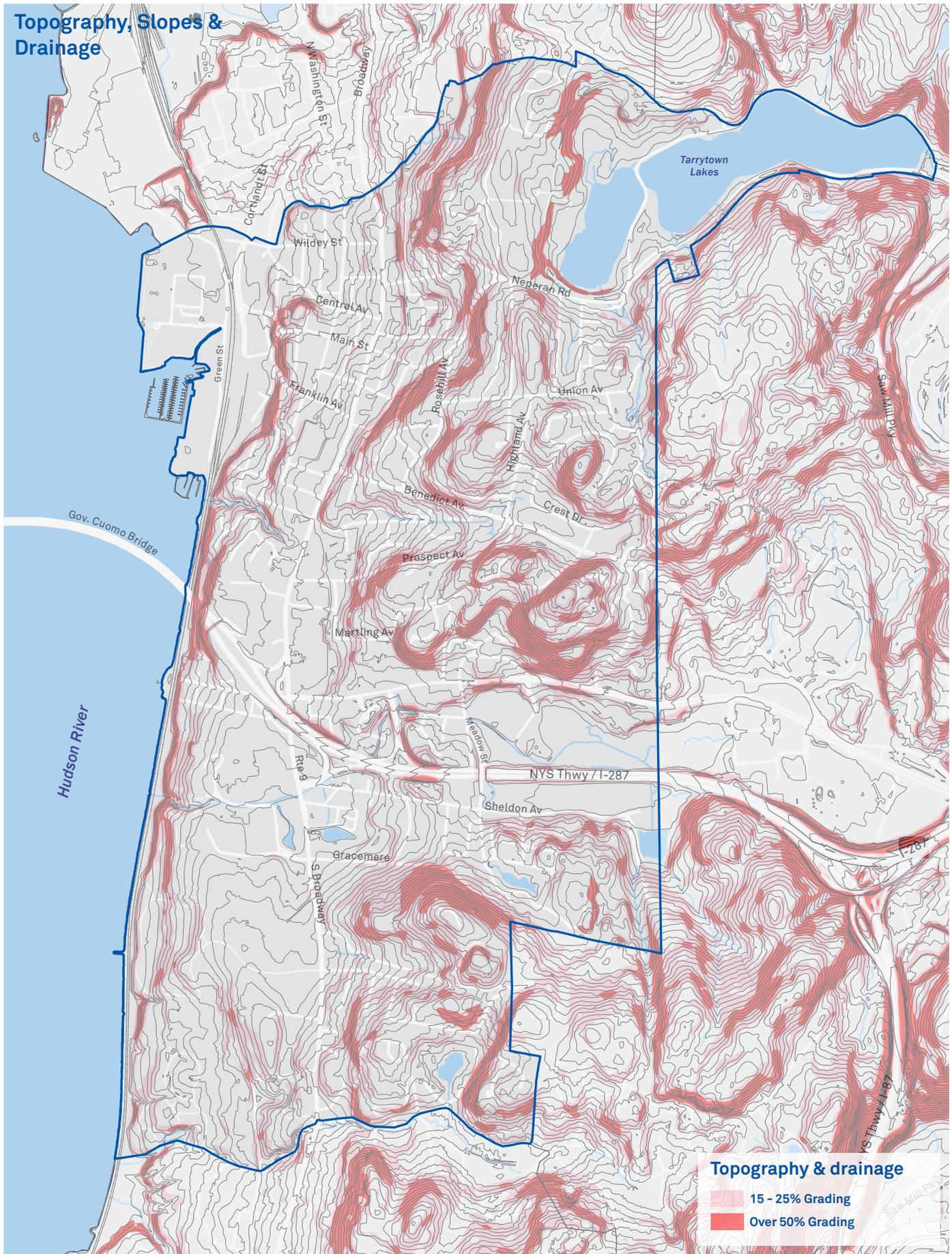
# Active Transportation



Sources: Westchester County GIS, WXY



# Topography, Slopes & Drainage

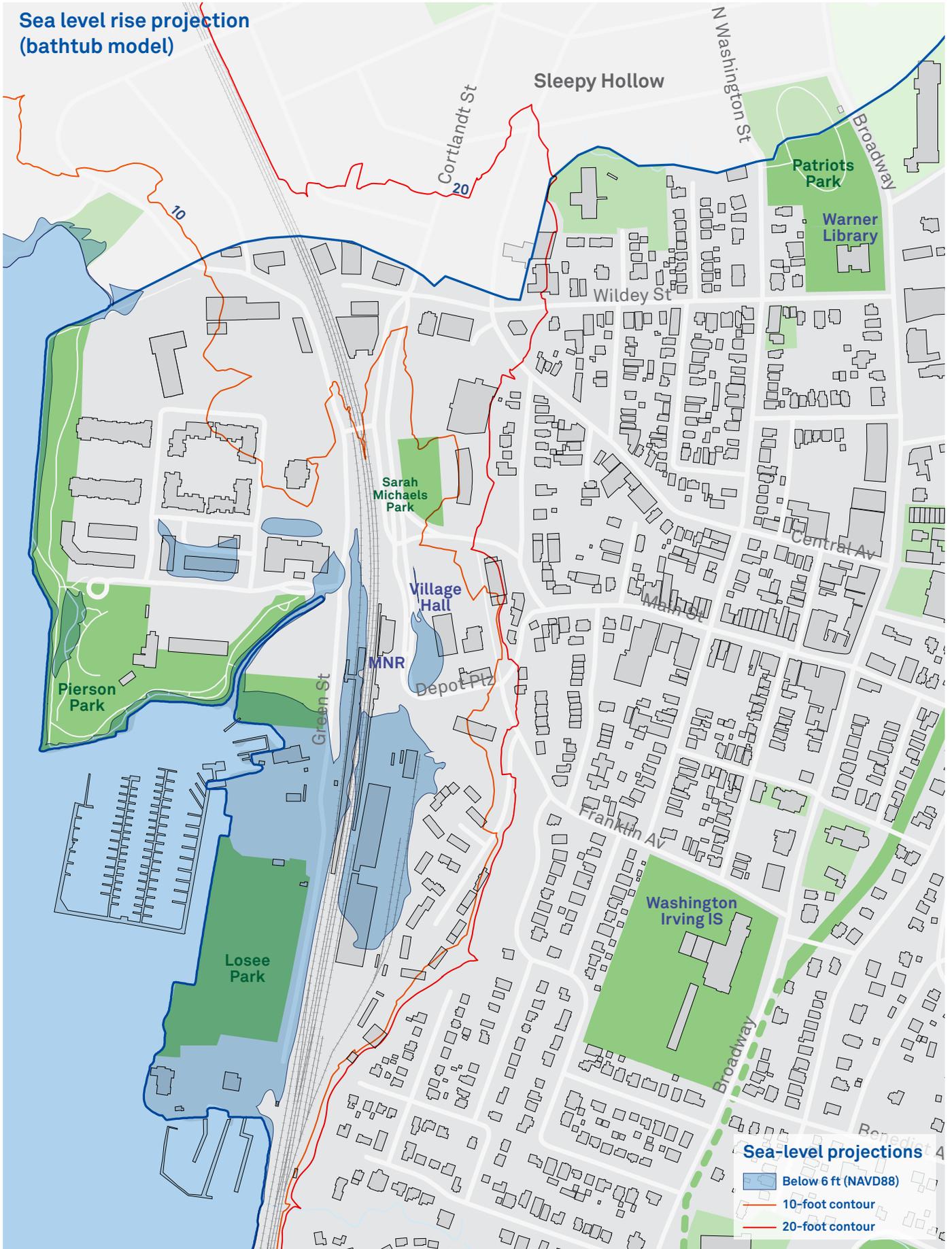


