VILLAGE OF TARRYTOWN
BOARD OF TRUSTEES
SPECIAL WORK SESSION 6:15 P.M.
WEDNESDAY, *JANUARY 29, 2020*
Tarrytown Village Hall
One Depot Plaza, Tarrytown, New York

Board of Trustees Concerns

Open Session

1. Illegal Stormwater Discharges onto Village Land and Roads
2. Preliminary Discussion – Budget
3. Fee Schedule
4. ARB Law
5. Station Area Overlay Zone
6. Declaration of Surplus – Phenix Hose Fire Truck
7. Tarrytown Environmental Council Issues
8. RiverWalk Bench Update
9. Transportation Council Recommendations
10. Request for Historic Landmark Designation – 17 North Washington Street
11. Fire Department Membership Changes

Executive Session

A. Continued Discussion Board and Committee Appointments
B. Personnel Matters
C. Discussion – 150th Anniversary Committee

VILLAGE OF TARRYTOWN - MASTER FEE SCHEDULE
Established 4/6/2009

TYPE OF PERMIT	FEE	Date Amended
Alarm User Permit	$90 Residential - (2-year permit)	5/8/2019
	$180 Commercial (2-year permit)	5/8/2019
	Renewal - $60 Residential (2-year permit)	5/8/2019
	Renewal - $120 Commercial (2-year permit)	5/8/2019
Architectural Review Board	$100 Application + $2.25 per $1,000/cost	5/8/2019
Bingo	$50 per occasion	5/8/2019
Birth/Death Certificates	$10	
Blasting	$1,000 + $250,000 Bond & Cert. of Insurance	5/8/2019
Boat Launching	$50 resident seasonal annual (expires in Dec.)	
Boat Permit (Tarrytown Lakes)	$50 resident seasonal annual (expires in Dec.) Per Boat	
Building Legalization	Building Permit Fees Double for work without a permit	
Boat Live Aboards	$1,100 per boat	
Building Permits	$100 +$19 per $1,000 (Renovation)	8/21/2017
	$100 + $3.10 per sq. ft. New Residential (All Floor Areas)	5/8/2019
	New Commercial $100 + $4.15 per sq. ft. (All Floor Areas)	5/8/2019
	$110 Re-inspection Fee - All	5/8/2019
	Plan Amendment Fee - $110 each submission	8/21/2017
	Construction Operations outside of permitted hours [§ 215.6B(1)]- 25% Extra permit fee charged by Building Dept.	11/3/2009
Electrical Permits	0-$499 = $100	8/21/2017
	$500-$999 = $110	8/21/2017
	$1,000-$1,999 = $125	8/21/2017
	$2,000-$3,999 = $135	8/21/2017
	$4,000-$9,999 = $190	8/21/2017
	$10,000-$50,000 = $275+2.35% of value over $10,000	8/21/2017
	$50,000 and over = $1,790.00	8/21/2017
Plumbing Permit Fees	$105 application fee (Charge for add'l fixtures over 4)	5/8/2019
	Charge for Additional Fixturs over 4 - $10.50/fixture	5/8/2019
	$50 roughing inspection	8/21/2017

TYPE OF PERMIT	FEE	Date Amended
Plumbing Permit Fees	$50 testing	8/21/2017
	$50 in-ground sewer or gas	8/21/2017
	$50 gas test	8/21/2017
	$50 final inspection fee	8/21/2017
	$100 reinspection fee	8/21/2017
Carting	$250 per Company; $100 per truck	
Certificate of Compliance	$100 Residential / $200 Comercial	5/8/2019
Certificate of Occupancy	$100 Residential / $200 Comercial	5/8/2019
Circus and Carnivals	Per event, $250 + $1 million insurance; Private	5/8/2019
Circus and Carnivals	$100 per event, not-for-profit, plus $1 million insurance	5/8/2019
Cross Control Program	$100 Administration Fee	5/8/2019
Curb Cut - Repair/Replacement	$15.00/lineal foot - Minimum Fee: $150.00 - Security Deposit: $500.00	5/8/2019
Curb Cut - Repair/Replacement		
Dance Halls & Cabarets	$200 per year or $20 per day	5/8/2019
Dog Licenses	As of 1/1/2011 - Dog Licenses are issued by Town of	
Village Dump	Dumping of Leaves at Village Dump - $20 per load	4/3/2018
Dumpsters	$20/day + $200 deposit; add'l $40/day if parking space used	5/8/2019
Excavation or Fill	100 per job site, based on value of construction	5/8/2019
False Alarms	1-2/year = No Charge	
	3/year - $40	5/8/2019
	4/year - $100	5/8/2019
	5/year - $250	5/8/2019
	6 or more/year - $500 per occurrence	
Filming/Photo Shoot	Public Property - $2,500 - 1st day; $2,000 each day thereafter	4/3/2017
Filming hours - 7 a.m. - 10 p.m.	Private Property - $1,500 - 1st day; $1,000 each day thereafter	4/3/2017
Filming - Early Start Fee	$500 filming before 7 a.m.	5/8/2019
Filming - Late Finish Fee	$500 filming after 10 p.m.	5/8/2019
Not-for-profit Filming Fee	Non-for-profit - $250 - 1st day; $125 each day thereafter	12/21/2010
Student Filming Fee	Student - $100 - 1st day; $50 each day thereafter	12/21/2010

TYPE OF PERMIT	FEE	Date Amended
Reserved Parking for Filming	Reserved Parking Space - $40 per space per day (all categories)	
Fingerprints - Non-Criminal	$25	
Fire Hydrant Use	$100 + $25 turn on + $25 turn off	
Fire Inspection Fees	(amended fees adopted 5/18/09)	5/18/2009
Multi-Family	FEE	
1-4 Units	$100.00	
5-10 Units	$150.00	
11-20 Units	$225.00	
21 or more	$325.00	
Commercial		
Restaurant	$100.00	
Church	$100.00	
Store	$100.00	
Multi-Family plus Commercial	Fee for Muti-family + $100 for	
	ea. commercial use in structure	
Other		
Private Club & Social Institution	$100.00	
without Residential Rooms		
Private Club & Social Institution	$100 +$10/residential room	
with Residential Rooms		
Private School	$100.00	
Public School	No Fee	
Municipal Building	No Fee	
Private Residential School	$250 +$10/residential	
Hotel	$250 +$10/hotel room	
Office Building	Up to 5,000 sq. ft. - $150.00	
	$150 + $25 for ea. Add'l 1,000 sq.ft.	

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TYPE OF PERMIT	FEE	Date Amended
Fire Sprinkler Service	$50 application; $10/$1,000 of cost of construction	
Fishing (Buttons)	Tarrytown Resident - $10	5/8/2019
	Tarrytown Resident over 62 and under 16 - Free	
	Sleepy Hollow Resident - $20	5/8/2019
	Town of Greenburgh and Town of Mt. Pleasant Residents - $25	5/8/2019
FOIL and Documents	$.25/page; videos and DVD's $20/1 DVD or Video; $25/2 DVD or Videos of same meeting; Village Code -$150; Certified Copy of Elec. License - $5	
Food Scrap Recycling Kit	$23/kit	5/8/2019
Freshwater Wetlands Permit	$150	
Games of Chance	$50 per occasion	5/8//2019
Garbage Collection - Add'l cart	$3.00 per additional cart per week (Payment for	2018
	additional carts must be made in advance for a 52 week	
	period) (Based on Calendar Year)	
Good Conduct Letters	$25; No charge for Government Agencies	
Green Industry Contractors	$150 - Business Permit; $25/truck	
Hydrants, Private (unmetered)	$200 per year per hydrant	5/8/2019
Hydrant Meters	$50 permit fee. First Week or parts thereof:	
	1st Hydrant = $100; 2nd Hydrant = $50;	
	Each add'l hydrant = $25	
	If parking space is used = $15/parking space	
Laundromats	$100 per year	
Parking Meter Rates	(On-street and all parking lots with exception of long-term parking lots and on-street meters designated for long-term parking) -$.25 for fifteen minutes	12/18/2017

TYPE OF PERMIT	FEE		Date Amended
Parking Meter Rates Long Term Parking	(On-street long term meters on Cortlandt Street and Lower Main Street; parking lots and areas on west side of Metro North Commuter Railroad tracks, South Depot Parking Lot and parking lot north of Village Hall) - $1.75 per hour to a maximum of $14.00 per day		5/8/2019
Parking Permits	Resident $435/year; $345/semi-annual		5/8/2019
Parking Permits	Non-Resident $1,300/year; $850/semi-annual		5/8/2019
Parking Permits	Non-Resident Business $310/year; $250/Semi-Annual		5/1/2017
Parking Permits	Resident Carpool $420 + $85 each add'l car; Semi-Annual $320 + $60 each add'l car		5/8/2019
Parking Permits	Non-Resident Carpool $1,300 + $150 each add'l car; Semi-Annual $825 + $125 each add'l car		5/8/2019
Parking Permits	One Day Parking Permit-$5 Resident Only		
Parking Permits	Vacation Permit $6/day (3 day minimum; 14 day maximum)		
Parking Permits	Transfer Fee - $5.00		
Parking Permits - Commercial Vehciles	Semi Annual	Annual	
Resident Commercial - Section 291-49.A.A.	$365.00	$600.00	2/6/2018
Non-Resident Commercial - Section 291-49A.A.	$470.00	$780.00	2/6/2018
Resident Commercial - (oversized vehicle) Section 291-49.A.B.	$520.00	$875.00	2/6/2018
Non-Resident Commercial - (oversized) Section 291-49.A.B.	$650.00	$1,135.00	2/6/2018
Business Commercial Parking Permit - Cortlandt Street (metered parking spaces 4050 through 4061)	$750 per parking space - annual		12/3/2018

TYPE OF PERMIT	FEE	Date Amended
Business Commercial Parking Permit - Cortlandt Street (metered parking spaces 4050 through 4061)	$375 per space semi-annual	12/3/2018
Pawnbrokers	$100 per year	
Peddlers & Solicitors	$125/annual - 1 - 5 people	8/19/2019
	$250/annual - 6 - 10 people	8/19/2019
	$375/annual - 11 - 15 people	8/19/2019
	$500/annual - 16 - 20 people	8/19/2019
	$35 / day per person for special events	8/19/2019
Planning Board	Site Plan = $600 + $30 per parking space +$60 each dwelling	8/21/2017
Planning Board	Subdivision = $1,000 + $1,400/lot	
Planning Board	Recreation Fee (2018) = $10,300.00/increases annually in January by CPI of past year	2018
Planning Board	Escrow = $2,500 - $10,000 as determined by Planning Board	
	Recreation Fee in lieu of providing park or recreation land	
Police Accidents Reports	$8.00 per report	5/8/2019
Police Dept. FOIL	For minor FOIL requests, such as police reports, which are readily available - 25 cents per page. When a FOIL request requires significant effort - 2 hours or more - then the actual cost of the lowest paid employee who has the skill to fulfill the request as well as a fee based on the storage medium used shall be charged.	12/7/2009
Property Searches	$150	5/8/2019
Recreation Programs		
Adult Basketball	Fall/Winter - $1,400/team (inactive)	2/6/2018
Adult Softball	Summer Men's - $1,500/team	2/19/2019
	Summer Coed $1,500/team	2/19/2019
	Fall Men's - $900/team	2/19/2019
Adult Volleyball	Adult Volleyball - $650/team	2/6/2018