## Topography & drainage

- 15 - 25% Grading
- Over 50% Grading



# Sea level rise projection (bathtub model)

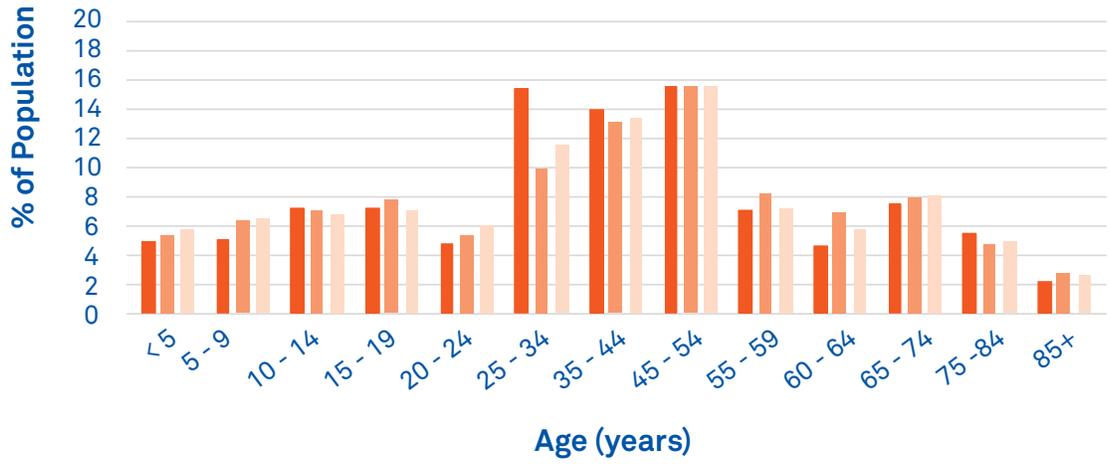


Sources: Westchester County GIS, FEMA, WXY analysis

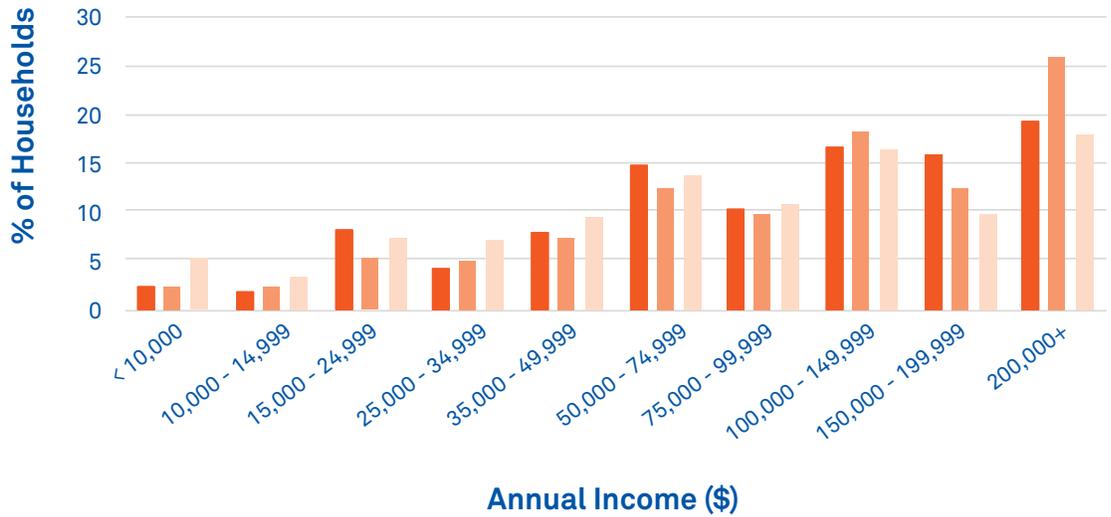


**Sea-level projections**  
Below 6 ft (NAVD88)  
10-foot contour  
20-foot contour

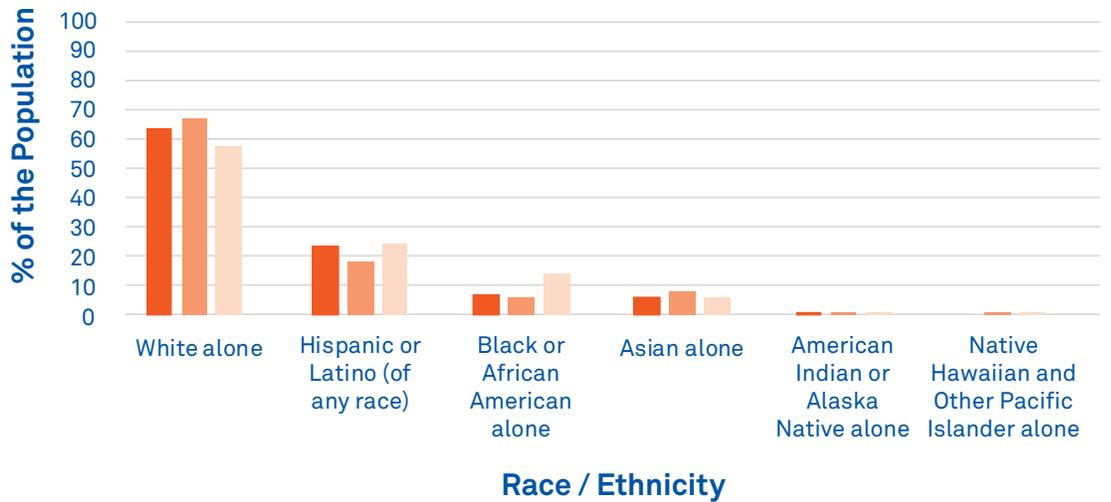