TYPE OF PERMIT	FEE	Date Amended
Fitness Center	Adult (18+) - 1 Year $300.00	9/29/2016
	Family Plan - 1 Year $600.00	9/29/2016
	Senior Citizen (60+) 1 Year $150.00	9/29/2016
	Full Time College Student (Must provide valid college I.D. -	9/29/2016
	1 Year $150.00	11/21/2016
	Guest Fee (Must come with a Member) - $15/day	11/21/2016
Ice Skating	Resident 18+ $10 season	
	17 and under $5 season	
	Resident Senior $5 season	
	Non-Resident $5 per day	
Kayak-Boat Permit - Tarrytown Lakes	$50/boat	7/10/1905
Kayak Storage Rack	Season Rental of Kayak Storage Rack - $160 per space	5/8/2019
Losee Park Fields	Without Lights $125/hour (3 hour/$375 minimum)	2/4/2019
	With Lights $150/hour (3 hour/$450 minimum)	2/4/2019
Pierson Park Pavilion	$275 Residents; $550 Non-Residents ($50 non-refundable)	2018
Performance Pavilion	Use of Performance Pavilion for casual use - Resident Fee - $50/hour up to a 3 hr. maximum	2018
	Non-residents may not rent the Performance Pavilion	
Senior Center Rental, Resident	$300 for 4 hours, plus $50 ea. Add'l hour	5/8/2019
Senior Center Rental, Non-Resident	$600 for 4 hours, plus $100 ea. Add'l hour	5/8/2019
Swimming Pool Fees - Residents Only	Family Rate (2 Adults and no limit on number of children up to 21 years of age) - $420.00	5/8/2019
	Individual (21 years of age or over) - $210.00	5/8/2019
	Senior Citizen (60 and older) - $105.00	5/8/2019
	Nanny Au pair - $210.00	5/8/2019
	Daily Rate (age 4 and older)* - $10/weekday; $15/weekend	1/17/2017
	Daily Rate (age 3 and younger) - no charge	1/17/2017
	*Maximum number of guests (daily rate) per member - 2	1/17/2017

TYPE OF PERMIT	FEE	Date Amended
	Daily Rate/fee per Resident - $50 for pool card, plus $10 per	4/16/2018
	day per resident - Monday - Friday and $15 per day per	
	resident - Saturdays, Sundays and Holidays. No guests allowed	
	for holders of the day passes	
	Early Morning Lap Swim - Monday - Thursday, 5:30 a.m. -	6/19/2017
	8:30 a.m. and Sunday, 8:00 a.m. - 9:45 a.m. Pool	
	Members - $60/season - Non-Pool Members - $100/season	
Summer Day Camp	Paid By: Apr 30 Resident: $310	2/4/2019
Fee - Per 2-Week Session	Paid By: Apr 30 Non-Resident: $350	2/4/2019
	Paid By: Apr 30 Scholarship: $230	2/4/2019
	Paid By: May 31 Resident: $330	2/4/2019
	Paid By: May 31 Non-Resident: $370	2/4/2019
Summer Day Camp	Paid By: May 31 Scholarship: $250	2/4/2019
	Paid By: June 30 Resident: $350	2/4/2019
	Paid By: June 30 Non-Resident: $390	2/4/2019
	Paid By: June 30 Scholarship: $270	2/4/2019
Summer Tot Camp	Paid By: Apr 30 Resident: $270	2/4/2019
Fee - Per 2-Week Session	Paid By: Apr 30 Non-Resident: $320	2/4/2019
	Paid By: Apr 30 Scholarship: $190	2/4/2019
	Paid By: May 31 Non-Resident: $340	2/4/2019
	Paid By: May 31 Scholarship: $210	2/4/2019
	Paid By: June 30 Resident: $310	2/4/2019
	Paid By: June 30 Non-Resident: $360	2/4/2019
	Paid By: June 30 Scholarhsip: $230	2/4/2019
Scafolding Permit	$50	
Sanitary Sewer &	$50 application fee +$40/day for use of parking space	
Stormwater Connection	$350 for connection for tap into manhole or catch basin	
	$1,000 for tap into sewer line	
Shopping Carts Left on Streets	$25	
Sidewalk Café	Café - $100 plus $3.60 s.f.	5/8/2019

TYPE OF PERMIT	FEE	Date Amended
Sidewalk Vending	Vending - $260 Sandwich Boards only - $105	5/8/2019
Sidewalk Musicians	$10 annually (a maximum of 4 sidewalk musician permits issued per year)	10/21/2013
Sidewalk Closing	$25 + $40 per day for parking spaces + $250 security deposit	
Sandwich Board Permits	$105.00/year	10/21/2013
Sidewalk Opening Permit	$3.00/square foot - Minimum Fee: $100.00 - Security Deposit - $1,000.00	12/16/2013
Signs	Single faced less than 25 sq. ft. - $60	5/8/2019
	Single faced 25 sq. ft. or more - $80	5/8/2019
	same as single	5/8/2019
Signs	Awning Sign - $50	
	Illumination on Sign - $25 add'l.	
	Floodlighting - $30 per floodlight	5/8/2019
Special Use Permit (Board of Trustees)	$600	5/8/2019
Steep Slopes Clearance Application	$250	5/8/2019
Street Opening Permit	$3.50/square foot - Minimum Fee: $150.00 - Security Deposit - $1,000.00	5/8/2019
Taxi/Livery	Business License $250/year	
	Taxicab Fee $100 each car	
Taxi Fares	$5 within Village; $1 each add'l person to same stop	12/1/2017
	Senior Citizens (62+) $4 within Village; $1 each add'l person same stop	12/1/2017
Reproduction of Westchester County Taxi &	$10.00	10/15/2012
Towing License	$300 Business License	5/8/2019
Towing Rates	Non-commercial vehicles within the Village of Tarrytown - $125.00	12/19/2016
	Per mile outside a 2-mile radius of the Village line - $5.00	8/16/2010
	Flat Bed Service - $175.00	8/16/2010
	Road Service - $75.00	8/16/2010

TYPE OF PERMIT	FEE	Date Amended
	Winching Rates - $105.00	8/16/2010
	Rollover - $200.00	8/16/2010
	Storage Fee Per Day $50.00	12/19/2016
	Pick up prior to vehicle being hooked to tow truck - $75.00	12/19/2016
	After hours retrieval of towed vehicle - $65.00	12/19/2016
	Yard Charge - $65.00	12/19/2016
Towing - Impounds	Non-Crime Resident - $15.00	12/19/2016
	Non Crime Non-Resident - $20.00	12/19/2016
	Crime - Resident - $40.00	12/19/2016
	Crime - Non-Resident - $45.00	12/19/2016
Tree Permit	No Charge unless matter referred to Arborist; if referred, must pay Arborist's fee	
Vacation Permits	$6/day (14 consecutive days maximum) McKeel Parking Lot	
Video Games	$100 - 1st Machine;	
	2nd & 3rd Machine $50 (3 Maximum)	
	Renewal: $50 - 1st Machine;	
	2nd & 3rd Machine $25/machine (3 Maximum)	
Water - Final Meter Read	$40	
Water Main Tapping Fees	3/4" - $350	
	1" - $400	
	Inspection Fee $75 per tap if Village does not perform tap	
Water Rates	RESIDENTIAL: Within Village $84.29 per 1,000 cubic feet	12/1/2019
	Senior Citizens within Village - $62.85 per 1,000 cubic feet	12/1/2019
	Outside Village Resident: $126.43 per 1,000 cubic feet	12/1/2019
	Inside Village Commercial	
	$86.69 per 1,000 cubic feet for first 2,000 cubic feet	12/1/2019
	$104.04 per 1,000 cubic feet for next 5,000 cubic feet	"
	$124.84 per 1,000 cubic feet for next 5,000 cubic feet	"
	$149.81 per 1,000 cubic feet thereafter	"
	Outside Village Non-Residential	

TYPE OF PERMIT	FEE	Date Amended
	$130.03 per 1,000 cubic feet for first 2,000 cubic feet	12/1/2019
	$156.04 per 1,000 cubic feet for next 5,000 cubic feet	"
	$187.24 per 1,000 cubic feet for next 5,000 cubic feet	"
	$224.69 per 1,000 cubic feet thereafter	
Water Curb Stop Turn-on/Turn-off	$50	5/8/2019
Sewer Fee	Sewer Fee: $2.50 per 1,000 cubic feet of water consumed	6/19/2017
Zoning Board of Appeals	$300 for residential (1 and 2 family)	8/21/2017
	$900 for commercial	8/21/2017
	$75 for renewal	
Zoning Code	Zoning Code=$35 (includes map); map only=$5	
Master Fee Schedule Update Schedule:	Amendment: September 4, 2012 Amendment: Apr. 3, 2017	
Established on April 6, 2009	Amendment: September 17, 2012 Amendment: June 19, 2017	
Amendment: May 4, 2009	Amendment: Oct. 15, 2012 Amendment: July 17, 2017	
Amendment: May 18, 2009	Amendment:Jan. 7, 2013 Amendment: Aug. 21, 2017	
Amendment: November 2, 2009	Amendment: July 1, 2013 Amendment: Dec. 1, 2017	
Amendment: December 7, 2009	Amendment: October 21, 2013 Amendment: Dec. 18, 2017	
Amendment: July 1, 2010	Amendment: December 16, 2013 Amendment: Feb. 6, 2018	
Amendment: August 16, 2010	Amendment: May 19, 2014 Amendment: Dec. 3, 2018	
Amendment: September 21, 2010	Amendment: July 14, 2014 Amendment: Feb. 4, 2019	
Amendment: December 21, 2010	Amendment: April 6, 2015 Amendment: Feb. 19, 2019	
Amendment: May 2, 2011	Amendment: April 29, 2015 Amendment: May 8, 2019	
Amendment: May 16, 2011	Amendment: July 1, 2015 Amendment: Dec. 1, 2019	
Amendment: June 20, 2011	Amendment: Dec. 21, 2015	
Amendment: July 1, 2011	Amendment: Feb. 1, 2016	
Amendment: July 18, 2011	Amendment:Oct. 1, 2016	
Amendment: January 1, 2012	Amendment: Dec. 19, 2016	
Amendment: May 7, 2012	Amendment: Jan. 17, 2017	

8-26-19

Day Camp Fee Schedule Proposal for 2020

April 1st – April 30th			
	Individual	2-Week Session	6 Weeks
Resident (TT/SH)	$155	$290 ($145/wk)	$810 ($135/wk)
Non-Resident	$175	$330 ($165/wk)	$930 ($155/wk)
Scholarship	$120	$220 ($110)	$600 ($100/wk)
May 1st – May 31st			
	Individual	2-Week Session	6 Weeks
Resident (TT/SH)	$165	$310 ($155/wk)	$870 ($145/wk)
Non-Resident	$185	$350 ($175/wk)	$990 ($165/wk)
Scholarship	$130	$240 ($120/wk)	$660 ($110/wk)
June 1st – June 15th			
	Individual	2-Week Session	6 Weeks
Resident (TT/SH)	$175	$330 ($165/wk)	$930 ($155)
Non-Resident	$195	$370 ($185/wk)	$1050 ($175/wk)
Scholarship	$140	$260 ($130/wk)	$720 ($120/wk)

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Tot Camp Fee Schedule Proposal

April 1st – April 30th			
	Individual Weeks	2-Week Session	6 Weeks
Resident (TT/SH)	$150	$260 ($130/wk)	$720 ($120/wk)
Non-Resident	$175	$280 ($140/wk)	$780 ($130/wk)
Scholarship	$130	$220 ($110/wk)	$600 ($100/wk)
May 1st – May 31st			
	Individual Weeks	2-Week Session	6 Weeks
Resident (TT/SH)	$160	$280 ($140/wk)	$780 ($130/wk)
Non-Resident	$185	$300 ($150/wk)	$840 ($140/wk)
Scholarship	$140	$240 ($120/wk)	$660 ($110/wk)
June 1st – June 15th			
	Individual Weeks	2-Week Session	6 Weeks
Resident (TT/SH)	$170	$300 ($150/wk)	$840 ($140/wk)
Non-Resident	$195	$320 ($160/wk)	$900 ($150/wk)
Scholarship	$150	$260 ($130/wk)	$720 ($120/wk)

Early Riser Fee (Max 20 campers)	**$25/week**
Extended Day (Max 25 campers)	**$50/week**

VILLAGE OF TARRYTOWN
PUBLIC HEARING NOTICE

Chapter 9 – Architectural Review Board

PLEASE TAKE NOTICE that the Board of Trustees of the Village of Tarrytown will hold a public hearing on the 2nd day of December, 2019, at 8:00 p.m. in the Municipal Building, One Depot Plaza, Tarrytown, New York 10591, to hear and consider enacting an amendment to Chapter 9 of the Code of the Village of Tarrytown entitled Architectural Review Board.

A local law to amend Chapter 9 of the Code of the Village of Tarrytown entitled Architectural Review Board to amend the review of certain building permit applications by the Architectural Review Board

Section 1. Be it enacted by the **Board of Trustees** of the **Village of Tarrytown** as follows (Language in **Bold and Underlined** to be added, language in ~~**Strikethrough and bold and underlined**~~ to be deleted):

Section 2. Chapter 9, Section 4. (A) "Referral of applicants for building permits" shall be amended to read as follows:

Chapter 9, Section 4. (A) shall be re-titled – Referral of applicants for building permits or other work for Architectural Review."

Section 3. Chapter 9, Section 4. (A) "Referral of applicants for building permits or other work for Architectural Review" shall be amended to read as follows:

Section 4. (A) Referral of applicants for building permits or other work for Architectural Review:

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

~~(1) There will be construction, reconstruction or alteration of any building or structure that affects the exterior appearance of the building or other structure and is visible from any public street;~~
~~(2) The proposed plans include construction, reconstruction or alteration of any deck or uncovered porch that affects the exterior appearance of the building or other structure, is visible from any public street and exceeds 25 square feet, including steps;~~
~~(3) The proposed plans include construction, reconstruction or alteration of existing/new windows or security grills that affect the exterior appearance of the building or other structure and are visible from any public street; or~~
~~(4) The proposed plans include construction, reconstruction or alteration of any fence or wall exceeding three feet in height or 20 feet in length that is visible from any public street.~~ **involving**

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any of the following shall be referred by the Building Inspector to the Architectural Review Board:

ARB review is required for applications requiring Planning Board approval, as well as other projects which are detailed as follows:

1. **Construction of a new building**
2. **Reconstruction or rehabilitation of buildings with prior Architectural Review Board approval , which differs from that prior ARB approval;**
3. **Rehabilitation of buildings that involves more than replacement with materials (windows, doors, siding, or garage doors and roofing) that are not of the same kind, and which are visible from a public street. For example, while replacement of wood double-hung windows with vinyl double hung windows would not require ARB approval, replacement of double-hung windows with casement windows would.**
4. **All additions of any size for buildings built before 1929. For buildings built in 1929 or later, additions that increase the existing building footprint by 25% or more-.**
5. **Fences that are in the front yard (See Schematic Plan (1) or within the required minimum front yard setback (See Schematic Plan (2) and higher than thirty inches (30").**
6. **Walls, including retaining walls, that are in a front yard or within the required minimum front yard setback and are visible from a public street.**
7. Walls, including retaining walls that are over 30 inches (30") and that are within the required minimum side yard or rear yard setback.

8. **Applications for signage or awnings;**

9. **Applications for a property within the Restricted Retail RR Zone or commercial properties outside the RR Zone involving:**

(a) Construction, reconstruction or alteration of any building or structure that affects the **portion of the** exterior appearance of the building or other structure that is visible from any public street**, except applications involving only fences, retaining walls, steps, and /or sidewalks**;

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

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

(d) Painting using different colors than those that exist on the building, that affect the exterior appearance of the building or other structure and are visible from any public street.

4. B. Exceptions that apply in every zoning district except for the RR Zone, historic districts and historic designated structures– Since it is the intent of the Board of Trustees to provide a process for routine maintenance or changes and upgrades to buildings that do not result in major, detrimental departures from the original construction and design of a structure, applications that are excepted from ARB review include:

1. **Additions that increase the existing building footprint by less than 25% for buildings built after 1929 (see section 4. A. 45.)**

2. **Fences that are only in the rear yard or side yard setback, less than 48" and not fronting on a street. (Finish of the fence must face the adjoining property.)**

3. **Walls with Planning Board approvals. ~~under Planning Board Review.~~**

4. **Walls that are less than 30 inches (30") in height but not within the required minimum side yard or rear yard setback.**

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~~a. less than thirty inches (30") in height and not in the side and rear yard setbacks; and~~

~~within a required minimum front yard, side yard or rear yard setback.~~

5. **Steps, and/or sidewalks**

6. **Painting a building or structure the same colors**

7. **Painting a building or structure and changing colors from the existing colors, provided that the colors are in the Benjamin Moore Historical Color Chart, and the Benjamin Moore White and Off-White Color Charts, as they may be updated from time to time, maintained in the Building Department, or an equivalent color palette that has only slight variations in color hues.**

8. **Adding storm widows to existing windows without making further changes.**

9. **Replacement in kind of structures or fences that obtained prior building permit with ARB approvals.**

Section 4: The current Section 9-4 (B), (C), and (D) should be renumbered to 9-4 (C), (D) and (E).

Section 5: Supersession of other laws.

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

Section 6: Severability

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

Section 7: Effective Date

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

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LOCAL LAW ___ - 2019

A local law to amend Chapter 305 of the Code of the Village of Tarrytown entitled "Zoning", to add a new Article and attachment for the Station Area Overlay

Section 1. Be it enacted by the Board of Trustees of the Village of Tarrytown as follows (Language in **Bold and Underlined** to be added, language in ~~**Strikethrough and bold and underlined**~~ to be deleted):

Section 2. Amending Existing Reserved Article. Chapter 305, Article XII is hereby amended to create an Article devoted to the Station Area Overlay as follows:

Article XII ~~(Reserved)~~ **Station Area Overlay District**

Section 3. Amending Existing Reserved Sections of Article XII. Chapter 305, Article XII is hereby amended to create Sections of the new Article devoted to the Station Area Overlay as follows:

~~§ 305-68 to § 305-78 (Reserved)~~

§ 305-68 Legislative Intent and Purpose.

The intent and purpose of the Station Area Overlay District (SAO) is to create a built environment that implements the goals and objectives for the station area as detailed in the Tarrytown Comprehensive Plan. Property owners with an eligible parcel(s) in this district can apply to receive an SAO designation which can be affixed to a qualifying parcel of land. Once a parcel receives an SAO designation, the parcel is governed by the use, dimensional and other provisions of the SAO zoning regulations, and SAO zoning replaces the existing zoning. The intent of the SAO is to enable and implement the goals and recommendations outlined in the Village of Tarrytown Comprehensive Plan. The SAO is designed to provide flexibility that will allow different types of uses and forms, while still protecting the interests of the Village. The intent is to allow exceptional and signature developments that are consistent with the Comprehensive Plan, while the specifics have not yet been imagined.

§ 305-69. Definitions and Word Usage

Unless defined herein in the general definitions in Chapter 305, the following definitions apply.

Affordable Housing

Reference § 305-130.

Blue / Green Strategies

Refer to Blue Roofs and Green Infrastructure below.

Blue Roofs

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Rooftop systems that control the discharge of stormwater into a municipal system by detaining stormwater on a roof and until the peak rate of discharge is reduced. (Source: adapted from New York State Department of Environmental Conservation

Cooperative Housing, Collective Housing, Cooperative Living, or Share Housing
A shared living arrangement in a multi-unit building where certain facilities are shared between building occupants, for example kitchen, living, or toilet/bathing facilities.

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)

LEED
Leadership in Energy and Environmental Design (LEED) is a rating system devised by the United States Green Building Council (USGBC) to evaluate the environmental performance of a building and encourage market transformation towards sustainable design. (Source: U.S. Green Building Council)

LEED Certification
A designation given to projects that demonstrate adherence to prerequisites and earn credits across nine measurements for building excellence from integrative process to indoor environmental quality. Based on the number of credits achieved, a project earns one of four LEED rating levels: LEED Certified, LEED Silver, LEED Gold or LEED Platinum. The LEED rating systems work for all buildings at all phases of development and are meant to challenge project teams and inspire outside-the-box solutions. (Source: U.S. Green Building Council)

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

Passive House Standards
Passive House building is an internationally recognized, performance-based energy standard in construction that comprises a set of design principles used to attain a quantifiable and rigorous level of energy efficiency within a specific quantifiable comfort level. A passive building is designed and built in accordance with these five building-science principles:

1) Employs continuous insulation throughout its entire envelope without any thermal bridging.
2) The building envelope is extremely airtight, preventing infiltration of outside air and loss of conditioned air.

B

3) Employs high-performance windows (typically triple-paned) and doors.
4) Uses some form of balanced heat- and moisture-recovery ventilation and a minimal space conditioning system.
5) Solar gain is managed to exploit the sun's energy for heating purposes in the heating season and to minimize overheating during the cooling season (Source: Passive House Institute US)

Shared Parking
A land use/development strategy that optimizes parking capacity by allowing complementary land uses to share spaces, rather than producing separate spaces for separate uses. In effect, shared parking makes spaces publicly accessible rather than reserved for a particular tenant or property owner. Parking may be privately constructed and operated, depending on a contractual agreement, but should remain within the government's jurisdiction for long-term transport planning purposes. (Source: Institute for Transportation and Development Policy)

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)

Workforce Housing
One or more dwelling units made available to households earning between 60 and 120 percent of Westchester Area Median Income. (Source: adapted from Urban Land Institute)

Acronyms
MDP Master Development Plan
MNR Metro-North Railroad
MHW Mean High Water
SAO Station Area Overlay
SLR Sea-Level Rise

§ 305-70 Boundaries of the Station Area Overlay District
The boundaries of the SAO District are shown on the SAO District Map depicted at 305 Attachment 11.