# AGE



# INCOME

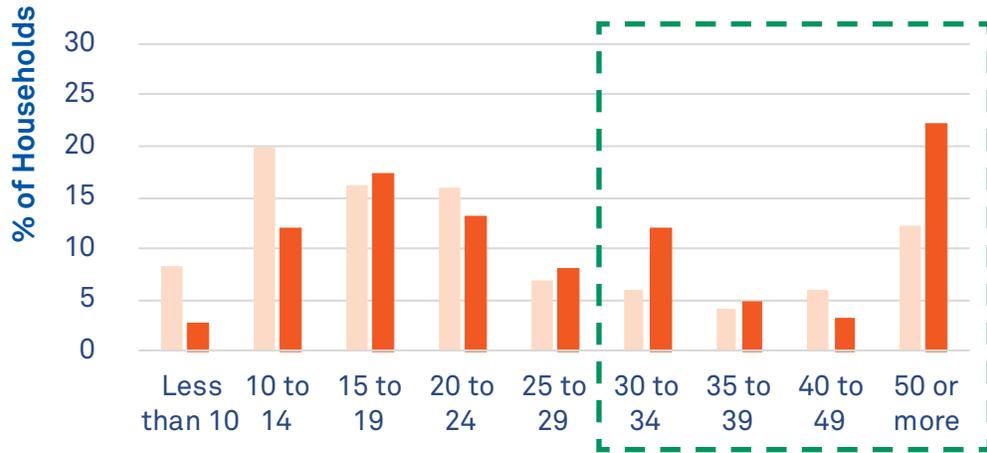


# TOTAL



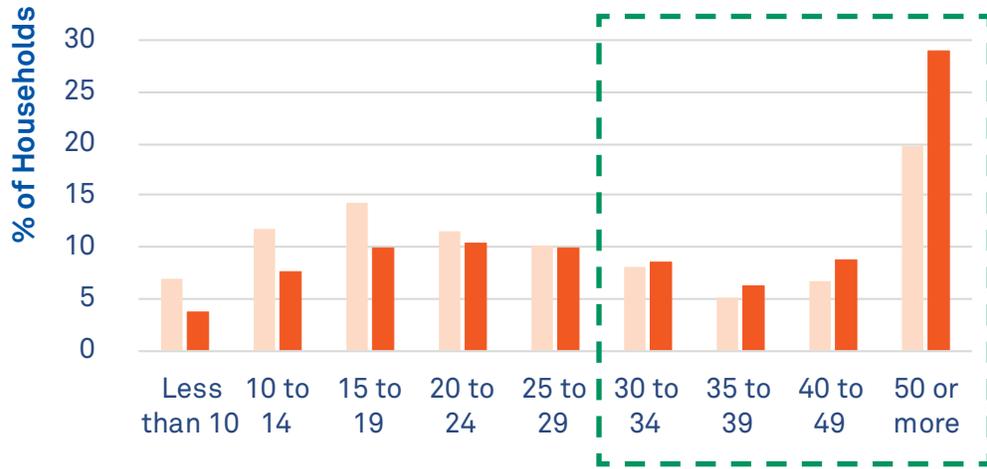
■ Tarrytown   
 ■ River Towns   
 ■ Westchester

TARRYTOWN



Gross rent as a % of household income

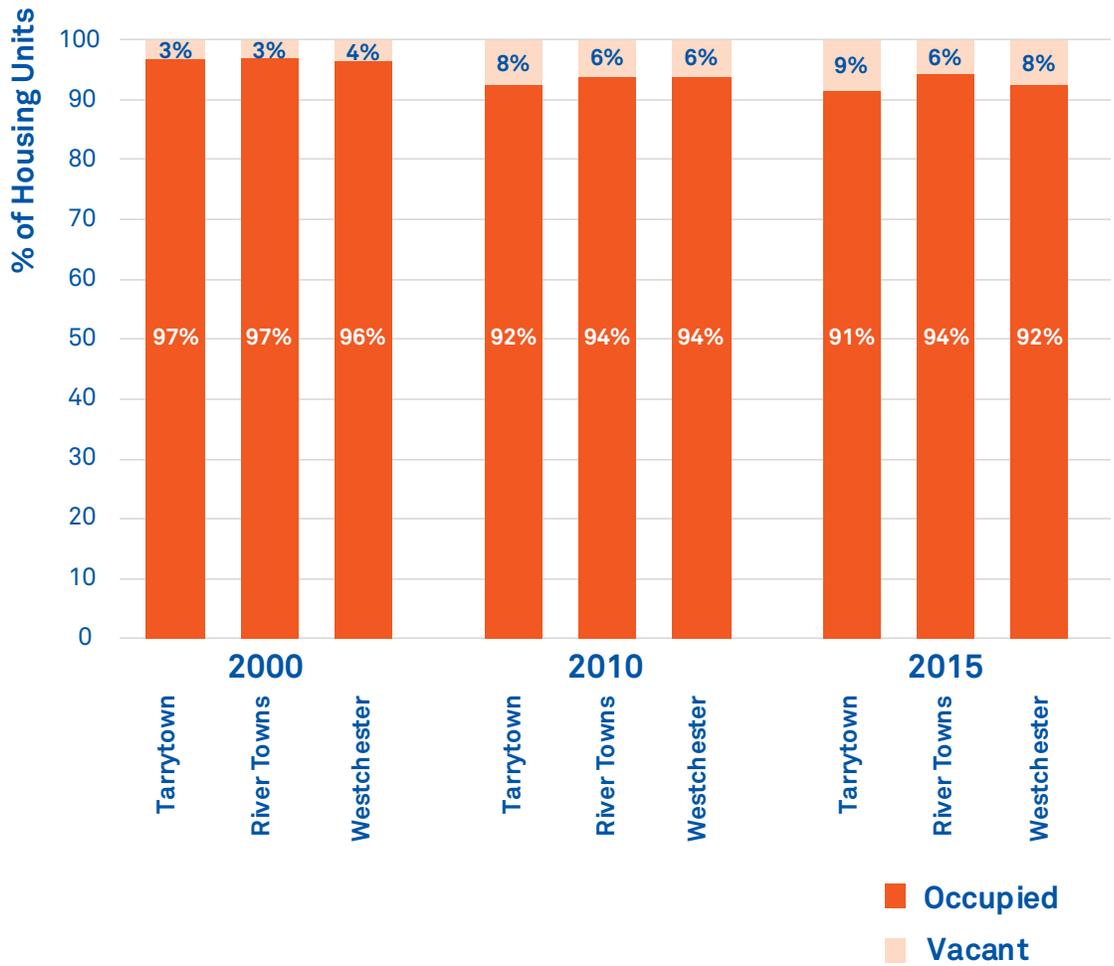
WESTCHESTER



Gross rent as a % of household income

2000 Census 2015 ACS

# OCCUPANCY / VACANCY CHARACTERISTICS



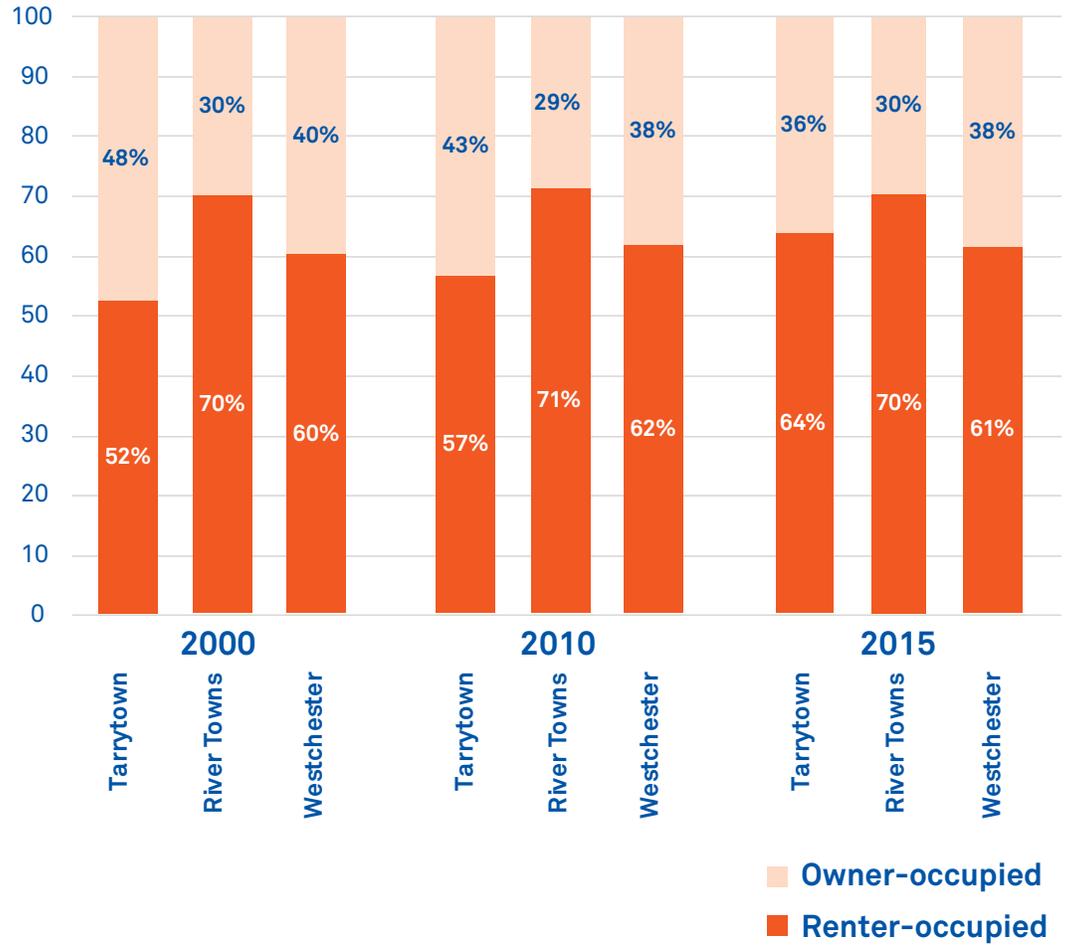
# # HOMES

|                    | 2000 Census | 2010 Census | 2015 ACS |
|--------------------|-------------|-------------|----------|
| Tarrytown          | 4,688       | 4,772       | 4,619    |
| River Towns        | 49,012      | 51,243      | 50,361   |
| Westchester County | 349,445     | 370,821     | 370,032  |

# INCOME

|                    | 2000 Census | 2015 ACS  |
|--------------------|-------------|-----------|
| Tarrytown          | \$82,991    | \$104,710 |
| River Towns        | \$116,157   | \$120,823 |
| Westchester County | \$90,357    | \$95,306  |

**OWNER-OCCUPIED /  
RENTER-OCCUPIED**



**PARKS & RECREATION ASSETS**

**Active Open Space**

*Playgrounds*  
 Patriots Park  
 Pilla Landing

*Sports Fields\**  
 Losee Park  
 Lagana Field  
 Lakes Field  
 Pierson Park  
 Patriots Park  
 Washington Irving

*Rec Centers*  
 Village Rec Center  
 Senior Center  
 Village Pool  
 YMCA †  
 JCC †  
 TarryCrest †