§ 305-71 Compliance with Requirements
A. Authority
The Village Board has the authority to grant eligible parcel(s) an SAO designation as set forth below in §305-71.B "Eligibility". A parcel located within the mapped SAO District must receive an SAO designation by the Village Board prior to the Planning Board determining whether to grant or approve a Site Development Plan.

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B. Eligibility

This section sets forth standards under which parcels would be eligible for SAO designation by the Village Board. The criteria in this section are separate and distinct from site plan and subdivision requirements which address more specific site layout and design requirements.

1) The parcel is located within the SAO District Map (see 305 Attachment 11).
2) The decision to approve or decline a parcel for SAO designation is purely a legislative determination entirely within the legislative discretion of the Village Board. The Village Board shall have the right to reject any parcel for SAO designation at any stage of the process.
3) As part of its decision to approve a parcel for SAO designation, the Village Board may analyze whether the proposed site development plan is consistent with the following SAO objectives: to promote sustainable development and growth; improve local mobility and regional access; reduce dependence on personal vehicles; connect all parts of the village; expand housing options for a diverse, multi-generational community; protect natural resources; connect and enhance open space resources; strengthen connections to the Hudson River; reduce greenhouse gas emissions; and, minimize local impacts of climate change.

C. Procedure for SAO Designation

An SAO designation can only be granted by the Village Board subject to the following procedure.

1) Pre-application conference. The applicant must, prior to formal submission of their SAO designation application, meet in a pre-application conference with the SAO review staff made up of Village Staff and one member of the Planning Board, to review the requirements and procedures and discuss the planning concepts for the proposed development. The Applicant will pay the pre-application meeting fee (as established by the Village Board).
2) Initial Submission. Submission of an application package for a SAO designation to the Village Clerk: The application package shall contain the following required documents and fees:
   a. an SAO Designation Application Form.
   b. A conceptual plan.
   c. Long-form Environmental Assessment Form.
3) Preliminary Village Board action. At its sole discretion, the Village Board will determine whether to consider or not consider the SAO designation application. If the Village Board decides to consider the SAO designation application, it shall refer it to the Planning Board for their recommendation and continuing review as set forth below.
4) Village Board Referral to the Planning Board. If the Village Board determines that the application may continue and refers it to the Planning Board, the Applicant is required to submit a Master Development Plan consistent with § 305-74 and a site development application in accordance with Article XVI, including all required forms, plans and documents, as well as, required fees and escrow, but is not required to submit building permit fees at this stage.

5) Master Development Plan and Site Development Plan review by the Planning Board: The Planning Board shall begin the Site Development Plan review, review the Master Development Plan based upon the Performance Criteria set forth in § 305-75, and schedule a public hearing on Master Development Plan and Site Development Plan application in accordance with the requirements set forth in Article XVI. During this step, the Village Board will receive periodic updates from the Planning Board as part of the coordinated review.

a. As soon as practicable, the Planning Board shall complete the scoring process and recommend a score based upon the Station Area Overlay Scorecard (SAO Scorecard), which is a programed spreadsheet that can be found on the Village's website. The SAO Scorecard will be used by the Planning Board in electronic form to provide any proposed development within the SAO area described in a Master Development Plan with a score. Upon completing the SAO Scorecard electronically, the Planning Board shall advise the Village Board of the total score. The Village Board can accept the Planning Board recommended score or modify the score as it deems appropriate. The Master Development Plan must receive a passing score to proceed. A passing score is 85.

b. Upon the Village Board assigning a passing score but prior to determining whether to grant or deny Site Development Plan approval, the Planning Board shall issue a written report to the Village Board recommending that the SAO designation be granted, with or without conditions, or denied and its reasons for such recommendation ("SAO Recommendation"). Before issuing its SAO Recommendation and/or taking any action, the Planning Board shall fully comply with SEQRA.

c. While the Village Board is considering the Planning Board's report, any public hearing before the Planning shall be adjourned and held open until such time as the Village Board makes a determination on the proposed SAO designation.

6) Decision of Village Board. Upon the Village Board's receipt of the Planning Board's SAO Recommendation, along with Master Development Plan, if the Village Board elects to proceed it shall schedule a public hearing on the proposed SAO designation and following said hearing, may by resolution, act either to approve, approve with modifications and/or conditions, or disapprove the SAO designation. The Village Board shall fully comply with SEQRA prior to issuing any designation.

7) Completion of Land Use Review Process. If the Village Board determines to approve the SAO designation (including to approve with modification and/or conditions), the Planning Board will place the application on its first available agenda and will continue with its Site Development Plan review and any other required land use approvals (such as preliminary and final subdivision review). The Applicant shall not be able to apply the SAO designation unless and until the Planning Board grants Site Development Plan approval.

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305-72 Use Regulations.

A. Pre-existing Uses and Buildings.

Any building permit or Site Development Plan approval issued before the date of adoption of this Section shall remain in effect for the underlying zone that the parcel is located within until a project is granted an SAO designation by the Village Board as set forth in § 305-71. Buildings existing before the date of adoption, or subsequent amendment, of this Section are allowed to expand and modify as permitted under the underlying zoning unless they have previously received an SAO designation. Once a parcel receives an SAO designation, the parcel is governed by the use, dimensional and other provisions of the SAO zoning regulations, and SAO zoning replaces the existing zoning.

B. Permitted Uses

Any principal use permitted in any district in the Village of Tarrytown or any combination of such uses is a use permitted in the SAO provided the proposed use's Master Development Plan receives a receive a passing score by the Village Board on the SAO Scorecard as described in § 305-71(C).

§ 305-73 Density/Development Regulations.

A. Building Height Measurement in SAO

Building height for buildings permitted in the SAO district is measured from the average elevation of the existing (predevelopment) grade of the property, or from a plane formed by the Base Flood Elevation from the Federal Emergency Management Agency's 2014 preliminary Flood Insurance Rate Map (pFIRM), or subsequent revisions, plus three feet, whichever is higher. Building height is the vertical distance from the higher of these points to the highest point of the roof for flat roofs, to the deckline of mansard roofs and to the mean height between eaves and ridge for gable, hip and gambrel roofs.

B. Maximum Building Height.

1) The maximum base height permitted for buildings east of the Metro North Railroad tracks is six stories or 72 feet, whichever is less. After six stories or 72 feet, a 40-foot setback is required, with the maximum tower height of ten stories or 120 feet, whichever is less. The maximum building height permitted west of the Metro North Railroad tracks is five stories or 60 feet, whichever is less. Reference Neighborhood Character below for a complete description of the Performance Criteria.

2) The rooftop obstructions are not permitted to exceed the maximum building height unless granted a waiver by the Planning Board. For the purpose of this provision, rooftop obstructions are defined as:
   (a) Parapets less than four feet,
   (b) Stair and elevator bulkheads,
   (c) Cooling towers, water tanks, and other mechanical equipment which occupy less than 20% of the roof area,
   (d) Skylights or other daylighting devices,
   (e) Decking and other surfaces for recreational activities,

(f) Vegetation, planting boxes less than four feet, soil and drainage systems, arbors, trellises, water collection devices and sun control devices;

(g) Solar energy systems less than four feet; and

(h) And other similar type items

In no case can rooftop obstructions exceed the maximum building height by more than 10 feet, west of the Metro North Railroad tracks, or 20 feet, east of the Metro North Railroad tracks.

§ 305-74 Master Development Plan and SAO Scorecard.

For any Applicant seeking SAO designation, the applicant shall prepare a Master Development Plan (MDP). The MDP shall be consistent with the adopted Tarrytown Comprehensive Plan and Tarrytown's adopted Local Waterfront Revitalization Plan (if applicable). The purpose of an MDP is to provide additional information so that the proposed use and development can be evaluated based upon the Performance Criteria set forth in § 305-75 and assigned a score based upon the SAO Scorecard.

A. Master Development Plan.

At minimum, an MDP shall include the following drawings and materials: (a) site plan that complies with the requirements of Article XVI; (b) Landscape plan; (c) Streetscape plans and elevations; (d) Parking plan; (e) Visual Analysis including rooftop obstructions if applicable; (f) Preliminary Infrastructure Analysis; (g) Preliminary Fiscal Analysis; (h) Affordable Housing Plan (if applicable); and (i) Phasing plan, if the project is to be built in phases

The MDP must also include a discussion of required utilities and a plan for the supply of water and wastewater disposal, which must include a discussion of the current condition and capacity of all public utilities that the development will be required to use. The MDP must also show how any development in the SAO will be resilient to periodic storm events, long-term sea level rise, and how it incorporates energy, graywater, and other sustainability measures. The MDP must also include a viewshed analysis and photosimulations that demonstrate the development's impact on the viewpoints identified in § 305-75.E(2). The MDP shall also contain such other information as the Planning Board deems necessary to demonstrate how the proposed development performs against the Performance Criteria found in § 305-75.

B. Review of MDP.

The Planning Board shall review and evaluate the MDP according to Performance Criteria identified in § 305-75. The Planning Board, may refer the Master Development Plan to a planner, attorney, engineer, landscape architect, environmental expert or other professional necessary to enable it to review such application. Fees for such services will be paid in accordance with § 305-138.

C. Scoring the MDP

The Planning Board and the Village will use the SAO Scorecard to evaluate a MDP's performance against the Performance Criteria outlined in the SAO Scorecard. The scores

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an MDP receives on each component of the performance criteria will be determined by the Planning Board, as assisted by professional staff and experts working on their behalf. Using the SAO Scorecard and a 100-point scale, a score of 85 is a passing score. The SAO Scorecard also allows projects to earn bonus points, which are added to the score, so it is possible to exceed a score of 100. A passing score is a condition to the granting of Site Development Plan approval. An MDP that does not receive a passing score will not be eligible for SAO Designation and a failing MDP will not be referred from the Planning Board to the Village Board for further review.

§ 305-75 Performance Criteria & Bonus Points

Master Development Plans are evaluated against eight Performance Criteria. Performance Criteria and their Components are categories of public concern identified in the Village of Tarrytown Comprehensive Plan against which all MDPs are evaluated. Performance Criteria are made up of Components, which are implemented through the SAO Scorecard. MDPs must receive a passing score from the SAO Scorecard to be eligible for an SAO designation by the Village Board. Low scores in one Performance Criterion may be offset by high scores in other Performance Criteria to achieve a passing score. There are eight Performance Criteria, each with their own Goals and Components as set forth below:

A. Land use

1) Goals:

East of the tracks, the mix of land uses in the Station Area will help create a dynamic, transit-oriented neighborhood that anchors the area around the Metro-North Railroad (MNR) Station. This land use mix will promote the village as a regional hub and destination, while serving Tarrytown's residential population through the provision of neighborhood amenities, as well as broadening the local economy and growing the tax base. Any residential component should include a mix of housing unit sizes and models that will serve the needs of a wide range of living needs and incomes. Office spaces may include co-working, incubator spaces, and live-work.

West of the tracks, the mix of land uses will prioritize public access and water-based recreational uses that enable the waterfront to become a year-round destination within the village.

2) Components:

- The MDP incorporates the mix of uses reflecting the goals of the area. Retail uses will be planned to support the other proposed uses of the SAO and not supplant the existing downtown retail.
- The MDP shows workspaces that are flexible and expand the range of offerings within Tarrytown.
- The MDP shows no uses that are contrary to the goals of the station area.

B. Mobility & Access

1) Goals:

All developments will enhance pedestrian safety and access within the SAO. All developments and their pedestrian, vehicle, and bicycle access will be coordinated

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with the street network, connect to each other and facilitate access to the waterfront, the Station, the adjacent downtown area, and encourage access to Tarrytown and nearby destinations beyond the Station Area.

2) Components:

- The MDP shows Complete Streets, defined as roadways planned and designed to consider the safe, convenient access and mobility of all roadway users of all ages and abilities.[1]
- The MDP improves connections between new facilities and all transit modes at Depot Plaza.
- The MDP provides access to new and existing parks.
- The MDP demonstrates that every unit has a direct pedestrian route to the MNR station, including through a building, provided public access is maintained, or to an intersection that has a direct pedestrian route to the train station.
- The MDP provides features to alleviate congestion in the Station Area specially and Tarrytown in general.
- Where applicable, the MDP improves the connection between the MNR Station and downtown.

C. Transportation & Parking

1) Goals:

All developments will support the transit-oriented goals for the Station Area while providing parking types and levels sufficient for the land uses proposed.

2) Components:

- The MDP demonstrates how all parking needed by residents, workers, customers, and visitors will be provided. Solutions may be shared or separate, structured on-site, off-site, above ground, or below ground. Any parking facilities must include car share, bicycle parking, and electric vehicle / electric bike charging infrastructure.
- All parking solutions should minimize surface parking lots.
- The MDP demonstrates how it will accommodate different modes of transportation, which may include bicycles, bike share, ride share, and transit.
- Any commuter parking that is displaced will be replaced in a structure within the SAO.

D. Affordable Housing

1) Goals:

Any residential component of developments within the SAO will expand the supply of permanently affordable housing and offer alternative models of housing within Tarrytown in order to serve a range of resident incomes and household types. The

[1] As discussed in Chapter 398 of the Laws of the State of New York. Information about Complete Streets is distributed by NYS DOT here: https://www.dot.ny.gov/programs/completestreets. The Planning Board may update or replace these guidelines as necessary.

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minimum requirement for the affordable component will follow § 305-130, although it is highly desirable to exceed the quantity and/or level of affordability provided by the code minimums.

This criteria is not applicable for projects with fewer than 10 dwelling units. For non-residential development, the SAO Scorecard proportionally increases the importance of the remaining seven criteria

2) Components:

- The MDP includes a mix of unit types, sizes, and price points. These may include workforce housing, live/work units, and cooperative housing.
- The MDP includes residential units for both renters and owners.
- The MDP should include units that are managed as permanently affordable housing. All affordable units should be integrated within mixed-income buildings.
- The MDP includes a provision for senior housing in the Station Area. Innovative siting of senior housing, such as it being located near or within the same building as day-care or other intergenerational uses, is encouraged.

E. Neighborhood Character

1) Goals:

Development in the SAO will create a sense of place and arrival at the train station, completing the waterfront neighborhood. Development east of the tracks will maintain a scale and block structure that supports street-level activities and enhances the transition from the waterfront, to the Station Area, and to the village downtown. Development in the SAO will not impact public scenic views of the Hudson River and Palisades.

2) Components:

- The Visual Analysis, included with the MDP, must demonstrate no significant impact on public scenic viewsheds, including views to the Hudson River and Palisades. The technique for photosimulations is described in § 305-75.E(3). This impact will be demonstrated with verifiable digital photomontages of the proposed development from the following viewpoints:
  - View along Wildey St at N Broadway – toward the Hudson River
  - View from Neperan Rd at Grove St – W/NW toward the Hudson River
  - View along Altamont Ave – W toward the Hudson River
  - View along Benedict at Rosehill Ave – toward the Hudson River
  - View along Main St at Broadway – toward the Hudson River
- The MDP shows development that respects Tarrytown's architectural legacy.
- The MDP shows uses that are consistent with residential and recreational uses (e.g. MDP demonstrates no impacts to air quality, water quality; the MDP does not describe uses that introduce significant noise and vibrations).
- The MDP contains active and transparent ground floor uses designed for pedestrian access and circulation with building orientation planned to

improve wayfinding, access, and contribute to a sense of arrival at the train station.

- The MDP shows a development that is designed primarily around the pedestrian and not the automobile.
- The MDP's landscape plan is complete and includes native plantings, street trees and full-cutoff, non-polluting light fixtures to encourage dark sky lighting. The landscape plan must be coordinated with any village street furniture.

3) Methods:

The photosimulations required to demonstrate the impact on the viewpoints listed in the Neighborhood Character Performance Criteria must be performed as follows.

- The photosimulations must be produced using a technique that merges and existing conditions photograph with an elevated 3D computer model of the Master Development Plan and references. The existing photograph and the 3D computer model must be merged using references that exist in both the photograph and the 3D model. The photosimulations should accurately represent the MDP using photorealistic textures that portray the facades and building colors proposed. Streets, sidewalks, landscaping, and anything placed on a roof are a part of the MDP and should be shown in the photosimulations. The lighting used in the photosimulation should be set to the time of day and time of year of when the photographs were taken.

- The existing condition photographs should be taken from the viewpoints identified from the location that provides the best view toward the project. They must show leaf-off, no snow conditions and must be taken when atmospheric conditions are clear. Photographs should be taken with at least a 50mm equivalent (normal) lens or telephoto lens. Wide angle lens may only be used when they are necessary to include all elements of the MDP within the frame of the photograph.

- The Planning Board may require an audit of the photosimulations to ensure that the proper methods have been used and that they accurately reflect all of details of the MDP. The applicant must provide reasonable access to the data used to produce the visual simulations, and the personnel who produced the visual simulations must granted to auditors identified by the Planning Board, should the Planning Board believe that such audit is required.

F. Infrastructure

1) Goals:

All developments will minimize their impact on existing infrastructure.

2) Components:

- The MDP includes an infrastructure plan providing for stormwater capture as per code and incorporates blue / green strategies, including for example: green roofs, blue roofs, detention tanks, green infrastructure, and permeable

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surfaces within or under the development site inclusive of roads and sidewalks. At a minimum, all streetscapes must include green infrastructure.

- The development shall not result in a net increase in infrastructure costs to the Village.
- The MDP utilizes onsite renewable sources to meet its energy requirements
- The MDP places new infrastructure below grade *as feasible and necessary* for resiliency plans.

G. Open Space

1) Goals:

All developments will improve access to and continuity between existing public open spaces and the Hudson River.

2) Components:

- The MDP identifies public and private open spaces within all developments.
- The open space provided should be programmed for active uses.
- Where applicable, the MDP preserves public view corridors and respects a development buffer of 50 feet from shoreline as measured by the Mean High Water (MHW) line along the Hudson River, except where the use of water is an integral part of such structure.
- Riverfront facades shall not exceed 150 feet in length.
- The MDP provides public access to the water, including points where the public may reach the river. This may include one or more kayak and/or boat launches with adjacent storage racks.

H. Sustainability & Resiliency

1) Goals:

All developments will promote human health and safety and minimize resource consumption, including water and energy, waste, and greenhouse gas emissions. Development should incorporate renewable energy systems, adaptability to a changing climate, and resiliency to extreme weather events.

2) Components:

- The MDP demonstrates holistic consideration for the environmental performance of sites and buildings, which may be satisfied through building and site design that achieve LEED Silver or higher ratings,[2] or conform to / exceed Passive House Standards,[3] or equivalent standards in effect at the time of application.
- The MDP is designed to account for sea level rise, as described in 6 NYCRR Part 490, and to be adaptable to changing projections. The MDP must demonstrate that it does not worsen the potential for flooding within the SAO. The base level(s) of any building must be designed to enable adaptation for sea level rise, including retrofit for wet flood proofing.

[2] https://new.usgbc.org/leed-v4.
[3] https://www.passivehouse-international.org/index.php?page_id=150

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- **The MDP site and buildings are designed to moderate the impacts of extreme heat and rain events.**
- **Greywater is captured to irrigate landscaping, gardens or parks.**

I. Bonus Points

1) Goals:
MDPs that do not receive a passing score on the eight Performance Criteria scored by the SAO Scorecard may receive bonus points that are added to its score to allow it to achieve a passing score. Up to 25 bonus points are available.

2) Components:
- **The MDP provides a contribution to an infrastructure fund that benefits the Station Area, or provides a developer performed public amenity. The score for this component is based upon the amount of the contribution, or provided public amenity, relative to the overall project cost.**
- **The MDP benefits Tarrytown's municipal finances.**

§ 305-76 Expiration, Revocation, and Enforcement

A. An SAO designation shall expire if the SAO designated use or uses cease for more than 24 consecutive months for any reason, if the applicant fails to obtain the necessary Building Permits or fails to comply with the conditions of the site development plan approval as described in § 305-143.

B. An SAO designation may be revoked by the Village Board of Trustees if the permittee violates the conditions of the site development plan approval or engages in any construction or alteration not authorized by the site development plan. Any such unauthorized or unapproved construction or alteration will immediately trigger a suspension of all work on site and fines as determined by the Village Board of Trustees.

§ 305-77 through § 305-78 (Reserved)

Section 4: Supplementing Attachments to Chapter 305. Chapter 305, Article XII is hereby supplemented to add the map attached as 305 Attachment 11 (as attachment 305k under Attachments).