**Passive Open Space**

*Trails*  
 RiverWalk  
 North County Trail  
 South County Trail  
 Croton Aqueduct  
 Tarrytown Lakes

*Open Space*  
 Gracemere Park  
 Neperan Road Park  
 Loh Park  
 Patriots Park  
 Pierson Park  
 Sarah Michaels Park  
 Lyndhurst †  
 Sunnyside †  
 Belvedere Estate †

\* Includes basketball, soccer, tennis, baseball, and bocci facilities † Privately owned



Pierson Park



Losee Park



Patriots Park



Trails by Tarrytown Lake



Neperan Park

**PROTECTED &  
INVASIVE PLANTS**

Village code protects: American & European beech, Eastern white pine, American elm, Ginkgo, Canadian hemlock, American sycamore, Littleleaf linden, & Larch

**Terrestrial invasives**

Asian Longhorned Beetle  
Emerald Ash Borer  
Eurasian Boar  
Hemlock Woolly Adelgid  
Sirex Woodwasp

Giant Hogweed  
Slender False Brom  
Autumn Olive  
Russian Olive  
Black Locust  
Japanese Barberry  
Glossy Buckthorn  
European Buckthorn  
Mile-a-minute Vine  
Oriental Bittersweet  
Purple Loosestrife  
Porcelain Berry

**Aquatic Invasives**

White Perch  
Alewife

Didymo (Rock Snot)  
Brittle Naiad  
Water Chestnut

Source: nativeplantcenter.org  
Image sources: Wikimedia; Bates College;  
Great Plains Nursery; Wikipedia; Ocone Rivers  
Audubon; Tarrytown Lakes; Iowa State



American Beech



Redstem Dogwood



Swamp Milkweed



Northern Saw-whet Owl



Indigo Bunting



Norway Maple (invasive)

# GLOSSARY & INDEX



*Accessory Unit*

A separate independent dwelling unit installed as part of a single-family home, converting the home into two units. The accessory unit is a full, self-contained dwelling unit, typically smaller than the primary unit. (Source: Livable New York Resource Manual / New York State Office for the Aging)

*Active Transportation*

Non-motorized transportation relying on human energy to function (biking/walking), often implemented in cities to promote environmental sustainability, physical activity and to stimulate local economies. (Source: Active Transportation and Parks and Recreation / National Recreation and Park Association)

*Adaptive Reuse*

Modifying buildings for new uses while retaining their historic features. Renovation of existing buildings can provide an environmentally friendly alternative to new construction, and provides the opportunity to create more efficient buildings. (Source: Livable New York Resource Manual / New York State Office for the Aging)

*Affordable Housing*

One or more residential dwelling units available for sale or rent at a price established in conformance with the definition of “affordability (for-sale unit)” or “affordability (rental unit).” (Source: Article XV: Compatible Use Permits / Village of Tarrytown, NY)

*Capital Improvement*

Any addition or alteration to real property that adds substantial value to the property or prolongs the useful life of a property; is a permanent fixation on a property where removal would cause material damage; or is intended to become a permanent installation. (Source: Department of Taxation and Finance / New York State Services)

*Co-work Space*

Offices that are shared by multiple companies or individuals allowing for greater flexibility and collaboration. This setup also gives smaller companies the ability to rent office space according to variable needs.

*Complete Streets*

A roadway planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities. Design features include sidewalks, lane striping, bicycle lanes, paved shoulders suitable for use by bicyclists, signage, crosswalks, pedestrian control signals, bus pull-outs, curb cuts, raised crosswalks, ramps and traffic calming measures. (Source: Department of Transportation / New York State Services)

*Critical Environmental Area*

Specific geographical areas designated by a local or state agency to recognize areas which feature a benefit or threat to human health; an exceptional or unique natural setting; exceptional or unique values; or an inherent sensitivity to change that may be adversely affected by any physical disturbance (Source: Department of Environmental Conservation / New York State Services)

*Demand-Responsive / Technology-Enabled Transportation*

A system of transporting individuals that requires advanced scheduling by the customers or their agents. The vehicles do not operate over a fixed route or a fixed schedule, but are dispatched on a temporary basis to satisfy a special need. (Source: Federal Transit Administration / U.S. Department of Transportation)