Section 5: Severability

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

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Section 4: Effective Date

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

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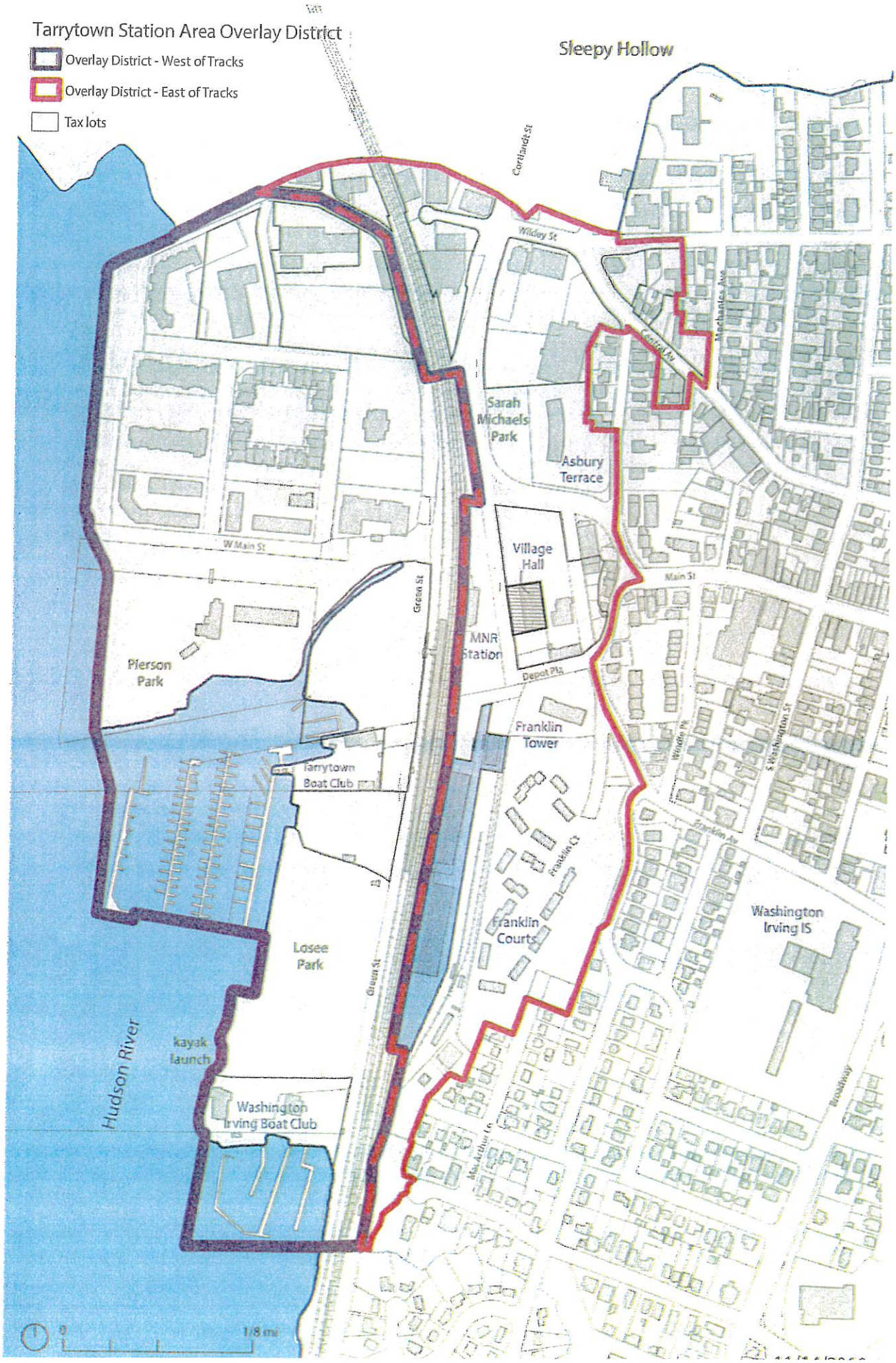
Tarrytown Station Area Overlay District
Overlay District - West of Tracks
Overlay District - East of Tracks
Tax lots
Sleepy Hollow
Cortlandt St
Wildey St
Central Av
Mechanics Ave
Sarah Michaels Park
Asbury Terrace
Village Hall
W Main St
Main St
Green St
MNR Station
Depot Pla
Pierson Park
Franklin Tower
Tarrytown Boat Club
Franklin Ct
Franklin Ave
Wildey Pl
S Washington St
Franklin Courts
Washington Irving IS
Losee Park
Grove St
Hudson River
Kayak launch
Washington Irving Boat Club
Wildwood
MacArthur Ln
0
1/8 mi

Tarrytown Station Area Overlay Scorecard
Summary

Criteria	Maximum Possible Score	Actual Score	
Land Use	12.5	8.3	
Mobility & Access	12.5	7.5	
Transportation & Parking	12.5	0.0	
Affordable & Senior Housing	12.5	5.6	
Neighborhood Character	12.5	6.9	
Infrastructure	12.5	8.3	
Open Space	12.5	8.3	
Sustainability & Resiliency	12.5	9.0	
Subtotal Performance	**100**	**54.0**	**Fail**
Bonus points	**25**	**25.0**	
Total Score	**125**	**79.0**	**Fail**

Passing score = 85

Notes:

The minimum passing score is 85

Except where noted, and in the Bonus tab, a score of zero for any component will result in a criteria score of zero

Where a component does not apply, enter "NA," and change the valid number of components

Only change values in cells so highlighted: All other cells are calculated

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7(a)

Kathy Deufemia

From: Dean Gallea <d.gallea@ieee.org>
Sent: Tuesday, January 21, 2020 11:24 PM
To: Richard Slingerland; Kathy Deufemia; Joshua Ringel
Cc: Anthony Ross; 'Rachel Tieger'
Subject: RE: Possible community garden location

[EXTERNAL] This email is from outside the Village of Tarrytown - Please use caution when opening links and attachments!

I like that long narrow area along the fence. It should be unshaded for most of the day, and is away from the street and the central area of the park so it won't take away from the open space. The geese are less likely to hang out there as well. We'd have to erect a protective fence parallel to the walkway, just behind that bench and the light poles.

-- Dean

-----Original Message-----
From: Richard Slingerland <rslingerland@tarrytowngov.com>
Sent: Tuesday, January 21, 2020 7:10 PM
To: Kathy Deufemia <KDeufemia@tarrytowngov.com>; Joshua Ringel <Jringel@tarrytowngov.com>
Cc: Anthony Ross <aross@tarrytowngov.com>; Dean Gallea <d.gallea@ieee.org>; Rachel Tieger <savvypalates@optonline.net>
Subject: Possible community garden location

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Kathy Deufemia

From: Rachel Tieger <savvypalates@optonline.net>
Sent: Wednesday, January 22, 2020 12:35 AM
To: Dean Gallea
Cc: Richard Slingerland; Kathy Deufemia; Joshua Ringel; Anthony Ross
Subject: Re: Possible community garden location

[EXTERNAL] This email is from outside the Village of Tarrytown - Please use caution when opening links and attachments!

Yes, I agree with Dean. Thanks for the pix and for pursuing the garden Rich!

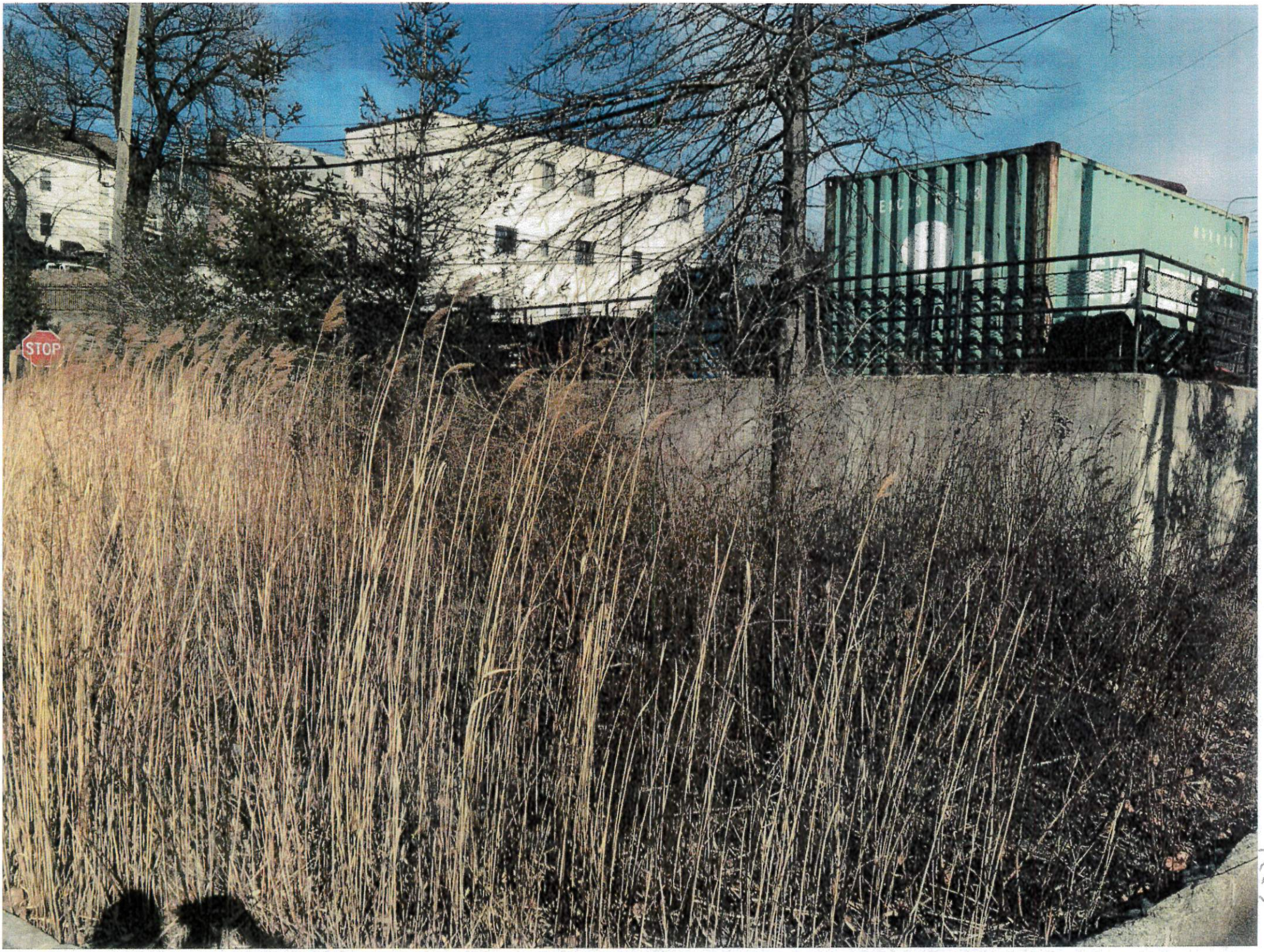
Thanks ~

Rachel Tieger
914.202.5470

> On Jan 21, 2020, at 11:23 PM, Dean Gallea <d.gallea@ieee.org> wrote:
>
> I like that long narrow area along the fence. It should be unshaded
> for most of the day, and is away from the street and the central area
> of the park so it won't take away from the open space. The geese are
> less likely to hang out there as well. We'd have to erect a protective
> fence parallel to the walkway, just behind that bench and the light
> poles.
>
> -- Dean
>
> -----Original Message-----
> From: Richard Slingerland <rslingerland@tarrytowngov.com>
> Sent: Tuesday, January 21, 2020 7:10 PM
> To: Kathy Deufemia <KDeufemia@tarrytowngov.com>; Joshua Ringel
> <Jringel@tarrytowngov.com>
> Cc: Anthony Ross <aross@tarrytowngov.com>; Dean Gallea
> <d.gallea@ieee.org>; Rachel Tieger <savvypalates@optonline.net>
> Subject: Possible community garden location
>
>
>
>

7(a)

7(a)



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KENNETH LYNCH
& SONS
Est. 1927

January 21, 2020

Village of Tarrytown
Johsua Ringel
Municipal Building
One Depot Plaza
Tarrytown, NY 10591

Dear Joshua,

Thank you for bringing to my attention the premature aging a portion of the benches on the Riverwalk are experiencing. We have determined these benches were part of an order placed by Bradhurst Site Construction. A total of 60 benches were ordered which were produced and delivered over the course of 2009 and early into 2010.

It appears that one batch of benches is having a failure of the powder coating. This is seen as rust coming through on sharp edges like the edges of the seat and back rest bolting flanges. There are also large-scale blotches of rust under the coating. These issues point to a problem known as under cure or failure to cure. This can be caused by not high enough or not long enough exposure to heat.

Kenneth Lynch & Sons proposes to replace the iron parts and hardware to re-furbish 22 benches.

We will provide 33 NEW bench legs (for 11 benches) coated RAL 9007 – the same color as in Pierson Park. These legs will be delivered to your location for your team to swap out the lumber from the old benches.
The 33 legs removed from the site will then be returned to K Lynch (we can arrange pick up) for stripping and re-coating in the RAL 9007.
The refurbished legs will then be delivered to your location for the same swap out.

Finally, the remaining 33 legs removed will be picked up by K Lynch and we will re-purpose them after refurbishing.

The end result will be 33 new iron legs and 33 refurbished legs on your Riverwalk.

I will be in touch when we have the legs prepared for delivery.

Sincerely,

Maria Dumoulin

LYNCH urban SEATING | LYNCH Estate Elements | FLORENTINE Classics

114 Willenbrock Road, Oxford, CT 06478 ✦ 203-264-2831 ✦ KLynchandSons.com

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RELATING TO EXECUTION OF AN AGREEMENT FOR MAINTENANCE
OF OFF-SYSTEM PHYSICAL AND TRAFFIC OPERATIONAL
IMPROVEMENT FUNDED UNDER FEDERAL-AID PROGRAMS

(AGREEMENT BETWEEN STATE AND MUNICIPALITIES REGARDING TRAFFIC SIGNAL UPGRADES AND INTERSECTION IMPROVEMENTS TO MUNCIPAL ASSETS FOR THE LHTL PROJECT)

RESOLUTION

VILLAGE OF TARRYTOWN, NEW YORK

WHEREAS, the State of New York, through its Commissioner of Transportation, has submitted to the VILLAGE BOARD OF TRUSTEES of the VILLAGE OF TARRYTOWN a proposed agreement relating to maintenance of Federally-Aided Off-System and Traffic Operational Improvements within VILLAGE OF TARRYTOWN, and

WHEREAS, the execution of such agreement is in the best interest of the VILLAGE OF TARRYTOWN.

NOW, THEREFORE, BE IT RESOLVED, that the BOARD OF TRUSTEES authorizes Richard Slingerland the Village Administrator to execute such agreement on behalf of the VILLAGE OF TARRYTOWN.

BE IT FURTHER RESOLVED: that the clerk of this BOARD OF TRUSTEES is hereby directed to transmit five (5) certified copies of the foregoing resolution to the State Department of Transportation.

AGREEMENT FOR MAINTENANCE OF
FEDERALLLY-AIDED OFF-SYSTEM AND TRAFFIC
OPERATIONAL IMPROVEMENTS FUNDED UNDER
FEDERAL-AID PROGRAMS (FAUS, Safety, County, Secondary, Safer Off-System Roads)

This agreement made this _____ day of _____, 2017, by and between the People of the State of New York, (hereinafter referred to as "State"), acting by and through the Commissioner of Transportation (hereinafter referred to as "Commissioner"), whose Office is in the Administration and Engineering Building, 1220 Washington Avenue, State Campus, in the City and County of Albany, State of New York, and the Board of Trustees of the Village of Tarrytown, NY with offices at 1 Depot Plaza, Tarrytown, NY 10591 , a municipal corporation duly authorized and existing under the laws of the State of New York (hereinafter referred to as "Municipality"), acting by and through The Board of Trustees thereof, witnesseth:

WHEREAS, the Congress of the United States has provided for Federal Funds to be expended for various programs which would provide for improvements on streets and roads not on the state highway system, all in accordance with various Federal-Aided Highway Acts and the Highway Safety Acts; and

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WHEREAS, the Legislature of the State of New York has enacted Section 80 of the Highway Law by which the Federal funds authorized may be made available for such projects not on the state highway system in accordance with the intent of Federal Highway and Safety Acts; and

WHEREAS, there exists a compelling need for physical and traffic operational improvements on existing streets within the boundaries of the Municipality; and

WHEREAS, the Municipality and State therefore desire to make use of Federal Funds as may be made available within the jurisdiction boundaries of said Municipality; and

WHEREAS, in accordance with appropriate State and Federal statutes the Municipality in which the improvements are to be made must consent to and approve of the proposed projects before any project under the program is commenced; and

WHEREAS, before Federal aid will be made available for such improvement projects, the Municipality and State are required to enter into written agreement with respect to the operation and maintenance of such improvement projects as may be financed in part with Federal Funds.

Now, THEREFORE, in consideration of mutual covenants and agreements between the parties hereto, it is mutually agreed as follows:

Article I. OFF-SYSTEM PHYSICAL AND TRAFFIC OPERATIONAL IMPROVEMENTS. The term OFF-SYSTEM PHYSICAL AND TRAFFIC IMPROVEMENTS as used in the agreement is defined as any and all construction, equipment, facilities and appurtenances required for completion of the individual projects specified and generally described in Schedule A of this Agreement. Each of the projects specified in Schedule A has been approved for partial Federal funding.

Article II. LOCAL APPROVAL. Prior to the authorization of construction or procurement of equipment for any of the OFF-SYSTEM PHYSICAL AND TRAFFIC OPERATIONAL IMPROVEMENTS specified in Schedule A, it is necessary that the Municipality concerned approve the proposed program for such IMPROVEMENTS and approve all orders of the State made to utility during construction of such IMPROVEMENT to locate its facilities within the right of-of-way of the streets or highways of the Municipality. Execution of this Agreement shall be considered as complying with the necessary consent and approval of such IMPROVEMENT, and relocation of utility orders, by the Municipality. The Municipality agrees, after completion of such IMPROVEMENTS, to provide for an approved utility accommodation policy which will be at least equal to the standards and policy in effect for similar types of State federally-aided highways and which will meet with the approval of the Department or its authorized representatives. Rules and Regulations governing the accommodation of utilities within the State highway right-of-way (Part 131, Title 17. Officially compilation of Codes, Rules and Regulations) as amended.

Article III. FUNCTIONAL TRAFFIC ENGINEERING UNIT. To insure that completed TRAFFIC OPERATIONAL IMPROVEMENTS are properly operated and maintained, the Municipality agrees to provide and maintain a traffic engineering unit within its own organization or provide other acceptable means for

assuring proper maintenance and operation. The Commissioner shall determine the adequacy of the maintenance and operating capabilities utilized by the Municipality to carry out this requirement.

Article IV. PHYSICAL MAINTENANCE OF OFF-SYSTEM PHYSICAL AND TRAFFIC OPERATIONAL IMPROVEMENTS. upon notification to the Municipality by the Commissioner of Transportation of the completion of construction of any or all of the individual IMPROVEMENTS specified in Schedule A, the Municipality shall at its own expense properly maintain the completed physical and operational improvements in accordance with State and Federal requirements and as contained in this paragraph. The Municipality agrees to conform to the New York State Manual of Uniform Traffic Control Devices to the extent required by Section 1680 of the Vehicle and Traffic Law. The Municipality agrees to conform to New York State established State and National standards prescribed for traffic control devices such as signs, signals, pavement markings and channelized sections on all projects constructed pursuant to the terms of this Agreement. Changes in the operational features or structural characteristics of the IMPROVEMENTS in response to changing conditions shall be based on sound traffic engineering principles and shall have first been approved in writing by the Commissioner and the Federal Highway Administration. The Commissioner or his representative may periodically inspect completed IMPROVEMENTS and determine that the maintenance, operation or changes in operation conform to this requirement. The maintenance and repair of such IMPROVEMENTS shall be performed by the Municipality by employing its own forces and by using its equipment, or by its contractor, or by a combination of these two methods. All materials, machinery and tools that shall be necessary for performance under this agreement shall be provided by the Municipality or by its contractor, as the case may be. Subject to the provision of any general, special or local law or ordinance, the Municipality may, for performance of all or part of the work, award a contract subject to the limitations of Section 144 of the State Finance Law.

Article V. MAINTENANCE OF TRAFFIC ORDINANCES AND REGULATIONS. It is essential for the efficient operation of work in Schedule A that certain existing local ordinances or regulations relating to the regulation of traffic and parking be amended. Schedule B of this Agreement specifies the additions, deletions and changes to the local ordinances and regulations required. The Municipality agrees to enact the specified changes and shall furnish the Commissioner of Transportation with evidence that the specified changes have been adopted prior to the completion of the work in Schedule A. The Municipality agrees to maintain the prescribed regulations. Any changes made in the prescribed regulations, including the making conditions, must be reviewed and approved by the Commissioner or his representative and Federal Highway Administration prior to their implementation.

Article VI. ENFORCEMENT OF TRAFFIC ORDINANCES OR REGULATIONS. The enforcement of traffic regulations is essential for the operation of the IMPROVEMENTS as planned. The Municipality agrees to enforce all State laws, local laws, ordinances, orders, rules and/or regulations which directly or indirectly affect the operations of the IMPROVEMENTS. Enforcement of regulations on streets and highways under the legal jurisdiction of the Municipality will be the responsibility of the Village of Tarrytown Police Department.

Article VII. INSPECTION AND COMPLIANCE. The Commissioner or his representative may periodically inspect the IMPROVEMENTS to ascertain that the completed work has been maintained in satisfactory

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condition and that the maintenance operation or changes in operation are in accordance with the terms of this Agreement and the requirements of the Federal Highway Administration. The inspection shall include the physical and the mechanical maintenance of the improvements as well as the maintenance of traffic ordinances and enforcement of such ordinances which directly or indirectly affect the operation of the IMPROVEMENTS. The Commissioner will also determine the adequacy of the FUNCTIONAL TRAFFIC ENGINEERING UNIT or other acceptable means for assuring proper maintenance and operation, to provide the required level of maintenance and traffic engineering advice. The Municipality shall be promptly notified in writing of any observed deficiencies in compliance with the terms of this Agreement. Within thirty days of receipt of such notification, a meeting between the Commissioner or his representative and interested and responsible representatives of the Municipality will be arranged to discuss the means required to remedy the noted deficiencies. Based on their discussion, and the future of the required remedial action, a reasonable time limit will be mutually established by the Commissioner's representative and the representatives of the Municipality for the satisfactory completion of remedial action by the Municipality. Failure to complete the required actions within the agreed upon time limit shall disqualify the Municipality from future Federal-Aid projects for which the Municipality has maintenance responsibility, until such time as the IMPROVEMENTS are restored to the level and condition of maintenance required by this Agreement. Also, if the Municipality has not met its maintenance obligations under this Agreement to the satisfaction of the Commissioner or his representative and the Federal Highway Administration, the Commissioner shall so notify the Municipality of its failure to meet its obligations under this Agreement by written notice which shall state the entire cost of the IMPROVEMENT, and the Federal and State funds listed as expended for the IMPROVEMENT covered by this Agreement within thirty (30) days of the date of such written notice.

Article VIII. The Municipality specifically agrees, as required by State Finance Law, Section 138, that it is prohibited by law from assigning, transferring, conveying, subletting or otherwise disposing of the agreement or its right title or interest therein, or its power to execute such agreement, to any other person, company or corporation, without the previous consent in writing of the Commissioner, except as such consent is provided for Article IV of this Agreement.