*Floodplain/Flood Zone*

The floodplain is defined as the flat bordering a stream, constructed by the river in the present climate and inundated during periods of high flow. (Source: Luna Leopold, Flood Guide by Westchester County Department of Planning)

### *Form-Based Zoning*

An alternative method to conventional zoning, which emphasizes regulating the physical form, design, and scale of buildings over regulating the uses of buildings. The goal of form-based zoning is to design a whole built environment that accommodates residents and visitors of all ages. (Source: Livable New York Resource Manual / New York State Office for the Aging)

### *Greenhouse Gas*

Gases that trap heat in the atmosphere including carbon dioxide, methane, nitrous oxide and fluorinated gases. The emission of greenhouse gases is the leading cause of climate change. (Source: Greenhouse Gas Emissions / U.S. Environmental Protection Agency)

### *Green Infrastructure*

Green infrastructure includes a wide array of practices at multiple scales to manage and treat stormwater, maintain and restore natural hydrology and ecological function by infiltration, evapotranspiration, capture and reuse of stormwater, and establishment of natural vegetative features. On the local scale green infrastructure consists of site- and neighborhood-specific practices and runoff reduction techniques. (Source: NYSDEC, Stormwater Management Design Manual)

### *Infill Development*

Infill development is the process of developing vacant, underused, or abandoned properties within existing cities, towns, or neighborhoods. Infill development can be utilized to respond to a range of community needs, to achieve various community objectives and goals, and to promote a community's livability. (Source: Livable New York Resource Manual / New York State Office for the Aging)

### *Land Use*

The activity occurring on land and within the structures that occupy it, including residential, retail, commercial, industrial, vacant land and parks. (Source: NYC Mayor's Office of Environmental Coordination)

### *Live-Work Spaces*

A building or space within a building used jointly for commercial and residential purposes. (Source: American Planning Association / Planning Advisory Service)

### *Mixed-Income Development*

Development comprised of housing units with differing levels of affordability, typically with a mix of market-rate units and affordable units for low-income occupants. (Source: U.S. Department of Housing and Urban Development)

### *Mixed-Use Development*

Development blending a variety of land uses together in one area, such as various residential typologies, retail stores, restaurants, services, and civic/cultural amenities to create accessible amenities, convenience and activity. (Source: Livable New York Resource Manual / New York State Office for the Aging)

### *Performance-Based Zoning*

An alternative method to conventional zoning, which emphasizes goals, criteria, and impacts of development over regulating bulk and use.

### *Renewable Energy*

Energy from a source that is not depleted when used, such as wind, flowing water, solar power, earth heat and sustainable biomass. (Source: Department of Environmental Conservation / New York State Services)

*Shared Transportation / Shared Mobility*  
Transportation services that are shared among users, including public transit; taxis and limos; bikesharing; carsharing (round-trip, one-way, and personal vehicle sharing); ridesharing (car-pooling, van-pooling); ridesourcing; scooter sharing; shuttle services; neighborhood jitneys; and commercial delivery vehicles providing flexible goods movement. (Source: Federal Transit Administration / U.S. Department of Transportation)

*Short-Term Rental Services*  
A service providing residences for rent for less than 30 days, often geared towards tourists or visitors. Residences can include entire houses or apartments, or a spare room. (Source: Citizens Housing & Planning Council New York City)

*Transit Oriented Development (TOD)*  
A land use strategy that focuses development around locations that are well served by transit, and that typically includes a mix of land uses, and a more dense development pattern. (Source: Westchester County Planning)

*Tree Canopy*  
The layer of tree leaves, branches, and stems that provide tree coverage of the ground when viewed from above. (Source: Urban Natural Resources Stewardship / United States Department of Agriculture: Forest Service)

*Viewshed*  
The view that can be seen from a specific location. Oftentimes, municipalities will protect viewsheds to maintain sights to specific natural or manmade features. (Source: Office of Legislative Research / Connecticut General Assembly)

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Pierson Park and the Gov. Mario M. Cuomo Bridge



Village of Tarrytown  
One Depot Plaza  
Tarrytown, NY 10591

November 2018