Article IX. The Village Administrator of the Municipality shall execute this agreement by an authorizing resolution from the legislative body of the municipality, with a copy of such authorization resolution to the attached to and made a part of this Agreement.

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SCHEDULE A

Project No.	Name of TOPICS	Description of TOPICS
8823.48	**Traffic Signal Upgrades**	**Lower Hudson Transit Link**

TS	Location	Owner / Maintainer	Cabinet Upgrade	Controller Upgrade	Ramps Upgrade	Ped Heads	Push Button	Overheads Upgrade
TS_088	Cortland St. and Main St.	Village of Tarrytown	Yes	Yes	No	No	No	No
TS_089	Wildey St. and Cortlandt/Division	Village of Tarrytown	Yes	Yes	Yes	Yes	Yes	Yes
TS_090	Wildey St. and Central Ave.	Village of Tarrytown	Yes	Yes	Yes	Yes	Yes	Yes
TS_098	Central Ave. and Washington St.	Village of Tarrytown	Yes	Yes	No	No	No	No

Project No.	Name of TOPICS	Description of TOPICS
8823.48	**Intersection Improvements**	**Lower Hudson Transit Link**

Location	Description
Wildey St. and Central Ave.	Pedestrian ramps with detectable warning panels, new poles for ped heads, new "Wait for Green Light" sign, pavement markings such as crosswalks, stop bars.

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IN WITNESS WHEREOF this Agreement has been executed by the State acting by and through the Commissioner, who has caused the seal of the Department of Transportation be affixed hereto, and the Municipality has caused this Agreement to be executed by its duly authorized officer and has hereunto affixed its seal on the day and year first above written.

Recommended by:_____ THE PEOPLE OF THE STATE OF NEW YORK (L.S.)

_____ By _____

CONTRACTS BUREAU Commissioner of Transportation

Approved as to Form

Date_____ _____(L.S.)

Attorney General (Affix Seal)

By Richard Slingerland

Village Administrator, Village of Tarrytown

STATE OF NEW YORK

SS. :

COUNTY OF Westchester

On the 22nd day of June in the year of 2017 before me personally came Richard Slingerland to me known, who, being by me duly sworn did depose and say that he resides in Ossining New York; and that he is the Village Adminiatrator of the Village of Tarrytown, the municipal corporation describe in and which executed the above instrument; that he knows the seal of said municipal corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the governing board of said municipal corporation pursuant to a resolution which was dully adopted on June 19, 2017; a certified copy of such resolution being attached hereto ad made a part of hereof; and that he signed his name thereto by like order.

Carol A. Booth

Notary Public

CAROL A. BOOTH
Notary Public, State of New York
No. 01BO6117482
Qualified in Westchester County
Commission Expires October 25, 2020

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SCHEDULE A

Project No.	Name of TOPICS	Description of TOPICS
8823.48	**Traffic Signal Upgrades**	**Lower Hudson Transit Link**

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TS_088	Cortland St. and Main St.	Village of Tarrytown	Yes	Yes	No	No	No	No
TS_089	Wildey St. and Cortlandt/Division	Village of Tarrytown	Yes	Yes	Yes	Yes	Yes	Yes
TS_090	Wildey St. and Central Ave.	Village of Tarrytown	Yes	Yes	Yes	Yes	Yes	Yes
TS_098	Central Ave. and Washington St.	Village of Tarrytown	Yes	Yes	No	No	No	No

Project No.	Name of TOPICS	Description of TOPICS
8823.48	**Intersection Improvements**	**Lower Hudson Transit Link**

Location	Description
Wildey St. and Central Ave.	Pedestrian ramps with detectable warning panels, new poles for ped heads, new "Wait for Green Light" sign, pavement markings such as crosswalks, stop bars.

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Board of Trustees
Village of Tarrytown
Regular Meeting No. 39
June 19, 2017
8:00 p.m.

PRESENT: Mayor Fixell presiding; Trustees: Brown, Butler, Hoyt; McGee and McGovern; Village Administrator Slingerland; Village Treasurer Hart; Village Attorney Silverberg and Village Clerk Booth

ABSENT: Trustee Zollo

****

AGREEMENT WITH NEW YORK STATE DEPARTMENT OF TRANSPORTATION – LOWER HUDSON TRANSIT LINK

Trustee Hoyt moved, seconded by Trustee Butler, and unanimously carried, that the following resolution be approved: Approved: 6-0

BE IT RESOLVED that the Board of Trustees of the Village of Tarrytown does hereby authorize and direct the Village Administrator to execute an agreement with New York State Department of Transportation in regard to the Lower Hudson Transit Link (LHTL) for the purpose of maintenance of off-system and traffic operational improvements that will be installed at various intersections around the Village of Tarrytown.

****

I, Carol A. Booth, the undersigned Village Clerk, do hereby certify that the above is a true and correct excerpt of the minutes of the June 19, 2017 Board of Trustees Regular Meeting.

Carol A. Booth
Village Clerk

Dated: July 14, 2017

Official Seal

McCullough, Goldberger & Staudt, LLP
Attorneys at Law
1311 Mamaroneck Avenue, Suite 340
White Plains, New York
10605
(914) 949-6400
FAX (914) 949-2510
WWW.MCCULLOUGHGOLDBERGER.COM

FRANK S. McCULLOUGH, JR.
JAMES STAUDT
LINDA B. WHITEHEAD
SETH M. MANDELBAUM

AMANDA L. BROSY
DEBORAH A. GOLDBERGER
EDMUND C. GRAINGER, III
PATRICIA W. GURAHIAN
MEREDITH A. LEFF
KEVIN E. STAUDT
STEVEN M. WRABEL

CHARLES A. GOLDBERGER
KEITH R. BETENSKY
COUNSEL

FRANK S. McCULLOUGH (1905-1998)
EVANS V. BREWSTER (1920-2005)

January 22, 2020

Mayor Drew Fixell and Members of the Board of Trustees
Village of Tarrytown
One Depot Plaza
Tarrytown, New York 10591

Re: 17 N. Washington Street request for Historic Landmark Designation

Dear Mayor Fixell and Members of the Board:

Our firm represents 17 Washington Hill, LLC, the owners of the property located at 17 N. Washington Street, known as Section 1.40, Block 16, Lot 5. The property is improved with a three-story brick warehouse building built in 1907. Our clients are planning on restoring the main warehouse building for residential use. A photo of the building is provided herewith.

We are writing to request that the Board of Trustees designate certain elements of the brick warehouse building as a Historic Landmark pursuant to Chapter 191 of the Village Code. The structure clearly represents an element of the Village's past and the development of the Village which our client would like to retain and we believe that such designation would be in keeping with the intent of the Code. While certain elements, such as the windows, doors and cornice, will need replacement as part of a restoration, other elements lend themselves to being designated as a Historic Landmark. In particular, our client wishes to preserve and would like to have designated the masonry façade structure and the commemorative date numbering "1907" on the front façade of the building. We also do not believe that the rear wood frame addition has any historic value and would like to be sure that is not included in any designation.

We request that this matter be put on the agenda for your work session on January 29, 2020 for a discussion of this possibility.

Thank you for your consideration.

Very truly yours,

Linda B. Whitehead

cc: Dan Bsharat

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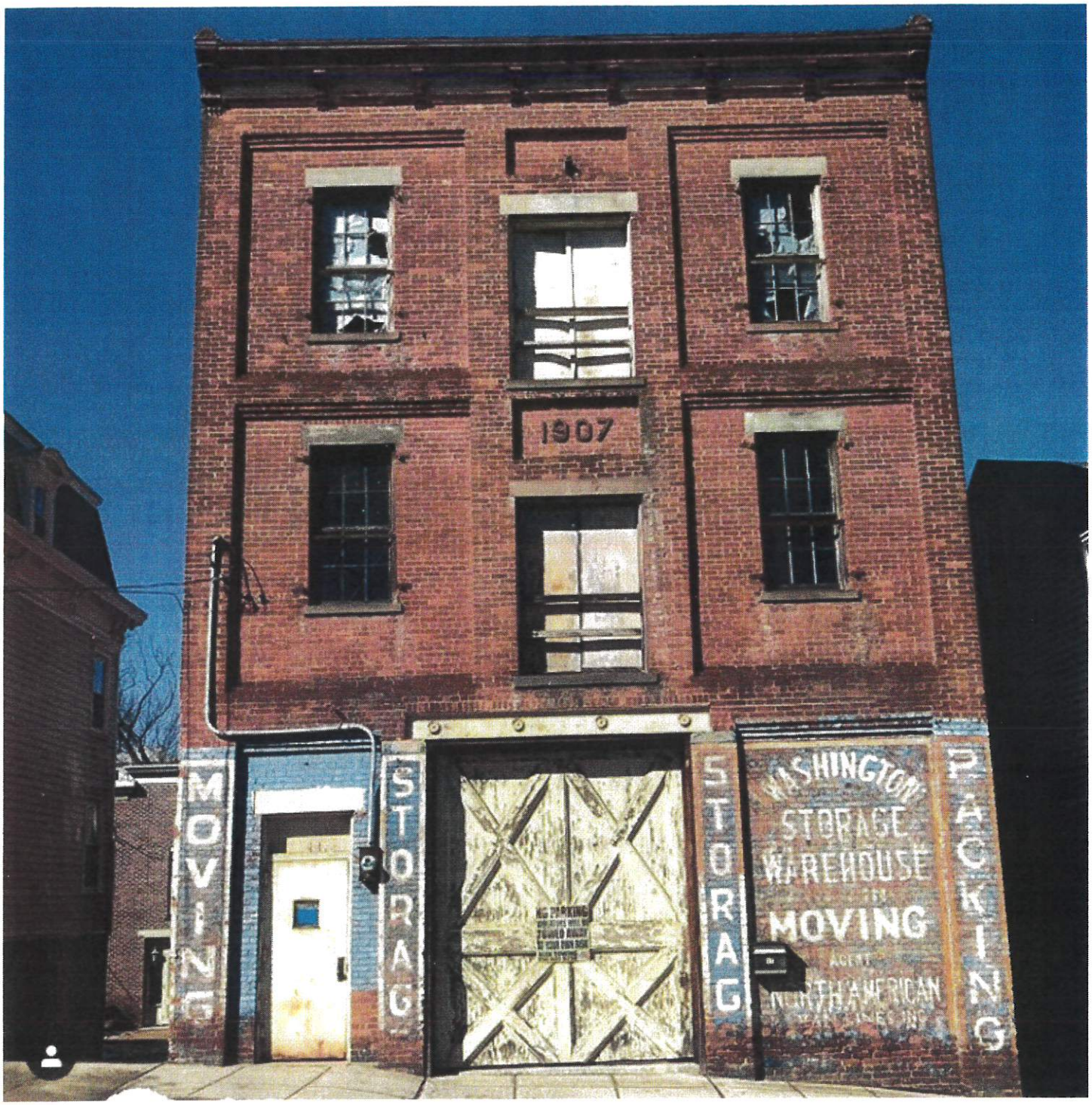
1907
MOVING
STORAGE
STORAGE
WASHINGTON
STORAGE
WAREHOUSE
MOVING
PACKING